



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE #21

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Illinois Central Historical Society



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SATURDAY AUGUST 8, 1987
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Tom Grant

CONSIST

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On The Cover

If you had to pick a typical second generation diesel purchased new by the IC, then the GP40's would be the ones. With 75 units they were the most common type of second generation diesel, except for the various Paducah rebuilds, to be seen on the IC.

THE GREEN DIAMOND is in need of articles and photographs for publication. Materials submitted are done so with the understanding that no monetary compensation is paid. Photographs and written materials will be returned if requested. Send any materials for the GREEN DIAMOND to Publications Chairman Tom Grant. Send items for the ICHS NEWSLETTER to Jack Laude.

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Annual Meeting
Sat. August 8, 1987
Best Western Viking
I-44 at exit 278
St. Louis MO

Thanks to the following people who make up the mailing staff for the Green Diamond and the Newsletter and stuff envelopes, stick on labels, sort and count, etc... so that all of us finally get the magazine, newsletter, etc...in the mail:

- Lew Concklin
- Lyman Dunning
- Tom Grant
- Al Kempf
- Alvin Kempf
- Jim Kubajak
- Abigail Kubajak
- Jack Laude
- Pam Laude
- George Rondelli
- R.F. Schramm
- Carol Schramm
- Jennifer Schramm
- Jeff Schramm

Thanks to the following people who contributed photos or information to this issue of the Green Diamond:

- Frank Ardrey Jr.
- Jerry Carson
- Tom Grant
- J.M. Gruber
- Lee Hastman
- David Huyck
- ICG RR
- Al Lind
- Bruce Meyer
- J.R. Quinn
- William Raia
- George Rondelli
- Bob Schramm
- Paul Slager
- Paul Stringham

NEW ADDRESS

The ICHS Company Store (Hats, T-Shirts, Decals, etc... has a new Head Clerk, Tonya Daisy, 746 N. Bruns Lane Apt. A, Springfield IL 62702

THE GREEN DIAMOND is published by the Illinois Central Historical Society, a Nonprofit Illinois Corporation organized to preserve historical material, and collect data on the former Illinois Central Railroad. Membership in the society is available to anyone interested in the Illinois Central Railroad or it's predecessor lines.

DUES

Regular	\$10.00
Sustaining	\$15.00

ILLINOIS CENTRAL HISTORICAL SOCIETY
5244 HOWARD STREET
WESTERN SPRINGS IL. 60558

Thanks to J.P. Killough, George Rondelli, and others who identified the photo of the Brush Creek bridge near Haleyville AL, on the Birmingham District, which appeared on the cover of Green Diamond #20. This photo of #2304 shows the Brush Creek sign and the bridge. ICHS collection



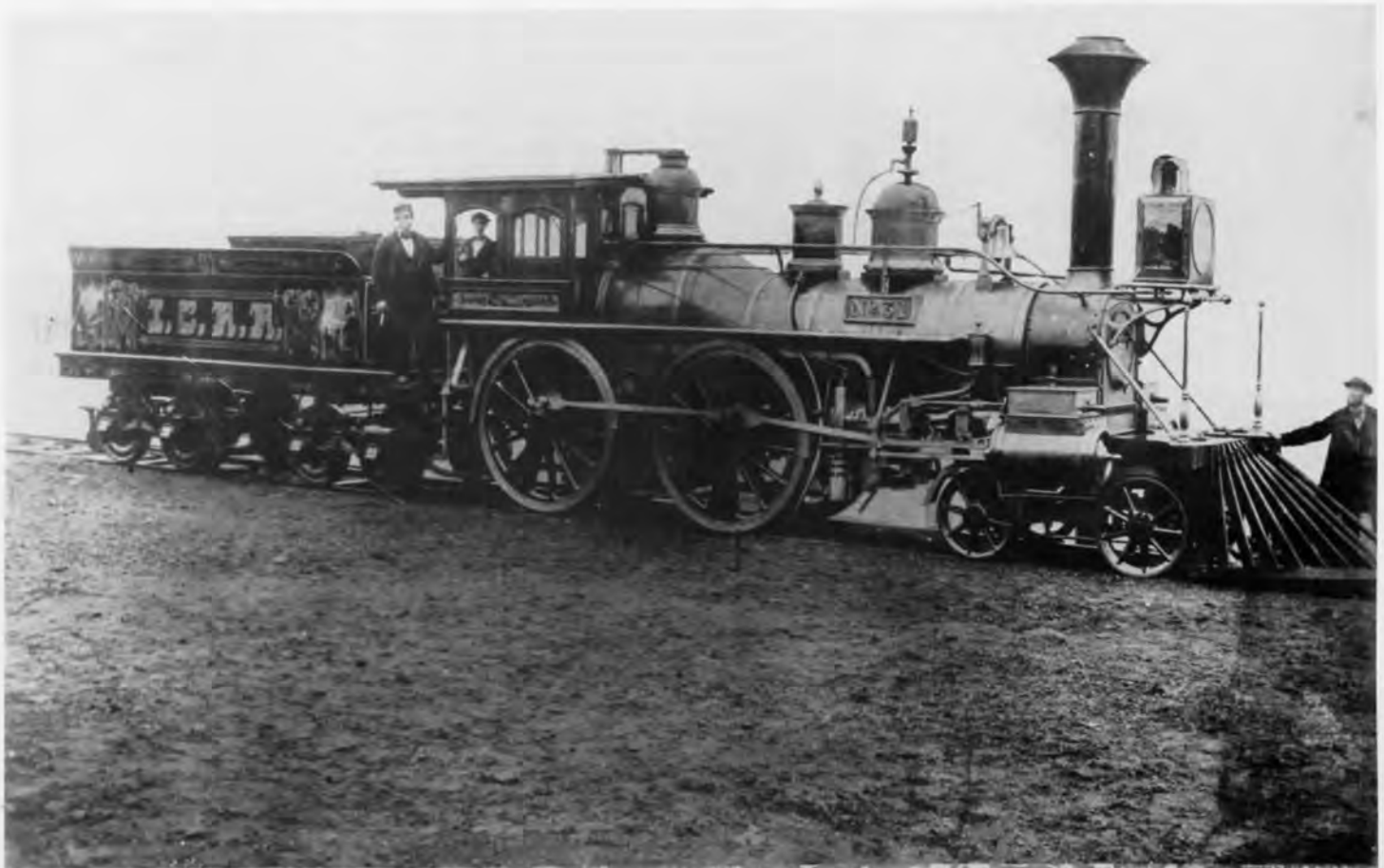
STUCK TO THE THROTTLE IN THE FACE OF DEATH

An Illinois Central locomotive engineer who faced death fearlessly in the performance of his duty in an unusual emergency was the hero of a poem written in 1882 and first published in the Tribune and Sun of Jackson, Tennessee, where the incident took place. The engineer was John Ryan and he worked on the Jackson District, between Jackson, Tennessee and Water Valley, Mississippi. The poem was written by E. Louis Lowe, Jr., fireman on a yard engine in Jackson. The Minton described in the poem was a passenger engineer on the Cairo District.

Due to some mistake in lining up a switch, the turntable track in the Jackson yard was left set for the main line. Number 6, the northbound freight due at 7 AM was several hours late. John Ryan saw the trouble ahead and whistled for the brakes, but was unable to stop in time to save a wreck.

Seeing several men trying to set the turntable to catch his engine, he remained at his post, hoping they would succeed. Just as the engine reached the pit, the men dropped the turning lever and sought places of safety—they had failed.

Undaunted, with his hand on the throttle, he went down in the wreck, the engine just missing the rails and crushing through the wooden frame of the turntable. Through it all, John Ryan stood with one hand on the throttle, the other on the reversing lever, and sank out of sight. They called John Ryan "the man who never jumps."



COAL-BURNING PASSENGER LOCOMOTIVE,

An early 4-4-0 #31

photo ICHS collection

"How's the switch for number 6?"
The words scarce were said,
When darting through the trees below,
The flying engine sped.

The signal whistle sounded clear
On the balmy air and still,
And curving round the glistening track,
She came panting up the hill.

"Quick to the switch," the yardman cried
And flew nor slacked his pace,
But the thundering train was up the hill,
The foremost in the race.

The outer switch creaked and groaned
Beneath the crushing weight,
And midst the rolling, rattling din,
A whistle called for brakes!

On hurrying feet the brakes
Over the crowding train,
To answer the call of the iron horse,
Shrieking for help in vain!

With outstretched hand the throttle held,
Brave Ryan stood at bay,
With steadfast gaze scanned the scene,
And the chasm on the way.

Nor stirred an inch from where he stood,
Nor looked to right or left,
Reversed, he held her open wide,
And rode to the jaws of death!

"My God! We are on the table track!"
The frightened fireman cried,
And as he spoke the dreaded words,
Leaped headlong to the side.

"Quick, men, the turntable set!
And catch her as she runs,
Pull hard, she's close upon us,
Great God, how she comes!"

"Jump, Ryan, jump!"
Like marble there he stood -
The massive tires just missed the rails,
And deep sank in the wood.

A terrible moment her giant form stood,
Tottering on the brink,
And as the weakening timbers cracked,
I saw her slowly sink.

That it was too late to jump,
He little seemed to know,
And he held the lever as she crashed,
Into the depths below!

And oh! a scene of horror then -
A long and deep suspense,
The hissing steam and cries of men,
Made anguish more intense.

"Quick, an axe," stout Minton cried!
Then leaped into the smoke,
The scalding steam engulfed his form,
Ere the words he spoke.

It was just the day before
When thundering down the track,
The Seventy-six snapped her rod,
With Minton on her back.

Her shattered cab told it all,
Of crushed and battered wood,
Air hose cut and death at hand,
At his post brave Minton stood.

A deep suspense on every face
A shadow of terror played,
"Why, he's all right," good Minton said,
"Not even a scratch is made."

And out they came, and such a shout,
Never went up before,
"The old man's saved, you bet he is,
And he'll pull us all once more."

"I hate to see my engine there,
And hope she's not much hurt,
I tried to keep her on her feet,
But now she's in the dirt."

And not a word about himself,
Or the scene of terror there,
His only thought, his duty then,
His life - a small affair.

Such deeds of men, like meteor lamps
Reflect their glory back to heaven,
And find a record in the light,
Of smiles by angels given.

Then honor to the engineers,
Let angels sing their glory,
And write upon the pages of fame,
John Ryan, hero of this story.

Reprinted from IC magazine

ILLINOIS CENTRAL DIESEL POWER

Yes Diesel fans, these are pictures of second generation IC diesels. Many of you have requested something on modern diesels. We have had very few photos available of IC's second generation units (1965-1972 merger). This is just an overview of these diesels. We can do articles on each type of diesel if we can 1) Find an author, and 2) Find more photos and some drawings. If you would like to see more on diesels, feel

free to lend a hand. Other diesel stories would include the early switchers (pre 1950), and switchers from 1950-1972. We have articles planned for IC Passenger Diesels and IC first generation freight diesels, but photos are still needed for these. Also if there are any ICG fans who would like to write up something on post-merger ICG units, we will print it.

SECOND GENERATION DIESELS

As you may know, the Illinois Central ran steam engines longer than most railroads. One reason for the longevity of steam on the IC was that the IC served many coal mines in Southern Illinois and Kentucky and purchased many tons of coal for their steam power. Converting to diesels was not only going to hurt these suppliers of coal, but would also anger the coal mine owners who were shipping lots of coal on the IC because the IC still ran with steam. Another reason that the IC stayed with their steam power was the rebuilding program at Paducah Shops. The IC engineers and shopmen were very good at working with steam engines. The IC's steam fleet was not in dire need of replacement after World War II like some other roads, because the Paducah shops could rebuild or build new engines. This ability to rebuild and build

new engines at Paducah would come in handy when the first generation diesel fleet began to wear out.

It was late in 1950 when the IC purchased its first road diesels from EMD, a pair of GP7's. That is also the reason that the IC didn't have any F units, since EMD was building the first GP's before the IC was in the market for road diesels. In the next two years the IC only purchased about a dozen more GP7's. It was 1953 before diesels were purchased in quantities large enough to begin to displace steam engines on the roster. Most of the IC's first generation GP7's and GP9's were purchased between 1956-1958. So it was not until about 10 years later that IC management had to go shopping for motive power again.



SD45 Demonstrator #7000 at Homewood IL in 1973.

Lee Hastman photo.



GP40 #3030 in the black paint schme at Carbondale IL in 1970.

Tom Grant photo.



GP40 #3010 in orange and white paint at Carbondale IL in 1970.

Tom Grant photo.



GE U30B #5001

photo J.M. Gruber collection.

SECOND GENERATION DIESELS - continued

It was now 1965 and EMD sent a new GP 40 demonstrator to the IC for testing. The GP-40X demonstrator #3075 stayed on the IC roster and in 1966 the IC began taking delivery of 60 more GP-40's numbered in the 3000 series. (3000-3059) Some of these GP-40's were the last units delivered in the solid black paint scheme.

A decision was made in 1967 to start a complete diesel rebuilding program at the Paducah shops to rebuild the hundreds of early Geeps that were wearing out. 1967 is also the year that the orange and white paint scheme was adopted and began to show up on diesels as they went in for overhauls or rebuilding.

In 1967 IC management was still looking for diesel power. Six U 30B's were ordered from GE (5000-5005), and EMD sent six new SD-40's to the IC. (6000-6005) All of these were 3000 H.P. units. In 1968 IC took delivery of ten of GE's U 33C units (5050-5059) at 3300 H.P. each and six of Alco's Century 636 models (1100-1105) at 3600 H.P. each.

In 1969 the IC went back to EMD for 15 more GP40's. (3060-3074) These were 3000 H.P. units equipped with dynamic brakes. Eighteen SD40A units, (6006-6023) also 3000 H.P., were delivered in 1969. In 1970, 20 GP38AC's (9500-9519) were purchased. A total of 143 new freight road diesels were purchased between 1965-1972.



SD40 #6001 at Carbondale IL in 1970.

Tom Grant photo.



GP18 Paducah rebuild of a GP9 at Wamac IL in 1973.

Jerry Carson photo.

Between 1967 and the 1972 merger with the GM&O to form the ICG, more than 200 diesels had also been rebuilt by the Paducah Shop forces. These included all types of

diesels, mainly IC power, but including switchers and passenger units as well as work contracted for with other railroads.



GE U33C #5053 at Homewood IL in 1971.

photo J.M. Gruber Collection.



Alco C 636 #1105 at Markham in 1971.

photo J.M. Gruber Collection.



GP40 #3061 with dynamic brakes at North Platte Nebraska in 1969.

Lee Hastman photo.



SD40A #6015 at Carbondale IL in 1971.

Tom Grant photo.



GP38AC #9501 at East St. Louis IL in 1973.

Jerry Carson Photo.

ILLINOIS CENTRAL RAILROAD HISTORICAL SOCIETY
FINANCIAL SUMMARY 1986

ITEM		INCOME		EXPENSE
MEMBERSHIP:	Dues	\$5576.00	Mbrshp	Printing & Postage \$ 612.13
	Newsletter			Printing & Postage \$ 466.39
PUBLICATIONS:				
	Green Diamond Sales	\$1198.75	(note c)	Printing & Postage \$3679.82
	1987 Calendar Sales	<u>\$ 332.00</u>		Printing <u>\$1899.36</u>
	Subtotal	<u>\$7106.75</u>		<u>\$6657.70</u>
WAYS & MEANS:				
	Misc. ICHS sale items	\$ 154.00	(note d)	Purchases \$ 70.50
	Gilman print	\$ 806.50	(note d)	Printing & Packing \$1930.19
	Limiteds/Lakefront book	\$ 360.00	(note d)	\$1147.20
	HO Model Cars	<u>\$2033.75</u>	(note b)	<u>\$2697.73</u>
	Subtotal	<u>\$3354.25</u>		<u>\$5845.62</u>
1986 ANNUAL MEETING:				
	Dinner & Hall Expense	\$2034.00		\$2078.15
	Auction	\$ 239.50		\$---0---
1986 MISC.:				
	Donations	\$ 150.00		\$ 150.00
	Interest earned	\$ 355.46		
	Office & postage expenses			\$ 420.13
	Photo supplies & archives			\$ 199.01
	Subtotal	<u>\$2778.96</u>		<u>\$2847.29</u>
Totals		<u>\$13239.96</u>		<u>\$15350.61</u>

Items are grouped to show how the Board of Directors tries to offset income against expenses. Member dues, magazine and calendar sales offset the cost of producing membership cards, newsletters, magazines, and the calendars, which are direct member services. Sales of other fund raising items generate income to offset the cost of producing the fund raising items and other misc. expenses.

This Financial Summary is not a complete statement of actual funds dispensed or income for 1986, (see note a) since some items overlap 1985 - 1986 - 1987. (see note b,c,d)

Copies of the 1986 Treasurers Report can be obtained from Treasurer Nita Fraser. Send a SSAE to 205 Sundown Trail, Jackson MS 39212.

note a: Exact figures for 1986 receipts & disbursements are as follows:

1986 cash receipts	\$16732.96	1986 cash disbursements	\$13605.21
Total ICHS accounts balance 12-31-86			\$14228.20

note b: HO model cars were ordered and paid for in 1986, but none were delivered or sold in 1986, with the exception of cars remaining from 1985.

note c: Green Diamond #20 was issued in March of 1987, but was the third issue due to 1986 paid up members. Expenses for this issue are included here with 1986 expenses.

note d: Expenses incurred for these items in 1986 will generate additional sales in 1987 and succeeding years until all are sold. Expenses were incurred in 1986. also see note b.

Following pages IC 2-8-2 #1356 charging eastbound upgrade in downtown Freeport IL in August of 1952. The IC and C&NW freight stations can be seen on the right. Once again we are grateful to Paul Slager for allowing us to publish this photo.



1356



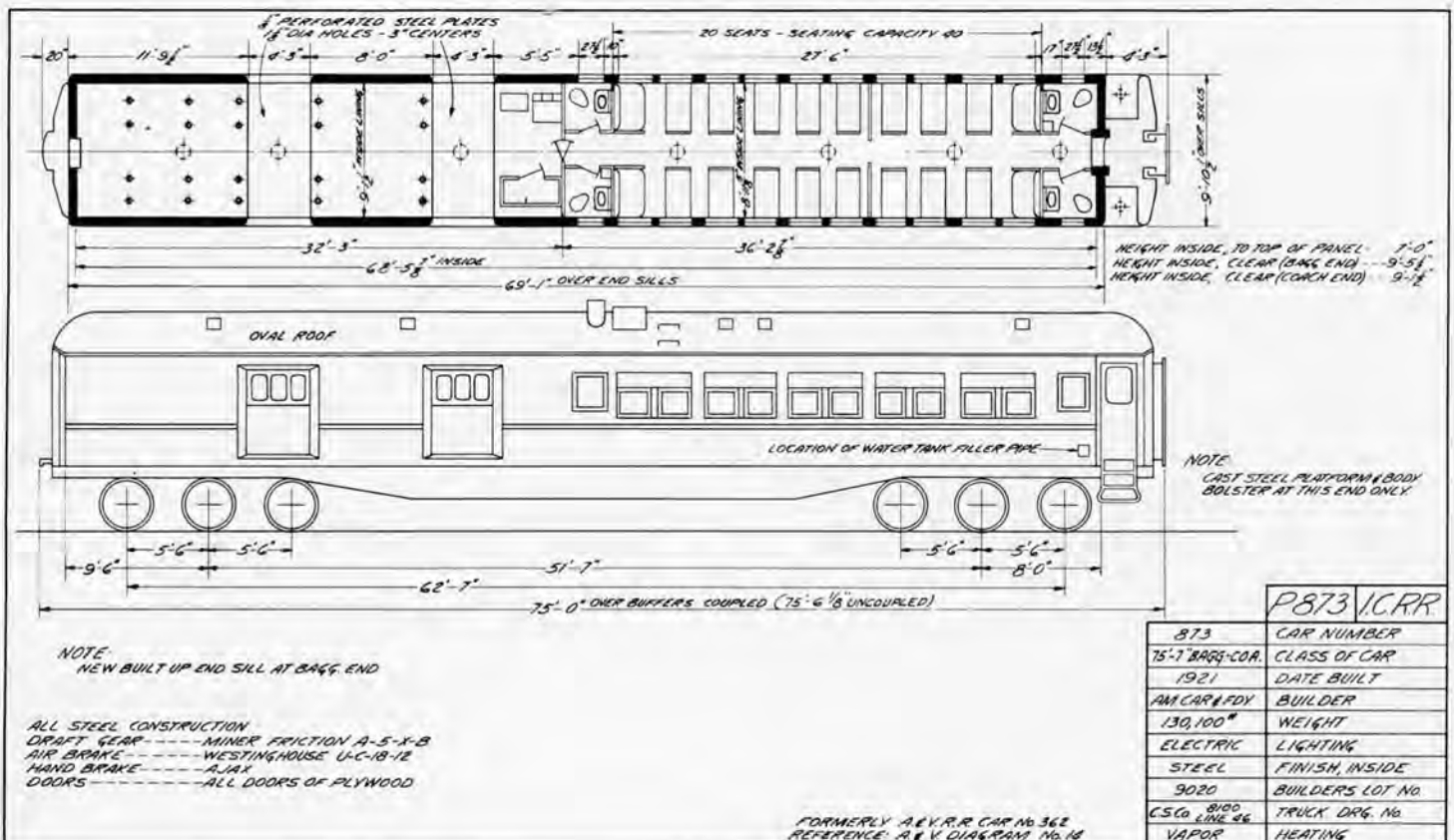
ILLINOIS CENTRAL PASSENGER CARS

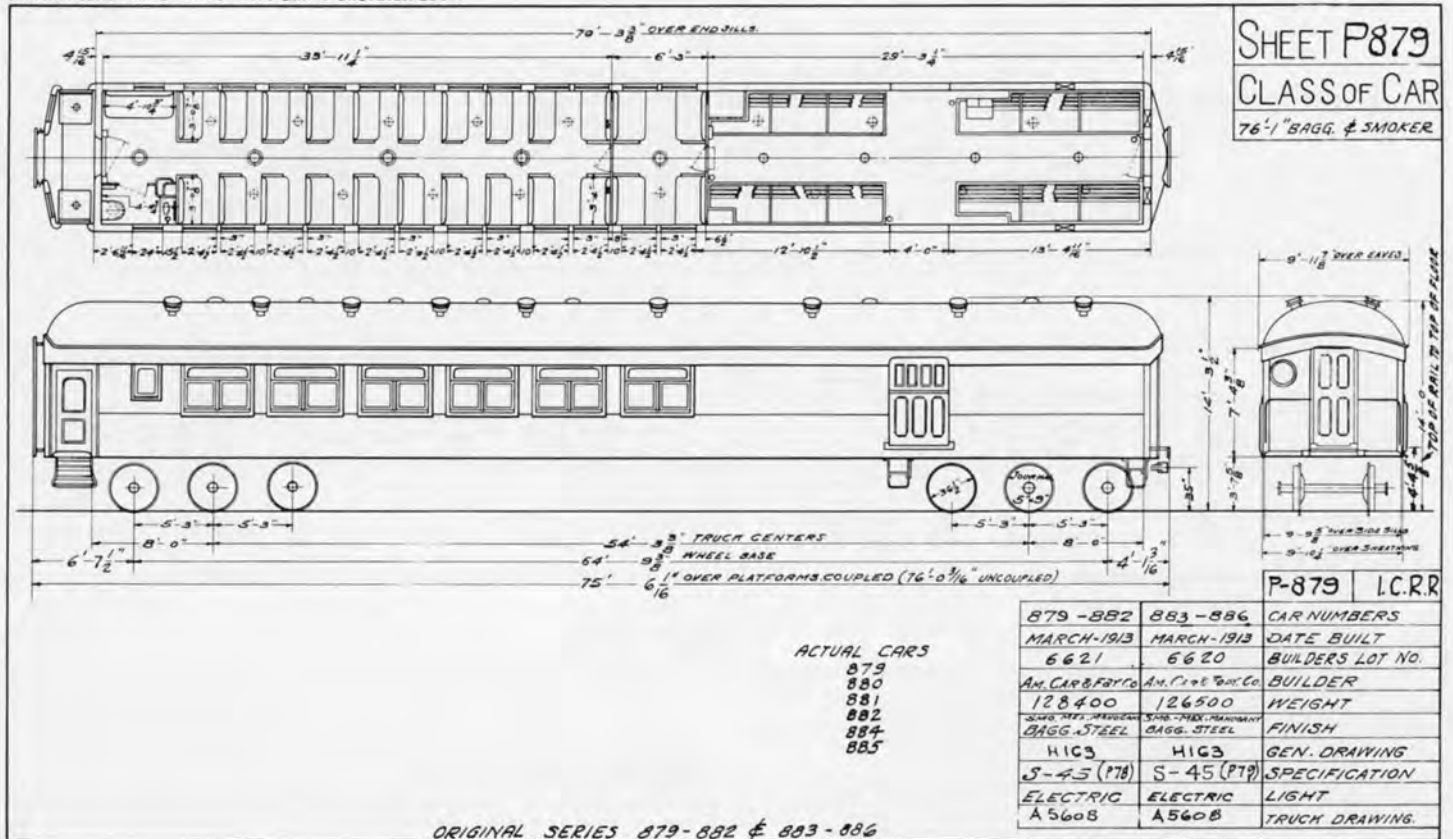
HEAVYWEIGHTS AND HARRIMANS -Part 3.

In Heavyweights and Harrimans - part 1. (Green Diamond #18) we covered the Postal, Mail & Express, and Baggage - Express type cars numbered between #52 - #824 on the IC roster. (1950's era). In part 2. (Green Diamond #20) we showed the Auxiliary Baggage, Horse cars, Express, Express Box, and Express Refrigerator cars. In this issue we have the combine type cars. Part 4 will show the heavyweight coaches. The chart shows cars illustrated in this issue. We have few photos showing these cars in service but if anyone sends in some pictures we will publish them in a future issue. (see photos in this issue of an express box car, Baggage-Express car #769, and Mail and Express car #326 which we have received.)

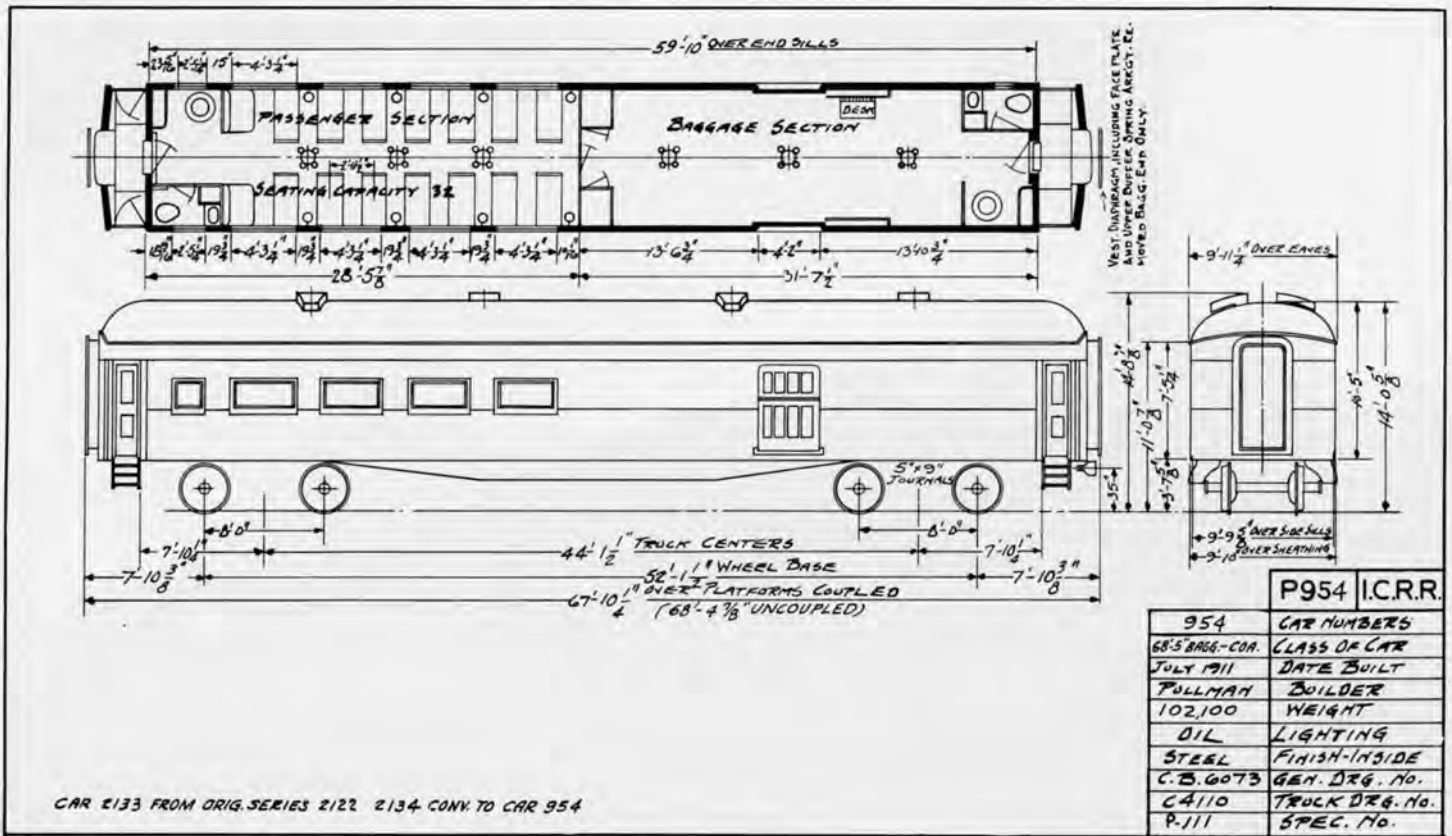
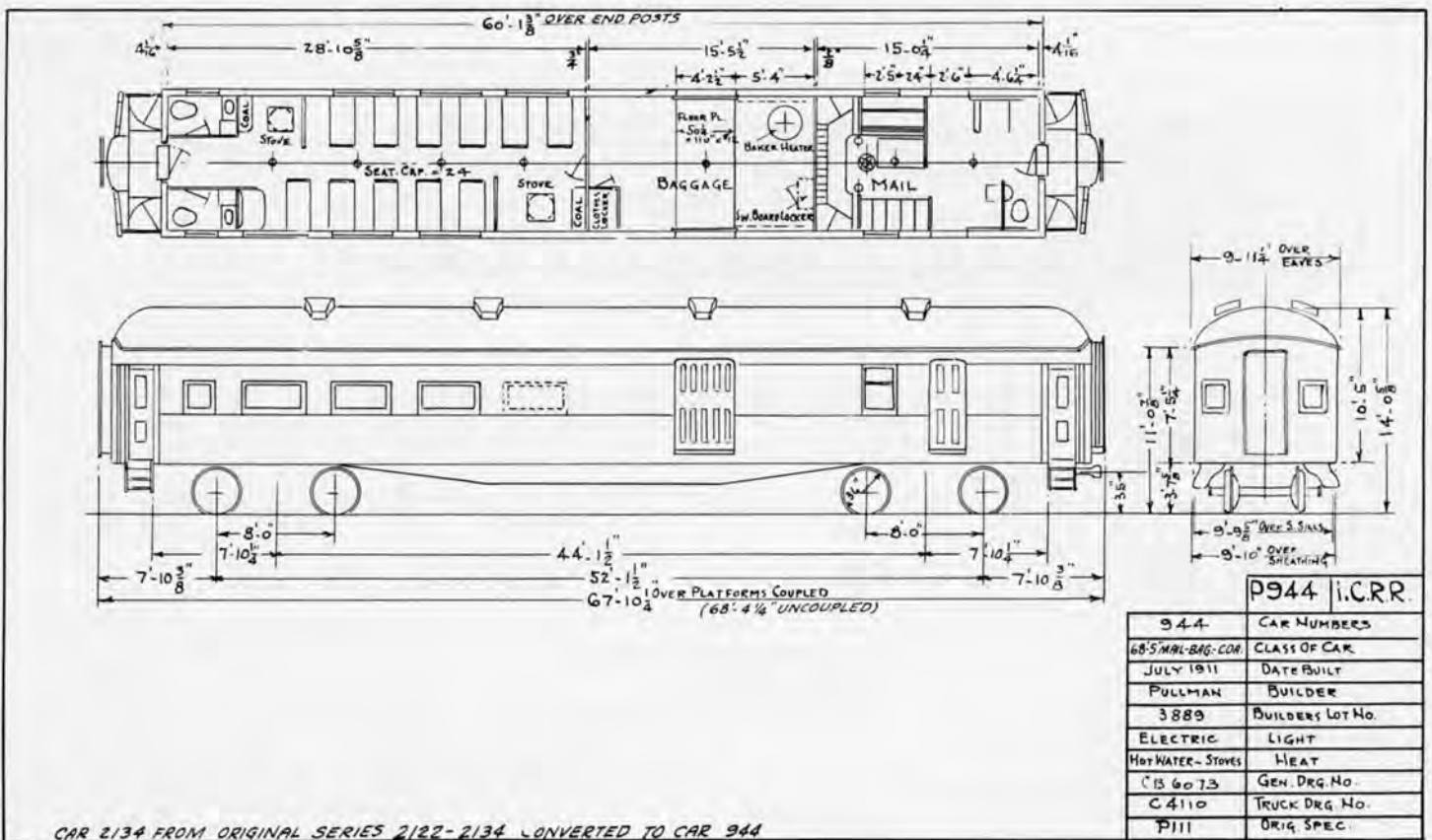
ILLINOIS CENTRAL HEAVYWEIGHT PASSENGER CARS

LENGTH	CAR TYPE	# SERIES	BUILT	BUILDER	NOTES
75'7"	Baggage-Coach	871-874	1921	A.C. & F.	from A&V #360, #362/VS&P #460
76'1"	Baggage-Smoker	876-877	1911	Pullman	same as #879/w round vestibule window
76'1"	Baggage-Smoker	879-886	1913	A.C. & F.	#886 is Baggage-Coach
76'5"	Baggage-Smoker	887-894	1918	Pullman	#890,893,894 had A/C roof hatches
76'5"	Bag-Dorm-Coach	891	1918	Pullman	converted from 890-894 series car
79'8"	Baggage-Coach	895	1916	Pullman	clerestory roof/from bag-club #4072
68'5"	Mail-Bag-Coach	940-944	1911	Pullman	see drawings
68'5"	Baggage-Coach	953-955	1911	Pullman	see drawing of #954
68'5"	Baggage-Coach	958-959	1911	Pullman	similar to #954
68'5"	Baggage-Coach	968	1911	Pullman	similar to #954





Pacific #1143 and train in Central Illinois. The window arrangement and unique air conditioning roof hatch indicate that the first car is car #890, #893, or #894, a 76'5" Baggage-Smoker.
 Paul Stringham photo





These photos have found their way to us since Issue #18 was printed. #18 contained part 1 of Heavyweights and Harrimans.

74' Baggage-Express car #769 shown here in Chicago in 1968 with the chocolate and orange color scheme. J.R. Quinn photo



Here's one that at first I thought we had missed on our chart in issue #18. Car #26, a mail and express car photographed in 1971. A close look at the photo, however, shows a fresh spot of orange paint where the first digit of the car number used to be. Another look through the diagrams shows this to be the original car #326 with some modernizing. photo by William A. Raia



I found this photo of ICX 3000 in my collection. I am not sure that this was an express box car, however its general arrangement appears to be very close to plan P7900. Note the grab iron to the left of the door, and the stirrup under the door. This photo was taken on February 26, 1984 at Paducah. David Huyck (plans for the express box car were in Green Diamond #20, page 20. ed)

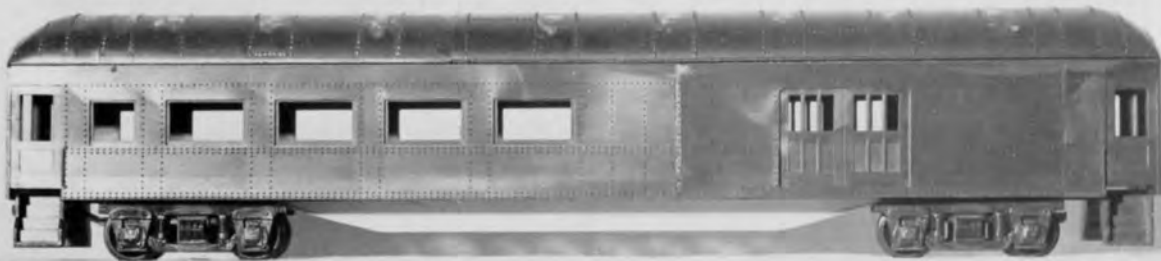
MODELING IC HARRIMAN & HEAVYWEIGHT CARS

Shown here are some under construction photos of HO models of IC Harriman cars and heavyweight express refrigerator cars. We will also run some pictures of these models after they are painted and lettered in a future issue. I think the unpainted photos show the construction techniques better than pictures of the finished models. These are simple modifications to plastic kits. In some cases all we did was add 6 wheel trucks to the Roundhouse cars to make a (close enough) representation of a typical IC car. There are a number of other conversions that can be done using the Roundhouse Harriman cars for parts. If any of you modelers have done any IC conversions, try and send in a good black & white photo and we will show it in the magazine. I will also be photographing the models at the annual meeting in St. Louis if you can bring your model to the show.

EXPRESS REFRIGERATORS: Top car is an Athearn 50' wood sided refrigerator with the Roundhouse (MDC) 4 wheel trucks that were supplied with the Roundhouse Harriman cars. The Athearn trucks were not used. Bottom car is a Mantua "Heavy" 40' car that was also equipped with the Roundhouse trucks that came with the Harriman cars.

MAIL-EXPRESS, POSTAL, & BAGGAGE-EXPRESS: Top car is the stock Roundhouse (MDC) baggage car with 6 wheel Roundhouse trucks substituted for the 4 wheel trucks that came with the kit. The 4 wheel trucks were then used on the express refrigerator cars. Center car is the stock Roundhouse car also with the 6 wheel trucks substituted. Although this may not be an exact copy of an IC car it is real close. The IC #95 - #104 series (see Green Diamond #18, page 9) had 3 windows at each end on one side and 4+2 windows on the other side, while the MDC car has 3+2 windows. The bottom car is a relatively easy bash of the 2 cars above it. A pair of double baggage doors was cut into the center of the RPO car and the windows were filled in with plastic to make the IC #810 or #811 car. (G/D #18 p23) With a little more work this same conversion could be made into a horse car #532 - #537 (G/D #20 p20). This car will also get the Roundhouse 6 wheel trucks. The kitbash was done by Dale Windhorst.





COMBINATION CARS: Another not to difficult conversion is this model of an IC #954 baggage-coach. The doors from an MDC baggage car were used again in this car and a vestibule end was added to the car.(see page 18 in this issue for plan) A four panel door would have been an exact match with the prototype car. The center sill was also added to this car. The Roundhouse 4 wheel trucks were used on this car. The stock MDC combine is shown below for comparison. This conversion was also done by Dale Windhorst.

WRECK OF THE SUNCHASER - 1948



This wreck occurred on the Frisco tracks (IC trackage rights) a mile or so west of Adamsville Alabama while descending Adamsville Hill. The train was the "Sunchaser" and derailed near a little place known as Lindbergh, Alabama on April 25, 1948. It was the northbound train and this wreck occurred somewhere near 5 AM. The engine crew aboard #2459 was killed along with one passenger in the FEC coach. The southbound Seminole came by while we were there.

Frank Ardrey Jr.





Four Sunchaser wreck photos from Frank Ardrey Jr.



INTERCHANGE TRACK



FOR SALE: I.C. CHINA - for list send SSAE to Nita Fraser 205 Sundown Trail, Jackson MS 39212.

FOR SALE: PHOTOS of IC & other Southern RR's. Steam & Passenger Diesel Era. SSAE for info. F.E. Ardrey Jr. 1329 Larry Lane, Birmingham AL 35213.

FOR SALE: CUSTOM PAINTED TRAINS; specializing in GM&O, IC, ICG, MP, KCS,. Quality Work - Custom Detailing also. Send SSAE for photo and prices. CPT. 4032 Torrey Pines Dr., Jackson MS 39212.

FOR SALE: ORIENTAL ALCO C-636 Mint Condition \$210.00 David Huyck 2405 Shawnee Lane, Paducah KY 42001.

FOR SALE: HEADLIGHT from 2604. Pyle National \$450.00 Ed Beasley phone (502) 554 1719 or (502) 554 0195.

WANTED: Original photos of IC wall clocks. Terry Schmidt 18212 Olde Farm Rd., Lansing IL 60438.

Painting & Lettering Diagrams or photos for use in a revised edition of "Monarchs of Mid-America, IC diagram style book originally published in 1973. A new enlarged edition is planned to include additional diagrams and information. Any painting and lettering diagrams would be helpful. contact Tom Grant ICHS Publications.

WANTED: Scale drawings or Diagrams of IC Steam Locomotives, especially 2500 - 2600 class. Harmon Monk Box 163 RR2, Ashkum IL 60911.



FOR SALE

LIONEL CITY OF NEW ORLEANS Passenger Train. A-B-A with 6 aluminum cars (no track or Transformer)

HO PANAMA LIMITED E-8 A A with 6 cars. (no track or power pack)

N PANAMA LIMITED A A with 6 coaches (no track or power pack)

IC Patches and Uniform Buttons.

Most anything in stock for Model Trains. All sizes Z - N - HO - LIONEL - #1

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Wanted

IC Steam/Diesel/photos or slides of Freeport IL to Madison WI line & Freeport IL to Clinton IL line (Amboy Dist.) Randy Garnhart 5563 Skywood Terr. Rockford IL 61109

Photos or Info. on IC express refrigerator cars. Pat Coughlin, 6939 Lavendale, Dallas TX 75230.

Book: "Demise of the Iron Horse" by George S. Rainey. Daniel J. Miller, 2506 Raney, Effingham IL 62401

INTERCHANGE TRACK

WANT ADS - FREE TO MEMBERS - FOR SALE ADS - \$3.00 for first 15 words - additional words are \$.10 each. COMMERCIAL FOR SALE - \$5.00 for first 15 words - additional words \$.10 each. 1/9 page \$7.50 - 1/4 page \$20.00. Copy should be clearly printed or typed. We reserve the right to edit copy and the right to refuse ads. Send your copy with a check or money order payable to ICHS.