



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

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DOUBLE ISSUE



Illinois Central Historical Society



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ILLINOIS CENTRAL RAILROAD
HISTORICAL SOCIETY
1990 ANNUAL MEETING
SATURDAY AUGUST 11, 1990
INDIANAPOLIS INDIANA
RAILROADIANA SHOW & SALE

GREEN DIAMOND PAGE 2

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ON THE COVER

IC Mountain #2539 moving freight southbound on track #3 at the north end of Monee IL in July of 1950. The siding, elevator, and silo are long gone, but now, with recent developments, so are tracks 2, 3 & 4, and the place just doesn't look the same anymore.
Photo by Jerry Carson.

Next Board Meeting
Sat. November 11, 1989
Days Inn
Carbondale IL
10 AM

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NEW MEMBERSHIP CHAIRMAN

Jim Kubajak has taken over the duties of Membership Chairman. The job was held last year by John Thomas. John will remain as editor of the ICHS NEWSLETTER, and newsletter information can still be directed to him. (see page 2 for address). Inquiries regarding membership and dues should be directed to Jim Kubajak at the following address:

ICHS MEMBERSHIP
14818 Clifton Park
Midlothian IL 60445

NOTICE! NOTICE!

DUES NOTICES will be mailed out at the end of the year. Please wait until you receive a dues notice to mail in 1990 dues. IF you are one of the many people who did not yet renew your dues for 1989, this double issue of the magazine will be the last publication you will receive. Members who have paid for 1989 will continue to receive publications. We are essentially a year behind in magazines, and the publications committee is well aware of this problem and working on catching up. Your patience is much appreciated. Our thanks go out to all the members who support the ICHS.

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 John Thomas.

CONSIST

- 3. ICHS NEWS
- 8. Quest for the I.C. by Jerry Mart
- 12. 2800 Class Centrals by Ted Richardson
- 20. I.C. Meat Trains IC Magazine
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- 44. Employee Timetables Terry McMahon
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- 55. Interchange Track

CONGRATULATIONS

Congratulations are in order for Judge Leon Ford III. His article on the Crimson Flyer, which appeared in Double Issue 23/24 of the Green Diamond, was nominated for the 1989 Railroad History Award for best article by the Railway and Locomotive Historical Society.



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

- Lew Concklin
- Lyman Dunning
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- Alvin Kempf
- Kevin Kempf
- Jim Kubajak
- Abigail Kubajak
- James Kubajak
- Jack Laude
- George Rondelli
- Dale Windhorst

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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 \$15.00
- Sustaining \$20.00

ILLINOIS CENTRAL
HISTORICAL SOCIETY
14818 Clifton Park
Midlothian IL 60445

1989 ANNUAL MEETING

The 1989 annual meeting of the I.C.R.R. Historical Society was held in Dubuque, Iowa on Saturday August 12, at the Five Flags Convention Center and the Julien Hotel.

The Railroadiana Show and Sale was held during the day on Saturday and was well attended by more than 800 people. Dozens of tables of Railroadiana were offered for sale, and the annual model contest was held in conjunction with the show. Members of the LaCrosse and Three Rivers Model Railroad Club traveled to Dubuque with their modular layout and displayed it during the show. The Dubuque Model Railroad Club, located in a building only 1 block from the convention center, was open to visitors after the Railroadiana Show. We would like to thank these two clubs once again for having their layouts on display for us. Also during the show, in the afternoon, movies were shown from the society's collection.

The Chicago Central Railroad provided entertainment and Railfan opportunities right outside the hotel and convention center all weekend for everyone interested in the current operations of the former I.C. Iowa Division. The Mississippi River bridge, old I.C. freight house, and the Dubuque passenger station were all within walking distance of the hotel. Many local attractions were also within a few blocks; the Riverboat museum, famous Dubuque "shot tower", and The Star Brewery (with tasting room), as well as downtown Dubuque with it's historic district, antique shops, and the Fourth Street elevator.

Seventy five people attended the dinner on Saturday evening in the Julien hotel. A special award was given to Nita and Dave Fraser jr. by the Board of Directors of the Society in appreciation of the work they have done over the last 10 years on behalf of the Society. Many door prizes were distributed to those attending the dinner. Once again the society would like to thank all the dealers at the show who donated door prizes. In a last minute effort to maintain what has now become a tradition, Terry McMahon and Bob O'Brien teamed up to quickly prepare another of the famous I.C. quizzes.

After dinner elections were held for Officers and Directors of the Society. The new President of the ICHS is Jack Laude

M.D.; 1st Vice President is Nita Fraser; 2nd Vice President is Terry McMahon; Treasurer is Rich Chenault; Secretary is David Hayes. Directors elected were Lew Concklin, David J. Daisy, Tonya Daisy, Dave Fraser jr., Jim Kubajak, Phillip Marvin, and Charles Werner.

IC movies and slides were shown following the formal dinner activities until the last viewers could no longer stay awake and the rest of the audience had adjourned to their rooms or the piano bar across the lobby.

On Sunday morning a board meeting was held at the Julien hotel and plans were made for the 1990 and 1991 ICHS annual meetings as well as the usual society business and future plans. (see Destinations for more info. on future ICHS meetings.)

DESTINATIONS

The 1990 ICHS Annual Meeting is being planned for Indianapolis Indiana on August 11, 12. Location and all details have not been finalized as of this writing but activities planned include the Railroadiana Show and Sale on Saturday and hopefully a ride on the Indiana Railroad (IC Indianapolis line) for Sunday. If you can be of assistance in planning the 1990 Indianapolis meeting please contact Tom Grant, 22539 Arquilla Dr., Richton Park, IL 60471. The 1991 ICHS Annual Meeting is being planned for "The South". Cities being considered are New Orleans, Natchez, Jackson, Vicksburg... If you can be of assistance in planning or organizing the 1991 meeting please contact Dave Fraser, 205 Sundown Trail, Jackson, MS. 39212.

PUBLICATIONS

As you all know, we have not had an issue of the Green Diamond in quite a while. And, as you may have noticed, your editor is no longer President of the society. Although I was eligible to serve one more year as President, I felt it was more important to try and get our publications back on track. Doing either job for the society is very time consuming, but doing both was impossible. The ICHS has a lot of things happening these days and we are always looking for help with just about everything. As far as publications goes, I hope we can catch up with our magazines and maybe even throw in a few surprises along the way. If you would like to help out in any way, please contact me.

ILLINOIS CENTRAL HISTORICAL SOCIETY



If you've never been to an ICHS annual meeting, and haven't seen any of their pictures in your local post office, then you probably don't know who these people are. Actually they are the Officers and Directors of the ICHS. David Hayes got them all to stand close together for a couple of photos at the Dubuque Board meeting. The Officers (top photo) are Left to Right Rich Chenault - Treasurer; Tom Grant - Publications Chairman; Jack Laude - President; Nita Fraser - 1st Vice President; Terry McMahon - 2nd Vice President; and David Hayes - Secretary.

The Directors (bottom photo) are; Dave Fraser Jr., Lew Concklin, Jim Kubajak, David Daisy, Tonya Daisy, Charles Werner, and Phil Marvin.



ILLINOIS CENTRAL RAILROAD HISTORICAL SOCIETY



HEADQUARTERS BUILDING

The ICHS is currently in the final stages of acquiring the Norfolk Southern freight depot at Paxton Illinois. The brick building sits about a half block west of the Illinois Central mainline in Paxton. We anticipate that the legal dealing will be completed and we should have possession of the building by the end of the year. The purchase price for the building, including three parcels of land and 600' of rail siding is \$9500.00.

To answer the most commonly asked question regarding this purchase: Why didn't you guys buy a real IC depot? We have, for the last three years been trying to find a place to call "home", or "headquarters" or whatever. Various genuine IC depots were investigated and in every case the asking price was more money than the ICHS has in the bank. This situation forced us to look at other possible structures. The Board of Directors feels that the Paxton Freight house is something that we can afford and definitely something that we have a genuine need for. We are accumulating donations and paying for storage facilities for them continually. The building will give us storage space for our archive materials, and provide for expansion and other uses in the future.

CARBONDALE MUSEUM

The city of Carbondale IL has purchased the former IC depot and freight house in downtown Carbondale and has approached the ICHS with a request for us to furnish museum display items for a railroad museum that will be housed in part of the depot. A meeting will be held with members of the Carbondale museum committee on November 11 when the next ICHS board meeting is held in Carbondale. The board meeting will be held Sat. Nov. 11, 1989 at 10 A.M. at the Days Inn (formerly Ramada Inn), on the west side of town on Rt 13.

ANTICIPATION

The Illinois Central in Indiana, by Robert K. Dillon, an article which also appeared in Issue 23/24 of the Green Diamond, is well along in the process of preparation for publication in book form. The book will cover the history of the IC and its predecessor and successor lines in Indiana including present day operations of the Indiana Rail Road. Watch for an announcement when the book becomes available. We do anticipate having the book available through ICHS publications at a special price to ICHS members.



A special award was presented to Nita and Dave Fraser Jr. at the ICHS annual meeting in Dubuque Iowa. The award was made by the ICHS Board of Directors to the Frasers for the work they have done on behalf of the society over the last ten years. Nita and Dave have served as board members and officers of the Historical Society and have also coordinated the Railroadiana Show and annual dinner at our annual meetings. President Tom Grant is shown presenting the award to Nita and Dave Fraser.



COMING SOON: in the next issue of the Green Diamond: The Cairo Bridge across the Ohio River - joined the North and South portions of the Illinois Central together. The Bridge is 100 years old in 1989. Also some Illinois Central Depots, including an explanation of those A,B,C, and D types that we refer to from time to time.

Cairo bridge Hedrich Blessing photo ICRR.

This photo of the Benton Illinois Depot on South Main Street was provided to us by the Benton Evening News.



QUEST FOR THE ILLINOIS CENTRAL

BY JERRY MART

Imagine, if you will, a young lad two years or so shy of his teens, standing atop a windswept ridge, pondering a mystery. Christian County, in western Kentucky, holds an amazing variety of topographical features within its boundaries. In the north, the land is rolling and hilly, and in the south, it is as flat as a hardwood floor. The flat lands are home to the big-time farmers, who speak in a soft, southern drawl (more studied than inherited) and live in antebellum mansions. The hill country is different in all the ways one would expect it to be. The northern boundary of Christian County marks the southernmost point in the coal fields....the mines stop at the county line, but the seams of coals continue for miles. A 1970 Kentucky geological survey stated that there was enough coal underneath the community of Crofton to last 150 years!

That coal may or may not be mined at some future time, but that's another story. The old family homeplace was near Crofton, in the hinterlands to the northeast. There was a dirt and gravel road from town to within a mile or so of the home place, and it was strictly a trail from there on. Not that it mattered, because automobiles were something other people owned. The folks eventually acquired a car, but it could be driven out to the house only in the dry part of summer. My paternal grandfather had a couple of vehicles, but they were more yard ornaments than transportation.

There wasn't much in the way of mobility except for Shoeleather Express. I didn't get around much except for walking to school or walking out to town with the folks on infrequent trips to the store. In later years, we got a bit more modern about things, but for the most part, there was a lot of staying home.

There was plenty of entertainment, not the least of which was the Louisville and Nashville Railroad. Across the woods a ways, the L&N ran through a long series of deep cuts on a southbound grade. This was in the steam days, and when those L&N Class J 2-8-2's clashed with the hill, the thunder boiled and bubbled and spilled over the sides of the cuts and rolled through the

woods and into our front yard. It was almost as good as being right at trackside. Everything could be heard with such clarity, even the whistling for the several grade crossings farther south in Crofton. Passenger engines made their share of noise too, but they were all too quickly gone. That's why the long freights were the best, because the music was of much longer duration. And it truly was music, especially at night, when the sound was even better.

But, there was something else. It usually happened during the hours of the daylight, mostly around mid-afternoon. It was a mellow, mournful sound which rode the breeze from far away. This manifestation of something unseen and unknown had a way of tickling the ears, ever so gently, then it seemed to work its way into the pores and race with chills up and down the spine. My dad, who loved a good steam locomotive whistle as much as anything, would smile at the sound and say something which sounded like "I see". I didn't see, and didn't really understand. I would find myself holding my breath and straining my ears to catch more of that beautiful, tantalizing sound.

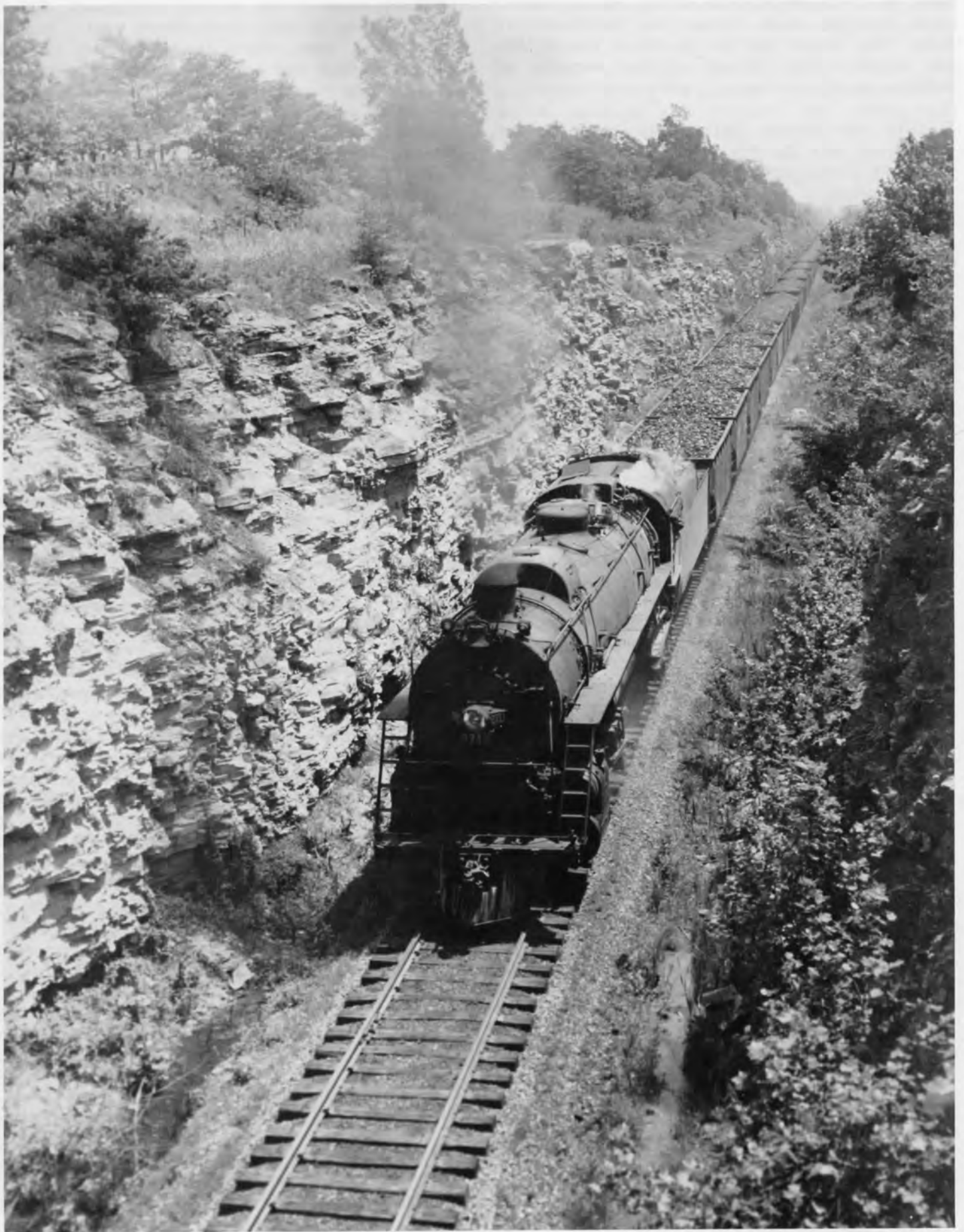
There were times to ask questions, and times not to. With dad, it was always wise to wait for a proper time, otherwise, the result would be silence. It was just one of his habits. After some more listening and patient waiting, I got lucky and got an answer.

"It's the Illinois Central Railroad", said dad, "blowing their whistle in White Plains".

"And where", I asked, "is White Plains?"

"Oh", he answered, "it's over that way".

He pointed in the general direction of the dirt road which went to the top of the hill overlooking our house. Well, there was nothing at the top of that hill but another piece of road, and a field where my parents had a vegetable garden every summer. I made a habit of going up there and listening for the IC, but the whistle sounds were as far



Engine 2711 with a coal drag out of Madison KY

ICRR photo.

away as ever. Northward, there was a valley with another high ridge on the opposite side. The forest was thick and it was a long way across, but after several months of working up my courage, I went exploring.

I left the house early one morning and worked my way to the top of the ridge by noon. By that time, I was too excited to be tired, because White Plains and that other railroad had to be there. All I found was another valley with another high ridge on the other side. My disappointment was eased somewhat by the unusual sights in this foreign territory. This ridge top was almost devoid of trees, with only a few gnarled and stunted scrubs here and there. The grass was wiry and very pale green in color, and there were large rocks scattered about. At some of the lower points, erosion had carved out miniature canyons with branches and offshoots which went every which way. All of it reminded me of places I had to read about in my collection of Edgar Rice Burroughs novels.

And there it was. That whistle again, taunting me, making me fairly itch to tackle that next ridge. That's what Tarzan would have done. He would have hitched up his leopard skin and gone for it. I wasn't Tarzan, so I went home. I didn't know at the time, but I wouldn't have reached White Plains any way because I wasn't headed due north. My direction should have been more to the east. The old home place was in the fringes of some very convoluted terrain. A series of ridges and valleys ran generally east-west through the north end of Christian County and came out in the next county (Hopkins) near - you guessed it - White Plains.

My uncle in Crofton was one of the more affluent members of the family. He lived in a house with electricity and an honest-to-goodness sidewalk, and best of all, he had a nice car and was known to go driving all over the country. I really didn't like the guy much, but I just had to learn what the IC was really about. I walked to town one summer morning and asked him to take me to White Plains to look at the IC. He informed me that it wasn't necessary to go all the way there, because the IC ran through Nortonville, which was a bit closer. We went to Nortonville, and uncle took me right to the spot where the IC crosses the L&N.

We waited around for a few minutes, but
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nothing came by on either railroad. All I saw of the IC trip was those empty tracks stretching away into the distance. I was closer than I had been, but the mystery was still there to be solved. I asked my uncle to take me on to White Plains, but he bundled me into the car and brought me back to Crofton. I didn't ask him for any more favors. In 1956, Mom and Dad moved us away from the old home place. We went south to Kelly, several miles from Crofton and deep in L&N territory. From then on, my travels kept taking me farther south. There was school (almost zero railroad activity), the army (Southern Railway, Georgia Railroad, L&N, Norfolk & Western). After a tour of duty in Southeast Asia, I came home to Hopkinsville and busied myself at settling back into civilian life, getting married, and so forth. The Tennessee Central died under my nose and I didn't notice. But I had not forgotten my quest for the IC.

I became rather engrossed in the business of carving out a career as an executive-type in industry. I didn't go to Crofton, or Nortonville, or even White Plains. In the course of calling on customers, however, I did go to Fulton (en route to Dyersburg, Tennessee).

I crossed a bridge over this place which was crammed full of diesel locomotives, and every one of 'em had "Illinois Central" showing clearly on the sides. I told them about my long and drawn-out search for this railroad and came away with an old timetable and a battered copy of the OFFICIAL GUIDE. I was in business, and my education in things IC moved ahead at a fast pace. I learned that IC had continued to operate steam power after L&N had fully dieselized, which kept those IC "steamboat" whistles sounding across McFarland's Ridge for a few years after I left the old home place. There were some extra chances to see Illinois Central steam at work, but these were missed. Learning about everything after the fact was by no means as exciting as a trackside encounter would have been, but well worth the effort. Among the materials I gathered was a record I bought through mail-order. This record featured IC steam power, and contained one segment which had been recorded at quite a distance from the railroad. The whistle work therein is hauntingly similar to what I heard as a boy.

If I seem to be overlooking IC's Hopkinsville connection, it's just an old

habit brought forward. In the old days, trips from Crofton to Hopkinsville were rare, and many of these were made just passing through. Once every two months or so, my mom and I would catch the bus at Crofton and ride over to Guthrie for a rendezvous with the Memphis section of L&N's Pan-American. Mom's parents and family were in eastern Kentucky, and those train rides were for the purpose of going to visit the folks.

When I made my residence in Hopkinsville after serving my military obligation, I suppose I still thought of IC in terms of White Plains and Nortonville. Somewhere in the muddy back waters of my mind I knew Hopkinsville was a port of call for the Green Diamond, but my eyes had this terrible habit of looking toward faraway places. I guess that's why many a weekend and holiday found me in Fulton.

Fulton, or Paducah, or Princeton, Central City, Carbondale, Centralia, Memphis, and, let's not forget, White Plains. I must confess a strong preference for railroading in the coal fields and the town which was "over that way" from my house of old in Crofton, is a coal field classic. The larger coal mines are located on what IC called the "New Line" which was built to pass through Madisonville and reach the heavy producers. Peabody is the undisputed king of the hill, followed closely by a formidable scattering of independents who survive without the benefit of conglomerate ownership.

A few years ago, something came along with the uncomfortable and incomprehensible name, (at least from this writer's personal point of view) "Illinois Central Gulf". But a new name and a new corporate structure didn't quite destroy the flavor. The ubiquitous Paducah rebuilds were there as always, Alco's representation was meager but present, and power shortages brought in visitors from Conrail, Precision National, and others. Later, came the Paducah & Louisville, a most exiting new face in the railroad crowd. The IC has once again been pushed to a great distance from me by history and mileage.

So, now we have the P&L calling at White Plains, Central City, Rockport, et al. The railroad survives, dares to hope for prosperity, and daily proves the worth of the steel wheel on the steel rail. People can change the names, paint things different colors, and even bury some old and cherished traditions, but people can do nothing to banish fond memories or extinguish the fires of imagination. The boy back there on the ridge solved his mystery and then some. If he could wade through the tangle of clapped-out mobile homes which now desiccate McFarland's Ridge, and if he could hear anything over the din of kids and dogs and tractors and old pickup trucks, he just might catch the slightest hint of the sound of an IC whistle, riding the thermals up and over the hills from white plains.

ILLINOIS CENTRAL SYSTEM
 TRIP PASS - SUBJECT TO CONDITIONS ON BACK
 Not Good on IC "Panama" and "Floridan"

*****Mrs Ernest Cooper***** No. 152835
PASS

ACCOUNT Wife of B&B Carpenter
 FROM Chicago, Ill. TO Litchfield, Ill.
 ADDRESS Litchfield AND RETURN REQUESTED BY HCH 1-way

DATE August 20---1929 DATE August 25---1929
 VALID WHEN COUNTERSIGNED BY L. H. BOND or E. A. COURTNEY
 COUNTERSIGNED

CONDUCTORS WILL PURCH PASS BELOW IN ROTATION AS HONORED. FINAL CONDUCTOR CANCELLED EACH TRIP WHEN HONORED TO DESTINATION. CONDUCTOR HONORING PASS TO FINAL DESTINATION WILL TAKE IT UP

GOING TRIP						RETURN TRIP					
1	2	3	4	5	6	1	2	3	4	5	6
					CANCEL						CANCEL

Illinois Central System-Complimentary Trip Pass

Good only for one ROUND TRIP, between stations named on face, on lines of the ILLINOIS CENTRAL RAILROAD COMPANY, THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY, THE GULF AND SHIP ISLAND RAILROAD COMPANY, unless otherwise restricted. If not used on going trip and protected for return journey, pass must be surrendered to Conductor.

CONDITIONS
 This Pass may be revoked at any time, and if presented by any other person than the individual named hereon, or if any alteration, addition or erasure is made upon it, it is forfeited and the Conductor will take it up and collect full fare. This is a Free Pass—issued as a gratuity only, and issued upon no consideration whatever. The person receiving and using this Pass, in consideration of receiving the same, agrees that the ILLINOIS CENTRAL RAILROAD COMPANY, THE YAZOO AND MISSISSIPPI VALLEY RAILROAD COMPANY, and THE GULF AND SHIP ISLAND RAILROAD COMPANY, or either of them, shall not be liable under any circumstances, whether of negligence of its or their agents or others, for any injuries to the person or for any loss or damage to the property of the individual using this Pass; and that he, in such individual, each such Company shall not be considered as a mutual insurer or liable as such. I hereby assent to the above statements and conditions, and I hereby certify that I belong to one of the classes that are permitted to receive free transportation under the statutes of Congress and of the several States wherein this Pass is good; and I agree that I will not use this Pass at any time in violation of any law.

L. H. Bond
 SENIOR VICE PRESIDENT

Mrs. Ernest Cooper

Good only when signed in blue or indelible pencil by the person or persons whom issued. Stop-over privilege will be granted if application is made to Conductor upon presentation of Pass.

NOT GOOD ON SUBURBAN TRAINS OR BETWEEN SUBURBAN STATIONS

Conductor	Train	Date	1929	Conductor	Train	Date	1929

GOING TRIP HONORED ON RETURN TRIP

2800 CLASS CENTRALS
IOWA DIVISION SERVICE

by Ted Richardson

The author would like to thank the following people for their assistance with this article: C.T. Felstead, Howard Faley, Bill Hietter, Bruce Meyer, and John Swanson. Railroad History No. 140, from The Railway and Locomotive Historical Society, Inc., and Locomotive Quarterly, Fall 1986 Vol X No.1 were used for reference in preparing this article.

The Illinois Central's 2800 class 2-10-2 central types were the result of a commitment by management to compete effectively for business in the lucrative Omaha, Nebraska to Chicago, Illinois market. Here, no less than six major class one railroads (IC, CB&Q, CGW, Milwaukee, Rock Island, and CNW) competed for the goods and priority merchandise moving between these distribution points. In particular was the movement of meat and livestock with accompanying federal regulations that placed an emphasis on time. Livestock could only be aboard a train for 36 hours. Refrigeration technology was relatively crude, thus transit time became critical to prevent spoilage. These commodities were dispatched at passenger train, or better, schedules with attendant over the road priorities.

Failure resulted in not only loss of the business to the competing lines, but federal fines too. Woe to the railroader who delayed the movement of these trains.

The Illinois Central's route between Omaha and Chicago, the result of it's being one of the first built, was not conducive to the swift movement of tonnage. When conceived, prior to the Civil War, the line was built to serve the markets existing at that time, Galena, Illinois and Dubuque, Iowa and points west. Chicago was a place in the swampland along lake Michigan!

Specifically, the line between Freeport, Illinois and Waterloo, Iowa presented the greatest and widest variety of physical problems to overcome for the IC. Officially known as the Dubuque district, the line,



#2819 & #2810 at Waterloo Iowa, ready for their eastbound runs. Note the use of auxiliary tenders to eliminate water stops. Paul Slager photo.



Top photo - #2801, #2819, & #1538 at Waterloo 1949

Cecil Cooper photo Ted Schnepf collection.

#2810 with 103 cars eastbound from Waterloo, May 29, 1949.

Harold J. Stirton photo.





#2816 at Waterloo 1950

Cecil Cooper photo Ted Schnepf collection.

because it traverses both the driftless area of Northwest Illinois and the Mississippi Valley through Dubuque, Iowa, rises and falls, twisting and turning in a manner reminding one of an eastern coal hauler through West Virginia. It was the physical properties of the Dubuque District, coupled with the nature of the traffic being moved, that the IC was given the reason to create the 2800s. Clearly, the IC needed a freight engine that could run at passenger train speeds in the flatlands with the power to handle the grades encountered.

Prior to the creation of the 2800s, the 2901 class 2-10-2s, copies of the U.S.R.A. heavy 2-10-2s, worked well, within the parameters of their drag era capabilities. It is well known that this group of 125 engines, delivered between 1921 and 1923 from the Lima Locomotive Works, were the

key element in the system-wide motive power rebuilding program that the IC embarked upon at the Paducah Kentucky shops. Fifty six of the 2900 central types became the 2500 class mountains (4-8-2s) with leftover parts utilized in creating the 2100 class mikados (2-8-2s), and the 3600 class 2-10-0s.

In January, 1943, the remaining 69 2900s began to receive minor upgrading such as their boiler pressure being raised to 240 p.s.i., and disc main drivers. The Paducah sand box and pilot were also being added, along with the air pumps being moved to the pilot deck. As the engines were upgraded they were renumbered into the 2700 class. These minor upgrades helped, but still did not address the demands of traffic and terrain on the Dubuque District to move tonnage and remain competitive.



#2819 at Manchester Iowa on 2nd #74 5-8-49

W.L. Heitter photo.



#2811 at Earlville Iowa 1951

Cecil Cooper photo Ted Schnepf collection.



#2801 meeting #2814 at Earlville Iowa 1950.

Cecil Cooper photo Ted Schnepf collection.



#2801 at Earlville 1950

Cecil Cooper photo Ted Schnepf collection.

The next step was taken in September, 1943, when #2936 received a new boiler, identical to the recently completed 2600 class mountain types. The new boiler was mounted on the old frame which had been upgraded with new cylinders and front frame section cast integral. Driver size was increased to 64 1/2" through thicker tires being placed on the wheels. 275 p.s.i. boiler pressure, 30" x 32" cylinders, 416,000 pounds weight resulted in 104,322 lbs. tractive effort (tractive effort ratings have been listed ranging from 104,322 to 110,000 lbs.). Unique to the engine was the use of a Delta trailing truck, replacing the Cole type, common to the IC 2-10-2s.

Renumbered 2850, she was sent to work with the University of Illinois' dynamometer car, a constant companion for the next couple of months. Details of exactly when and where the 2850 operated with the dynamometer car are sketchy at present. One would be safe in assuming that this was done in transit to the Dubuque District and during operations there. The 2850 proved to be a complete success. Beginning with the 2967 in December, 1943, through December of

1945, the 2800 class was created. The 2850 was renumbered 2814 sometime in 1945 to become part of a twenty engine class. The 2800s quickly proved their worth on the Dubuque District where they operated exclusively until the Iowa Division was dieselized in 1955.

Conversations with men who crewed them or witnessed their passing trackside bring an insight to the manner in which the 2800s were operated. Frequent are the referrals to their speed and power as they tore through the towns in the Iowa flatlands, or slugged it out with the grade up to Springhouse curve, eastbound to Freeport, with exhaust thundering off the hills as the main followed the meandering Galena river. Some spoke of how a 2800, fresh out of the Waterloo, Iowa shops, rode as well, if not better than a diesel. Many told of the stretch of main just east of Earlville, Iowa to Farley, (mileposts 208 to 217) known locally as "the racetrack", where visible evidence was given to the competitive nature of the railroads efforts to move the goods between markets. Here, the Chicago Great Western's main line to Chicago swung



#2814 at Dyersville Iowa 1951

Cecil Cooper photo Ted Schnepf collection.

down out of the Northwest to run parallel with the IC, at a point as close as a stones throw away, before swinging away to enter Dubuque, Iowa to cross the Mississippi river on trackage rights over the IC's bridge to East Dubuque, Illinois.

The minds eye conjures up visions of two eastbound meat trains, strings of yellow and orange reefers, side by side, IC 2800 versus a CGW 800 class 2-10-4 Texas type, picking 'em up and laying 'em down as fast as they could. Shattering the peace of Dyersville, Iowa as they slammed through town, whistles tied down screaming a warning to those who dared cross their paths, raining soot and cinders. An explosion of sight and sound to the innocent bystander, the two trains in a race to the river for the right to cross first. Winners of the race were like fishermen, it depends on who you want to believe.

The 2800s were the answer to the problems presented by the Dubuque District and the demands of traffic moved there. The 2800s, a combination of modern appliances and technology applied to an old design, smashed the stereotype of a 2-10-2 in

operation. In 1955 they were, as a class, transferred to the Kentucky division.

2901 CONVERSION to 2800 LIST

ENG.#	ENG.#	DATE
2800	- 2967	12-43
2801	- 2983	12-43
2802	- 2949	07-44
2803	- 2917	07-44
2804	- 2979	08-44
2805	- 2942	08-44
2806	- 2914	09-44
2807	- 3013	09-44
2808	- 2939	10-44
2809	- 2915	10-44
2810	- 2948	11-44
2811	- 2995	11-44
2812	- 2964	12-44
2813	- 2955	03-45
2814	- 2936	09-43*
2815	- 2989	09-45
2816	- 3001	09-45
2817	- 2926	10-45
2818	- 2938	11-45
2819	- 2902	12-45

*test engine 2850
renumbered #2814



#2800 roars through Dyersville Iowa eastbound with 57 cars 1950 Harold J. Stirton photo.



#2812 at Farley Iowa with train #75 3-4-52

W.L. Heitter photo.



#2811 at Dyersville Iowa 1951

Cecil Cooper photo Ted Schnepf collection.

MEAT TRAINS

PRIDE OF THE IOWA DIVISION

Reprinted from Illinois Central Magazine, January 1945

The magic word on the Iowa Division of the Illinois Central Railroad is "meat." At the sound of that word powerful locomotives and fast track and a well-trained army of railroaders appear as though summoned by the holder of Aladin's lamp. The best of freight service is no more than is deserved, because meat and the livestock that is its source are the most valuable products of some of the richest farming land in the world. Each of the last two harvests reaped in the American Midwest topped all previous bumper crops, and inasmuch as approximately 85 percent of all the corn, as well as the bulk of the vastly increased soybean production, finds its way into the feed of the region's millions of cattle, hogs, and sheep, meat justly may be called the most valuable crop.

The fleet of Illinois Central trains that links the meat-producing Midwest with the consuming centers of the East is unsurpassed for speed and dependability.

Probably more than any other freight, meat has continued to move on schedules that approximate prewar performance.... From the "river" markets of Omaha and Sioux City on the Missouri River, and from Sioux Falls on the Big Sioux River, the running time for the meat trains is still first noon to Chicago and fourth morning to New York City....

THEY RUN "ON TIME"

In the drawer of his desk in Central Station, Chicago, the assistant supervisor of freight train service keeps a daily record of the performance of the meat trains. On line after line, representing week upon week and month upon month, appears the the notation "on time." Even in the winter, while the snows whirl across Iowa and northern Illinois driven by winds that numb the power of the steam locomotive, the meat trains maintain their high degree of dependability.



#2811 at Julien Iowa in the spring of 1951. Cecil Cooper photo Ted Schnepf collection.



#2805 at Center Grove Iowa westbound with 78 cars 5-30-49

Harold J. Stirton photo.



#2806 leaving Dubuque westbound with 76 cars 5-30-49.

Harold J. Stirton photo.



#2804 westbound at Dubuque 9-16-52

Paul Slager photo.

Each of the three markets receives equal service. At each the meat trains leave early in the evening, after the long strings of refrigerator cars have been pulled from the loading docks at the packing plants, and the livestock for eastern deliveries has been driven up loading ramps into waiting stock cars. In the language of the trainmen, these trains are "the hottest thing on the line." They are shown on the dispatch tables as Eastern Dispatch Trains SFC-6, SCF-6, and CC-6 and take their designations from the cities they serve. CC-6 for example is Council Bluffs-Chicago 6. The train is assembled in the big yards at Council Bluffs, Iowa, after the meat and stock cars are switched from the stockyards at South Omaha.

Council Bluffs with its eight trunk line carriers is one of the important rail centers of the nation....Mr. Charles L. Lee, the general Yardmaster at the Omaha-Council Bluffs Terminal explains "There's no time lost in getting the meat trains out of town. We've put on a Mikado lately on the switch run from South Omaha, and are getting the meat over here faster than ever. We have our own bridge over the river, and we're the only one that uses it, so we don't have to wait on any other road. The levee track leads into the north end of the yard, and we classify the train from

that end. The "fill" - that's the extra cars we use to fill out the train on nights when there isn't a full trainload from the stockyards - is already classified on different tracks for Fort Dodge, Waterloo, Dubuque, and Chicago."

"The whole railroad east of here is waiting for this meat train. When the train leaves it's all in solid blocks. That is, all the cars for Fort Dodge are in one block, all those for Waterloo in another, and so on. At those points all the switch engines have to do is reach in and give one quick pull. The big Chicago block is on the head end. Any livestock for Chicago and the East rides up near the engine, where it gets the smoothest handling. Some of the finest livestock in the country goes out of here in these trains for the big eastern markets."

"We keep the train down to a 50 car limit." "That big Mike you see up there, can pull a 50 car string at high speed. This train will be delivered to the Harbor (the Indiana Harbor Belt) at Broadview by 1 p.m. tomorrow, and to the BRC (the Belt Railway of Chicago) by 1:30 p.m.. The Chicago stockyards deliveries will be made soon afterward."

The operation is similar at Sioux City a hundred miles up the Missouri. Here the Yardmaster can watch the entire switching



#2818 coming off the Mississippi River bridge westbound at Dubuque with train #71. The famous "Shot Tower" can be seen behind the tender and a Great Western (CGW) switcher is working an industry in the background. The Star Brewery is just to the right.

W.L. Heitter photo.

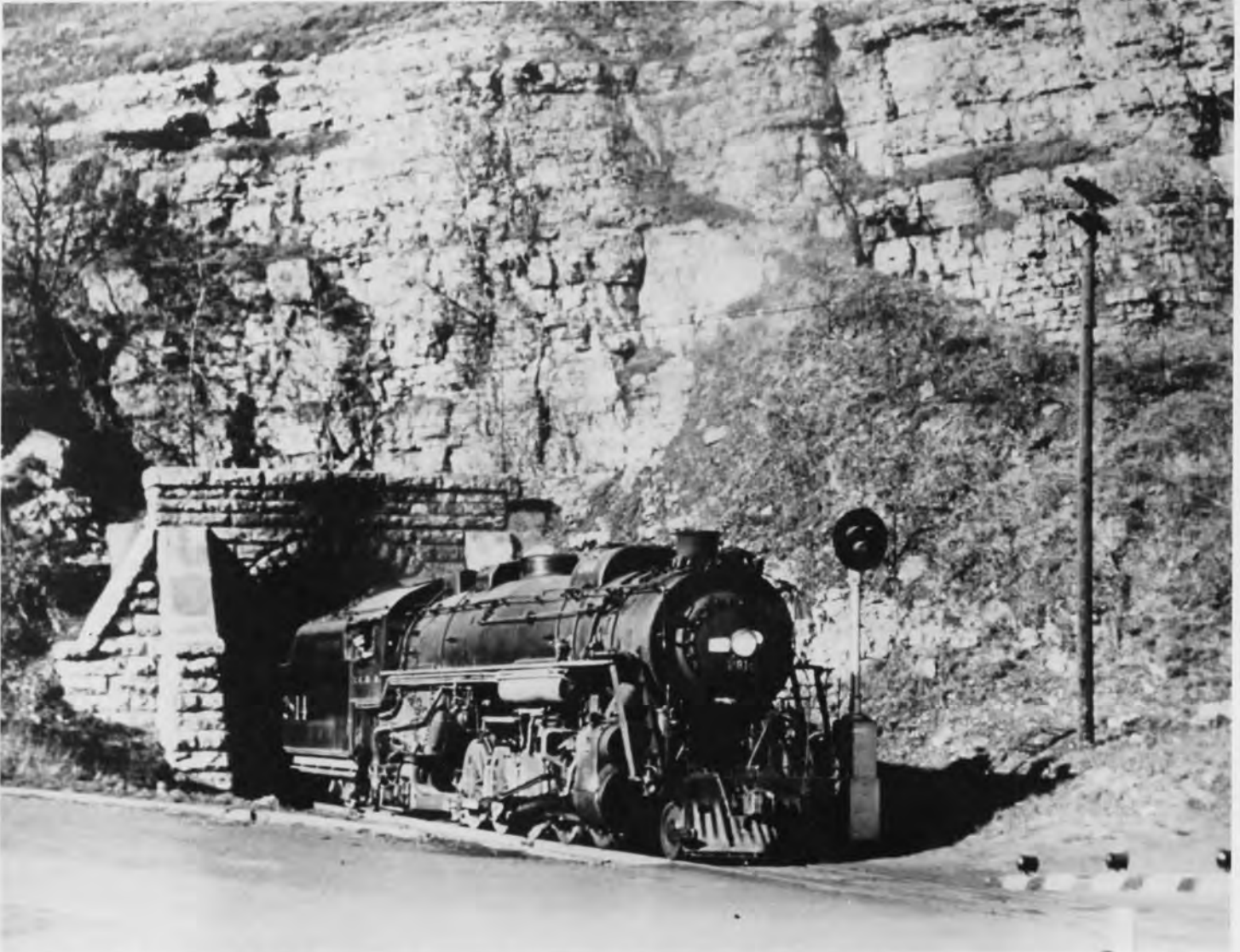


#2808 on the turntable at Dubuque Iowa 1951. Cecil Cooper photo Ted Schnepf collection.



#2806 at Dubuque Iowa 7-26-52

C.T. Felstead photo.



#2814 coming out of the short tunnel at East Dubuque Illinois with an eastbound train.
4-28-52

W.L. Heitter photo.

operation from his office. The Illinois Central freight house at that point is located on the Hump, as the high bridge across the railroad tracks is known, and from his front window the agent is able to watch the deliveries being made by the stockyards railroad, the Sioux City Terminal, to the interchange tracks a half mile away.

"The Illinois Central is the short line from here to Chicago and Sioux City produces a larger number of cars of meat and stock for our line than any other station. You see there are three lines out of here to the East - The Chicago & North Western and the Milwaukee besides ourselves, but out of South Omaha there are no less than eight main lines running east"

At Sioux Falls, S.D., roughly as far north as Sioux City is from Omaha, Agent A. F. Halfpaw is in charge of getting out SFC-6. The Iowa Division ends at these three meat-producing stations, and the lines from each city converge at Fort Dodge, Iowa, like three fingers. The three meat runs are scheduled to meet at Fort Dodge around 10:30 p.m., from where they are dispatched under the supervision of Trainmaster N.P. "Red" Mills. From the office of Chief Dispatcher Mike Townsend at Waterloo, Iowa, headquarters of the Iowa Division, constant connection is maintained with Trainmasters Mills at Fort Dodge and C.R. Allen at Council Bluffs. The factors of available tonnage, weather conditions, and running time are all quickly weighed and the decision made as to the tonnage to be



IC #2801 with train #71 westbound as seen from the cab of Chicago Great Western #4 going eastbound near Portage Illinois. 8-6-51

W.L. Heitter photo.

SERVING IMPORTANT MARKETS

assigned to each train. Sometimes two meat specials are sufficient to carry the tonnage out of Fort Dodge, sometimes three or four or even more are needed.

From Fort Dodge the various sections roll into Waterloo in the early hours of the morning. Here the big 2800-class engines stand waiting in the night, fire boxes glowing. On eastward from Waterloo the meat trains run over the new 112 pound rail. As the roosters are crowing in eastern Iowa, the big engines cross the bluffs of the Mississippi River at Dubuque, and reach the far side for the race across the prairie of northern Illinois into Freeport. From here into the Chicago Terminal the running time is clocked by Chief Dispatcher Morris Madden at Chicago. At Broadview on the western edge of the Chicago Terminal, the first big delivery is made to the Indiana Harbor Belt Railroad, whose engines are waiting to pull the long strings of yellow refrigerators and red stock cars around Chicago to the freight yards of the eastern lines, from where they are dispatched early the same evening.



The meat trains are important because they serve important markets. The South Omaha stockyard last year (1944) was the second largest market in the country in the number of head of livestock handled through its pens, approximately 7,400,000 head of cattle, sheep and hogs. Each of the so called Big Four of the packing industry, Armour, Cudahy, Swift and Wilson, has large plants which are located at this market.

Sioux City, Iowa, is the sixth among the nations yards, with nearly half of its 4,800,000 livestock last year comprised of hog receipts. Armour, Cudahy and Swift each have large plants at this point. Sioux Falls, S.D. is a leader among the smaller stockyards, and here John Morrell & Company have one of their big plants.

The meat trains on the western end of the line also serve the Tobin Packing Company at Fort Dodge and Kingan & Company at Storm Lake, Iowa. At Waterloo is the Rath packing Company, and at Austin, Minnesota, near the northern terminus of Albert Lea, is the plant of Hormel & Company, but the latter two packers use a different fleet of meat trains, operated, however, on the same principles of speed and dependability of service.

Pages 28 -29 Central Type #2817 shown at the Cicero IL engine facility, probably on her way to or from Paducah Shops and the Dubuque District. Paul Slager photo.



#2813 & #2819 at the engine terminal at Freeport Illinois.

Paul Slager photo.



#2955 - renumbered from #2813 awaits her next assignment with a classmate.

Paul Slager photo.



#2816 eastbound crossing US route 20 approaching Freeport Illinois. W.L. Heitter photo.





CHICAGO TO OMAHA VIA ILLINOIS CENTRAL R.R.

Features of Northern Illinois and Iowa as seen from the Car Window.

This travel account of the Iowa Division appeared in the History of the Illinois Central Railroad which was published by the company in 1900. Edited for use in the GREEN DIAMOND.

From Chicago the very outset is auspicious, starting as the Central's trains do, from Central Station, beautifully located at Park Row and the Lake Front, just off Michigan Avenue and over-looking Lake Michigan, the Lake Front Park, the famous Michigan Boulevard and the attractive eastern boundary of the the heart of the city. Immediately on leaving the station the trains cross the network of tracks forming the Central's lines to St. Louis, Memphis, New Orleans and the south, and begin a curved ascent up onto its elevated roadbed recently constructed in connection with that marvel of engineering still known as the Sixteenth Street elevation, by which the handling of the traffic of nine steam roads, a streetcar line and a busy city

street, formerly all crossing at the same grade, was made safe and expeditious. From thence they continue on out through the western limits of the city, over the "Clyde Viaduct," under which are the C.B.& Q. tracks and beyond which in the distance on the left may be seen attractive suburban settlements; past the long line of high piled earth (also in the near distance on the left) that bounds the famous drainage canal; on and out into an open rolling country marked with the characteristics of a fertile, prosperous agricultural region.

One of the potent factors in the development of the country will appeal to the attention in the form of numerous railroads crossed under, over, or at grade.



Thirty-nine miles out, just before reaching the little station of Coleman, the Fox River is spanned by a long high bridge, in passing over which a beautiful landscape is to be seen. The long line of track running under the Central's bridge and disappearing over the crest of yonder long high is the electric line between Elgin and St. Charles and Geneva. In passing the station of Genoa, some twenty miles farther on, it may be of incidental interest to remember that it is located in one of the best dairying districts of the country.

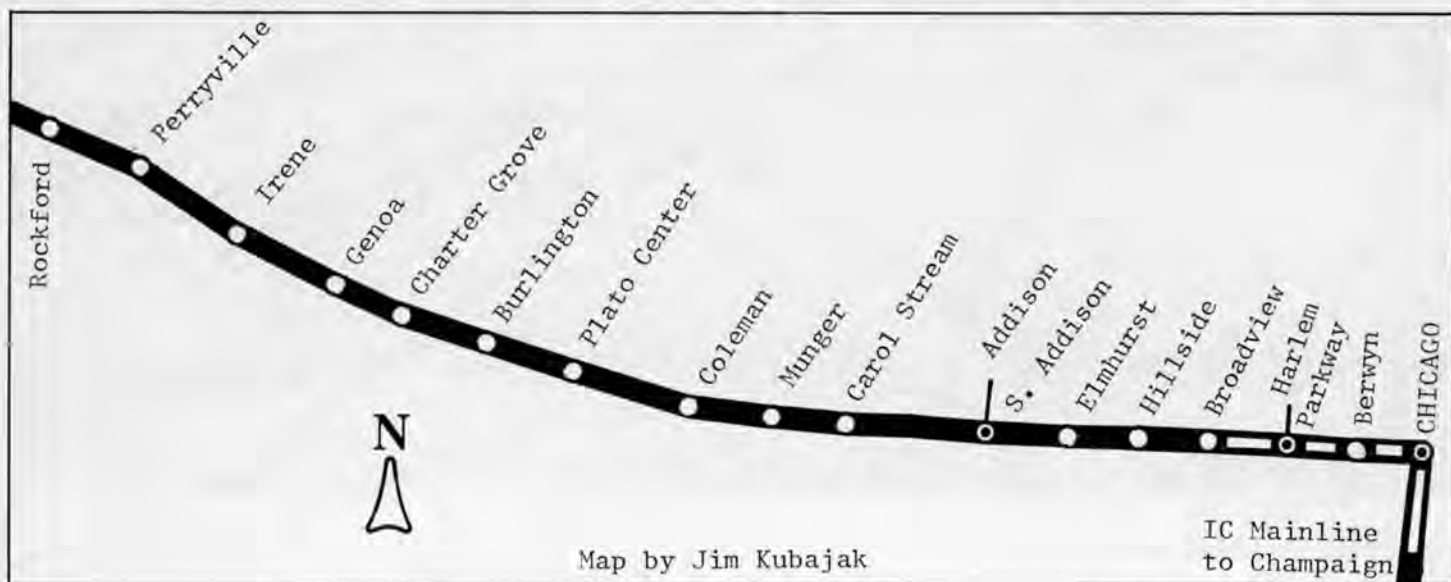
The approach to Rockford station, eighty-seven miles from Chicago, is made by first crossing a six span bridge over the Rock River, the latter divided where the crossing is made into two considerable streams by a wooded island. Rockford, located on both sides of the river, is a manufacturing city of 40,000 inhabitants, and is called the "Forest City".

Twenty-seven miles farther on and Freeport is reached. It too is a manufacturing city, and it has a population of 15,000. It is also the trade center of a fine surrounding agricultural country. For a few miles the train follows the Pecatonica River.

Continuing on, the typical wayside towns of Lena, Nora and Warren, the latter but three-quarters of a mile from the Wisconsin state line, may excite a momentary interest in passing; but at about three miles past Apple River station a point will have been reached from which the scene begins to change. It is the highest point on the line between Chicago and the Mississippi River, it having an elevation of 1,042 feet above

sea level. Chicago being at an elevation of 589 feet, it will be seen that, with minor intermediate ups and downs of grade, a steady upward run has thus far been made, which from now on changes and becomes for a while a somewhat sharp decline, the grade dropping in the next eighteen miles to an elevation of 601 feet at Galena. In that distance, however, will be some exceedingly picturesque country, for at about Scales Mound station, reached after crossing the highest point westward, the road begins to follow the east branch of the Galena River down through the Galena Valley. This valley is bounded by a high rolling country on either side, with its occasional outcroppings of rock, with its ravines and gullies, and with ever the little stream at one side - this brings the landscape to a close range, and shows a scenic beauty that never fails to please the observer. Shortly before reaching Galena, in one of the many turns that are made in following the water course through the hills, suddenly a short valley is opened up on the right, across the end of which a first and partial glimpse of the unique and interesting city of Galena is disclosed, which view, as the train rounds another curve, is lost in a few minutes, only to have the city burst into full view again on the final turn being made that leads to the station.

The compact, historic and picturesque city of Galena, located on it's ampitheater of hills and terraces, with the river running through it, lies in kaleidoscopic view through the train windows, it's business and most thickly settled portion to the right. Galena now has a population of 7000, and is historically interesting on account





Rockford Station in winter.

ICRR photo.



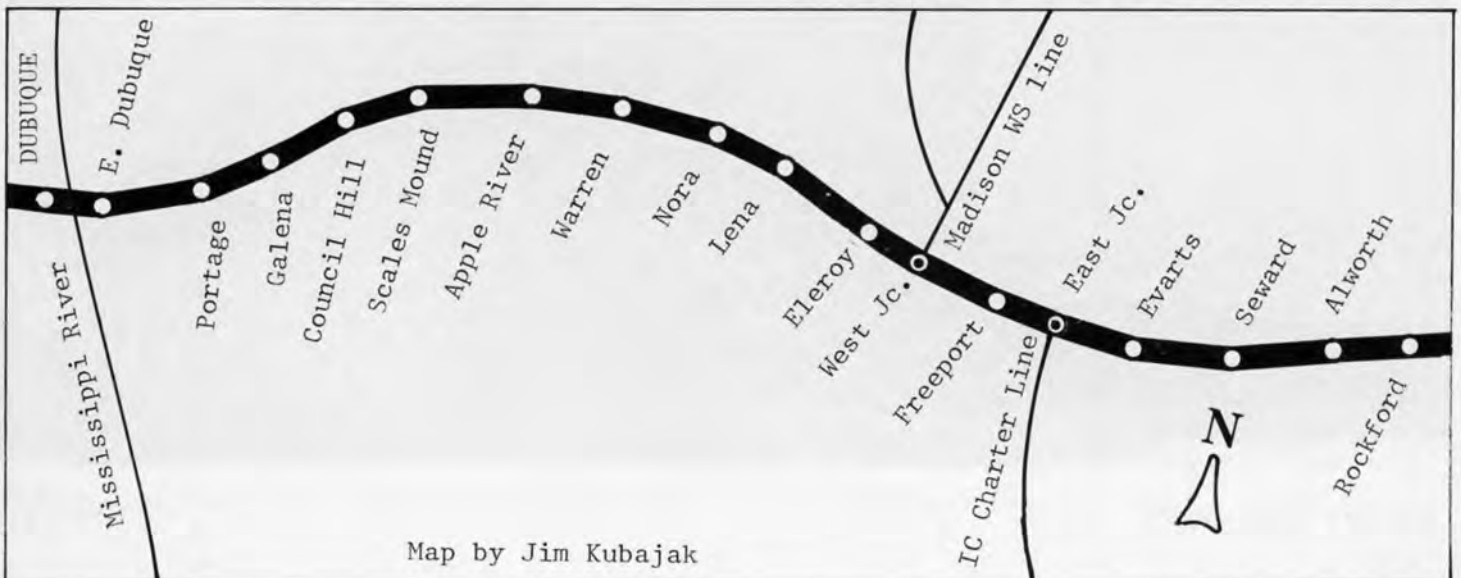
Land O'Corn #14 Eastbound at Scales Mound Illinois. 10-6-60

Patrick photo.

of it's early importance in connection with the steamboat trade. The river is still open to navigation, by means of a government lock, to the light steamers of the Mississippi. By the side of one of the tall church spires is the modest brick house from which General Grant answered his country's call.

Immediately on leaving the station the train crosses the river and continues down

the valley for three miles to Portage, at about which point the road ceases to follow the Galena River and skirts the inward waters and across the bottom lands of the Mississippi for about thirteen miles to East Dubuque. This little piece of country between Galena and East Dubuque is exceedingly picturesque in its ever-changing panorama of hill and vale, of outcropping fantastic rock formations, of timber growths and of water scenes. At East





Meat train near Dubuque Iowa along the Mississippi River.

ICRR photo.



Dubuque Iowa Depot.

ICRR photo.



Rebuilding of the Mississippi River bridge at Dubuque. View west from the north side of bridge. Carriage "High Bridge" can be seen behind the Railroad bridge. ICRR photo.



D. & S. C. R. R. PASSENGER DEPOT.

(ERECTED 1863.)

DUBUQUE, - IOWA.

Dubuque & Sioux City Depot at Dubuque Iowa. IC predecessor line.

ICRR photo.

FAC-SIMILE OF FIRST TIME CARD EVER ISSUED ON THIS BRANCH OF THE ILLINOIS CENTRAL RY.)

Dubuque & Pacific Railroad.

TIME TABLE NO. 1.

The Accommodation train will, where practicable, switch for the mail train.	Trains Moving West.		Names of Stations.	Trains Moving East.		The Full Faced Figures denote passing places. The Red Flag or lantern denotes danger and must not be passed. Red and White Flag, or Green Lantern denotes caution—run slow.
	Mail Train.	Accommodation Train.		Mail Train.	Accommodation Train.	
	7 A. M.	3 P. M.	Dubuque.	5 P. M.	11 A. M.	
	8 A. M.	4 P. M.	Julesburg.	4 P. M.	10 A. M.	
	9 A. M.	4:30 P. M.	California.	3:30 P. M.	9:30 A. M.	
	9:25 A. M.	5 P. M.	Lynchburg.	3:05 P. M.	9 A. M.	
	10 A. M.	5:25 P. M.	Parley.	2:35 P. M.	8:30 A. M.	
		6 P. M.	Dyersville.	2 P. M.	8 A. M.	



Chicago, Rockford, Dubuque and Waterloo are served by this modern all-coach streamliner. Pleasant travel is yours in coaches equipped with restful reclining chairs. Air conditioning and a deluxe Diner-Lounge will add to your comfort. East to west or west to east, ride the Land O' Corn. You'll find the full schedule in the adjoining panel.

Any damage the Engine, Tender, or Train may sustain by neglect of instructions, or carelessness of the Engineer, the net cost of repairs of the same will be charged to him, and the amount deducted from his wages. The same will hold good against the Conductor for any damage the Train, Engine or Tender may sustain by his carelessness or neglect of duty. The whistle must not be used except in extreme cases of danger, in giving the necessary signals, and on approaching stations. Great care must be observed in approaching Public Crossings to reduce the speed and commence ringing the bell at least eighty rods from the crossings. Each train will wait on the other at regular passing places, thirty minutes after the arrival time, and then proceed, keeping the thirty minutes good until the expected time is passed. Conductors will attend personally with their men to making up their own trains, which must be done in the most careful manner, so as not to injure the cars. Being that the road is not fenced and no cow-catchers, Engineers must keep a sharp lookout for cattle, and in no case run so as to risk the safety of the Train, the making of time now being only a secondary object. Let your motto be: "Safe first and fast afterwards." Engineers with their firemen will be on hand in time to oil their machine, see that they are provided with all the Tools and Fixtures required by the Regulations, in good order and have their engine in position ready to take their train at least twenty minutes before their advertised time for starting. In the absence of the regular Switching Engine, the Through Engines shall make up their own trains. Conductors will make it their duty to provide themselves with a Switch Key, Time Table, and all the Rules and Instructions regulating the running of trains and the safety of the Road, all of which may be had by applying at the Superintendent's office. Conductors will be very particular to see that the Bell or Whistle Cord is always properly attached before leaving a station. Engineers will be responsible for any damage that may accrue from obstructions that may interfere with the free working of the Cord in passing over the Tender, &c. It shall also be their duty, in case the Cord should become detached while running to reattach it immediately. Foremen of Construction Trains will have at all times a trusty man placed with a Red Flag at least 1,000 feet from the extreme point of their working, in the direction of the approaching Train, and when the place of switching is in the direction that approaching Trains are moving, they must continue their work until the expected train is in sight, and then switch as soon as possible. When their switching place is in the direction of the approaching Train, they must continue their work until the expected Train is due at that point. Men in charge of the Track and Bridges will keep well-posted on the time of the arrival of the Trains at the place they are working, and be very careful to see that the Track is safe for the passage of Trains. If there is any doubt, a trusty man must be sent with a Red Flag at least 1,000 feet from the point of danger, in the direction of the approaching Train, and under no circumstances to leave his post until the arrival of the expected train, or until the Track is safe. If it is only required that the train shall run slow, send out a Red and White flag, which is a signal of Caution, and a Red flag a signal of Danger, stopping the train.

May 11, 1857. D. F. TTERER, Supt.

ILLINOIS CENTRAL

Main Line of Mid-America

Winter Vacations Pay!



LET ILLINOIS CENTRAL plan every detail of your winter vacation—10 days or as long as you like—in the delightful resorts of the South and Foreign Lands nearby. You will be surprised at the small cost.

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- Florida
- Mobile, Alabama
- Hot Springs, Arkansas
- California
- Texas and the Southwest
- Cuba—Nassau—Panama Canal
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For fares, excursions and complete information, call or address G. R. KIMBEL, Trav. Pass. Agt., Illinois Central Railroad, 919 Metropolitan Life Bldg., 308 Second Avenue, South, Phone Main 4108, Minneapolis, Minn.

Dubuque & Pacific RR Timetable May 11, 1857. ICRR.

Dubuque, the huge ledge of rock through which the train is to pass will augment one's idea of the geological nature of the country just run over, and at the same time the eastern portal of the Illinois Central's Dubuque tunnel may be seen, after passing through which the journey across the State of Illinois will have been completed.

Illinois Central

THE ROAD OF TRAVEL LUXURY

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Address.....

The tunnel is short, but 835 feet in length and from it the train emerges on to the long bridge across the Mississippi River, from which will be seen grand views up and down the winding bluff-bound stream, and also a view of the city of Dubuque with facades roofs and towers peering one above the other. Paralleling the railroad on the left as the river is crossed is the "High Bridge" for carriage and foot passengers.

A most interesting city to visit from a tourist point of view, is Dubuque. Acquiring considerable wealth and standing as a "steamboat town" in the earlier years, it kept pace with the times when the commercial conditions changed, and is today still prosperous as a jobbing center and a manufacturing city. It's present population is about 46,000.

Leaving the "Key City" as Dubuque is called, for the trip across the length of Iowa, the road runs south for about a mile between the river on the left and the foot of a long line of high, wooded bluffs on the right. By looking back, or up river, from the left hand side of the train, a beautiful picture is also had of the city and of the upper river, the long bridges and the rolling country of the Illinois shore. A long sweep to the right, passing through "Rock Cut," and the Ascent of Catfish Creek Valley, by the side of the small stream of the same name, is begun.

A few miles farther on the "Three Brothers" will be passed on the right. They are but one of nature's fantastic whims in leaving rock forms of their proportions projecting solitary and alone above the surface. They suggest, however, the mighty force in the

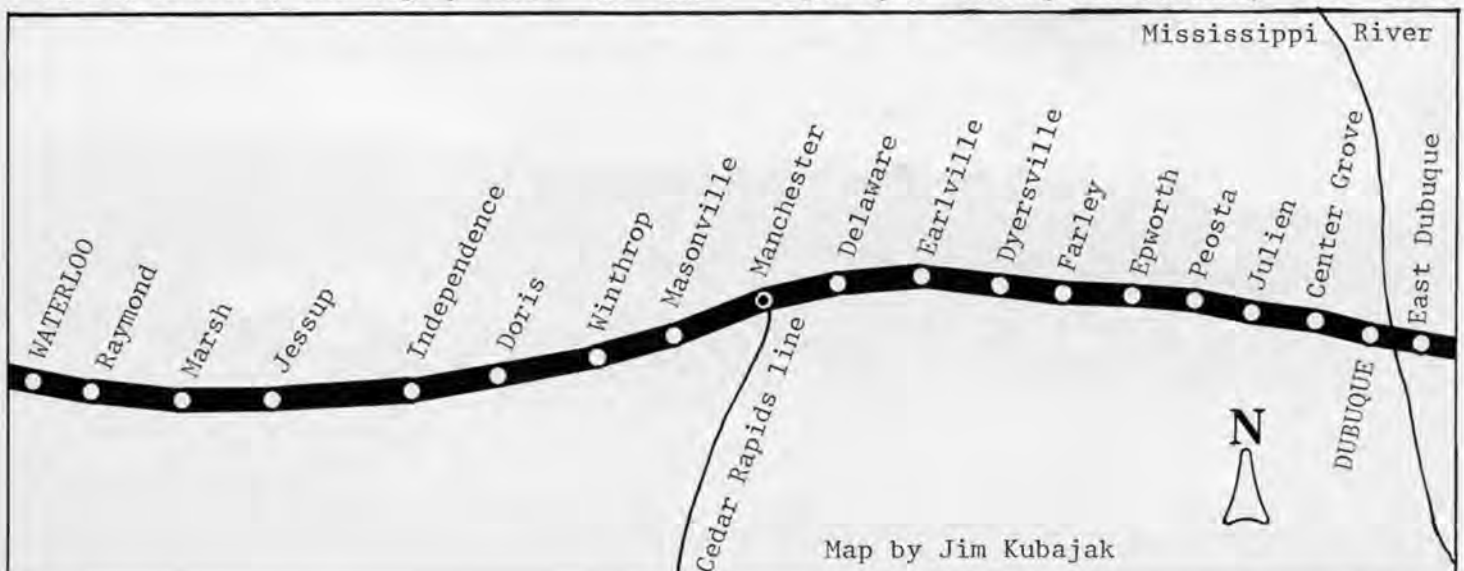
ages gone of the waters that have washed through this valley.

At the little station of Farley, twenty three miles from the Mississippi, the road has attained an elevation of 1,110 feet from a height of 606 feet at Dubuque, and from thence on, the grade with intermediate fluctuations, gradually drops to 852 feet at Waterloo, seventy miles beyond. From the allusions to elevation that occur in this description it must not be imagined that on their account the traveler will realize any perceptible difference in the continuous smooth running and average high rate of speed of the Illinois Central's Chicago-Omaha Line.

Westward from Farley the country as a whole becomes more open, and it's undulations longer and less pronounced. Now has been entered the region of rich fine black acres and broad pastures. At Dyersville, the road crosses the north fork of the Maquoketa river, and eighteen miles farther on, at Manchester, it crosses the Maquoketa proper.

Manchester is a city of about 3000 inhabitants. The picture made by the bridge, the mill, the stream, and the waterfall, is a suggestion of the beauties that exist there. From Manchester a branch line of the Illinois Central extends south to Cedar Rapids.

Fourteen miles beyond, at Wintrop, Buffalo Creek is crossed and nine miles still farther on the Wapsipinecon is crossed at Independence. Independence is a fine active trade center of 5000 inhabitants. On the right upon leaving the station, the river



broadens out into the semblance of a lake, the waters of which, with its numerous islands, make a charming landscape feature.

On approaching Waterloo, the next town of importance, and situated 276 miles from Chicago, the train follows for a little distance the Red Cedar River. The present estimated population of Waterloo is 12,000, and with its score of busy industries it enjoys an enviable prosperity. The trains of the Illinois Central for Waverly, Charles City, Osage and Lyle make their southern terminal at Waterloo, although the branch diverges from the main line at Mona Junction, five miles farther on.

The altitude of Waterloo is 852 feet, from which it follows that in the past seventy miles there has been a drop of 258 feet. West from Waterloo, the average grade is on the ascent for the next seventy miles, the altitude at Blairsburg being 1,227 feet, or a rise in the distance mentioned of 375 feet. From the latter point on to Fort Dodge, a short stretch of 29 miles, another descent is made, the altitude of Fort Dodge being 1,022 feet.

Continuing on from Waterloo, and but six miles distant, Cedar Falls is reached. It is a neat thriving town of about 6,000 inhabitants, and is also located on the Cedar River. It lies hidden to the left of the train, just over the bridge that can be seen on crossing the highway.

Iowa Falls, having a population of 3,200 and located in the bend of the Iowa River on a high rolling plateau, is the next place to attract particular attention

enroute, although the intervening towns of Parkersburg and Ackley are, from a commercial point of view, of importance as trade centers for their surrounding country. On rounding the curve after crossing the bridge at Iowa Falls there can be seen on the right the beginning of new growth of the city across the river.

At Blairsburg the elevation of grade previously mentioned is attained, and the onward rush of the locomotive soon causes Webster City to be reached, the crossing of the Boone River being made at it's outskirts. Webster City is an active, growing place of about 6,000 inhabitants.

The run from Webster City to Fort Dodge is made in about thirty-five minutes. About a mile out from Fort Dodge, as a cut is cleared at the crest of a hill from which a run is made around an easy curve down into the station yard, there bursts upon one a charming vista of the Des Moines Valley, showing the river of the same name, the wooded hills, and the distant towers and steeples of the city in the background, emphasized by the little out-skirting homes and a sprinkling of foiliage effects in the middle and near distance. Fort Dodge is 375 miles from Chicago, has 13,000 inhabitants and is considerable of a business mart. Crossing the Des Moines River soon after leaving the station, and following for a few miles up the Lizard Creek, Tara is next reached in the short distance of six miles.

At Tara the Central's main line to Sioux City and to Sioux Falls diverges from its main line to Omaha. The latter continues in a general southwesterly direction, passing



through Rockwell City and Dalkeith down into the pretty Boyer Valley. After passing Rockwell City the country begins to assume a rougher aspect, especially in the vicinity of the crossings of the Camp Creek and of the Coon River Valley, a considerable fill and a long trestle being necessary for the spanning of the Coon River.

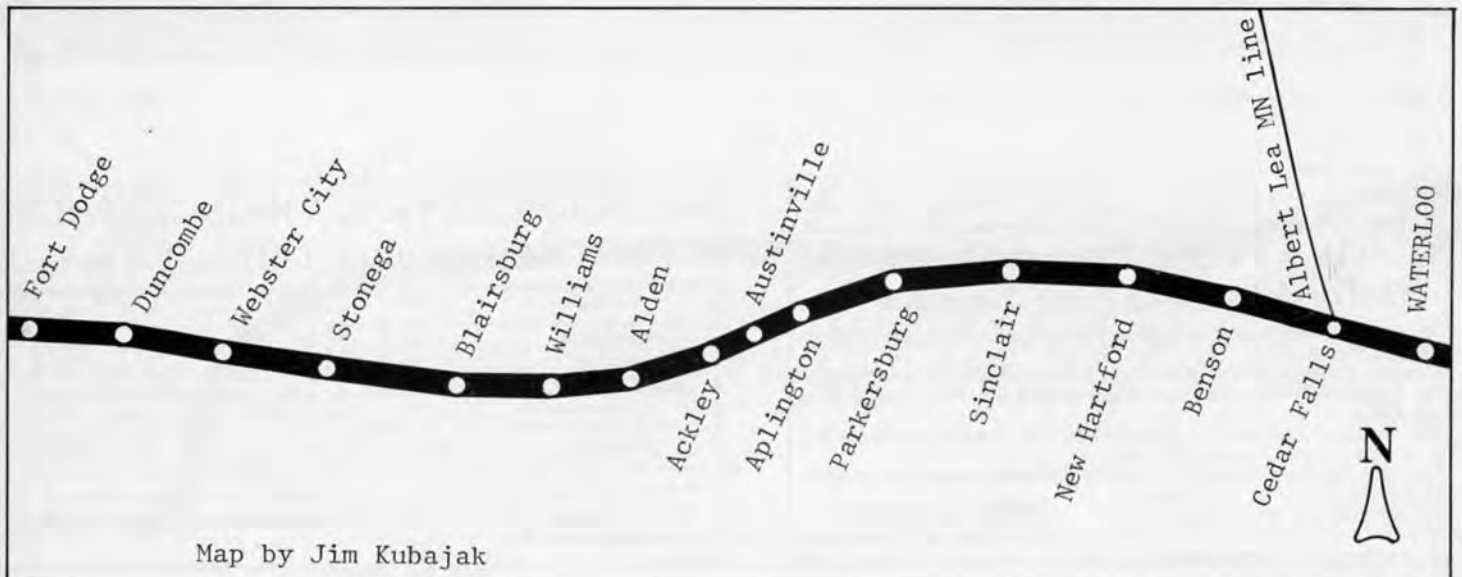
From Fort Dodge the grade has again been ascending, the elevation reaching 1,271 feet a few miles before reaching Dalkieth

station, the highest point on the line between Chicago and Omaha. This highest point marks the dividing line of the watersheds of the Mississippi and Missouri Rivers; all water courses hitherto passed or crossed since leaving Chicago eventually finding their outlet in the Mississippi, while the Boyer River and its tributaries, empty into the Missouri.

From Dalkeith, after running for awhile over a high plateau, the first of several crossings of the Boyer River will be made.



IC Train #3 at Delaware Iowa sometime after 1903. Engine # 1005 was built by Rogers in 1903. Edward H. Meyers photo. ICRR



The river is followed down and through the valley, which gets narrowed down by about the time Deloit is reached. The opposite railroad that parallels the Illinois Central more or less from now on into Council Bluffs is a part of the North-Western system.

The road still follows the Boyer Valley until the latter blends into the Valley of the Missouri, passing in the interval Dow City, Dunlap, Woodbine and Logan, and making an overhead crossing of the North-Western both at Woodbine and at Rode. The country becomes bolder as the broad Missouri is approached, and when about five miles from the Council Bluffs station, from a point known as "The Narrows", the road begins to follow a long line of bold, picturesque bluffs running as high in some places as 300 feet and over.

The town of Denison is a picturesque place of 3,000 inhabitants and a trade and shipping center for a prosperous outlying region.



Land O'Corn motor car and trailer.

ICRR photo.



ILLINOIS CENTRAL R. R.
WATERLOO --- CHICAGO
Daily Sleeping Car Service

Car conveniently located at Passenger Station and open to receive passengers at 9 p. m.

Standard Pullman Sleeping Car is handled in train No. 12 for Chicago, leaving Waterloo 12:40 a. m. (see other side of this card) and arrives Chicago 8:30 a. m.

Also Standard Pullman Car on train No. 14, due to leave Waterloo 6:15 p. m. and arrives Chicago 7:00 a. m.

The Pullman Cars operated in service described above are electric lighted, having individual berth lamps.

For reservations, call or telephone,
 Telephone 85

FRED AUSTIN,
 City Passenger and Ticket Agent

Corrected to May 13, 1913

(OVER)

ILLINOIS CENTRAL TRAIN SERVICE
BETWEEN WATERLOO AND CHICAGO Five Daily Trains

	No. 12	No. 30	No. 28	No. 16	No. 14
--GOING--					
Leave WATERLOO	12:40 A. M.	4:15 A. M.	7:10 A. M.	2:20 P. M.	6:15 P. M.
Arrive DUBUQUE	3:15 A. M.	7:15 A. M.	10:30 A. M.	4:50 P. M.	9:45 P. M.
Arrive FREEPORT	5:20 A. M.	9:55 A. M.	12:50 P. M.	6:50 P. M.	2:40 A. M.
Arrive CHICAGO	8:30 A. M.	12:45 P. M.	4:40 P. M.	10:10 P. M.	7:00 A. M.
--RETURNING--					
Leave CHICAGO	2:00 A. M.	8:45 A. M.	4:45 P. M.	5:30 P. M.	11:00 P. M.
Arrive WATERLOO	9:15 A. M.	7:15 P. M.	12:30 A. M.	1:30 A. M.	7:25 A. M.

Waterloo-Chicago Sleeper Train 12
Waterloo-Chicago Sleeper Train 14
Waterloo-Chicago Parlor Car Train 28

Chicago-Waterloo Sleeper Train 13
Chicago-Waterloo Parlor Car Train 11

(OVER)

With the Missouri River on the right and the train running a sufficient distance away from the bluffs to give one a fair view of their striking features, this last run of about five miles from "The Narrows" to Council Bluffs will be one of unusual scenic interest.

As we proceed toward Council Bluffs, Omaha can be seen in the distance across the river. At Council Bluffs the train stops at the Illinois Central's handsome pressed brick station, which for the purpose it serves is, in harmony and beauty of design, unsurpassed by any station of its size in the west. It is of renaissance style of architecture. Council Bluffs at the Illinois Central station is 987 feet above

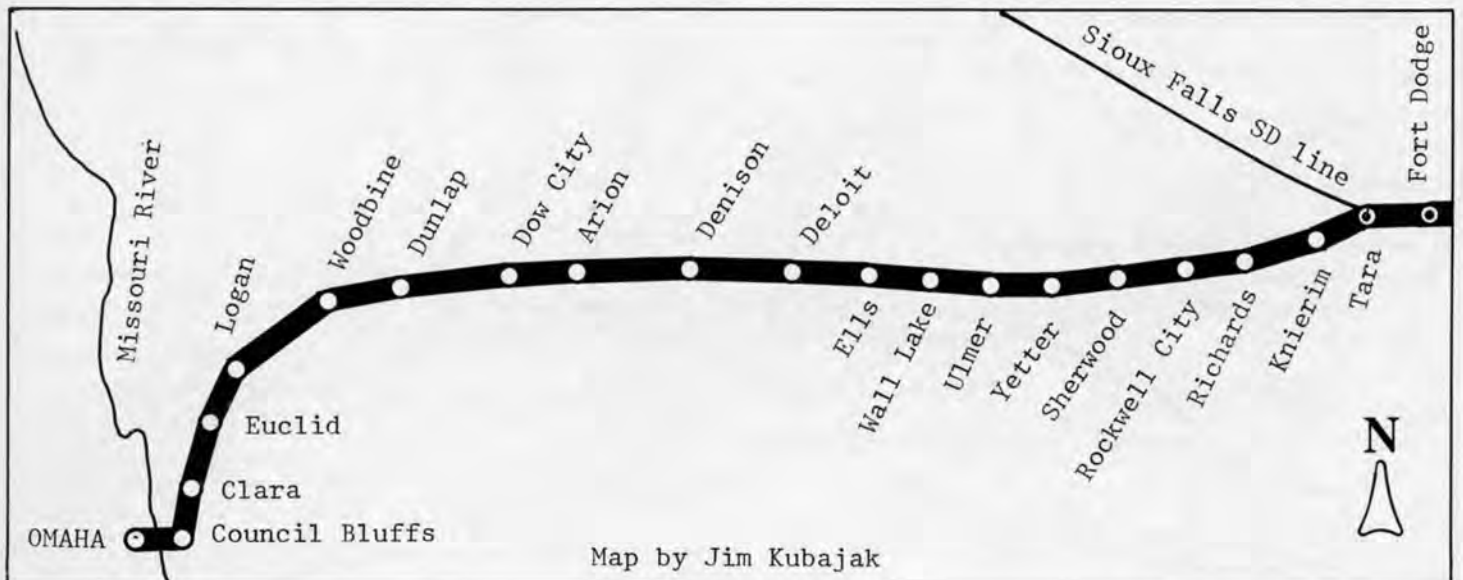
sea level, or 398 feet higher than Chicago. Its present population is about 35,000, which it is claimed is on the increase.

From the station at Council Bluffs the train continues on across the river over the tracks and bridge of the Omaha Bridge and Railway Terminal Company; the Chicago-Omaha line of the Illinois Central terminating, 516 miles from Chicago, in the elegant new union station at Omaha. From the latter can be taken the transcontinental trains of the Union Pacific or the Chicago, Rock Island and Pacific Railways, while those of the Burlington can be taken from the station of that road, located but about fifty yards away.



Winter in Iowa means snow.

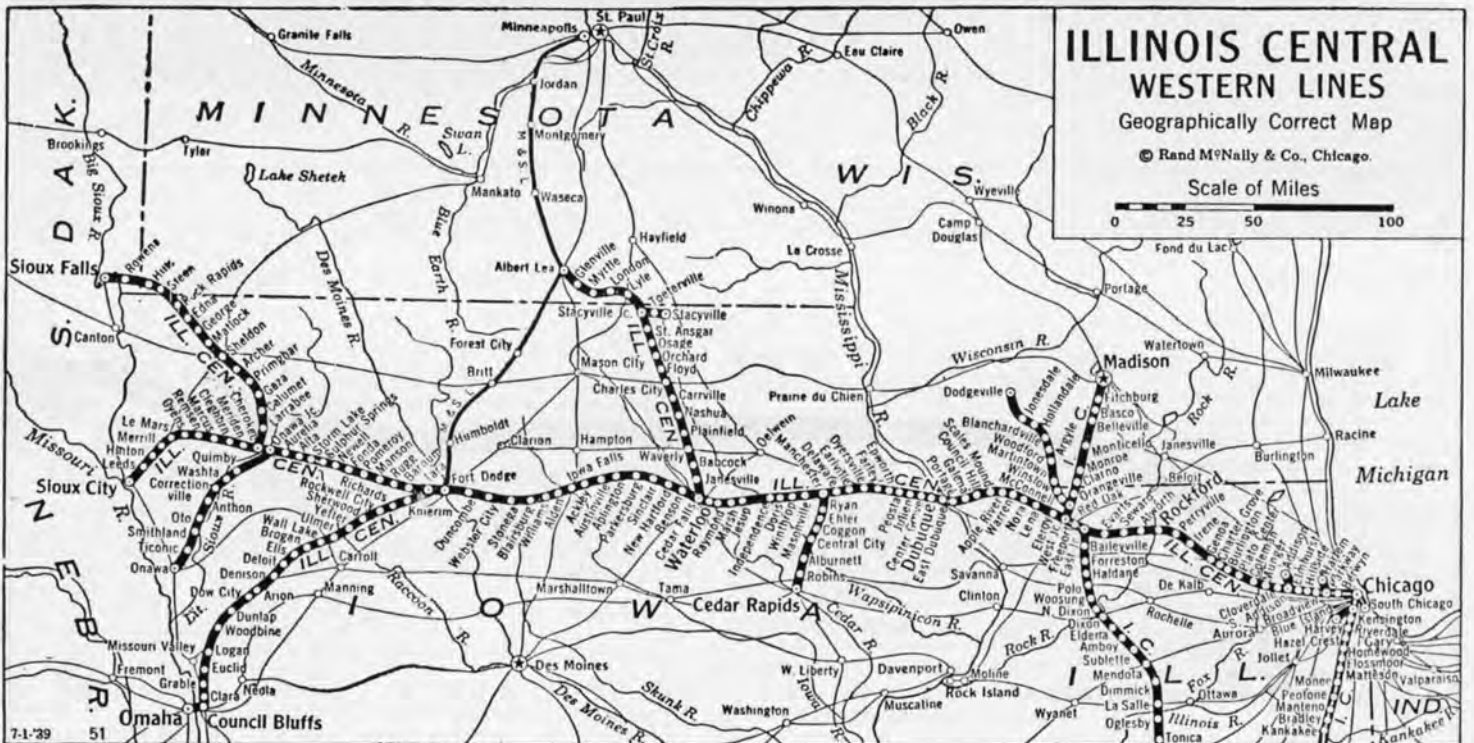
Mike Schafer photo.





The I.C. Council Bluffs, Iowa depot

Kuhn's Studio photo ICRR.



EMPLOYEE TIMETABLES

Illinois Central Railroad

**CHICAGO
CHAMPAIGN
DISTRICTS**
(ILLINOIS DIVISION)

TIME TABLE No.

63

Taking Effect at 12:01 a. m.,
SUNDAY, APRIL 30, 1950

Superseding Time Table No. 62
Dated Jan. 15, 1950

FOR THE GOVERNMENT OF EMPLOYEES ONLY

C. F. DUGGAN, Vice President
S. F. LYNCH, General Manager
C. J. FITZPATRICK, General Superintendent Transportation
R. L. TOOKER, Superintendent Transportation
E. D. HOLCOMB, Superintendent

EMPLOYEE TIMETABLES

by Terry McMahon

Many of you collect items of railroadiana including employee timetables from various railroads or IC districts of interest to you. A closer look at a timetable will reveal how the the information it contained was used to operate the railroad.

If everything was run on schedule it would have been governed by the provisions in the timetable. However, in the actual day to day operation of the railroad, the first class trains were the only ones to run on their timetable schedules. The second class (freight trains), for one reason or another, ran according to special instructions or train orders.

The numbered special instructions in the back of the timetable elaborated on the corresponding rule in the Transportation Department Book of Rules. The special instructions gave detailed information about specific circumstances on each district that were only covered in a general nature in the rule book. For example: location of standard clocks, train superiority, amount of time to clear first class trains, and movement of trains on multiple track, just to name a few. Using a copy of Chicago District Timetable 63, dated Sunday, April 30, 1950 we can see how it worked.

Looking at page 2, in the first column, we see the number of cars , with engine, the passing track would hold. This information was needed for meeting and passing trains. The second column shows the mile post number which indicates how far a town was from the the point of origin, in this case Chicago. To the left of the station name the letter C or D indicates the hours of operation of the tower or station that might affect the movement of trains. C - continuous or 24 hours and D - days only, i.e. 8 to 4. Next we see the names of the stations with the mileage shown between each.

2 CHICAGO DISTRICT—Southward (Continued on Page 3)

Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS (Continued on Page 3)								
		27	17	25	37	1	53	11	31	19
		N Y C 410 Royal Palm	The Night Diamond	Southern Express	N Y C 414 Indianapolis Mail & Express	The City of New Orleans	The City of Miami	N Y C 418 Cincinnati Special	Local Passenger	The Daylight
	O..... CHICAGO.....	L 11 45PM	L 11 50PM	L 12 20AM	L 7 15AM	L 8 00AM	L 8 10AM	L 9 35AM	L 10 00AM	L 11 00AM
		Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
29.3	O..... ^{29.3} RICHTON.....	L 12 25AM	L 12 35AM	L 1 00AM	L 7 50AM	L 8 29AM	L 8 42AM	L 10 10AM	L 11 00AM	L 11 30AM
34.2	O..... ^{4.9} MOONEE.....								s 11 06	
40.5	O..... ^{6.3} PEOTONE.....								s 11 14	
108	O..... ^{6.2} MANTENO.....							c 10 25	s 11 22	
	O..... ^{4.1} INDIAN OAKS.....									
54.2	O..... ^{3.4} BRADLEY.....								s 11 32	
55.3	O..... KANKAKEE JCT.....	A 12 58AM			A 8 23AM			A 10 35AM		
135	O..... ⁶ KANKAKEE.....		s 1 00	s 1 32		s 8 50	j 9 01		s 11 45	s 11 48
131	O..... ^{4.4} OTTO.....									
64.3	O..... ^{4.0} CHEBANSE.....								s 11 59	
69.1	O..... ^{4.8} OLIFTON.....								s 12 05PM	
123	O..... ^{4.0} ASHKUM.....								s 12 11	
77.4	O..... ^{4.3} DANFORTH.....								s 12 17	
518	O..... ^{3.7} GILMAN.....	A 1 30AM	s 2 16			9 08	9 20		s 12 30	A 12 09PM
84.7	D..... ^{3.6} ONARGA.....			2 21					s 12 40	
87.6	D..... ^{2.9} DEL REY.....								s 12 44	
100	D..... ^{5.5} BUCKLEY.....			2 30		9 16	9 28		s 12 52	
98.3	D..... ^{5.2} LODA.....			2 35		9 20	9 32		s 12 59	
150	O..... ^{4.5} PAXTON.....			2 45		9 23	9 35		s 1 03	
80	D..... ^{5.5} LUDLOW.....			2 53		9 27	9 39		s 1 17	
105	O..... ^{5.5} RANTOUL.....			3 08		9 31	9 43		s 1 32	
118.7	D..... ^{4.9} THOMASBOBO.....			3 14		9 34	9 46		s 1 39	
122.6	O..... ^{3.9} LEVELETT.....			3 19		9 37	9 49		f 1 45	
124.1	O..... ^{1.5} LEVERETT JOT.....			3 21		9 39	9 51		1 50	
127.8	O..... ^{1.7} CHAMPAIGN.....			A 3 40AM		A 9 45AM	A 9 56AM		A 2 00PM	

c—Stop on Sunday and holidays to discharge revenue passengers from Chicago.

j—Stop on flag to receive revenue passengers for Jackson, Tenn. and scheduled stops beyond.

Across the page the first class trains operating over the district are shown with their departure times from Chicago (Central Station), Richton, where the Chicago District started and arrival times at various locations. For example # 27 NYC Royal Palm departed Chicago 11:45 pm, Richton 12:25 am, and arrived Kankakee Junction 12:58 am and then operated over the New York Central. Similar information indicates the Night diamond left Chicago 11:50 pm, Richton 12:35 am, stopped at Kankakee 1:00 am, arrived (and stopped) at Gilman 1:30 am and then proceeded over the Gilman line to St. Louis. (See pages 9 and 10) For 25 the Southern Express and all

other first class trains south of Gilman a time is shown opposite each station whether the train was scheduled to stop or not. Rule 92 states, "A train must not leave a station in advance of its scheduled leaving time", and these times are published in the timetable so inferior trains can clear superior trains according to Rule 86 in the special instructions. Pages 2 through 8 show similar information for all scheduled first and second class trains operating southward and northward over the Chicago District.

In the case of single track railroad time is shown at all stations for first and second

CHICAGO DISTRICT—Southward (Gilman Line)

9

Siding Standing Room, Car with Engine	Mile Posts	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS			SECOND CLASS		
			17	19	21	63	65	67
			The Night Diamond	The Daylight	The Green Diamond	Dispatch C S S	Dispatch C S S	Dispatch C S 7
	C	CHICAGO	L 11 50PM	L 11 00AM	L 5 15PM			
21.9		MARKHAM				L 9 00AM	L 7 20PM	L 10 00PM
			Daily	Daily	Daily	Daily	Daily	Daily
	C	GILMAN	Ls 1 30AM	L 12 09PM	Ls 6 25PM	L 11 10AM	L 9 35PM	L 12 10AM
81.1		RIDGEVILLE	1 37	12 14	6 30	11 20	9 45	12 18
86.4	D	THAWVILLE	n 1 41	12 17	6 33	11 40	9 50	12 23
140		ROBERTS	n 1 48	12 21	6 37	11 53	9 57	12 31
68	D	MELVIN	n 1 54	12 25 22	6 40	11 59	10 03	12 37
140								
		GUTHRIE	2 00	12 30 63	6 44	{12 10 } {12 30 } PM 79	10 10	12 45
81	C	GIBSON CITY	s 2 11	s 12 35	s 6 48 67	12 40	10 17	12 53
140		HARPSTER	2 21	12 41	6 53	12 50	10 24	1 03
81		MC NULTA	2 24	12 44	6 56	12 54	10 40	1 08
142	D	BELLEFLOWER	2 27	12 46	6 58	12 58	10 50	1 13
		LAURETTE						
123.2		KUMLER						
125.7		WEEDMAN	2 32	12 50	7 02	1 08	10 59	1 23
81		FARMER CITY	s 2 43	12 53	n 7 06	1 15	11 05	1 28
140	C	PARNELL	2 49	12 57	7 11	1 22	11 12	1 34
81	D							
		FULLERTON						
136.6		DE WITT	2 54	1 01	7 15	1 28	11 19	1 42
140	D	BIRKBECK	2 59	1 06	7 19	1 35	11 27	1 50
		EAST JOT	3 03	1 09	7 22	A 1 40PM	A 11 40PM	A 2 05AM
147.4		CLINTON	A 3 10AM	A 1 13PM	A 7 28PM			
148.5	C							

n—Stop on flag to receive revenue passengers for Springfield or St. Louis, stop to discharge revenue passengers from Chicago.

class trains for the same reason. On page 9 train 19, the Daylight leaves Gilman 12:09 pm and at Melvin the time 12:25 is shown in bold type with 22 beside it which indicates a meet with 22 the northbound Green Diamond. At Guthrie the time 12:30 is again in bold type with 63 and means southbound 19 overtakes and passes 63 a scheduled second class train. You will note that 63 also meets 22 at Guthrie. In the case of 19 and 22 meeting, 19 would take the siding because it is the inferior train as designated in S-72 of the special instructions. Where 19 overtakes and passes 63, 63 would take the siding because of being the inferior train by class. Superiority of trains is covered by rules 71, 72, and 73 and S-72 in the special instructions designates superiority of opposing trains of the same class.

Between Chicago and Gilman trains of any class could operate over any track, in either direction, at any time by block signals on authority of the Chief train Dispatcher as covered by rules 251 and 261 in the special instructions. Between Gilman and Champaign trains normally operated on southbound and northbound mains and train orders were not required providing clearance was obtained at Gilman or Champaign as covered by rule 83. On the single track Gilman line second class and inferior trains were usually governed by train orders.

Pages 11 - 14 covered scheduled trains over the Champaign District and the rest of the timetable was devoted to the remaining special instructions such as speed restrictions, location of bulletin boards, and adjusted tonnage rules and ratings.

CHICAGO DISTRICT—Northward (Gilman Line)

Siding Standing Room Cars with Engines	Miles from Clinton	TIME TABLE No. 63 Taking Effect April 30, 1950 STATIONS	FIRST CLASS			SECOND CLASS			
			18	22	20	64	66	62	
			The Night Diamond	The Green Diamond	The Daylight	Dispatch S C 4	Dispatch S C 6	Dispatch S C 2	
	148.5	C.....CHICAGO..... 21.9	A 7 00AM	A 2 10PM	A 10 10PM				
	126.6	.....MARKHAM.....				A 10 30AM	A 8 00PM	A 11 00PM	
	67.4	C.....59.2 GILMAN..... 5.3	A ^k 5 07AM	A 12 44PM	A 8 44PM	A 8 10AM	A 3 59PM	A 7 30PM	
	62.1	.....RIDGEVILLE..... 3.7	4 59	12 37	8 37	8 01	3 44	7 23	
140	58.4	D.....THAWVILLE..... 3.7	n 4 55	12 34	8 34	7 56	3 40	7 19	
63	52.9	D.....ROBERTS..... 5.5	n 4 49	12 30	8 30	7 49	3 34	7 13	
140	48.3	D.....MELVIN..... 4.6	n 4 44	12 25 19	8 26	7 43	3 28	7 08	
	81	.....5.8 GUTHRIE.....	4 36	12 20 63	8 21	7 36	3 20	6 58	
140	38.5	C.....4.0 GIBSON CITY.....	s 4 30	s 12 16	s 8 16	7 28	3 10	6 48 27	
81	32.8	.....5.7 HARPSTER.....	4 22	12 11	8 11	7 20	3 00	6 20	
142	29.3	.....3.5 MC NULTA.....	4 18	12 08	8 08	7 15	2 54	6 15	
	26.7	D.....2.6 BELLEFLOWER.....	4 16	12 06	8 06	7 07	2 50	6 11	
	25.3	.....1.4 LAURETTE.....							
	22.8	.....2.5 KUMLER.....							
81	21.1	.....1.7 WEEDMAN.....	4 11	12 02PM	8 02	6 57	2 40	6 02	
140	17.9	C.....3.2 FARMER CITY.....	s 4 07	11 59	n 7 59	6 52	2 34	5 58	
81	13.5	D.....4.4 PARNELL.....	4 00	11 56	7 56	6 45	2 26	5 52	
	11.9	.....1.6 FULLERTON.....							
140	9.3	D.....2.6 DE WITT.....	3 55	11 53	7 53	6 38	2 18	5 46	
	4.8	D.....4.5 BIRKBECK.....	3 50	11 49	7 49	6 31	2 10	5 40	
	1.1	.....3.7 EAST JCT.....	3 46	11 46	7 46	L 6 25AM	L 2 00PM	L 5 30PM	
		C.....1.1 CLINTON.....	L 3 43AM	L 11 44AM	L 7 44PM				
			Daily	Daily	Daily	Daily	Daily	Daily	

k—Stops on flag to receive revenue passengers destined to scheduled stops also stops to discharge revenue passengers from scheduled stops.

n—Stop on flag to receive revenue passengers for Chicago also stop to discharge revenue passengers from St. Louis.

SUPERIORITY OF TRAINS.

S-71. A train is superior to another train by right, class or direction.

Right is conferred by train order; class and direction by time-table.

Right is superior to class or direction.

Direction is superior as between trains of the same class.

D-71. A train is superior to another train by right or class.

Right is conferred by train order; class by time-table.

Right is superior to class.

72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

S-72. Trains in the direction specified by the time-table are superior to trains of the same class in the opposite direction.

73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS.

82. Time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

Regular trains more than twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

83. A train must not leave its initial station on any district, or a junction, or pass from one of two or more tracks to single track, until it has ascertained whether all trains due, which are superior, have arrived or left.

A train that has been detoured, or that has had its identity temporarily changed by train order, will not resume its original schedule unless so authorized by train order.

Stations at which train registers are located will be designated by time-table.

Conductors, or engineers of engines without conductors, must inscribe necessary information thereon, unless relieved of such duty by special instructions, or by train order Form V or W, when registering ticket may be accepted by operator who will personally perform the registering.

83 (a). Unless otherwise provided, a train must not leave its initial station on any district without a clearance.

83 (b). Before leaving register stations, the conductor will furnish the engineer a memorandum on prescribed form showing all overdue trains which are superior, and the registered time of those which have arrived or left, unless relieved of so doing by train order, Form V or W.

83 (c). In starting trains from a point where there is no train register, or where the information is to be given by train order, Form V will be used.

84. A train must not start until the proper signal is given.

85. Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass or run ahead of second and third class trains and extra trains. Third class trains may pass or run ahead of second class trains.

Third class and local, or dead freight extra trains, must keep advised of and avoid delay to following dispatch trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

86. In automatic block system territory, unless otherwise provided, an inferior train must clear a first class train, or train of superior right, in the same direction so as to avoid giving a restrictive indication to the following train.

Outside of automatic block system territory, unless otherwise provided, an inferior train must be in the clear at the time a first class train, or train of superior right, in the same direction is due to leave

the next station in the rear where time is shown, but in no case less than ten minutes.

S-87. An inferior train must keep out of the way of opposing superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by Rule 99.

Extra trains must clear the time of opposing regular trains not less than five minutes unless otherwise provided, and will be governed by train orders with respect to opposing extra trains.

S-88. At meeting points between extra trains, the train in the inferior time-table direction must take the siding unless otherwise provided.

Trains must pull into the siding when practicable; if necessary to back in, the train must first be protected as prescribed by Rule 99, unless otherwise provided.

S-89. At meeting points, the inferior train must take siding and clear the time of superior train not less than five minutes, except at schedule meeting points between trains of the same class, where the inferior train must clear the main track before the leaving time of the superior train.

The superior train must stop at schedule meeting point with a train of the same class unless switch is properly lined and track clear. The inferior train must pull into the siding when practicable. If necessary to back in, unless otherwise provided, it must first be protected as prescribed by Rule 99.

S-89 (a). At meeting points, a train awaiting the arrival of another train must, if practicable, stop at least three hundred feet from the clearance of facing point switch over which expected train will pass.

S-90. On trains equipped with communicating signal system, the conductor must give signal 16 (l) to the engineer after passing the last station, but not less than one mile preceding a schedule meeting point with a train of the same or superior class, or a point where by train order it is to meet, or wait for, an opposing train. The engineer will immediately reply with signal 14 (n). If the engineer fails to answer by signal 14 (n), the conductor must take immediate action to stop the train.

On other trains, the engineer will give signal 14 (n) at least one mile before reaching a meeting or waiting point. Should the engineer fail to give this signal or fail to prepare to stop short of fouling point, when required, the conductor must take immediate action to stop the train.

91. Unless some form of block system is used, trains in the same direction must keep not less than ten minutes apart, except in closing up at stations.

92. A train must not leave a station in advance of its schedule leaving time.

93. Within yard limits the main track may be used, clearing the time of first class trains.

Second and third class, extra trains and engines

must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident, the responsibility rests with the approaching train or engine.

Trains and engines occupying the main track within yard limits must be protected by flagman during fogs, storms or other unfavorable conditions; also, where the view of an approaching train is obstructed by curvature or other conditions. Trainmen and yardmen will be held responsible for any failure to exercise reasonable precaution in protecting their trains and engines under such conditions.

NOTE.—Yard limits will be indicated by yard limit signs and location shown in time-table.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS.

251. On portions of the railroad, and on designated tracks so specified on the time-table, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

252. The movement of trains will be supervised by the train dispatcher, who will issue instructions to operator-leverman, when required.

253. The train dispatcher must be advised in advance, of any known condition that will delay the train or prevent the train from making usual speed.

254. Except as affected by Rule 251 all Block Signal Rules and Operating Rules remain in force.

D-93. When running against the current of traffic, first class trains must move within yard limits at reduced speed, unless otherwise provided.

94. A train which overtakes another train so disabled that it cannot proceed will pass it, if practicable, and if necessary will assume the schedule and take the train orders of the disabled train, proceed to the next available point of communication, and there report to the train dispatcher. The disabled train will assume the right or schedule and take the train orders of the last train with which it has exchanged, and will, when able, proceed to and report from the next available point of communication.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS.

261. On portions of the railroad, and on designated tracks so specified on the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

262. The movement of trains will be supervised by the train dispatcher, who will issue instructions to operator-leverman, when required.

263. The train dispatcher must be advised in advance of any known condition that will delay the train or prevent the train from making usual speed.

264. Except as affected by Rule 261 all Block Signal Rules and Operating Rules remain in force.

STANDARD TIME.

1. Standard time obtained from Washington, D. C., observatory will be transmitted to all points from designated offices at 11:00 a. m. Central Time, daily.

2. Watches that have been examined and certified to by designated inspector must be used by:

Train Masters	Hostlers
Asst. Train Masters	Conductors
Traveling Engineers	Flagmen
Train Dispatchers	Brakemen
Yardmasters	Train Baggage-men
Stationmasters	Section Foremen
Engine Foremen	Bridge Foremen
Yardmen	Signal Maintainers
Switch Tenders	Telegraph Linemen
Engineers	Any employe operating
Firemen	track cars.

The certificate in prescribed form must be renewed and filed with the superintendent during April and October of each year.

3. Watches of conductors, engineers, hostlers and engine foremen must be compared before commencing each day's work or trip with a clock designated by time-table as a standard clock. The time when watches are compared must be registered on a prescribed form by conductors and engineers.

3 (a). Conductors, engineers, hostlers, and engine foremen whose duties prevent access to a standard clock must obtain time from train dispatcher, or compare and regulate their watches daily by those of conductors and engineers who have standard time and have registered as provided.

3 (b). Conductors and engineers will also compare time with each other and with flagmen, brakemen and firemen, before commencing each day's work or trip.



Earlier this year the ICHS received a donation of thousands of glass plate and film negatives from Kalmbach Publishing Company. You may have seen a reference to this in Trains magazine. We are just beginning to sort out and index the negatives. Here are a few prints from the first box we opened up. You will be seeing many great photos from these negatives in future issues of the magazine.



Passenger and Freight house at Walker IL May 11, 1894.





Freight House at Amboy IL May 24, 1894.



Ruins of Elevator "B" at Chicago. August 1909.

ILLINOIS CENTRAL FREIGHT CARS

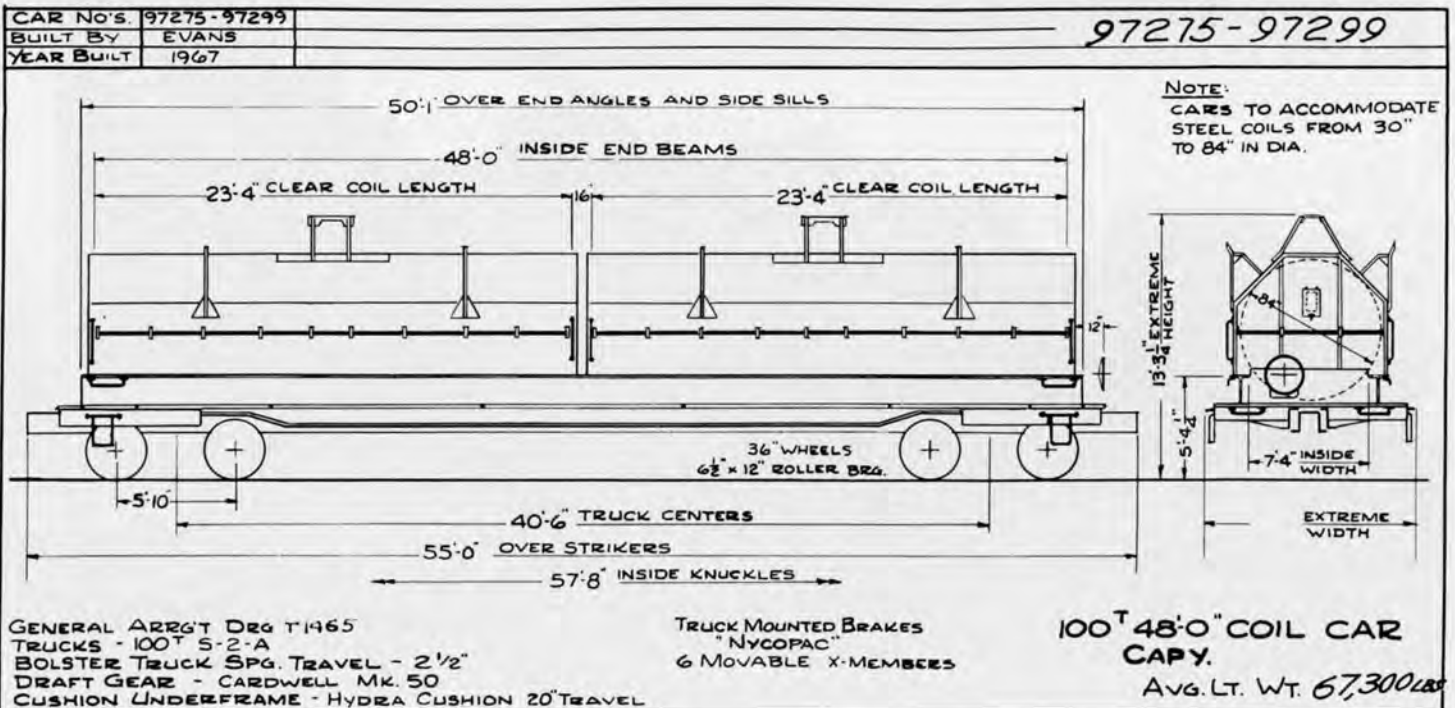
The freight cars shown on these two pages are all currently available for sale in our H.O. scale special run car series. The Second Run of Walthers coil cars (with different numbers) are currently available. The Walthers Air Slide car shown on the next page is our most recent car. The 2 bay hopper cars are still available in black and aluminum. An order form was included with this issue of the magazine.

Order cars from:
 David Daisy
 746 North Bruns Lane Apt A.
 Springfield IL. 62702

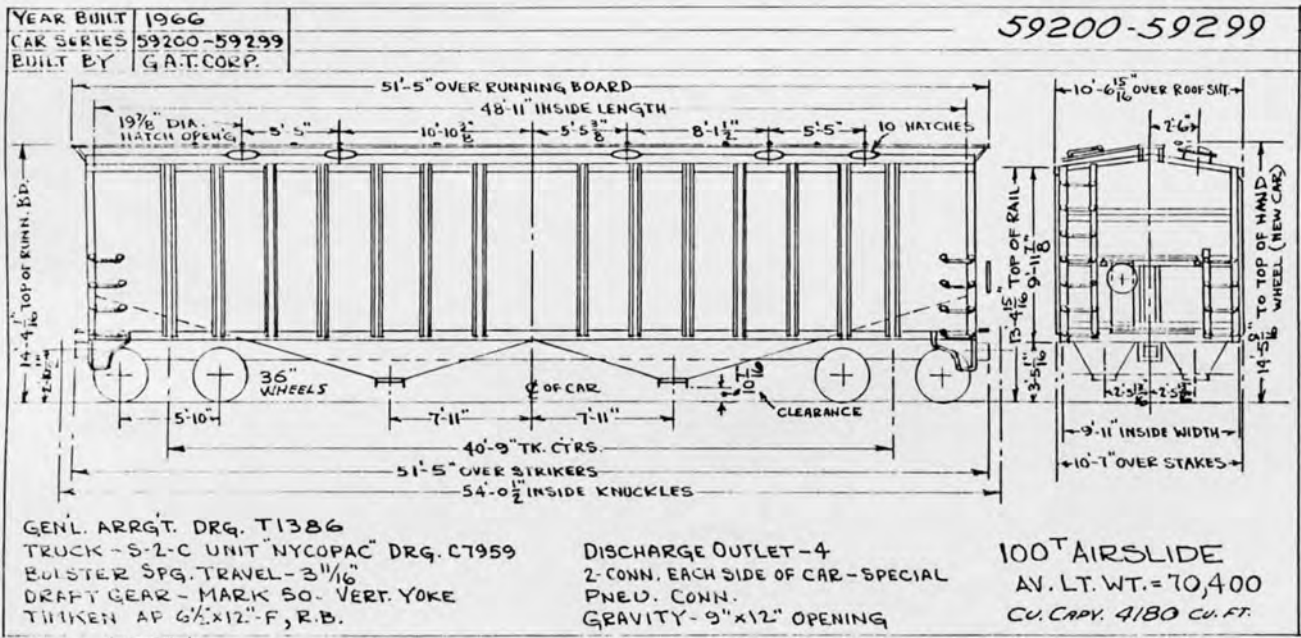


IC Coil steel car.

Hedrich-Blessing photo ICRR.



1968

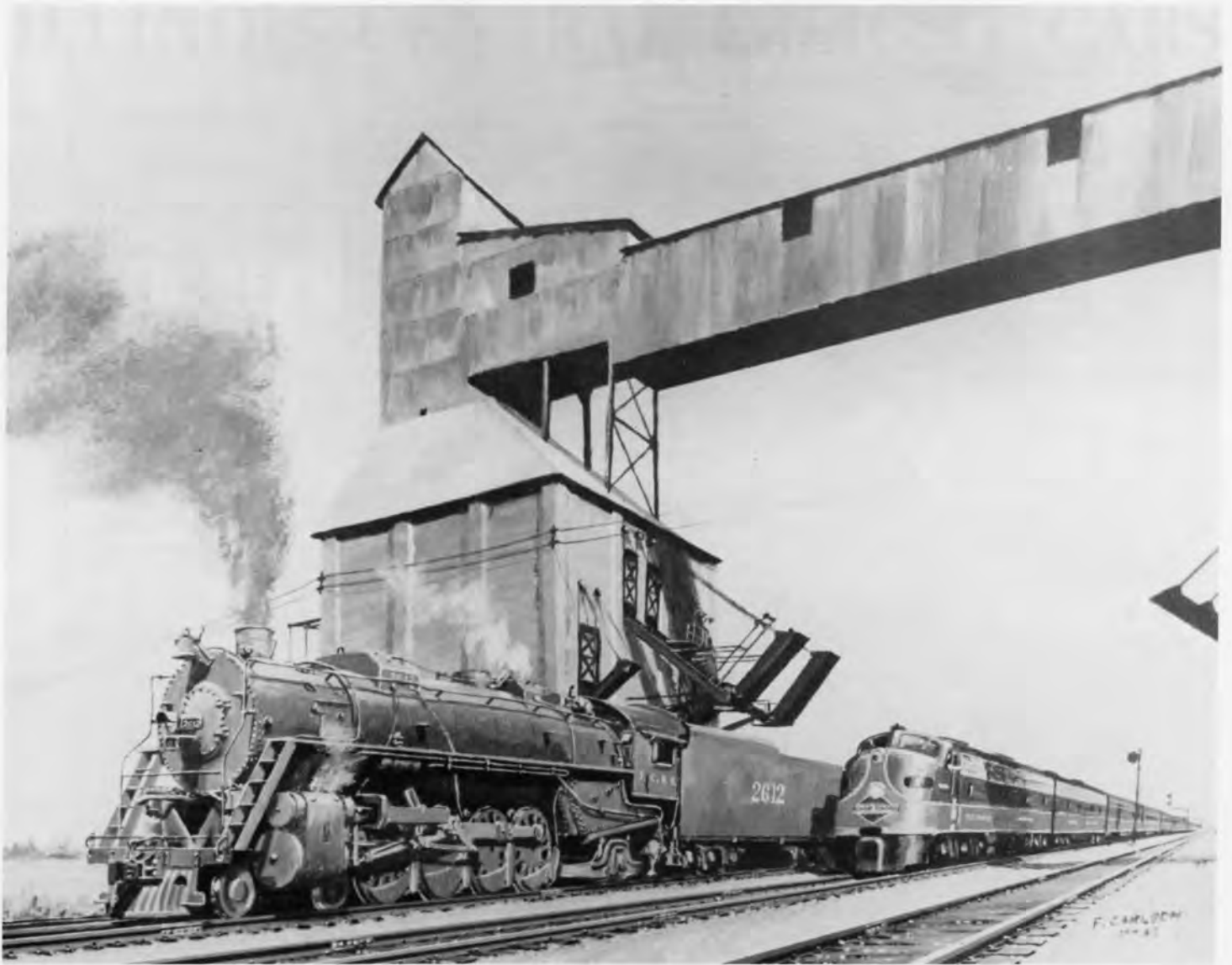


11-3-66/1958/



34' Experimental aluminum hopper cars.

Hedrich Blessing photo ICRR.



NORTHBOUND AT GILMAN

by Fred Carlson

The first in a series of limited-edition prints depicting the trains of the Illinois Central Railroad, presented by the

ILLINOIS CENTRAL RAILROAD HISTORICAL SOCIETY

Illinois Central Mountain-type No. 2612 at the Gilman, Ill., coaling tower is being overtaken by a classic chocolate-and-orange streamliner on the Main Line of Mid-America.

Image size is 15" x 18" on 18" x 21" stock
\$15 postage paid, shipped in mailing tube.

ICHS Publications

22539 Arquilla Drive, Richton Park, IL 60471

Please send ____ copies of "Northbound at Gilman"

Name _____

Address _____ City _____ State _____

Allow 6-8 weeks for delivery

ICHS Members Special Price: \$10 postage paid.



The historic Galena Illinois station.

Ted Schnepf photo.

INTERCHANGE TRACK

WANT ADS - FREE TO MEMBERS -
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 words are \$.10 each.
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 clearly printed or typed. We
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 to ICHS.

WANTED INFORMATION:

I Would like color
 photos/scale drawings of the
 first diesel-electric, arti-
 culated "Green Diamond"
 streamlined passenger train.
 I wish to build a 3/8" scale
 model of this train and your
 help would be appreciated.
 Willing to pay for above
 and will send photos of
 completed project to those
 providing me with material.
 Robert Thon, P.O. Box 576,
 Walworth NY 14568.

WANTED COLOR SLIDES:

PHOTOS - COLOR SLIDES are
 needed for an ALL COLOR
 CALENDAR we would like to
 prepare for next year.
 DEADLINE APRIL 1, 1990. IC,
 predecessor and successor
 railroads are all eligible.
 Format should be horizontal.
 PRIZES will be awarded for
 chosen slides. Originals
 will be returned. IC-ICG-
 P&L-CC-MS-NEW IC etc... Send
 in your best shots. ICHS
 PUBLICATIONS, 22539 Arquilla
 Dr., Richton Park IL 60471.

WANTED:

Hallmark IC Mountain
 Any condition
 Ted Richardson
 (708) 680-8999

BACK COVER

An IC Caboose clears the west portal of the East Dubuque
 tunnel and is about to cross the Mississippi River bridge.
 The Caboose is crossing the Burlington tracks (CB&Q) and
 the crewman is about to pick up orders. ICRR photo.

