



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE 27/28

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DOUBLE ISSUE



Illinois Central Historical Society



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ICHS 1990 ANNUAL MEETING
SATURDAY AUGUST 11, 1990
INDIANAPOLIS INDIANA
RAILROADIANA SHOW & SALE

GREEN DIAMOND PAGE 2

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ON THE COVER

I.C. 2-10-2 #2808 is west-bound at Princeton, Ky. on July 16, 1957. The 2800's returned to Kentucky to serve out their final days at the end of the steam era on the Illinois Central. Ted Richardson follows them home for the last time in part 2 of the 2800's in this issue starting on page 8.

1990 ANNUAL MEETING CHMN.

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MEMBERSHIP CHAIRMAN

Jim Kubajak is our new Membership Chairman. John Thomas is still Chairman of the ICHS NEWSLETTER. See page 2 for their addresses.

1990 DUES NOTICE

1990 Dues Notices were sent out at the end of February along with our last newsletter. This mailing was sent by first class mail to insure delivery and forwarding. If you did not receive a Newsletter and Dues notice please contact the Membership Chairman. If you had already paid your 1990 dues the dues notice should have been left out of your envelope, but you should have received the Newsletter.

MEMBERSHIP CARDS

The membership chairman reports that many of you have been paying your dues. The first batch of Membership Cards for 1990 should have been mailed out by the time you receive this issue. If you haven't received yours - don't panic. It takes a few weeks to do the paperwork.

NEW COLUMNS

Starting in this issue we will have a list of the hobby shops that carry our magazines and calendars. Many of these shops also carry our special run HO cars when they are available. Another new column is a list of articles that we have in preparation. Some of these are just in the idea stage and need an author or co-authors. Others are being researched by one or more people already. If you have any information, photos, drawings etc... that might be helpful on one of these stories please contact Tom Grant.

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- Dale Windhorst

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- Terry McMahon
- Bruce Meyer
- Ted Richardson
- Harold Stirton
- W.C. Thurman
- Charles Werner
- Dale Windhorst

Next ICHS BOARD MEETING
Sat. June 9, 1990
Paxton Depot 10 AM
Work Session to Follow

GENEOLOGICAL RESEARCH

We receive an increasing number of requests for help with researching information about former IC employees. Unfortunately we have no employee records and very little information that can trace the history of a former employee, especially one a hundred years ago. We will, however, be glad to print your request for information in our newsletter and perhaps one of our members has an old photo or clipping with some information that can be helpful. Also University Libraries in Illinois usually have a collection of IC Magazine which was published monthly from about 1912. These contain many references to employees, promotions, etc... We hope to someday have a complete collection of IC Magazine in our Library. As of now we don't have a complete collection or a Library, but we are working on both.

ICHS MEMBERSHIP

The GREEN DIAMOND is published by the Illinois Central Railroad Historical Society, an Educational, 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

ICHS MEMBERSHIP
14818 Clifton Park
Midlothian IL 60445

(Sustaining membership is available to anyone making a contribution of \$20.00 or more to the ICHS annually.)

DOWN AT THE DEPOT

DOWN AT THE DEPOT

By the time this issue of the magazine reaches you, the ICBS should be very close to the closing date for acquiring the former N&W freighthouse in Paxton Illinois. We are therefore starting a new regular column in the magazine.

DOWN AT THE DEPOT will keep you informed about what is being done at the ICBS Headquarters site in Paxton, Illinois. We will also have Depot items in the newsletter. In addition to keeping you informed about what is planned for the depot, this column will also let you know what you can do to help, directly or indirectly with the headquarters project.

First of all, I'll answer some questions;

Why did we buy the building?

The building was purchased primarily as a place to store the large number of items that the society has been accumulating through donations. We have been buying storage space and storing things in members homes for the last ten years. We will save about \$2000.00 per year on rented storage space.

What did it cost?

The depot (actually freighthouse) was purchased from Norfolk Southern for \$9500.00 along with three parcels of land.

What else are we planning to do with or at the depot?

Actually, Many things. We are in the very serious planning stages now regarding what to use the depot for, how to finance repairs, maintenance, etc.. and how to



The Paxton, IL Norfolk Southern freighthouse - soon to be ICBS headquarters building.

allocate space in the building both now, and in the near and longterm future. If any members would like to become involved they are urged to contact Chuck Werner in Paxton at 646 S. Park St., Paxton IL 60957, phone (217) 379-2261.

How can I help with the building repairs and remodeling?

We're so glad you asked! First of all, and most importantly, we will need help this summer and fall making repairs to the outside of the property and cleaning up the place. We have a schedule of weekends when we will be working at the building, and everyone is invited to stop by and help! The schedule is printed below. If you would like to work on another weekend or at another time, please contact Chuck Werner in Paxton. Chuck has agreed to be the "key" man in Paxton. The amount of work we will accomplish will be determined by how much help we get.

If you cannot come down to Paxton and help with the dirty work, there most certainly is another way to lend a hand. We will of course need to buy quite a few things for the remodeling and repair of the building, and the universally acceptable green coupons (MONEY) is a way that anyone can help with the depot. Our treasurer will keep tabs of any donations made specifically for the "Building Fund". If you would like to contribute \$Dollars\$, checks can be sent to ICHS treasurer Rich Chenault. Make checks payable to ICHS. Rich's address is 4964 A Parker, St. Louis MO 63139. Contributions are tax deductible and we will be making recognition of the donors that help refurbish the building.

In addition to \$MONEY\$, donations of tools, cleaning supplies, building materials, etc..., will be needed and appreciated. We will need Push brooms, Scoop shovels, rakes, window cleaner, rags, paper towels, carts with wheels, drawer type filing cabinets, weed cutters, work gloves, etc...

The schedule for Building Work Sessions is:

MAY 12	MAY 26
JUNE 9	JUNE 23
JULY 14	JULY 28
ICHS MTG	AUG 25
SEPT 8	SEPT 22
OCT 13	OCT 27
NOV 10	NOV 24

These are the second and forth weekends of the month. The ICHS board meeting on June 9, 1990 will also be held at the depot with a work session planned in the afternoon after the board meeting.

LONG TERM PLANS

We are planning now for the future uses of the headquarters building. It seems that time spent planning will be time well spent. What we don't want to do is build things and then have to take them apart in a few years because we didn't plan for our future needs adequately. Among the uses being discussed for the building aside from our archives storage requirements are; a library, a meeting room, and a museum. We want to organize these things to make the best possible use of the space in the building. Even if it takes years to actually finish the interior of the building, and be able to display some of the artifacts in our collections in a proper setting, with good planning, our Headquarters building will be something that we will all be proud of.

CORRECTIONS

There were some photo caption errors in the last issue. On page 16, #2801 is meeting #2414, not #2814. On page 27 the caption should read renumbered to not from #2813. Photos credited to Cecil Cooper should have been credited to Cecil Cook. And finally, on page 27, the bottom photo should have been credited to the collection of John Swanson. Those #**@+% \$&†?! caption gremlins were out of control. Our apologies for the screwups.

PUBLICATIONS

As I said in the last issue we are making a serious effort to turn out more magazines and catch up with our publications schedule. We have had a new computer (IBM compatible Epson) for about a year now and still do not have the thing working up to par. Part of the problem, admittedly is the button pusher sitting in front of it. We do need someone to help out who has some computer know how. Any volunteers? What we have is an Epson Equity II+ with hard drive and Wordperfect 5.0 and Dbase4 programs. We are using Wordperfect for the Green Diamond, and Dbase4 for membership and archives indexing. We also need authors, a draftsman, typists, and pasteup help, (Anything / Everything) no experience necessary. If you think this sounds like another begging for help message - you are exactly right!

I.C.H.S. ANNUAL MEETING RAILROADIANA SHOW & BANQUET AUG. 11 & 12 1990

LOCATION

This years Annual meeting will be held at the Holiday Inn Union Station in Indianapolis. The Hotel is adjacent to the Indianapolis Union Station with over 100 stores and restaurants. The Amtrak station is part of the complex, just walk downstairs to the hotel from the train.

RAILROADIANA SHOW

The Railroadiana Show will be held on Saturday, August 11, from 10 - 4, at The Holiday Inn Union Station, in downtown Indianapolis. Featuring railroad artifacts as well as railroad models.

RAILROADIANA SHOW TABLES

Tables for the railroadiana show are available at \$20.00 each. Deadline for table reservations is July 7, 1990. Contact Lew Concklin at the address below for more information or table contracts.

SPECIAL EVENTS

We are working on some arrangements for something special on Sunday, August 12. The Details will be announced as soon as possible. It does involve trains, the full size ones.



HOTEL ACCOMODATIONS

Contact the Holiday Inn directly for room reservations at 1-800-HOLIDAY, or (317) 631-1221. Hotel address is P.O. Box 2186, Indianapolis, IN 46206. A block of rooms has been set aside for the ICHS. Request your room with the ICHS GROUP. Room Rates are \$79.00 for single and double rooms, \$128.00 for double Pullman Car rooms. Thirteen authentic Pullman cars are double suites. The hotel features Railroad decor, indoor pool, saunas, jacuzzi, and free parking. Deadline for guaranteed reservations is July 10, 1990.

ICHS MEETING & BANQUET

The dinner and historical society meeting will also be held at the Holiday Inn on Saturday evening. A complete three entree buffet dinner will be prepared. Our guest speaker will be Mr. Thomas Hoback, President of the Indiana Rail Road. Banquet prices are \$22.00 per adult, and \$11.00 for children under 12. Dinner reservations should be sent to Lew Concklin at the address below.

ICHS ACTIVITIES SATURDAY

During the Day on Saturday there will be Illinois Central slides and movies in a separate room. A model contest will be held during the show. Any I.C. or predecessor, spinoff, etc... models are eligible. Details and entry forms are available from Lew Concklin at the address below. A modelers Bull Session is also planned for Saturday afternoon.

THE FAMILY

Non Railfans will find plenty of interesting things to do in Indianapolis. Union Station's shops, arcades, and restaurants, as well as interesting museums nearby.

ADVANCE RESERVATION INFORMATION

SEND Reservations to: Lew Concklin ICHS, P. O. Box 586, Oak Park IL 60301.

Reservations for Banquet Dinner are \$22.00 adult, \$11.00 child under 12.

Railroadiana Show Tables are \$20.00 each. Request table contracts.

PLEASE send SEPARATE checks for Dinners/Tables. Make checks payable to ICHS.

IN THIS ISSUE

Well, here's another double issue of the magazine. This one completes our obligation to our 1989 paid members. If you still have not paid your 1990 dues, please do so soon.

We have printed track profiles for the Louisville District of the Kentucky Division in this issue along the bottom of the pages with Ted Richardson's article on the 2800's on the Kentucky Division. Some of you have asked for us to print profiles for the entire I.C.. We can do it eventually, although as you can see in this issue, it will take alot of space. I would like to hear from anyone who feels strongly for or against running track profiles in the magazine. Your mail will decide if we continue or not. Send a postcard to Editor Tom Grant, 22539 Arquilla Dr., Richton Park IL 60471.

Also in this issue, in the Cairo bridge story, you will find references and even a map showing the M&O. Just so I can avoid some hate mail, let me respond in advance. Yes, I know there is a GM&O Historical Society, and no I'm not trying to run GM&O articles to make anybody crazy. The fact is that the I.C. and the GM&O not only had parallel tracks, but their histories run side by side too. And just like the tracks, every once in awhile the histories cross over each other. There will be more references to the GM&O or GM&O predecessors in the future too. If you want to know more about both the I.C. and GM&O, join both historical societys.

GM&O HISTORICAL SOCIETY

We have had numerous inquiries about the correct address for the GM&O Historical Society lately. The Chicago post office address is no longer in use. The new address for the GM&O Society is:

GM&OHS
P.O. Box 463
Fairfield, IL 62837

GREEN DIAMOND PLANS

Plans, photos, and an article by ICHS member Paul M. Somers on the original Green Diamond train appear in the May 1990 issue of Model Railroader magazine. The ICHS featured the Green Diamond train in Issue #17, but we have unfortunately sold out of the remaining back issues.

ST LOUIS DIVISION

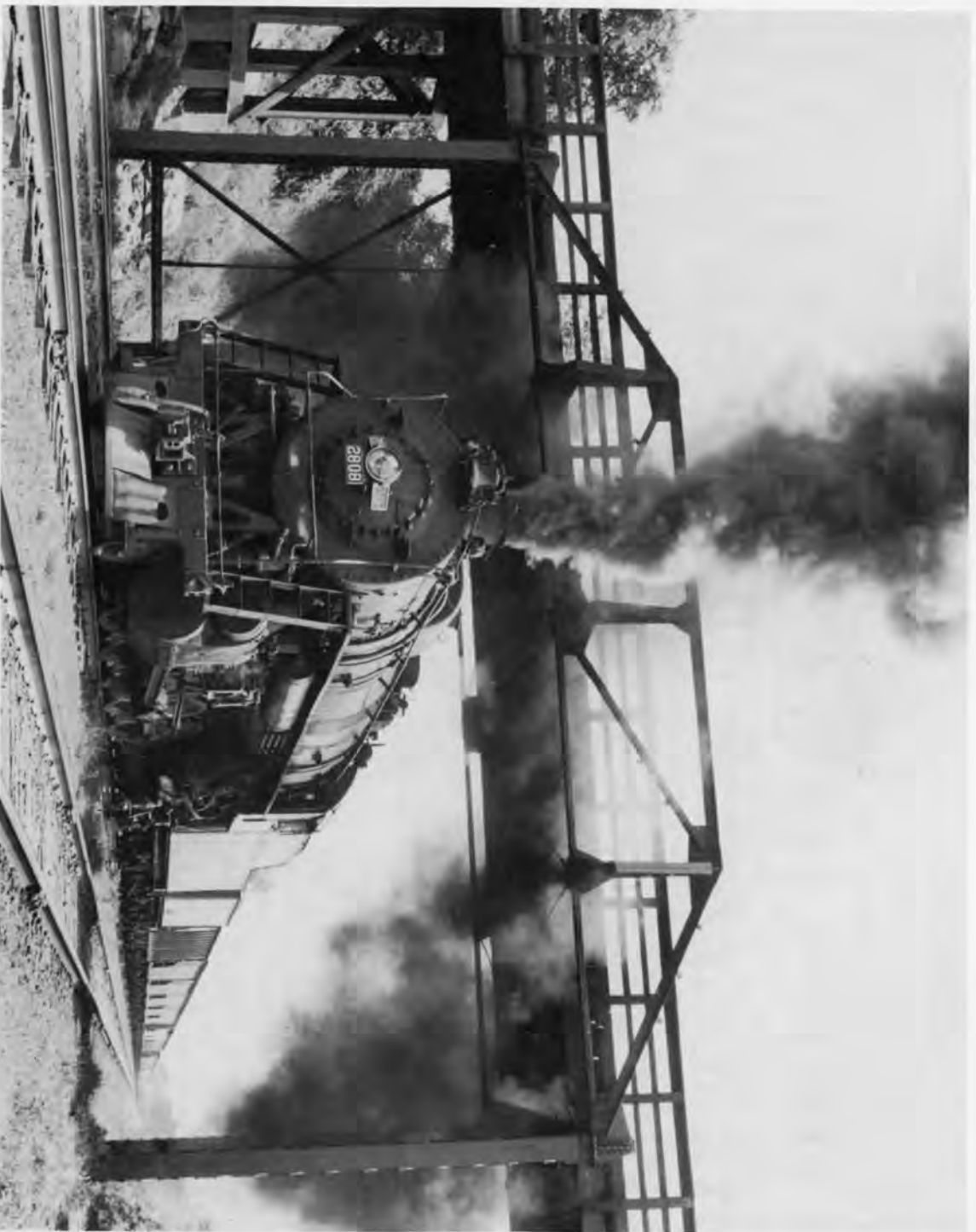
ICHS members in the Central and Southern Illinois and St. Louis area will soon have the opportunity to join a new local branch of the I.C. Historical Society. The St. Louis Division is being formed to promote interest in the ICRR and the ICHS and give members more opportunities to get together and share their interests in the railroad and modelling the I.C.. Mark Miller of Mark's Trains, 1204 A West Central, Marion IL 62959 has agreed to coordinate activities of the new group. The ICHS also has a Kentucky Division which has regular meeting and activities for members.

NEW IC VIDEO

You may remember the IC movies that Jerry Carson showed at one of our annual meetings, and you may have seen some of Steve Neff's I.C. videos already. Green Frog Productions Ltd. 950 Bream Court, Marietta GA 30068, has brought these two together on a new I.C. Video. Two tapes which run 2 hours and 16 minutes. There is Steam, with sound from Jerry Carsons films, Pre Amtrak passenger scenes, and contemporary "new" I.C. footage as well as some Chicago Central action. I've seen most of the videos available on the I.C., and in my opinion, this is the best so far. For a more elaborate review of this tape, see the June 1990 Railfan & Railroad. The special introductory price is \$64.95 until June 30, 1990. Regular price will be \$79.95 + \$4.95 shipping. (1st Class Priority)

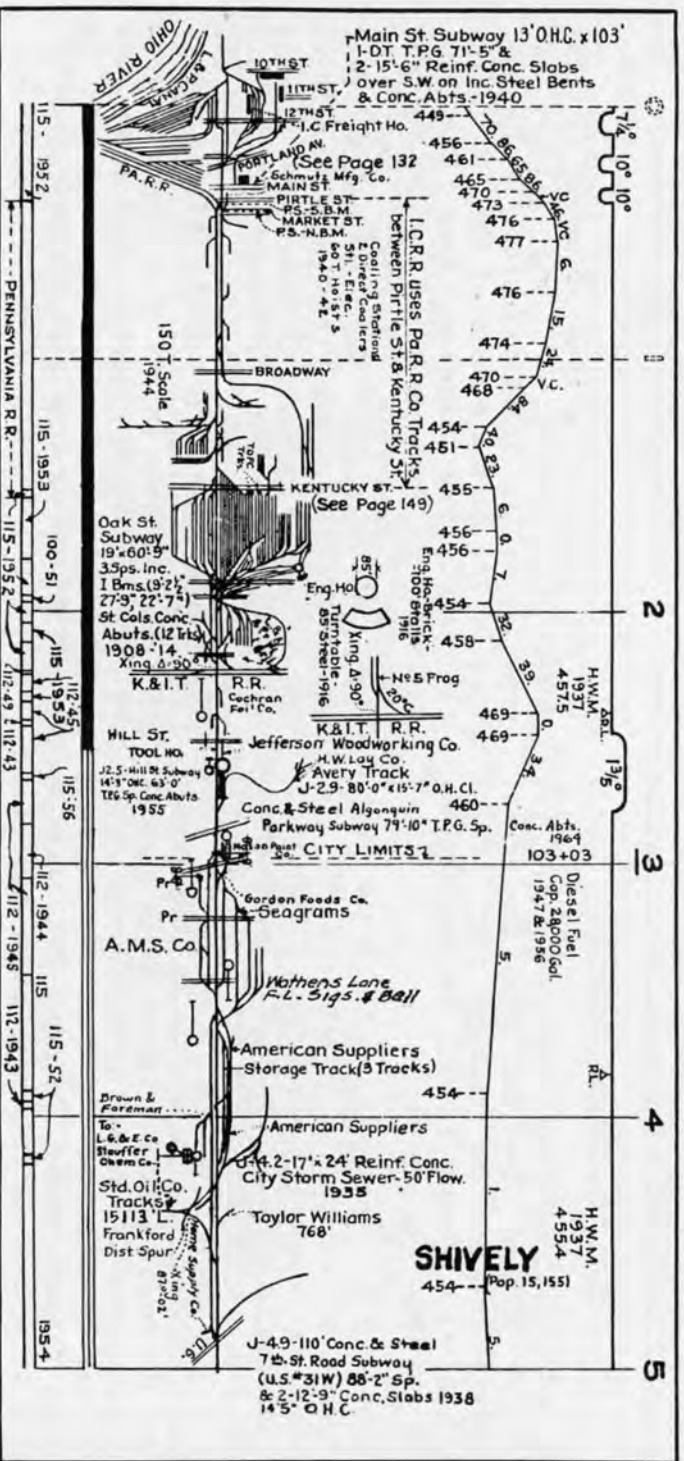
A MORSE TELEGRAPHER CALLS THE OLD DEPOT

Is the title of a book authored by ICHS member E.T. Parker. His book relates his experiences as Agent/Operator at Quimby, Iowa on the Anthon branch of the I.C. which ran south from Cherokee, Iowa. The book explains the jobs performed by the various railroad employees, trains, and the railroads shippers and shipments that characterized everyday life on the railroad and in every typical railroad town during the heyday of the railroads. There are twelve chapters that relate stories of the "Good Old Days" with twenty illustrations and I.C. photos. In the next Green Diamond we will have an excerpt from the book compliments of Mr. Parker. The book is hardbound and is available directly from Mr. Parker for \$9.95 at 937 W. Cedar St., Cherokee IA 51012.



Engine #2808 leads a coal drag westbound at Princeton, Ky. on July 16, 1957.
 Photo by Bruce Meyer.

TO CENTRAL CITY →



2800 CLASS CENTRALS
 part 2
 KENTUCKY DIVISION SERVICE

by Ted Richardson

The author would like to thank the following people for their assistance with this article: Bernard Lee Carey, Charles B. Castner, C.L. Colyer, David Hayes, Robert Kennedy, Stephen Lee, Bruce Meyer, Oscar Stewart, and Harold Stirton.

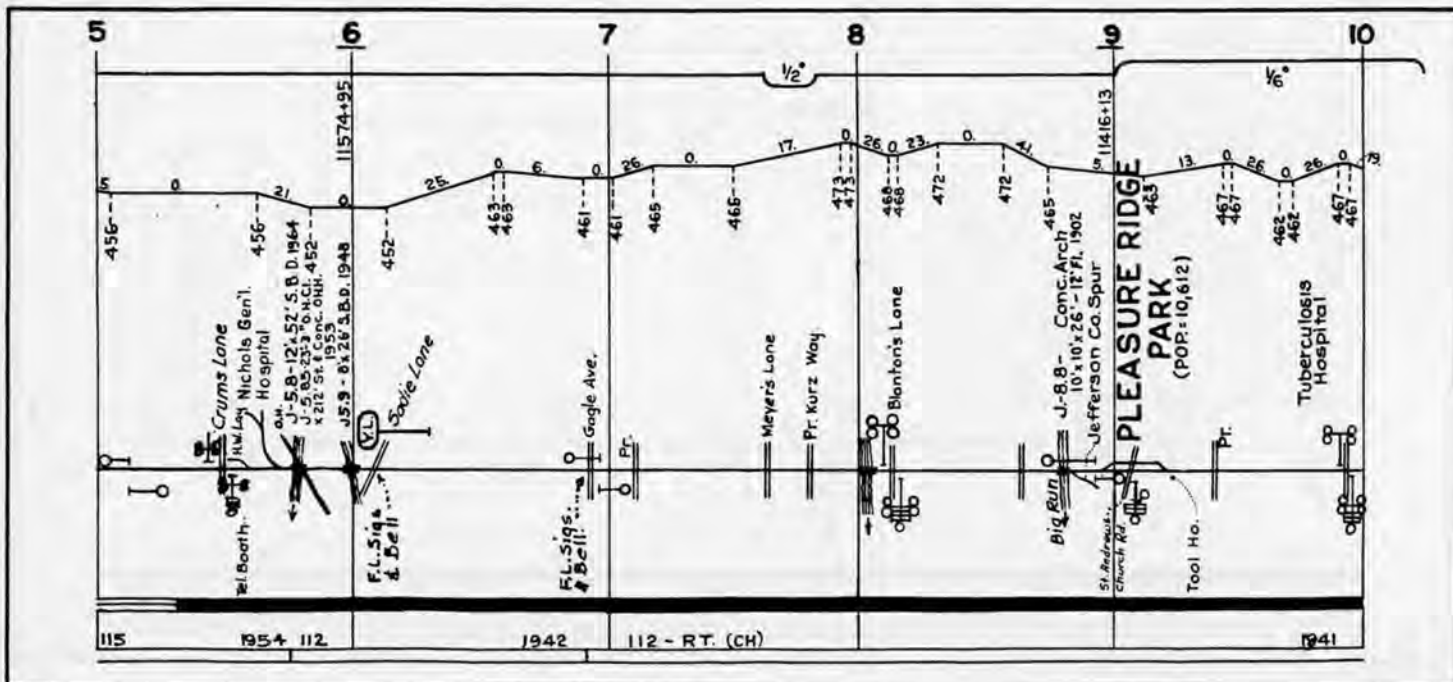
Dieselization of the Iowa Division in 1955 forced the transfer or scrapping of assigned steam power. Associated support material, spare parts and tools, were, in the orderly manner of the I.C. in those days, allocated to other areas of operations.

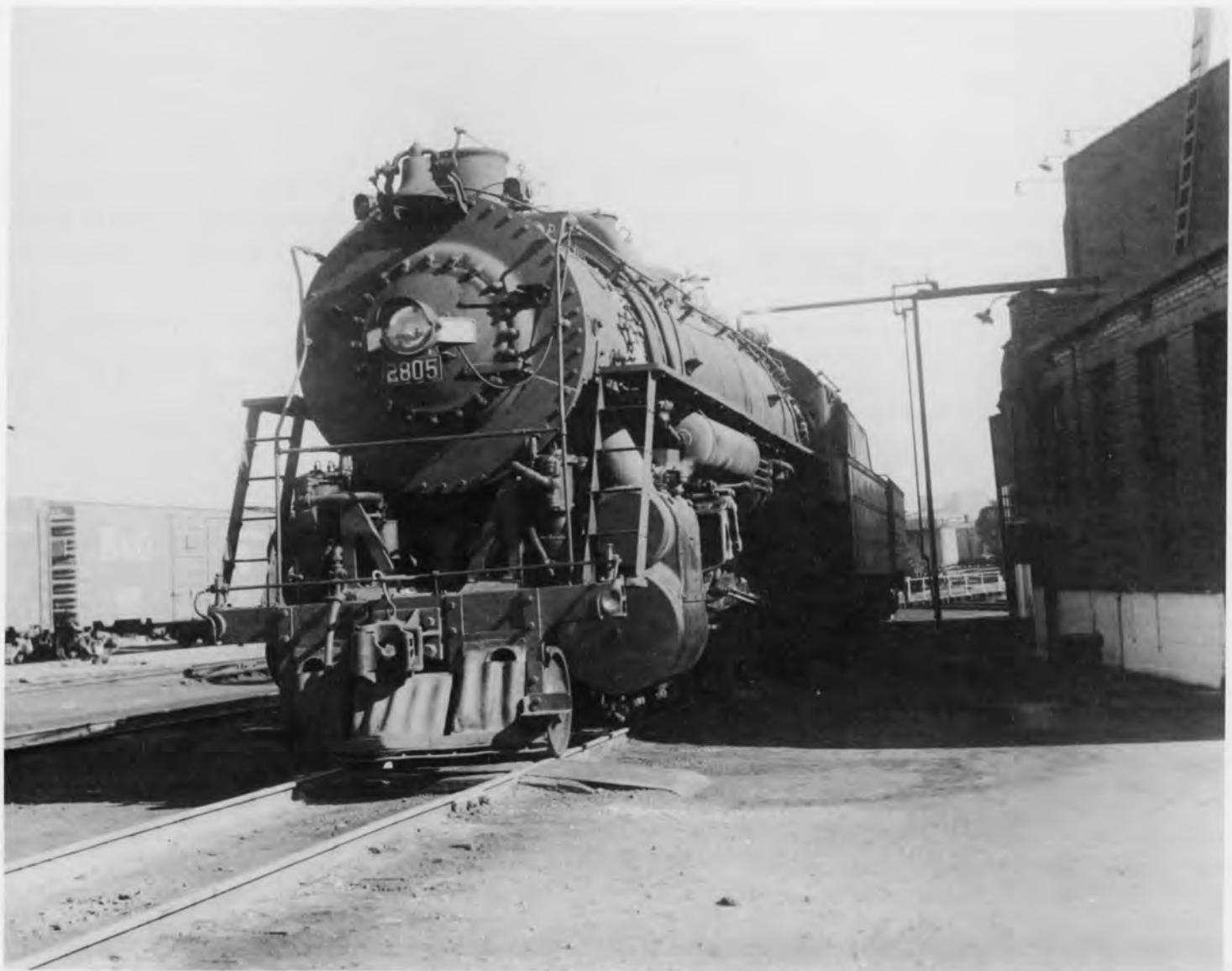
The 2800's, as a group, were returned to the Kentucky Division. No longer would they grace the undulating Iowa hogbacks as they made time. Nor would the Illinois hills along the Galena River echo with the thunder of their passage.

On the Kentucky Division, between 1955 and 1958, unlike their restriction to the Dubuque District on the Iowa Division, 2800's could be found operating anywhere the track could handle their long 83'10" rigid wheelbase. A 2800's axle loadings were not much more than smaller power, by virtue of the engine weight being spread out over this length. Though they could be found primarily on the Louisville and Paducah Districts, Bluford and Centralia Illinois to the north were also frequented. Fulton Kentucky, to the south may have seen a 2800 on occasion.

A diversity of assignments resulted from the 2800's being assigned to Kentucky, they could be found working everything from Manifests (LM-1,ML-2,LM-3,& ML-4) to mine runs. Drag freights, clean ups, and even work trains were glamorized by their presence.

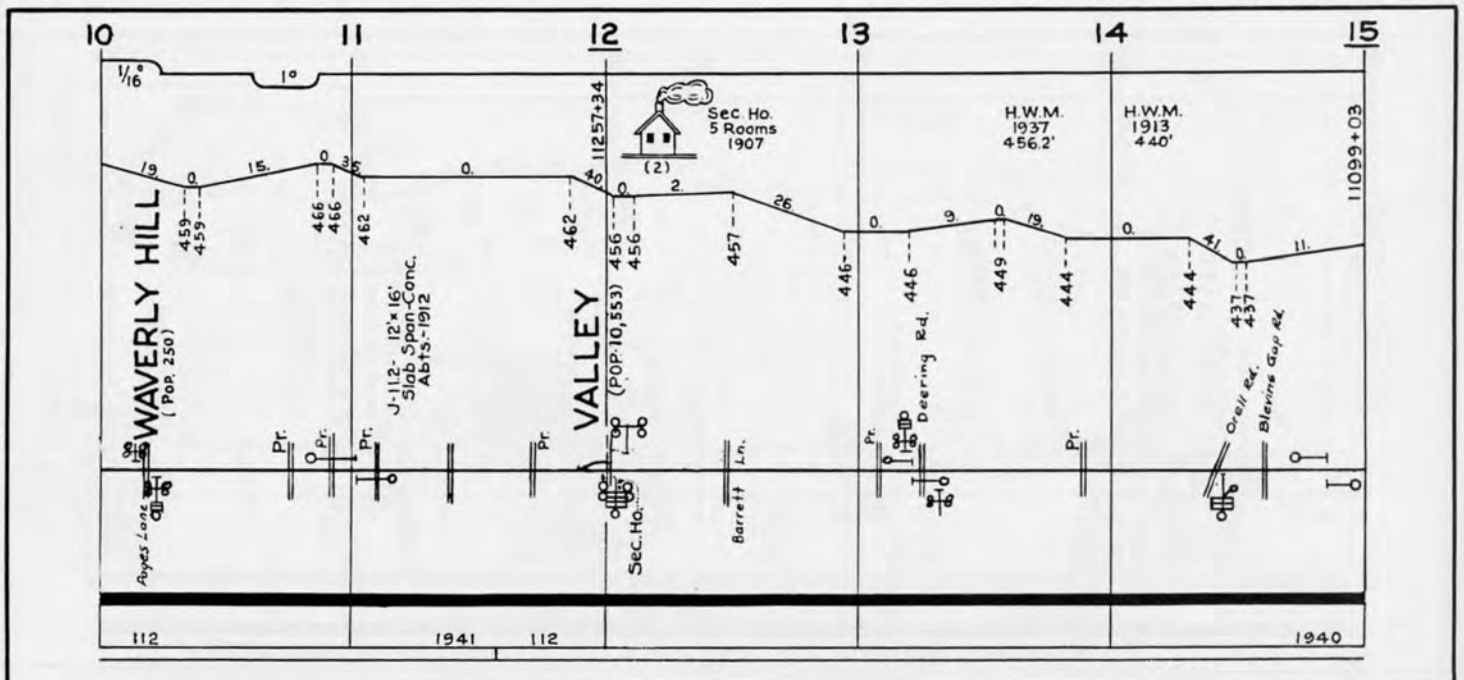
Upon reviewing this area of operations, one will quickly note the wisdom of concentrating the 2800's to the aforementioned districts, especially the Louisville District. The Louisville District, running south out of it's namesake city, along the Ohio River Valley to West Point Kentucky, is essentially a water level grade with few curves. However, at West Point, after crossing the Louisville and Nashville Railroad at grade, this changes dramatically! Here, the line begins to climb out of the valley on seven miles of 1.25% grade interspaced with several 6 degree curves. This is Muldraugh Hill, the ruling southbound grade. From here to Central City Kentucky, is the southern end of the Louisville District. Over the 105 mile distance, the line convulses, up and down





2-10-2 #2805 at the Oak Street terminal in Louisville, Ky. photo from the collection of David Hayes.

TO CENTRAL CITY →



and around through 200 curves and mile after mile of 1.25% grade.

Northbound, Rosine Hill, crowned with a tunnel ruled. This tunnel, after fighting up the 1.25% grade and a series of 6 degree reverse curves, treated crews to a living rendition of Dante's inferno as they crawled through. Nelson, Echols, Old Render, and Pikey Hills provided additional heights to overcome.

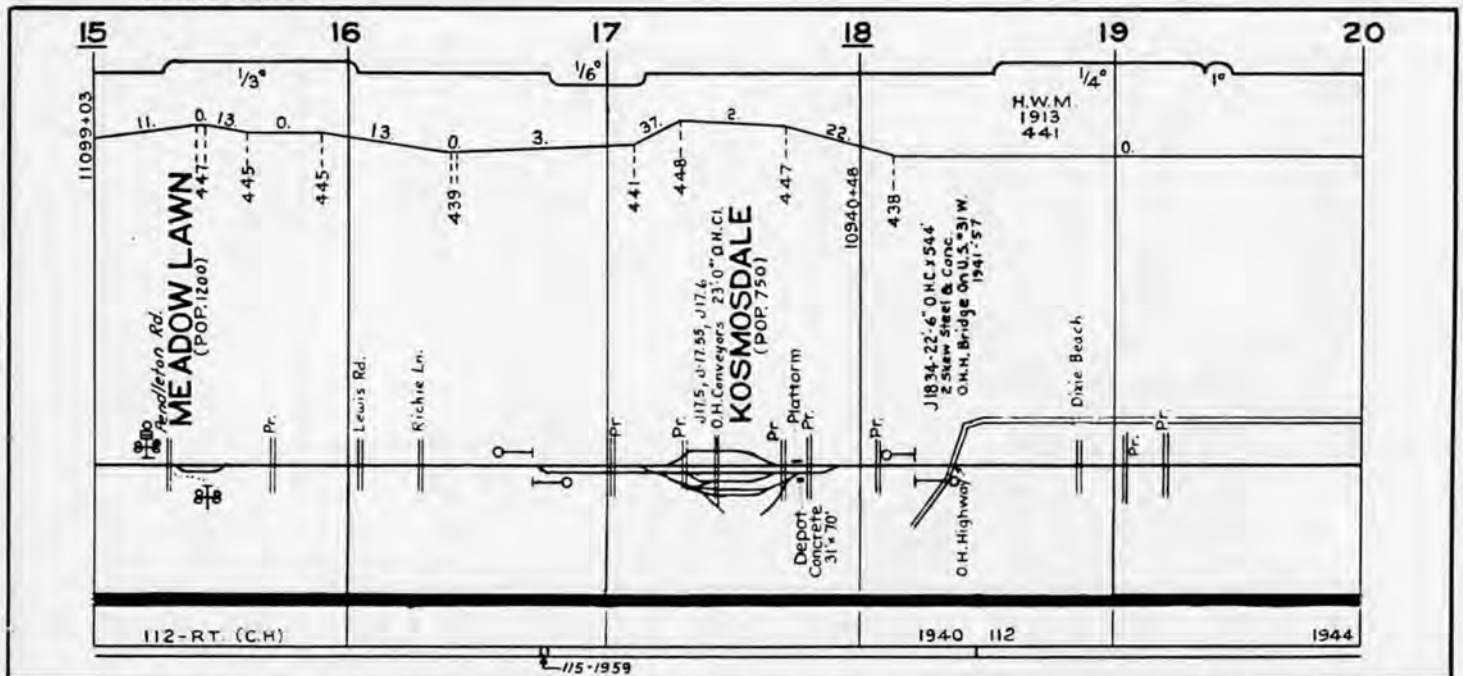
All the effort required to get a train over this section of the road burned coal and boiled water away at a tremendous rate, forcing the I.C. to place water tanks at numerous locations. West Point, West Clifty, Cecilia, and Caneyville had water tanks (see chart & map). Caneyville, at mile-post 84 (measured from Louisville), in addition to it's water tank, had the only coal chute between Oak Street Terminal (Louisville) and Central City. Most trains, northbound and southbound, would take coal at Caneyville. Exceptions would be the southbound passenger trains or banana trains with passenger power. These trains would usually run through to Dawson Springs. Between Caneyville and Millwood at milepost 78 (Text continues on page 21)

KENTUCKY DIVISION LOUISVILLE DISTRICT



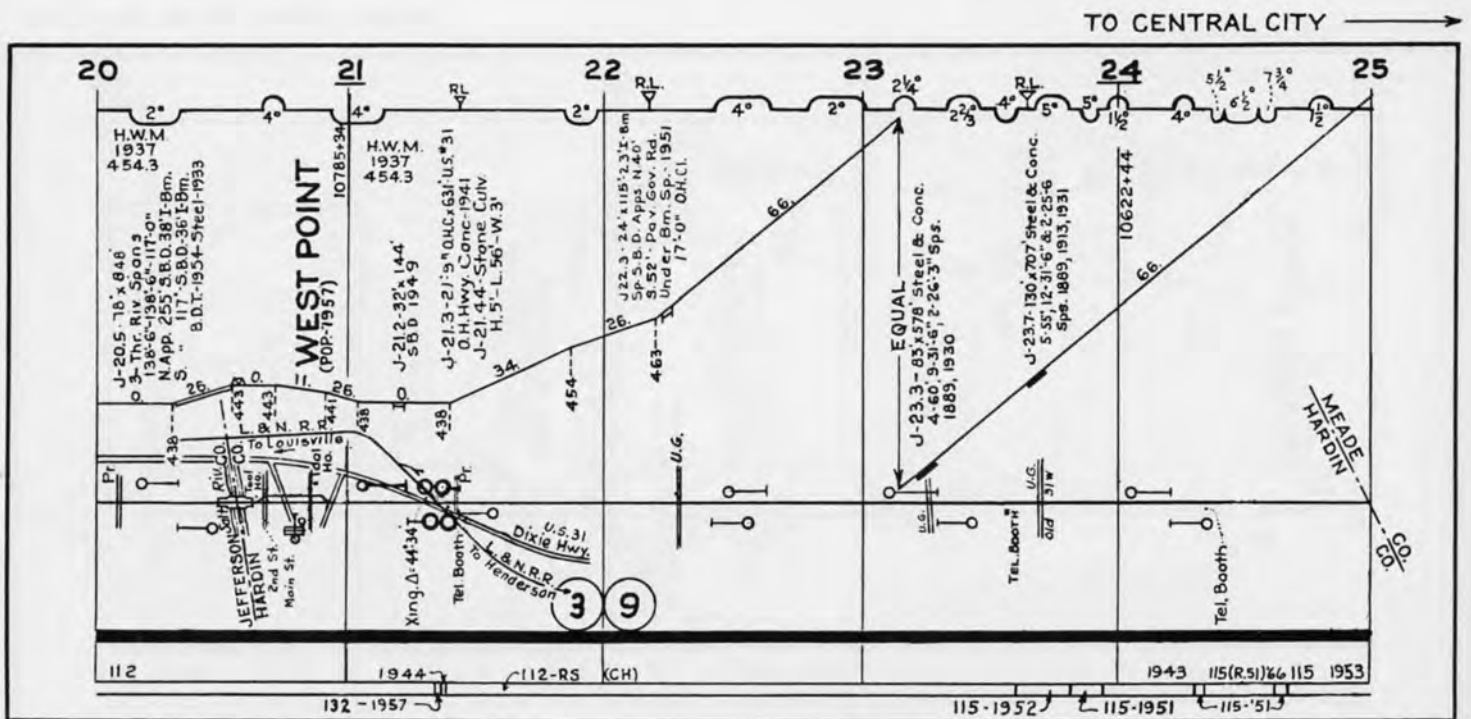
Map drawn by Tom Grant

← TO LOUISVILLE





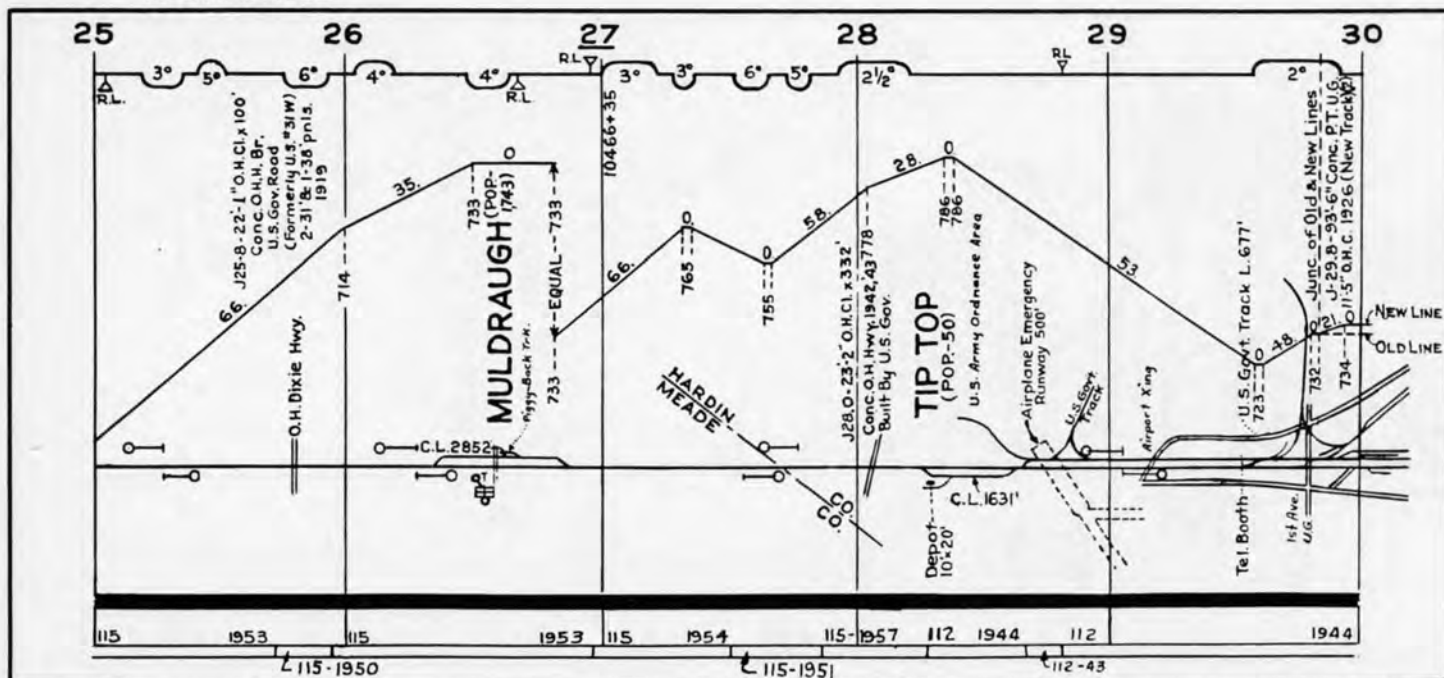
2-10-2 #2810 with an auxiliary tender sits ready for her next assignment.
ICRR photo.





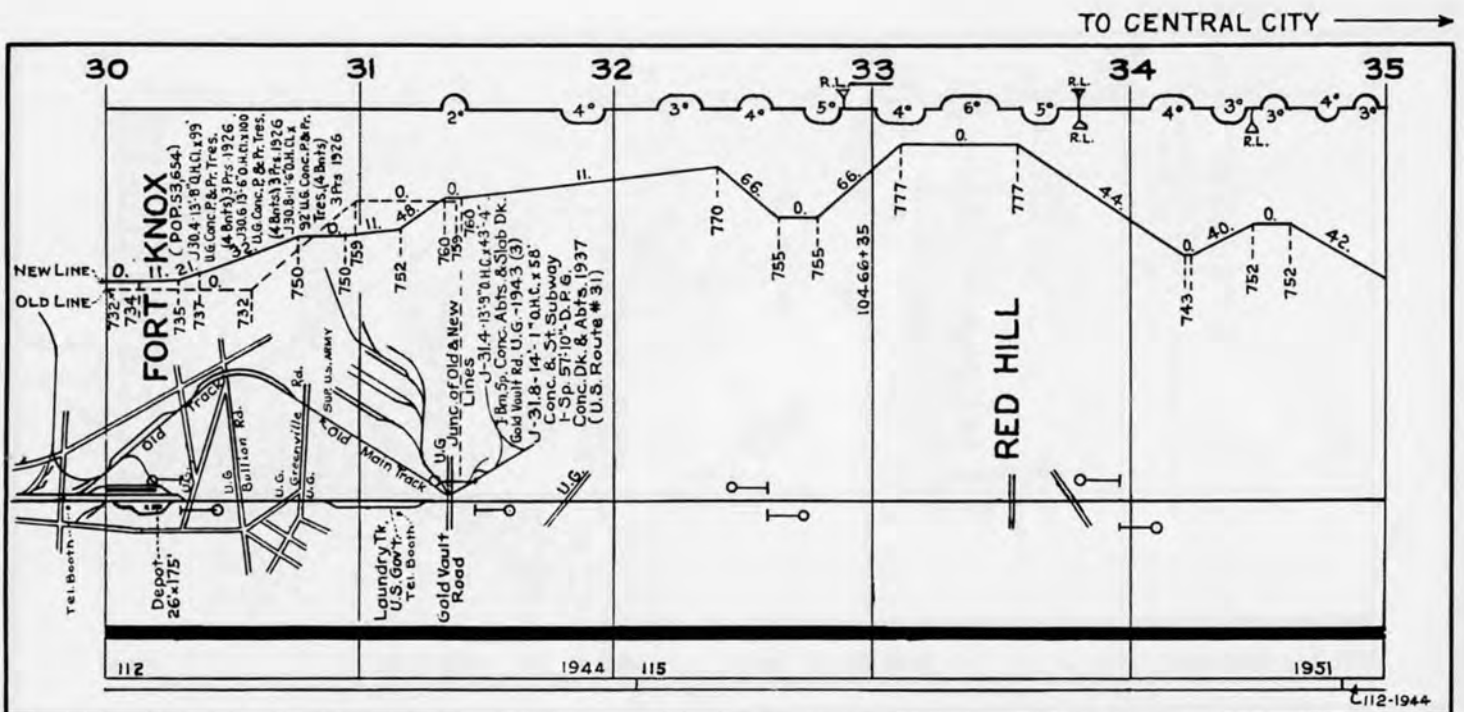
I.C. 2-10-2 #2809 southbound with 143 company hoppers at Tamaroa, Ill. on May 5, 1957. Photo by Joe G. Collias who recalls the following; "I was with two friends and headed home from Benton, Ill., and in the middle of a town when it roared south thru town. I made a U turn in the middle of the town square and took off after it. Had to drive at 80 per for over twenty miles before we could catch it and get ahead, one shot was enough. Gad, I did not think those engines would run that fast!"

← TO LOUISVILLE





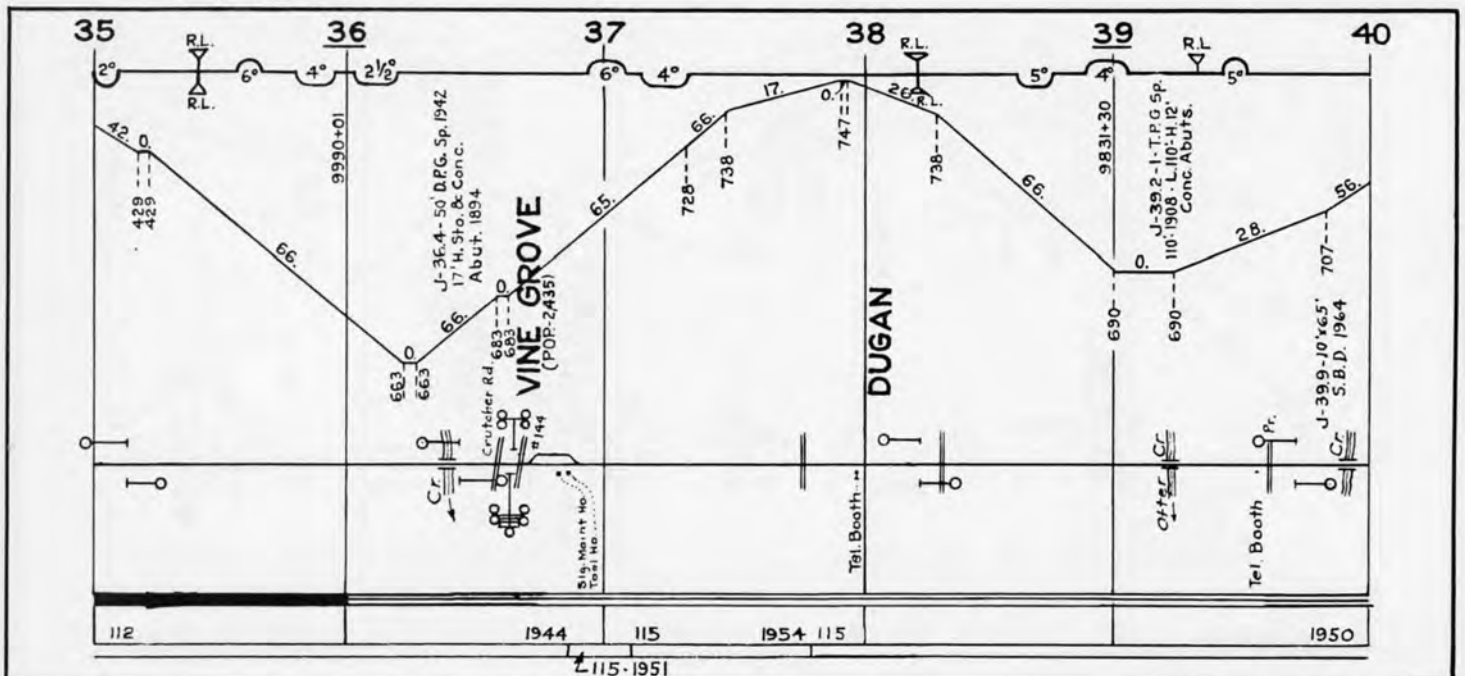
Central #2817 at the small coaling facility located at the Louisville engine terminal.
Photo by Charles B. Castner.





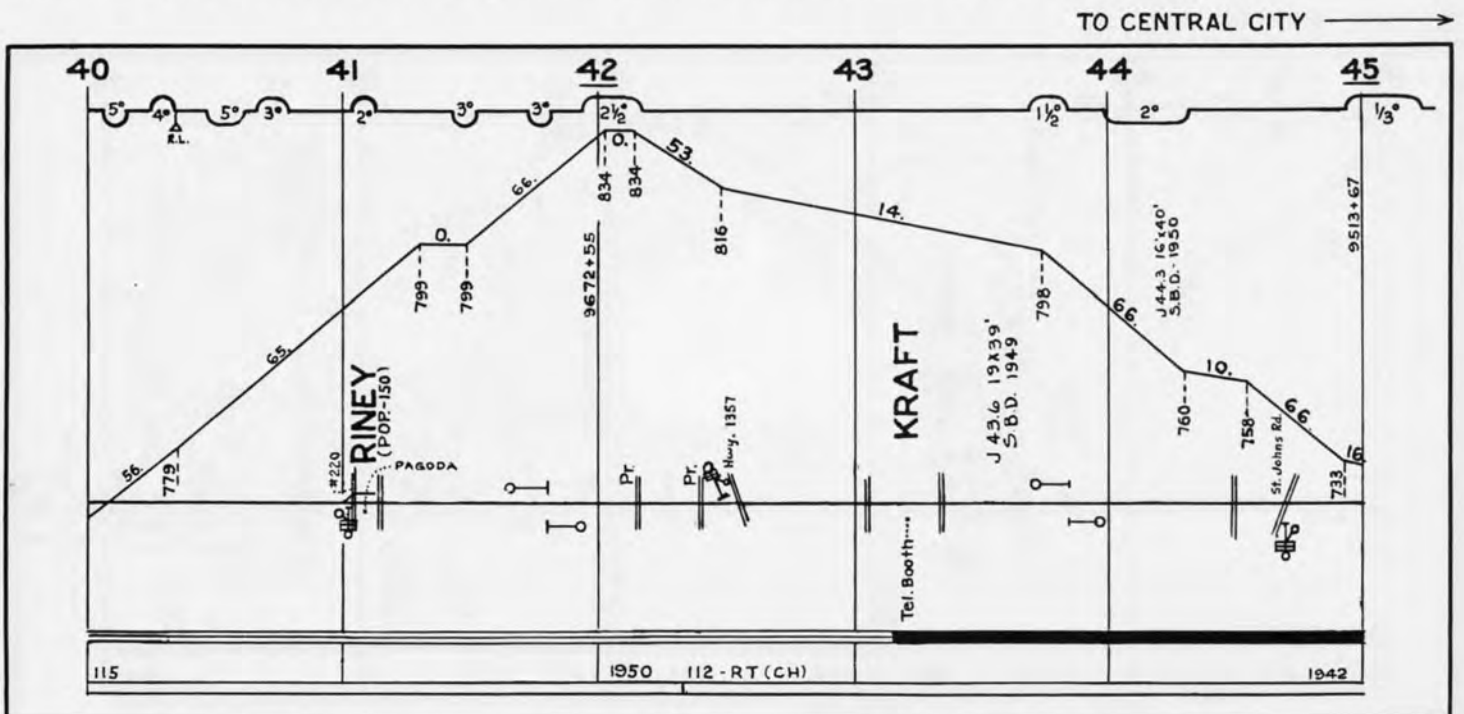
#2804 rounds a curve westbound at Princeton, Ky. on July 16, 1957. Photo by Bruce Meyer.

← TO LOUISVILLE



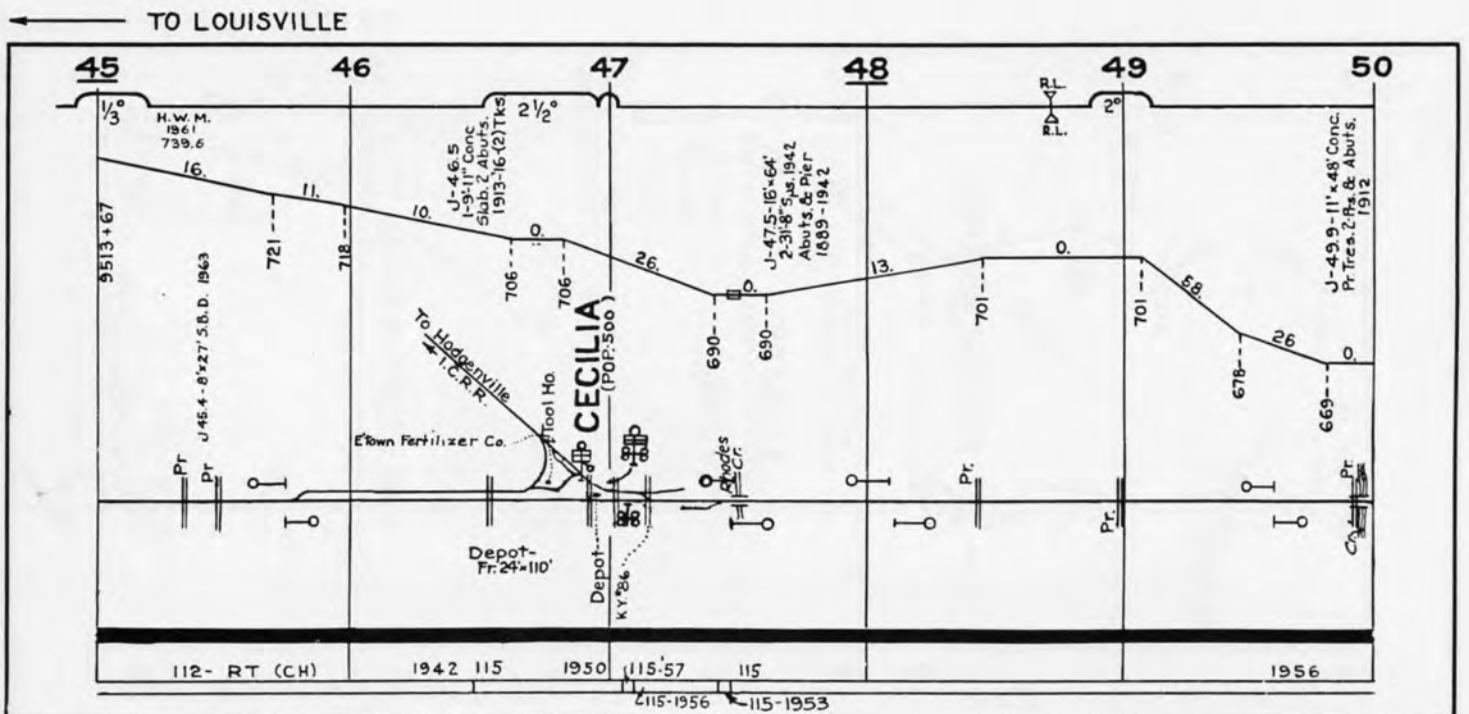


Central #2804 at Princeton, Ky. on July 16, 1957. Bruce Meyer photo.



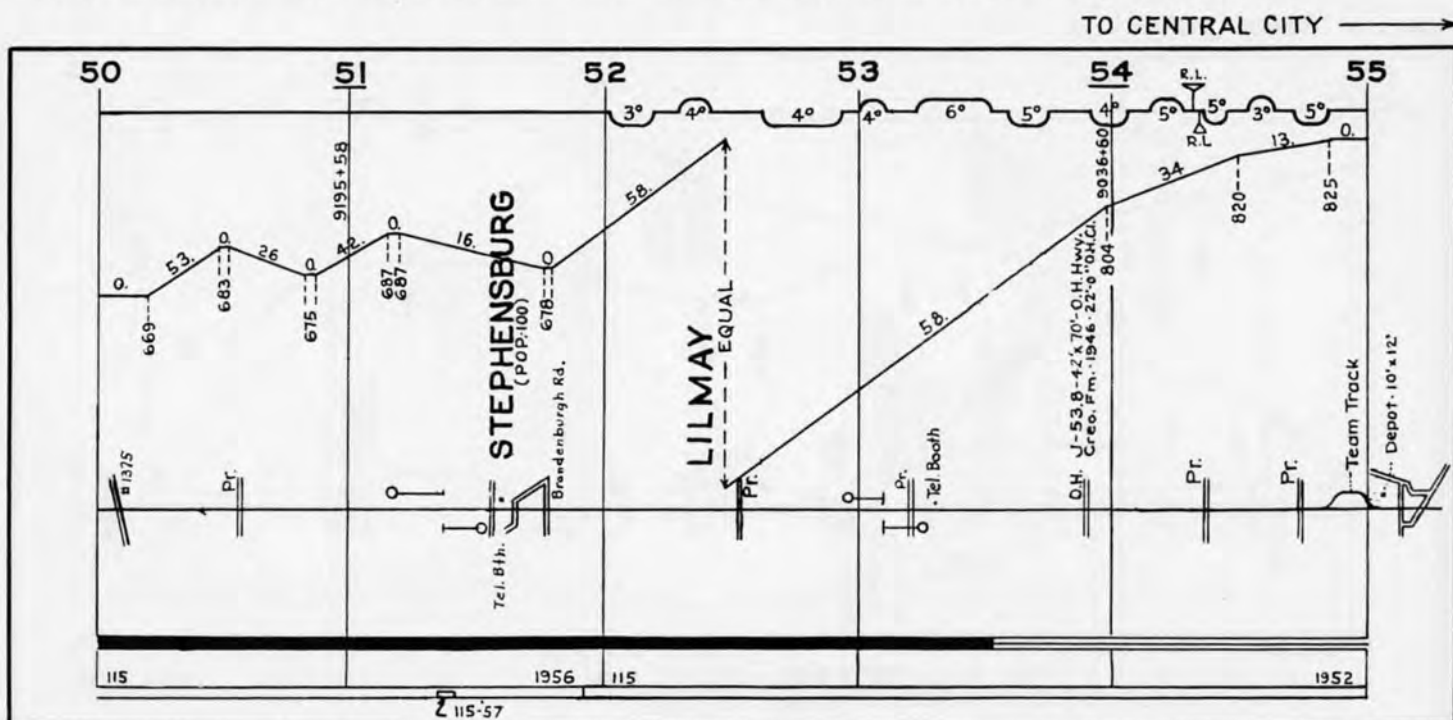


Central #2804 hard at work with coal loads westbound at Princeton, Ky. on July 16, 1957. Bruce Meyer photo.



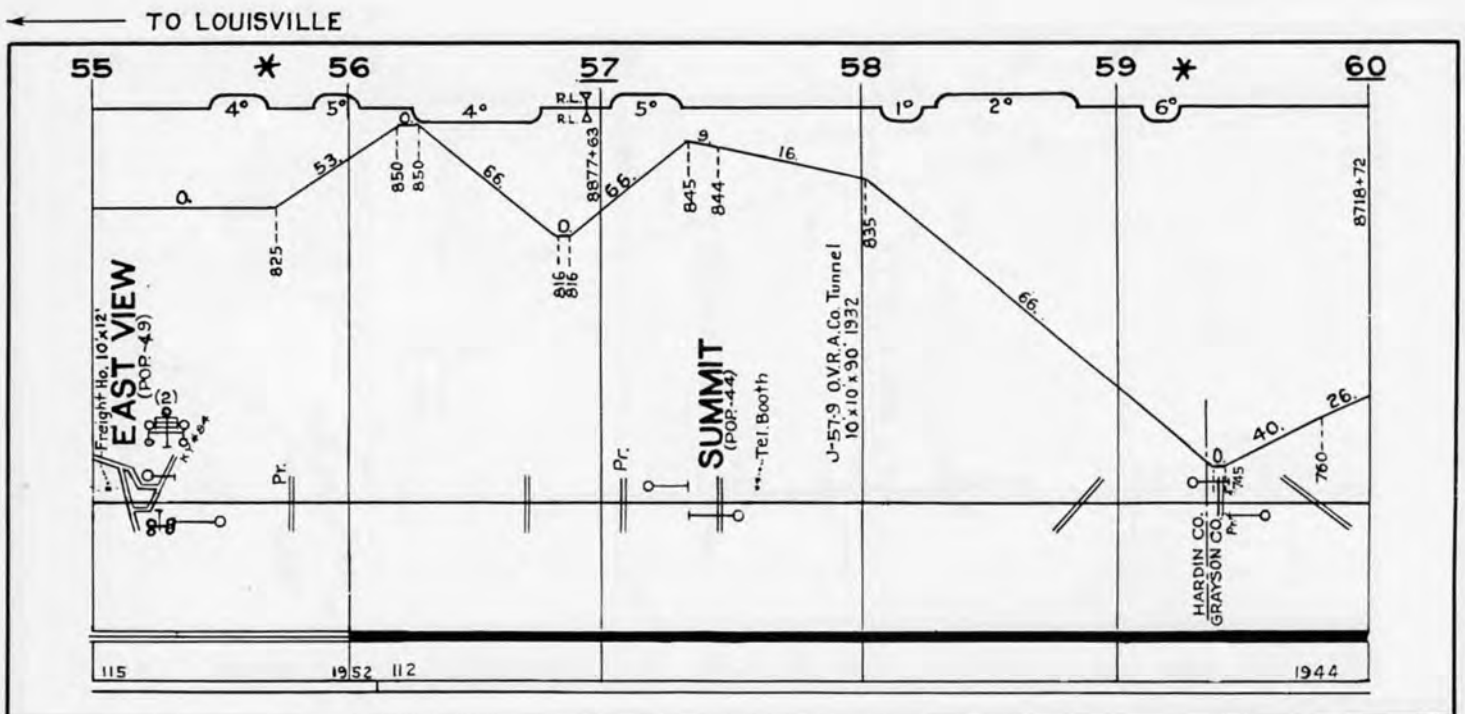


#2808 eastbound east of Princeton, Ky. on July 15, 1957. Bruce Meyer photo.



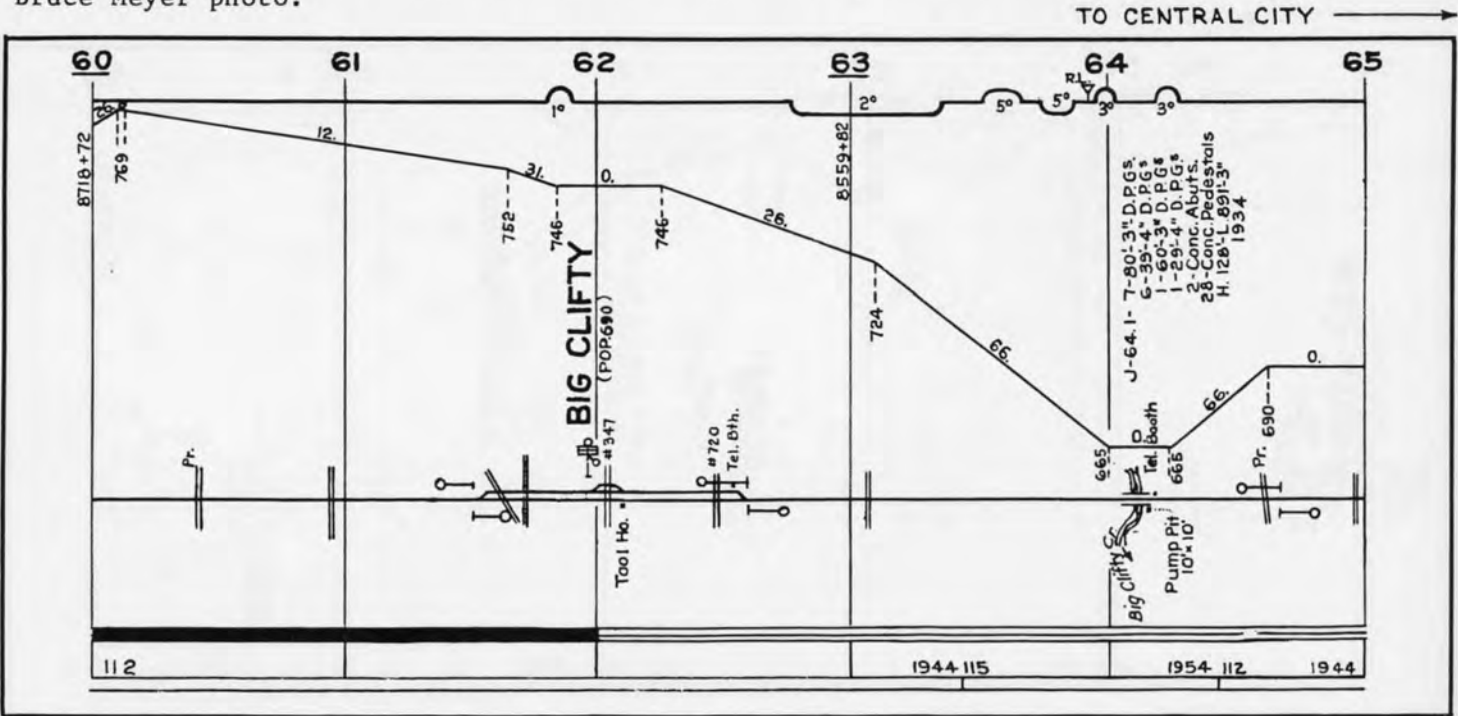


2-10-2 #2816 at the Paducah roundhouse on July 15, 1957. Bruce Meyer photo.





2-10-2 #2808 eastbound east of Princeton, Ky. on July 15, 1957.
 Bruce Meyer photo.



is another example of sustained 1.25% grade.

Support equipment, in the form of Cistern cars (Canteens, or Auxiliary Water cars) helped ease the problem. The Auxiliary tenders allowed trains to bypass some water stops, which in turn eliminated the problem of starting and stopping a train on a grade. The location of the water tanks on the curves and hills of Kentucky made fewer stops helpful. Southbound trains would try

to run past West Clifty in favor of Caneyville, as stopping here left the train hanging back downgrade over a trestle.

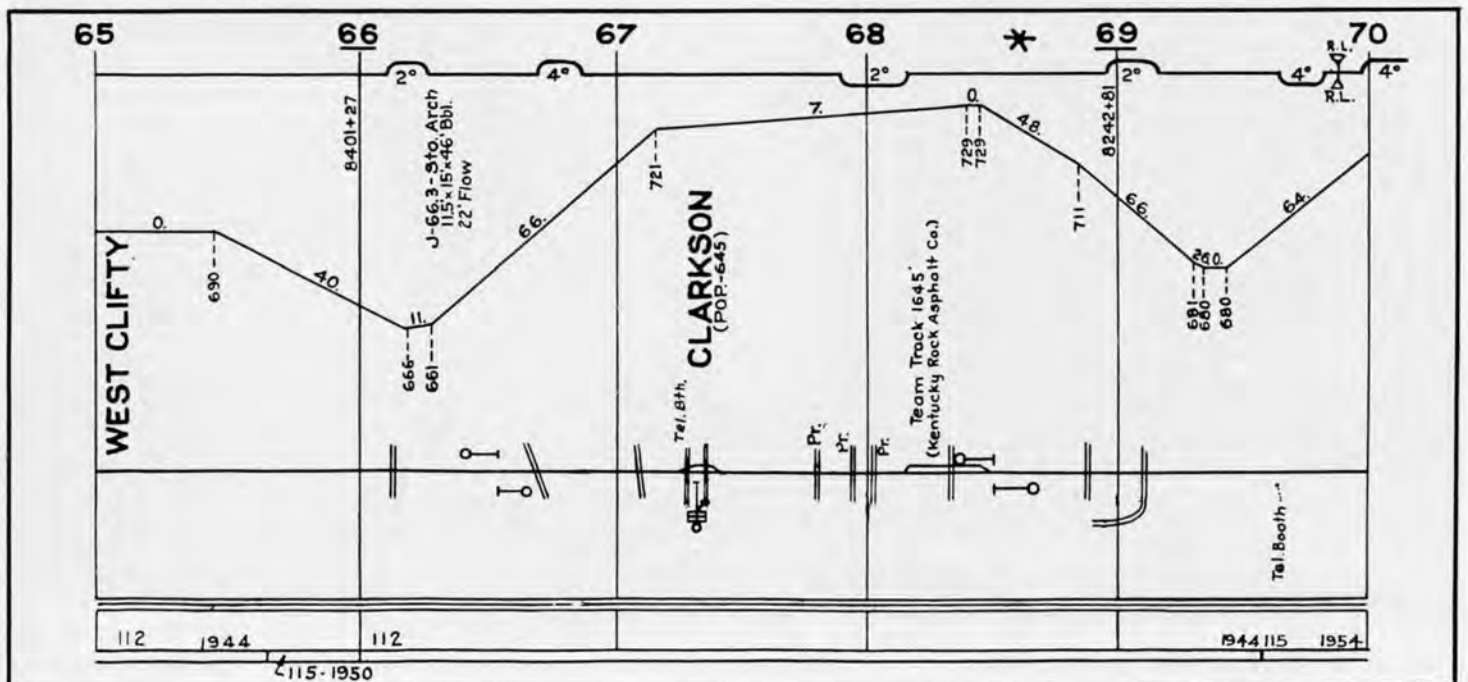
Crews earned their pay on the Louisville District! Contemplation of the physical forces at play, and the routine manner that tonnage was moved over the line, is a tribute to their trainhandling and airbrake skills.

(Text continues on page 38)



I.C. 2-10-2 #2817 with 121 cars on an eastbound extra freight at Eddyville, Ky. on 12-22-1957. Photo by Harold Stirton.

← TO LOUISVILLE





A view of the original Cairo bridge looking east across the Ohio River from the Illinois side of the bridge. Note the curve to the south at the far end of the main bridge spans as the track swings to the right into Kentucky. Also notice the signal head turned to the side at the first span. The Cairo bridge was featured in color on the cover of our 1990 calendar.

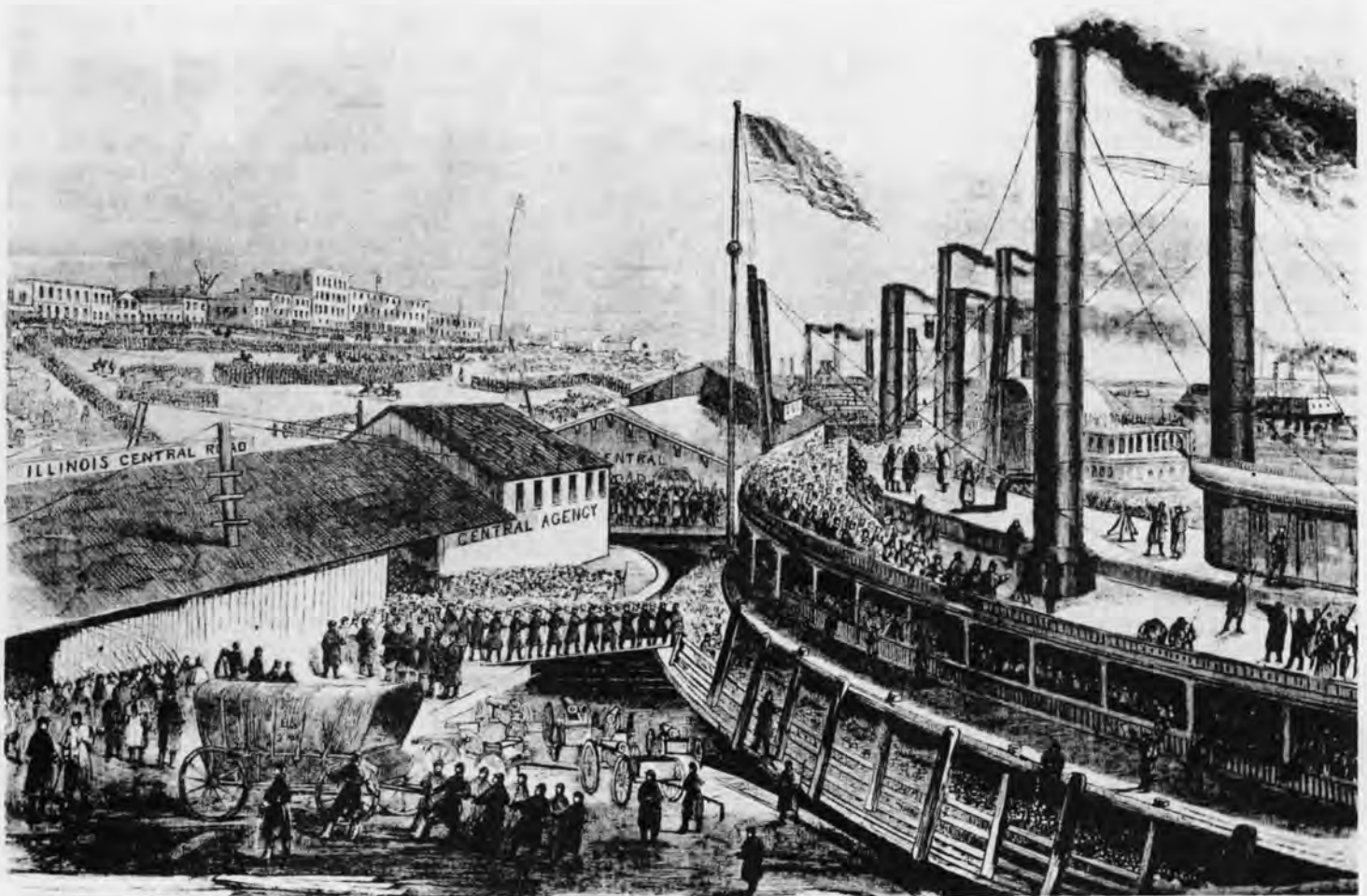
THE CAIRO BRIDGE

by Tom Grant

The Illinois Central was chartered in 1851, and for the next five years construction was underway along the Illinois mainline. By 1856, the I.C. had been completed to Cairo, Illinois at the confluence of the Ohio and Mississippi Rivers. The mainline ran from Dunleith, (Galena) in the northwest corner of the state, east to Freeport, and then south through Bloomington, Clinton, Decatur, Centralia, Carbondale, and Mounds, to Cairo. The branch line to Chicago joined the mainline just north of Centralia, at Branch Junction, and ran north and east through Mattoon, Champaign, and Kankakee to Chicago on Lake Michigan.

By the outbreak of the Civil War in April of 1861, the Illinois Central was an operating railroad as far as the river terminal at Cairo. Until the 1860's, most passengers and freight that moved on the I.C. was carried south to New Orleans by riverboat. Railroad construction south of the Ohio River had progressed as well as it had in Illinois, but incorporation of rail lines south of the Ohio into what would become the Illinois Central System was still years in the future.

By 1861, the Mississippi and Tennessee Railroad had built a line south from Memphis



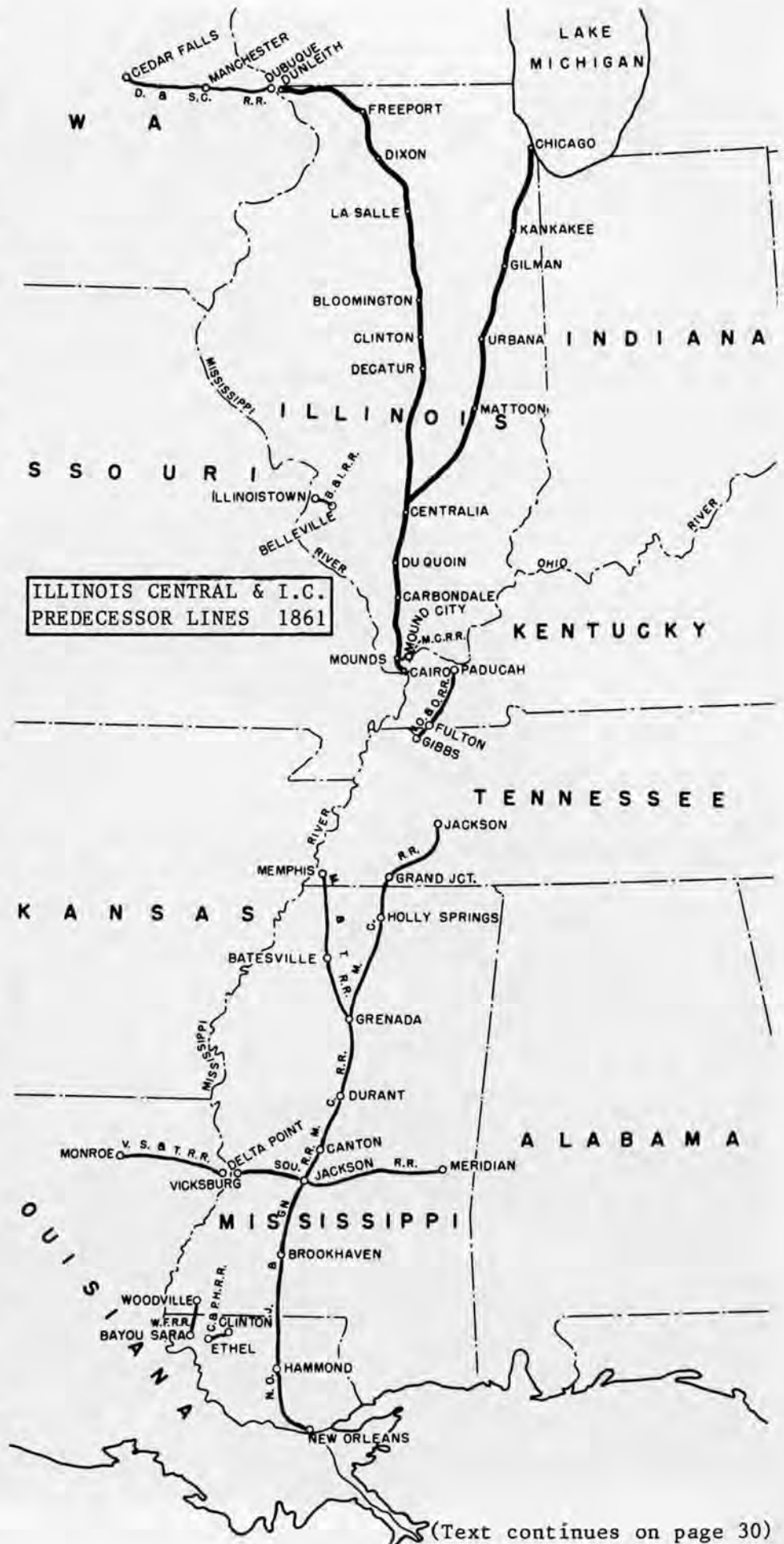
A Civil War era scene at Cairo depicts Union troops being loaded onto riverboats.

connecting with the Mississippi Central Railroad near Grenada Mississippi. (see map) The Mississippi Central and the connecting New Orleans, Jackson and Great Northern,* together formed a continuous rail line from New Orleans to Jackson Tennessee. The New Orleans and Ohio Railroad had a line south from Paducah through Fulton to Gibbs. These lines would all eventually become part of the Illinois Central Family.

The Mobile & Ohio Railroad had been chartered in 1848, and construction north from Mobile was completed to Columbus Kentucky in April of 1861. Columbus was located 20 miles south of Cairo on the Mississippi River. The M&O connected with the Mississippi Central at Jackson, Tennessee. Thus, by the spring of 1861, rails were in place from Iowa and Chicago in the north, all the way to New Orleans and Mobile in the south except for a twenty mile section south of Cairo, Ill. to Columbus, Ky.. Unfortunately for railroad progress, the M&O line to Columbus was completed within a few days of the outbreak of the Civil War. The next few years of war managed to undo the work of the railroad builders in the south during the previous decade.

The Civil War left the southern railroads almost totally destroyed. A complete rebuilding of the southern lines took place in the years following the war. By the 1870's, the I.C. was looking south to expand. The

*Not to be confused with the New Orleans Great Northern, a later line (1905), which became part of the GM&N (1929) and later the GM&O.



(Text continues on page 30)

20 mile river gap between Cairo and Columbus needed to be closed. The I.C. first approached the M&O in an effort to close the gap.

The Mobile & Ohio had originally intended to build their line north to Cairo, but built instead to Columbus in 1861, twenty miles further south, in anticipation of a connecting line from the St. Louis and Iron Mountain Railroad being built to meet it across the Mississippi at Belmont, Missouri. The St. L. & I.M. line was built by 1871, but financial difficulties in 1871 kept the M&O from participating when the I.C. proposed an M&O extension to Cairo. The M&O management also wanted to cross the river at Cairo. By 1880 the M&O had begun construction of their line extension north to Cairo, and by 1882 they had their tracks in place to the south bank of the Ohio River also.

The financial inability of the M&O to participate in the Cairo line extension proposed by the I.C. in 1871 seems to have played a large part in the eventual consolidation of the I.C. lines south of the Ohio River, and the creation of a friendly, but strong competitor for the M&O.

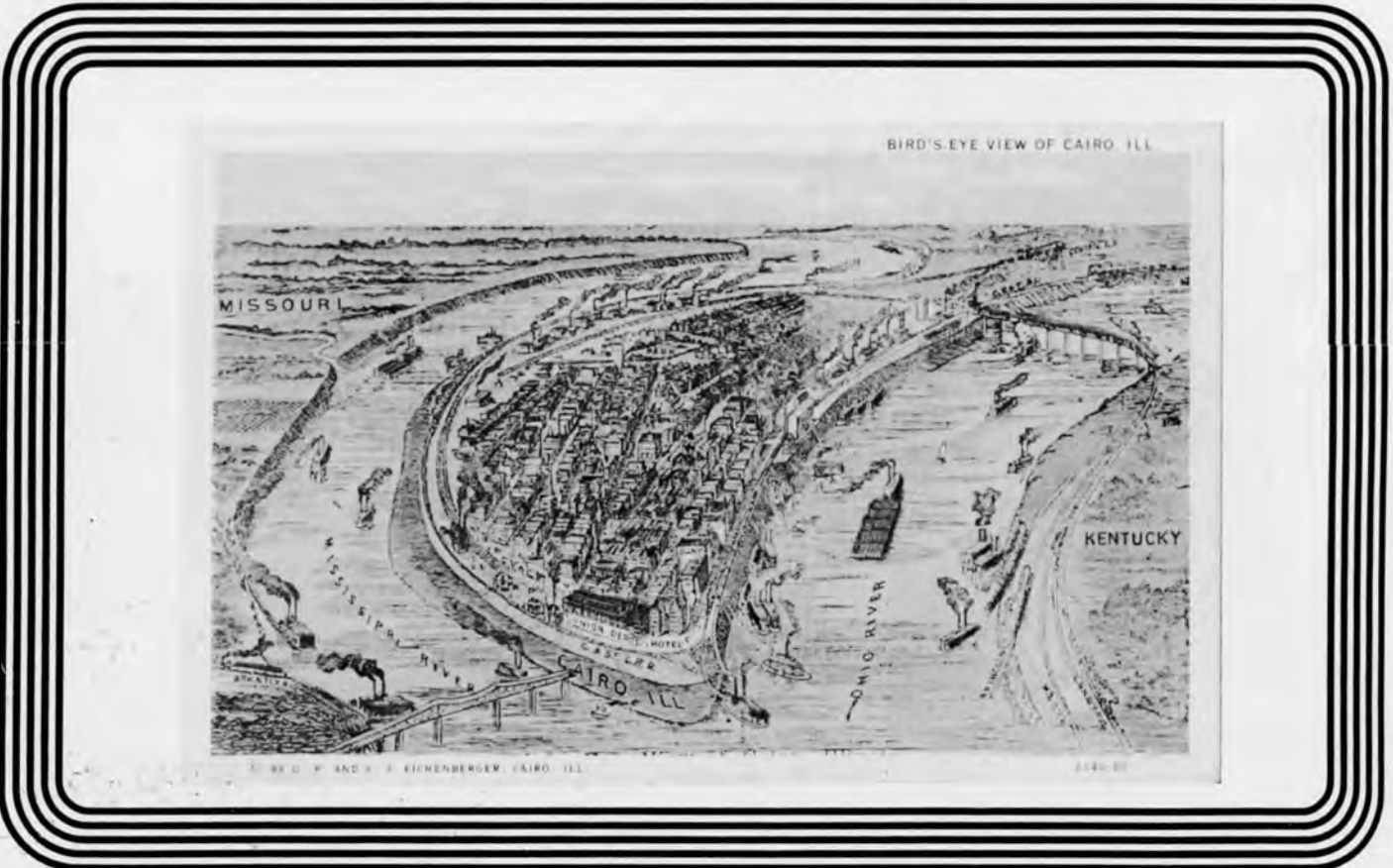
The Mississippi Central, and the New Orleans, Jackson and Great Northern did not have the financial strength to participate in the 1871 Cairo line extension just as the M&O did not. However, the Illinois Central arranged for loans; \$8 million to each of the two roads, M.C. and N.O.J. & G.N., and, the I.C. purchased \$100,000 in bonds from each of these lines for the next thirty years, or another \$3 million for each road, for a total of \$22 million. This was a sizeable financial boost for rebuilding and improvement of these lines, and got the I.C.



An older view of the bridge shows the much lighter construction of the first approach span. Compare this photo to the one at the beginning of the article. ICRR photo.



This postcard, postmarked 1908, depicts the Cairo bridge. The sender noted "1 1/2 miles long." on the front.



This postcard shows Cairo and many of the early railroad lines.

ISSUED BY
ILLINOIS CENTRAL
 RAILROAD
EXCURSION TICKET
 GOOD FOR
ONE FIRST CLASS PASSAGE
 TO
CHICAGO, Ill.
 AND RETURN.

ACCOUNT
STOCKHOLDERS' MEETING
 OCTOBER 15th, 1902.

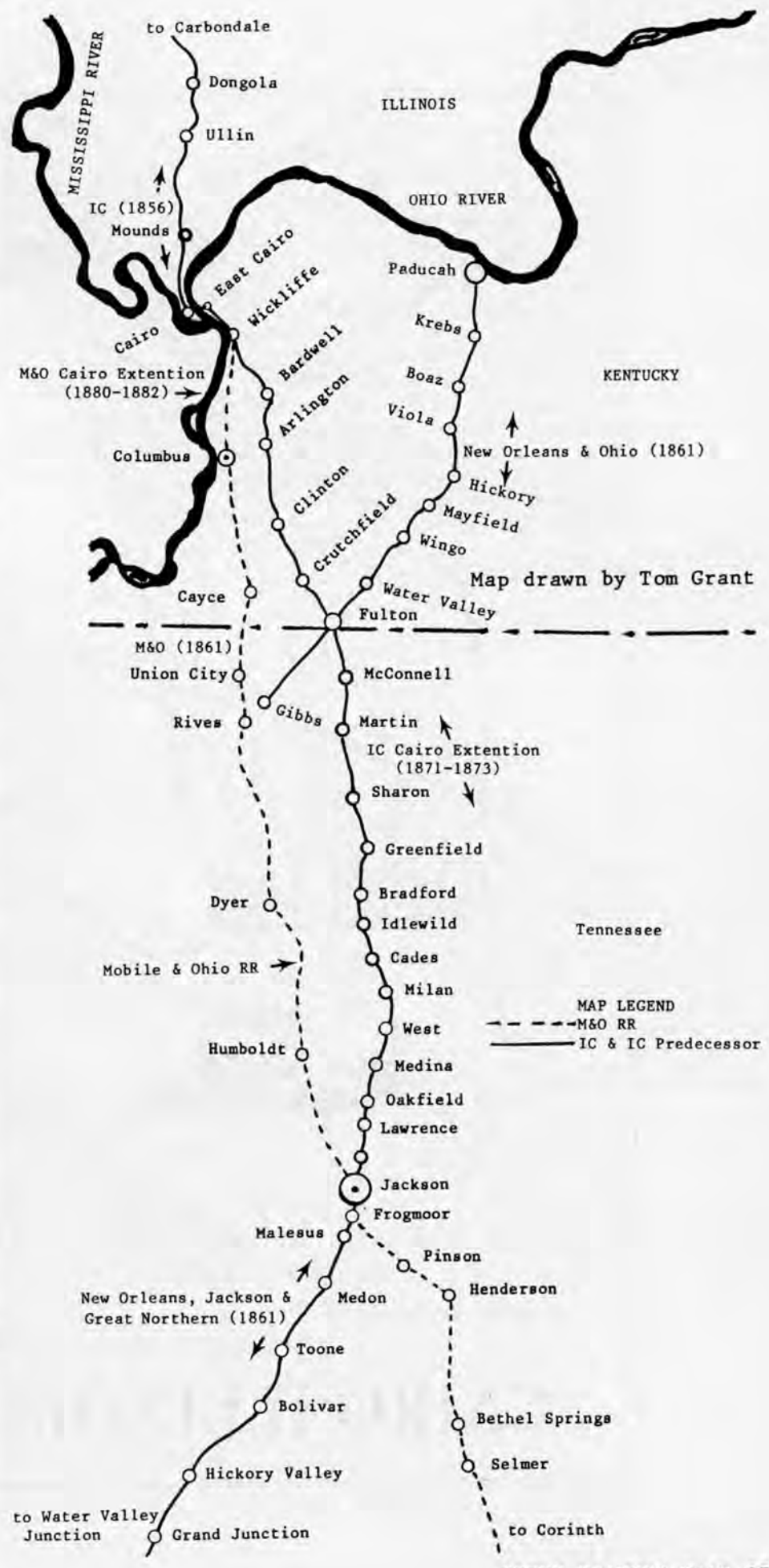
- When presented with Checks attached, subject to the following Conditions:
- 1st. It is NOT TRANSFERABLE, and NO STOP-OVER will be allowed.
 - 2nd. It is not good for passage if any alterations whatever are made hereon.
 - 3rd. It is good for CONTINUOUS GOING PASSAGE only on OCTOBER 11th to OCTOBER 15th, 1902, inclusive, and must be signed on back hereof by Stockholder and witnessed by Ticket Agent at starting point before it will be honored for passage.
 - 4th. It is not good for RETURN PASSAGE unless stamped and countersigned on back hereof by W. G. BRUEN, Assistant Secretary, CHICAGO, Ill., during the business hours of the office, between 9.00 a. m. and 5.00 p. m. It will then be good for CONTINUOUS PASSAGE to starting point, commenced on date so stamped, but in no case later than OCTOBER 19th, 1902, nor earlier than on trains leaving CHICAGO after 1.00 p. m., OCTOBER 15th, 1902. No extension of limits of this ticket will be granted under any circumstances.
 - 5th. The Coupons belonging to this Ticket will not be received for passage if detached.
 - 6th. Unless all the conditions on this Ticket are fully complied with it shall be void.

Issued to
Edelia H. Tierman
 I hereby agree to and accept all the conditions of the above Contract.

STOCKHOLDER. **266**
A. H. Hanson
 General Passenger Agent.

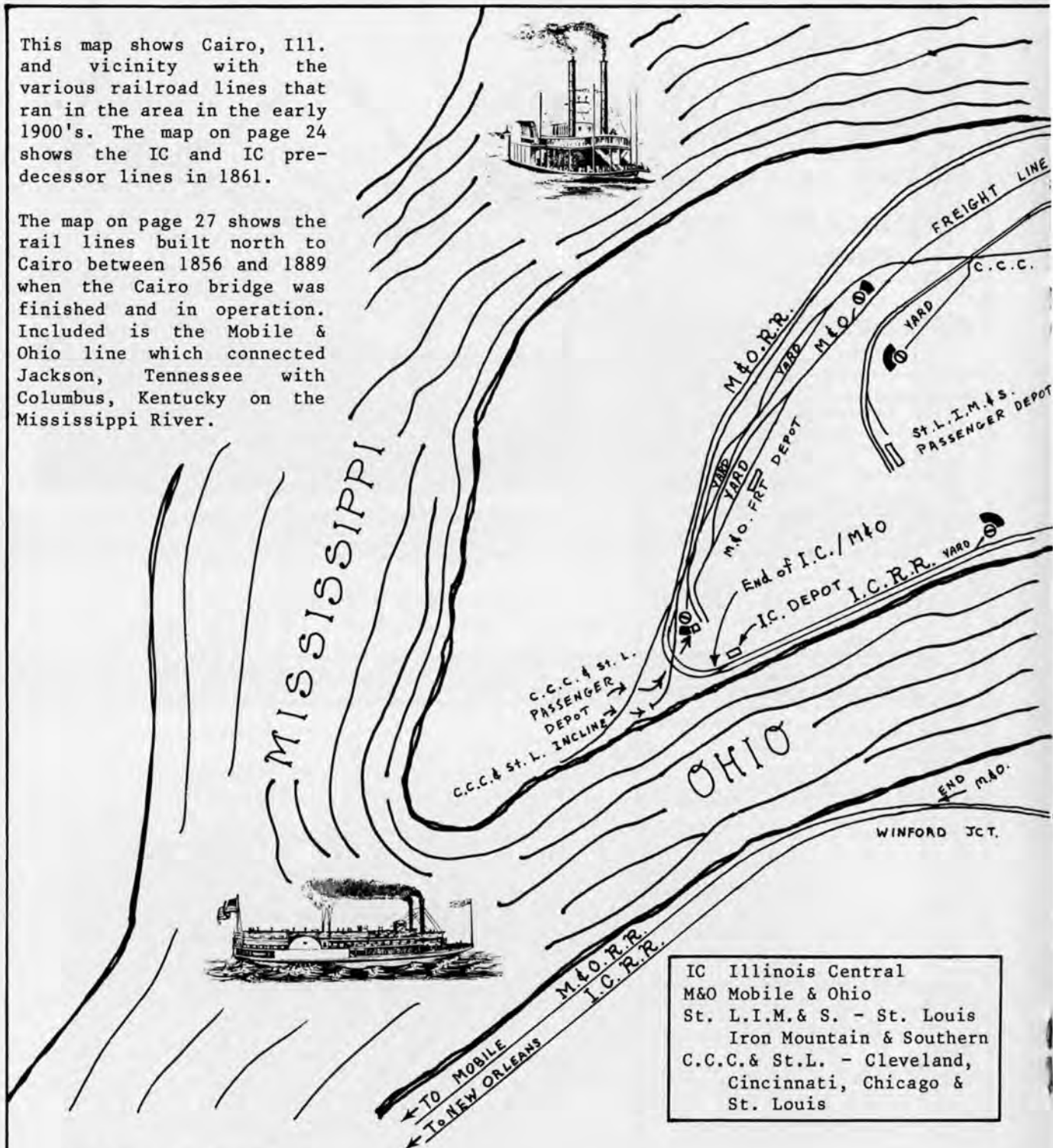
Issued by ILLINOIS CENTRAL RAILROAD
 Illinois Central Railroad.
CHICAGO
 -TO-
Cairo, Ill.
 On Conditions named in Contract. **266**
 Ex. 178-1902 **FIRST CLASS**
 THIS CHECK NOT GOOD IF DETACHED &
 Via IC.

Issued by ILLINOIS CENTRAL RAILROAD
 Illinois Central Railroad.
Cairo, Ill.
 -TO-
CHICAGO.
 On Conditions named in Contract. **266**
 Ex. 178-1902 **FIRST CLASS**
 THIS CHECK NOT GOOD IF DETACHED &
 Via IC.



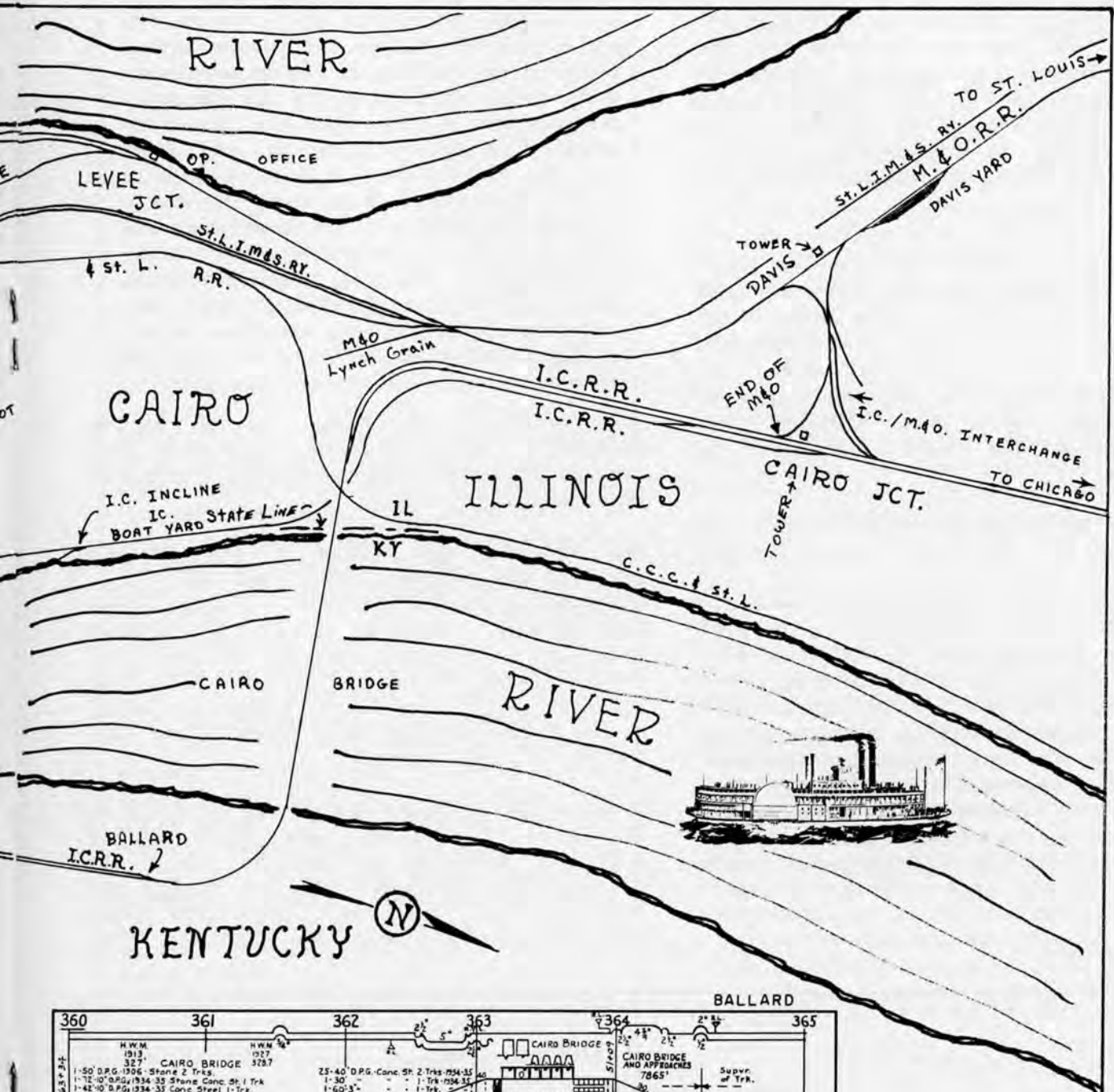
This map shows Cairo, Ill. and vicinity with the various railroad lines that ran in the area in the early 1900's. The map on page 24 shows the IC and IC predecessor lines in 1861.

The map on page 27 shows the rail lines built north to Cairo between 1856 and 1889 when the Cairo bridge was finished and in operation. Included is the Mobile & Ohio line which connected Jackson, Tennessee with Columbus, Kentucky on the Mississippi River.

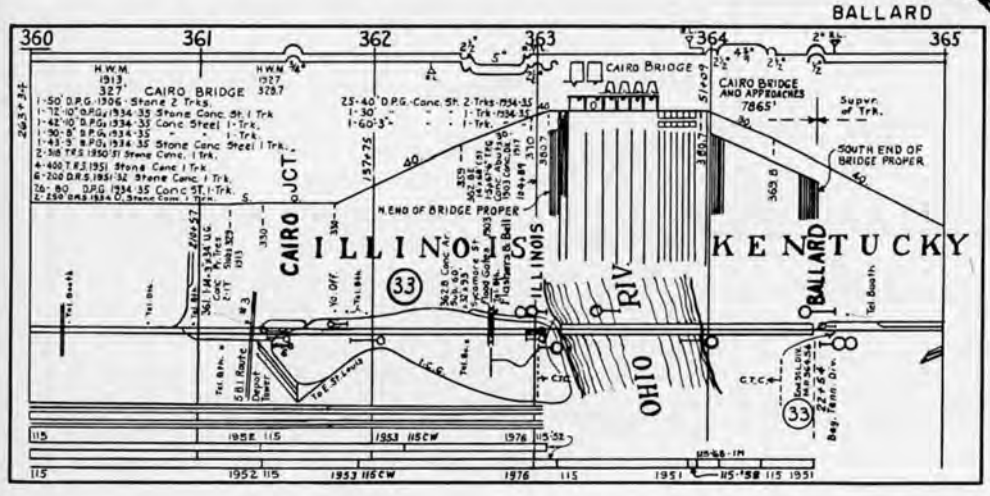


Map drawn by Tom Grant

CAIRO ILLINOIS RAILROADS



KENTUCKY 



actively involved in their future growth. The 104 mile extension of the Mississippi Central north from Jackson, Tennessee to East Cairo, Kentucky was built with the loans that the I.C. had arranged. By the end of 1873 the new line was finished and the water gap shortened to less than 1 mile. The plans were to build a bridge connecting the north and south lines within two years, but connecting ferry service would continue across the Ohio River for another twenty six years.

The I.C. put two new car ferries into service between Cairo and East Cairo to move their traffic across the Ohio River. The "H.S. McComb" was purchased in 1873 and the "W.H. Osborn" was purchased in 1875. The "McComb" could carry six passenger cars or twelve freight cars. The "Osborn" was slightly smaller and could accomodate ten freight cars.

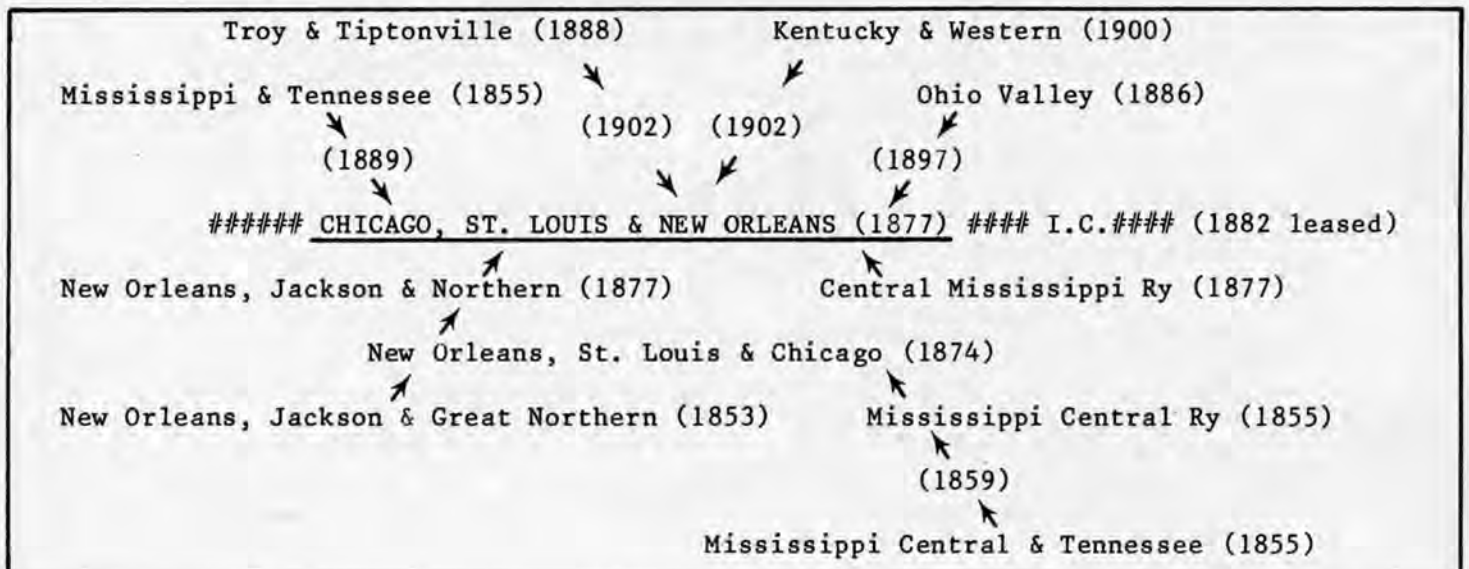
The need to ferry entire trains across the river was not the only time consuming delay at Cairo, the problem of track gauge also required that trucks be changed on each car before it's trip could continue north or south. This problem was solved in 1881. James C. Clarke, then Vice President and General Manager of the Chicago, St. Louis & New Orleans, came up with a plan to change the gauge of all the track between East Cairo and New Orleans in less than a day. More than three thousand men were employed to do the 550 mile long job. The effort was described by Railroad Gazette as "the greatest feat ever accomplished in gauge changing. The explanation of the procedure in Railroad Gazette was as follows:

"The west rail was moved inward 3 1/2 inches. All the spikes on the inside of rails to be changed had already been drawn, except the spike in every fourth tie on straight lines and every third tie on curves. Spikes for the new gauge were already driven in every fourth tie and third. All necessary spikes were distributed on the ends of ties into which they were to be driven. Each section foreman was furnished with a narrow (standard) gauge hand-car and a full set of tools....The sections were clearly laid out in order, each having a roadmaster. Not the least difficult part of the undertaking was the locating of the rolling stock so as not to interfere with the work. But all the directions were fully carried out."

This one day achievement served as an example to other Southern lines when they changed from wide gauge to standard gauge in later years.

The Chicago, St. Louis & New Orleans Railroad was formed in 1877 when the Mississippi Central Railway, and the former New Orleans, Jackson & Great Northern defaulted on interest payments to the I.C.. (see diagram). It was the C.St.L.& N.O. that actually built the Cairo Bridge in 1887, although the line had been leased since 1882 to the Illinois Central.

Because the proposed bridge was entirely in the state of Kentucky, and the C. St.L.& N.O. was chartered in Kentucky, while the Illinois Central was not, the bridge was built by the "southern" line. (The state line between Illinois and Kentucky lies



WHICH AND WHAT RAILWAY?

Whenever we start talking about the development of railroads it soon becomes apparent that there are a bunch of names being tossed around, and they all start to sound alike. This can be confusing, so a little explanation is in order.

The development of railroads took a variety of forms over the years. It all started with an idea to build a rail line connecting here and there. Quite often salesmen were sent out to persuade local interests (town government & business) to invest in the proposed rail line or the railroad would bypass them and go through a neighboring town, or build another town. Many of the early companies were "paper" companies that never laid a rail, and there were some that never intended to actually build.

When the railroad company decided to build a town, or plat a town along their line and develop it for a profit, as well as locate sources of business for their railroad company, the railroad became a "land" company too. The Land Grant Act deeded alternating square miles of land to the railroads along each mile of track that was built. The Illinois Central was the first "land grant railroad". This method of developing rail lines gave private companies incentive to build rail lines which would serve the entire nation. (today we call it tax incentives)

But what does all this have to do with all the different railroad names that pop up when we talk about railroad development? Well, some railroad companies didn't last long, and usually they were bought out or restructured and someone else continued to build the railroad. Legally the new company had to have a different name, consequently you often see a company name changed from railroad to railway, or a slight change in the name, like rearranging the city names. All of this is an oversimplification of a sometimes complex and confusing situation, but this explains some of it.

along the north bank of the river, not down the center) Stuyvesant Fish was President of the C. St.L. & N.O. in 1877, and by the end of that year he had been elected the 10th President of the Illinois Central.

In December of 1886, the Chicago, St. Louis & New Orleans Railroad contacted George S. Morison to act as Chief engineer, and the Union Bridge Company to build the Cairo Bridge. The reason the bridge was located on the Ohio River, was that the riverbed of the Ohio was more stable than the Mississippi. Work began on the bridge on July 1, 1887, and was completed in October of 1889 at a cost of just under the \$3 million, including the approaches.

Edward T. Jeffery, General Manager of the Illinois Central and of the lines south of the Ohio River, was in charge of the bridge construction for the railroad. The timber trestle work at each end of the iron work were the responsibility of A.G. French of the I.C.

An engineering report was issued upon completion of the bridge. The report is over 100 pages long and contains all the details of the bridge construction. The following summary was taken from the original report:

"The bridge proper consists of nine through spans and three deck spans. Two of the through spans are each 518.5 feet long and the other seven 400 feet long between centers of end pins. The deck spans are 249 feet between centers of end pins. The through spans rest on ten masonry piers, all of which have pneumatic foundations. The deck spans are supported on two of these piers and on three masonry piers with pile foundations.

The total length of the bridge proper from center to center of end piers is 4644 feet.

The viaduct on the Kentucky approach consists of 21 spans of 150 feet each and one span of 106.25 feet, which rest on iron cylinder piers filled with concrete and supported by piles driven within the limits of the cylinders.

The Illinois viaduct consists of 17 spans of 150 feet each and one span of 106.25 feet, and is precisely like the Kentucky approach in construction.

The total length of the metal work from end to end is 10,560 feet. It is the longest metallic structure across a

river in the world, being 33 feet longer than the Tay bridge. The total length of the bridge, including the timber trestles, is 20,461 feet, or 3.875 miles.

The bridge proper crosses as nearly as possible at right angles to the river and is straight.

On each approach there is a five degree curve (1146 feet radius) there being 90 degrees of curvature on the Kentucky approach and 96 degrees and 45 1/2 minutes on the Illinois approach.

The general law fixes the elevation of the bridge at 53 feet above high water. The high water selected by the Chief of Engineers as the governing high water was that of 1867, which is 51.20 feet above the standard low water.

The bridge is built 104.42 feet in the clear above low water.

The deepest foundations are 75 feet below low water and the total height of the structure, from bottom of deepest foundation to top of highest part of iron work (top of ornamental casting)

is 248.94 feet.

The grade is level across the whole length of the main structure, but descends from each end of this structure to the ends of the approaches. The grades on the approaches are in both directions 0.75 per cent (40 feet per mile) on the straight line and 0.56 per cent (30 feet per mile) on the five degree curves. The five degree curves are eased by compounding them into two degree thirty minute curves, 117.4 feet long at each end."

The Cairo bridge is also notable for it's use of steel in bridge building. Formerly, bridges had been built of cast iron and wrought iron. Almost 98 percent of the Cairo Bridge was built of steel with the remainder of wrought and cast iron. The use of steel allowed longer and stronger spans to be used in bridge construction.

On October 29, 1889 the first train crossed the new bridge. The ceremony did not include the usual ribbon cutting or speeches, but



Another older view of the bridge from the upstream or north side in Illinois. If you look closely you might be able to see the smoke plume from a southbound passenger train that has just crossed the bridge. Those are log booms in the foreground, chained together to be floated downriver.

rather was a display of strength and confidence in the bridge engineers. Nine Mogul engines, each 75 tons, were coupled together at Mounds, Illinois, the division point just north of Cairo. I.C. President Stuyvesant Fish and Vice President Edward H. Harriman rode the lead engine. Other officials and dignitaries rode the following engines. The train proceeded to the bridge and slowly made it's way onto the structure. As the first engine reached one end of the 518 foot main span, the last of the nine rolled out onto the other end of the span. The full weight of almost 700 tons rested on the main span! The train proceeded across the river to the Kentucky shore to the sound of dozens of steam whistles, from the train, riverboats, and factories of Cairo issuing a salute. A press train followed the locomotives to East Cairo on the Kentucky end of the bridge. A tenth Mogul was added to the test train for the return trip, which raced back to Cairo in just 13 minutes, with

the press train close behind. New Orleans bound train #3, pulled by engine #215 with Engineer John Clark and Conductor Palmer made the first regularly scheduled crossing of the bridge shortly after the official trains arrived back at Cairo.

Engineering Journals and Newspapers acclaimed the completion of the Cairo bridge as one of the great engineering feats of the century. Indeed for the Illinois Central, this completion of the last link between north and south was every bit as important as the driving of the golden spike at Promontory, Utah was to the Central Pacific and Union Pacific Lines in 1869. The Great Lakes and the Gulf of Mexico had been connected by one direct rail route.

Part two of the story of the Cairo Bridge will cover traffic on the mainline and the rebuilding of the Bridge in 1951.



This view of a passenger train northbound on the Cairo bridge shows the steel trestles along the curve on the Kentucky side of the Ohio river. This photo also shows why the approaches were built so high leading to the bridge. During flood season the Ohio and Mississippi rivers tend to overflow their banks. ICRR photo.



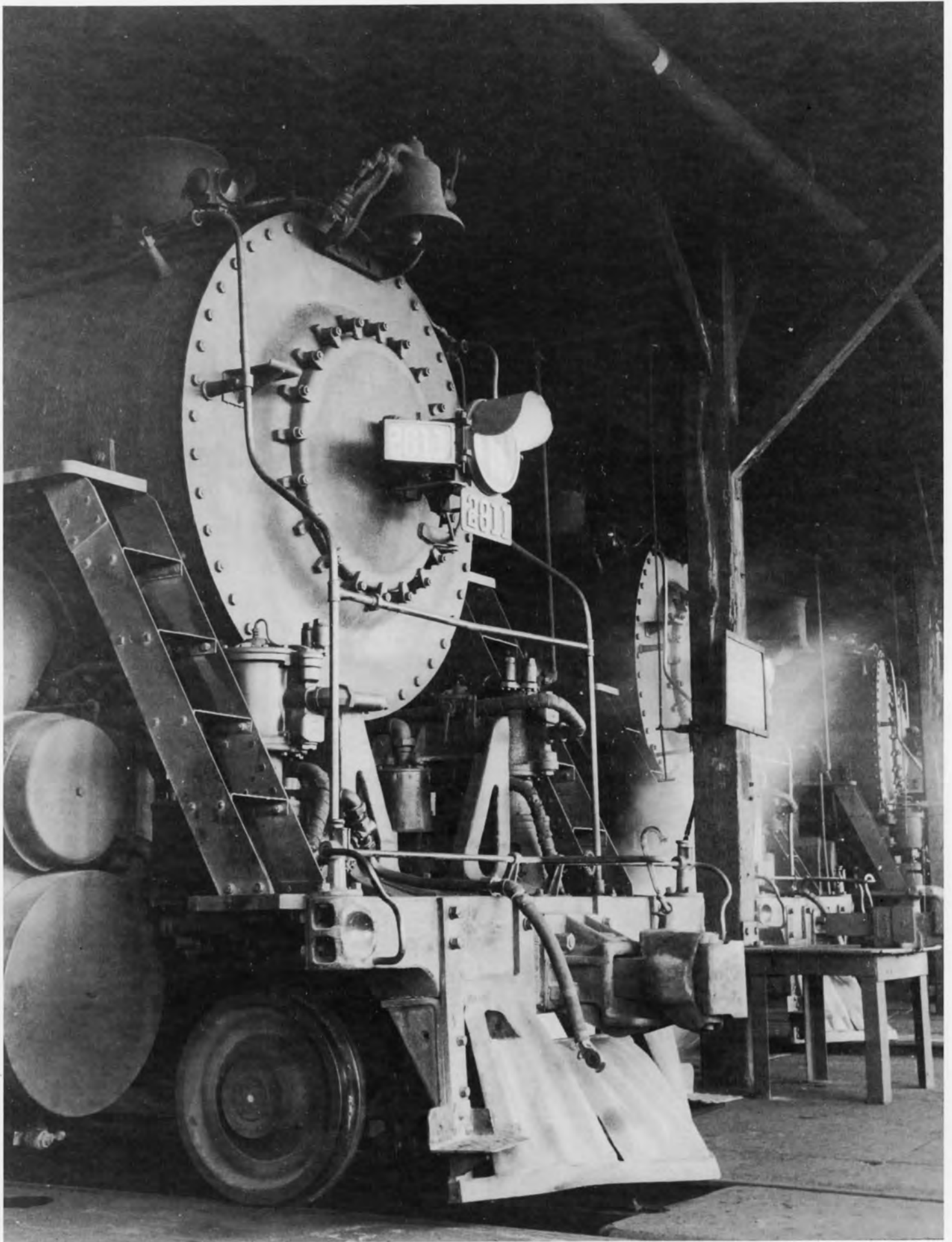
Top - The busy engine terminal at Central City, Ky. in July of 1957. Bruce Meyer photo.
Bottom - The junction at Horse Branch, Ky. in April of 1957. The Owensboro branch runs off to the left in the photo. M.L. Powell photo. W.A. Raia collection.





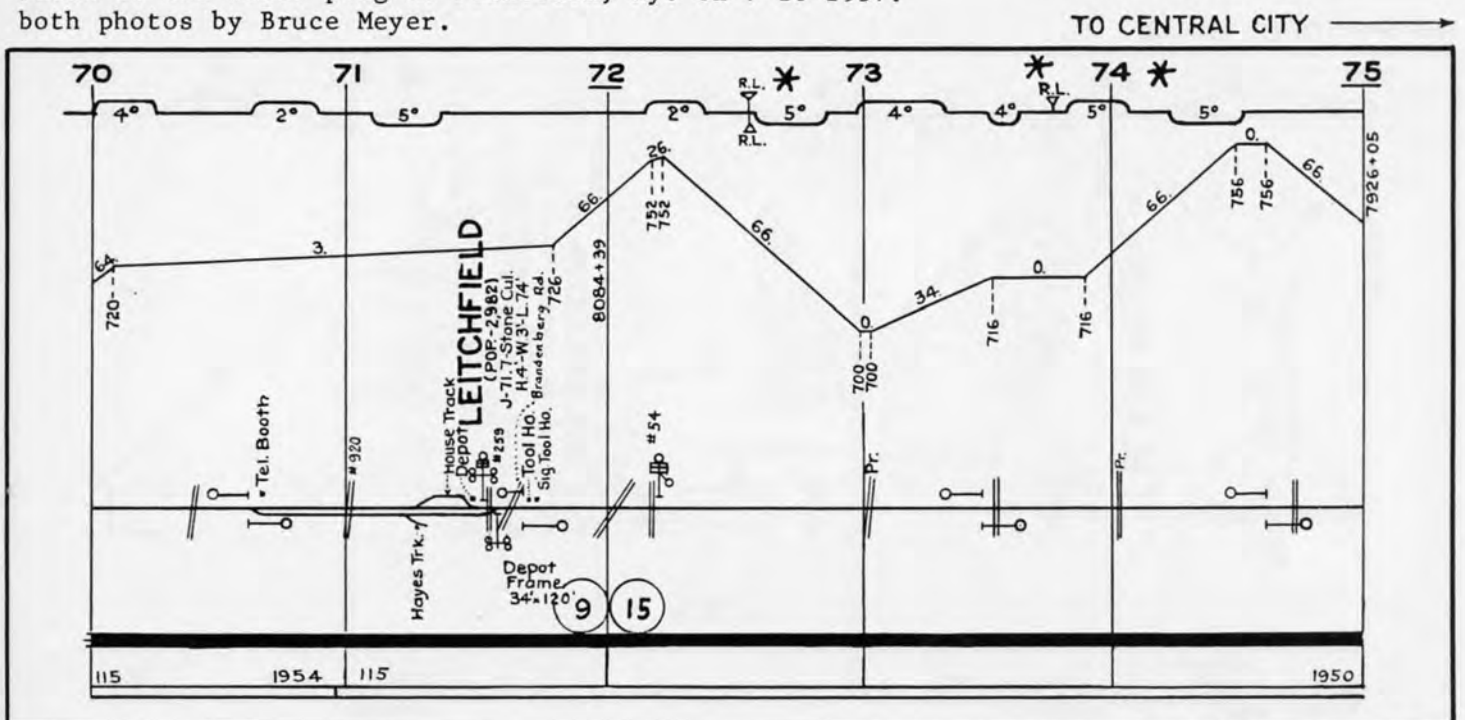
Top - A scene from Fulton Ky. in May 1913. There is alot going on if you look closely.
Bottom - A street scene from 43rd. Street in Chicago around the turn of the century.
Both photos ICRR - Kalmbach collection.







Opposite page - #2811 in the roundhouse at Centralia on November 30, 1957.
 #2808 at the water plug at Princeton, Ky. on 7-16-1957.
 both photos by Bruce Meyer.



It seems to have been a policy to "load up" trains on these districts. The 2800s' tractive effort allowed them to move several hundred tons more than the 2700 class 2-10-2's that they joined working this division. Their front end throttles made them more responsive, an asset when starting or switching a train. This also made it a little easier to overcome one man made obstacle. Spotting them on the 85' turntable at the Oak Street terminal in Louisville was a real trick when one realizes the 83'10" of

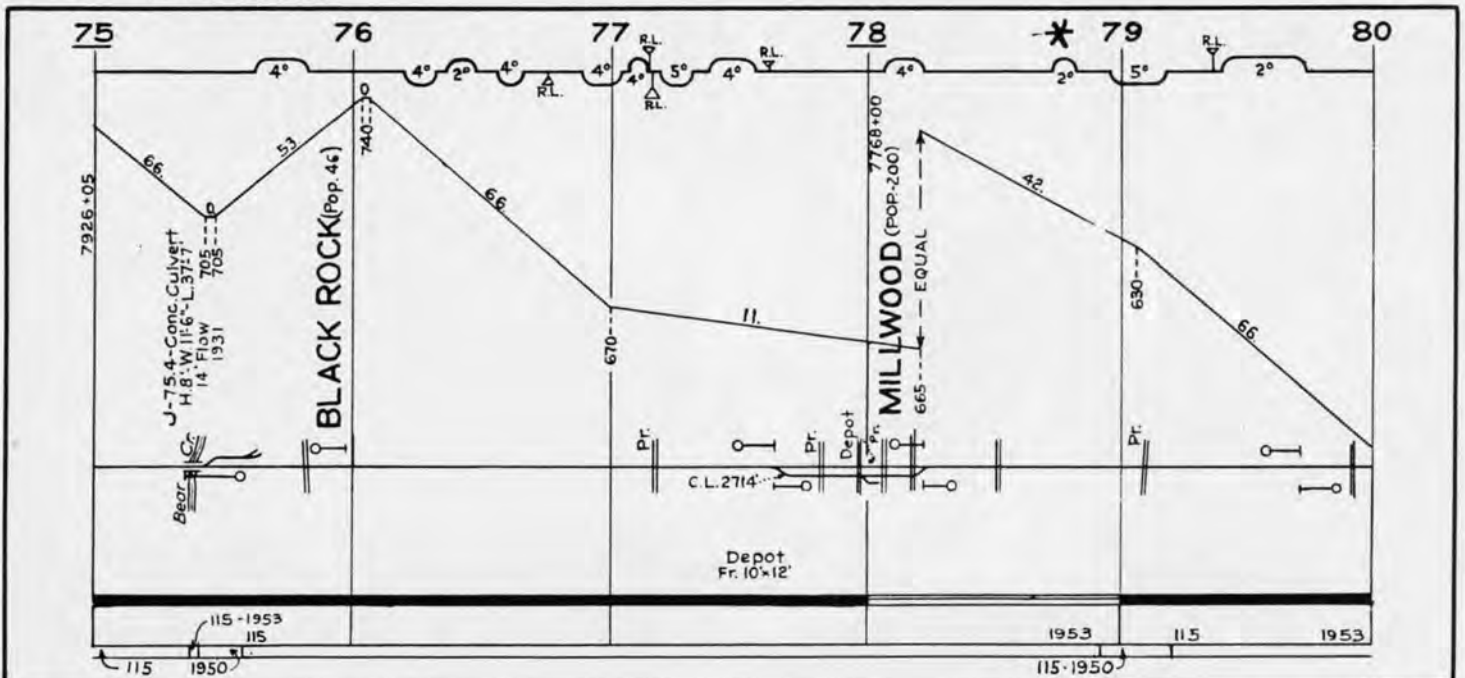
wheelbase involved.

1955 was not the first time 2800's had worked the Kentucky Division. Between 1943 and 1945, as they were built, they would be sent out on "shake down" or test runs to Central City and back from Paducah. This was not always a pleasant circumstance. The crew was presented with a glistening black painted steel monster, with white lettering and numbers and a red cab roof, that was as stiff and tight as a board. After one or two



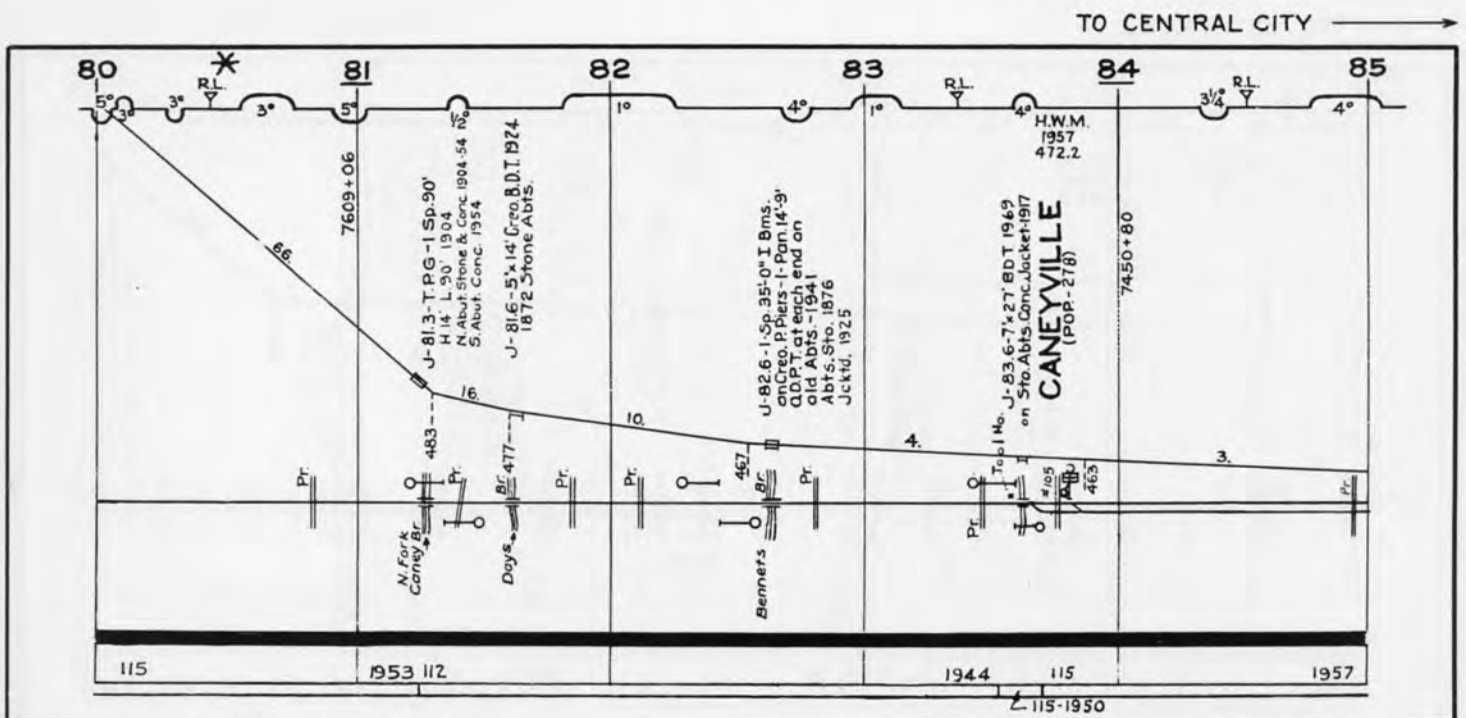
#2808 with steam up at Paducah in July of 1957. One of the Geeps destined to replace steam on the I.C. can be seen behind the #2808. Bruce Meyer photo.

← TO LOUISVILLE





#2807 on the servicing tracks at Paducah, Ky. after a run on the Kentucky Division. July 15, 1957 photo by Bruce Meyer.



"shake downs", and upon receiving the Paducah shops stamp of approval, off to the Iowa Division the 2800's went. By the time they came back to Kentucky in 1955, they were "broke in"!

By 1958 the hordes of black, white striped GP's were catching up to the 2800's, as well as all the other I.C. steam power.

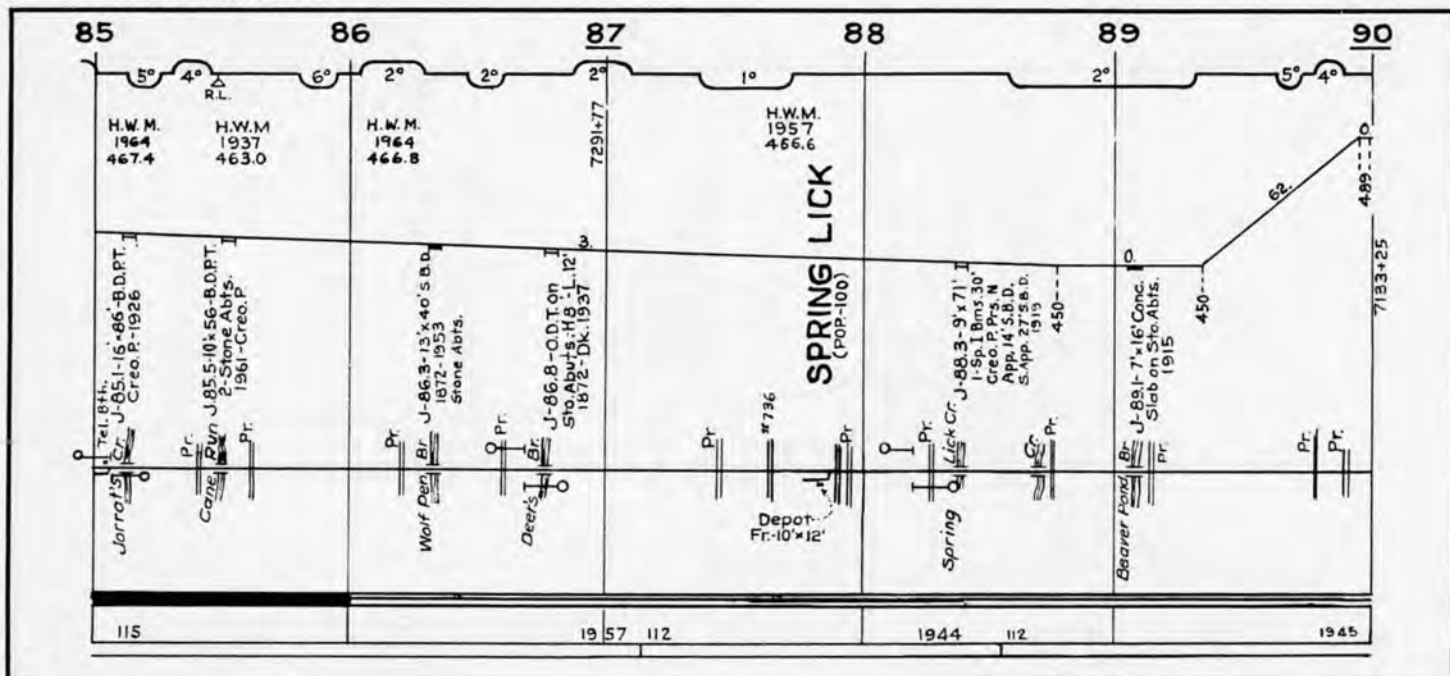
#2818 departing Louisville's Oak Street terminal on February 22, 1958, with an extra

south, engineer Walter L. Nalley at the throttle and L.D. Wells firing, became the last 2800 in revenue service out of this Kentucky city. Increasingly sporadic work by steam power on the I.C. occurred as steam retreated to the Paducah Kentucky, and Carbondale Illinois, roundhouses. Crews coming to work dressed for diesels would be surprised by a steamer waiting. This was a cause for choice words and thoughts, for, romantics aside, working steam was not conducive to clean clothes. #2807 was the



2-10-2 #2819 at Paducah on 7-15-1957. Bruce Meyer photo.

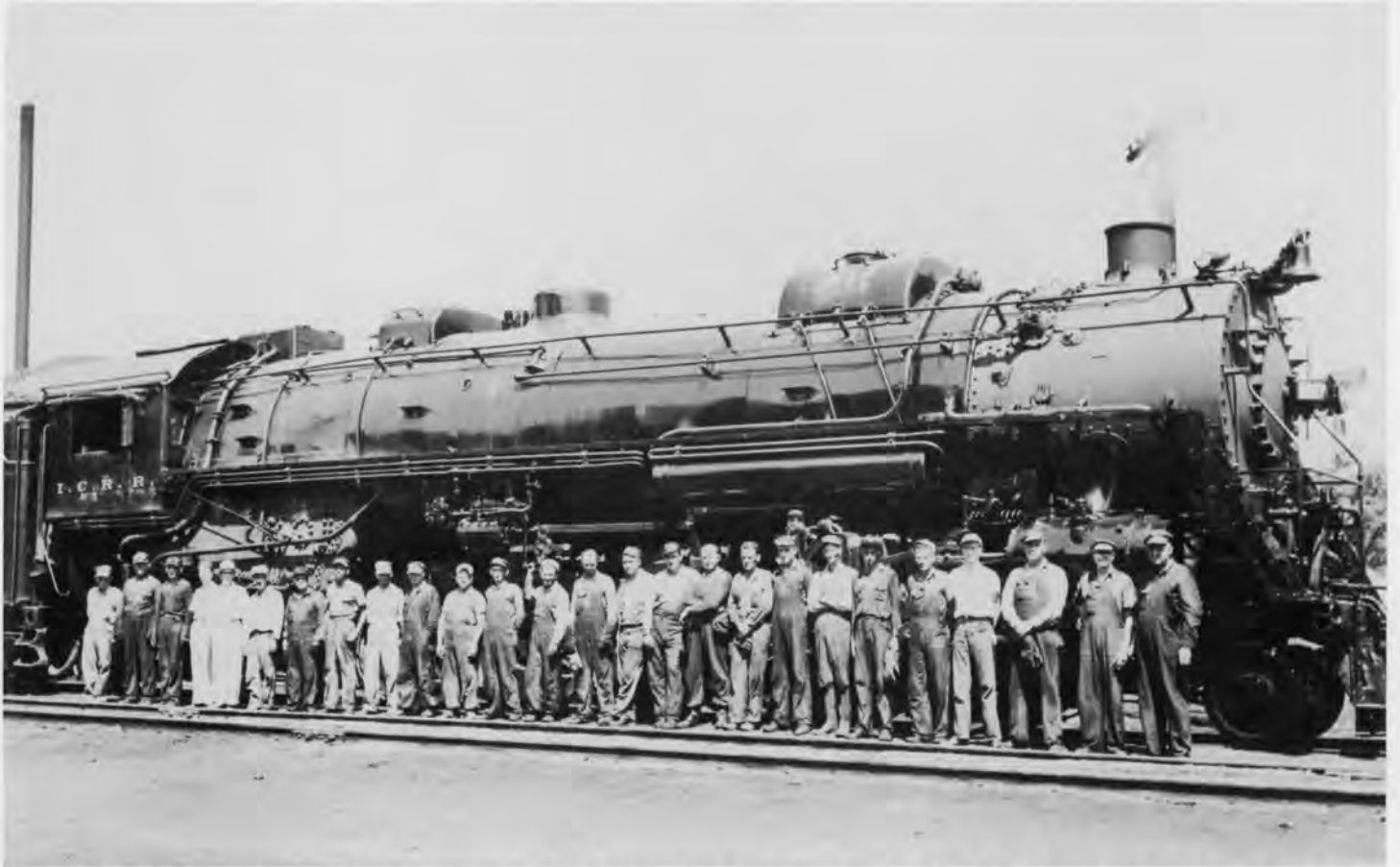
← TO LOUISVILLE



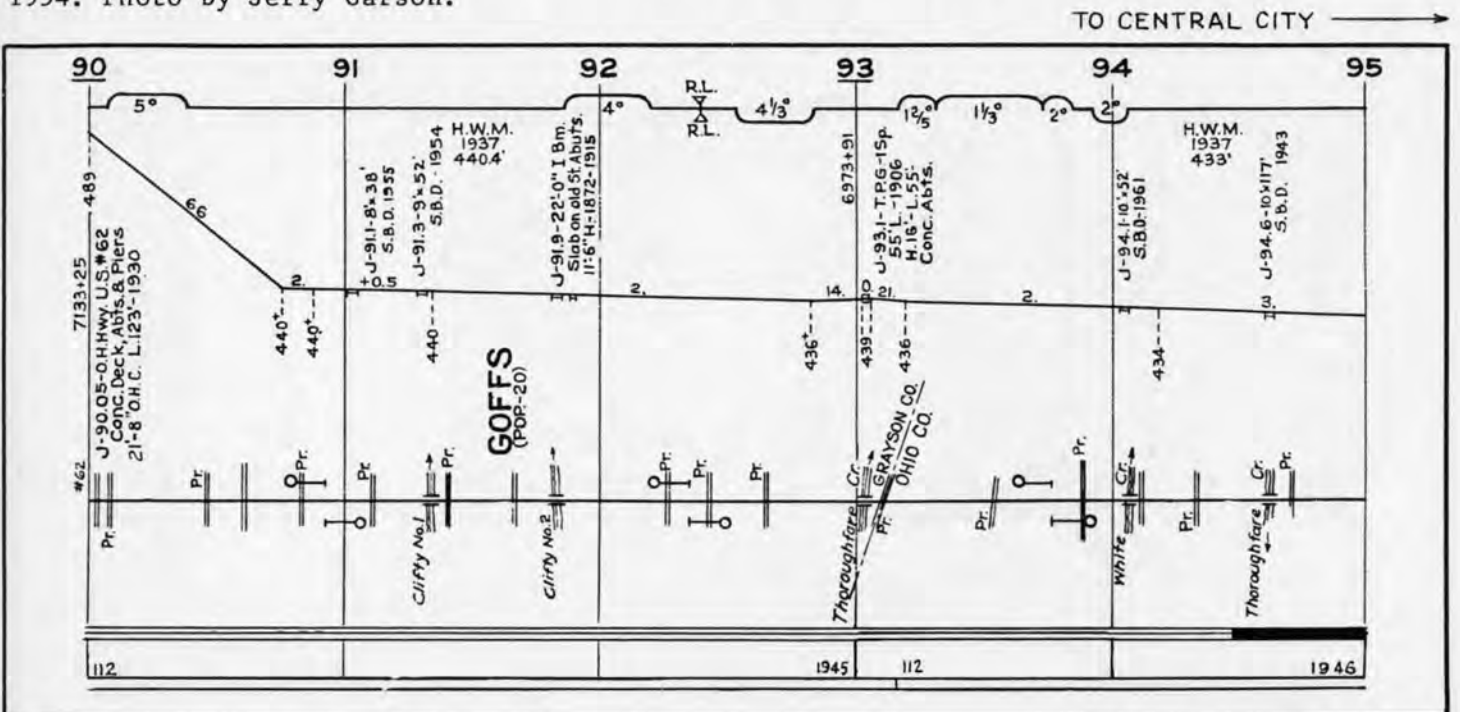
sole example of a 2800 in service by the spring of 1960. #2802 and #2819 were listed as "stored servicable" at Paducah.

Finally, a steel strike, and the arrival of high nosed GP-18's #9400-#9414 in the spring of 1960, were a 1-2 punch from which I.C.

steam never recovered. Shoved onto dead lines, rust and neglect for companions, they awaited the cutters torch to write the epitaph of a significant chapter in the history of the Illinois Central, the 2800 Class Centrals.

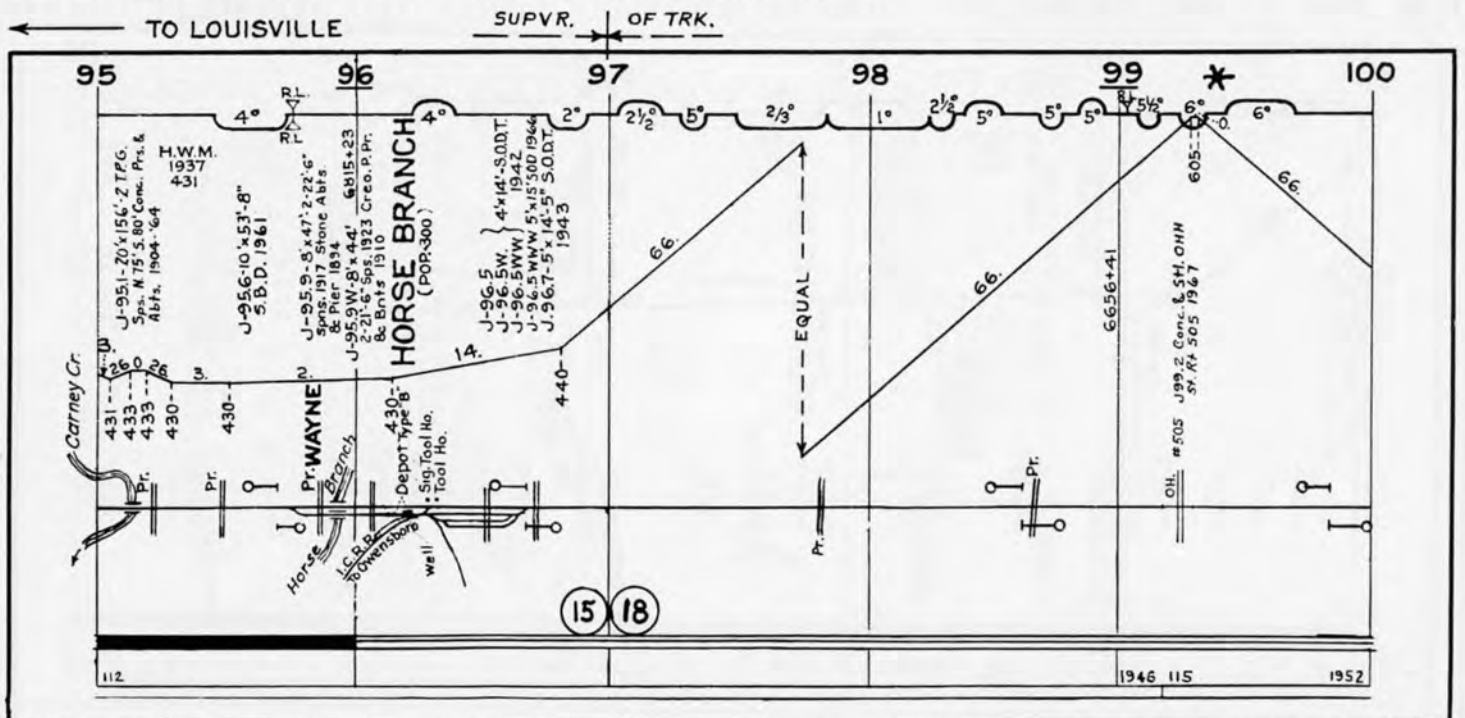


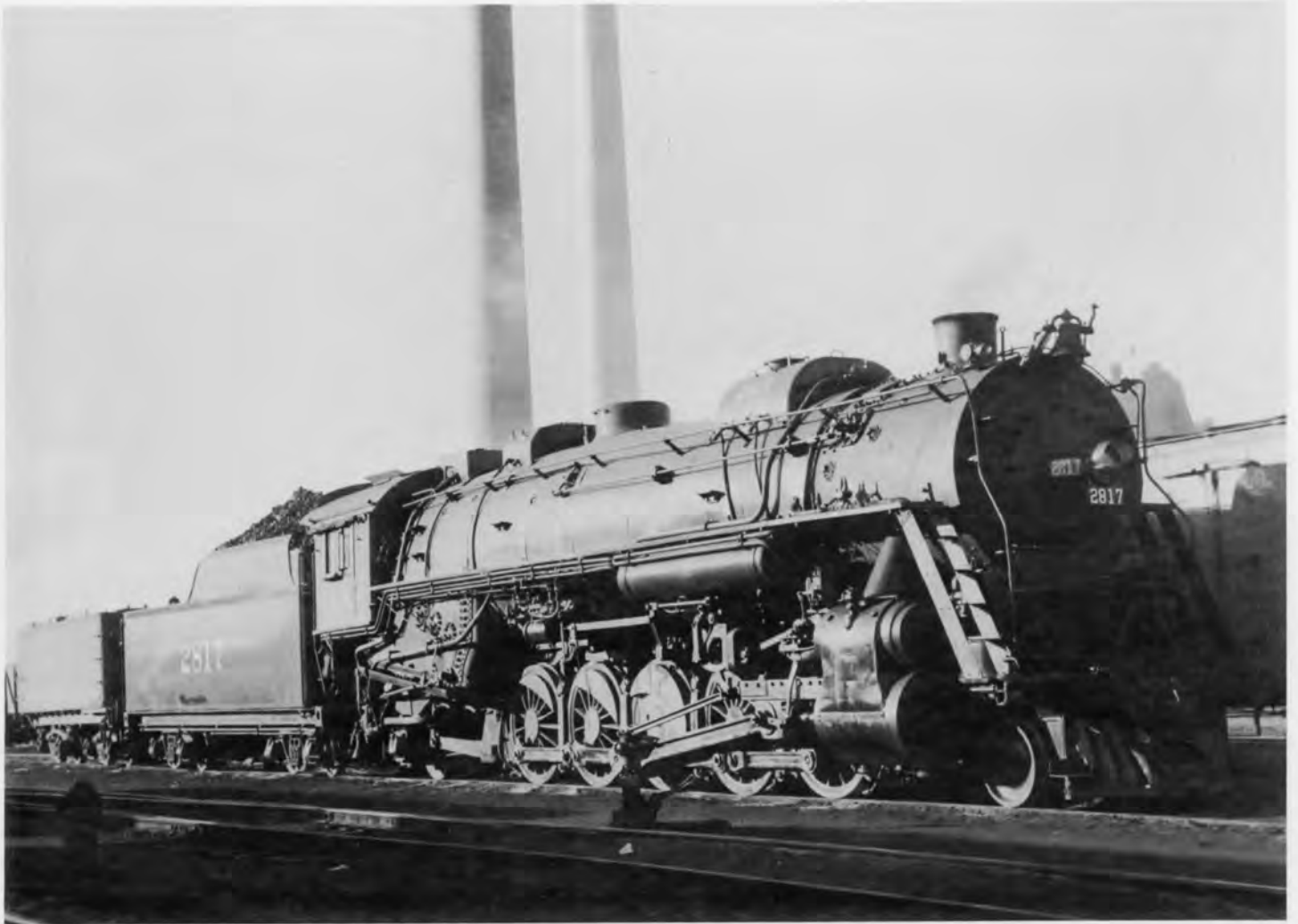
Central #2817 poses with her roundhouse crew at the Central City, Ky. roundhouse on June 11, 1954. Photo by Jerry Carson.



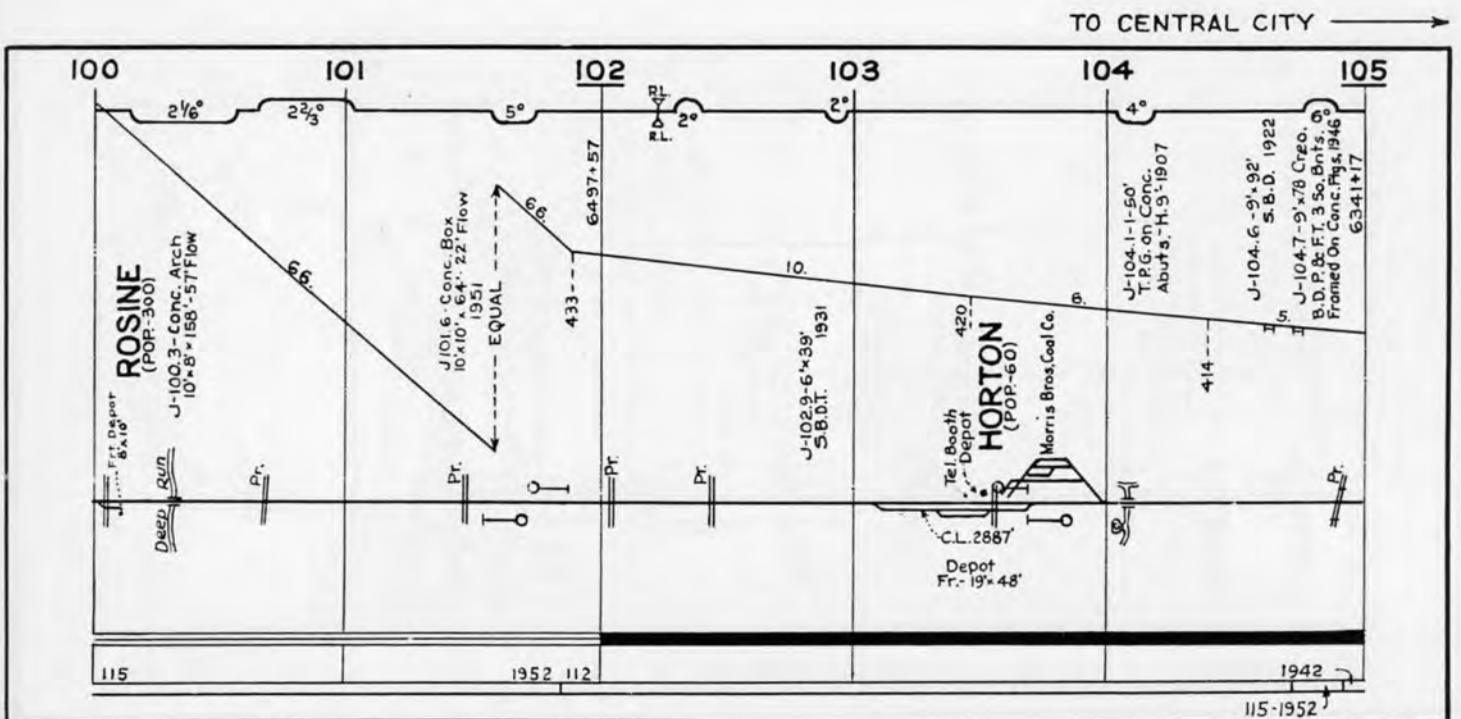


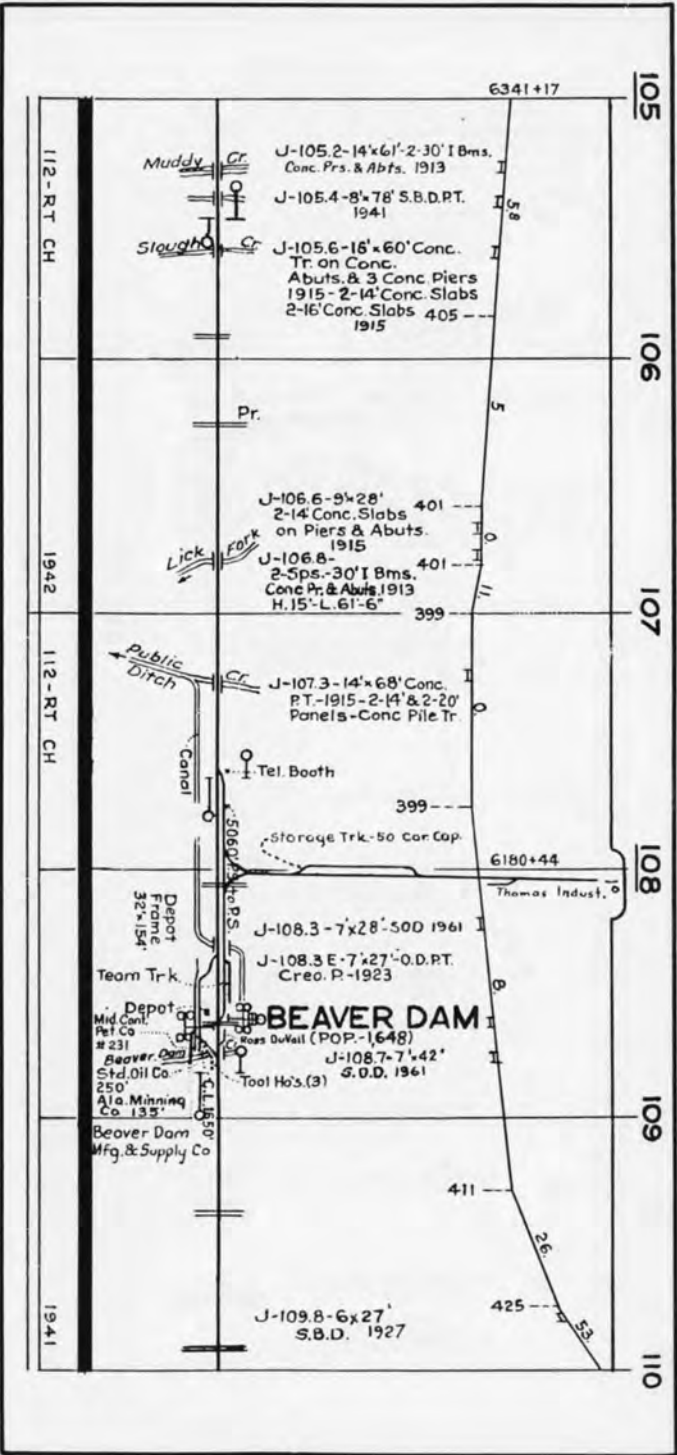
#2813 southbound at Shivley, Ky., just south of Louisville with freight LM-1 in the fall of 1956. Photo by Henry Foltz Collection of David Hayes.





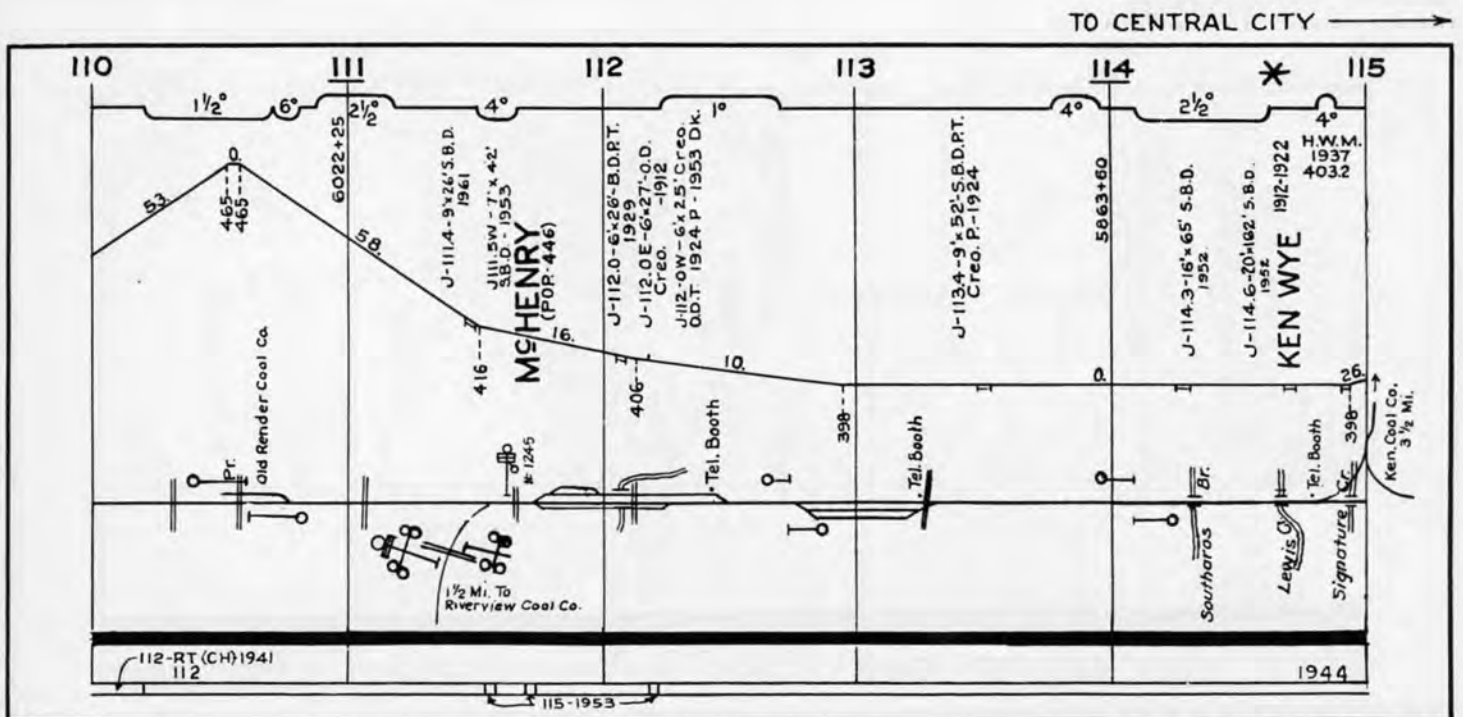
The #2817 with coal bunker piled high and an auxiliary tender sits ready for her next assignment at Paducah in December of 1957. Bruce Meyer photo.







#2804 with an auxiliary tender on a freight. Can anyone identify the location of this photo?
 Opposite Top - The #2812 on the turntable at Paducah, Ky on 12-28-1957. Bruce Meyer photo.
 Opposite Bottom - #2802 nosed up to #2728 on the service tracks at Paducah, Ky. on 12-29-1957. Bruce Meyer photo.





#2819 and #2810 at a location that had two water tanks. This could be Princeton, Gravel Switch, or Paducah. Can someone give us a positive ID?

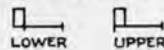
EXPLANATIONS

SIGNAL KEY

AUTOMATIC SIGNALS		INTERLOCKING SIGNALS		
LOWER QUADRANT	UPPER QUADRANT	MECHANICAL	ELECTRIC	FIXED

NOTE: SIGNALS ALWAYS SHOW IN NORMAL POSITION

WORKING QUADRANT OF DANGER SIGNALS SHOWN THUS:



CROSSING BELL & WIGWAG
 CROSSING BELL

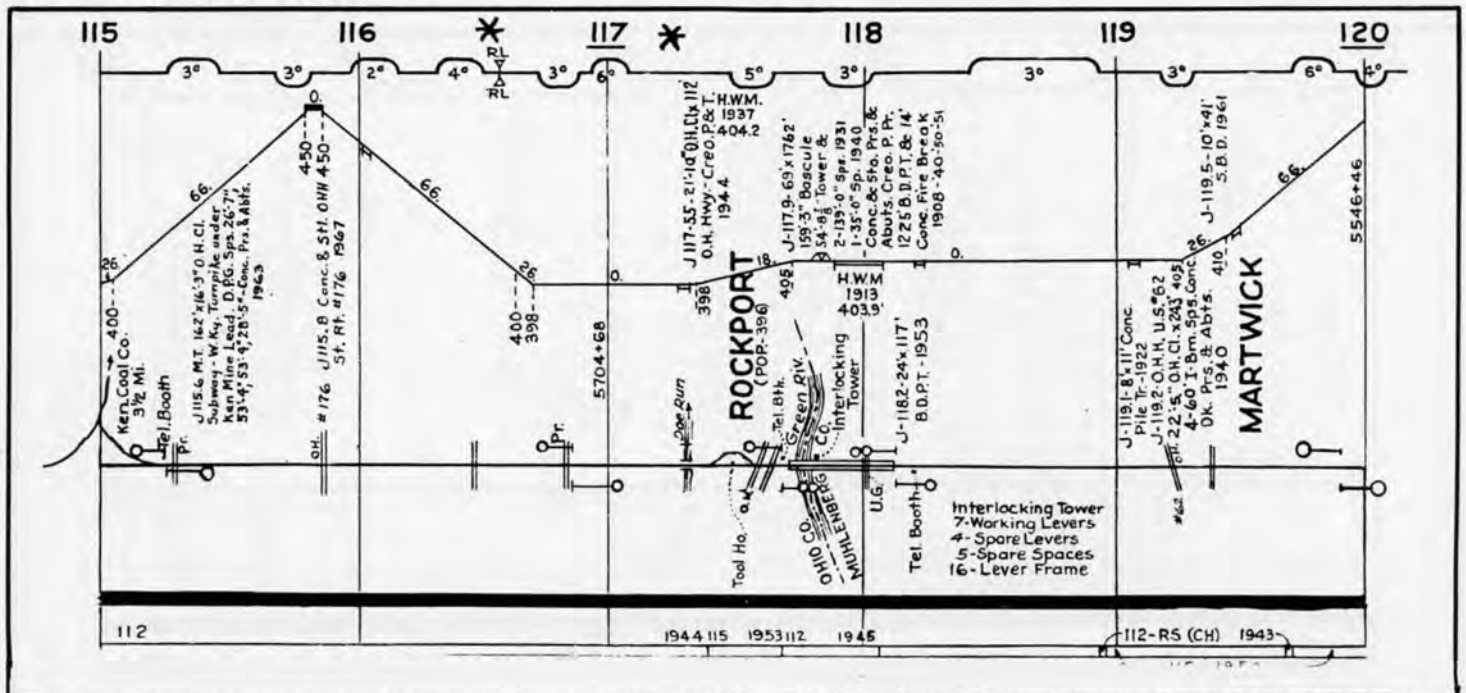
RING ENCLOSED SIGNALS INDICATE LIGHT SIGNALS
 FLASHING LIGHT SIGNAL

HIGH WATER MARK SHOWING YEAR AND ELEVATION IN FEET ABOVE SEA LEVEL, H.W.M. BILOXI DATUM.
 1912
 1912
 591'

PIPE CULVERTS SHOULD NOT BE SHOWN IN THIS BOOK.

SIGNAL LOCATION IN AUTOMATIC TRAIN STOP TERRITORY.

← TO LOUISVILLE



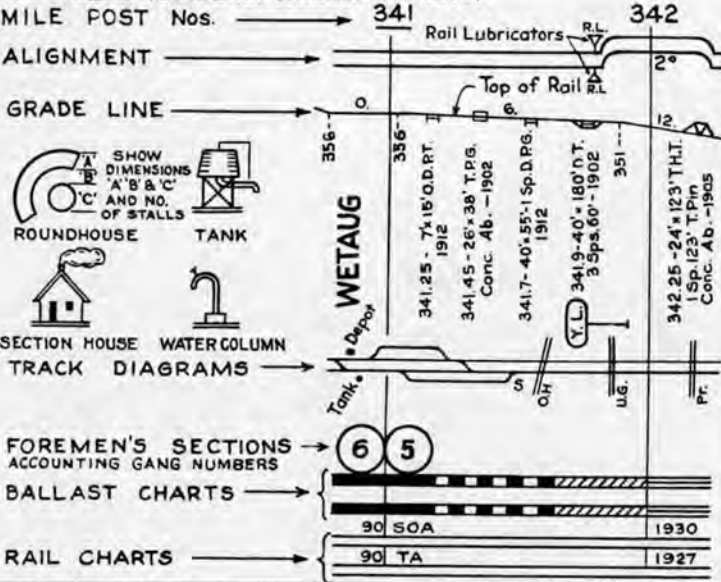
EXPLANATIONS

ABBREVIATIONS USED ON RAIL CHARTS

NOTE: Figure 2 used with symbol indicates second quality rail
Example SOA₂

FR	INDICATES	ILLINOIS	STEEL CO.	FRICITIONLESS	O.H. PROCESS	
"S"	"	"	"	A.S.C.E.	BESSEMER	1ST QUALITY
SC	"	"	"	COMMON STD.	"	"
SO	"	"	"	A.S.C.E.	OPEN HEARTH	"
SOA	"	"	"	A.R.A.	"A"	"
SOA TIT.	"	"	"	A.R.A.	"A"	TITANIUM
T	"	TENN. COAL & IRON CO.	"	A.S.C.E.	"	"
"TA"	"	"	"	A.R.A.	"A"	"
"TC"	"	"	"	COMMON STD.	"	"
M.B.A.	"	MARYLAND STEEL CO.	"	A.R.A.	BESSEMER	MAYARI
C	"	CARNEGIE	"	A.S.C.E.	"	"
CAM.A.	"	CAMBRIA	"	A.R.A.	"A" OPEN HEARTH	"
AOA	"	ALGOMA	CORP.	A.R.A.	"A"	"
NOA	"	INLAND	"	A.R.A.	"A"	"
LA	"	LACKAWANA	CO.	"	"	"
RI	"	INLAND	CORP.	A.R.E.	"A"	"
RS	"	ILLINOIS	CO.	A.R.E.	"A"	"
RT	"	TENN. COAL & IRON	"	A.R.E.	"A"	"
MI	"	INLAND STEEL CORP.	"	MANGANESE (INT.)	"	"
MS	"	ILLINOIS STEEL CO.	"	"	"	"
MT	"	TENN. COAL & IRON	"	"	"	"

C --- CONTROLLED COOLED CW---CONTINUOUS WELDED RAIL
 N --- NORMALIZED
 H --- END HARDENED
 W --- END HARDENED (TELEWELD PROCESS)
 O --- END HARDENED (OXWELD PROCESS)



(R-'34) - Rerolled Rail with original date of rolling
 (Rel-'34) - Relieved " " " " " "
 (Swd-'34) - Sawn " " " " " "
 "Fis" - Fissure

1" = 4000' HORIZONTAL SCALE FOR PROFILE, ALIGNMENT, TRACKS AND CHARTS,
 1" = 60' VERTICAL SCALE FOR PROFILE.

NUMBERS ON GRADE LINES ARE FEET PER MILE

ELEVATIONS ARE IN FEET ABOVE SEA LEVEL AT TOP OF RAIL, BILOXI DATUM

STREET OR PUBLIC ROAD CROSSINGS

PRIVATE CROSSINGS ARE MARKED

OVERHEAD " " " " " "
 UNDER GRADE " " " " " "
 SPRING SWITCHES

* INDICATES STABILIZATION (Pg. 130)

KEY TO BALLAST CHART

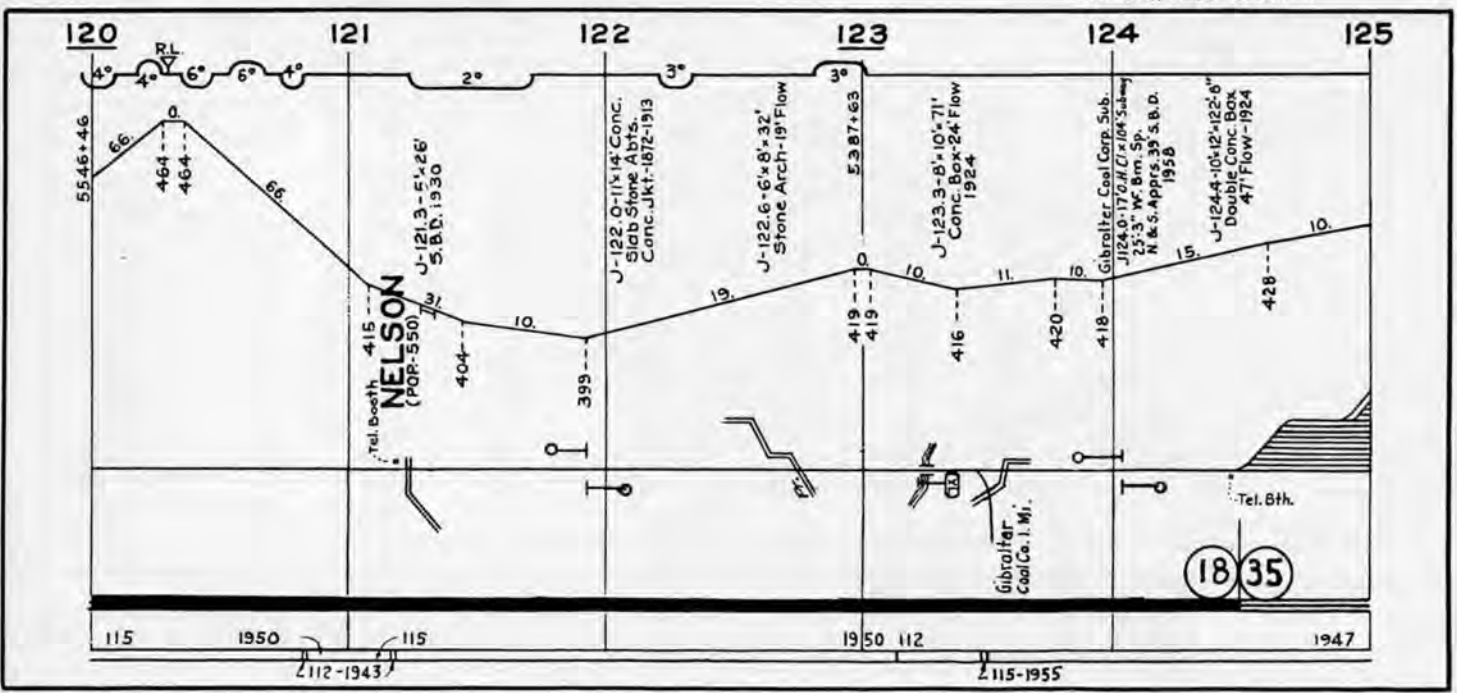
BROKEN STONE	██████████
SLAG	▬▬▬▬▬▬
SCREENINGS	▬▬▬▬▬▬
GRAVEL	▬▬▬▬▬▬
CINDERS	▬▬▬▬▬▬
SAND	▬▬▬▬▬▬
CHATS	▬▬▬▬▬▬
EARTH	▬▬▬▬▬▬

TRACING REDRAWN
 JAN. 1, 1943

REVISED
 JAN. 1, 1944
 JAN. 1, 1945
 JAN. 1, 1946
 JAN. 1, 1947
 JAN. 1, 1948
 JAN. 1, 1949
 JAN. 1, 1950
 JAN. 1, 1951
 JAN. 1, 1953
 JAN. 1, 1955
 JAN. 1, 1957
 JAN. 1, 1959

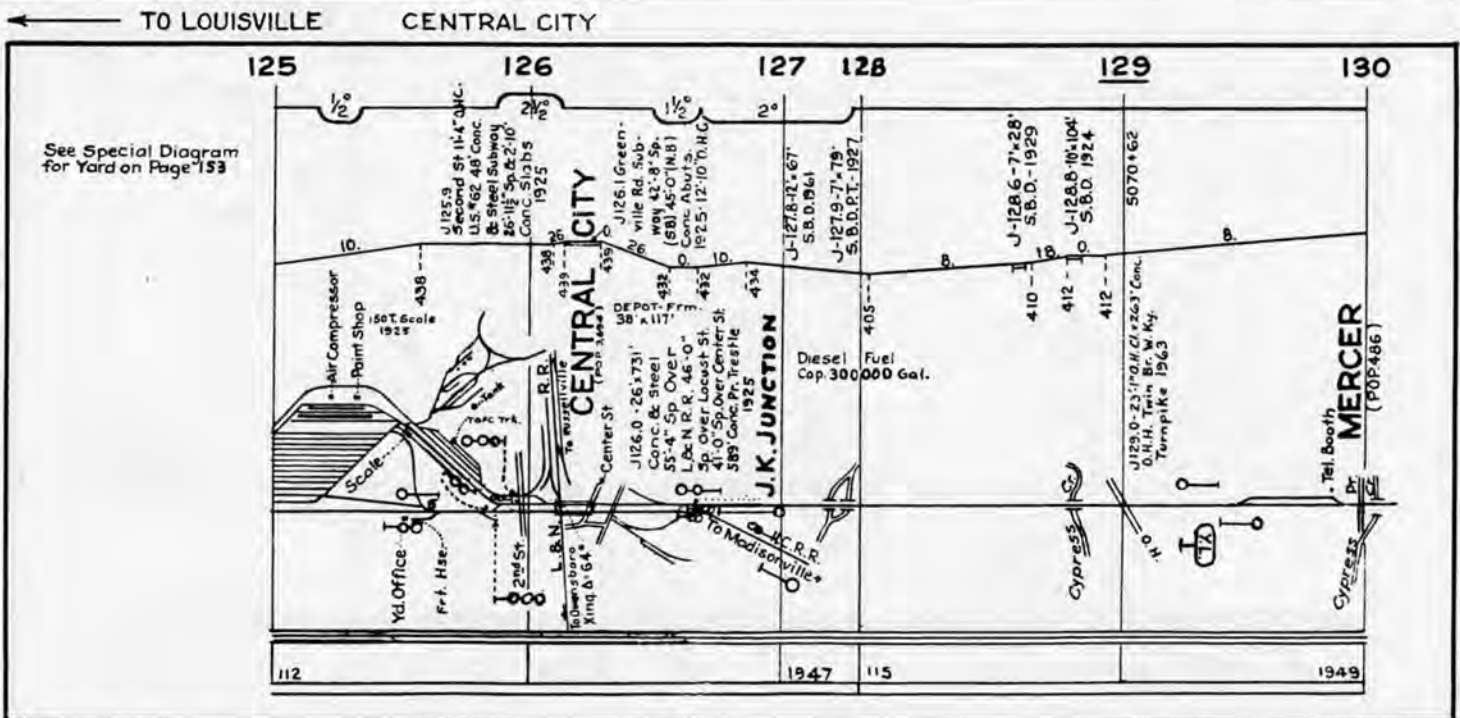
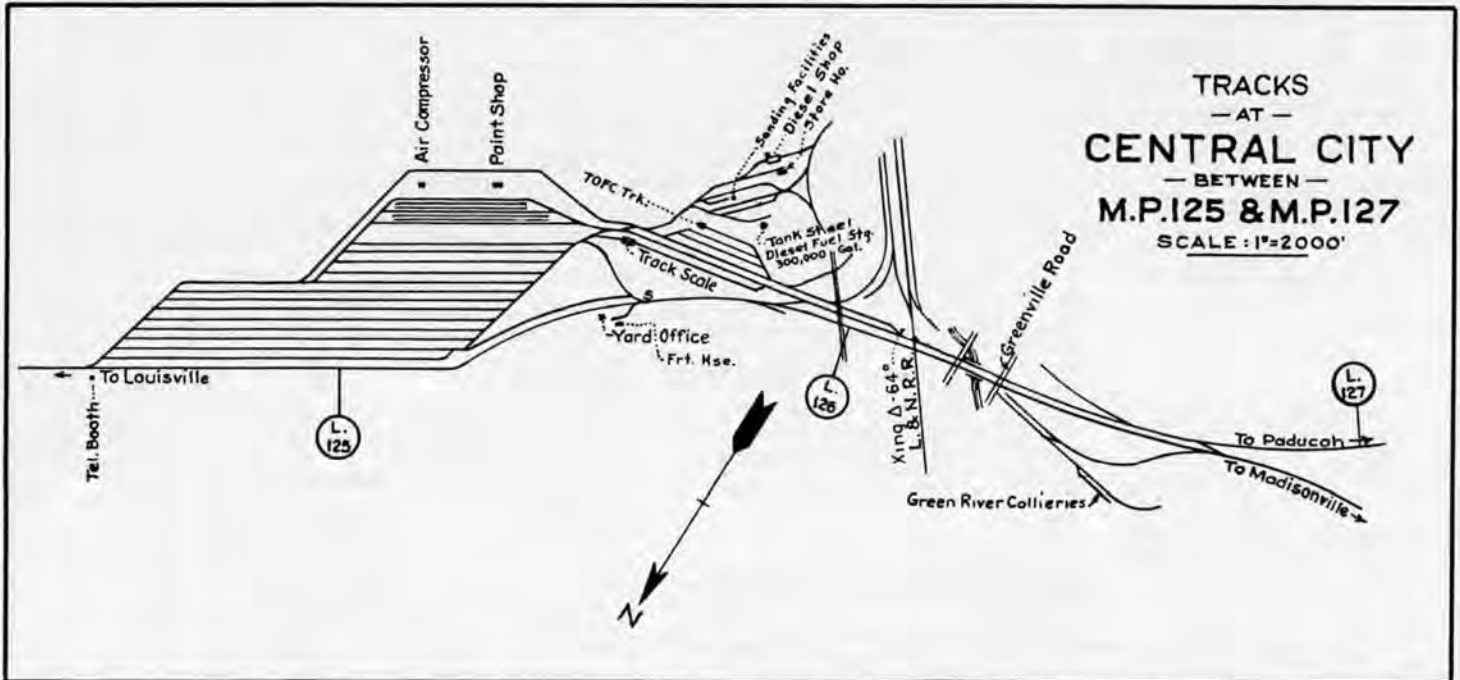
Dix Consolidation
 JULY 1, 1959
 JUNE 30, 1961
 OCT. 31, 1965
 JUNE 30, 1969

TO CENTRAL CITY →



KENTUCKY DIVISION
WATER TANK LOCATIONS & CAPACITIES
LOUISVILLE & PADUCAH DISTRICTS

CITY	SOURCE	TANK CAPACITY	CITY	SOURCE	TANK CAPACITY
LOUISVILLE	City Water	100,000 gallon	ST. CHARLES	Reservoir	8,488 gallon
WEST POINT	River	8,750 gallon	DAWSON SPGS	River	100,000 gallon
FORT KNOX	Well	8,488 gallon	DAWSON SPGS	River	100,000 gallon
CECILIA	Spring	100,000 gallon	PRINCETON	Reservoir	100,000 gallon
WEST CLIFTY	Creek	49,000 gallon	PRINCETON	Reservoir	100,000 gallon
CANEYVILLE	Creek	100,000 gallon	PRINCETON	Reservoir	100,000 gallon
BEAVER DAM	City Water	49,000 gallon	KUTTAWA	Reservoir	100,000 gallon
ROCKPORT	River	49,000 gallon	GRAVEL SW	River	100,000 gallon
CENTRAL CITY	City Water	100,000 gallon	GRAVEL SW	River	49,000 gallon
BAKERSPORT	River	49,000 gallon	PADUCAH	City Water	100,000 gallon
			PADUCAH	City Water	49,000 gallon



ADJUSTED TONNAGE RULES AND RATINGS

15

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of a train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading (including caboose) . . . 5,000 tons
Adjustment factor (75x10) 750 tons
Adjusted tonnage of train 5,750 tons

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor should be added for each 35 tons weight of locomotive and tender.

5. Helper Service: Ratings do not require helper except where same is provided for as shown on bottom margin of rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double headers exceeding 40 cars, except helpers as indicated on bottom margin of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used.

7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating sections.

8. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

9. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

10. The tonnage rating shown herein must be used by districts on this division and no reductions shall be made without the approval of the General Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the General Superintendent of Transportation.

Factor		3	3	3	3	3	9	9	9	4	9
		Louisville to Cecilia	Cecilia to Beaver Dam	Beaver Dam to Central City	Central City to Cecilia	Cecilia to Louisville	Central City to Dawson Spgs. via West Yard	Dawson Spgs. to Central City via West Yard	Paducah to St. Charles	Central City to St. Charles	St. Charles to Paducah
Engines	Tractive Force	100 Per Cent Tonnage Rating									
8000-8049	82,000	2285	2515	3415	2515	8210	6630	6630	4390	3505	6630
2800-2819	104,500	2985	3250	4350	3250	4070	8650	8650	5700	4415	8650
2750	104,500	2985	3250	4350	3250	4070	8650	8650	5700	4415	8650
2700-2747	98,500	2685	2950	4050	2950	3770	7785	7785	5145	4115	7785
2600-2619	88,000	2315	2545	3445	2545	3250	6715	6715	4435	3550	6715
2500-2555	83,500	2320	2550	3450	2550	3255	6725	6725	4445	3555	6725
2400-2459	66,000	1890	2015	2815	2015	2575	5815	5815	3515	2810	5815
2400-2459	62,000	1720	1895	2395	1895	2415	4990	4990	3300	2635	4990
2300-2307	70,000	1960	2145	2995	2145	2735	5635	5635	3735	2990	5635
2350-2352	78,000	2175	2390	3290	2390	3050	6305	6305	4165	3330	6305
2100-2140	90,000	2500	2750	3750	2750	3515	7255	7255	4795	3835	7255
2100-2140	79,000	2205	2430	3330	2430	3090	6385	6385	4220	3375	6385
2034-2096	51,500	1435	1580	2175	1580	2015	4160	4160	2750	2200	4160
2099	69,000	1735	1890	2475	1890	2345	4480	4480	3050	2500	4480
1800-1820	75,000	2085	2295	3375	2295	2930	6055	6055	4000	3200	6055
1500-1611	75,000	2085	2295	3375	2295	2930	6055	6055	4000	3200	6055
1633-1699	69,500	1940	2135	3225	2135	2725	5630	5630	3720	2975	5630
1200-1499	69,500	1940	2135	3225	2135	2725	5630	5630	3720	2975	5630

Factor		5	3	5	5	3	3	3	5	3
		Evansville to Blackford	Blackford to Princeton	Princeton to Blackford	Blackford to Evansville	Blackford to Providence	Providence to Blackford	Princeton to Hopkinsville	Hopkinsville to Princeton	Owensboro to Horse Branch
Engines	Tractive Force	100 Per Cent Tonnage Rating								
8000-8049	82,000	4390	3005	3005	4710	2770	4545	----	----	----
2800-2819	104,500	5650	3850	3850	6150	3550	5900	----	----	----
2750	104,500	5650	3850	3850	6150	3550	5900	----	----	----
2700-2749	98,500	5115	3525	3525	5590	3250	5340	----	----	----
2600-2619	83,000	4410	3040	3040	4770	2900	4605	----	----	----
2500-2555	83,500	4420	3045	3045	4780	2905	4610	----	----	----
2400-2459	66,000	3495	2410	2410	3775	2220	3645	----	----	----
2400-2459	62,000	3290	2280	2280	3545	2085	3420	----	----	----
2300-2307	70,000	3715	2560	2560	3990	2360	3875	3015	3765	----
2350-2352	78,000	4145	2855	2855	4490	2630	4325	----	----	----
2100-2140	90,000	4770	3285	3285	5155	3025	4975	----	----	----
2100-2140	79,000	4195	2895	2895	4540	2665	4355	----	----	----
2034-2096	51,500	2735	1895	1895	4300	1735	2855	2215	2770	1250
1800-1820	75,000	3980	2740	2740	3290	2525	4150	3225	4035	----
1633-1699	69,500	3700	2550	2550	2780	2350	3860	3000	3750	----
1200-1499	69,500	3700	2550	2550	2780	2350	3860	3000	3750	----
2099	69,000	-----	-----	-----	-----	-----	-----	-----	-----	1550

ILLINOIS CENTRAL DEPOTS & STATIONS

In future issues we will print drawings and photos of more depots and stations of the I.C. which are now in the collections of the society. This article explains why and how many I.C. depots were rebuilt after World War II. It is also the reason that many I.C. depots were demolished and never rebuilt at that time. The original article appeared in I.C. Magazine in the April 1945 issue.

TYPE A,B,C,& D DEPOTS Post WW II Rebuilding

It was a change in accounting procedures that brought about the rebuilding and demolition of many Illinois Central small depots at the end of World War II. The

Interstate Commerce Commission (ICC), ordered, effective January 1, 1943, that depreciation accounting be instituted for certain roadway accounts, including depots and stations. The former method of accounting was to consider the value of the structure as part of operating expenses, and part of profit and loss. The effect of this change was that the company decided to;

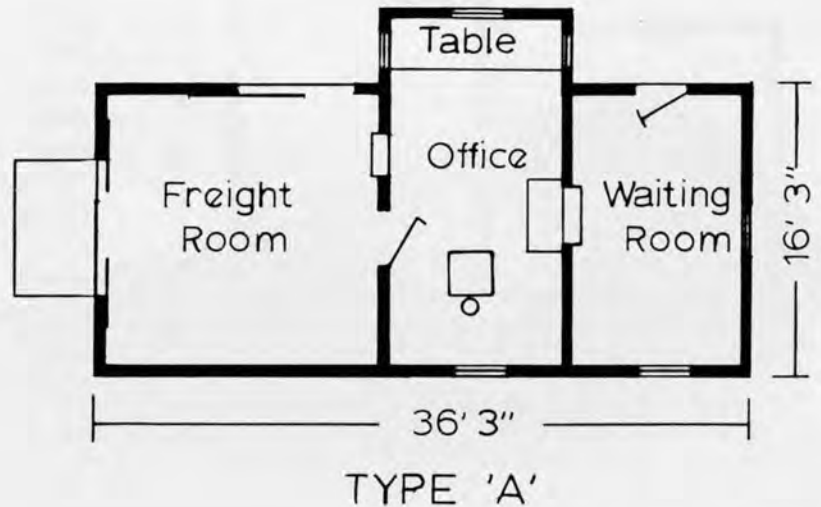
"make a more meticulous survey...of all the property, with a view of locating every additional item which could be retired, thus streamlining the railroad and thereby reducing our depreciation base and also relieving us of future maintenance expense."



The Monticello depot (on the Champaign - Decatur line) is a type "A" with a single waiting room, but it has both a window and a door at the front of the waiting room similar to type "D" depots, but only 1 window in the waiting room end of the building. This depot may not have been rebuilt, note the oversize roof and large eaves. W.C. Thurman photo.

Over the next three years there were 3,300 items retired with a book value of \$13,000,000.00. Remember, this was in the late 1940's. \$13 Million then was quite a lot of money. It should be noted here that this retirement program was also responsible for the removal of;

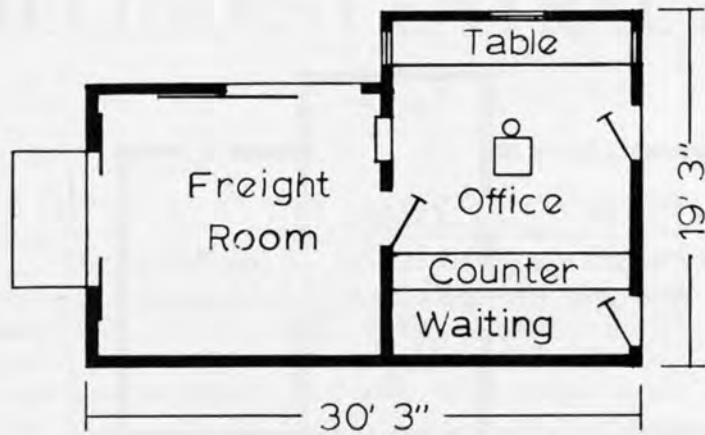
"seven unprofitable branch lines with mainline track mileage of 154 miles and 13 miles of sidings. Four of these branch lines were retired as a result of the government requisitioning the rail for war purposes.



Drawn by Jim Kubajak



The depot at Warren, Ill. (on the Iowa Division, between Freeport and Dubuque) is a type "A" design typical in Illinois. The type "A" and type "D" are very similar. Two waiting rooms were used on the "southern" lines. That is the main difference. There are many instances where the plans overlap, and a depot looks like both a type "A" and a type "D". It appears that the general plans were used as a guide, but the construction of each individual depot was dependent upon the local needs and probably the size of the original depot, and the foundation, which was used again when the depot was rebuilt. W.C. Thurman photo 7-68.



TYPE 'B'

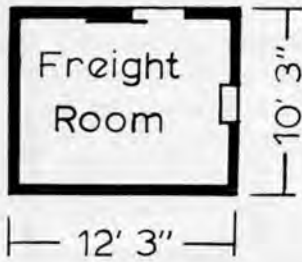
Drawn by Jim Kubajak

Getting back to the passenger stations, the article continues;

"Between 1921 and 1942 passenger service had been discontinued on more than 2,200 miles of our railroad and in this mileage there were numerous passenger stations in which no passengers were being handled and therefore without need for waiting rooms. Some of these stations were two stories, with living quarters for the agent upstairs. Frequently the living quarters had not been occupied for years. Most of the old stations were in desperate need of repairs. Standard plans for small stations were made for four types, A, B, C and D, which were used to replace the old large, wornout



The Moweagua depot (south of Decatur on the I.C. charter line) shows a typical type "B" depot with two end doors at the office end of the building. The shed behind the depot is similar to a type "C" freight room. Also note the "modern" train order board in use after the original semaphore type train order signal was removed. (It's the flag on the short post in front of the window. W.C. Thurman photo.



TYPE 'C'

Drawn by Jim Kubajak

and outmoded stations;...We obtained enough good secondhand lumber from the old stations so that very little new lumber was needed. In practically every case the condition of the old station was such that we could build the smaller station for less than the cost of repairing the old larger one."



The photos show some of the standard A, B, C and D type depots that we have pictures of. There are interesting variations of the four depot types which include modifications such as larger freight rooms, and enclosures around the entry doors for foul weather. It

This "freight room" is the closest to a type "C" design that we have a photo of. The building looks like it has been picked up and moved to this location. The door looks like it may have been used for a section car. Note the remnants of a standard door to the right of the large doors. This structure was located at LaSalle Ill and was photographed in 1985. Photo by Tom Grant.

is actually hard to find pictures of actual depots that fit the plan exactly, or any two depots that are identical. The A,B,C,& D types, because they were rebuilds, seem to have had their overall size determined by how large the previous depot at that site had been. The concrete foundation was probably reused, and this determined the buildings overall dimensions. We have tried to point out the individual variations in the photo captions.

In the next Green Diamond we will have plans for a typical type "B" depot along with photos of all four elevations of a type "B", and some more photos of other depots.

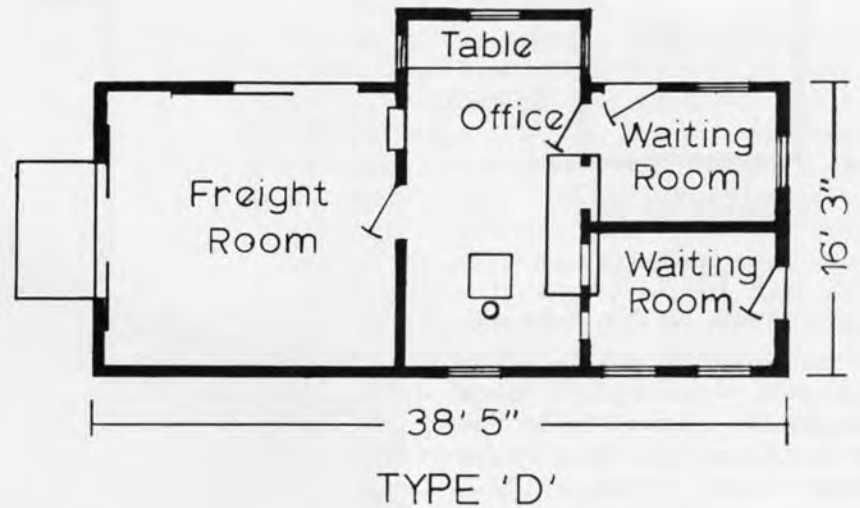
Remember, we are looking for photographs of as many Illinois Central Depots, (and Stations) as we can find, as well as most other things associated with the I.C.R.R.. If you have photos or old negatives that you would like to donate or loan to the society, we would be glad to have them. Contact Editor Tom Grant for more information.

Depot or Station?

Perhaps we should make a clarification before someone writes in to "straighten us out". Present day usage (some say nitpickers), and indeed the absolute correct way to refer to a building where an agent worked, or people waited for trains to stop, is to refer to this building as a "DEPOT". A "STATION", technically speaking is a place, as shown on a timetable. But a "STATION" may be nothing more than a milepost marker with a name on it. This is especially true after the building, I mean depot, has been demolished. So... a "Depot" can be a "Station", but a "Station" may or may not have a depot. Every passenger depot was a station, but every station was not a passenger depot. (If no nitpickers are listening, call them what you like, we all know what the difference is now, right?)



1923 - 1936



Drawn by Jim Kubajak



Litchfield Ill. depot is a type "D" design with a single large waiting room (near end). Note the high loading platform at the far end of the building to facilitate easy loading and unloading of freight at train level. (also trucks & wagons from the depot) Photo by W.C. Thurman 6-68.

The following is a list of Articles in various stages of preparation for the Green Diamond. Some are in the final stages of preparation, some are just ideas that members have suggested. If you see a topic that you would like to work on, or if you have another idea for a story in the magazine, why not contribute something. Photos, information, drawings, and first hand accounts of riding on, or working on the railroad are welcome.

This list will be a regular part of the magazine so that everyone will know what we are planning for future issues. With your help any one of these articles could be better.

ARTICLES IN PREPARATION

IC Depots & Stations
Chicago Central Station
New Orleans Union Passenger Terminal
Depot photos & drawings

IC Diesel Power
GP 7 & GP 9
E Units - Passenger Power
IC Divisions - Lines
Addison Branch
Kentucky Division
Cedar Rapids Branch
IC Electric
Electric Suburban Service
IC Freight Equipment
IC Aluminum Refrigerator Car
Various Equipment
(installments)
IC Freight Trains
Banana Trains
Piggyback Service
Wrecks & Wreckers
Coal - Mining it and Moving it
ICRR Misc
ICRR Medal of Honor
Paxton & IC History
IC Passenger Trains
Panama Limited & Magnolia Star
St. Louis Trains
City of New Orleans
Suburban Service
IC Passenger Cars
IC Dome Cars
IC Streamlined Sleepers
City of New Orleans Cars

Heavyweights & Harrimans - continued

IC Steam Power
Steam on the IC 1900-1930
The Mikados - IC Workhorses
Locomotive Trivia

Modeling The IC
Modeling a Special Hopper
Detailing GP7 & GP9's
IC Headend Cabooses
IC Banana Messenger Caboose
IC Drivers Caboose
IC Freight Cars
(installments)

IC Freight Yards & Shops
Markham Yard
Burnham Shops
East St. Louis

IC SUCCESSOR LINES
ICG Power in the 1980's
History of the Chicago Central & Pacific
Paducah & Louisville - the P&L



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of Montgomery
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Montgomery AL 36111

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Park Ridge IL 60068

Hobby Corner
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Laurel MS 39440

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Palos Heights, IL 60463

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Decatur IL 62521

Al's Hobby Shop
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Elmhurst IL. 60126

Hobbyland
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Bloomington IL 61701

Chicagoland Hobby
6017 Northwest Highway
Chicago IL 60631

INTERCHANGE TRACK

DEPOT PHOTOS

Over 15,000 Depot photos for sale, send \$1.00 for list of your state. Niesz Enterprises 1715 B Ave N.E., Cedar Rapids, IA 52402

WANTED

Hallmark IC Mountain 4-8-2, any cond. Ted Richardson, 431 Briar Place, Libertyville, IL 60048 (708) 680-8999.

WANTED

ICHS members to help with the restoration of the Paxton, IL freighthouse purchased by the ICHS. Contact Charles Werner, 646 S. Park St., Paxton IL 60957 (217) 379-2261
see page 4 of this issue!

WANTED

Good quality negatives or slides of IC E6/7/8/9 A&B, RS2 701-703, 44 ton 200, & C&IW HH600 #1. Cliff Downey, 344 S. Main St., Pembroke, KY 42266.

WANTED

Info on whereabouts of G.A.T.X. company photos of express reefers and milk cars? D.J. Shelburne, P.O. Box 150, San Jose, CA 95105.

WANTED

Photos or information on the Interlocking tower at Ramsey, IL on the I.C. charter line. Tower is being restored by a local group. J. Hortenstine, Rte 1, Box 325, Ramsey, IL 62080.

WANTED

ICHS MEMBERS TO ATTEND THE 1990 ANNUAL MEETING. Saturday, August 11, 1990 at the Holiday Inn Union Station in Indianapolis Indiana. For complete information see page 6 of this issue.

WANTED

Any ICHS members interested in forming a St. Louis Div. of the I.C. Historical Society. Contact Mark Miller at Mark's Trains, 1204 A West Central, Marion IL 62959.

WANTED

ICHS members interested in joining the Kentucky Division of the ICHS contact David Hayes, P.O. Box 382, Hardinsburg KY 40143

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