

The



Issue #7

GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY



Illinois Central Historical Society



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Lombard, IL. 60148

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the Illinois Central Historical
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Sustaining \$10.00

Life \$100.00

Back issues of the Green Diamond
are available. If you are a new
member you might want to have all
of the older issues, so here is a
package deal. The first 6 issues
of the Green Diamond for \$10.00 +
\$1.50 postage and handling.

Individual issues are avail-
able for \$2.25 each postage
paid. Order them from our
I.C.H.S. address, or pick

them up at the annual meeting
and save yourself the postage.

Annual meeting

See page 15 for information

Publications Chairman is Tom Grant
22539 Arquilla Dr., Richton Park,
IL. 60471 (312) 748-9532

Illinois Central Historical Society
556 South Elizabeth
Lombard, Illinois 60148

BOARD MEETING

The I.C.H.S. Board of Directors met in Champaign on may 22 at the Ramada Inn to look over the facilities for the annual meeting as well as plan the activities for the day. See the special section about the annual meeting for all the details. Also discussed were finances, membership, publications, the special run boxcar, and officers and board members for next year. The next Board meeting will be at the annual meeting at 4:00 pm. Members are welcome at all board meetings.

NEXT STOP

In this issue of the Green Diamond we are continuing the story of the Panama Limited. In the planning stages for future issues are articles on ;

Markham yards and shops
The Green Diamond
Dining cars and crews
Strawberry and banana trains

If you have any stories, photos, or information on these topics, or would like to work on a different topic, please let us know. Contact publications chairman Tom Grant.

ON THE COVER

Member John Pitts of Chicago has donated this watercolor painting of Engine 4017 and train ready to depart Chicago. Thank you John.

#43214

That's the number on our 50' special run double door auto-box car in H.O. Price of the car is \$5.00 + \$1.25 shipping and handling. Five cars are \$24.00 + \$2.50 shipping and handling. Ten cars are \$45.00 + \$4.00 shipping and handling. We should have the cars in time for the annual meeting in Champaign.

For more information on I.C. box-cars see the car diagrams in this issue and the feature photo of car #42236.

ABOUT FREIGHT CARS

The boxcar diagrams, photos, and data charts will be a regular part of the Green Diamond in future issues, at least until we run out of freight cars that were run on the I.C. This information is quite valuable to those of us who model the I.C. but it is kind of difficult to find. We will feature a different group of cars in each issue.

ICG REPEATS OFFER

ICG News offers a reduced rate for subscriptions to the company's magazine to members of the I.C.H.S. and GM&O H.S. One year (6issues) is \$3.50. Write ICG News, Subscriptions, 26th floor, 233 N. Michigan Ave. Chicago, IL. 60601. Include your check for \$3.50 payable to Illinois Central Gulf.

Panama Limited

by Tom Grant

In issue #5 of the Green Diamond we told the story of the introduction of the new Panama Limited train in 1916. During the Twenties many of the passengers on the Panama Limited were easterners who preferred to travel to New Orleans by way of Chicago. In New Orleans passengers could make connections with a number of steamship lines sailing for South and Central America and the far east, through the canal for which the Panama Limited was named.

In the early thirties, the passenger train business, like most other businesses fell upon hard times. On the Illinois Central ridership was down 43%. On May 28, 1932 the Panama Limited was withdrawn from service as an economy move.

On December 4, 1934, after a two and a half year absence, the Panama Limited was reassigned to Chicago-New Orleans service. The train now ran on an 18 hour schedule with air conditioned Pullman cars.

During the thirties there was a new emphasis on speed - faster schedules - reduced fares - and more passenger comforts. The growing popularity of the automobile

was beginning to take its toll on the passenger train business, and the railroads were trying to make train travel more attractive in order to be more competitive. By 1937 the I.C. had equipped 92 cars with Westinghouse air conditioning systems at a cost of over \$600,000. In 1930 the I.C. had no trains which ran to a 60 mile per hour schedule. By 1936 there were 11 trains on such high speed schedules, and by 1940 there were more than thirty.

On May 1, 1942 the Panama Limited was reequipped with two sets of lightweight streamlined equipment in the chocolate and orange livery with yellow striping. The trains were powered by two new sets of Electromotive E-6 diesels in A & B pairs. Equipment for the new Panama was ordered before World War 2 making it the last prewar streamliner to go into service.

The interiors of the new cars were decorated with colors and scenes from New Orleans, the deep south, Mexico, and Central and South America. The distinctive compartment - observation cars Gulfport and Memphis featured special bamboo curtains and decorations. Luxury service on the train included

two way phone communication between sleepers, diner and lounge cars and portable radios for passengers.

The 1950 southbound Panama Limited departed Chicago at 5:00 PM and arrived at Carbondale, ILL. at 9:41 PM. The St. Louis section departed at 6:45 PM and arrived at Carbondale to meet the Panama at 9:41 PM. Arrival in New Orleans was at 9:30 AM the following morning. Northbound the Panama departed at 5:00 PM from New Orleans and arrived in Chicago at 9:30 AM the following morning. This 16½ hour schedule was the fastest scheduled time for the Panama Limited.

On May 1, 1954, the I.C. and six other roads opened a new Union Station in New Orleans at a cost of over \$17 million. Also in 1954 the railroad purchased six new 11 bedroom cars to add to the consists of the Panama Limited at a cost of \$1½ million.

Food service on the Panama Limited was always of the highest quality, in the diner as expected, but also in the lounge car or Pullman compartment. Trays of appetizers including shrimp with special sauce, celery stuffed with roquefort cheese, olives stuffed with pimento, kaukauna club cheese, cocktail franks, deviled egg halves, and rye rounds were delivered by the dining stewards. In 1962 the King's Dinner was introduced on the diners of the Panama Limited. The

King's Dinner was the idea of a veteran waiter on the Panama, Charles Gibson, who had prepared the original version of the dinner for a couple celebrating their wedding anniversary. (see the reproduction of the King's Dinner menu) Lucius Beebe wrote the following critique of the Illinois Central dining service and particularly the King's Dinner in Gourmet magazine.

The Illinois Central is the one railroad that "come hell or high water, union wages, and troubled times has consistently kept a top-notch table," The Kings Dinner is "reminiscent in it's every detail of a more spacious day of rolling gastronomy, and it surely elicits golden opinions of the management that serves it." The Panama Limited is "the last American train with dining cars that could make New Yorkers with business in Louisiana or Texas go by way of Chicago."

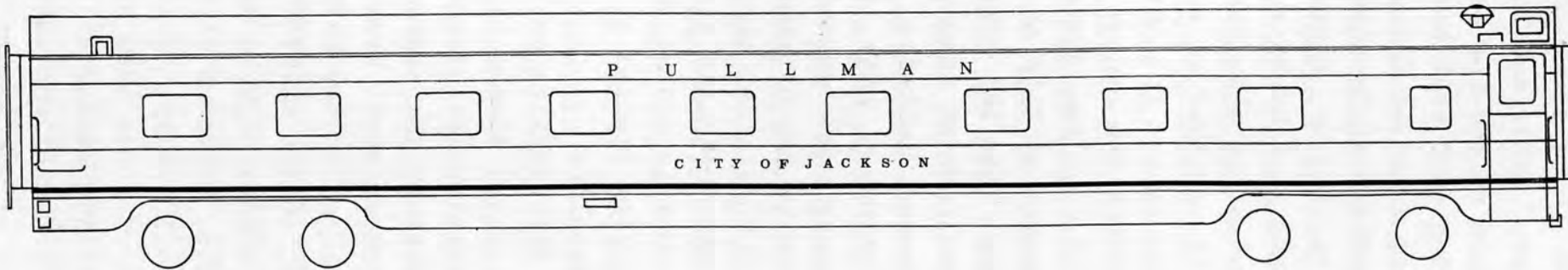
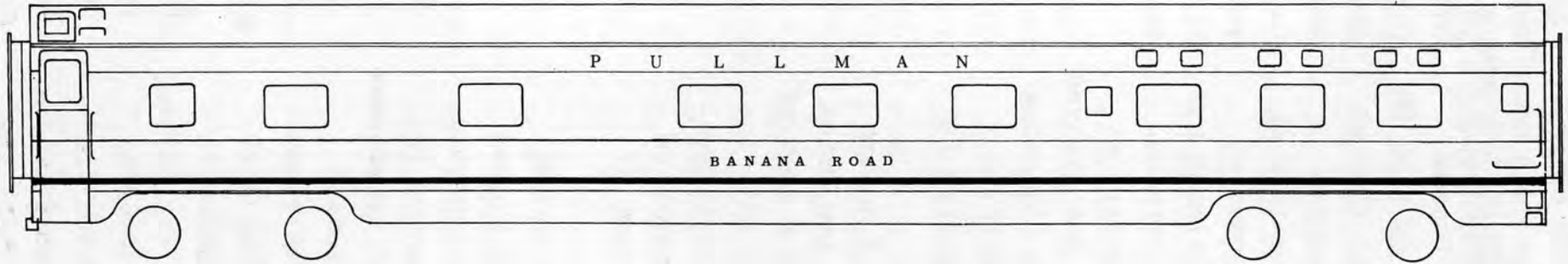
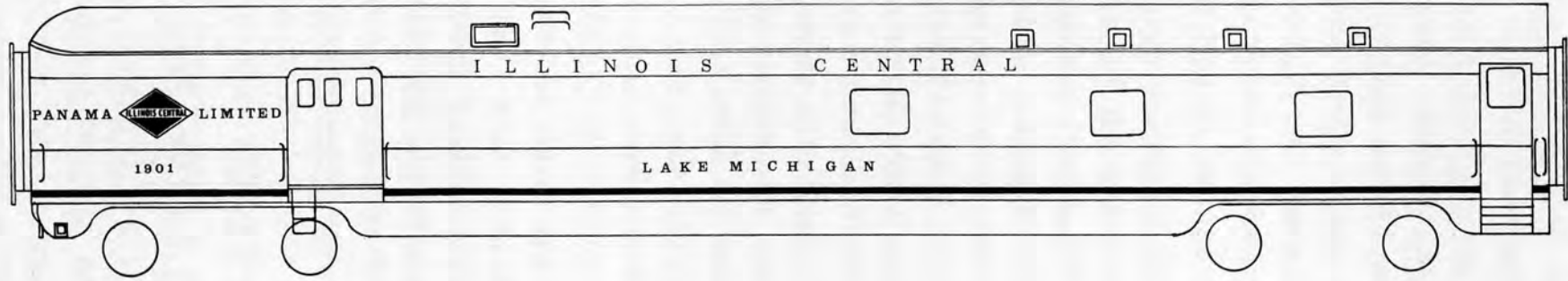
ON THE FOLLOWING PAGES

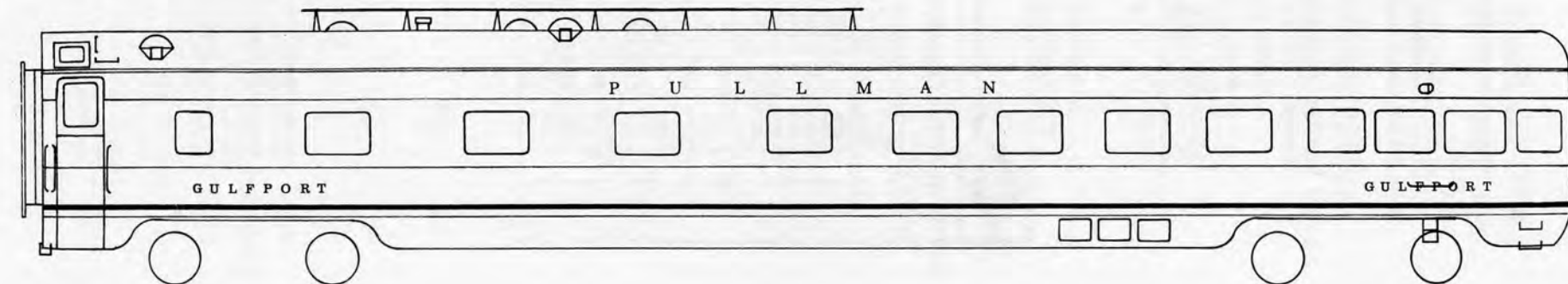
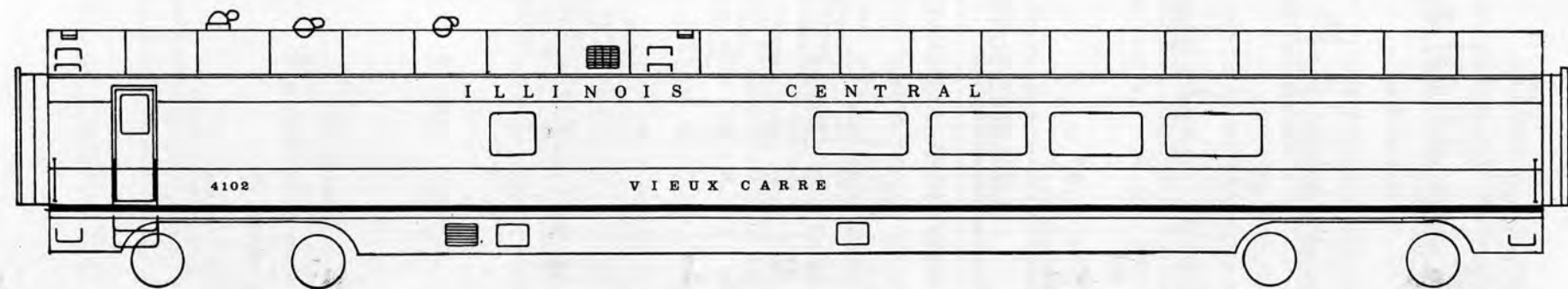
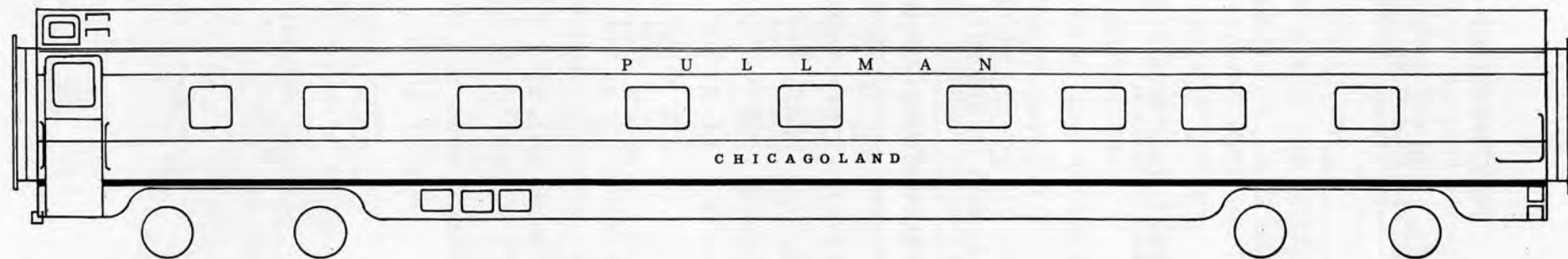
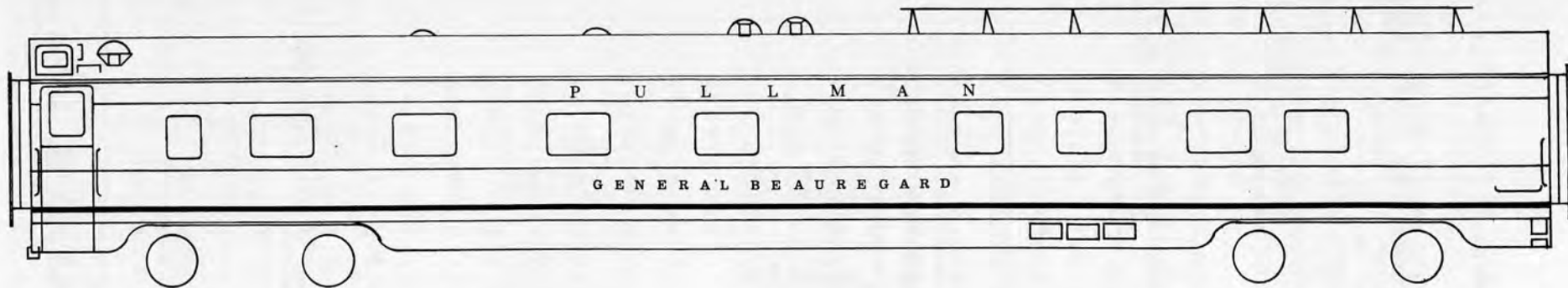
Page 8 & 9 Diagrams are of the Panama Limited train in the 1960's. Listing of cars for #5 & #6 from a 1958 public timetable.

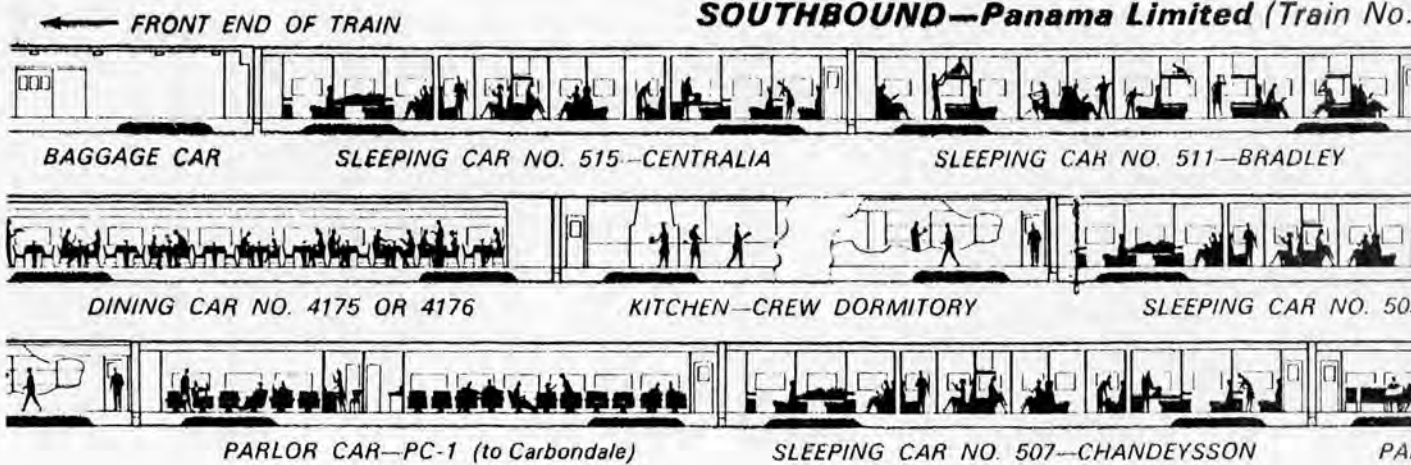
PASSENGER CARS OF THE

*Panama
Limited*

Drawn by Tom Grant



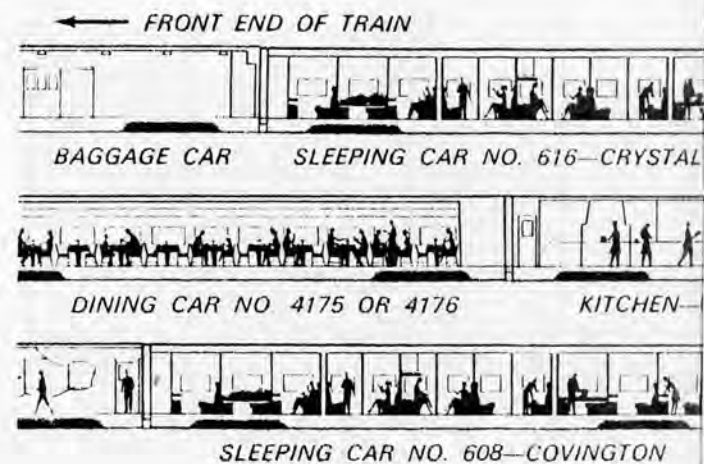




CONDENSED SCHEDULES AND EQUIPMENT													
ILLINOIS CENTRAL													
All time shown is Central Standard Time unless otherwise indicated.													
Effective April 27, 1958													
CHICAGO—MEMPHIS—NEW ORLEANS—HOUSTON—SAN ANTONIO—LOS ANGELES—SAN FRANCISCO													
READ DOWN					READ UP								
3 The Louisiane	+5 Panama Limited	1 City of New Orleans	25 Southern Express	Table A						8 The Creole	4 The Louisiane	+6 Panama Limited	2 City of New Orleans
7:30PM	6:00PM	7:50AM	12:05AM	Lv. CHICAGO, ILL.	Ar. 7:35PM	7:00AM	8:45AM	11:40PM					
2:20AM	9:48PM	12:48PM	9:35AM	Lv. CARBONDALE, ILL.	Ar. 11:50AM	12:25AM	3:22AM	6:22PM					
7:10AM	2:17AM	5:15PM	3:25PM	Lv. MEMPHIS, TENN.	Ar. 7:00AM	7:30PM	11:00PM	1:55PM					
8:20AM	2:30AM	5:25PM	9:00PM	Lv. JACKSON, MISS.	Ar. 6:30AM	6:45PM	10:50PM	1:45PM					
12:40PM	6:10AM	9:10PM	2:25AM	Lv. NEW ORLEANS, LA.	Ar. 1:10AM	2:45PM	7:15PM	10:16AM					
4:30PM	9:30AM	12:25AM	8:50AM	Lv. NEW ORLEANS, LA.	Ar. 8:45PM	11:35AM	4:15PM	7:15AM					
⊕ 1	5-1			<i>Southern Pacific</i>						⊖ 2	40-6		
10:45PM	10:00AM			Lv. BEAUMONT, TEX.	Ar. 4:45PM	7:20AM							
5:36AM	6:25PM			Lv. HOUSTON, TEX.	Ar. 10:37AM	10:47PM							
7:20AM	8:30PM			Lv. SAN ANTONIO, TEX.	Ar. 9:00AM	8:45PM							
11:45AM	2:15AM			Lv. EL PASO, TEX. (M.S.T.)	Ar. 4:40AM	2:20PM							
11:30PM	6:00PM			Lv. LOS ANGELES, CAL. (P.S.T.)	Ar. 3:35PM	11:05PM							
4:15PM	3:00PM			Lv. SAN FRANCISCO, CAL. (P.S.T.)	Ar. 8:25PM	10:00PM							
8:30AM	8:30AM			Lv. HOUSTON, TEX.	Ar. 8:15AM	8:15AM							
309		303		<i>Missouri Pacific</i>						304		310	
10:10PM		8:35AM		Lv. NEW ORLEANS, LA.	Ar. 7:15PM			6:40AM					
1:55AM		12:32PM		Lv. OPELOUSAS, LA.	Ar. 3:03PM			2:45AM					
2:52AM		1:06PM		Lv. EUNICE, LA.	Ar. 2:26PM			2:15AM					
5:30AM		3:50PM		Lv. BEAUMONT, TEX.	Ar. 11:25AM			11:45PM					
7:50AM		6:10PM		Lv. HOUSTON, TEX.	Ar. 9:05AM			9:35PM					

No. 6—THE PANAMA LIMITED
All Pullman Streamlined Train—Radio—No Coaches

Jackson, Miss., to Chicago, 10 Roomette-6 Double Bedroom—Car 622.
New Orleans to Chicago, 18 Roomette—Car 616.
New Orleans to Chicago, 11 Double Bedroom—Car 614.
Club-Lounge—New Orleans to Chicago.
Dining Service—Twin Unit—New Orleans to Chicago.
New Orleans to Chicago, 11 Double Bedroom—Car 612.
New Orleans to Chicago, 10 Roomette-6 Double Bedroom—Car 610.
New Orleans to St. Louis, 10 Roomette-6 Double Bedroom—Car 608. (No. 16 Carbondale, Ill. to St. Louis).
Memphis to Chicago, 10 Roomette-6 Double Bedroom—Car 604. (Open for occupancy 9:30 p.m.). (Effective May 2).
Parlor Car—New Orleans to Memphis—Car PC 5 (I. C. Tickets).
Parlor Car—Carbondale to Chicago—Car PC 2 (I. C. Tickets).
New Orleans to Chicago, 2 Double Bedroom-1 D. R.-2 Comp.-Observation—Car 602.



Removable pages:

Bend back the staples in the middle of these two pages, carefully remove this sheet, cut the pages apart and you will have;

Two additional pages;

#1. A membership poster for the Illinois Central Historical Society. You can help the society by distributing these posters. More members will enable us to print a bigger and better magazine and provide additional revenue for the society. If each of us can find one more person who is interested in the I.C.H.S. this year, the membership will double. Give this poster to a friend or post it at your local hobby shop, railroad club, etc... Thanks.

#2. Membership survey. We have been talking about this for some time. We are going to print a membership list in the near future. If you are particularly interested in a specific topic, for instance I.C. passenger trains, please list this under Special Interests. If you have any photos, documents, diagrams or knowledge of some special aspect of the

Illinois Central which you are willing to share with other members through correspondence, photocopies... please indicate this under Information Source. The listings will look like this:

John Doe
333 Elm st.
Somewhere, IL. 60606
543-4321
I.C. Passenger Trains *+

*special interests
+information source

If for any reason you do not wish your name to appear on the printed membership list, just mark the first box under your name and address. Please fill out the survey and return it even if you do not wish your name printed. The second part of the survey will tell us what you are interested in. this will help us in writing the Green Diamond.

Please mail the survey to:
I.C.H.S.
556 South Elizabeth Drive
Lombard, IL. 60148

P.S. " Why not include your dues if you have not yet renewed your membership for 1982?

Thanks.

Membership Survey

Name _____ Age _____

Address _____

City _____ State _____ Zip _____

Phone# Area Code _____

_____ Please DO NOT include my name and address in the printed membership list

Special Interests _____

Information Source _____

_____ Are you an employee or former employee of the ICG, I.C. or GM&O?

Do you collect _____ photos _____ slides

_____ railroadiana _____ timetables _____ other?

Do you trade or sell any of the above? _____

Would you allow your photos or slides to be used in a calender or publication published by the society? _____

Are you a railfan? _____

Are you a model railroader? _____ Scale _____ Era _____

Comments; _____

ILLINOIS CENTRAL

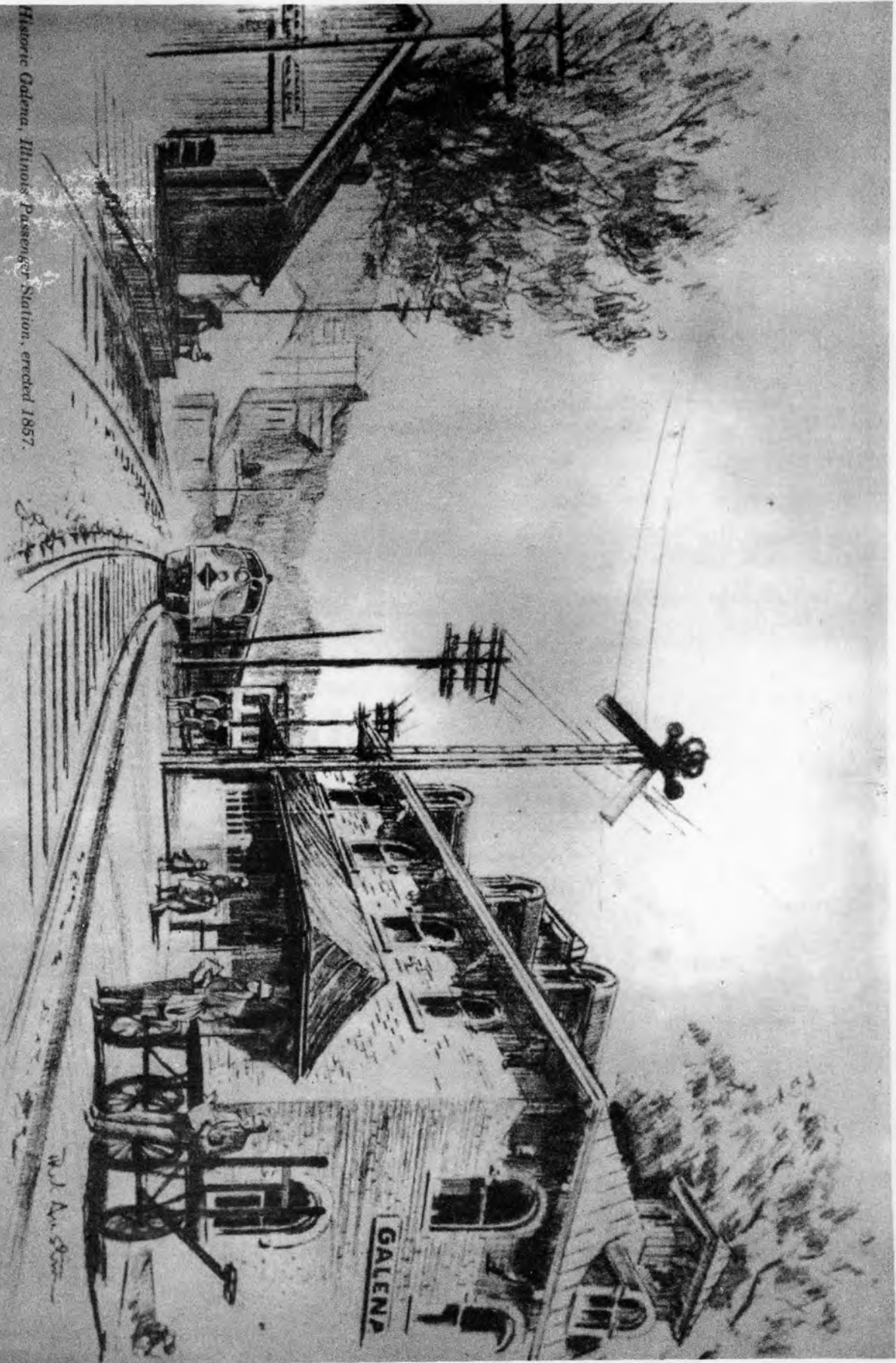
Join the Illinois Central Historical Society



**ILLINOIS CENTRAL
HISTORICAL SOCIETY**

Dues: \$7.00 Regular
\$10.00 Sustaining

Membership Committee
556 South Elizabeth Drive
Lombard, IL. 60148



Historic Galena, Illinois, Passenger Station, erected 1887.

The Times' Central Dining Service Menu

MAIN LINE OF MID-AMERICA

**ILLINOIS
CENTRAL
RAILROAD**



LOUNGE CAR NO. 3314 OR 3315



CLIFTON SLEEPING CAR NO. 505—CHEBANSE

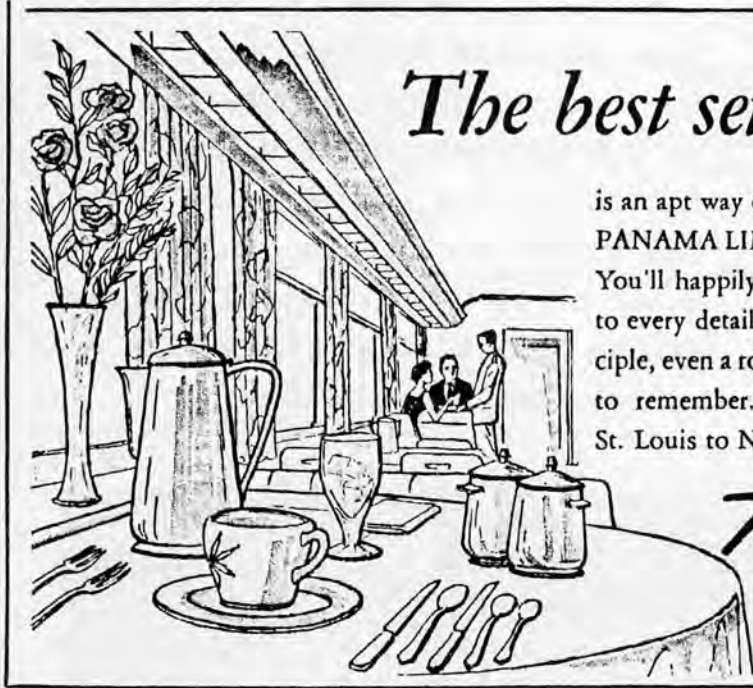


PARLOR OBSERVATION CAR NO. PC-3

No. 5—THE PANAMA LIMITED

All Pullman Streamlined Train—Radio—No Coaches

- Chicago to Jackson, Miss., 10 Roomette-6 Double Bedroom—Car 521. (May be occupied at Jackson, Miss., until 8:00 a.m.)
- Chicago to New Orleans, 18 Roomette—Car 515.
- Chicago to New Orleans, 11 Double Bedroom—Car 513.
- Club-Lounge—Chicago to New Orleans.
- Dining Service—Twin Unit—Chicago to New Orleans.
- Chicago to New Orleans, 11 Double Bedrooms—Car 511.
- Chicago to New Orleans, 10 Roomette-6 Double Bedroom—Car 509.
- Chicago to Memphis, 10 Roomette-6 Double Bedroom—Car 503. (May be occupied until 8:00 a.m., C.S.T.). (Effective May 5).
- Parlor Car—Chicago to Carbondale—Car PC 1 (I. C. Tickets).
- St. Louis to New Orleans, 10 Roomette-6 Double Bedroom—Car 507. (No. 105 St. Louis to Carbondale, Ill.)
- Memphis to New Orleans, 6 Sec., 6 Roomette-4 Double Bedroom—Car 551 (Open for occupancy 9:30 p.m.).
- Parlor Car—Memphis to New Orleans—Car PC 5 (I. C. Tickets).
- Chicago to New Orleans, 2 Double Bedroom-1 D.R.-2 Comp. Observation—Car 501.



The best set table on wheels...

is an apt way of describing the excellence of meals aboard the superb PANAMA LIMITED. But satisfaction doesn't apply to dining alone. You'll happily discover that a distinctive standard of quality applies to every detail of travel on the *Panama*. With this as a guiding principle, even a routine trip becomes a happy experience you'll be pleased to remember. Join us... departure every night from Chicago—St. Louis to New Orleans!

The Panama Limited

NORTHBOUND—Panama Limited (Train No. 6)



SPRINGS SLEEPING CAR NO. 612—BLOOMINGTON LOUNGE CAR NO. 3314 OR 3315



CREW DORMITORY SLEEPING CAR NO. 610—CORINTH SLEEPING CAR NO. 606—CLARKSDALE



PARLOR CAR PC-2 (Carbondale-Chicago) PARLOR OBSERVATION CAR NO. PC-4

By 1962 the Panama was one of only three remaining all Pullman trains in service in the U.S. December of 1962 was the golden anniversary of the Panama Limited, but unfortunately the handwriting was on the wall for passenger train service. There had been continuing losses from passenger operations since the end of World War Two, which meant that train service had to be reduced. In 1929, passenger service had been offered on over 6500 miles of I.C. trackage. By 1952 passenger service was available on only about 3000 miles of the I.C. system, less than half of the total trackage. In the early twenties there were more than 400 I.C. passenger trains listed in the

Official Guide. By 1962 there were fewer than thirty trains listed.

In October of 1967 the Magnolia Star train was introduced. These were coach cars which were added to the Panama Limited train along with a food and bar car. Although listed separately in the timetables, the Magnolia star never ran as a separate train, but the cars were added to the Panama Limited. In December of 1968 the name Magnolia Star was dropped, but the coaches stayed in the consist of the Panama. In May of 1971 the Panama Limited was canceled with the advent of Amtrack. In Mid November of 1971 Amtrack revived the Panama Limited train name with a Pullman and coach train.



HOW TO LIVE LIKE ROYALTY?
EASY!
ENJOY THE "KING'S DINNER"!!
9.85

Manhattan or Martini Cocktail
(Swirler Service or On-The-Rocks)

Appetizers

Fresh Gulf Shrimp Cocktail
or
Crab Fingers
(special sauce)

A 13-Ounce Bottle of Imported Bertoli Vinrosa

The Fish Course

CHARCOAL BROILED BONELESS SIRLOIN STEAK
Buttered Mushroom Slices

Your Choice of Potato and Vegetable
A Special Salad Created by Your Waiter

Dinner Bread

A Heady Cheese with Fresh Apple Wedges
Toasted Saltines

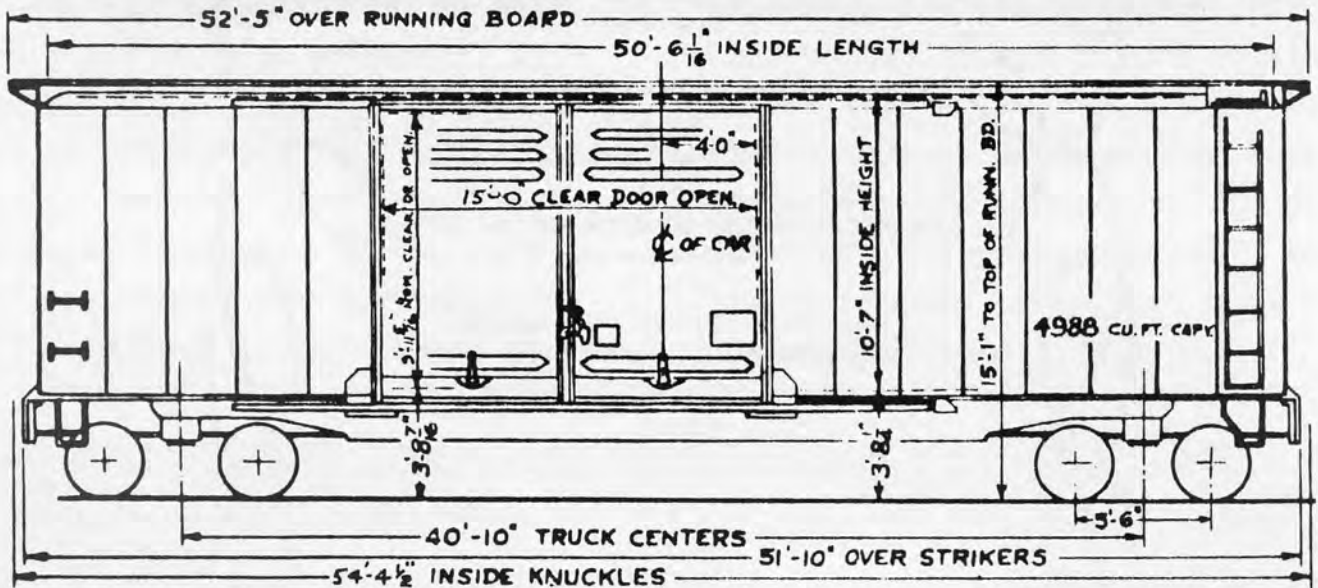
I.C. Coffee

Liqueur

(Creme de Cacao, Creme de Menthe or
Blackberry Liqueur)

Panama Limited passing Brookhaven Tower - 1935

← Thanks to member Joseph Wilhelm for this photo of one of his oil paintings depicting scenes on the Illinois Central. Mr. Wilhelm also sent the photo of a Northbound freight at Tickfaw on page 14, another of his paintings.



GEN ARRGT. - T 949

TRUCK 50"

DRAFT GEAR ATTACH. - YERT. YOKE

BOLST. TR. SPRG. TRAVEL - 2 1/2"

2 1/4" WOOD DECKING 41800-42399 & 42450-42549

DOORWAY AREA ONLY

2 1/4" - 25 CARS - 42400-42424 - "DOWELOC" FLOORS. - AV. WT. 58600*

25 CARS - 42425-42449 - REPUBLIC COMP. FLOORS AV. WT 60300

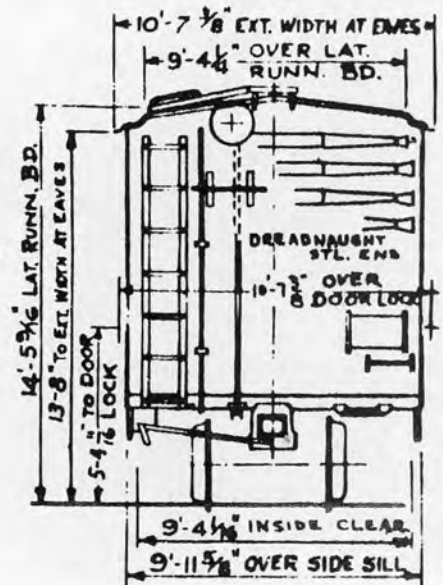
SPEC No. 0-323

BUILT 1961

CAR # 41800 - 42549

BUILDER I.C. Centralia

Av Lt Wt 58,000



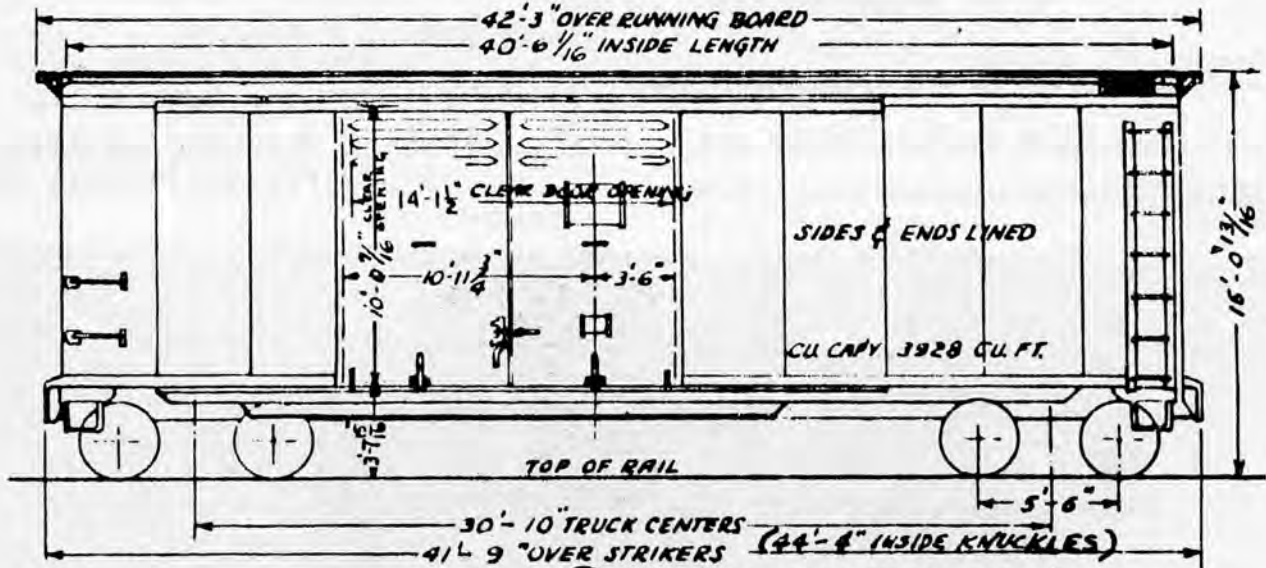
50 TON 50' 6" AUTO BOX

ILLINOIS CENTRAL AUTO BOX CARS 1937-1963

Freight car data and drawings are Illinois Central Railroad drawings and are accurate to the best of our knowledge.

In our next issue: I.C. Hopper Cars

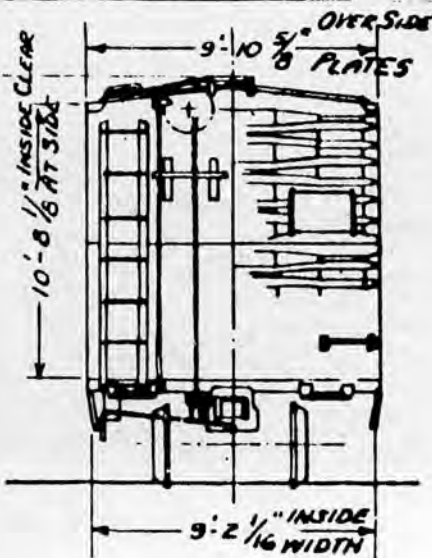
Blt.	Capv	Length	Number Series	Avg lt.wt.	Cu.ft.	Builder
'37	40T	50'6"	161501-162300	55,400	4754	GATC
'40	40T	40'6"	37000- 37499	50,700	3964	MV
'46	40T	40'6"	36000- 36299	48,200	3928	ICRR
'47	40T	40'6"	35500- 35995	47,200	3928	ICRR
'49	40T	40'6"	36500- 36999	49,300	3862	
'61	50T	50'6"	41800- 42549	58,000	4988	ICRR
'62	50T	50'6"	42550- 42999	57,800	4988	ICRR
'62	70T	50'6"	43000- 43049	60,800	4988	ICRR
'62	70T	50'6"	43050- 43349	69,300	4971	ICRR
'63	70T	50'6"	43350- 43699	63,200	4988	ICRR



⊗ 40' TRUCKS BEING REPLACED WITH 50' TRUCKS & CAR N'S. CHANGED TO 6 DIGITS BY PREFIXING CAR N'S. WITH NUMERAL "1".

DRAFT GEAR ATTACH - VERT. YOKE
 GEN. ARR'GT. DRG. # T546
 TRUCK - 40T (SOME CARS CHANGED TO 50T)
 BOLST. TR. SPRG. TRAVEL - 3 1/2"

SPEC No. 0-294
 BUILT 1947
 CAR # 35500 - 35995
 CAR # 135500-155995 *
 BUILDER I.C. Centralia
 Av Lt Wt 47,200
 *after 50Ton Trucks Applied



40 TON 40' 6" AUTO BOX

FIVE TITANS

by Tom Grant

ICG is making available 16"x 20" prints of the famous steam era picture "The Five Titans". The prints are reproduced in sepia on fine quality heavy paper suitable for framing. They are available on a first-come, first-served basis at \$10.00 each including postage and handling. Make your check payable to Illinois Central Gulf Railroad. Orders should be sent to; Corporate Relations Department 26th floor, 233 N. Michigan Ave. Chicago, IL. 60601.

The following I.C.H.S. items are still available. Quantities on some

items are limited:

Buckle - style 3E Epoxy	\$9.95ea.
oval - green,white,black epoxy	
Buckle - style B	\$6.00
oval - two tone gold finish	
Buckle - style D	\$6.00
oval - satin nickle/bright edges	
Paper weight, marble	\$5.00
Pen desk set	\$7.95
Watch Fob	\$3.00
Key Ring	\$3.00
I.C.H.S. patches	\$1.00
Caps - ladies, adjustable	\$5.00
Caps - mens adjustable	\$5.00
Jackets, sm,med,lge,xlge	\$15.00

Order from D.G.Fraser
270 Raye Drive West
Chicago Heights, IL. 60411

include \$1.15 shipping/handling
\$0.25 for individual patch



Northbound freight passing Tickfaw Loiusiana

Annual Meeting

This year's meeting is August 21, 1982, at the Ramada Inn Convention Center, 1501 Neil St., Champaign, IL.

Timetable

- 8:00AM Registration opens
9:00AM Charter Bus to Monticello Railway Museum. Return at about 1:00PM
10:00AM Railroadiana show & Displays open, until 4:00PM
4:00PM Board Meeting - members welcome
6:00PM Cocktail Hour
7:00PM Buffet Dinner
8:00PM Meeting and Program

Tariff

- All Events - Museum tour
Steam train trip
Charter Bus transport
Buffet Dinner
Meeting and Program
\$19.25
- Buffet Dinner
Meeting and Program
\$11.25

Monticello Railway Museum

Charter bus trip includes museum admission, steam powered ride behind 0-6-0 #191 and passenger equipment and caboose which are former I.C. equipment. Tour the museum after the train ride. Lunch will be available at the museum.

Program

Bob Perrin is program chairman for the evening program. Contact Bob thru our I.C.H.S. address if you have any slides or movies that you would like to show at the meeting.

Railroadiana Show

Free Admission
60 8' tables available
1 Table available at 1/2 price to I.C.H.S. members \$5.00

Additional tables and non-members \$10.00

All tables must be reserved in advance by Aug. 13

Contact D. G. Fraser Jr.
270 Raye Drive West
Chicago Heights, IL. 60411
312-754-3194

All Remittances by check or money order only. no cash payable to D. G. Fraser

Model Contest

Members Only
Entrants must be present
No entry fees
Multiple entries O.K.

models must be either kit built, modified ready to run, or scratch-built. Judging by members

Categories

Best HO locomotive
Best HO freight/passenger car
Best O locomotive
Best O freight/passenger car
Best N car/locomotive
Best miscl. entry
Best of show

For more Info contact:

David Daisy
1002 S. Pope St.
Benton, IL. 62812

Dinner

A buffet dinner will be served :

Choice of salads/vegetables
Beef Stroganoff
Ham Hawaiian
Chicken
Rolls/butter/beverage
Fruit cup



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