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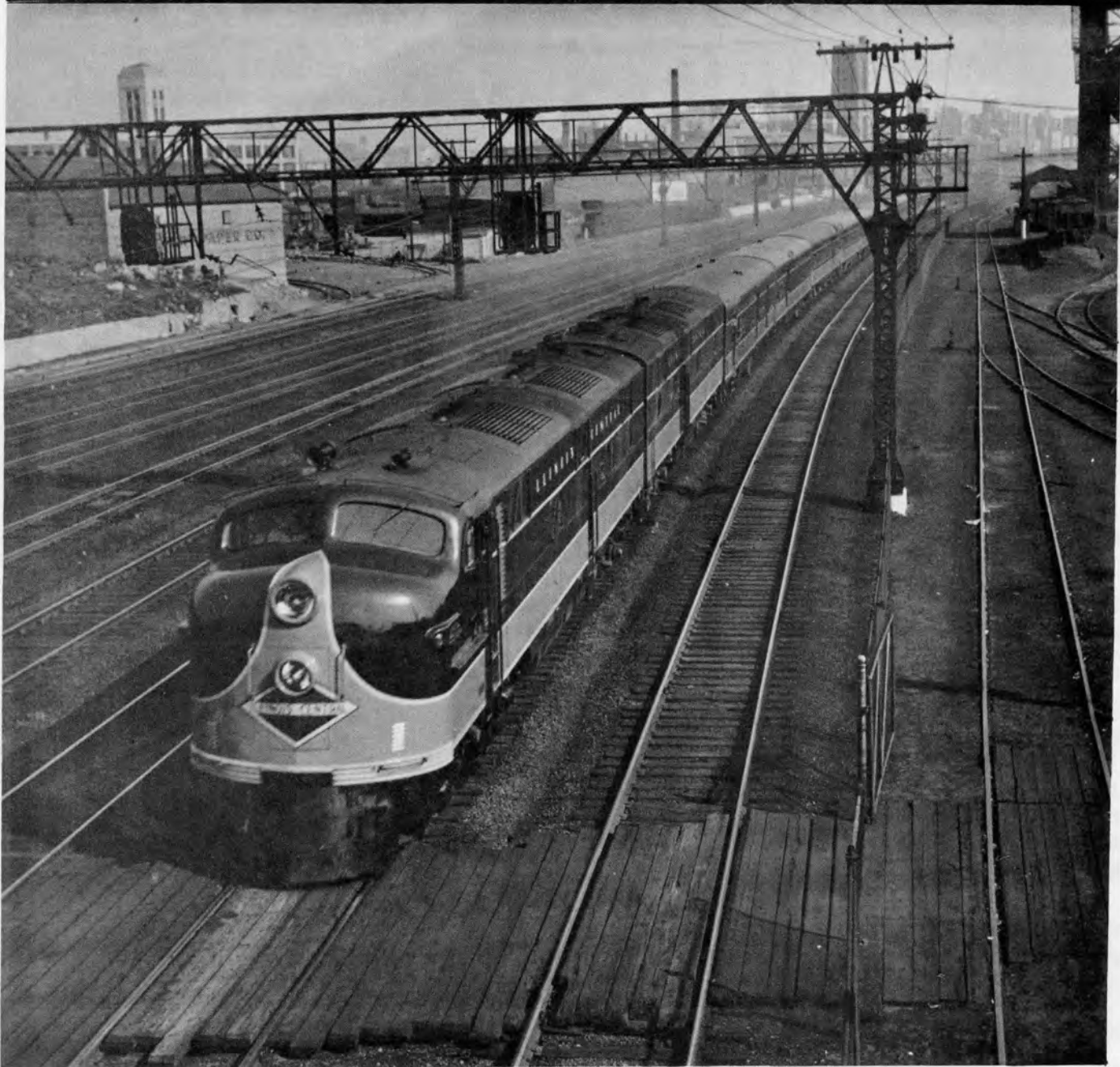


Issue #8

\$2.25

# GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY



# Illinois Central Historical Society



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THE GREEN DIAMOND is in need of articles and photographs for publication. Materials submitted are done so with the understanding that no monetary compensation is paid. Photographs and

written materials will be returned if requested. Send materials for publication to Publications Chairman Tom Grant 22539 Arquilla Dr. Richton Park, IL. 60471

**ON THE COVER**  
Southbound out of Chicago probably the City of Miami date not known

### TEN YEARS AGO

Ten years ago this summer the I.C. and GM&O merged, creating the I.C.G. as we know it today.

ILLINOIS CENTRAL  
HISTORICAL SOCIETY  
556 South Elizabeth  
Lombard, IL. 60148

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

Regular	\$7.00
Sustaining	\$10.00
Life	\$100.00

### I.C.H.S. 50' AUTO BOXCAR

The special run boxcar is now available. If you advance ordered your car you should have received it by this time. If you have not ordered and would like one of these cars they are available from our I.C.H.S. address. Price for one car is \$5.00 + \$1.25 age and handling. Two cars are \$24.00 + \$2 postage and handling. Three cars are \$45.00 + \$3.00 shipping and handling.

## MODELERS NEWS

## MODELERS NEWS

### MEMBERSHIP SURVEY

If you have not returned the membership survey which was included in issue #7 please do. We would like to compile the members directory as soon as possible and make it as complete as we can.

### AUXILIARY TENDERS

By the time you receive this issue, the H.O. model of I.C. auxiliary tenders should be available from Oriental Limited. These tenders water cars, or cisterns were used to allow fewer water stops. They were commonly used with 4-8-2, 2-10-2 and 2-8-2 locomotives. See your dealer.

### I.C. 2800 2-10-2

Oriental Limited is considering producing an H.O. model of an I.C. 2-10-2. The model can be produced if sufficient reservations are received. If you are interested in one of these models be sure to make a reservation through your dealer.

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### ANNUAL MEETING REPORT

The third annual meeting of the I.C.H.S. was held in Champaign August 21. In the morning, 43 people took the bus tour to the Monticello Railway Museum. Also steamer #191 powered a special all IC equipped train for our I.C.H.S. group. The museum has a number of pieces of IC equipment and is well worth a visit if your travels take you near Champaign.

The railroadians show and sale was well attended throughout the day and received coverage on two area television stations.

The dinner and evening meeting was attended by 73 people who enjoyed a variety of slides and movies of Illinois Central trains which were provided by various members. Gerry Carson and John Swajkart provided IC movies and Ted Richardson, John Swajkart and Dick Stairs and others provided some interesting slides.

Winners of prizes were as follows:

#### I.C.H.S. Quiz

Dick Stairs (with 8 correct answers)  
Replica of IC Centennial Plaque  
(the quiz is reprinted in this issue)

### Drawings

Jeanine Cox

Mint condition IC painting and logo manual

William Rooney

A mint condition copy of the July, 1972 IC Magazine - the last issue before the GM&O merger took effect.

#### Special Awards

Youngest member

Paul Turner

Original plate and mat of an IC ad.

#### Longest Distance Traveled

Gerry Carson - Colorado

The book "Small Railroads" by AAR

Paul Ekland - Connecticut

Two special IC Stock Certificates

The vote to change the society by laws in order to allow officers to serve up to three years in a given office was passed.

Two new Board Members were elected; Brian Higgins and Charles Parkhurst.

Nita Fraser was elected as Secretary succeeding Jeanine Cox. Thank you Jeanine for all your good work and all the time and effort that you have given to the society.

continued on next page



I.C.H.S. QUIZ

If you could not attend this years annual meeting you missed your chance at the annual I.C. quiz, so here it is. See how many answers you can get right. The correct answers can be found on page 19.

1. Near where, and when, was the first spike driven in I.C. 1a. \_\_\_\_\_ 1b. \_\_\_\_\_
2. IC in 1968 established an unusual freight service with a catchy name--what was it called and what did it haul? 2a. \_\_\_\_\_ 2b. \_\_\_\_\_
3. What is the fuel tank capacity of locomotive IC 6010? 3. \_\_\_\_\_ gallons.
4. Where was Nonconnah yard? 4. \_\_\_\_\_
5. What is the above yard's current name? 5. \_\_\_\_\_
6. IC's first interlocking plant was installed before the turn of the century. Where and exactly when? 6a. \_\_\_\_\_ 6b. \_\_\_\_\_
7. When did the words "Illinois Central" first appear in the company's emblem? 7. \_\_\_\_\_
8. IC built one experimental 40 ton, 40'7" aluminum refrigerator car. When? Where? What was the car's road number? 8a. \_\_\_\_\_ 8b. \_\_\_\_\_ 8c. \_\_\_\_\_
9. What does ACI stand for and when did IC start putting it on equipment? 9a. \_\_\_\_\_ 9b. \_\_\_\_\_
10. What were the Chicago Central Station benches made of? 10. \_\_\_\_\_
11. What was the original name of the community where this year's annual meeting was held? (Champaign, IL.) 11. \_\_\_\_\_
12. Who built IC's very first diesel locomotive? When? What was the road number? 12a. \_\_\_\_\_ 12b. \_\_\_\_\_ 12c. \_\_\_\_\_

(Quiz answers - page 18)

Below - 1st place model TR4 by John Pitts. Other winning models on page 17. Model photos by Jim Kubajak.

Annual meeting cont.

The model contest was quite successful with a number of interesting entries. Winners were;

Best of Show &

1st place locomotives  
Doc Donaldson  
Mountain 2543

2nd place locomotives  
George Rondelli  
IC 2-10-2

1st place Diesel  
John Pitts  
TR4 Cow/Calf

2nd place Diesel  
Robert Blaisdell  
Panama Limited E7's

1st place Freight Cars  
David Daisy  
Piggyback Flat Car

2nd place Freight Cars  
Tom Grant  
IC/MDT Refrigerator

1st place Passenger/Caboose  
Jim Kubajak  
9223 side door caboose

2nd place Passenger/Caboose  
Jim Kubajak  
954 Combine



# Early Illinois Central Diesels

#9004 at Chicago - 1949

Collection of G.V. Carson

Reprinted from Illinois Central Magazine



*A switch is flicked. Fuel oil and air are injected into cylinders. Pistons compress the mixture into one-twentieth its original space. The mixture explodes. A crankshaft turns. A generator rotates and electricity is on its way to a set of traction motors. Gears and wheels are set in motion. A diesel locomotive has started.*

**T**HIS MONTH the first of 14 new diesel locomotive units are being delivered to the Illinois Central. These powerful GP-18's mark the apex of the railroad's diesel motive power to date.

The diesel age began for the Illinois Central in 1929 with the purchase of Engine 9000 for use at Chicago. There was no fanfare as Number 9000 went to work in the downtown terminal. Its throbbing engines, humming generators and traction motors replaced the chug-chug and the smoke and soot of a steam switcher. It was the first step in a revolution that eventually changed a century-old concept of what railroad motive power should be. Early in 1930 Engine 9000 was joined by five sisters, each costing slightly more than \$100,000. The first diesels looked strange among the nearly 1,800 steam locomotives then in use on the Illinois Central.

"The large fleet of efficient and well-maintained steam locomotives," states Operating Vice-President Otto H. Zimmerman, "was the main reason the Illinois Central planned a program of gradual dieselization." There were other reasons, too, says Mr. Zimmerman: "Diesels cost money, and in those years money was scarce. Our steamers were doing their job well, so there was no urgency about replacing them. On the other hand, some roads had to buy new power because their steam engines were not in good shape."

The Illinois Central entered upon a program of gradual replacement of steam locomotives with diesels. It was a program of many benefits. It gave the railroad ample time to train its engineers in the handling of the new engines. Mechanical department men became familiar with the new problems of maintenance brought by the diesel. The railroad had time to finance the buying of locomotives, as well as the tools, machinery and equipment to maintain them properly. Perhaps most important, the railroad was not rushed into buying a large number of locomotives without first having a good opportunity to evaluate their performance.

After careful study the Illinois Central decided to buy diesels of a single manufacturer. "It was a matter of

simple economics," explains Mr. Zimmerman. "With diesels made by one manufacturer, we only had to stock parts of one maker. Our maintenance folks only had to learn one mechanical system. Our engineers only had to handle one type of engine."

As a result, all the Illinois Central's present diesel locomotive units have been purchased from the Electro-Motive Division of General Motors, except for three American Locomotive Company road-switchers acquired when the Illinois Central recently bought the Peabody Short Line.

By today's standards the first diesels were not powerful. Each of the 9000 series developed 600 horsepower compared with the 1,800 h.p. of a GP-18, the latest addition to the railroad's locomotive roster, or with the 2,400 h.p. of the railroad's passenger diesels. But they were the beginning of the new breed of Iron Horse that by 1958 had taken over the job of hauling all but commuter trains for the Illinois Central.

During the depression year of 1935, the original six diesels were joined by eight more. They also were 600 h.p., designed for Chicago switching and transfer service.

The next year the Illinois Central took a larger step into the diesel age by putting to work on the Chicago

April, 1963



terminal the largest single unit diesel locomotive in the world—Engine 9201. It was bigger and more powerful than any single locomotive ever built in America up to that time. It was expensive, too—\$200,000. Also that same year of 1936 the Illinois Central bought its first EMD diesel—Number 9202.

**T**HE railroad had its troubles with its first diesels. Maintenance men had to face new problems—poor combustion made unwelcome smoke, pistons stuck, governors got out of adjustment and crankshafts had to be replaced. Even with the problems, a survey made in 1939 showed diesels were available for service 91 per cent of the time. This was in the years that steam locomotives were available for service about 50 per cent of the time.

When the first diesels came to the railroad the engine crew consisted of an engineer and a fireman. The railroad had a fireman on the early diesels because when a crew was called, it was not known whether they would be assigned a diesel or a steam engine. As diesel assignments became more regular, however, firemen no longer were deemed necessary. So, from 1932 until the National Diesel Agreement of 1937, diesels used in switching service at Chicago were operated without firemen. During the five-year period the safety record on those switchers was better than that of the five years previous when steam locomotives were used exclusively.

**U**NTIL 1936 all the Illinois Central's diesels were used in switching and transfer service at Chicago. But that spring a "big green caterpillar," as men on the line called it, began carrying passengers between Chicago and St. Louis. The caterpillar was the Green Diamond, a new concept in passenger railroading, a streamliner, lightweight, articulated train powered by a 1,200 h.p. diesel engine. It removed smoke, soot and cinders from the list of passenger complaints and gave passengers an unbeatable train ride. The Green Diamond was fast: it rolled over the 300 miles between Chicago and St. Louis in less than five hours. The big caterpillar rolled up a record of more than two million miles before it was retired in 1950.

In the following years the railroad bought more diesels for switching and transfer service. In looking back, President Wayne A. Johnston recalled the reason, "We were in the midst of a program to simplify our corporate structure, and that meant we did not have the money for an extensive diesel program. When we did get to the place where we could take advantage of the economies of diesel power, we put our

money into switching. That was the field where our studies indicated the greatest savings could be made."

In 1939 the Illinois Central bought ten diesel switchers. Two more were purchased in each of the next two years, and then 15 more in 1942. The second world war temporarily halted the dieselization program. After the war switchers once again were acquired in a gradual program. The Illinois Central today has 173 switching units, seven of which are cabled "B" units. Time proved Mr. Johnston and the railroad's survey to be right. A check made in 1951 showed that using diesel switchers save the railroad \$4.15 per engine hour over steam engine costs.

For four years the Green Diamond was the only diesel passenger train on the railroad. But in 1939 the railroad conducted tests with diesel passenger engines. Wayne A. Johnston, at the time assistant to vice-president and general manager, was in charge of some of the tests.

After the war years passenger diesels gradually replaced steam locomotives at the head end of every Illinois Central passenger train. By 1954 passenger service was completely dieselized with the railroad's 36 "A" and six "B" units. Since that time, 12 units have been exchanged for improved locomotives.

**T**HE Illinois Central took its largest step toward complete dieselization in 1950 by buying its first general purpose (GP) locomotive. The "geep," as it soon was universally called, was designed for switching and road service. The railroad's first geeps were GP-7's with 1,500 h.p. and 63,000 pounds tractive effort. Like their predecessors, they were first used in switching and transfer service on the Chicago terminal.

The Illinois Central began to cast its eyes to other locations where diesels could be used. Among the first places where road diesels were tested was the Iowa Division, from Waterloo west. The Meridian and Shreveport districts in Mississippi and Louisiana also received road diesels for tests, as did the Mattoon district from Mattoon, Ill., to Evansville, Ind. The Meridian-Shreveport line was selected because it was far from coal mines, as was also the western Iowa area. When diesels replaced steam engines on those lines, the railroad saved the cost of hauling, unloading and reloading its own coal. Hundreds of coal cars were released for revenue service as a result.

The Mattoon-Evansville line was selected for the diesel tests because of the steep grade out of Evansville Yard and also because of the weight restrictions on the bridges on that line. The latter were not strong enough to carry

steam locomotives heavier than the 900 Class with tractive force of 68,000 pounds. The maximum load that could be handled, with helper service, was 4,000 tons out of Evansville Yard. In late 1951 two 1,200 h.p. diesels were tried on the line. The results were so favorable that four diesels were bought and put into service there in 1952.

By 1958 the diesel had taken over the job of moving freight trains. The steam engine remained the first love of all who knew its romantic history, but the hard facts of economics dictated that the efficient diesel be given the task of freight hauler. Today the railroad has nearly a million diesel horsepower to move its trains. The diesels cost nearly 100 million dollars. They include 42 passenger units, 414 geep units and 173 switching units. The new GP-18's will bring the diesel fleet total to 643 locomotive units.

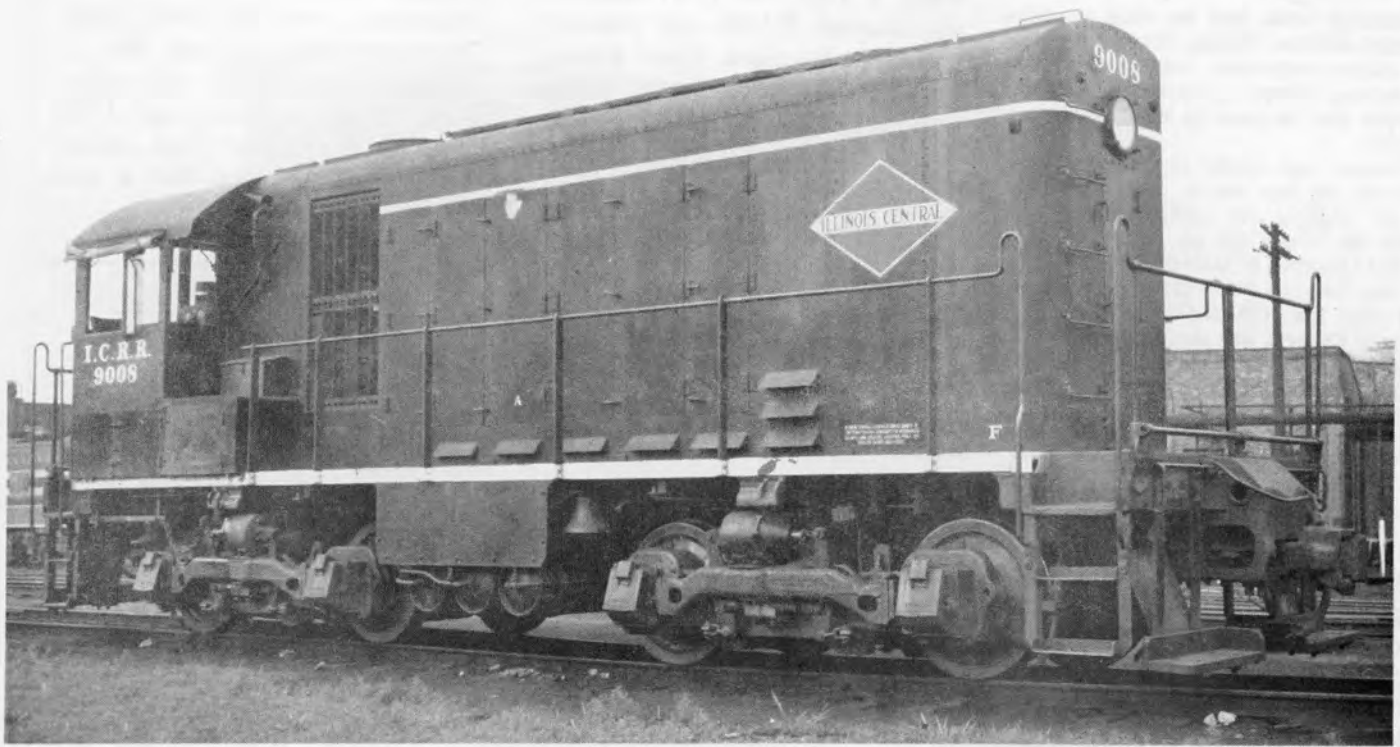
The diesel has brought many advantages. In steam engine days a 100-car train was a big train. Now 200-car trains are not uncommon. At the peak of steam power operations, the railroad burned 240 carloads of coal a day. In winter 1,200 cars of coal were kept on hand and several hundred thousand tons of coal were in storage yards near the railroad's right of way.

Once the reign of the steam engine was over, coal chutes, conveyors, ash pits, and water tanks came down all over the railroad. No longer does the railroad have to maintain or keep property tied up in these facilities.

A unique diesel on the Illinois Central's roster is engine 8952 which operates between Laurel and Mendenhall, Miss. Coupled to Engine 8952 is a booster unit which is principally 100 tons of concrete with four traction motors under it and a hood over it. The booster unit used to be a 600 h.p. switcher. The traction motors are powered by 8952's generator. Shop forces removed the diesel engine and generator and replaced them with concrete. The concrete gives the unit more tractive effort. Explains General Superintendent of Motive Power John Welsch, "We figured 8952 didn't need power for speed, but did need it for tractive effort to haul longer trains. It does the job well."

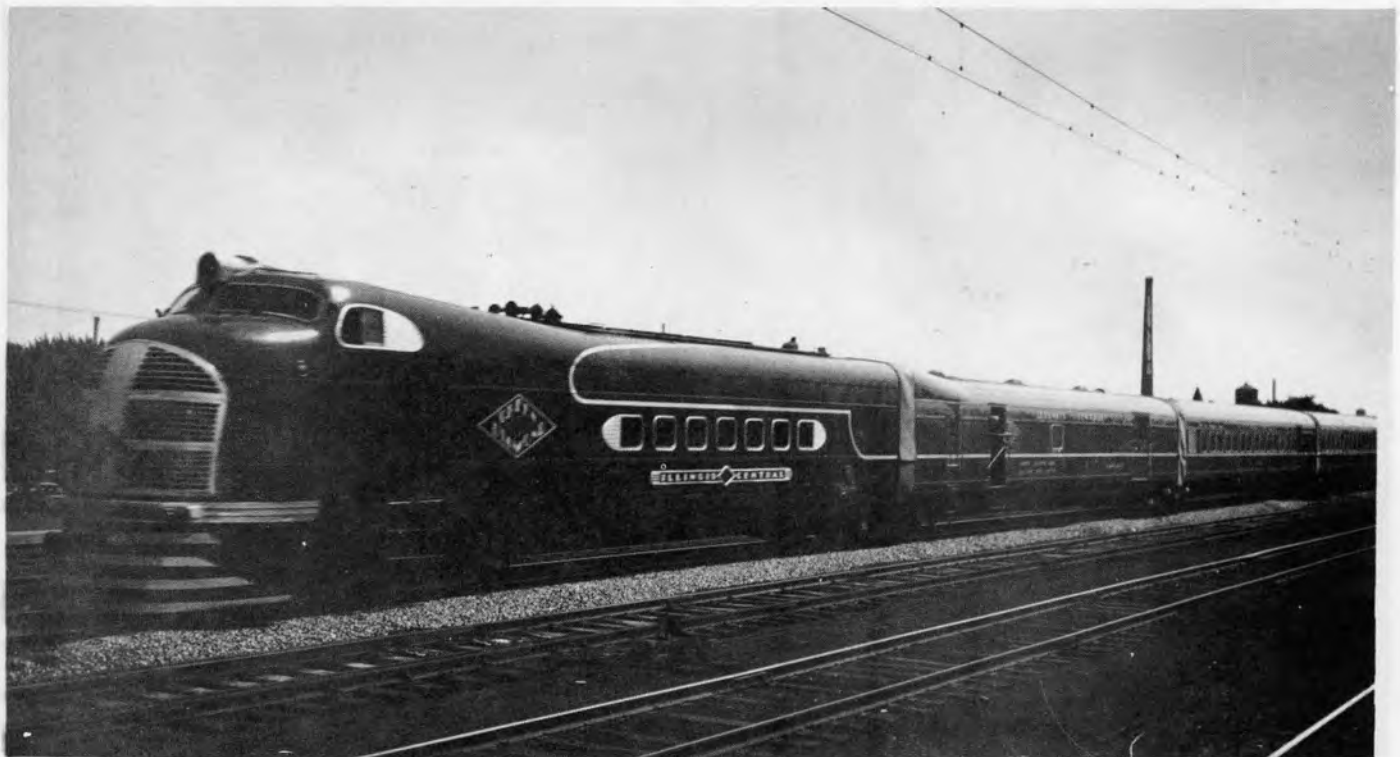
An unusual type of diesel on the railroad is "Old Maud," as Engine 8801 is nicknamed. Old Maud, which pulls passenger trains 205 and 208 between Shreveport and Meridian, is equipped with engineer's controls on both sides of its cab so it does not have to be turned at either terminal. The railroad has ten other diesels with dual controls:

**P**ERHAPS the biggest advantage the diesel has brought to the Illinois Central is flexibility of motive power.



#9008 at Chicago - 1949 Collection of Bruce Meyer

Green Diamond at Kensington, IL.- 1939 Collection of G.V. Carson



### Early Diesels continued

Switching units can be used in local freight service. Geeps, during layovers in major terminals, can be used for switching. Geeps equipped with steam boilers can be used to haul passenger trains.

Diesels are ready to go whenever needed. No fire has to be built. There is no waiting for steam pressure to build up. There are no delays because of fire cleaning or lack of coal or water as was the case in steam engine days.

Today the 600-odd diesels on the Illinois Central are doing a better job than did nearly 2,000 steam locomotives 25 years ago. The diesel age has come, and because of it the Illinois Central is a better railroad.

During the 1940's the IC experimented with diesel-hydraulic rail cars for local passenger service. One single car, called the Illini, ran between Chicago and Champaign, IL. The Miss Lou ran between Jackson, Miss., and New Orleans, and a two car unit, Land O'Corn, carried passengers between Chicago and Waterloo, Ia.

Page 7 Top- In 1935 the IC purchased #9008 and seven similar engines from American Locomotive Works at a cost of over \$70,000 each. These 500 hp. diesel switchers were capable of 60,000 pounds of tractive effort. When delivered these engines wore the diamond and circle "Courtesy - Efficient - Service - Always" emblem.

Page 5 - Engine #9000 was the first diesel on the Illinois Central. It was purchased from GE - Ingersoll Rand in 1929. Engines 9001 - 9005 were purchased in 1930. These engines had 600 hp. and 66,000 pounds of tractive effort. They cost over \$100,000 each.

Page 7 Bottom - The Green Diamond, new in 1936, ran between Chicago and St. Louis. The single 16 cylinder diesel produced 1200 hp. Each of the four axles on the power car had a traction motor.

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### IC NEWS FROM THE PAST

#### New Trade Mark

(September, 1912)—A new Illinois Central emblem has been designed which consists of a diamond superimposed on a double circle. The legend inside the diamond reads "Courtesy and Efficient Service Always," while the circle reads "Safety First." The hope is that, with the inspiring motto as a guide, employes of both the Illinois Central and the Yazoo & Mississippi Valley railroads will bend every energy to convince themselves and the patrons that those lines are not sentimentally, but actually, railroads where "Safety First—Courtesy and Efficient Service Always" is the goal toward which, with a singleness of purpose that is a stranger to failure, their every effort is directed.

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Land O'Corn at Springfield, IL. Collection of G.V. Carson





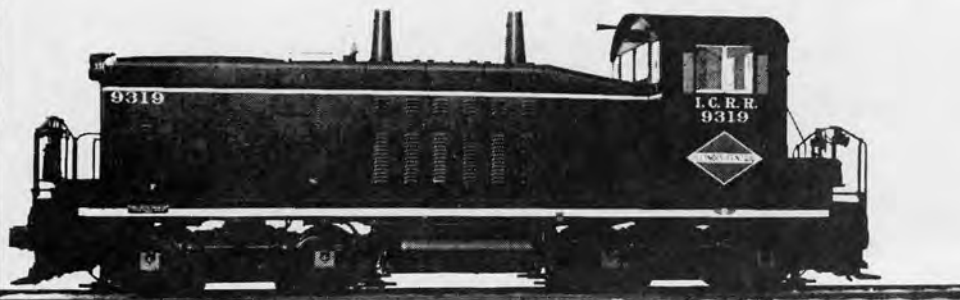


THE WORLD'S largest diesel locomotive in 1936 was the Illinois Central's 9201, built by General Electric and Busch-Sulzer, St. Louis. Its 10-

cylinder diesel engine developed 2000 h.p.; its six traction motors, 103,200 pounds of tractive force.



LOCOMOTIVE 9202 was the first Electro-Motive Division diesel bought by the Illinois Central. It brought the total number of diesels owned by the railroad to 17. Like the others, it was put into switching work at Chicago. With 16 drive wheels, the engine was powerful, producing 1,800 h.p. and nearly 100,000 pounds of traction effort—enough to pull a hundred loaded box cars. Because of its many wheels and length (67 feet coupler to coupler) the unit was built on an articulated frame, actually two frames connected by a pin. The peculiar construction, unique among diesels, was necessary so the locomotive could negotiate sharp curves in yards. Locomotive 9202 was retired in 1950.



BY 1950 the railroad was well into its program of gradual dieselization. It was the year when 50 EMD switchers, including 9319, added 60,000 h.p. to the Illinois Central's motive power muscles. They were called SW-7's. Now renumbered in the 1200 series, they still are among the railroad's 174 switching units. Their 12-cylinder engines develop 62,000 pounds of tractive force.

Between 1939 and 1959 the IC purchased or built about 15,000 33' and 34' two bay 50 ton open hopper cars primarily for coal service. Most of these cars were offset side cars with flat end panels. This type of car made up about 75% of the hopper cars on the IC between 1939 - 1959. This car can best be modeled in HO scale using the Athearn offset side car and filing down the peaked top end panels.

Various gondola cars, some modified from other types of service, and some rebuilt with extended sides, were also used in coal service. In 1945 - '46 and '47, the IC rebuilt almost 4000 gondolas into hopper cars. These were 41'3" cars but were rated at 50 tons, the same as the smaller 34' cars. Car numbers were 75000 - 78965. These cars at one time made up about 20% of the coal hoppers on the IC. By 1960 there were still about 1000 still in service.

During World War II, in 1944 the railroad built 600 hopper cars of composite construction (wood sides with steel bracing) due to the steel shortage. These cars, 73000 - 73599 were rebuilt with steel sides in 1955. Composite cars made up about 3% of the hopper cars on the railroad. You can model this car using the Athearn composite two bay car.

There were also 400 ribbed side 50 ton cars, 73600 - 73999 built in 1947 - '48. These 34'2" cars made up about 2% of the IC hopper cars. The Train Miniature ribbed side car is a good model of cars in this series.

IC hopper cars in this time period were painted oxide red. Floquil Tuscan paint looks good for a new car, and Boxcar Red can be used to model an older, faded car. Any shade inbetween could also be used. It was at least the late 1950's before IC hoppers were painted black. Prior to about 1950, hopper cars were lettered with only the IC above the reporting marks. The slogan "Main Line of Mid-America" was added to cars after about 1950 as part of the railroads centennial celebration. Therefore, cars could be seen after 1950 both with and without the slogan, if they had not yet been repainted. See the photo on page 13 of two offset side cars with both styles of lettering. Due to space limitations we will run the diagram page of the ribbed side 50 ton cars in a future issue.

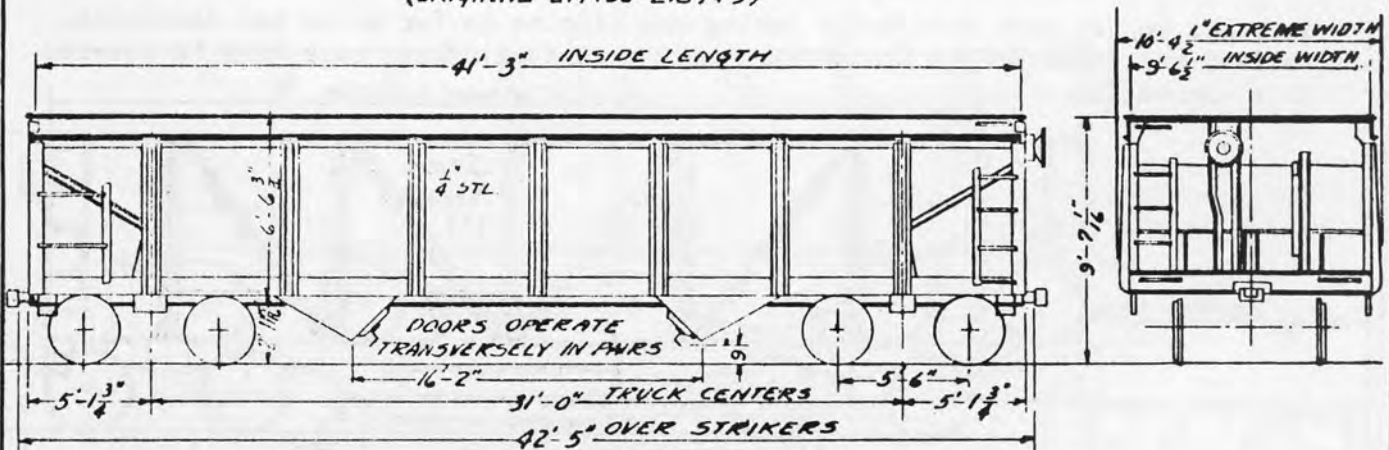
Model - George Rondelli Photo - Tom Grant





Photo - Collection of G.V. Carson

RENUMBERED & CONVERTED FROM 90000-93970 - PER SPEC. 0284  
(ORIGINAL 214750-218749)



GEN'L. DRG. - T486 H. BRAKE - UNIVERSAL - 1000 CAR SETS  
 DOOR MECH. - "WINE" H. BRAKE - "AJAX" - 1000 CAR SETS "A-B" BRAKES  
 HOPPER DOORS - "DREADNAUGHT" ACTUAL CAR. LEVEL FULL 1870 CU. FT.  
 WITH HEAP 2188 CU. FT.

Built	1945	1946 - 47
Car #	75000-76999	77000-78965
Builder	ICRR	ICRR
Av Lt Wt	49000	49000

## 50 Ton 41' 3" Converted Hopper

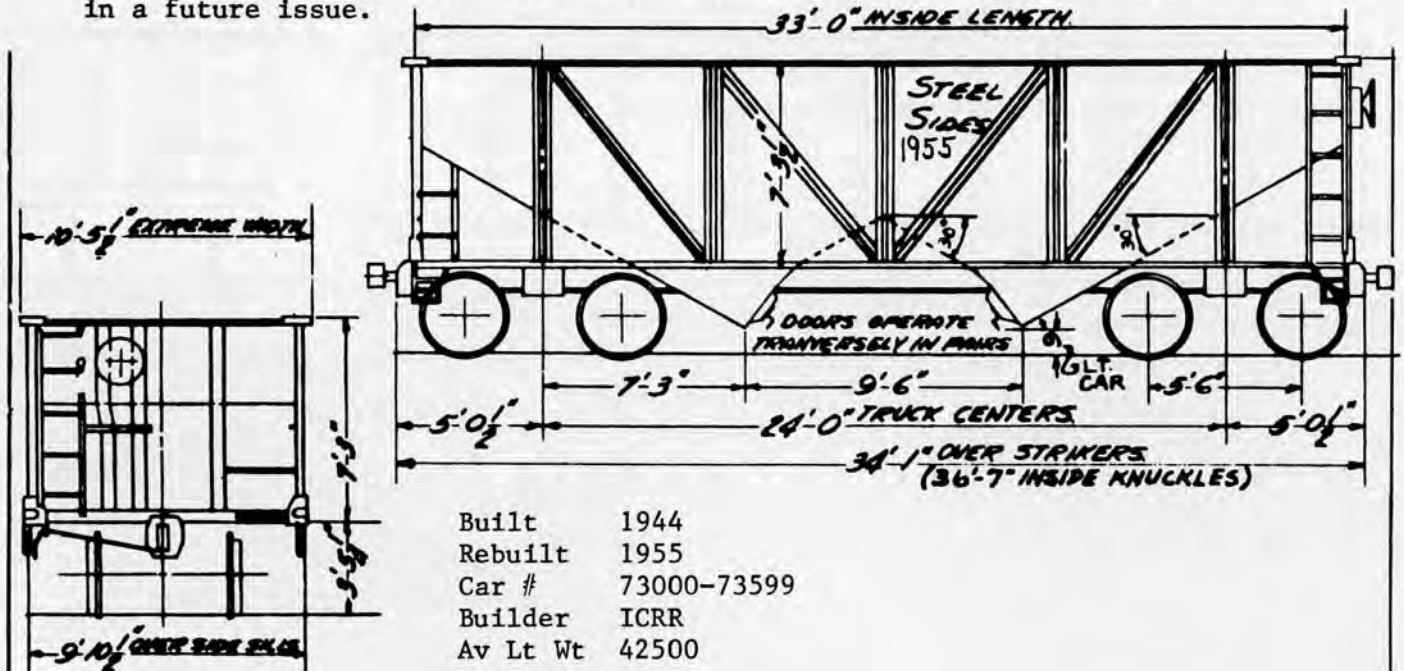


ILLINOIS CENTRAL HOPPER CARS

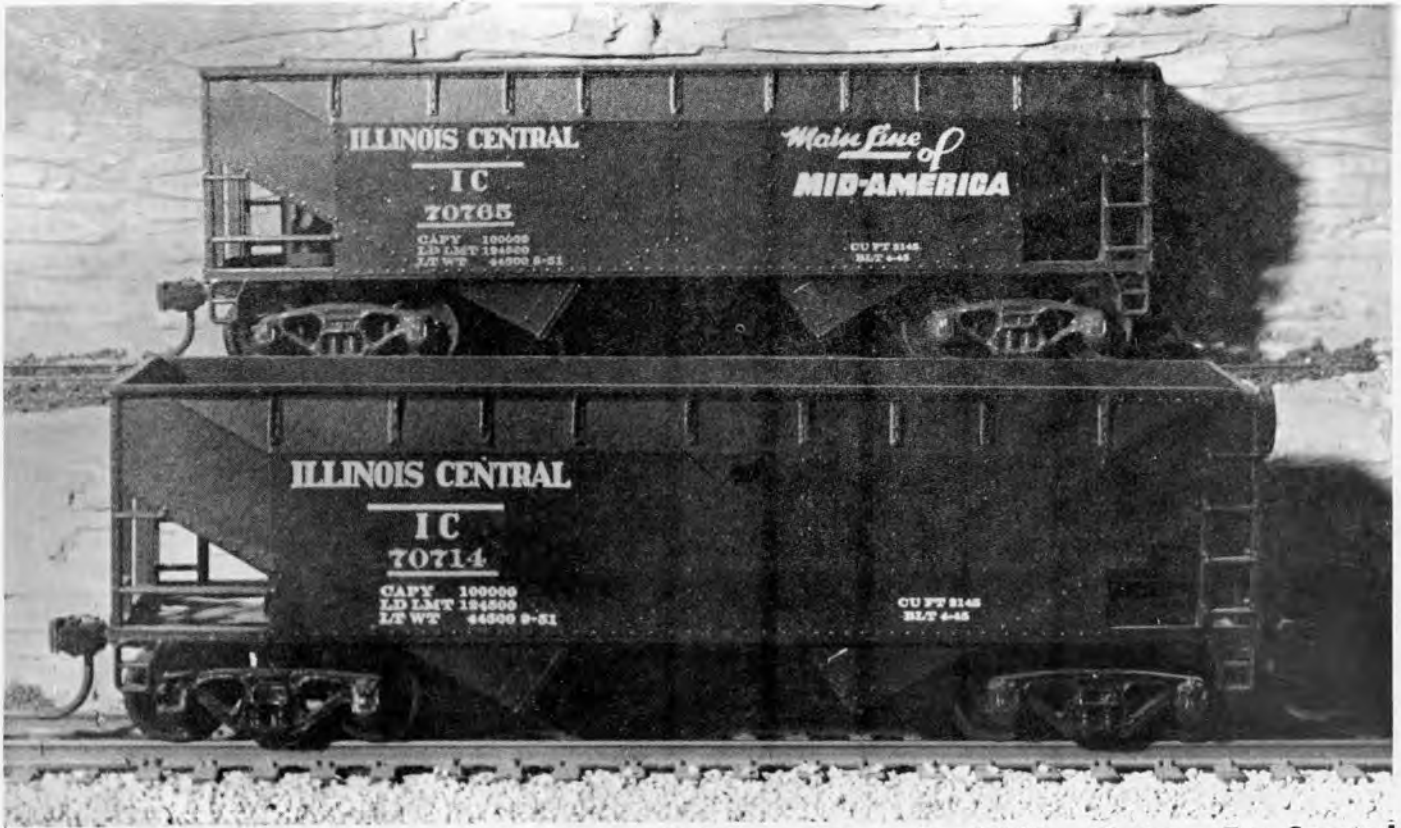
1939 - 1959

Blt.	Cap	Length	Number	Series	Av Lt Wt	Cu. ft.	Builder	Type
50	T	34'9"	66000 - 66698			2230		Offset Side
"	"	34'9"	67000 - 67748			"		" "
"	"	33'0"	68000 - 68999	44500	2145		Ryan	" "
"	"	"	69000 - 69999	44500	"		GATC	" "
'48	"	"	70000 - 70499	43900	"		AC&F	" "
'48	"	"	70500 - 70999	44100	"		GATC	" "
'39	"	"	71000 - 71749	41200	"		PS-B	" "
'41	"	"	72000 - 72999	42800	"		PS-B	" "
'47	"	"	74000 - 74449	44000	"		ICRR	" "
'48	"	"	74500 - 74999	42000	"		ICRR	" "
'49	"	"	80500 - 80999	44200	"		GATC	" "
'49	"	"	86000 - 86499	43700	"		PR-StL	" "
'49	"	"	86500 - 86999	42400	"		ICRR	" "
'48	"	"	87000 - 87999	40300	"		ICRR	" "
'49	"	"	88000 - 88999	42400	"		ICRR	" "
'48	"	"	90000 - 90999	43400	"		PS	" "
'48	"	"	91000 - 91999	44100	"		GATC	" "
'49	"	"	92000 - 93749	43500	"		PS	" "
'49	"	"	93750 - 93999	44200	"		GATC	" "
'44	"	"	73000 - 73599	42500	1970		ICRR	Composite
'45	"	41'3"	75000 - 78959	49000	2107		ICRR	Reblt Gondola
'47	"	34'2"	73600 - 73999	40100	2256		GATC	Ribbed Side

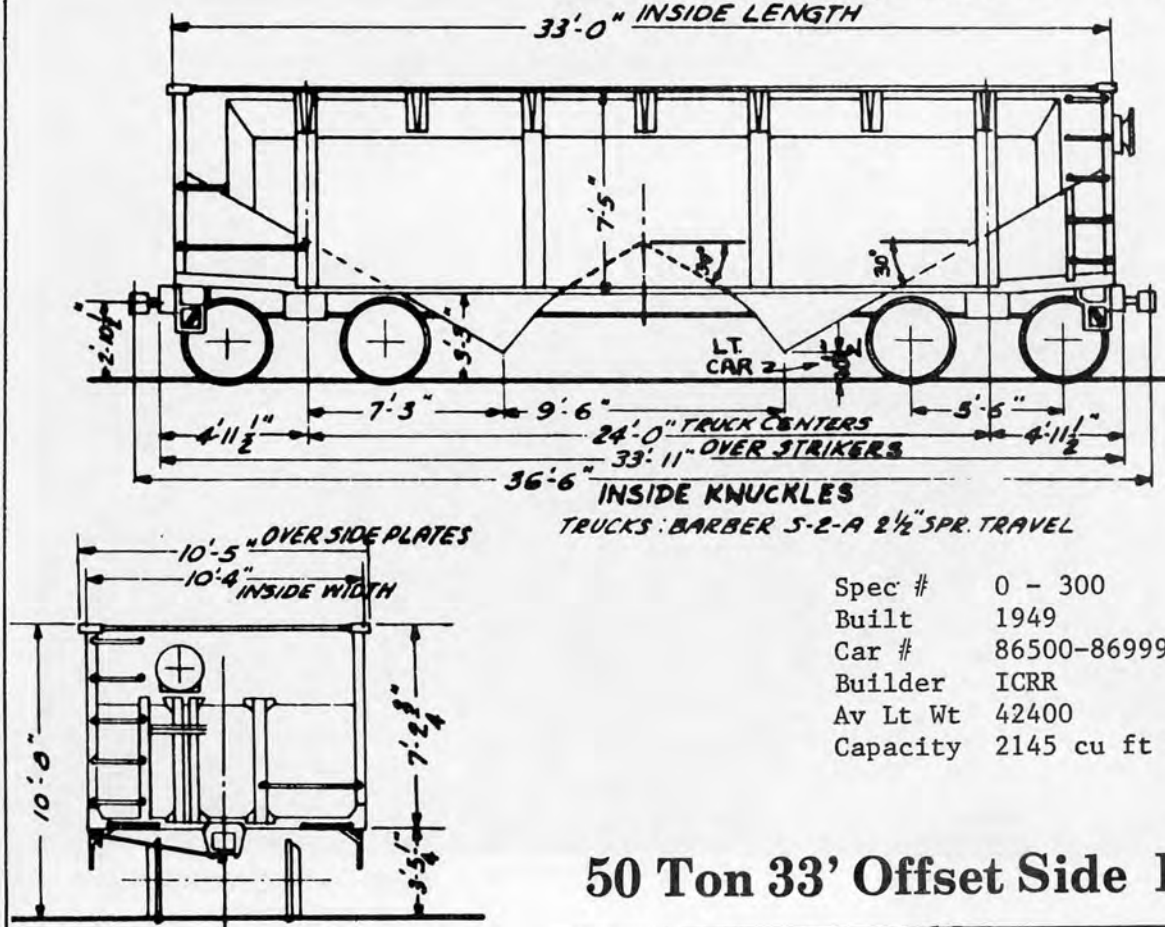
No other Hopper cars were built during the fifties as far as we can determine. In 1959 the first triple hopper cars were purchased. These cars will be covered in a future issue.



## 50 Ton 33' Composite Hopper



Models - George Rondelli Photo - Tom Grant



Spec #	0 - 300	0 - 300
Built	1949	1949
Car #	86500-86999	88000-88999
Builder	ICRR	ICRR
Av Lt Wt	42400	42400
Capacity	2145 cu ft level full	

## 50 Ton 33' Offset Side Hopper



Jackson Mississippi ?  
date not known.





# Making up a Freight Train

IT'S A mystery to some folks how railroaders manage to unscramble all the freight cars that come into a yard. How, they wonder, are all those cars made into a train? They may also wonder why the switch engines shunt the cars back and forth, why so many tracks are needed and what system is used to keep the various cars in the right order.

The key to the whole "mystery" is the word "classification." Those yards, whether large or small, in which a train is made up are generally termed "classification" yards. (European railroaders call them "marshalling" yards, and the term is catching on in this country.)

The yards usually work like this: The yard receives cars from various industries and other railroads. The cars are inspected, checked and record made of them. The yard men then switch the cars on to various tracks according to their grouping, or blocking, instructions. (It is from this operation that the word "classification" comes from.) Groups of cars already on hand are added to those blocks in which they belong. The different blocks are then assembled into one complete train and forwarded to their destinations.

The basic principle of classifying freight cars in a yard is the switching together of those cars with a common destination and keeping them together until they reach that destination. Thus, the various tracks in a yard represent specific destinations, or areas, to which the cars will ultimately be forwarded.

For example, at the Council Bluffs yard (photo above), there are 10 principal tracks. The outer track, or the one farthest from the track leading to the main line, is designated a "hold" track. Here are stored those cars which, for one reason or another, are awaiting a release order. This track may also be known as the "caboose"

track, since that type of car is stored here until needed. Track Two is also generally a "hold" track. Track Three is known as the "Omaha" track. Here cars are received from Omaha and switched into blocks. Track Four is the Chicago, Burlington & Quincy track; cars interchanged to and from this railroad are placed here. Tracks Five, Six and Eight are usually the main classification tracks. Here, and often on two or three other tracks as they become clear, the cars are blocked. Track Seven is the Union Pacific track, as is Track Nine. (The Illinois Central handles a large volume of cars to and from the Union Pacific at Council Bluffs.) Track Ten is where the final and complete train is assembled for the eastbound trip.

Although the Council Bluffs yard usually utilizes six different tracks for classification purposes, the basic formula for good yard work is "flexibility." Thus, either more or fewer tracks can be assigned to classification, and certain receiving tracks can be re-assigned, depending upon the circumstances on any given day.

Generally, a train is blocked so that the groups of cars are lined up in station order, behind the locomotive, to be set out at their destinations as the train makes its way along a prescribed route. Such a line-up, keeping the cars next to be set out directly behind the diesel makes for a quick, efficient operation at the specific station for which the cars are destined.

As in Latin grammar, however, there are always exceptions. For instance, there is the railroad's "meat train." CC-6, shown illustrated at the right as it might be blocked on a typical day at Council Bluffs. Note that this train has the first two blocks to be set off placed at the rear. This is because the layout of the Fort Dodge and Waterloo yards makes it easier to switch cars off from the rear of the train.

How the railroad's CC-6, Council Bluffs to Chicago, is blocked on an average day. Imagine four or five diesel engine units at the top of the page, a caboose at the bottom. On some days, there may be as many as ten blocks of cars.

The "Broadview Block." Some 20 cars to be interchanged with the Indiana Harbor Belt R.R. at Broadview, Ill.

The "Chicago Block." Ten to 15 cars destined for the Hawthorne-Markham Yard transfer.

The "City Block." Twenty cars to be delivered to Congress Street Yard in Chicago.

The "Waterloo Block." Ten cars for Waterloo, Ia.

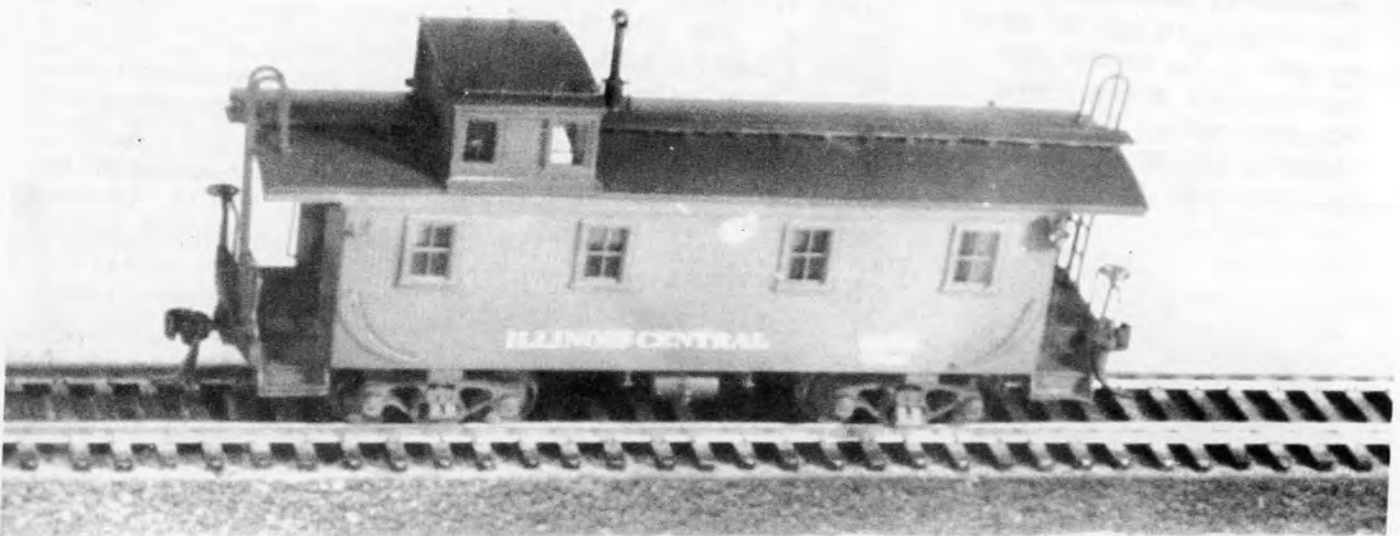
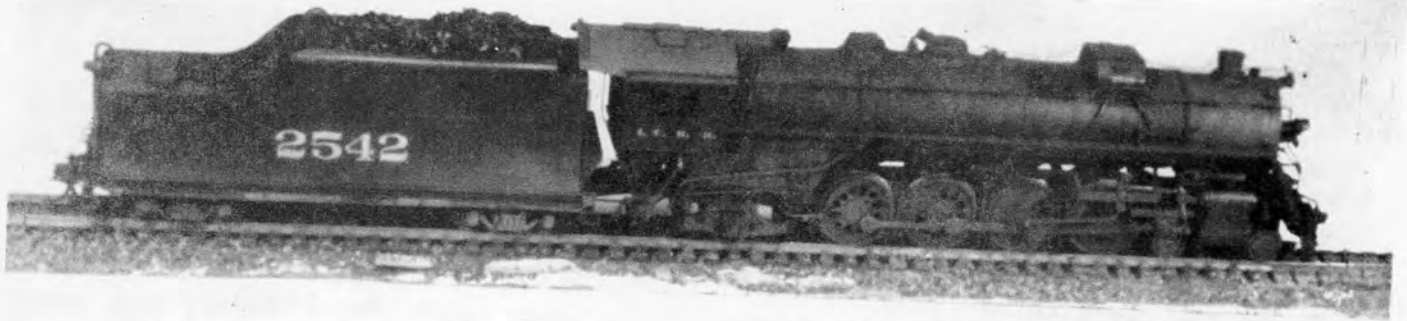
The "Fort Dodge Block"—ten cars for Fort Dodge, Ia.





I.C.H.S. annual meeting fan trip at the Monticello Railway Museum  
Caboose #9831 brings up the rear of the fan trip train      Photos-Tom Grant







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## IC INTERCHANGE TRACK

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Want Ads-free to members,  
others as below  
For Sale Ads - \$5.00 for  
first 15 words, additional  
words - 10¢ ea.  
½ page - \$20.00  
Copy should be clearly  
printed or typed. We re-  
serve the right to edit  
copy and the right to re-  
fuse ads. Send copy with  
check payable to ICHS to  
556 S. Elizabeth, Lombard  
IL. 60148

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### FOR SALE - PHOTOS

Member Gerald Carson has  
an extensive collection  
of STEAM and DIESEL Era  
IC equipment. send for  
list. Gerald Carson,  
10065 Mountain Rd.  
Chipita Park, CO. 80809

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### I.C. CENTENNIAL PLAQUE REPLICAS

Members Gary and Linda  
Crouse are making plaster  
replicas of the I.C.  
Centennial Medallion.  
The originals can be seen  
on many I.C. depots and  
boulders in towns along  
the railroad. For more  
information on the repli-  
cas write to the Crouse's  
c/o I.C.H.S.



Centennial  
medallion

## HOBBYSHOP HELP

If your local hobbyshop  
proprietor would like to  
help us by selling the  
Green Diamond have him  
drop us a postcard and we  
will send a complimentary  
copy of the magazine  
and ordering information.

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## MOVIES MOVIES MOVIES

If you attended the 1981  
Annual Meeting in Chicago  
Heights you may remem-  
ber the railroad movies  
that were shown by Donald  
Weege of West Allis,  
Wisconsin. There were  
two large reels of film.  
The second reel contained  
footage of an I.C. mixed  
train to Dodgeville.  
The films also contained  
some other rare footage  
of a number of trains.  
These films are now avail-  
able through:

GREEN LIGHT PRODUCTIONS  
2141 W. Green Tree Road  
Milwaukee WI. 53209.

Order John Plichta's  
Movies. REEL ONE contains  
footage of the Milwaukee  
Road and C&NW. REEL TWO  
contains numerous rail-  
roads including the I.C.  
footage. The quality of  
these films is excellent,  
as the originals were shot  
on 16 mm.

Prices for each reel are  
as follows: REEL ONE or  
Reel two- Super 8, 475'  
is \$99.95; 16mm, 790' is  
\$189.95.

All of John Plichta's  
movies: Super 8, 1611'  
is \$349.95; 16mm 2784'  
is \$699.95.

To order films or for  
more information on any of  
these movies contact Green  
Light Productions directly.

## QUIZ ANSWERS

- 1a. Chicago
  - 1b. 1852
  - 2a. Rent a Train
  - 2b. Corn
  3. 5000
  4. Memphis
  5. Johnston
  - 6a. Rockford
  - 6b. 1889
  7. 1896
  - 8a. McComb
  - 8c. 51000
  - 9a. Automatic Car  
Identification
  10. Mahogany
  11. West Urbana
  - 12a. GE-Ingersoll Rand
  - 12b. 1929
  - 12c. 9000
- 

### I.C.H.S. FOR SALE

The following items are  
still available:

- Buckle - style 3E Epoxy  
oval (green, white  
or black) \$9.95 ea.  
Buckle - style B  
oval, two tone gold  
finish \$6.00  
Buckle - style D  
oval, satin

nickle/bright  
edges \$6.00

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

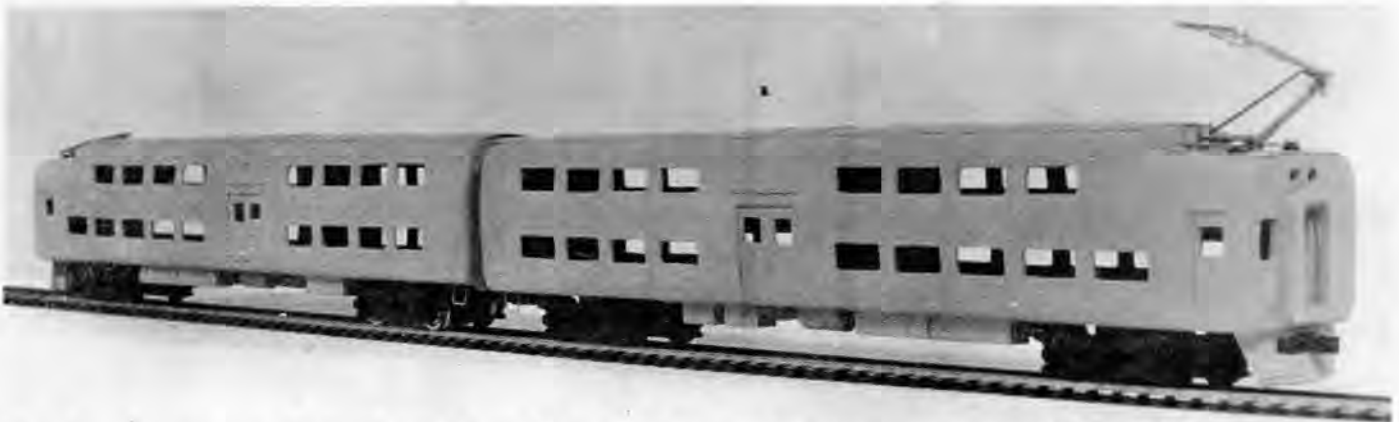
Caps - ladies, adjust-  
able \$5.00

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 indi-  
vidual patch.



Hand made vacuum formed scale model of IC commuter cars - powered by PFM spud drive  
 1 car powered-1 unpowered-cars are grey primer colored-painting instructions included  
 \$79.95 per pair - limited production - by reservation only - Available from:  
 Don's Hobbyworld 18447 S. Halsted, Glenwood, Il. 60425 312-754-7988

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IC NEWS FROM THE PAST

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#### Big Fair Traffic

(November, 1909)—Officers and men of the Springfield Division handled a great volume of passenger business during the Illinois State Fair this year. The terminal time card for Springfield had 62 trains to be handled daily in and out of the city. The fact that these trains were handled right on time indicated a very strong and harmonious organization.

#### Plane Races Train

(October, 1910)—Walter R. Brookins made a remarkable, record-breaking flight in a Wright Brothers biplane from Chicago to Springfield, Ill., on September 29. His 187-mile flight established the first airline route in Illinois and won the \$10,000 prize offered by the Chicago Record-Herald. In this sensational trip through the air, during which he averaged 33 miles per hour, Pilot Brookins followed the route of the Illinois Central. The road's famous Chicago to St. Louis Daylight Special served as pilot and attendant to the aerial navigator. The train carried a special car for mechanics, extra gasoline, a portable forge, tools and duplicate parts of the biplane, as well as various officials. Flying in the teeth of a 15-mile wind and buffeted by choppy cross-currents, Brookins at times outdistanced the train. His overall time was 7 hours, 9 minutes, including time lost at Gilman and Mount Pulaski where the aviator came down to wait for the special train to bring him fresh supplies of gasoline. His time aloft was 5 hours, 45 minutes. The Daylight makes the run in 4 hours, 47 minutes.

#### Buy 25 Miles of Boxcars

(August, 1940)—In conformity with the preparedness program of the American railroads, directors of the Illinois Central on July 19 released orders for \$9,375,000 worth of boxcars. Covering 3,000 units, this is the largest purchase of boxcars by the Illinois Central at any one time in the last quarter century. Extended end to end they would stretch 25 miles.

#### Blimp Lands on Train

(August, 1928)—For the first time in the history of aeronautics the feat of landing an aircraft on a moving railroad train was accomplished near Scott Field, June 15, when Airship C-52 landed on top of the Illinois Central passenger train No. 225 near Lenzburg, Ill., when both were moving at a speed of 30 miles per hour, and discharged a bag of mail. Trainmaster J. L. Umshler, who was standing on top of the train, received the bag of mail from Lt. Karl Axtater, pilot of the blimp, whereupon the aircraft took off gracefully.

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#### I. C. CARS WHERE ARE YOU?

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There are many ex-I.C. passenger cars, cabooses, and a few engines on display or in use as restaurants etc. all over the country. If you know the current locations of any I.C. equipment please send us a postcard or letter with the location, condition, current use and paint scheme on the equipment and we will publish a list so that more of us can see some of the old I.C. on vacation etc. Send along a black and white photo if you possibly can.

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#### Back Cover

Top - The Group - members of I.C.H.S. on the fan trip to the Monticello Railway Museum at the Annual meeting this year.

Lower Left - Engine 191 makes some smoke pulling out of the yard at the Monticello Railway Museum.

Lower Right - The water tower next to the IC station at Champaign IL.  
 Photos - Tom Grant

