

# GREEN DIAMOND

ISSUE # 16

ILLINOIS CENTRAL HISTORICAL SOCIETY

\$2.25



# Illinois Central Historical Society



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- 3. IC Refrigerator Car  
FC&G #12
- 4. IC Louisiana Division  
Reprinted from IC  
Magazine
- 9. The City of Miami  
Illinois Central Premier  
Train to Florida - 1940

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ON THE COVER

The original E-6 #4000 was traded in to EMD in 1947 and rebuilt into E-7 #4000. Here is the nose of the reborn #4000 fresh from EMD. In 1954 this engine was renumbered to #4004 and wore that number until January of 1969 when it was involved in a wreck at Indian Oaks, IL along with #4015. After the wreck #4004 was scrapped.

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Next Board Meeting

Sat. Aug 10 - 5:00 p.m.  
Coliseum Ramada Inn  
Jackson MS.

at the ICHS Annual Meet

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

Jerry Carson  
J.M. Gruber  
Al Kempf  
Jack Laude  
Robert E. McMillan  
R.W. O'Brien  
Ted Richardson  
Bob Schramm  
Carol Schramm  
Jennifer Schramm  
Paul Stringham

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

DUES

Regular \$10.00  
Sustaining \$15.00

ILLINOIS CENTRAL  
HISTORICAL SOCIETY  
556 SOUTH ELIZABETH  
LOMBARD, IL. 60148

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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 any materials for publication to Publications Chairman Tom Grant.

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ICHS 1985 ANNUAL MEETING  
AUGUST 10 & 11, 1985  
JACKSON MISSISSIPPI  
RAILRODIANA  
SHOW AND SALE

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The Fernwood Columbia and Gulf was a line which came into the ICG with the merger in 1972. This is the only photo we have of a FC&G engine. Date location and photographer are not known. Courtesy R.W. O'Brien.

Illinois Central Steel Frame refrigerator car #4707 at Jackson MS 3-20-45 Note passenger car lines and diaphragm buffer. Jerry Carson photo.



# Louisiana Division

## Main Transportation Agency

### in Mississippi

The agricultural and industrial growth of the New South as it forges ahead finds the Louisiana Division strategically located to serve the modern economic needs of its territory.

"Our Division, operating in the states of Mississippi and Louisiana, serves as a vital connecting link between the ports of New Orleans and Gulfport, and the industrial markets of the nation," explains T.J. Casey, superintendent of this southern division. "More than 200 miles of our division trackage form an important segment of the Main Line of Mid-America, from Canton, Miss. on the North, to our southern terminal at New Orleans. Between Jackson and New Orleans this heavy rail line is double-tracked for a maximum speed of 90 miles per hour."

The Division is located in the center of a productive agricultural and forest area. "Forest products are our principal commodity, making up one-third of all freight leaving the Louisiana-Mississippi area on the Illinois Central. Approximately 50 percent of all the fruit and vegetable traffic originated on the railroad comes from this division. In addition, Mississippi is one of the states leading the South's march toward industrial strength, with a steadily rising number of factories located on our lines."

Within the six districts which comprise the Louisiana Division lie 531 miles of road containing 708 miles of main tracks. In a sense, the name Louisiana Division is a misnomer. Except for a few miles in Louisiana, the division lies wholly within the state of Mississippi.. Division headquarters are at Jackson, referred to as the "crossroads of the south" because of its central location and transportation facilities. At this point, the lines of the Illinois Central radiate from the city in seven directions.

The groundwork for Jackson's future as a rail center was laid in the 1830's when a railroad was proposed extending from New Orleans to Jackson. From this early beginning, and after many growing pains, the New Orleans, Jackson and Great Northern Railroad (NOJ&GN) was organized. By 1858, the line was completed between New Orleans and Canton, Miss., to eventually form the main north and south trunk line of the Illinois Central.

#### Freights use Yazoo District

Coming into Jackson from the north along the main line, one reaches Canton Miss., division boundary point to the north. Canton marks the beginning of the 98 mile long Canton District, extending through Jackson to McComb.

Northwest of Jackson, freight trains rolling south down the "Delta Line" of the Memphis Division, come onto the Louisiana Division at Gwin, Miss. The 70 miles from Gwin to Jackson is part of the Yazoo District. Last year, more than 200,000 carloads passed through Gwin, a figure which topped all other terminals on the division.

Leading southeast out of Jackson toward Gulfport is the 160 mile single track line of the Gulfport district, which formerly was the Gulf and Ship Island Railroad and which still is familiarly known as the G&SI. Two branch lines off this district form the Columbia district and the Laurel District, both single track, the former 57 miles in length, and the latter 41. The 93 mile McComb district extends along the main line from McComb to New Orleans Junction, where it reaches the New Orleans Terminal.

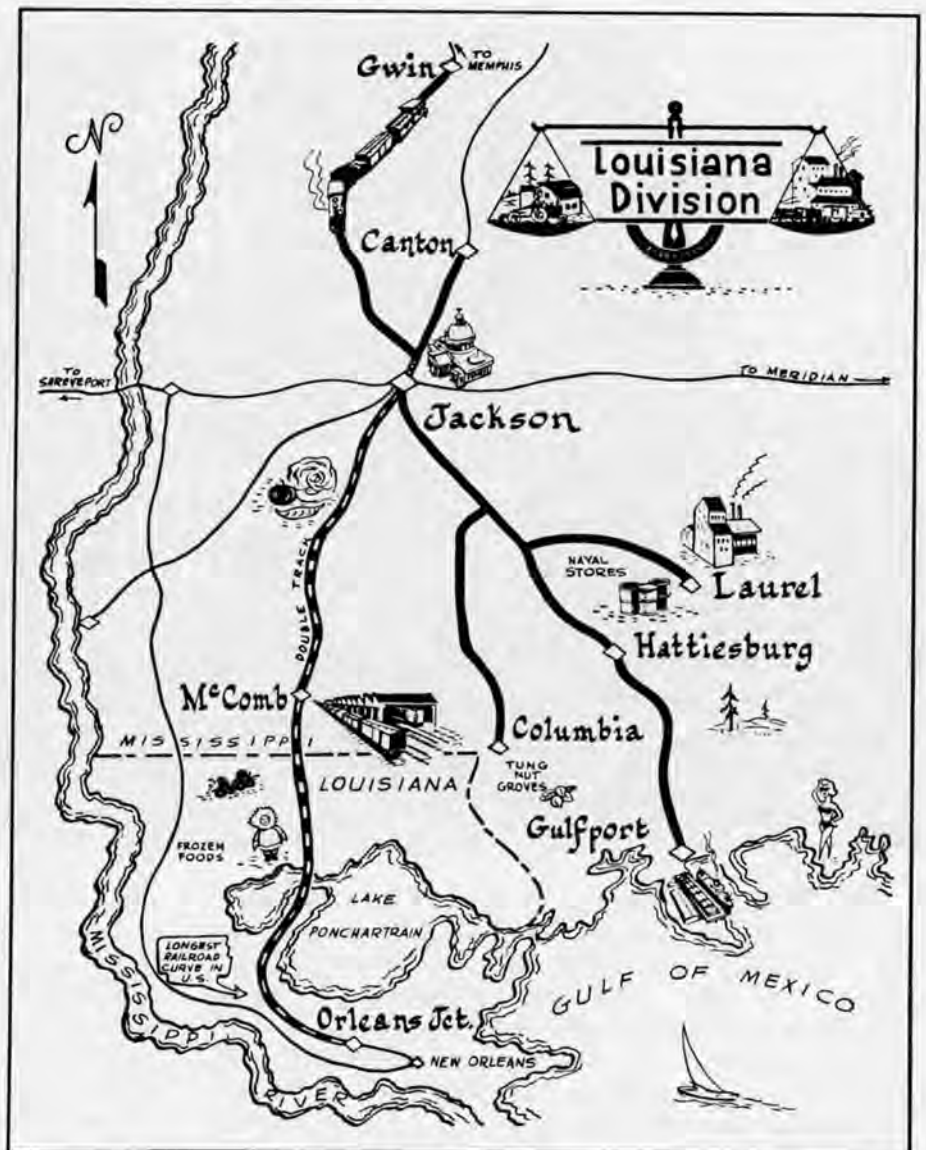
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Halfway between the Gulfport district and the main line, the Pearl River wends it's way through Jackson to the Gulf of Mexico, serving as a natural boundary between Mississippi and Louisiana. On both sides of the river the divisions tracks slope gently southward on decreasing grades from elevations of 222 feet at Canton to 7.5 feet at Orleans Junction, La., and to 10 feet at Gulfport.

"The Illinois Central is the dominant transportation agency in Jackson and in Mississippi," asserts General Traffic Agent Thurman Lewis. From his office in Jackson's Union Station, he and his staff keep an eye on the city's traffic. "Nearly 200 different plants operate at Jackson, manufacturing more than 300 different products. Lumber and lumber products provide the base for the largest industrial group, with cotton seed product mills occupying an important position. About 90 percent of all industries at Jackson are served by the Illinois Central, which last year handled more than 40,000 carloads of revenue tonnage here. In addition, we provide seven team tracks widely spaced about the city, making one or more of them available to any section of Jackson.

In addition to several freight trains daily, the Illinois Central has four daily passenger trains each way on the main line, plus another one on the east-west line to Meridian and to Shreveport. To handle all the local and through freight traffic requires extensive yard facilities. North Yard in Jackson has a capacity of 1700 cars. Twenty classification tracks extend across it's broad expanse, plus two freight mains and one passenger main. The diesel streamliners Panama Limited and City of New Orleans come through Nortn Yard, as well as the Louisiane and the Southern Express.

About 4000 freight cars a day are handled in North Yard. Four southbound dispatch trains daily are received from Gwin. These trains are CN-1 and CN-3, Chicago to New Orleans manifest trains, SN-3, our St.



Louis to New Orleans train, and MJ-3, Memphis to Jackson dispatch. Another dispatch train runs from Jackson to Gulfport. The yard also handles a local freight between Jackson and Canton. Northbound, we handle our two New Orleans to Chicago dispatch trains, NC-2 and NC-4, and the Gulfport dispatch train. Last year more than 70,000 loads went through this terminal."

"Cars are also switched here for movement to our West Yard, where dispatch trains are handled on the east-west lines between Shreveport, La. and Meridian Mississippi. At that yard the engines pick up any cars that are scheduled for connections with our CN or NC dispatch trains. These east-west line trains operate over the Vicksburg Division." Typical of the handling of dispatch trains at Jackson North Yard is dispatch train CN-1 southbound from Gwin. Mikado engine 1208 pulls into the yard with 72 cars . In the train's consist is



2-8-2 #1672 being serviced at Jackson,MS 4-7-56 Jerry Carson Photo.

merchandise, coal, grain, autos, meat, flour, cotton, tractors, cranes, road building equipment, and some empty tank and refrigerator cars. A North Yard switch engine goes into action after the Mikado is uncoupled and heads for the roundhouse. Within a short time, CN-1, now with 102 cars in her consist, pulls out for New Orleans behind another Mikado.

Up at the roundhouse, General Foreman G.K. Galloway keeps busy supervising the work of 120 men who care for and repair the many different types of locomotives which come into Jackson. A glance around the engine yard and into the roundhouse reveals Mikado, Consolidated, Pacific, and Mountain type locomotives. In addition, steam and diesel switchers used at Jackson are also cared for at this facility. Recently, during one month, running repairs were given to 1,100 engines. Most of the heavy repairs, however, are handled at the big shop in McComb. Near the roundhouse are the rip tracks and facilities of the car department under the supervision of Foreman L.E. Smith and his 70 man crew. Here more than thirty cars a day are turned out. Running repairs are given to freight equipment, with particular attention to couplers, brake beams, wheels, draft gears,

and air brakes. Journal boxes are repacked, air brsakes cleaned and air hose renewed. Passenger cars are also handled on the rip tracks, where the work may include anything from a paint job to fixing an air brake connection.

Division headquarters at Jackson is located opposite the passenger station on Capitol Street near the city's downtown shopping center. Housed in it's own modern structure, the building contains the offices of the Superintendent, Chief Train Dispatcher, and Division Engineer. The statistician in the superintendent's office keeps close tabs on the divisions performance. Jackson handled more than two million cars in the yards last year. Station revenue was close to \$28,000,000 for freight and \$1,500,000 for passenger services. Loads through terminals totaled more than 650,000, while revenue cars loaded on the division came to about 94,000. Pulpwood, lumber, merchandise, and gravel account for the largest percentage of revenue cars loaded on the division, followed by piling, fertilizer, cotton, cotton seed products, logs, fruits and vegetables, petroleum products, ties, and livestock.

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0-6-0 #307 at Jackson MS 4-5-48 Jerry Carson Photo.

South of Jackson on the main line lies one of the nations finest truck farming areas, noted for its favorable climate and long growing season. At Crystal Springs, vegetable shipping center, the cabbage season gets under way each year toward the end of April. A familiar sight at that time is the many small trucks bringing the produce to the sheds along the railroad, where most of the cabbages are bagged or crated. Placed in cars under refrigeration, they are speeded to destinations in fast Illinois Central trains. The cabbage loading is followed, in order, by beans, tomatoes, and peppers as each crop matures. These towns are also shipping points for lumber, sand and gravel, and forest products. Neighboring Brookhaven contributes brick, oil well supplies, and forest products to the division loadings. Since early in the century, dairying has steadily grown here.

#### McComb Handles Repairs

Seventy-eight miles south of Jackson is McComb, with a population approaching 10,000. This is an Illinois Central city, with a large car shop, locomotive facilities, and stores department. More than 1,200 people working in these three departments make the Illinois Central the city's largest industry. It is the district terminal point for passenger and freight train crews. In addition to the roundhouse, the mechanical facilities include a machine shop, erecting shop, blacksmith shop,

boiler shop, pipe shop, electrical shop and reclamation shop.

During WWII eight engines a month were rebuilt at the McComb shops, which helped provide much needed power for the war effort. One of the things that made it possible was the use of modern methods that are quite different from the old days. For example, locomotive wheels used to be removed using the old drop pit method. Now there is a motor driven hoist which lifts the body of a locomotive where it is a simple matter to roll the wheels out from under, cutting the time 75 percent over the former method. The work is done more safely, too. Air hoists located near the turntable outside the 30 stall roundhouse enable workmen to remove and inspect brass journals on locomotive tenders. The locomotive department at McComb handles between 800 and 900 engines a month, most of which receive running repairs. About six engines a month receive classified repairs, which take the engine out of service for a general overhauling or for a major operation to various parts of the equipment. Altogether more than 150 engines, including freight, passenger, and switchers, are handled at McComb.

South of the locomotive facilities stand the long sheds of the car department, under whose saw-toothed roofs are 8 busy working lines. To one unacquainted with a car shop,

the scene at first glance resembles one of confusion. All types of car equipment stand down the long aisles in various stages of assembly or disassembly. Across the work lines one sees white hot rivets arching gracefully through the air. They are caught in a riveter's bucket against the background of flames from blast furnaces and dancing sparks from welders at work. Scaffolds, jigs, paint sprayers, squeeze riveters, canvas screens, reamers, and the chatter of riveting machines add to the seeming confusion of what is in reality an efficient shop going about it's everyday work. The pattern of the work becomes clear as it is described by Car Shop Superintendent D.G. Travis, a veteran of nearly forty years in the mechanical department.

At this shop we do a variety of jobs on many kinds of equipment. For instance, we condition cars for strawberry and vegetable loading, change gondola and flat cars to pulpwood cars to carry a heavier load, repair and rebuild refrigerator cars, build complete sides for hopper cars, and fix up box, auto-box, and express refrigerator cars. Classified repairs are given to 7 or 8 cars a day, and running repairs average about 300 cars a month. On the refrigerator cars, we install Preco fans, which help maintain an even temperature in the car. We also condition the bunkers, trucks and all mechanisms under the cars, paint the walls, floors, and outsides, and do the stenciling. AB brakes are installed here for freight cars not so equipped. Modern methods and equipment speed the work. We can set a car floor unit into a rack and turn it on it's side so that welders can conveniently work on it.

Altogether, the ground covered by the railroad's facilities at McComb is about a mile long and a quarter of a mile wide, with the car shop at the south end, the stores department, storehouse, and storage yard on the east, and the roundhouse and machine on the north.

#### Strawberry Country

Crossing the Louisiana state boundary south of McComb, the Louisiana Division continues along the main line through the towns of Amite, Independence, Hammond and Ponchatoula. From these four towns, forest products, gravel, lumber and vegetables, and strawberries add to the division's carloadings. In this territory there is

what is reputed to be the largest acreage of seasonal cultivated strawberries in the United States. Hammond, headquarters and marketing center of the strawberry belt, is also the site for the strawberry auction.

Starting about the middle of March each year, berries are auctioned and then rushed to northern markets and connections by the Illinois Central's strawberry special, known for many years as the "Crimson Flyer." Placed in express cars that have been prepared to maintain the proper cooling temperatures for the trip, the berries are given a fast ride up the main line. Smaller shipments of berries are carried on the Illinois Central's fast passenger trains on timely schedules. At Ponchatoula, a large frozen food industry processes much of the fruit and vegetables grown in this area for shipment all over the country.

Near it's southern boundary, the tracks of the Louisiana Division proceed around Ponchatrain curve between Ruddock and Orleans Junction, Louisiana, the longest single railroad curve in the United States. With slight variations in degree, this curve skirts the western shore of Lake Ponchartrain for approximately nine and a half miles.

#### Lumber #1 on the Gulfport District

While a refrigerator car might serve as the symbol of the Louisiana Division, where half or the fresh fruits and vegetables loaded on the railroad have their origin, on the Gulfport district the pulpwood car would be the symbol. This district links the capital and leading metropolis of Mississippi with it's principal seaport at Gulfport. Along this 160 mile route, the pine forests of Mississippi provide wealth and industry to the state as it's trees are converted into such products as naval stores, building board, insulation, cloth, plastics, and lumber.

First chartered by the Mississippi legislature in 1850, the early planners of the G&SI had authority to construct a railroad from a point on the mainland, opposite Ship Island in the waters of the Gulf, northward through the unbroken pine forests of Southern Mississippi. Because of the Civil War and financial difficulties, it was not until 1896 that the road



# THE CITY OF MIAMI

ILLINOIS CENTRAL PREMIER TRAIN TO FLORIDA

Much of the following story on the IC City of Miami train comes from Railway Age magazine, Volume 109, No. 25, December 21, 1940, which was provided by Mark Budka, one of our members.

Additional information was found in a recent article by Jim Boyd, also one of our members, but more widely known as editor of Railfan and Railroad magazine.

For the complete story of the development of the IC's famous chocolate brown and orange color scheme, and the original City of Miami paint scheme see Jim Boyd's article on "The Men Who Styled the Streamliners" in the November, 1984 issue of Railfan and Railroad.

Sections of this article in quotations are from Railway Age as cited above unless otherwise noted.



Photos of the City of Miami are from the Collection of J.M. Gruber / Courtesy of Ted Richardson unless otherwise noted.

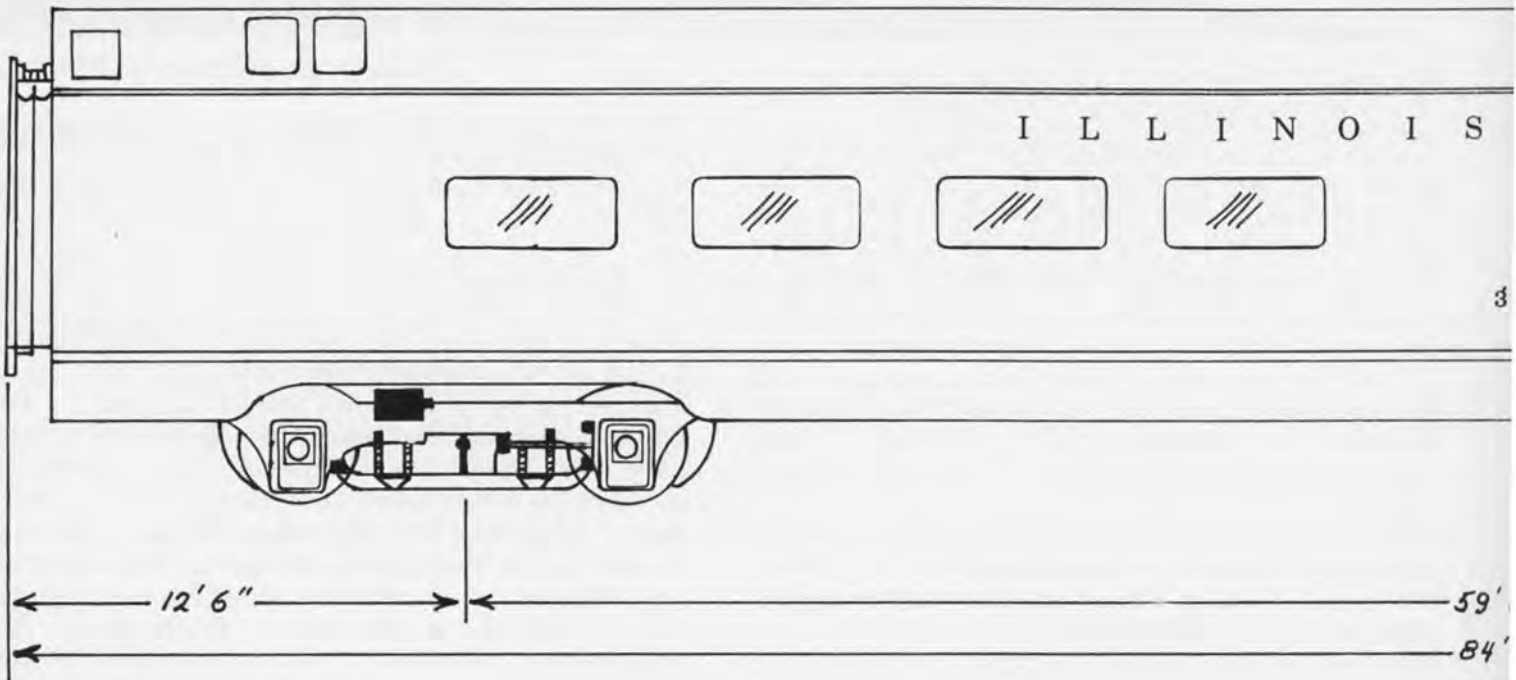
In May 1940, an announcement was released in Railway Age magazine of three Florida Streamlined trains which were to begin operations in the fall of that year between Chicago and Florida. The three trains would be operated by the Pennsylvania, The Illinois Central and the Chicago and Eastern Illinois railroads and would stagger departure days to provide daily service to Florida. In a July 1940 announcement, further details were released. The new streamlined trains, would operate on a 29.5 hour schedule and would begin operations about December 1, 1940. One of the trains would depart Chicago each day at 9:40 AM and arrive in Miami at 4:10 PM the following day. On the return trip

the trains would leave Miami at 6:25 PM and arrive in Chicago at 10:55 PM the following evening.

The Pennsylvania train was called The South Wind and operated over Southern and Seaboard Airline RR tracks. The C&EI train, known as the Dixie Flagler, operated over the rails of C&EI, L&N, NC&St.L, ACL, and FEC Railroads. The third train was The City of Miami and was owned by the Illinois Central and operated over the tracks of the CofG, ACL, and FEC Railroads after leaving IC rails at Birmingham Alabama. Tickets for any of the three trains were honored by the other roads to make travel convenient for passengers. The 29.5 hour travel time



3300 Tavern-Lounge-0



IN BEAUTY SUPREME IN COMFORT

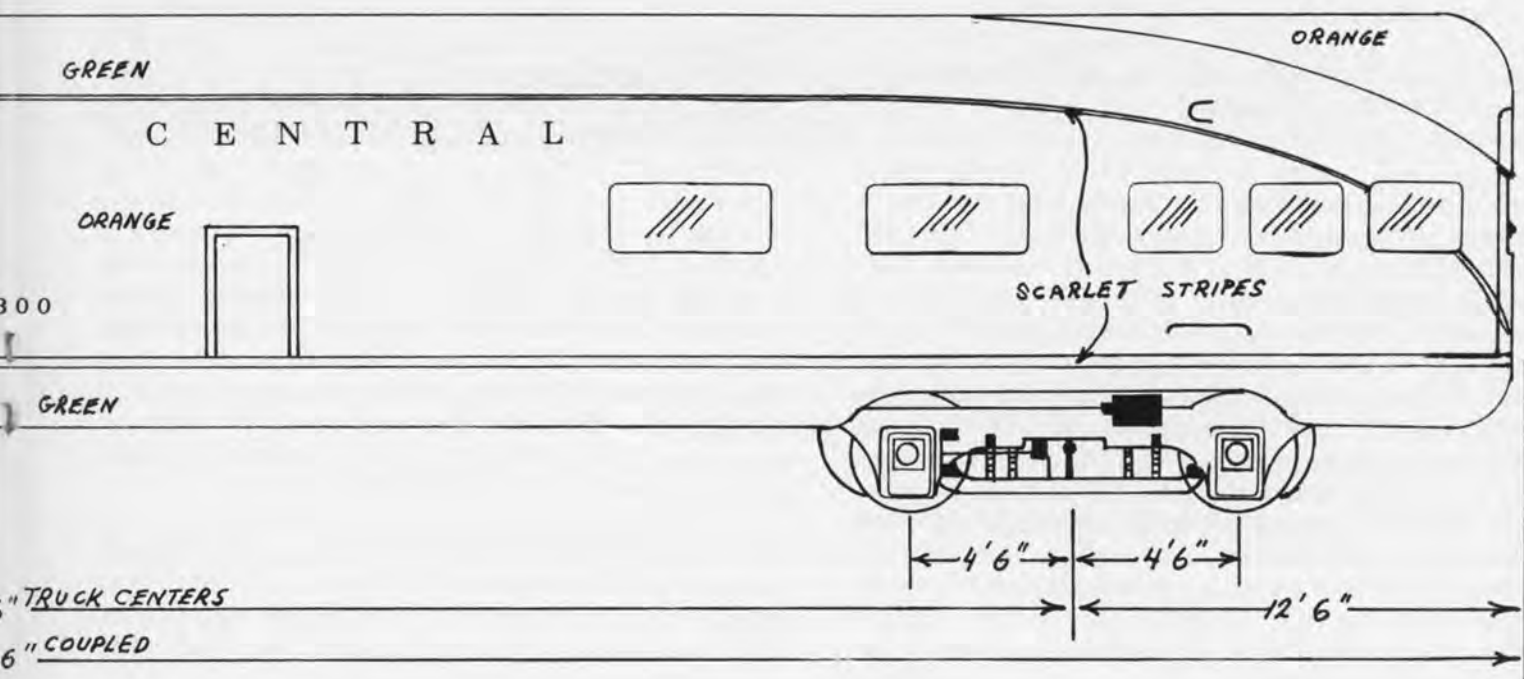
LUXURY COACH DIESEL STREAMLINER

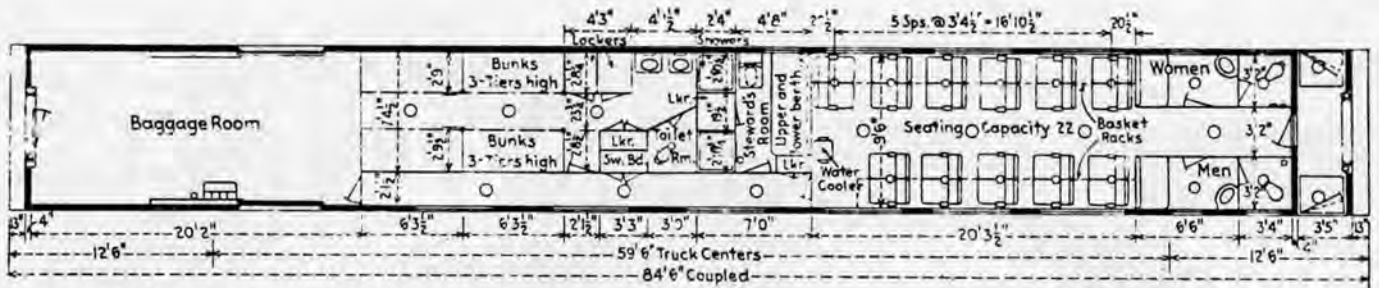
*City of Miami*

CHICAGO - MIAMI

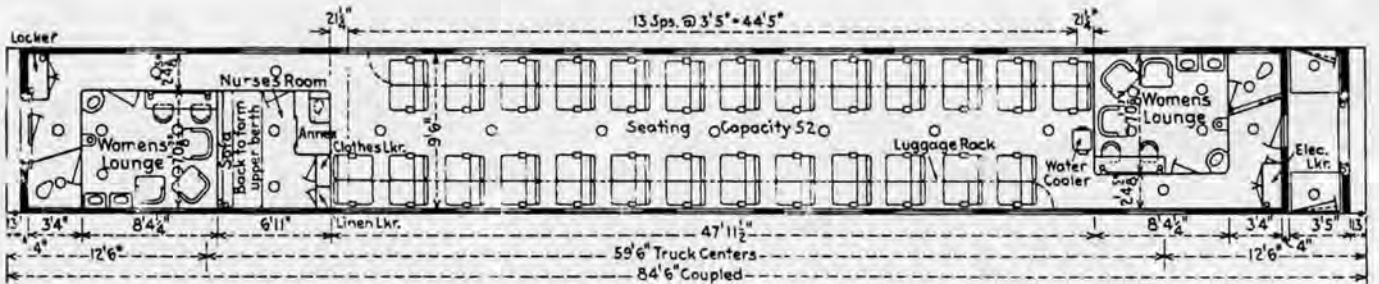


ervation (Bamboo Grove)





The Combination Baggage-Dormitory-Coach



Women's Coach with Nurse's Room—The Three 60-Passenger Coaches with Men's and Women's Lounges Are Similar Except for the Absence of the Nurse's Room

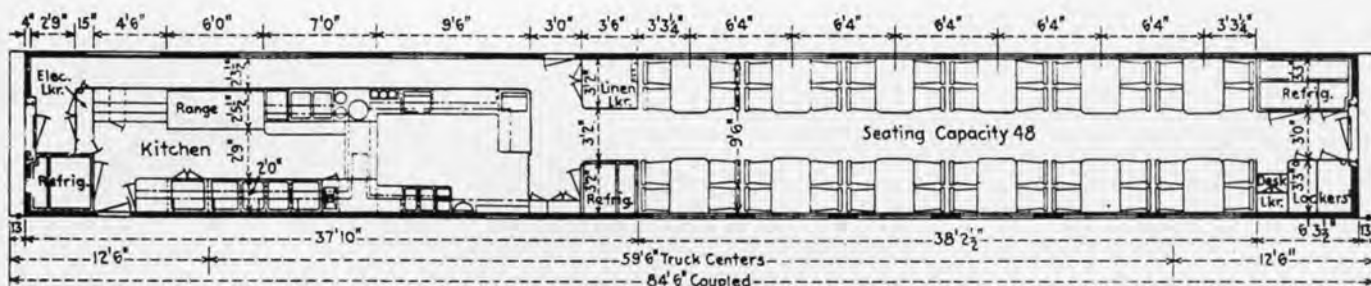
shaved 2.5 hours from the fastest previous schedule between Chicago and Miami. The pooling of resources by the nine railroads involved was an attempt to compete with the growing highway competition, but was also a way to expand passenger revenues without any one railroad having to furnish three sets of passenger equipment. This was all taking place at a point in time when the railroads were trying to recover from a number of lean years due to the depression.

"The Illinois Central Florida train "City of Miami" is notable for beauty of line and color, as well as for the provision of comfort and convenience features designed to appeal to the most exacting passenger requirements. The cars, designed and built by the Pullman-Standard Car Manufacturing Company, in collaboration with Illinois Central engineers, embody low alloy, high tensile-steel girder construction with a saving of practically one-third in weight, as compared with former conventional riveted carbon-steel cars of equivalent capacity. The seven new cars include one baggage-dormitory-coach, one women's coach with nurse's room, three coaches for men and women, one dining car and one lounge-bar-observation car, with a total of 254 revenue seats and 135 non-revenue seats. The structure and styling of the power unit is emphasized by a streamline wave effect of green, giving an effect of speed and driving power, with the train name lettering in a graceful curve on

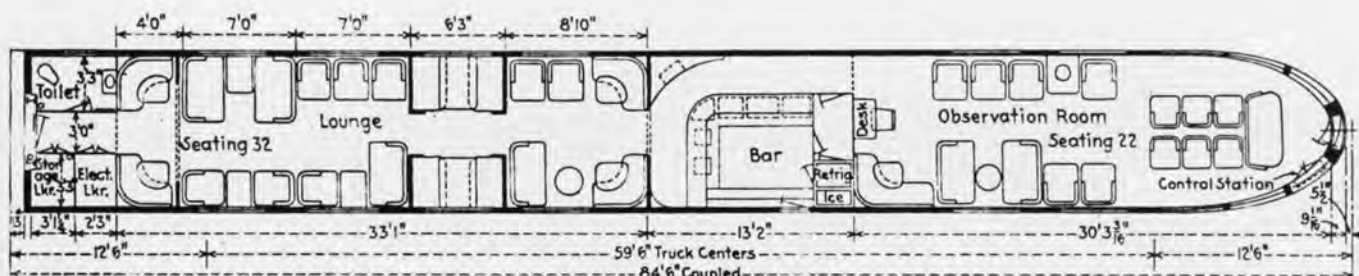
either side of the streamline nose. The brilliant flash of the orange, green, and scarlet is carried throughout the train to the tail end of the observation car, where the roof color is carried in sweeping lines down to the tail sign."

The E-6A Diesel passenger unit ordered for the new City of Miami train was only the second streamlined power unit ordered by the IC., the first having been the power car for the Green Diamond in 1936. The Green Diamond was the IC's first effort at a streamlined train and was affectionately known as the green caterpillar or the green worm. Management was apparently looking for a little better image for the new Florida train, which resulted in the EMD styling section being consulted. The City of Miami "bow wave" design was developed by Paul Meyer, one of EMD's styling artists, who was on loan to EMD from General Motors in Detroit. The engine's paint scheme was carried back through the train..."The exterior was done in orange, palm green, and scarlet. The green was used for the roof and skirt coloring, separated from the orange of the car body by scarlet stripes placed at the eave and lower edge of the girder sheets. (see photos)

The original paint scheme was short lived, as management apparently decided that the orange and green paint scheme, which looked like the Union Pacific colors, was not the



The Dining Car



The Lounge-Bar-Observation Car



answer for Illinois Central Passenger trains. Sometime during 1942, a decision was made to try the chocolate and orange combination, with yellow accent stripes. This paint scheme was then adopted as the standard passenger color scheme for the IC's passenger trains, and remained in use until the formation of Amtrak some thirty years later.

E-6A #4000 was the only passenger unit to wear the bow wave paint scheme. The next passenger power, delivered just over a year later, in late 1942, wore what has become known as the Panama Limited version of the traditional chocolate and orange colors.

#4000 handled the train between Chicago and Jacksonville, Florida, where it was turned over to the Florida East Coast RR. The Central of Georgia was at the time controlled by the Illinois Central, but no Central of Georgia units were regularly assigned to the original City of Miami train. (There were Central of Georgia passenger units used in later years, painted IC chocolate and orange colors but lettered Central of Georgia on the side and on the nose diamond. More on these and other diesel units, and later paint variations in a future issue. For more information consult Mainline Modeler magazine) con't on next page



The Pullman-Standard Color and Design Department developed the train interior,"with the thought of Florida in mind, native woods, such as bamboo and sheet cork being utilized in the decorative treatment. In the chair cars, large photomurals, done in a new color process to match the various colors of the interiors, decorate each bulkhead of the main coach compartment.... Comfortable reclining seats were installed with a new style of individually controlled glareless lighting to assure further comfort.... Four color schemes were used in making the coaches different. One coach has yellow, blue and coral for it's predominant tones; another has green, copper and gold; still another has tan, blue and gold; and the last has blue, copper and tan.... The bar section is the real decorative keynote of the train, with a natural bamboo bar and canopy against a photomural background with an artificial palm tree.... At the bar is a mural route map of the territory through which the train travels. It is so arranged that, by means of illumination, the progress of the train and the scheduled time of the next stop can be shown.

Structurally the cars were of the most

modern design. They were lightweight, smooth side, streamlined cars. "The cars are fabricated of low-alloy, high-tensile steel, welded construction being utilized for the most part with the exception of a limited number of places where rivets are required. The underframe, including the center sill, bolsters, crossbearers, end sills, platforms, etc., are of the built-up welded alloy-steel construction.... Vestibule diaphragms have the Pullman suspension with outer diaphragms of stretch rubber in three sections, one for the roof and one for each side. The rubber is colored orange and green to match the exterior colors and lining.

An illuminated car numbering device is set in the pier panels of each coach immediately adjoining the vestibule, projecting from the side walls of the car slightly so that the illuminated numerals at the center are easily readable by a person on the platform.

The car trucks are of the four-wheel, single drop equalizer type.... The truck wheels are 36" rolled steel, multiple-wear, with 11" hub and 2.5" rim made to A.A.R. specifications,..."





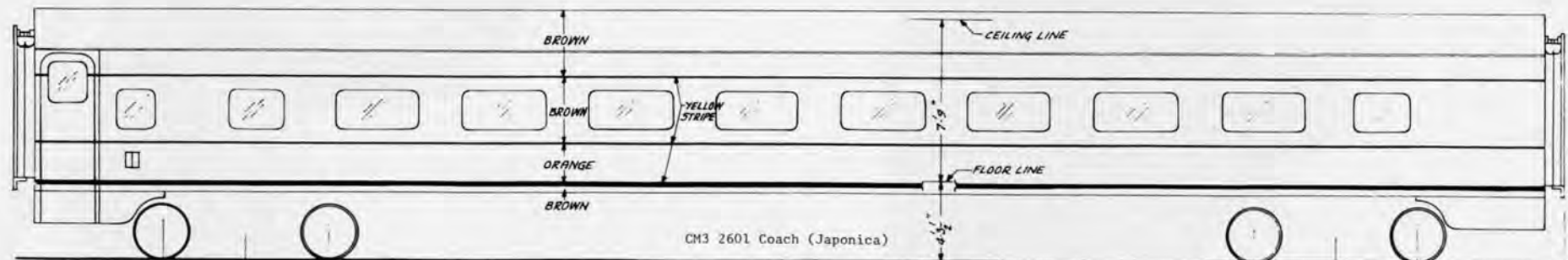
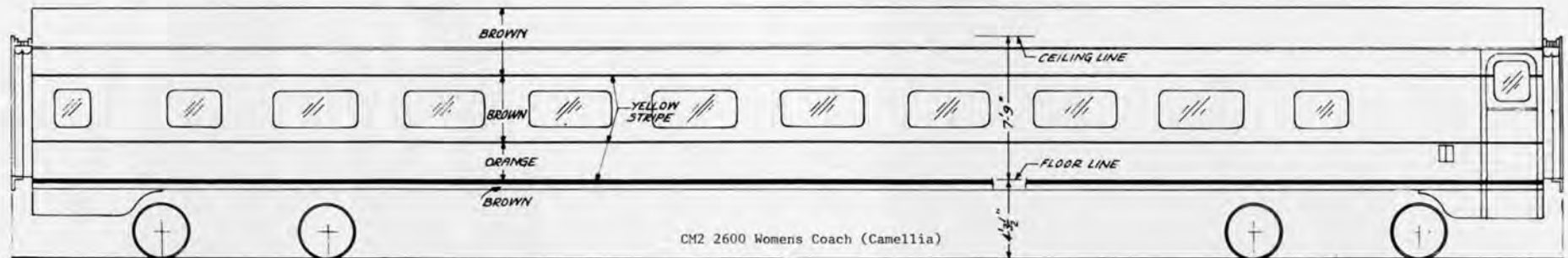
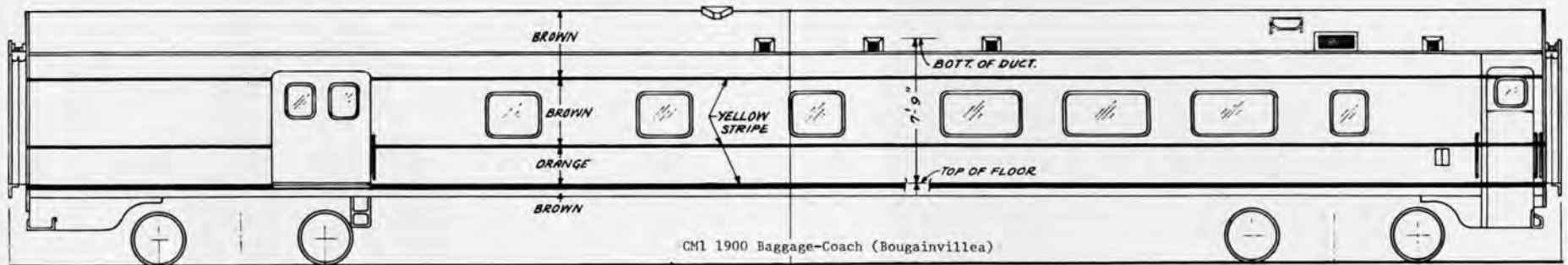
Shown here are the changes made to the City of Miami train as first the chocolate and orange paint scheme was applied to the combine car Magnolia, and later the entire train had been repainted and E-7 #4009 is in charge. Top photo Jerry Carson. Bottom photo - Paul Stringham / Courtesy of Ted Richardson.



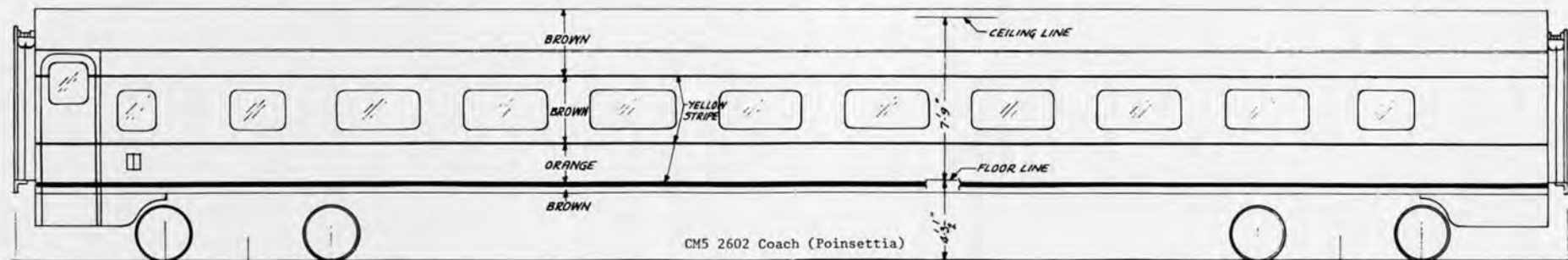
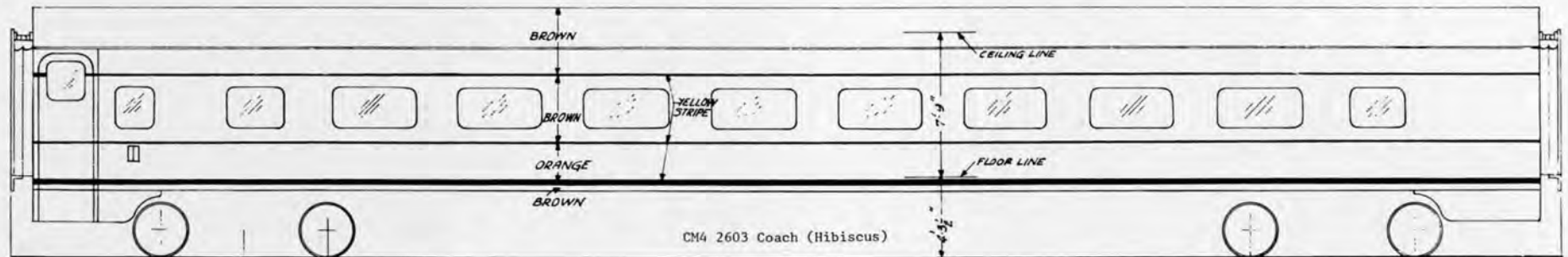
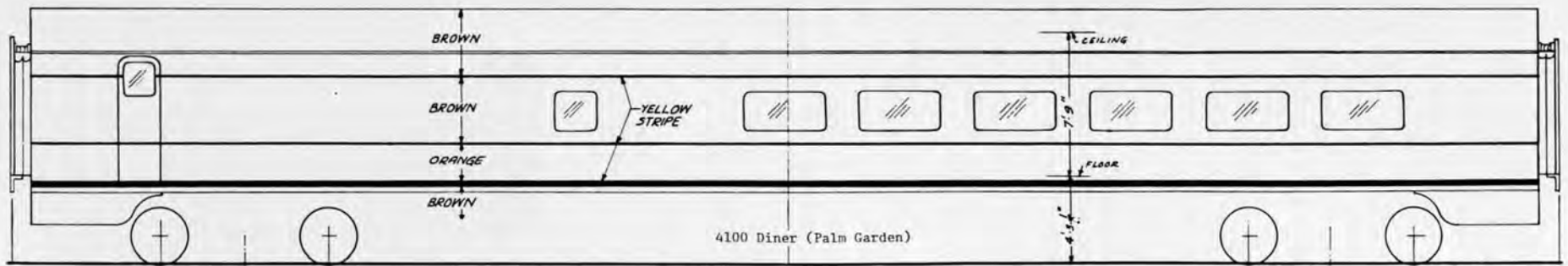
# CITY OF MIAMI PASSENGER CARS

The City of Miami car diagrams below show the cars after they were repainted in the standard chocolate and orange colors with yellow striping. The Tavern-Lounge-Observation car shown on pages 10-11

has the original colors and striping shown. The other cars in the train had the same colors and striping as the observation when new in 1940. In 1950 the train was re-equipped and Pullmans added.







The car types, numbers, names,  
and order in the train were;

- CM1 1900 Baggage-Coach (Bougainvillea)
- CM2 2600 Womens Coach (Camellia)
- CM3 2601 Coach (Japonica)
- 4100 Diner (Palm Garden)
- CM4 2603 Coach (Hibiscus)
- CM5 2602 Coach (Poinsettia)
- 3300 Tavern-Lounge-Observation (Bamboo Grove)

commenced operations with two locomotives to serve it's many lumber camps and saw mills. Captain J.T. Jones, an eastern oil operator, was mainly responsible for getting the road into operation and for developing the port and harbor at Gulfport. The road reached Jackson on July 4, 1900. On that day the first train operated between all the way from Gulfport to Jackson, entering the Illinois Central station there.

On July 1, 1925, the Illinois Central, realizing the great possibilities of the territory, purchased the G&SI from the heirs of Mr. Jones. During the following three year period, the Illinois Central invested more than one and one half times the purchase price to improve the road. The agricultural and industrial departments of the railroad inaugurated programs to increase production and prosperity of the territory through crop diversification, soil utilization, reforestation, and the development of new industry. The integration of forest and industry is well illustrated on the Laurel branch of the G&SI. It was at Laurel that the method for manufacturing fiber board by the explosion process was discovered. The development of large oil fields around Laurel, such as the

Heidelberg field have also added to the growth of the area.

The Illinois Central handles thousands of carloads of pulpwood into Laurel. Much of this wood enters the wallboard plant there where it is cut into small chips and exploded into wood fibers. After being mixed in a solution, the pulp is run through huge presses which roll it into various types of wallboard and wallboard insulation for use in the building trades.

Freight destined for Laurel arrives daily except sunday via local freight train No. 495 over the single track line from Saratoga on the Gulfport District. It's consist often contains loads of pulpwood, merchandise, chlorine, flour and feed. The return train, No. 492, is scheduled out at 10 p.m. Pulpwood is an important product on this part of the Illinois Central. It moves to on-line Illinois Central points such as West Monroe, La. and Natchez, Greenville, and Meridian, Miss. It also moves off-line to large plants at Mobile, Alabama, Bogalusa, Bastrop and Spring Hill, La. and Moss Point, Miss.

#### The Columbia Branch

Along the 57 mile Columbia Branch on the other side of the G&SI, forest products and

0-6-0T #3298 the roundhouse goat at McComb, MS 7-12-56 Jerry Carson Photo.



LOUISIANA DIVISION continued

fertilizer are the principal commodities handled. Located in and about Columbia, terminal city of the branch, are some 30 manufacturing and processing plants, including men's shirts and pajamas, veneer and plywood, pine rosin and naval stores, vegetable canning, hoisery knitting mills and building materials. The Illinois Central serves the area with a daily except Sunday north and southbound local freight which connects with the mainline at Mendenhall. Mendenhall is a source of forest products, lumber, fertilizer, and melon loading.

Hattiesburg, the commercial hub of South Mississippi, stands midway between Jackson and Gulfport, about 60 industries operate in Hattiesburg, the largest employing more than 1000 people. One of the principal industries is a large naval stores plant where approximately a hundred products are extracted from pine stumps through chemical processes.

The Illinois Central has taken an active part in reforestation of pine lands in the state and in and about Hattiesburg, recently introducing a new type of tree planter capable of planting 1000 to 1600 pine seedlings an hour. McComb shop turned out the first tree planting machine. In a little over a year, 60 additional tree planters have been constructed using the Illinois Central design. In their first year of use these machines planted approximately 3 million trees. In addition the railroad has sponsored short course forestry schools from which more than 2,000 students have graduated. These schools teach the importance of the preservation and growth of timberlands in the territory. The railroad also pays close attention to fire prevention. Each pulpwood car on the division bears the warning "Stop Wood Fires" stenciled on it's side.

At nearby Camp Shelby, served by the Illinois Central, hundreds of thousands of World War II soldiers were trained before sailing overseas. The camp was also an important training center for railroad battalions composed of railroad men from the Illinois Central and other railroads.

One of the nations largest pickle plants is at Wiggins between Hattiesburg and Gulfport. This factory was established in 1912 to provide an outlet for crops grown on lands where timber had been cut. South of Wiggins the tracks of the Gulfport district pass through a productive pecan and tung nut belt before entering the pine woods of the DeSoto National Forest. The home of the papershell pecan, Mississippi is the nations second largest pecan producing state.

Gulfport, gateway to the seven seas and the markets of the world, is the southern terminal of the Gulfport District. World-wide Steamship lines sail up the channel and into the harbor at Gulfport, where they dock at one of the two piers managed by the Gulfport Port Commission, a state agency. Shiplside tracks permit direct transfer of cargo between ships and cars. At north yard, two miles from the city, the railroad handles the outbound and inbound freight for the two daily dispatch trains that operate on the district.

This concludes the story of the Louisiana Division of the Illinois Central as it was in 1950 when this story was run in the Illinois Central Magazine. We will reprint other Division and Terminal stories from this series in future issues. They provide an interesting history of The Main Line of Mid-America in it's heyday. The original story was edited for use in the Green Diamond.

Back Cover - Top IC 4-6-0 #5018 at McComb MS 5-19-40 Jerry Carson photo. Inaugural run of the City of Miami. The train was exhibited at Van Buren street station on December 17, 1940. Participants in the ceremony were Charles A. Liddle, President of the Pullman-Standard Car Manufacturing Company, J. L. Beven, IC President, (rt. in foreground, looking towards microphone) A.L. Church, Assistant to President Bevin, (back to camera in front of microphone) James A. Dunn, Commissioner of Miami, and nine girl guest guides from Miami including Miss Miami of 1941 and the Florida "Glamour Girl" of 1940. The proceedings were being broadcast on WMAQ, NBC in Chicago. Charlotte Beven, daughter of President Bevin, christened the train the following day with water from Miami's Biscayne Bay. The Gentleman behind the girls, in the gloves, coverall jacket, and white EMD hat, seems more concerned with his engine than with all the hoopla. Photo courtesy of Robert E. Mcmillan.

