

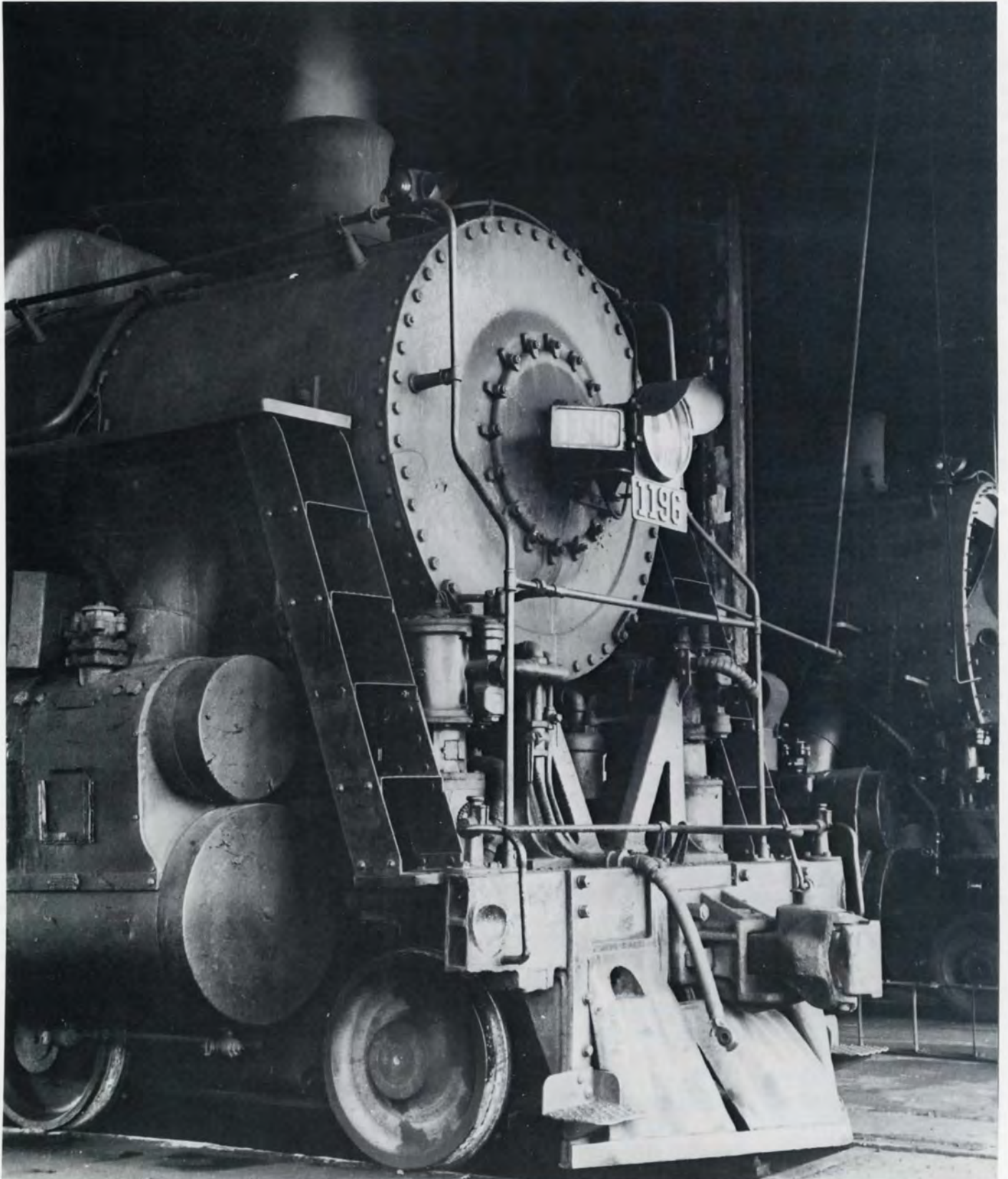


GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE #19

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Illinois Central Historical Society



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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.

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Sat. October 25 1986
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Noon - Lunch

On The Cover

Pacific #1196 waits patiently at Paducah in 1957 for her next assignment. Photo by Bruce Meyer

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

- Jerry Carson
- C.T. Felstead
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- R.W. O'Brien
- Elliot Parkman
- William Raia
- Ted Richardson
- George Rondelli
- Mike Schafer
- Paul Slager
- Elizabeth Z. Winter
- Milton Winter

Well, now that it is over and I can look back on this years Annual Meeting and Railroadiana Show and Sale, I can say that I think it was our best yet on a number of counts. I know I say that every year, but I honestly think that they get better every year. We had a very large turnout for the Railroadiana Show and sale on a very nice summer day. All 86 dealer tables were sold out well in advance.

We had our biggest model contest ever with dozens on entrys. Model contest photos are on page 30-31. Thanks to Chairman Lew Concklin and Rich Chenault, Jim Chenault, and John Thomas who helped with the contest forms... and to Jim Kubajak, Fred Carlson, and John Pitts who helped Lew judge the contest.

We also had our first H.O. Modular layout set up and operating at the show. Although the scenery was not 100%, many people enjoyed watching a variety of IC trains make the 10'x17' circuit. Thanks to the following people who helped build, set up, and operate the modular layout; Rich Chenault, Jim Chenault, Jack Cosenza, Lew Concklin, Tom Grant, Brian Higgins, Jim Kubajak, John Pisciotto, Jack Rhenstrom, Gary Rhebergen, Bob Schramm, John Thomas, and Dale Windhorst.

During the afternoon IC slides were shown in a separate room. Thanks to Bob Schramm for running this part of the show.

Thanks also to Jim Kubajak and Al Kempf for their help with the societys tables and sales.

Thanks also go out to the other Society Officers and Directors who all helped with the planning and running of the show. Show Chairman and Society President Dave Fraser and our Treasurer Nita Fraser, Terry and Jane McMahon, Secretary Bob O'Brien who also handled publicity for the annual event, and Jack Laude who handled reservations and many other details and also managed to become a daddy for the third time the day before the show. Congratulations Jack and Pam.

A Board meeting and Dinner followed the show. Bob O'Brien provided another difficult IC Quiz and Mr. Charles Stats presented a slide program on Illinois Central Steam Suburban Service. An auction of Railroad items followed with auctioneer Jack Laude in control and the evening tapered off into the next day with more slides for those who were still awake.

DOWN THE TRACK

Our next issue will feature part 2 of Heavyweights and Harrimans, A trip down the "Gruber line" of the old Amboy district, Modeling IC Headend Cars, and a few other surprises. As always Any interesting articles, photos, or information are welcome and needed for the magazine.

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

- Lew Concklin
- Al Kempf
- Jim Kubajak
- Jack Laude
- George Rondelli
- Mike Schafer
- R.F. Schramm
- Carol Schramm
- Jennifer Schramm
- Jeff Schramm
- Dale Windhorst

THE GREEN DIAMOND is in need of articles and photographs for publication. Materials submitted are done so with the understanding that no monetary compensation is paid. Photographs and written materials will be returned if requested. Send any materials for the GREEN DIAMOND to Publications Chairman Tom Grant. Send items for the ICHS NEWS-LETTER to Jack Laude.

IC SUBURBAN ELECTRIC LINE

ICRR SUBURBAN LINE

Compiled by Jack Laude and Tom Grant

This guide to the former Illinois Central Suburban Lines was prepared for the 1986 annual meeting tour on Sunday, August 10, 1986. If you are traveling to Chicago it can serve as a guide to the former IC lines. If you just want to read through it you will see where many of the IC's facilities were located on Chicagos south side. Notable IC landmarks along the electric suburban line are Markham yard, Kensington, Pullman, Burnside Shops, Fordham yard, Grand Crossing, 26th st. yard, Weldon yard, and 12th st..

We recommend sitting upstairs for a better view of the line. Sit on one side of the train northbound and the other side southbound. Points of interest are shown by E. or W. side of the train.

University Park (formerly Park Forest South) is the southern end of the line on the electric suburban system. The station is located at Stuenkel Road and Governors Highway. Stuenkel road also marks the end of the old Chicago Division on the IC main line and the beginning of the old Illinois Division.

E. Richton Park. As we leave Richton Park northbound you can see the freight interchange yard with the EJ&E RR, and then the EJ&E tracks below.

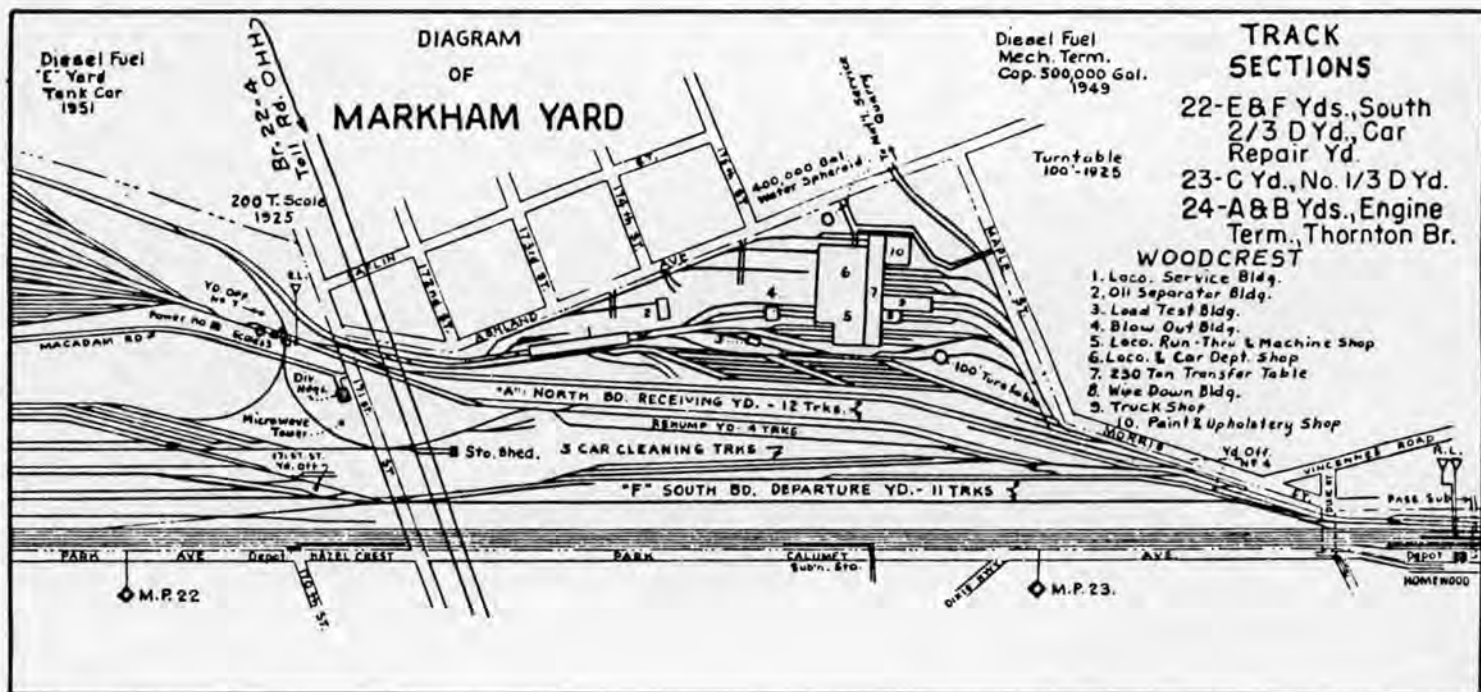
Matteson. The IC elevated it's mainline tracks in 1923 to eliminate highway and railroad crossings. The Michigan Central (NYC) and Joliet and Eastern Traction Company (both torn up) crossed under the IC just north of the station.

Lincoln Highway. New Station under construction over route 30 or 211th street. E. Olympia Fields. Site of Olympia Fields Country Club. Signal bridges on the main lines were constructed in 1911. As we leave Olympia Fields an electric substation for the suburban line can be seen on the east side.

W. Flossmoor. Old suburban station and new construction on suburban platforms is in progress. Many former presidents and officers of the IC made their homes in Flossmoor.

W. As we approach Homewood an old interlocking tower can be seen on the west side and the approach tracks to Markham Yard are on the the east side.

Homewood. The Mission style station is on the west side, still in use by Amtrak, with the Amtrak platforms on the east side of our train. The lead tracks to "A" yard at Markham yard can be seen on the east side. "A" yard is the northbound receiving yard. The yard tracks closest to the mainline tracks are "F" yard, the southbound departure yard.



E. Calumet. We are now stopping next to "F" yard, which is beyond the trees on the east side. There may be unit train coal hoppers on the freight main tracks adjacent to our train. Unit coal trains don't need to be yarded and are set out here since all other freight traffic goes into Markham yard.

E. Hazel Crest. Adjacent to this station you can see the end of the southbound hump classification or "E" yard. You may be able to see the tower for "B" yard in the distance. This is the northbound classification yard. The car repair yard is out of sight behind the "E" yard hump. As we pull out of Hazel Crest toward Harvey we are passing "D" yard, the southbound receiving yard. As we approach the Harvey station you can see the end of "C" yard, the northbound departure yard.

Harvey. You may see some foreign road power at "C" yard on interchange runs, and you may see some interchange trains north of here going to or from Markham yard. As we pull out of Harvey we pass over the B&OCT and GTW tracks. The GTW interchange is on the east side. The GTW and B&OCT cross each other at the tower below on the west side.

W. 147th St. (Sibley Blvd). As we proceed northbound we pass over the Little Calumet River.

E. Ivanhoe. As we pull out of the Ivanhoe station you will see the IHB interchange on

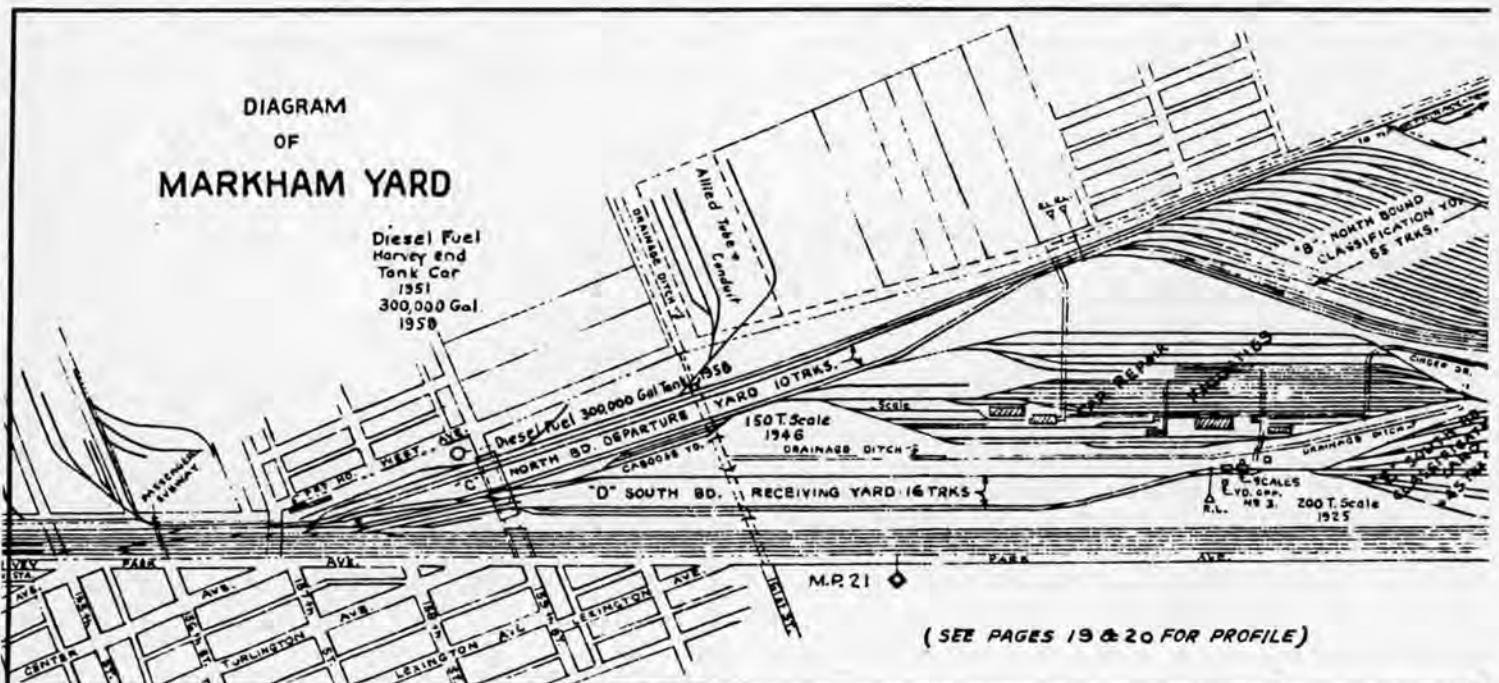
the east side as we pass over the IHB tracks.

Riverdale. As we pull out of Riverdale station we are passing over the B&OCT and PC (former PCC&St.L) tracks and their interchanges on the east side. Next we cross the Calumet River and a steel mill on the west side. You may see a track going off to the east side which led to Wildwood yard (torn out) which was in the area that has been graded recently.

We pass the former suburban storage yard and Blue Island Junction on the east side. This is where the Blue Island branch of the suburban line joins the main line. Next we pass under the C&WI and former C&EI as they pass overhead and as we approach Kensington station you can see the overhead wire from the South shore line (CSS/CSS&SB) as it approaches from the east over K&E tracks (Kensington & Eastern).

Kensington - 115th st. The South shore line joins the mainline here and runs parallel to us the rest of the way to Chicago. The Blue Island branch train is across the platform and runs from here to the end of the Blue Island branch and back.

E. Pullman - 111th. st. Much of the Historic town of Pullman can be seen on the east side of our train. The Pullman Hotel, where visiting railroad officials stayed can be seen first. Next is the Pullman car works building with it's clock tower. You can also see the old fire station and a



number of the row houses that were built for employees and officers of the Pullman company. As we continue northbound you can see the EMD plant off to the east side of our train.

W. Burnside Shops - 95th st. Now the site of Chicago State College. The northernmost building was the Burnside electrical inspection building (Bldg D on diagram). We next pass under the C&WI and former rock island (CRI&P) tracks and as we proceed northbound we are passing the site of Fordham yard on our east side.

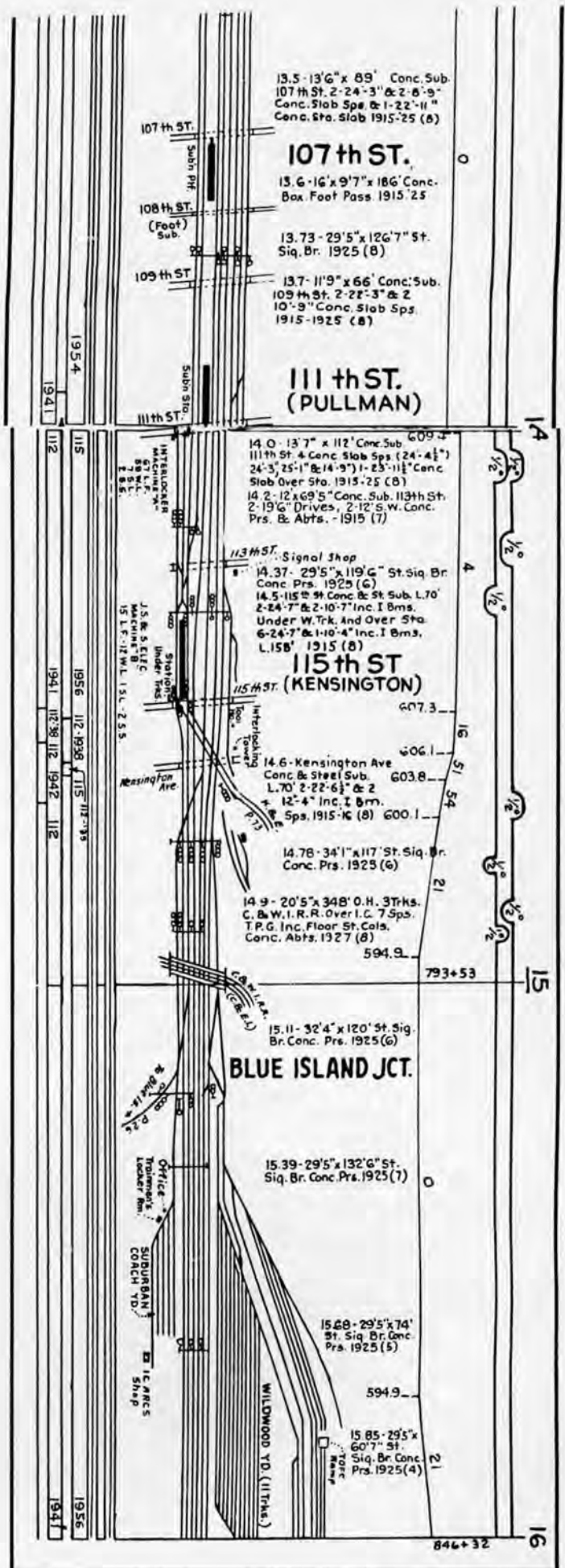
E. Fordham yard. Fordham yard and it's balloon track were located between 90th. and 82nd. streets. It was here that passenger trains were turned and taken back to Central Station. Next we pass under the N&W (former Nickle Plate NYC&St.L) at 79th. st. and we approach Grand Crossing.

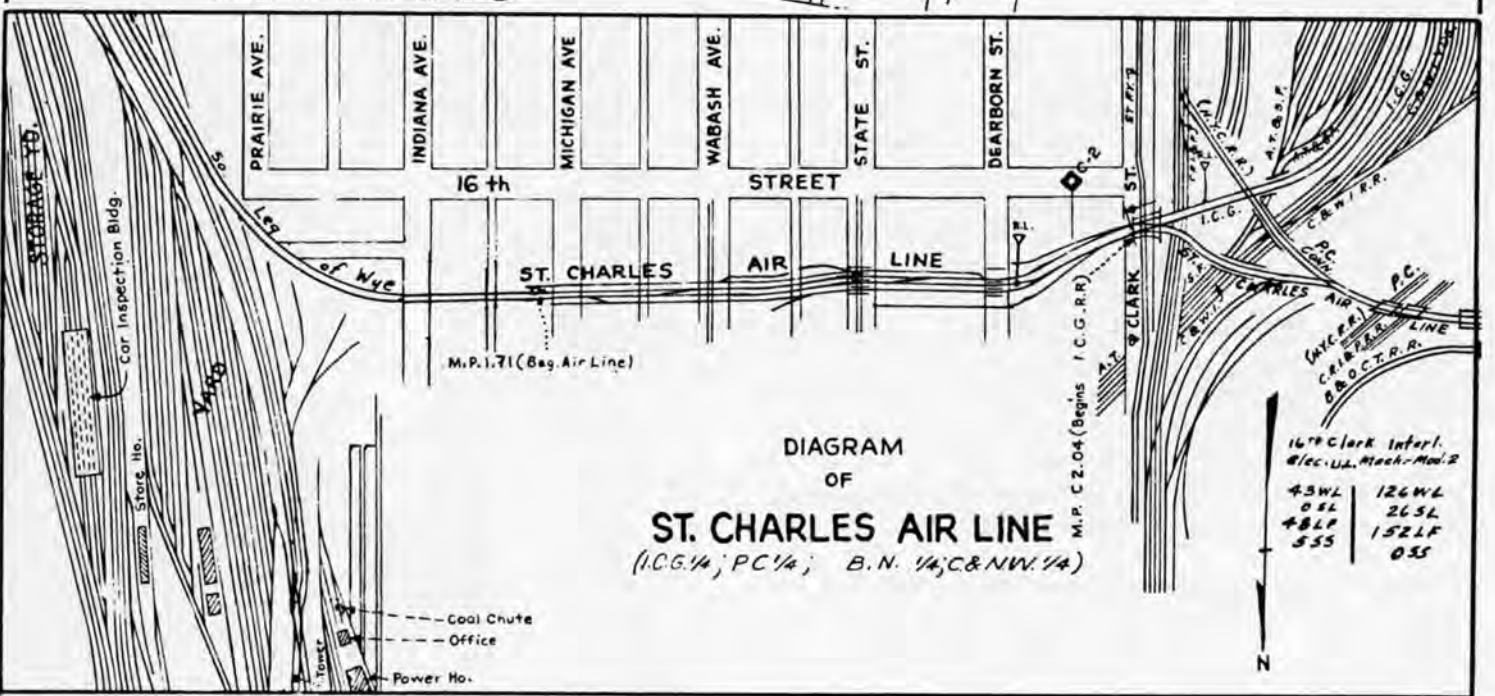
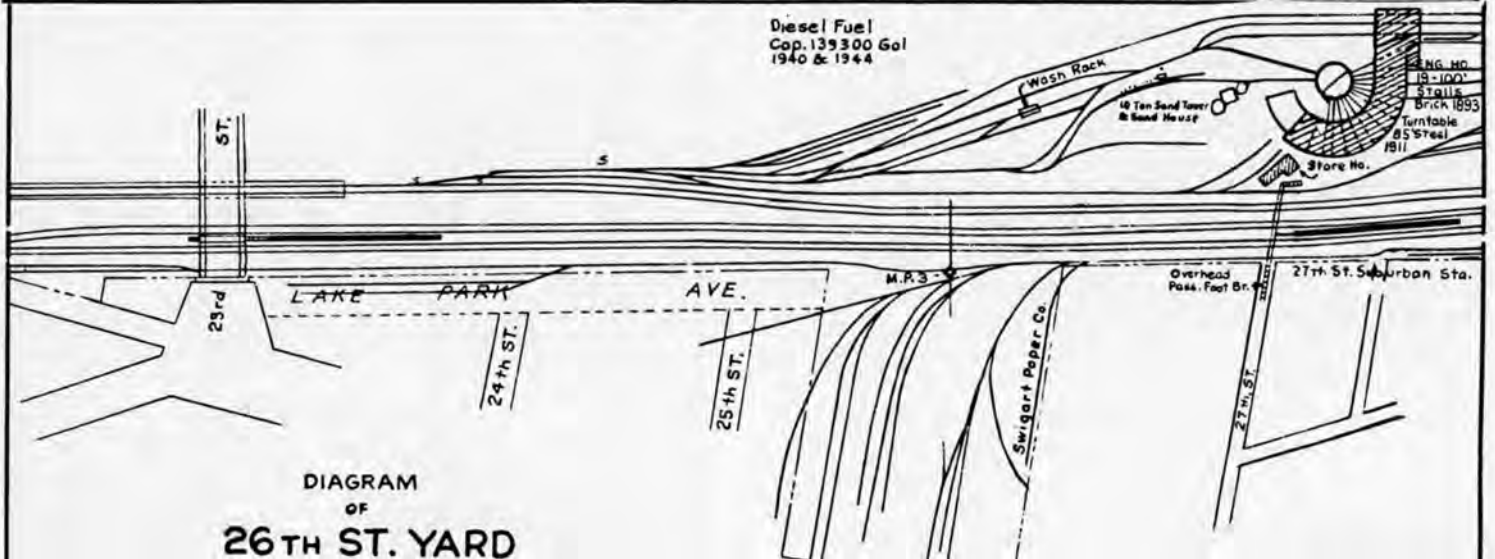
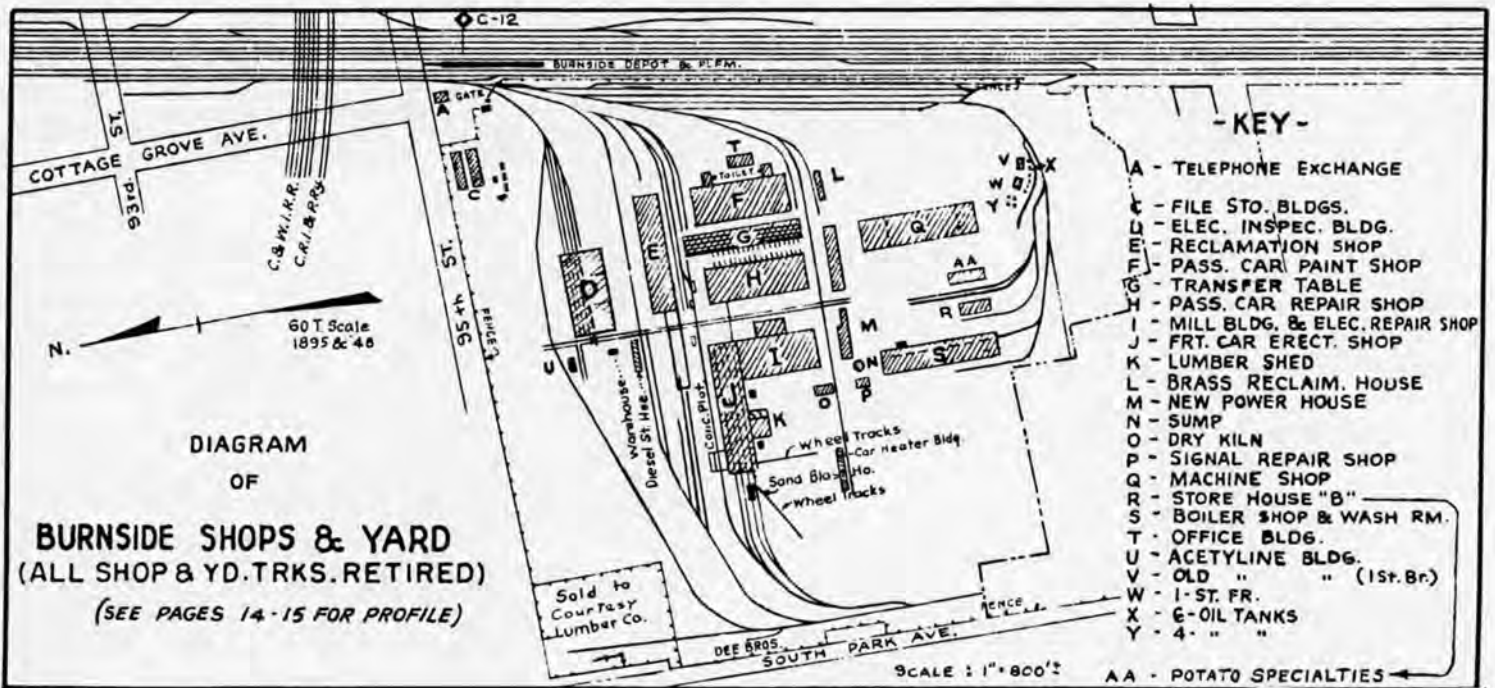
Grand Crossing - 75th st. Grand Crossing was elevated in 1911 to allow the New York Central and PFW&C railroads to pass over the IC. As we continue north past 71st st. you can see the South Chicago Branch of the suburban line approaching from the east. The branch line joins the main suburban line from below rising up between the two suburban tracks just south of the 67th st. station.

67th st.. Trains from the South Chicago branch join the main suburban line here. An old interlocking tower can be seen on the west side of our train. As we leave 67th. st. we pass under a Chicago CTA line that is no longer in use. The bridge and structure was built in 1893.

59th. st.. The University of Chicago is on the west side of our train and the Museum of Science and Industry (site of the 1933 Worlds Fair) is just ahead on the east side. You can see lake Michigan, Lake Shore Drive and Chicago ahead. At 31st. st. you can see a memorial statue of Stephan A. Douglas on the west side of the train.

Next we pass the site of the 26th st. yard and McCormick place with the jumpover tracks to the St. Charles Air Line and former Iowa Division connection (now Chicago Central) rising up along the east side of our train and passing overhead





within the new building of the McCormick place extension. We pass the site of Weldon yard and arrive at 12th. st., the former site of Central Station.

Van Buren st. Van Buren is the last stop before the end of the line.

Randolph st. We pull into the underground station at Randolph st. You can see the South Shore trains on the east side of our train as we enter the station.

Follow the crowd upstairs and have your ticket ready for the machine to exit. Once in the waiting area you can look around. If you want to see a little of downtown Chicago, here are some suggestions;

Trains and the Lakefront:

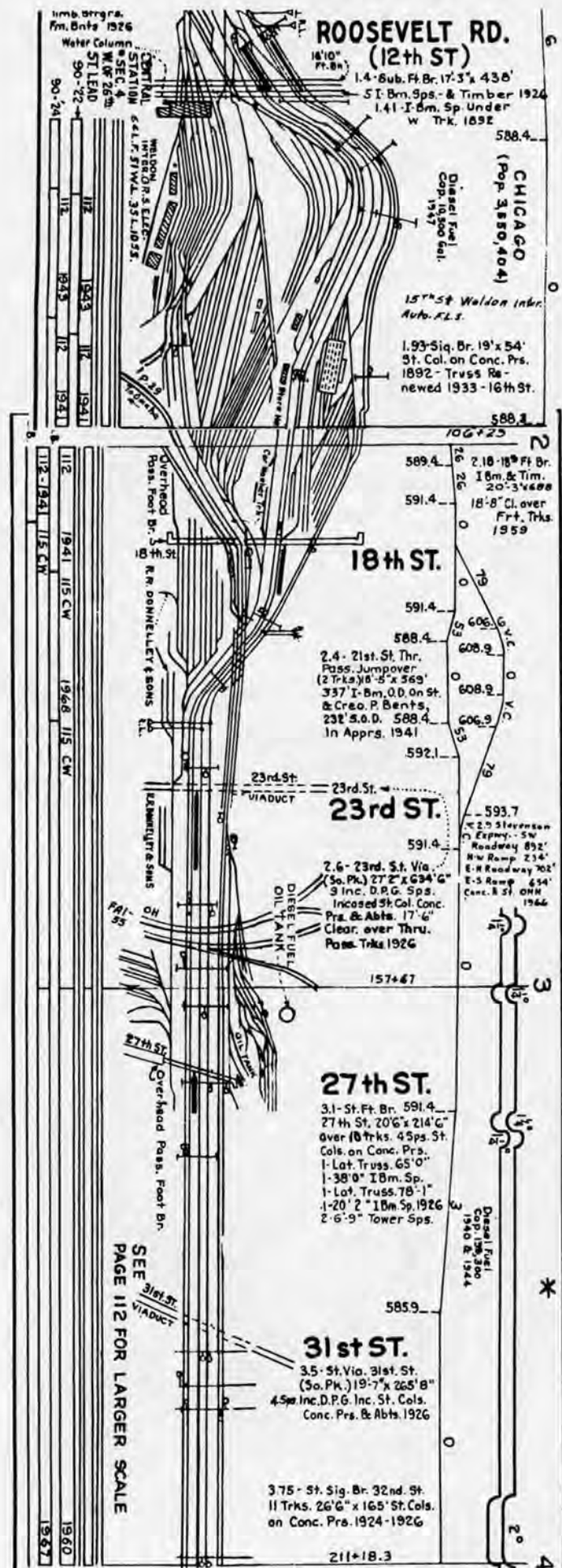
Ahead and to the left is the door to the South Shore platforms. You can see and photograph trains there and from Randolph st. and from Grant park. Ahead and to the right is the Randolph st. exit. This will bring you up to street level on the west side of Michigan avenue and Randolph. Walk east across Michigan ave. to get over the tracks and to Grant Park. Go south toward Buckingham fountain, trains are on your right and Lake Michigan is on your left. The Art Institute is a few blocks ahead on Michigan ave. Return on Michigan ave. to Michigan and Randolph to get back to the station.

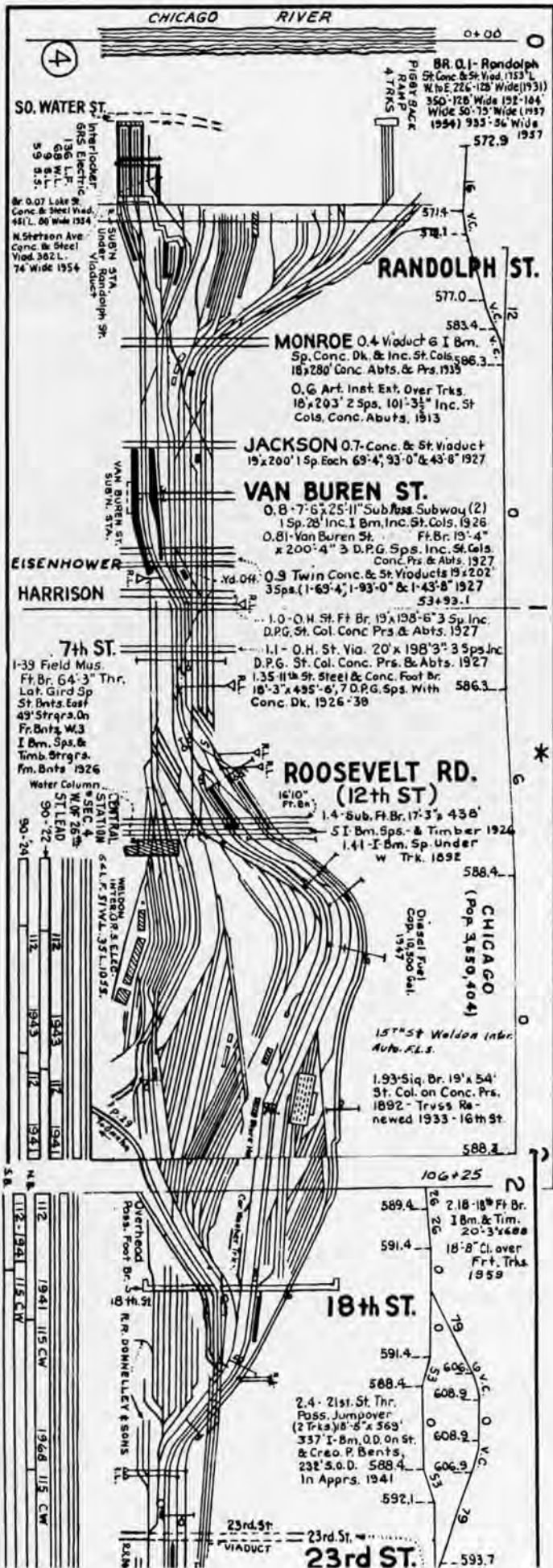
Food, Famous Buildings, and the Chicago River:

Go upstairs from the station as described above and from the corner of Michigan ave. and Randolph st. walk north on the west side of Michigan ave. A block north is a McDonald's, a little further at 342 N. Michigan is a place called the Michigan Inn, and ahead at the Chicago river on the left is a Burger King.

At the Chicago river you can see the Tribune Tower, The Wrigley Building, The Sun Times Building, and Marina Towers to the west along the river. There are also sightseeing boat rides available here that run 1, 1½, and 2 hours. Prices range from \$4.50 to \$7.50 for adults.

Return to Michigan and Randolph to catch a return train or explore on your own for awhile.





MODELERS CORNER

Modelers Corner is a feature that we would like to have in each issue of the "GREEN DIAMOND" which will be devoted to making models of IC equipment, buildings, etc.... Our next issue will have an article on modeling IC Headend Passenger cars. Future modeling articles in preparation include the following:

- IC rebuilt 40' 2 Bay Hopper
- IC 40' 3 Bay Hopper
- IC Headend Caboose
- IC Early Geeps - GP7's & GP9's
- Rebuilt IC Depots.

If you would like to write a modeling article for the magazine, please do. Call or write with your favorite modeling idea.

MODELERS NOTES

Overland Models has released an IC 8000 series transfer caboose in H.O.. The model is accurate, well done, and nicely detailed including brake rigging and air lines. I will try to run a photo of it in the next issue.

Rivarossi has finally changed the milk chocolate color on their passenger cars to a dark chocolate which gets it much closer to an IC brown. All of the Rivarossi cars are available in the new dark brown color as well as a set of 2 E8A units.

Front Range has some new ACF 40' Boxcars available that can be made into IC cars with decal sets. They include a 40' single door riveted car, a 40' single door welded car, and a 40' double door welded car.

Walthers has announced a 40' double sheathed wood reefer (former Train Miniature cars) that could be used for an IC wood sided reefer with decal sets. Also a Rath and Swift version are available for you Iowa meat train fans.

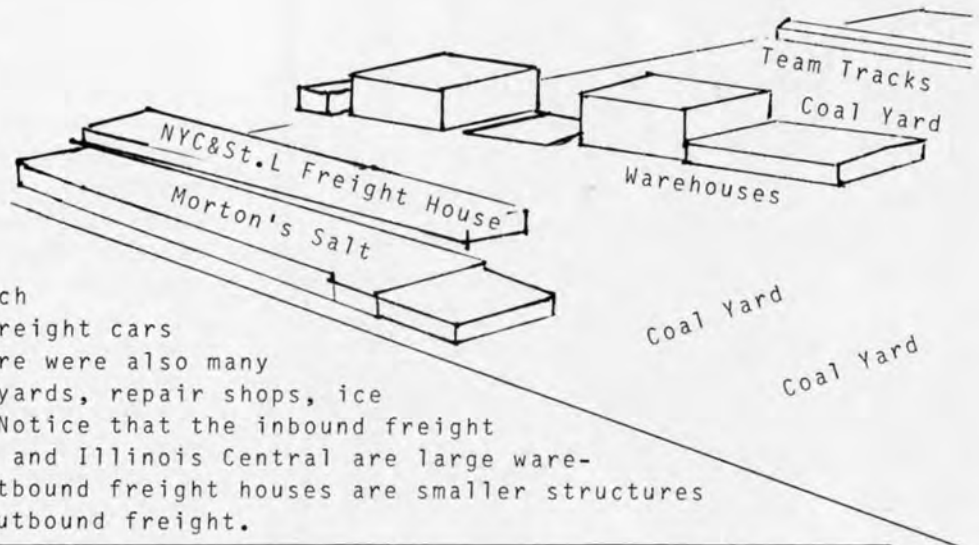
D.J. Baker (metal kits) has announced an IC 40' AAR Boxcar in H.O.

Photos of some of the models from this years model contest are on pages 30 & 31.

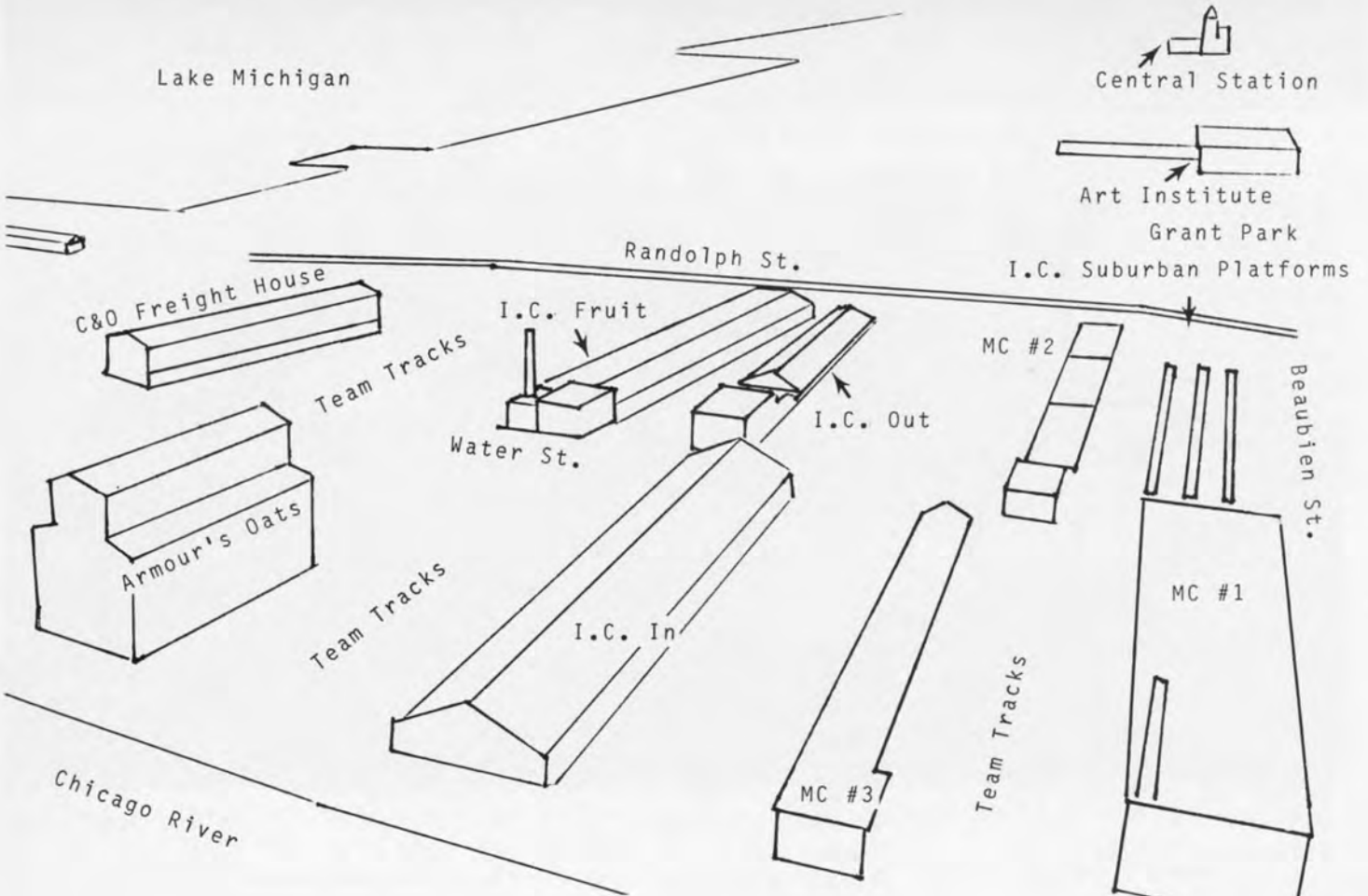


Photos ICHS Collection

These photos show the Chicago Lakefront as it looked in the 1920's. We are looking south along the Illinois Central with the Chicago River in the foreground. Refer to the index for the identity of the buildings. The Chicago Terminal had dozens of tracks which could accommodate hundreds of freight cars being loaded and unloaded. There were also many team tracks, a number of coal yards, repair shops, ice houses, power houses, etc.... Notice that the inbound freight houses on the Michigan Central and Illinois Central are large warehouses with few tracks. The outbound freight houses are smaller structures with more tracks for loading outbound freight.



- MC #1 - Michigan Central Inbound Freight House #1
- MC #2 - Michigan Central Inbound Freight House #2
- MC #3 - Michigan Central Outbound Freight House #3
- I.C. In - Illinois Central Inbound Freight House
- I.C. Out - Illinois Central Outbound Freight House
- I.C. Fruit - Illinois Central Fruit House



STEAM ON THE ILLINOIS CENTRAL

THE PACIFICS - Part 2

by Tom Grant

Standard Pacifics

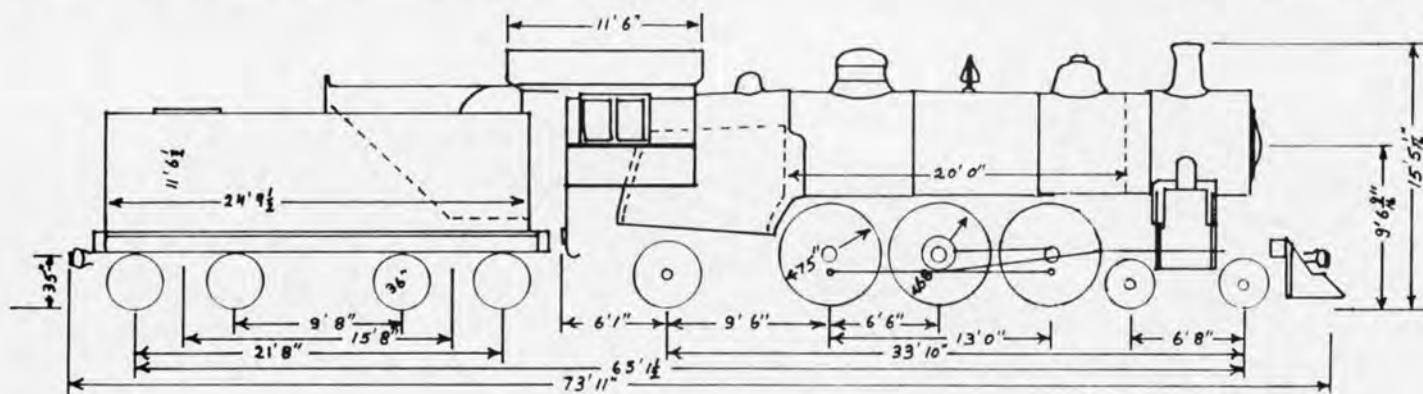
In Issue #18 we looked at some of the modernized Pacifics in the 1135 - 1199 class. Now we will continue with more of the modernized engines as well as the other 4-6-2's that made up the Pacific types on the Illinois Central.

The two large groups of IC Pacifics were all built by the American Locomotive Company (Alco). The older engines, #1031 - #1048 and #1054 - #1134 were built between 1905 - 1913. All had 75 1/2" drivers and 25"x 26" cylinders.



#1056 One of the older Standard Pacifics.

ICHS Collection



Engine Type 1031 class	Locomotive Weights	Heating Surface
Steam Pressure: 180 lbs.	Ld Wgt. Drivers 152,700 lbs.	Tubes 189 2.00" Diameter
Designed for a curve	Ld Wgt. Engine 249,900 lbs.	Flues 26 5.36 Diameter
Max. Tract. Eff. 33150 lbs.	Ld Wgt. Tender 179,400 lbs.	Grate Area Square ft
Factor of Adhesion 4.60	Ld Wgt. Eng+Ten 429,300 lbs.	Arch Tubes 28.1 Square ft
Valves 14"	Lt Wgt. Engine 1 lbs.	Firebox 186.6 Square ft
Cylinders 25"x26"	Lt Wgt. Tender 74,600 lbs.	Flues+Tubes 2698 Square ft
	Lt Wgt. Eng+Ten 1 lbs.	Syphons Square ft
	Tender Capacity 9,000 gal.	Total 2912.9 Square ft
	Tender Capacity 15 tons	Superheater 613.0 Square ft

Low Wheeled Pacifics

Some of these older Pacifics were rebuilt during World War II and converted to 61" drivers. This group is referred to as the Low Wheeled Pacifics. These engines were put to work on local freights. The smaller drivers provided more tractive effort at lower speeds.

Baldwin Pacifics

The eleven Baldwin engines that the IC owned fall into three small groups with different driver and cylinder sizes. These differences are detailed in the chart of engine specifications. Six of the Baldwin engines came from the Vicksburg Schreveport

continues on page 18



#2087 Low Wheeled Pacific.

ICHS Collection



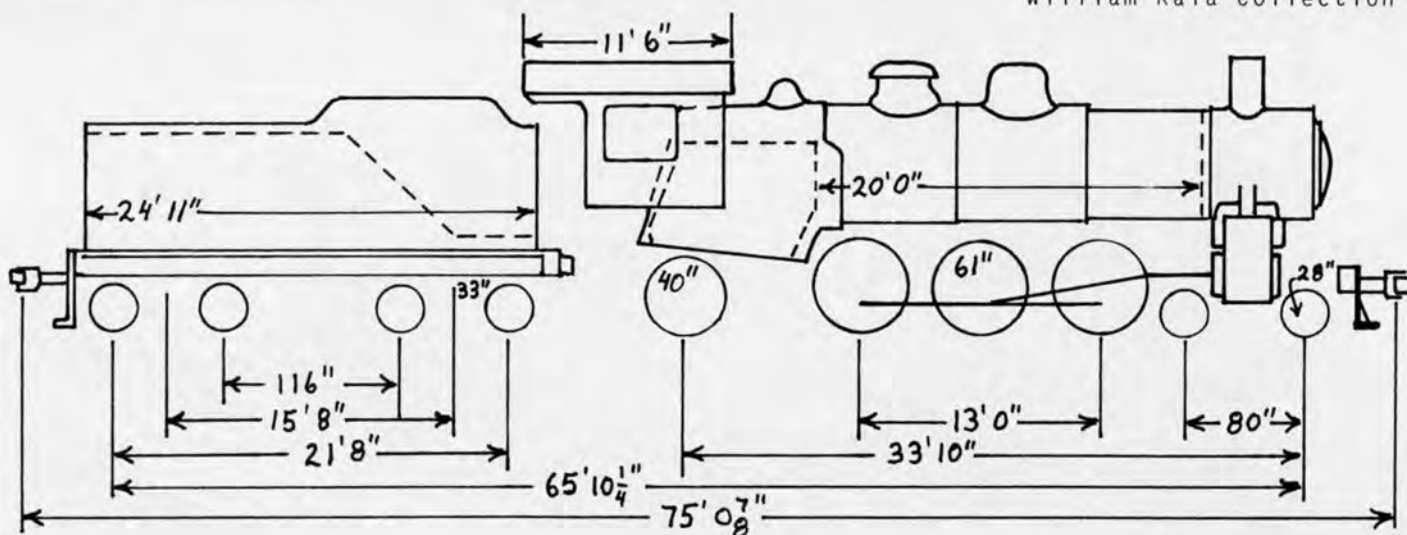
#1100 on the turntable at Canton Mississippi in 1921 with Engineer W.H. Hartwell on the left and Charley Barnett on the right. #1100 was Barnett's regular engine on the Panama Limited run between Memphis Tennessee and Canton Mississippi.

Photo Bruce Gurner Collection



#2034 Low Wheeled Pacific working at Irwin IL in 1957.

Photo by R. Burkmaster
William Raia Collection



Engine Type 2030 class

Steam Pressure: 215 lbs.
Designed for a 16 curve
Max. Tract. Eff. 51547 lbs.
Factor of Adhesion 3.04
Valves 14"
Cylinders 25"x26"

Locomotive Weights

Ld Wgt. Drivers	156,700 lbs.
Ld Wgt. Engine	248,500 lbs.
Ld Wgt. Tender	180,100 lbs.
Ld Wgt. Eng+Ten	428,600 lbs.
Lt Wgt. Engine	1bs.
Lt Wgt. Tender	1bs.
Lt Wgt. Eng+Ten	1bs.
Tender Capacity	9,000 gal.
Tender Capacity	15 tons

Heating Surface

Tubes	189	2.00" Diameter
Flues	26	5.36 Diameter
Grate Area	50.8	Square ft
Arch Tubes	28.1	Square ft
Firebox	186.5	Square ft
Flues+Tubes	2698	Square ft
Syphons note 1	1	Square ft
Total	2912.6	Square ft
Superheater	610.5	Square ft



"1001 One of the former VS&P Baldwins at Cherokee Iowa in 1953. Photo Jerry Carson



#1050 One of the I.C. Baldwin Pacifics on a heavyweight train. ICHS Collection



#1310 One of the Former A&V Baldwins at Chicago in 1933. Photo Jerry Carson





Baldwin Pacifics

& Pacific and the Alabama and Vicksburg which were acquired by the IC in 1926. The subsequent renumberings of these engines is also shown in the chart. The #1000 - #1002

worked for a time on the Iowa Division on Local freights. The other five Baldwin engines #1049 - #1053 were purchased in 1909 by the IC.

ILLINOIS CENTRAL PACIFICS 4-6-2's

Built	Builder	for	Numbers	Notes	Drivers	Cylinders
1905-1907	Alco S	IC	1031-1048	Some Alco 1031-1135 engines rebuilt during	75 1/2"	25x26
1910	Alco B	IC	1054-1068		75 1/2"	25x26
1911-1912	Alco B	IC	1069-1103	WWII with 61" drivers	75 1/2"	25x26
1912-1913	Alco B/R	IC	1104-1135	& renumbered 2030-2097.	75 1/2"	25x26
1916-1920	Alco B/S	IC	1135-1199		75 1/2"	26x28
1909	Baldwin	IC	1049-1053		77 1/2"	24x28
				re# 1926 re# 1937 re# 1943		
1919-1922	Baldwin	VS&P	380 - 382	1300-02 994-996 1000-002	68"	22x28
1924	Baldwin	A&V	480 - 482	1310-12 997-999 1130-32	74"	25x28
1907	Rogers	IC	1000	77" drivers as 2-6-2 #1001 re# 2099	61"	25x26

Alco B = Brooks works Alco R = Richmond works Alco S = Schenectady works
 re# = renumbered VS&P = Vicksburg Schreveport & Pacific A&V = Alabama & Vicksburg



#1141 before improvements, with the original small tender, spoked wheels, etc....

ICHS Collection

Previous pages - IC #1169 on the turntable at Kankakee, Ill. after delivering a Big Four train to the New York Central. 7-53

Photo by Paul Slager

Modernized Pacifics

The Modernized Pacifics, #1135 - #1199, were built between 1916 - 1920, also with 75 1/2" drivers but with larger cylinders, 26"x 28". The Modernized Pacifics were not renumbered as a group, but a few engines were renumbered in 1937. These engines received more of the modifications that characterized IC steam power; the Paducah sand dome, front mounted air pumps, boiler plate type corrugated pilot, and main driver replacements. See the photos for changes made to individual engines since few ended up looking exactly alike.

Speaking of how the Pacifics did not all look alike, don't miss Ted Richardson's article entitled "The (Iron) Horse Of A Different Color" which appears in this issue.

A Tender Correction

In Issue #18 on page 15 there is a picture of Pacific #1197 which is described in the text as the way the engine looked before any modifications. The 1197 is shown with a Lima tender from one of the IC 2-8-4's, not the original tender. The photo of #1141 in this issue shows an engine with an original tender.

Lima tenders were used on some of the IC Pacifics in the late 1930's while the Lima engines were in storage since business was slow due to the depression. The larger Lima tenders provided greatly increased capacities of coal and water for the Pacifics on Passenger runs. The original tenders on the Alco Pacifics had a capacity of up to 15 tons of coal and 7000 to 9000 gallons of water. The Lima tenders had capacities of 24 tons of coal and 15,000 gallons of water. Many of the Pacific tenders were also modified by lengthening them and adding higher coal side boards to increase capacities.



#1174 at Chicago in 1946.

William Raia Collection

The full set of boxpok drivers is unusual and may be from Hudson #1 which was dropped from the roster some time after 1945.



#1196 at Paducah in 1957 (top), and at Louisville in 1955 (bottom).

Photo J. Pickett
C.T. Felstead Collection



#1196 was one of the engines that got the full modernization treatment at Paducah; corrugated pilot, sand dome, front mounted air pumps, cast pilot wheels, and an enlarged tender.

Photo by Bruce Meyer

The Rogers 2-6-2

The one other IC Pacific was #1000 (later #2099) which was rebuilt from a Rogers 2-6-2 (originally #1001). Built in 1902 it was rebuilt in 1907 to a 4-6-2 wheel arrangement. #1001 was the only 2-6-2 that ever appeared on the IC roster and it was only a 2-6-2 for five years. The rebuilt #2099 survived into the 1950's as did many of the IC Pacifics. Perhaps someone can turn up a photo of #1001 when she was a 2-6-2.

The Pacific types are all represented in

the pictures on these pages, with caption notes referring to their place in the overall scheme of things. If anyone has additional information or photos of any of these engines we would be glad to show them in the magazine.

Thanks to Lee Hastman, Ted Richardson, and George Rondelli for their assistance with the Pacific story. Also thanks to the Railway and Locomotive Historical Society Inc. for their "Railroad History #140" on the Illinois Central which was used extensively for research.



#2099 - The Rogers 2-6-2 that was rebuilt into a Low Wheeled Pacific by the I.C., seen here at Horse Branch KY in 1957. Photo by Jerry Carson



#1180 at Kankakee in 1937.

Photo by J. Boose

William Raia Collection

THE (IRON) HORSE OF A DIFFERENT COLOR

by Ted Richardson

Heads must have been turning, and more than a few comments made when 4-6-2 Pacific type #1146 was rolled out of the IC Paducah Ky. shops in June of 1947. Why all the commotion? Well, this November 1916 graduate of the American Locomotive Company Brooks Works had been selected by IC management to become the only example of a streamlined steam locomotive on the property. Number 1146 in its streamlined dressing would be the power for the Louisville - Fulton Ky. connecting train (#101-1 & #102-2) with the newly inaugurated, April 1947, City of New

Orleans diesel powered streamliner. The connecting trains would consist of new streamlined lightweight cars painted in the passenger colors of chocolate brown with orange side bands trimmed in yellow pin stripes. It would not be in keeping with the first class service image of these trains to have anything not matching the color scheme to power them. Add to this the fact that the EMD E unit diesels were expensive and few in number, so they could not be spared to power a connecting train. Management also did not want to make the Kentucky coal companies unhappy by bringing



diesel power into the neighborhood. The solution was to do something with an existing steam locomotive, thus the streamlining of #1146.

The drafting department of the Paducah shops, Elmer Gregory in particular, was given the job of coming up with a design. They had numerous examples to study ranging from well done to the less said the better. As the IC was a conservative company the draftsman stayed with that policy. The principle design ideas were borrowed from another road known for its superb work with steam locomotives, the Frisco Railroad. The design was similar to the Frisco streamlining applied to their mountain type #1503.

Sheet metal was used to make a shield on the pilot and for the pilot mounted air pumps. A sheet metal skirt ran along the boiler walkway from the pilot ladder to the cab front extending down to the bottom of the cab. Skirting was also applied to the tender and around the smokestack. Chocolate brown replaced the traditional engine black color. Bloody orange was applied to the shield and in a band on the side skirt of equal width, running the length of the engine, cab included. The orange band continued completely around the tender. Yellow pinstriping was used to accent this orange band and also along the sand and steam domes, pilot, driver, and trailing truck wheels, the smokestack cap, and bottom edge of the pilot. The numbers and lettering Illinois Central Railroad were done in yellow. A green diamond herald of the same type as used on the diesels was

applied to the air pump shield. A polished brass bell topped it all off.

Conversations with IC men revealed that the 1146 was notorious, as there was a bit of the whodoo about her. Things like an attempted sightseeing trip onto Kentucky Avenue in Paducah by way of the roundhouse walls in 1943. (See Donald Lessleys "Paducah Gateway" pg. 148-152 for the full account)

After the streamlining was applied things got worse. The sheet metal skirting would come loose, flopping in the wind, and requiring constant attention. Oiling around would result in globs of oil and crud that had accumulated under the walkway skirting dropping on unsuspecting enginemen. Being a coal burner did not lend to easy maintenance of a spic and span appearance. The replacement of the beautiful steamboat whistle with a diesel like air horn gave voice to all of these nuisances. All of this came to a tragic ending in 1951. While pulling the Kentucky Cardinal, (a renaming of the train between Fulton and Louisville Ky. after dropping connecting service with the City of New Orleans) the 1146 derailed on Muldraugh hill at excessive speed, killing the crew, destroying itself, and extensively damaging a number of cars. #1146 was cut up in the field and her remains hauled back to Paducah as scrap iron.

Thanks to C.T. Felstead, R.J. Foster (dec.), Eldred Sellers Jr., Stephen Lee, Donald E. Lessley "Paducah Gateway" for information and assistance.

Frisco #1503 with streamlined skirting, I.C. #1146 similarly attired, and #1146 seen before World War II.

3 Photos by R.J. Foster
C.T. Felstead Collection



A Tale of Mail and Mules

by Milton Winter

By the spring of 1948, folks in the Mississippi Delta were getting envious of their neighbors on the IC main line. That's where the fast trains ran. The sleek orange and yellow and brown Pullmans on The Panama Limited burnished the rails on the 394 mile New Orleans - Memphis run on a 6 hour, 35 minute schedule. The snappy new City of New Orleans delivered passengers to Memphis even faster: 6 hours, 28 minutes up from the Crescent City!

Trains in the Delta were not so fast. The fact is, passenger service from New Orleans along the Yazoo and Mississippi Valley line through Baton Rouge and Vicksburg was slower in 1948 than it had been in 1925! Citizens of Greenville, Miss., claimed they could get to New Orleans quicker by driving 40 miles west to board the Missouri Pacific at Montrose, Arkansas, or by going east to the Illinois Central main line at Winona Miss. Mail service was correspondingly slow. And, to tell the truth, Deltans just wanted some attention from the world outside.

It wasn't that the folks along the IC's river route were ungrateful. No Sir! Why, the railroad had opened up the delta. When the original New Orleans - Memphis line of the old Louisville, New Orleans and Texas Railroad was completed in September 1884, Anguilla Miss. had been the only agency station between Vicksburg and Clarksdale, a distance of 144 miles! Where now there were thriving towns and fields white with cotton, then there was nothing but canebreak and wilderness.

The coming of the railroad had changed all that. In 1892 the Illinois Central purchased the financially troubled LNO&T (known locally as the "Late and Never On Time" Railroad), and merged it into its subsidiary Yazoo and Mississippi Valley System. In one stroke the IC not only eliminated a serious rival, but acquired an entrance into a vast and rapidly expanding agricultural basin. Land grants enticed farmers to settle along the Y&MV tracks, and soon the IC had to build new docks at New Orleans to handle all the long-staple cotton that rolled down from its tributary lines in Mississippi. The railroad and the Mississippi Delta grew up together!

The principal passenger runs along the Y&MV were, for many years, named The Planter and The Delta Express. In the 1920's the overnight Planter made its Memphis - New Orleans trip in 15 hours, 30 minutes, with 32 stops along the way (including a leisurely detour to Greenville). Train 15 left Memphis at 4:45 p.m., arriving in New Orleans at 8:15 a.m., while train 12 departed New Orleans at 2:45 p.m., reaching Memphis at 6:15 the following morning. The Delta Express was a daylight run, which in the early years went south as far as Baton Rouge. These trains, along with the other local runs, carried passengers, and the mail and express to and from the Mississippi cotton country.

By May 1948, passenger service to the Delta on the Y&MV had been trimmed to two trains each way per day, the Memphis - New Orleans Planter and Locals 23 and 24 between Memphis and Greenville. Wartime padding of schedules and absorption of stops from discontinued trains had increased the Planter's southbound running time to a torturous 18 hours, 35 minutes. The Memphis Greenville locals required a little under 5 hours to make their 151 mile trips. Part of the problem lay in the necessity to make a 22 mile backup move between Leland and Greenville. This consumed an hour and a half in each direction on the Memphis - New Orleans run. Community leaders appealed to the Illinois Central for faster trains, but Delta passenger service was already losing money. Mail service continued to suffer (at least so it seemed).

A few of the more spirited local citizens decided to stage a publicity stunt to draw attention to their desire for faster trains. Why not pit a Delta mule against the iron horse? Which would win the race?

A proper challenge was issued to officials of the Illinois Central and of any other railroad that cared to compete with either Delta mules or the IC. A 37 mile "Pony Express" style mule-relay between Cleveland and Greenville would constitute a last, desperate attempt to establish "standard" mail service to the outside world. The mule would wait for the train if, according to alleged custom, it pulled into Cleveland late.

The good natured spoof took place Saturday, May 22, 1948. When train 23, the southbound Delta Express steamed into Cleveland on time, at 11:52 a.m., the surprised passengers and crew were greeted by a wildly cheering population, divided in enthusiasm for IC 4-6-2 #1173, christened "Old Reluctant" and funeral director Johnny Fletcher's gray mule, dubbed "The Delta Mule Express."

The contest had an auspicious beginning. Placards asked, "Do You Balk at the Mail Service? Try the Mule Express" and "Who Said The Planter Put the Mule Out of Business?" Members of the Volunteer Fire Department gave the signal, and with two mournful blasts of her whistle, No. 1173 pulled away with the mule in hot pursuit.

The race was a dead heat. Which would prevail, the Railway Post Office or the renascent Pony Express? All along the way crowds lined the station platforms to cheer the uncanny spectacle. At the end of the line, 4000 Greenvillians waited for the finish-line ceremonies. A Negro swing band played "The Old Gray Mule is Faster Than She Used to Be", "I've Been Waitin' on the Railroad", and "Nobody Knows the Trouble I.C."

Amid cheers and thunderous applause the contest ended in victory (which everybody knew was fixed) for the "Delta Mule Express". The last in the relay of fast



galloping mules from Cleveland to Greenville (with some gaps in between) swept in just ahead of the train and broke the red ribbon!

continued on next page



Cleveland Miss. May 22, 1948.

Both Photos by Elizabeth Z. Winter

A Tale of Mail and Mules

continued

The score was Mule 1 - Train 0. The IC did not request a rematch. Railroad officials knew that their chief competitor was not the Delta mule, but the automobile. U.S. Highway 61 paralleled the Y&MV all the way to New Orleans, and after World War II, more and more Delta traffic moved along its concrete path. Moreover, the Y&MV Memphis - Vicksburg - New Orleans route, with its cumbersome Greenville detour was 84 miles longer than the IC's Memphis - Jackson - New Orleans main line. The Y&MV would never be able to compete for long distance passengers.

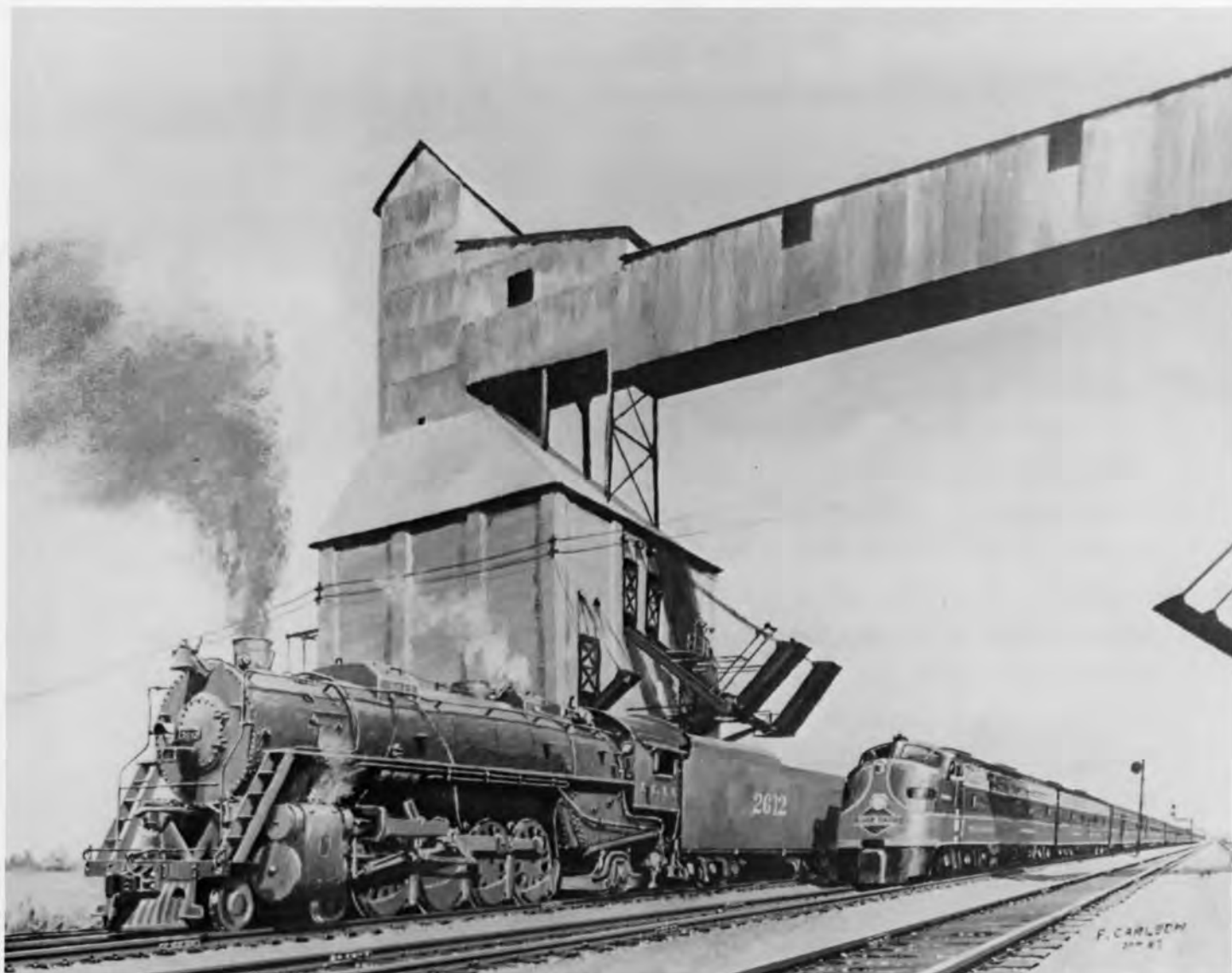
On November 27, 1949, through Memphis - New Orleans service ended on the river route, and on September 24, 1950, Greenville - Vicksburg service was discontinued. Trains 23 and 24, The Delta Express, ran alone on a daylight Memphis - Greenville turn. Finally, on March 27, 1965, with the cancellation of the RPO contract, 81 years of rail passenger service to the Mississippi Delta came to an end. Today, neither mules nor trains carry the mail in the Mississippi plantation country. And mail service continues to be slow (at least, so it seems)!



Photo by Bruce Meyer

W&R Enterprises has announced plans to build an IC 0-8-0 similar to #3514 pictured above. If you are interested in one of these engines you are encouraged to write directly to W&R and make a reservation. Insufficient reservations have been received and unless there is more interest in this model it will probably not be produced.

W&R Enterprises
P.O. Box 3235
Alhambra CA 91803



NORTHBOUND AT GILMAN

by Fred Carlson

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

ILLINOIS CENTRAL RAILROAD HISTORICAL SOCIETY

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

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

ICHS Publications

22539 Arquilla Drive, Richton Park, IL 60471

This full color print by Artist Fred Carlson is now available. ICHS members receive a special discount price.

Extra copies of our 1987 Calendar are also available. See the order form included with this issue for all the details.

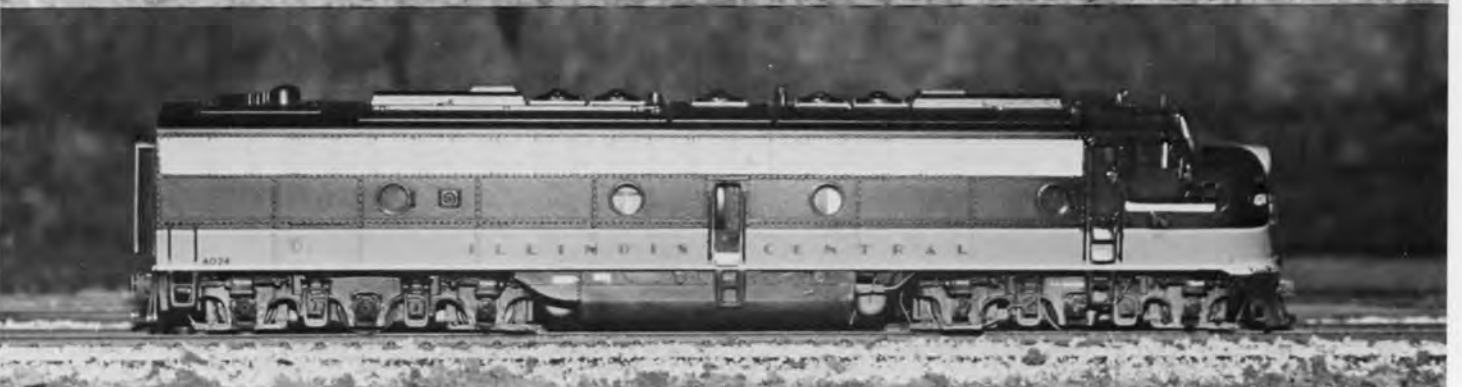
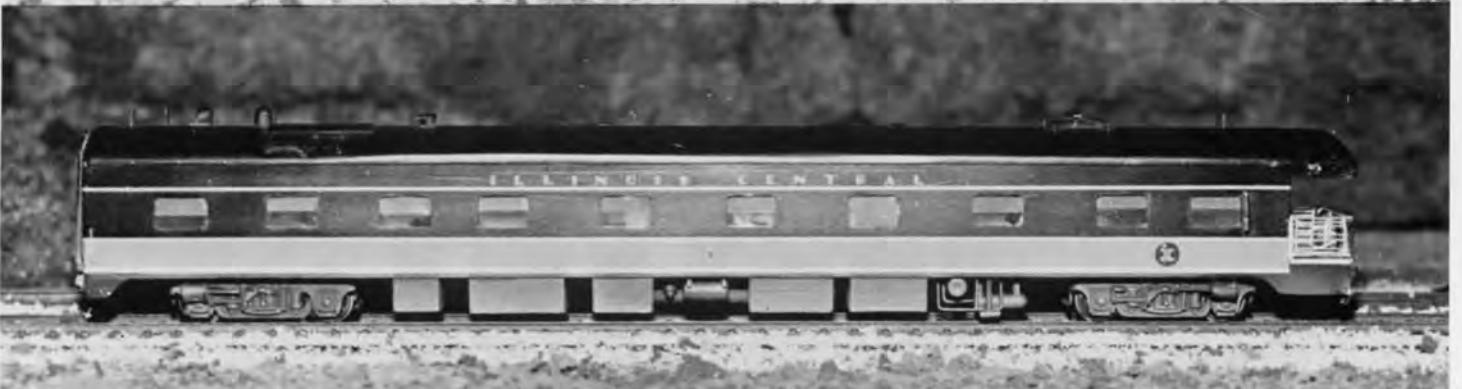
From its beginning February 1851 as the first landgrant railroad in the history of the country the Illinois Central Railroad came to be known as the Main Line of Mid-America. These 101 words pertaining to the railroad read forward, backward, up, down or diagonally.

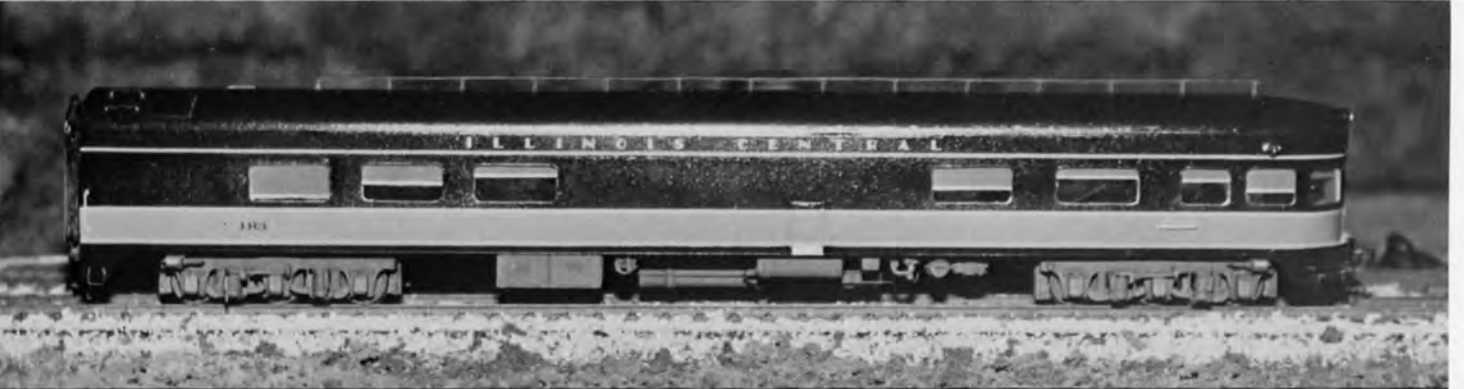
Albert Lea	Cotton	Locomotive	Roundhouse
Automobiles	Depot	Louisville	Rules
Baggage	Diesel	Lumber	St Louis
Bananas	Diner	Lunar	Shops
Baton Rouge	Dispatcher	McComb	Shreveport
Birmingham	Engineer	Machinery	Sioux City
Blocks	Express	Madison	Slow
Blue	Fireman	Mail	Spikes
Bluford	Flag	Meat	Steam
Boxcar	Flagman	Memphis	Stockcar
Brakeman	Freeport	Meridian	Stop
Bridge	Fruit	New Orleans	Strawberries
Caboose	Fulton	Observation	Suburban
Cairo	Fusee	Omaha	Switches
Caller	Grain	Orders	Target
Catenary	Green	Paducah	Telegraph
Cement	Helena	Passengers	Ties
Centralia	Helper	Petroleum	Tower
Charter	Highball	Proceed	Track
Chemicals	Hopper	Pullman	Trainmaster
Chicago	Hump	Pulpwood	Vicksburg
Clearance	Indianapolis	Rail	Waterloo
Coach	Jackson	Red	Whistle
Coal	Landgrant	Refrigerator	Yard
Collector	Livestock	Retarder	Yellow
Conductor			

ILLINOIS CENTRAL RAILROAD

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B R U M P I A S D F E Y A Y I V A C H A R T E R A G P W O E K O
A T E S U O H D N U O R J U O T I U R F M N T V R E P P O H I Z

Thirty two models were entered in this years model contest. Pictured here are some of the winners and other entries. 2-10-2 #2717 and C of G E8 were modeled by Ted Richardson. John Pitts won the passenger car category and tied for the most popular model with Business Car #1. John's E9 #4024 won the diesel category and his extended vision caboose #9942 won the caboose category. Diesels 8082 & 8081 are also John's models. George Rondelli's #2613 tied for most popular model. The IC SW1 is also one of George's models. Dylan Berger took second place in passenger cars with his Obs #3305. Geep #8102 was modeled by Fred Dague. Other winners not pictured were Dave Daisy's fuel oil car which won the maintenance of way category, and Jim Kubajak's 50' outside braced auto boxcar which won the freight car category.





INTERCHANGE TRACK

WANTED

Photos or other info. on the ASF test train that ran between Clinton and Gilman IL during the 1950's. Train ran with an 1100 class engine and made high and low speed runs using the combine test car now at the Monticello museum. Terry McMahon 865 General George Patton Rd., Nashville TN 37221.

Mogul type IC engines similar to the engine Illinois Railway Museum is trying to acquire.

Top Photo #572 at Hattiesburg MS 1937. William Raia Collection

Bottom Photo #3705 Lee Hastman Collection.

WANTED

IC/ICG Condensed Profile books or track diagram books Also Diesel Locomotive Operators Manuals. A.L. Goodman III 306 Lindberg Blvd, Starkville MS 39759.



ILLINOIS CENTRAL

1966 - 1972

As you may know the IC Historical Society is not actively involved in the restoration of prototype railroad equipment. We have confined our efforts primarily to the preservation of historical information, photographs, etc... as outlined in our charter. We definitely do encourage the preservation of Illinois Central railroad equipment by other established groups and museums and we have made monetary contributions to groups involved in the preservation of IC equipment. We will publicize efforts by preservation groups and museums in an effort to help their fund raising and as a service to our membership.



The Illinois Railway Museum at Union IL. has agreed to purchase I.C. 2-6-0 #3706 from Steamtown. The I.C. Mogul #560 - #3719 - #3706 was built by Alco - Brooks in 1900. This engine is a unique example of IC steam and one of only a handful of IC engines that have been preserved. It would be a shame to lose this one to a scrapper. I.R.M. has also acquired two IC cabooses this year. Another \$4000.00 is presently needed to purchase the IC Mogul and move it to Union IL. Contributions can be sent to:

Illinois Railway Museum
3719 Fund
P.O. Box 431
Union IL 60180