

The



Issue #9

\$2.25

GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY



Illinois Central Historical Society



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CONTENTS

3. IC NRHS trip 9-81
David Hayes
4. What is a Train
IC Magazine
5. A True IC Story
Terry McMahon
6. Union Stock Yards-1943
R.W. Watts Gen'l Agent
8. Daylighting Lost Gap
Tunnel IC Magazine
10. Freight Statistics '59
IC Magazine
13. IC Stock Cars
14. IC Ribbed Side Hopper
15. ICG Engines Named
Roger Claus
18. IC Photos
19. Interchange Track

ON THE COVER - The Last Days - Prior to Amtrack Engine #4020 on the main-line, northbound at Peotone IL, - a few minutes out of Kankakee and a few minutes to Homewood on the race-track - flat and straight. The Milwaukee Road line over the IC in the background is gone now - and so too is this train. Photo Tom Grant

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.

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

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



Charter member David Hayes sent in the following: " Thought you might like to see these photographs which I took last year on Sept. 6, 1981 during the annual convention of the National Railway Historical Society in Louisville. That day an excursion was run over the ICG from Louisville(people boarded near the old site of Central Station) along the riverfront and approximately 60 miles round trip to Fort Knox. The top photo shows the train easing over Pike Trestle which is 700 feet long. The bottom photo shows the lead unit GP-11 #8732 parked on the mainline near the gold depository during the lunch layover. Two units pulled the train of 10 coaches."



This issue of the Green Diamond has a number of different stories and articles. You might wonder how these things get put together.

The True I.C. Story from President Terry McMahon got me started on this issue. That story just begged for a stock car diagram. I didn't know the I.C. even had any stock cars until I saw the car diagram and later found a photo from Gerry Carson. The Union Stock Yard story naturally fit right in with the other manure story, so to speak. At that point though I had to say that's enough of that for one issue.

Some of you might not like so much information on stock cars, cows and manure. I know from the surveys many of you are very interested in locomotives and passenger car equipment. I will try to bring you more information on these topics in future issues.

This brings me to another area of concern. Information, stories, articles, photos and drawings about the I.C. are very difficult to locate. I know many of you might have photos, timetables, rulebooks or recollections about the railroad. You may not think the information you have amounts to an article, but I'm sure we can find a place for it in the magazine.

The majority of you who have commented on the magazine have said positive things and your suggestions have been helpful. I think you will notice things changing in the magazine in response to your ideas. I hope you will see articles submitted by various members in future issues. If you have something to contribute please send it to me,

As editor I can deliver Green Diamonds more often with your help. It is hard to find accurate information to develop an article and even more difficult to find photographs that can be reproduced.

With your help we can produce a better magazine and a bigger and better historical society.

Tom



You can **CHARGE TELEGRAMS**
Anywhere Simply write your message on a telegraph blank (available on all Trains) and include your own name and address. Give it to any of the Train's personnel for sending. The charges will be billed to you at home or business.

On any occasion it's wise to wire

WESTERN UNION

Reprinted from
Illinois Central Magazine

WHAT is a train? A train is the life's breath of a railroad. More technically, a train is a locomotive and a crew, moving a number of cars containing freight or passengers or both, from one place to another. Trains come in surprising variety. On the Illinois Central, orange and brown passenger streamliners streaking across the countryside, long coal "drags," fast banana specials and placid locals working their way down a branch line delivering a car here and picking up a car there—are just some of the trains. Everybody from president to office boy is interested in trains.

The *Illinois Central Magazine* is never more than a month or two away from a story about a train. Famous streamliners, great dispatch trains, dusty locals—all have been ridden vicariously by readers of the magazine. Here is a sampling of train stories that have appeared in past issues.

Dispatch Train BC-4—Down in the yard, car inspectors in the deepening darkness of the autumn evening are going along the train, checking brake riggings and wheels, searching for leaks in the train line. Conductor Taylor and his crew have already left the locker room. Engineer Howell of Haleyville finishes his bottle of Coke.

A powerful Central-type locomotive, Number 2713, steaming softly, chuffs up from the roundhouse and is coupled up. At the back end of the train Conductor Taylor calculates his tonnage to see that it does not exceed 2250 tons allowed for No. 76, timetable number for BC-4, Birmingham—Chicago dispatch.

Engineer Howell climbs into the cab, the interior of which is illuminated by the shifting red glow of the firebox. He made the first run when BC-4 was placed in service a number of years before. "We had only one car of perishables that night," he recalls, "but in 40 days we built it up to 40."

He reaches for a valve to blow the water out of the locomotive cylinders. Down on the ground Car In-

continued on page 5

What is a Train - con't

spector Luther Downey calls up to him from out of the dark: "Front half okay."

Luther's brother, Wilmer, about that same moment has reached the caboose on the rear end with a similar message for the conductor. Wilmer raises his lantern three times to tell his brother that the back half of the train is also ready. "Thirty-four cars, all yours," Luther calls up to Engineer Howell.

Howell looks back down the dark yard where the outline of other trains and other engines looms against the darkening sky. Far in the distance the red spot of a burning fusee tells him that the conductor has his bills. He turns forward to watch the dispatcher's office, where the yard track leads out onto the main. A white light suddenly gleams above the office. Head Brakeman L. C. Williams comes running back, lining up switches as he comes. They pop up, one after the other—green, green, green, like a string of emeralds on black velvet. He swings aboard.

"Highball!" calls Engineer Howell across the cab to Fireman Holley. (November, 1950)

Albert Lea Local—Local Number 572 operates on the Albert Lea District of the Illinois Central and is typical of the local freights that rumble over the branch lines and the main lines, too, every day except Sunday. Early every morning the local pulls out of Albert Lea, Minn., and runs to Waterloo, Ia., where it arrives the same afternoon or evening, depending upon the amount of work it performs along the way. The following day local Number 571 retraces its route, working northward from Waterloo to Albert Lea. In this day of flashing streamliners and high-powered dispatch trains, the local freight continues to do an important part of the nation's transportation work. (December, 1946)

"Fruit Block"—CC-8 is the Illinois Central's "one day faster" dispatch train running eastbound with perishables and other "hot" freight between Council Bluffs and Chicago. CC-8 has two targets. One is arrival at Broadview by 1:00 a.m., to make the Indiana Harbor Belt connection for perishables to the East. The continued on page 7

A TRUE IC STORY - STRANGER THAN FICTION

By Terry McMahon

When I arrived in Waterloo, Iowa during August of 1954, I heard a story I thought had been made up especially for a newcomer from Chicago like me. I later found out the story was true.

It seems that many years ago the Illinois Central and the Rath Packing Company had entered into a "gentlemen's agreement" concerning disposal of the accumulation of fresh manure at the packing plant. This was accomplished by loading the manure, collected from the holding pens and the kill rooms, into open top gondola cars and hauling it to different small towns along the Iowa Division. There farmers would transfer the manure to their spreaders and apply it to their fields. The farmers were getting free fertilizer, Rath was getting rid of a problem, and the railroad was helping a shipper and all the farmers along the line. Everyone was happy.

As Rath grew to become one of the largest packing companies in the world this manure disposal problem grew in proportion. In the beginning there was only a carload every few days, but later it amounted to two or more carloads per day. At about this same time along came the commercial type of fertilizers which were much easier to apply and more efficient, since they were blended for a particular crop or soil deficiency. The demand no longer existed for the supply of fresh manure from Rath.

The railroad, true to its commitment, continued to dispose of this packing house by-product. Since there was no longer a farm demand for this material, the railroad was now transporting it to a place near Tara, Iowa and burying it in huge pits. Another problem now arose. In the transportation of this material from Waterloo to Tara, it moved to Fort Dodge on a through train, and was set out for movement the next day on a local to Tara. This brought a protest from the citizens of Fort Dodge who believed their town should not be subjected to this odorous product and they demanded that it be moved through without stopping. This was done, but in time burial space around Tara became scarce. IC bought more property at Tara and kept unloading.

The solution seemed to be at hand when a man arrived in Waterloo with some used alfalfa dehydrating equipment and a plan. He proposed to dehydrate the manure, bag it, and ship it all over the country as rose food. Very shortly he set up his equipment near town on the Albert Lea line and his raw material started to arrive.

He got a few batches dehydrated, bagged and ship-continued on page 6

UNION STOCK YARDS, CHICAGO

MR. R. W. WATTS, *General Agent*

Reprinted from papers prepared by Chicago Terminal Division Supervisors' Club ICRR for the year ending Aug. 7, 1944.

DECEMBER 6, 1943

MY SUBJECT FOR THIS EVENING RELATES TO A RELATIVELY SMALL DISTRICT in the metropolitan area of Chicago, but in which, it has been said, there is more business transacted than in any area of similar size in the world. My subject also touches on a major source of revenue for our railroad and one in which every single one of us contributes something in the direction of making satisfied customers, building up our traffic and adding to the reserve of good will and prestige of our railroad. I am referring to the Union Stock Yards at Chicago which has been frequently called one of the seven wonders of the world, and I am referring to the importance of the livestock and packinghouse industry to the Illinois Central. My job is very largely tied in with these subjects. My job is to keep our relations at a high standard and to influence available traffic our way, among other things.

UNION STOCK YARDS—CHICAGO

The Union Stock Yards at Chicago is commonly regarded as being a square mile area, bounded by 39th Street, 47th Street, Halsted Street and Ashland Avenue. Within this area the largest livestock market in the world is conducted. This market was opened on Christmas Day in 1865. Prior to that time each railroad entering Chicago had its own yard on outskirts of the city from which sales were conducted. Railroads, producers and packers, recognizing the importance of having concentrated competition and supply as well as need for economy in operations and uniform market, selected the present site, formed a corporation and the extensive facilities were constructed by soldiers back from the Civil War. It was very largely financed by railroad capital. Most of the large packing houses are located here. The Chicago Livestock Market is generally used as basis for setting market over the entire country. A few figures will illustrate the magnitude of this market. Last year, for example, there was a total of 10,368,062 animals received; this included cattle, calves, hogs, sheep and horses. 79,964 cars and 174,039 trucks were used in bringing this livestock to the market. The Illinois Central handled 9,129 cars of livestock into U. S. Yards during 1942 and ranked fourth among all other railroads.

Decentralization of the packing house industry, shift to some extent in the producing areas and other factors over the past several years has very substantially reduced the livestock receipts at, not only the Union Stock Yards, but all the major markets in the country. In other words, with numerous packing houses springing up in various sections, the

A TRUE IC STORY continued

ped to various destinations, but then he started having trouble with his machinery and his neighbors. When he was "cooking" and the wind was blowing from the wrong direction, the people living downwind really complained. One thing after another kept him from accomplishing his goal while the raw material continued to accumulate.

The last time I saw his operation he had a stockpile many feet high and several city blocks long. I never did hear the final outcome, but Bill Mulane, who was the Freight Agent at Waterloo then, always said that the man should have appeared on "Whats My Line?"

IC NEWS FROM THE PAST

Indians Want Lake Front

(April, 1917)—Members of the Pokagon Band of Pottawatomie Indians, on behalf of themselves and all members of the Pottawatomie Nation, sued the Illinois Central, the City of Chicago, and others in the United States District Court at Chicago. They asked in their bill that defendants be enjoined from occupying or building upon plaintiffs' lands reclaimed from the waters of Lake Michigan. They contended that The Treaty of Peace with the United States did not cede the title to the lands that were formerly beneath the waters of Lake Michigan, and that these are still the lands of the plaintiffs; that while in 1833 the Pottawatomie Nation migrated west of the Mississippi River pursuant to a treaty with the United States, this band was left in possession, occupation, control and sovereignty of so much of the nation's original country as remained unceded. The case reached the Supreme Court where it was ruled that the right of the Pottawatomie Nation in lands on or near the shore of Lake Michigan now in Illinois was no more than a right of occupation, long ago abandoned.

What is a Train - con't

other traquet is arrival at Hawthorne Yard in time to switch the carloads of fruit and vegetables into the Chicago Produce Terminal for handling at early morning market and auction. (April, 1959)

Rosiclare Local—"The Limb Dodger" is what they call the Rosiclare Local, operating daily except Sunday between Paducah, Ky., and Rosiclare, Ill., 104 miles through the wooded hills of southern Illinois. Although designated a local, the Limb Dodger moves freight for some of the biggest industrial names in America. (October, 1958)

Dispatch Train IB-1—While Indiana sleeps, IB-1 funnels freight from the East and Midwest into the South and Southwest, leaving Indianapolis every night on its run to Bluford, Ill. Industrial traffic managers from New England to the Ohio Valley depend upon IB-1 to give fast and dependable service. Night falls in Hoosierland, but the wheels of transportation continue to turn, for the goods of the 20th Century have a value that cannot be measured in weight and size alone. They have the value of "time and place," values "mixed" into all freight handled by the railroad. Time and place are commodities sold by the railroad to the public, day and night, rain or shine. Soybeans standing in an Indiana field have no value to a Memphis manufacturer unless they are given "time and place" value. That is where IB-1 comes in, speeding southwest nightly over one of the most beautiful territories on the railroad. (October, 1954)

IC NEWS FROM THE PAST

Test Freight Train Radio

(July, 1922)—What is probably the first real test of radio receiving on a freight train running 30 miles an hour was conducted by A. A. Freiberger, chief dispatcher; R. P. Shelton, lineman at Memphis; A. E. Stahl and Glen Roach, telephone experts at Memphis. The test was made on a fast-moving train operating between Nonconnah and Clarksdale, Miss. Mr. Freiberger says signals came just about as clearly when the train was traveling 30 miles an hour as when it stood still at water tanks.

Union Stock Yards - con't

usage of the large market centers has decreased. The livestock supply for many of these plants is shipped direct from producing sections.

The procedure in livestock marketing at U. S. Yards is for the animals to be unloaded into receiving pens on arrival where they are driven to assigned pens for the various commission houses where the animals are sorted, graded and put into shape for sale. Market opens about 8:00 A.M. and it is usually over by noon or shortly thereafter. It is important that livestock be at the chutes, unloading completed and preparation for sale completed before 6:00 A.M. under ordinary conditions. Failure to have livestock available for sale when the market opens very frequently results in payment of claims due to stock being held over for following day's market because of the fluctuating market conditions. Upwards of 300 buyers from the various packing centers are constantly moving from one section of the yards to another making bids at prices which are governed by weight, quality, etc. Value of the livestock handled through U. S. Yards in 1942 was slightly over five hundred million dollars. These transactions are very largely by word of mouth and without the scratch of a pen. By-laws of the Chicago Livestock Exchange present very little opportunity for misunderstanding or controversy between commission men representing owner of stock and buyer. Before closing my remarks about the Union Stock Yards at Chicago it should be said that not all of the packing houses are within the square mile area.

One of the large packers and numerous smaller ones are located on the outskirts of the square mile. It is estimated that upwards 75,000 people are employed in this small space at the present time. It would be a mistake not to say something about the general industrial situation outside of the livestock and packing house business in the immediate stock yards section. Hundreds of miscellaneous industries, large and small, are located in the general territory which includes Kenwood district, the Central manufacturing district, etc. Among others is a quartermaster depot ranking among the largest in the country, Army and Navy consolidating station loading upwards 75 cars merchandise daily to various points, numerous steel, lumber, machinery and other manufacturing concerns too numerous to classify.

LIVESTOCK INDUSTRY

The Illinois Central System ranked 11th among all railroads of the country in livestock tonnage handled last year. Our revenue from livestock during 1942 amounted to \$1,880,179 compared with \$1,310,478 ten years earlier and \$2,538,324 for the year 1925. Highway trucks have cut in on livestock traffic during the past several years in a large way. The extent of this competition can best be illustrated by mentioning that during 1932 13% of the livestock for U. S. Yards came in by truck compared with 41.4% during 1942. Upwards 90% reaches some markets by truck. Loss of the railroads to trucks in 1942 in terms of cars amounted to approximately 88,600 moving to the Union Stock Yards alone. The truck haul is largely under 250 miles. The major influence in the constantly increased use of trucks is said to be flexibility, faster service, hard roads, decentralization of the packing house industry and convenience to farmers created by the trucks picking the stock up at farm feed lot and taking it direct to the market. This obviously saves considerable effort that would be involved in driving or hauling the stock to railroad

Union Stock Yards - con't

stations. Truck rates in many cases are slightly higher than rail rates. The shipper absorbs extra insurance charges when shipping by truck that they do not have to pay when using rail. He pays a substantially higher yardage charge which is assessed by the Stock Yards Company for the use of stock yard facilities. Animals are subject to heavier shrinkage, and the losses from injury, bruises and death are greater, all of which makes the marketing cost to the livestock shipper using trucks considerably higher than if shipped by rail.

Much has been done by our railroad to meet this competition. We have established pick-up service, whereby we send our contract truck to the farm and pick up stock and bring it to the railroad stations for the current rail rate. Our railroad was the pioneer in this movement. We have made rate adjustments, our service has been improved, we have established liberal mixing rules, lower minimum weight, etc. This has been no small factor in retaining volume livestock tonnage on the rails. This competition is the subject of constant examination and study by our people.

PACKING HOUSE INDUSTRY

Generally speaking most of us look upon an institution with a gross income of a million dollars as a good sized business and we regard an enterprise with three or four hundred million dollars gross income as a very large concern, but still some of the packing institutions with headquarters at Chicago have enjoyed a gross income of upwards one billion dollars per annum in recent years.

Some of us think of the packing industry as one engaged in the slaughter, processing and sale of animals and meat products only. On the contrary, the large packers have, in addition to their packing houses all over this country and Latin America, hundreds of branch houses in the principal cities, numerous fertilizer plants, oil mills, refineries, livestock concentration yards, produce houses, etc., all of which produce large volumes of traffic. The conduct of a large packing industry not only involves the movement of meat, livestock and related products such as hides, wool, tankage, soap, etc., but heavy movements of coal, lumber, sulphur, steel, phosphate rock, vegetable oils and almost any commodity we can think of. The traffic organization maintained by the large institutions is made up of specialists who have made an extensive study of their particular phase of the work. They are manifestly fair and we regard it as a pleasure to do business with them. They know their business. Traffic shipped by or controlled by packers with headquarters at Chicago ranges all the way from perhaps 15 cars per year to thousands upon thousands of cars per annum for our railroad. Our revenue from one packer alone on traffic to or from all of his plants moving over one part or another of our railroad in the 14 states we serve for last year is estimated at upwards two million dollars. Reduced to cars per day, this means an average train of more than 80 cars for each working day during the year from one shipper. It is, therefore, not difficult to see that we have a very deep interest in available traffic from these people.

Our railroad being an east and west line as well as a north and south line makes much of the available traffic from large packing interests vulnerable to us. A glance at the map shows it to be impossible to make a rail movement from one side of the country to the other without

Reprinted from IC Magazine
Jan 1964

Daylighting Lost Gap Tunnel

JUST BEFORE midnight on November 20, a telegram crackled over the wires from the Illinois Central's Mississippi Division headquarters at Vicksburg. The telegram was being sent to the railroad's general offices at Chicago and to traffic offices. The message read, "Effective 8:00 p.m., date, Tunnel VM 8.2 on Meridian District daylighted. Now open to traffic without restriction." The telegram, signed by Division Superintendent T. J. Casey, signaled the end of Lost Gap Tunnel.

For more than a century the circular brick tunnel had provided passage through a high granite ridge in the hill country near Meridian for the Illinois Central and its predecessor lines. For most of the century that gun-barrel-shaped right of way was adequate. Ordinary rail equipment rolled through the tunnel with room to spare. The top clearance was 16 feet, 8 inches above rails at the tunnel portals. Because of the grade, however, the center clearance was about six inches less. Relatively recent developments in freight traffic and equipment outmoded the tunnel. For example, 19-foot high tri-level automobile cars and some piggyback cars could not operate through the 426-foot-long tunnel.

For some time the railroad's Engineering Department studied the problems created by the low clearances. "We thought of several possible solutions," says J. M. Trissal, vice-president and chief engineer. "We could either build a new line and bypass the tunnel, enlarge the tunnel, or daylight it by removing the overburden and creating an open cut. The last seemed the most feasible and least expensive, so that became our objective."

The railroad's engineers then conferred with representatives of the Traffic and the Operating departments. They all agreed that making Lost Gap an open cut not only would erase the restrictions of the tunnel but also better the railroad's competitive traffic position. It also would ease operating problems as well as eliminate the tunnel's maintenance cost.

continued on page 15

Girl Invades Smoking Car

(June, 1922)—Gone are the days when a man would seek the smoking car of a train, find a comfortable seat and loll back in solid pleasure with his cigar, cigaret or pipe, with the satisfied feeling that he need not surrender his seat to a woman passenger, as is the case in other coaches. A woman has invaded the smoking car of an Illinois Central suburban train at Chicago!

Women frequently enter the smoking cars of the suburban trains by mistake, but the smoke-laden air soon informs them of their error and they do not tarry. Imagine the surprise of one of the conductors when, after he had informed Mary Foley, a stenographer, that she was headed for the smoker, she smiled and flatly said, "Yes, I know it's the smoking car—that's why I'm going there."

Some Winter!

(March, 1936)—The greatest test of railway transportation since pioneer days was faced by the Illinois Central in the series of blizzards which swept the northern Mississippi Valley the first two weeks of February. Veteran operating men say they can recall nothing to compare with these storms. Snow and bitter winds combined to fill railway cuts with drifts far higher than locomotives. Even snow plows were snowed in.

"Our men realized they were the sole dependence of many isolated communities for such vital human needs as food and fuel," said Illinois Central President Lawrence A. Downs. "They fought their way through with a devotion to public duty that I have never seen equalled."

Railroad Fair Opens

(August, 1948)—To the booming of cannon and the applause of public and press, the Chicago Railroad Fair opened on July 20. More than 40,000 persons pressed through the gates, and virtually all of them visited the Illinois Central exhibit. A reproduction of the streets and courtyards of old New Orleans, it brought "oh's and ah's" from visitors. A major attraction of the exhibit is the display of 96 illuminated transparent photographs of Illinois Central scenes in natural color. The giant parade which preceded the opening of the Fair was led by Mrs. Casey Jones, widow of the legendary engineer, in her capacity as grand marshal.

Union Stock Yards - con't

crossing our railroad. Competition among the various railroads and other forms of transportation is keen. There are times when I walk into the office of one of the large concerns when I will find 12 or 15 representatives of other rail lines and other transportation agencies waiting to see the same man and it is very frequent that 5 or 6 of us will be looking for the same piece of business. In the final analysis it is dependable service that counts on most traffic but where several rails have the same service the traffic is frequently split up on a percentage or other equitable basis. Transportation experts set up through schedules via the various competing routes from all their plants to their branch houses and other destination points. They decide on route to be used and if one route does not function and a business-like reason cannot be given for failures, no time is lost in making change to another route. Meat and other perishable traffic from these packing houses is shipped on basis of being available to their customers at given points at a specific time and failure to arrive on time frequently means loss of business. This type of traffic can be said to be very sensitive.

Delay to a car or cars which in the opinion of shipper is not justified may well be the influence in taking traffic away from us without notice. The mishandling of car of lumber, coal, oil or perhaps empty tank cars or refrigerators may be a contributing factor is causing us to lose regularly moving traffic. These large shippers demand attention and service and they are quick to recognize the railroads which give them the best overall service. They do not distribute their business on sympathy nor friendship. Service includes not only the movement of cars on reasonable and dependable schedules but the question of prompt handling of rate adjustments, fair handling of claim settlements, prompt answers to inquiries about car movements any place on the railroad, etc. The method of answering telephones and the promptness in which passenger reservations and other passenger matters are handled also enters into the picture as far as our relations are concerned. A few weeks ago one of our meat trains from the Missouri River was a little late on two consecutive days and we missed connections at Chicago with the Eastern lines. This resulted in one firm taking upwards 150 cars meat traffic away from us that we would have handled during the next two or three days. This loss amounted to roughly \$15,000.

Our relations with the packers may be said to be very satisfactory but careful and constant cultivation along with tactful and close attention to all requests is imperative. We are giving the same attention to the small request for service as we did in pre-war days. Our performance with meat trains from Missouri River is definitely better than our competitors and this is paying large dividends. If we do fall down, we tell these shippers the truth about it and under no circumstances use rubber stamp excuse about being at war or that we are handling too many troop trains or too much war traffic. According to some of our friends in the industry the war has been used by some lines as an excuse for failure to perform in a satisfactory manner. In fact, I was told recently by one large institution that they had checked back on some of the claims made by certain lines about troop trains causing certain delays and found them to be untrue. Our conduct in the handling of problems with these shippers is directed to the end of complying

continued on page 14

Reprinted here are some statistics from IC's annual report for 1959. Comparison figures are shown for 1958. There is some interesting information here on what products were moved by the railroad and what locomotives and cars were owned at that time.

Freight Traffic by Commodities

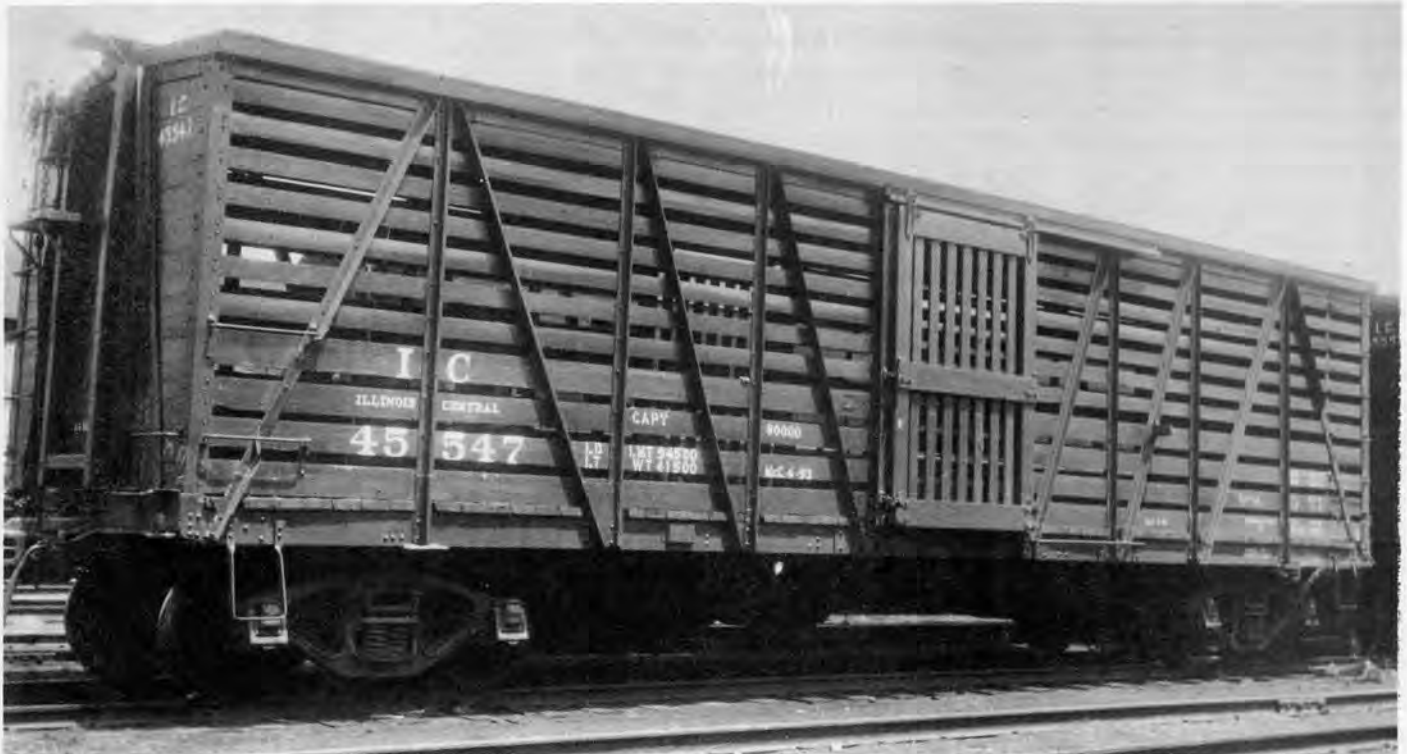
	1959		1958		Per Cent Increase (Decrease)
	Tons	Per Cent of Total	Tons	Per Cent of Total	
PRODUCTS OF AGRICULTURE:					
Wheat.....	464,227	0.67	603,440	0.90	(23.07)
Corn.....	1,810,367	2.60	2,142,859	3.18	(15.52)
Oats.....	151,748	0.22	201,813	0.30	(24.81)
Barley and rye.....	47,816	0.07	65,117	0.10	(26.57)
Rice.....	83,556	0.12	87,127	0.13	(4.10)
Other grain.....	5,927	0.01	6,857	0.01	(13.56)
Flour and meal.....	533,049	0.77	592,294	0.88	(10.00)
Other mill products.....	464,452	0.67	437,191	0.65	6.24
Hay and straw.....	4,559	0.01	8,065	0.01	(43.47)
Tobacco, unmanufactured.....	12,785	0.02	9,061	0.01	41.10
Cotton in bales.....	699,641	1.00	654,384	0.97	6.92
Cotton linters, noils, and regins.....	91,380	0.13	71,765	0.11	27.33
Cottonseed.....	49,173	0.07	26,498	0.04	85.57
Cottonseed products.....	179,100	0.26	125,759	0.19	42.42
Citrus fruits.....	86,016	0.12	79,325	0.12	8.43
Apples.....	23,505	0.03	31,185	0.05	(24.63)
Bananas.....	237,760	0.34	249,501	0.37	(4.71)
Soybeans.....	1,503,557	2.16	1,368,656	2.03	9.86
Cantaloupes and melons.....	44,162	0.06	38,392	0.06	15.03
Grapes, fresh.....	25,604	0.04	22,625	0.03	13.17
Peaches, fresh.....	8,065	0.01	6,394	0.01	26.13
Watermelons.....	9,415	0.01	17,313	0.02	(45.62)
Other fruits, fresh.....	43,374	0.06	35,560	0.05	21.97
Potatoes, other than sweet.....	252,954	0.36	245,231	0.36	3.15
Other vegetables, including dried.....	241,715	0.35	253,745	0.38	(4.74)
Vegetable and nut oil cake and meal.....	1,023,310	1.47	812,196	1.21	25.99
Peanuts.....	8,518	0.01	11,635	0.02	(26.79)
Other products of agriculture.....	413,169	0.59	423,282	0.64	(3.53)
TOTAL PRODUCTS OF AGRICULTURE.....	8,518,904	12.23	8,632,270	12.83	(1.31)
ANIMALS AND PRODUCTS:					
Cattle and calves.....	68,475	0.10	87,382	0.13	(21.64)
Sheep and goats.....	18,904	0.03	16,968	0.02	11.41
Swine.....	8,731	0.01	11,832	0.02	(26.21)
Fresh meats.....	374,099	0.54	348,124	0.52	7.46
Other edible packing-house products.....	321,583	0.46	267,176	0.40	20.36
Butter, eggs, and cheese.....	18,555	0.03	31,627	0.04	(41.33)
Wool.....	8,911	0.01	5,279	0.01	68.80
Hides and leather.....	54,743	0.08	52,356	0.08	4.56
Other animals and products.....	150,547	0.21	129,586	0.19	16.18
TOTAL ANIMALS AND PRODUCTS.....	1,024,548	1.47	950,330	1.41	7.81
PRODUCTS OF MINES:					
Anthracite coal.....	15,767	0.02	16,530	0.02	(4.62)
Bituminous coal.....	23,957,841	34.40	24,008,064	35.67	(0.21)
Coke.....	632,976	0.91	521,596	0.78	21.35
Iron ore.....	78,265	0.11	82,100	0.12	(4.67)
Other ores and concentrates.....	1,164,356	1.67	1,275,856	1.90	(8.74)
Gravel, sand, and stone.....	5,504,882	7.91	4,973,789	7.39	10.68
Crude petroleum.....	107,085	0.15	104,427	0.16	2.55
Asphalt.....	132,959	0.19	201,278	0.30	(33.94)
Salt.....	257,916	0.37	273,388	0.41	(5.66)
Sulphur.....	91,500	0.13	55,679	0.08	64.33
Other products of mines.....	1,973,905	2.84	1,832,553	2.72	7.71
TOTAL PRODUCTS OF MINES.....	33,917,452	48.70	33,345,260	49.55	1.72

Freight Traffic by Commodities—*Concluded*

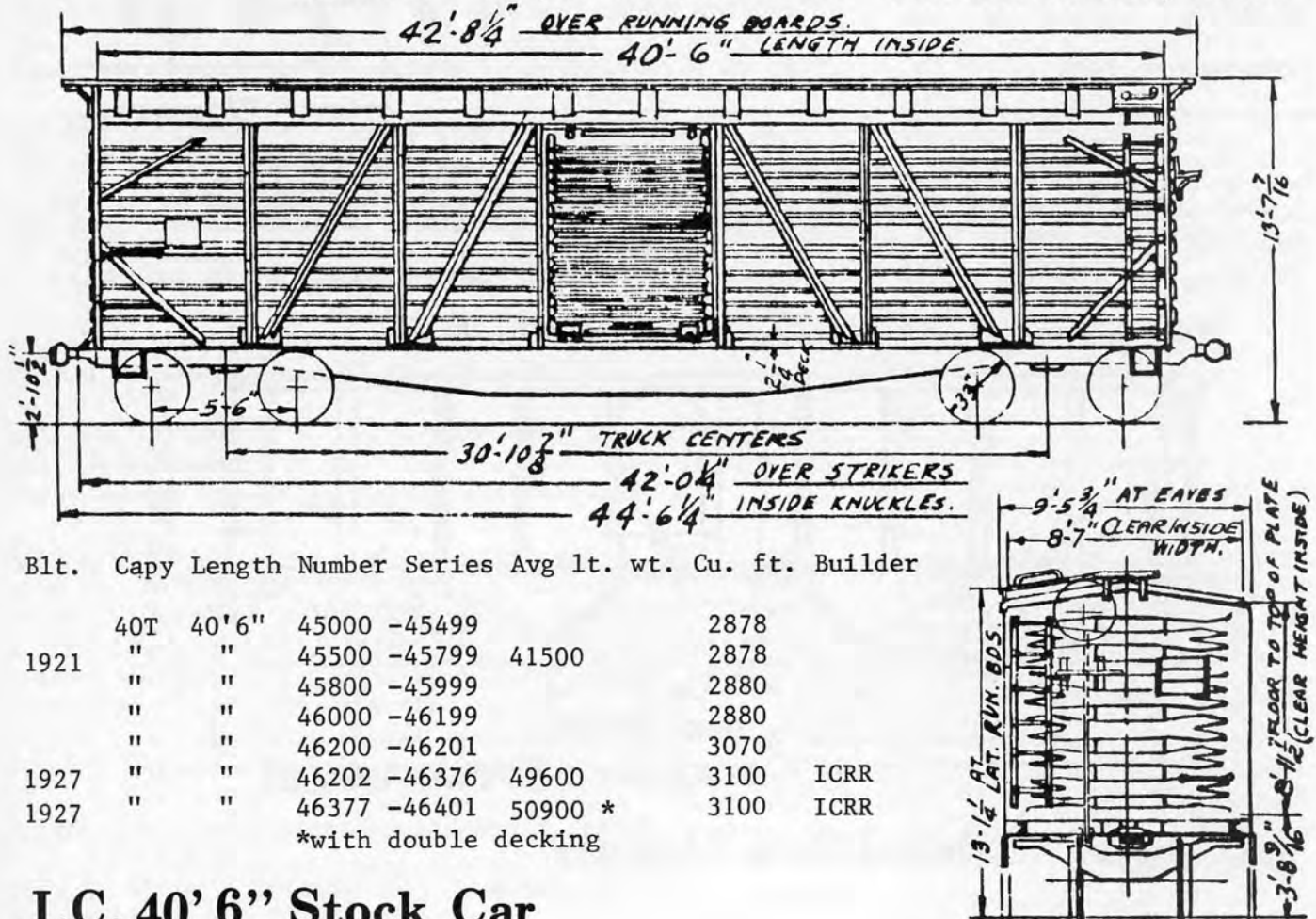
	1959		1958		Per Cent Increase (Decrease)
	Tons	Per Cent of Total	Tons	Per Cent of Total	
<i>PRODUCTS OF FORESTS:</i>					
Logs, posts, poles, and piling	591,224	0.85	581,026	0.86	1.76
Ties, railroad	103,860	0.15	65,449	0.10	58.69
Pulpwood	2,807,664	4.03	2,704,490	4.02	3.81
Lumber, shingles, and lath	1,755,624	2.52	1,631,331	2.42	7.62
Box, crate, and cooperage materials	189,460	0.27	168,668	0.25	12.33
Veneer and built-up wood	273,218	0.39	245,606	0.37	11.24
Rosin and turpentine	75,989	0.11	62,053	0.09	22.46
Other products of forests	308,083	0.45	221,143	0.33	39.31
TOTAL PRODUCTS OF FORESTS	6,105,122	8.77	5,679,766	8.44	7.49
<i>MANUFACTURES AND MISCELLANEOUS:</i>					
Petroleum products	1,915,543	2.75	1,830,437	2.72	4.65
Vegetable and nut oils	445,152	0.64	324,478	0.48	37.19
Sugar	526,501	0.76	467,752	0.70	12.56
Syrup and molasses	258,191	0.37	264,210	0.39	(2.28)
Iron and steel	133,324	0.19	90,321	0.13	47.61
Other iron and steel articles	1,112,887	1.60	956,929	1.42	16.30
Rails, fastenings, frogs, and switches	13,974	0.02	16,579	0.02	(15.71)
Lead and zinc: Ingot, pig, or bar	71,691	0.10	54,602	0.08	31.30
Aluminum: Ingot, pig, or slab	58,146	0.08	66,046	0.10	(11.96)
Machinery and boilers	247,757	0.36	277,121	0.41	(10.60)
Cement	1,702,823	2.44	1,772,071	2.63	(3.91)
Brick, building tile, and artificial stone	240,522	0.35	208,273	0.31	15.48
Lime and plaster	444,338	0.64	444,291	0.66	0.01
Agricultural implements, vehicles, and tractors	99,613	0.14	87,591	0.13	13.73
Automobiles, auto trucks, and parts, including tires	838,516	1.20	715,966	1.06	17.12
Furniture (new)	81,934	0.12	83,771	0.13	(2.19)
Beverages	306,860	0.44	351,042	0.52	(12.59)
Fertilizers	1,833,017	2.63	1,615,673	2.40	13.45
Printing paper	244,401	0.35	221,809	0.33	10.19
Sulphuric acid	148,726	0.21	152,386	0.23	(2.40)
Cotton cloth and cotton fabrics	25,390	0.04	25,476	0.04	(0.34)
Bagging and bags	25,551	0.04	18,079	0.03	41.33
Canned food products	760,060	1.09	736,251	1.09	3.23
Scrap iron and scrap steel	345,274	0.50	252,344	0.38	36.83
Paper bags and wrapping paper	235,436	0.34	202,013	0.30	16.54
Paperboard, pulpboard, and wallboard	1,298,021	1.86	1,102,442	1.64	17.74
Soap and washing compounds	64,447	0.09	57,224	0.09	12.62
Glass products	99,321	0.14	73,269	0.11	35.56
Other manufactures and miscellaneous	6,160,025	8.85	5,871,215	8.72	4.92
TOTAL MANUFACTURES AND MISCELLANEOUS	19,737,441	28.34	18,339,661	27.25	7.62
FORWARDER TRAFFIC	82,189	0.12	80,236	0.12	2.43
TOTAL CARLOAD REVENUE FREIGHT	69,385,656	99.63	67,027,523	99.60	3.52
TOTAL L.C.L. REVENUE FREIGHT	254,672	0.37	269,186	0.40	(5.39)
TOTAL REVENUE FREIGHT	69,640,328	100.00	67,296,709	100.00	3.48

Equipment Owned

	January 1, 1959	Added		Retired or Reclassified	December 31, 1959
		New	Other		
<i>LOCOMOTIVE UNITS:</i>					
Diesel-electric, passenger—A units.....	36	...	...	...	36
Diesel-electric, passenger—B units.....	6	...	...	...	6
Diesel-electric, general purpose—A units.....	387	9	...	...	396
Diesel-electric, switching—A units.....	165	...	2	...	167
Diesel-electric, switching—B units.....	7	...	...	...	7
Total Diesel-electric units.....	<u>601</u>	<u>9</u>	<u>2</u>	...	<u>612</u>
Steam.....	274	...	...	55	219
Total.....	<u>875</u>	<u>9</u>	<u>2</u>	<u>55</u>	<u>831</u>
<i>FREIGHT-TRAIN CARS:</i>					
Box.....	20,450	700	26	355	20,821
Flat.....	1,169	50	96	25	1,290
Stock.....	319	...	...	131	188
Gondola.....	4,399	...	...	276	4,123
Hopper—open top.....	18,208	...	...	519	17,689
Hopper—covered.....	1,358	105	...	...	1,463
Refrigerator.....	512	...	...	17	495
Pulpwood and other rack cars.....	2,617	100	104	39	2,782
Other freight-train cars.....	24	...	...	...	24
Caboose.....	617	...	2	32	587
Total.....	<u>49,673</u>	<u>955</u>	<u>228</u>	<u>1,394</u>	<u>49,462</u>
<i>PASSENGER-TRAIN CARS:</i>					
Coaches—through trains.....	174	...	...	6	168
Coaches—suburban-motor.....	140	...	...	...	140
Coaches—suburban-trailer.....	140	...	...	...	140
Sleeping.....	67	...	4	1	70
Dining.....	30	...	...	...	30
Club, lounge, parlor and observation.....	21	...	...	...	21
Other passenger train.....	326	...	2	5	323
Total.....	<u>898</u>	...	<u>6</u>	<u>12</u>	<u>892</u>
<i>COMPANY SERVICE EQUIPMENT:</i>					
Business cars.....	9	...	...	1	8
Derrick equipment.....	18	...	1	...	19
Tank cars.....	29	...	...	...	29
Snow removal equipment.....	30	...	...	...	30
Wrecking equipment.....	20	...	...	1	19
Other company service equipment.....	2,104	...	58	194	1,968
Total.....	<u>2,210</u>	...	<u>59</u>	<u>196</u>	<u>2,073</u>
<i>FLOATING EQUIPMENT:</i>					
Car ferry.....	<u>1</u>	...	...	...	<u>1</u>



Stock car - Freeport IL. 5-53. Photo - Collection of Gerry Carson



Blt. Capy Length Number Series Avg lt. wt. Cu. ft. Builder

	40T	40' 6"	45000	-45499		2878	
1921	"	"	45500	-45799	41500	2878	
	"	"	45800	-45999		2880	
	"	"	46000	-46199		2880	
	"	"	46200	-46201		3070	
1927	"	"	46202	-46376	49600	3100	ICRR
1927	"	"	46377	-46401	50900 *	3100	ICRR

*with double decking

I.C. 40' 6" Stock Car

Union Stock Yards - con't

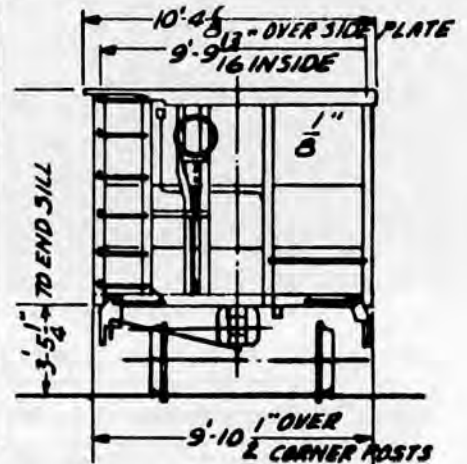
with the aims in declaration of policy of our President with an eye on more liberal participation in this traffic in the post-war period. Recent statement by a representative in charge of service matters for one of the large concerns operating plants all over the country and who does business with most of the larger railroads of the country, I think justifies feeling of deep satisfaction and pride by all of us. He said an officer of an eastern line recently asked, "Who's Who in the railroad world during the war emergency?" and his reply was the Illinois Central by wide margin, not only from standpoint of train service but the prompt and courteous attention to all of their problems. He also observed that our conduct during these trying times indicated we were looking forward to post-war conditions. The large packers have numerous packing houses in cities served by our line and also have fertilizer plants, livestock concentration yards, oil mills, branch houses, produce houses, etc. located on our line in the various states. It follows that we are constantly conferring with them on car supply, track agreements, building repairs, service matters, leases and other matters of mutual interest aside from the regular run of traffic problems. Meat and packing house products largely move in cars owned or leased by shippers. During 1942 the Illinois Central handled 46,816 cars of meat and packing house products, aggregating 745,257 tons from all packers all over the country. Revenue \$5,057,437.00. This figure represents revenue from PHP-meat only and does not include revenue from livestock or any other commodities of the packers.

continued on page 19

IC NEWS FROM THE PAST

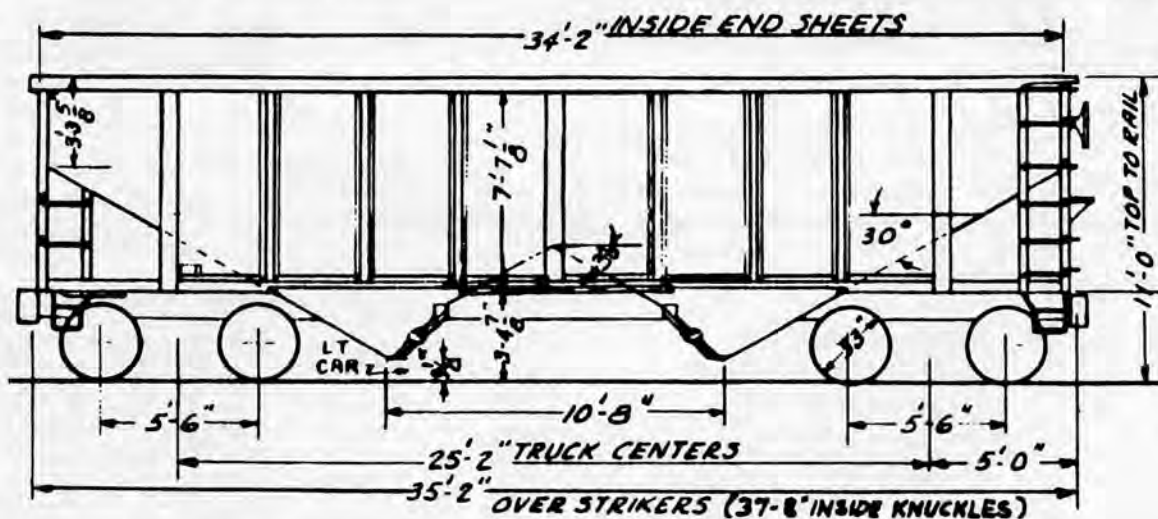
New Shops at Paducah

(May, 1926)—New facilities are being built at Paducah, Ky. When completed the improvements will include a locomotive department, a car repair and store department and reclamation facilities. All the overhauling and rebuilding of engines on the Southern lines and the rebuilding and heavy repairs of freight cars will be handled at the new facilities. The completed shop will occupy 82½ acres and will consist of 24 separate buildings of modern, fireproof construction.



number series 736000 - 73999
 built by GATC
 built 1947 - 1948

GEN'L. ARRG'T - T57Z
 BOLST. TR SPRG. TRAVEL - 2 1/2" & 3 1/16"
 TRUCKS - "A-3" & "S-2-A"
 DRAFT GEAR ATTACH.-VERT. YOKE
 ROTARY BRAKE SLACK ADJUSTER



I.C. 34' 2" Ribbed Side Hopper

The ICG placed 40 new GP38-2 diesels into service in late 1974 and 1975.

In consideration of the approaching U.S. bicentennial year in 1976, the ICG named its new engines after some of the railroad's famous former employees---many of whom played important roles in history.

Casey Jones - American folklore hero. He lost his life in a passenger train accident in 1900 but left a heritage of "the brave engineer" known in every country of the world. Engine 9600 is named after Casey Jones.

P.G.T. Beauregard - Famous Confederate General. President of a predecessor line from New Orleans.

Abraham Lincoln - America's sixteenth President. Served the Illinois Central as an attorney in the 1850's.

Isaac B. Tigrett - Creator of the Gulf, Mobile and Ohio Railroad, served as president and chairman of the GM&O and Gulf, Mobile and Northern.

Roswell B. Mason - One of the foremost canal and railroad builders of his day. Chief engineer of IC charter line; later mayor of Chicago during Great Fire of 1871.

Ambrose E. Burnside - Union Army General. Was an IC officer before the Civil War.

Sim Webb - Black fireman for Casey Jones on his historic ride. Seconds before the collision, Webb jumped to safety at Casey's orders.

Edward H. Harriman - Noted railroad financier, a director and vice-president of the IC.

William C. Falkner - Confederate military hero, author and businessman. In 1871 built oldest part of what later became the Gulf, Mobile and Northern.

Marvin Hughitt - Railroad industry leader, the president of Chicago and North Western Railway for 38 years. As an IC operator he earned fame for spending 72 hours at the telegraph key dispatching rail movements of troops and material during a critical period of the Civil War.

Frank M. Hicks - President of the GM&O.

Robert Schuyler - First president of the IC.

John L. Beven - Freight office messenger boy who became president of the Illinois Central. con't on page 16

Lost Gap Tunnel-con't

Because the railroad does not have the necessary heavy construction equipment, and because of the blasting involved, daylighting Lost Gap became a contract job. But before the contractor arrived on the scene, a great deal of preparatory work had to be done by the railroad.

Mississippi Division engineering forces ran a survey of the tunnel area and plotted the outlines of the cut-to-be. They also computed the number of cubic yards of overburden that had to be removed. They plotted additional land the railroad had to buy to widen the right of way. And they calculated how much nearby land would be needed to dispose of the waste earth.

After all this work had been completed and checked, a cost estimate was prepared. The Engineering Department then asked Superintendent Casey to request bids from contractors for the job. After the bids were reviewed, the contract was awarded to Railroad Maintenance & Construction, Inc., of Irving, Tex., as the lowest bidder.

Meanwhile, under the direction of Track Supervisor W. M. Morrison, the track area in the tunnel and for 200 feet outside each portal was filled with crushed stone to within an inch of rail top. This was done to cushion the rail and ties from falling rocks and to provide an easy access way for the contractor's equipment. Also, the railroad's communication lines were placed in a conduit along the rail inside the tunnel for protection during the work.

The Operating Department scheduled freight trains in and out of Meridian as early as possible in the morning and as late as possible in the evening to give the contractor from eight to ten uninterrupted working hours each day. Passenger trains 205 and 208 on the district did not interfere with the work because they rolled through Lost Gap Tunnel during the night.

The contractor's bulldozers, tractors, and road scrapers began to arrive at Lost Gap early in September. All the equipment, bought new for this job, came to the tunnel area over Illinois Central rails from Springfield, Ill. Les Hambrick, vice-president of Railroad Maintenance & Construction, explained, "That was the best way to bring the equipment in."

William Kelly, of Division Engineer Roy L. Harwood's staff, was named project engineer for the daylighting project. He recalls that it took three days to clear trees and brush from the work and waste areas. A road had to be bulldozed from the area on top of the tunnel to the waste area to haul

continued on page 16

ICG Engines Named - con't

Grenville M. Dodge - Railroad builder, Civil War general. Active in construction of IC charter lines, later directed building of Union Pacific across the Rocky Mountains.

Edward T. Jeffery - Noted Civic leader, instrumental in bringing the 1893 World's Columbian Exposition to Chicago, railroad officer, later president of the Denver and Rio Grande Western Railroad.

Judah P. Benjamin - Secretary of State, attorney general and secretary of war of the Confederacy, former U.S. senator from Louisiana, prominent lawyer, railroad promoter and officer of the New Orleans, Jackson and Great Northern, an IC predecessor.

James T. Harahan - President of the Illinois Central, top operating officer for whom Harahan Yard at New Orleans is named.

John F. Wallace - Chief engineer of IC. Built fore-runner lines in Iowa and other major railroad projects before President Theodore Roosevelt appointed him chief engineer in charge of construction of the Panama Canal.

Parker Earle - Farmer of Cobden, Illinois, first known shipper of fruit under refrigeration, strawberries from Cobden to Chicago.

John A. Quitman - Hero of the Texas and Mexican wars, governor of Mississippi and U.S. senator. Developer and first president of the original Mississippi Central Railroad (1836-1844).

James C. Clarke - As an early IC Operating officer, he encouraged the use of Illinois coal as locomotive fuel in place of wood. Later became president.

George B. McClellan - IC Engineering vice-president, commander in chief of the Army of the Potomac. Opposed Lincoln for the presidency in 1864.

Charles H. Markham - American industrialist who became Illinois Central president and reorganized it. Served the nation as regional director of southern railroads during World War I, returning to IC afterward. The railroad's largest freight classification yard, Markham Yard, south of Chicago, is named for him.

Lawrence A. Downs - Purdue University civil engineering graduate who led the IC as president through the grim days of the 1930's Depression.

Wayne A. Jonston - President of Illinois Central for more than two decades, later chairman of the board.

Lost Gap Tunnel-con't

the 61,000 cubic yards of earth that made up the overburden.

Then the work on the cut itself began. Bulldozers dug up the earth surface. Special teeth, made of extremely hard chrome vanadium steel with manganese tips, ripped into the ground. Road scrapers pulled as much of the loosened earth into their fat bellies as possible. Then the scrapers were shoved by tractors to scrape up even more. The fully-loaded scrapers lumbered up a road, bulldozed out only days before, to dump their heavy loads of waste material in the fill area.

The first layer was easily taken off, but then the going got a little more difficult. For example, ranging from four to twenty feet down was hard granite. Dynamite loosened it. "We were afraid to do too much blasting this early in the job," recalls Contractor Hambrick, "because we thought it might break that long tube before we were ready for it." He was, of course, referring to the tunnel.

But layer after layer was ripped up and carried off. Geological strata of granite, austin rock, sandstone, blue shale, flintstone, red clay and common earth were revealed as the cut began to take shape. About eight feet above rail top, the bulldozers uncovered a layer of white sand.

By the middle of November the excavation of Lost Gap was nearly complete. Bulldozers cleared earth away from the sides of the tunnel's curved walls. Early on November 19, less than three months after the daylighting project started, Number 63, westbound out of Meridian, was the last train to pass through Lost Gap Tunnel.

Later that day dynamite charges were set in the sides of the tunnel and exploded at 4:40 p.m. The roof collapsed to the track and Lost Gap Tunnel was no more. The track was cleared to pass trains the next day. An eastbound freight, Train 64, was the first train to go through the open cut. While the track was blocked with debris, trains detoured over Gulf, Mobile and Ohio tracks between Meridian and Newton, Miss.

The removal of Lost Gap Tunnel ended all clearance restrictions on the Illinois Central's busy east-west bridge line across central Mississippi and northern Louisiana. Says Mississippi Division Superintendent Casey, "This project took the roof off this part of the railroad. Now we can handle freight cars of any size, including tri-level automobile cars and piggyback cars, without worrying about close clearances. All modern, oversize freight equipment, so important in railroading today, can take to Meridian District rails carefree."

ICG Engines Named - con't

Timothy B. Blackstone - Chief engineer and president of the Chicago and Joliet Railroad, a GM&O forerunner line.

Samuel Clemens - Author and Humorist, better known as "Mark Twain". Clemens was a pilot on IC packet steamboats which linked northern and southern lines at Cairo, Illinois.

Henry S. McComb - Confederate officer. President of IC predecessor line and leader in rebuilding southern railroads after the war. Founder of McComb, Mississippi.

John A. Logan - IC officer, Civil War general, founder of "Memorial Day".

John J. Pelley - IC officer who became president of the association of American Railroads.

William K. Ackerman - President of the Illinois Central; railroad historian.

John B. Turchin - "The terrible Cossack", Russian-born civil engineer who became a Union Army general and led the charge up Missionary Ridge at Chattanooga, a turning point in the War between the States. Served IC as an immigration agent.

Eugene W. Stetson - Banker and outstanding businessman. As chairman of IC Executive committee he formulated policies that sharply reduced the railroad's funded debt in the 1950's.

Paul E. Odell - GM&O officer.

Stuyvesant Fish - President of the Illinois Central who led the railroad's expansion at the turn of the century.

Nan Carter - An IC General Attorney. She aided hundreds of employees, free of charge, during the depression and helped develop the Illinois Central Credit Union at Cicero.

M.J.D. Baldwin - Businessman and railroad entrepreneur of Mobile, Alabama. Backed building of the Mobile and Ohio Railroad, a forerunner line.

Stephen A. Douglas - "The Little Giant". As U.S. senator from Illinois he led the fight in Congress for passage of the Internal Improvement Act which made possible the building of land grant railroads, including the Illinois Central and Mobile and Ohio.

ICG Engines named - con't

Richard Cobden - Distinguished British statesman, and original shareholder whose interest in and support of the fledgling IC railroad helped it survive the financial panic of 1857.

Sir Wm. C. Van Horne - Youthful IC telegrapher who went on to develop the great Canadian Pacific network of ships, hotels and railroad lines.

IC NEWS FROM THE PAST

New Type Engine Arrives

(*June, 1929*)—Working in and adjacent to the Illinois Central's South Water Street yard in Chicago is a switch engine entirely different from any other on our railroad. It is an oil-electric locomotive, a type of motive power especially designed to meet requirements for a smokeless, self-contained switching unit. Engine 9000 is in a class by itself. It is 14 feet high and 41 feet long, with a wheelbase of 28½ feet. It weighs around 110 tons and develops 600 horsepower. All weight is on the eight driving wheels, which are mounted in two four-wheel trucks. The engine is the joint product of the Ingersoll-Rand, General Electric and American Locomotive companies and cost approximately \$100,000. Its usefulness is chiefly for local switching service, as it is not designed for extended runs or transfer work. A steam locomotive engineer can qualify in a day or so to take charge of a locomotive of this type.

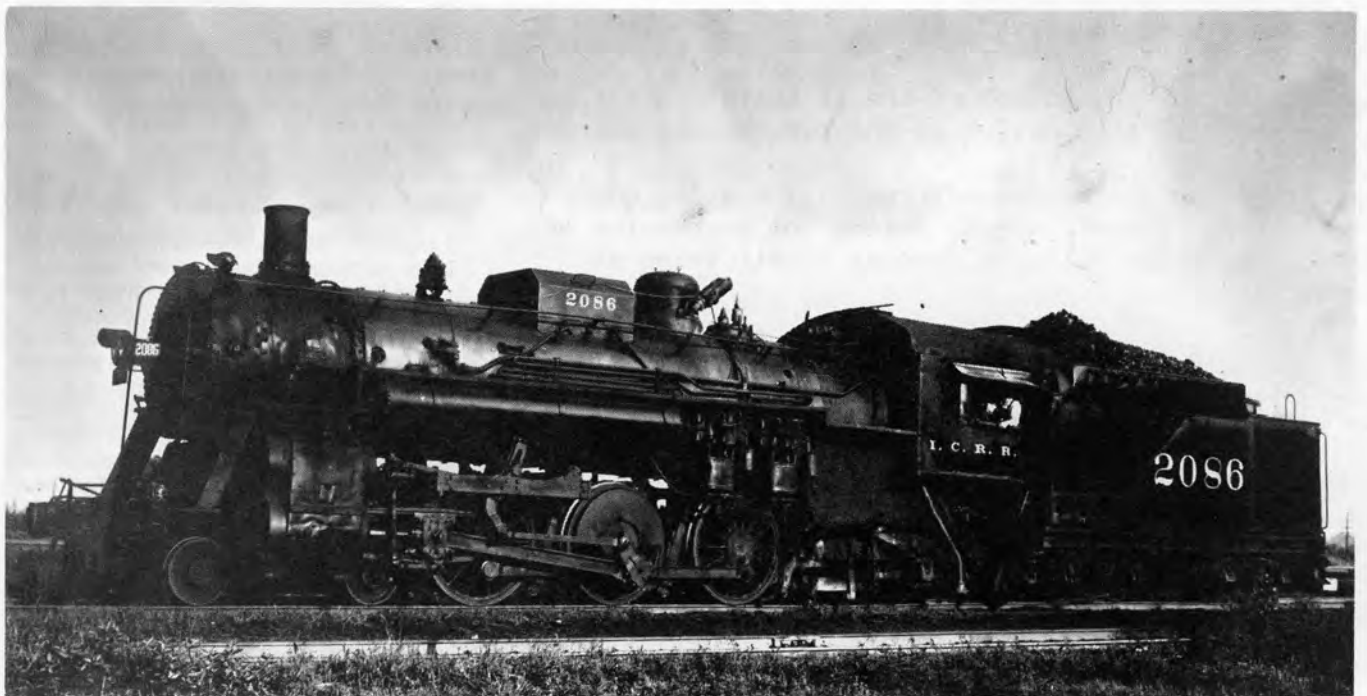
Attracts Large Crowds

(*August, 1909*)—The first full train load of manure spreaders, manufactured by the Litchfield Manufacturing Company of Waterloo, was handled over the Dubuque Division from Waterloo to Cedar Rapids recently. The 26-car train was en route to Kansas City via the Milwaukee Road. Short stops were made at selected stations to give a demonstration of the workings of the manure spreader, one of which was set up on a flat car and operated by a gasoline engine. The locomotive handling the train was equipped with a siren whistle while a steam piano was utilized in giving a brief concert at each station where stops were made. The demonstrations drew large crowds along the route.



Member John Sinks sent us this photo of 2-8-0 #836 and crew near Benton IL. Second from left is G. Clyde Doley. Exact date is unknown, however engine #836 was renumbered #3762 7/37 - so the photo must be dated prior to 1937.

Engine #2086 - built by Alco - Brooks works for the IC in 1912 - shown here at Kankakee IL. on 7-15-53. Before rebuilding at Paducah in 1943 #2086 wore #1099
Photo - Gerry Carson



Union Stock Yards -

CONCLUSION

Of one thing I am sure—it is the splendid cooperation of many in this room that makes it possible for me to say that the Illinois Central ranks first among the 27 railroads serving the Union Stock Yards and adjacent territory from standpoint of carload freight earnings which amounted to more than \$8,500,000 last year or almost 11% of the grand total. Believe me when I say the business represented by this freight revenue is largely highly competitive. I am equally sure it is the efficient handling by our own Chicago Terminal Organization of meat products originating at and passing through Chicago that contributes generously to our railroad's second place position among western lines and fourth position among all railroads in the country on PHP-fresh meat tonnage handled in this country. We are out in front of many lines who operate substantially more mileage.

William Grayson, 808 Mels Dr., Evansville, In. 47712 needs photos or plans of IC's Central Station in Louisville Ky.

Paul Ekland, 444 Bolton Rd Vernon, Ct. 06066 needs dimensioned drawings of IC EMD 5040A's, numbered 6006-6023.

Gene LaVancil, Box 25735, Los Angeles, Ca. 90025 needs erection drawings & photos of IC 7000 steam engines, & front end detail

Paul M. Somers, 511 West White St. Champaign, Il. 61820 is looking for erection drawings & photos of the Green Diamond for a possible HO model by Key Imports.

Also see Modelers News

The Green Diamond is interested in any photos or drawings of any of the above items and any info. relating to ICRR. Contact Tom Grant, 22539 Arquilla Dr. Richton Park, Il. 60471

Tom Grant would like to buy a copy of The IC history by Corliss. Price & condition? Address above.

FOR SALE ICG Orange TRT bulkhead flat car kit w/ Miller decal set. Car is by MDC (HO). New paint scheme w/ black logo available Jan '83 price: \$5.95 + \$1.00 shipping. Don's Hobby World 18447 S. Halsted St. Glenwood, IL. 60425 (312) 754-7988

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

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.

DUES DUE?

It's 1983 already. Have you paid your 1983 Dues?

INTERCHANGE TRACK

Want Ads- free to members
For Sale Ads - \$3.00 for 1st 15 words - additional words 10¢ each.
Commercial For Sale - \$5.00 for 1st 15 words - additional words 10¢ each. 1/9 page \$7.50 - 1/4 page \$20.
Copy should be clearly printed or typed. We reserve the right to edit copy and the right to refuse ads.
Send your copy with check or money order payable to Illinois Central Historical Society.

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 him a complimentary copy of the magazine and ordering information.

MODELERS NEWS

Key Imports is considering a model of the Green Diamond if there is enough interest for a minimum run. The model would probably be factory painted with a price between \$400-\$500. If interested contact ICHS member Paul Somers who has volunteered to act as liaison between the society and Key. Paul Somers, 511 W. White St. Champaign, Il. 61820.

Back Cover IC Office Car #1 brings up the rear end-northbound at Carbondale, 1970.

