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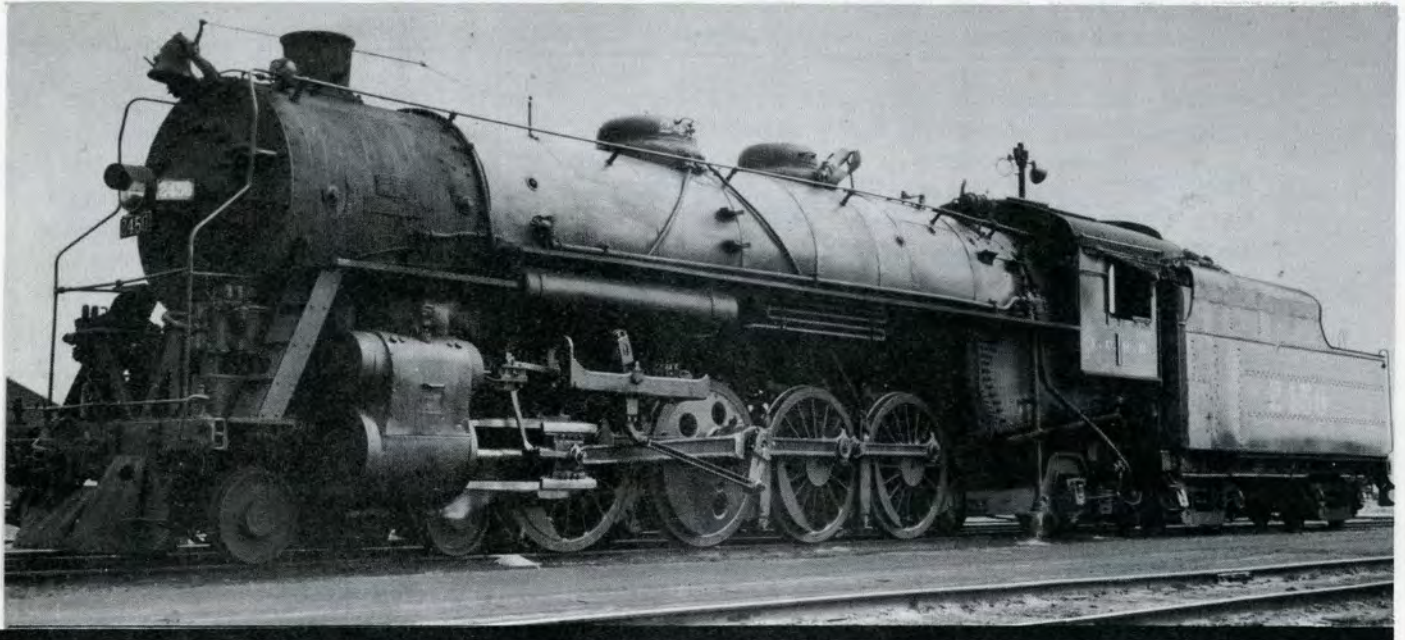


Issue #10

\$2.25

GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY



Illinois Central Historical Society



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

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

Jim Adams
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Gerry Carson
L.P. Davis
Charles Felsted
David Fishel
Jim Kubajak
Bruce Meyer
Ted Richardson
George Rondelli

SOCIETY HELP

There will be several vacancies for committee chairmanships and board of directors positions this year. If you would like to serve the society, attend board meetings, work on a committee, or assist in any way, please send a note to the nominating committee at our ICHS address.

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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RUN TO CATCH THE TRAIN

When I was but a small boy, no older than the age of five,
I remember a world that was exciting and very much alive,
My parents and I lived on a large and spacious dairy farm,
I remember on icy cold mornings, how the cow's milk was warm.

My most vivid memory, the one that lingers to this day still,
Were the days I spent with my father, in the town of Bargarville.
It was a small Indiana town where we took our grain to unload,
And a place where I learned about the Illinois Central Railroad.

With giant engines of black, hissing steam and breathing fire,
A sight that a five year old could not help but love and admire.
But in town was not the only place that I could catch a glimpse,
For on our farm, the tracks bordered on our back pasture fence.

I can remember playing in the field as my parents worked the ground,
When from far off in the distance would come an unmistakable sound.
My mother would take my hand and off to the pasture we would fly,
And just as we reached the fence, the smoking giant thundered by.

Thirty years have now passed since I made that fast paced run,
But to this very day, I remember the excitement and the fun.
The pasture is gone now, and diesels now replace the steam's strain,
But I'll never forget the times when we would "Run To Catch The Train".

David A. Fishel 10/30/82

ON THE COVER

Mountains - The kind you could see on the I.C.
Top Photo - #2450 a product of Alco built in 1926 served the I.C. until the end of the steam era. She was rebuilt at Paducah in 1944 or 1945 and retired from service in 1960. Gerald Carson Photo
Bottom Photo - #2552 and one of the 500 series cisterns next to the unique Paducah cooling tower. #2552 was built with the boiler from 2-10-2 #2998 in 1942 and was retired in 1959. Bruce Meyer Photo.

ANNUAL MEETING
PADUCAH KENTUCKY
AUGUST 13, 1983

IC STEAM ENGINES

In this issue is the first of a series of articles on IC steam power. The entire story of IC's steamers will keep us busy for many issues to come. We will present the story of one group or type of engine at a time and try to explain why the engines were built or rebuilt and where they were used on the railroad.

MODELING NEWS

David Daisy and the model committee are working on a two bay Athearn offset side hopper car in the oxide red paint scheme with the Main Line of '32 America slogan for our next car project. Details and ordering information in our next issue.

CONSIST

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Membership Survey
Report

DUES DUE?

Have you paid your 1983 dues yet?



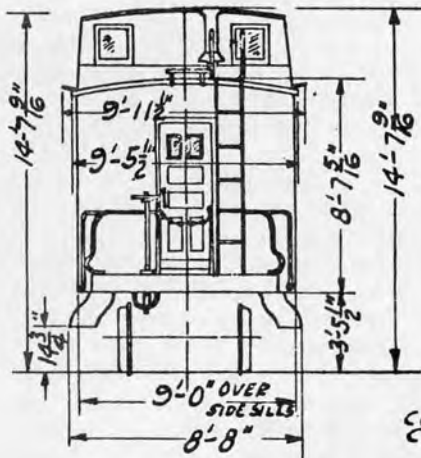
Model - Jim Kubajak Photo - Tom Grant

"1196 PROJECT"

Member Ted Richardson is working on plans to have a brass engine produced and imported of an I.C. modernized Pacific #1196, one of the last steam passenger Pacifics used on the I.C. Plans are to offer the model to I.C.H.S. members at the lowest possible price if payment is made in advance of the production of the engine. We will bring you more information on the 1196 project as soon as it is available.

Charles Felsted Collection

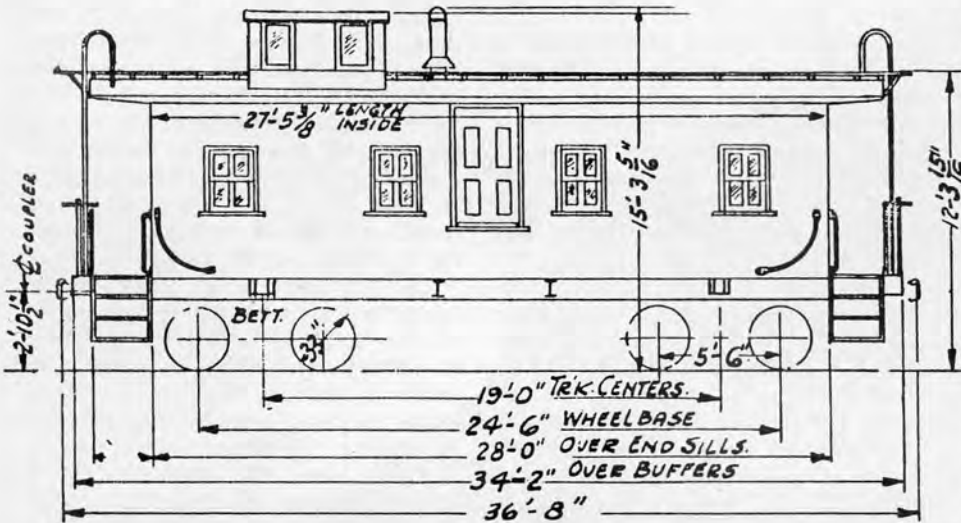




28'0" CABOOSE
 AAR Designation "NE"
 Avg Lt Wt 40,600 lbs.

Blt. Numbers	Blt. by
1923 99151-99175	ICRR
1923 99176-99250	AC&F
1923 99251-99375	AC&F
1926 99376-99425	AC&F
1929 99426-99450	AC&F
Renumbered 9151-9450	

CUPOLA REMOVED ON
 CABOOSE No. 9258



by Jim Kubajak

IC 9223 is classified as a 28' caboose built by American Car and Foundry (AC&F) in 1923. The model is based on information from a drawing by Bruce Meyer in the July 1971 Model Railroader, and a spring issue of Great World of Model Railroad-ing. There were several variations of the 28' caboose design; some had side doors and others did not; some had one window in the cupola side and others had two. These cabooses were used into the mid 1950's and 9251 was photographed in service in 1951. Model: 9223 is constructed mostly from styrene except for the roof which is sheet aluminum. The underframe is made from wood shapes and the cupola is a Kadee metal casting.

Photo - G.V. Carson



THE VERY NAMES are music to the ears of men who love railroading—Atlantic, Mogul, Pacific, Mikado, Central, Lima, Consolidation, Mountain.

As short a time ago as 1951 the *Illinois Central Magazine* ran a four-page article about the steam locomotives on the Illinois Central's power roster, with pictures of the great engines that had been prominent on the railroad during the 100 years that steam reigned supreme. But that year of 1951 was Indian summer for the steamers. The article listed 444 Mikados, 136 Mountain types and 550 Lima, Central, Pacific and other types, for a total of 1,130 steam locomotives on the railroad's power roster in 1951. Already there were 130 glamourless diesel-electric locomotives growling around in Illinois Central yards. Others, more dressy in Illinois Central orange and brown, were flashing through the countryside at the head of the railroad's crack passenger trains.

From the beginning of its publication in 1909, the magazine recorded in word and picture the arrivals and retirements of the railroad's locomotives. The first decade of the century saw the arrival of the heavy Moguls, Atlantics, small Pacifics and Consolidation type locomotives. Faster passenger schedules brought the large Pacifics, a 140-ton locomotive that *afficianados* of the fascinating steamers

call one of the finest steam locomotives ever built.

In 1911, the need for heavier and faster freight engines brought a newcomer to the Illinois Central's power roster, the Mikado. The stubby, powerful Mikados proved suitable and efficient over great parts of the railroad because of favorable grades and curves. For the next 13 years Mikados were purchased in great numbers and took over the major part of the company's freight train service. Ultimately more than a third of the railroad's motive power was Mikado. That ratio continued on up to the early 1950's, when the diesels began arriving every year in fleets of 70.

In 1920-23, Central type locomotives were bought as "heavy drag" power for territory where grades and curves overtaxed the Mikados. In 1926 Limas began arriving and were placed in service to fill the gap between the Mikados and the Centrals, to handle trains too heavy for the Mikados and too fast for the Centrals.

A far-sighted program for upgrading locomotives in the years before and during World War II proved to be of the utmost importance to the Illinois Central during the traffic-swollen war years. The tractive power of hundreds of locomotives was increased by building up pressure and by equipping them with mechanical stokers, larger tenders, new-type drivers and forced-feed lubricators. In all, 1,674 engines

were improved and converted between 1935 and 1942. These improved locomotives proved to be the muscles for the miracle of transportation performed by the Illinois Central when train after train moved through the railroad's yards and over its tracks. Additionally, during World War II, the Illinois Central built 20 Mountain type locomotives at Paducah Shop. They were the last steamers added to the railroad's power roster and are generally regarded as the finest steam engine ever to run on the railroad.

But the march of the diesel was steady and swift, gaining momentum as the economies possible by dieselization became more and more evident. In a matter of 15 short years after the railroad's locomotive builders at Paducah Shop turned out the last of the mighty Mountains, the fleet of almost 1,300 steamers had dwindled to a rear guard of 50 or so engines kept in "mothballs" at Paducah and Centralia, and an odd switcher or two on the St. Louis and Kentucky divisions.

The February, 1959, issue of the magazine carried a picture of one of the four steam locomotives placed back in service to handle increased coal traffic in southern Illinois. More than a few railroad men, hearing the distant sound of a steam whistle, missed a heart beat and remembered the years when the majestic steam locomotives seemed the noblest of all the machines ever made by man.

Reprinted from Illinois
Central Magazine

IC NEWS FROM THE PAST

Speed BC-2's Schedule

(January, 1956)—Dispatch train BC-2 began offering Florida shippers third morning delivery of perishables to Chicago. The new schedule for the Florida-Chicago train cuts a full day off the old running time.

← Watering a 2500, the coal already topped off

ICRR photo

Photo - Bruce R. Meyer →





ILLINOIS CENTRAL STEAM - THE MOUNTAINS - Part 1.

By Tom Grant

There were three main groups of Mountain type locomotives on the Illinois Central. (4-8-2 wheel arrangement) The first group of engines, (2400 - 2459) was built between 1923 - 1926 by Alco (American Locomotive Company) at their Schenectady works, and Lima (Lima Locomotive Company). These engines served the IC until they were scrapped or retired between 1955 - 1960. These first Mountain types were built for passenger service to move the longer passenger trains which were too heavy for the Pacifics (4-6-2) that were already on the roster. The 2400's operated at 225 lb. boiler pressure. Engines 2300 -2307 and 2350 - 2352 were created from 2400 class engines in 1944 and 1945 when they were rebuilt with new boilers and higher boiler pressure - 245 lb.

In the late 1920's the IC experimented with using the 2400 class Mountains for fast freight work. These experiments proved the profitability of fast freight service on stock trains operating on the Iowa Division bringing livestock to market at Union Stockyards in Chicago, and on IC's Strawberry Specials.*

During the 1920's the operating objective on most railroads was tonnage, moving longer and heavier trains. Speed was not the primary goal of locomotive design, but rather power. On the IC one group of engines purchased for drag freight service were the 2-10-2 or Central types, (known as Santa Fe types on other railroads). These engines were built in 1920 - 21 to U.S.R.A. heavy specifications and numbered 2901 - 3025.

By the mid thirties with increasing competition in transportation, speed in passenger as well as freight service was becoming important. These 2-10-2 engines, originally designed for drag freight work, were made obsolete by the new trend to fast freight, yet they were only about fifteen years old, and not worn out by any means. The IC maintained the steam engine fleet quite well and engines quite often gave thirty to forty years of service. But now the IC found themselves with 125 2-10-2's that couldn't move the freight fast enough.

In 1936 train MS-1 began fast freight service to Memphis from Chicago overnight with seven stops enroute. The train was a success and the IC knew they needed more fast freight engines to be competitive. 2400 class Mountains had been used on MS-1.

The 2-10-2 engines were disassembled and used to rebuild and remanufacture many engines on the IC. Boilers from the 2-10-2's were used to make the second main group of Mountain type engines, the 2500's. Engines 2500 - 2555 were built in two groups between 1937 and 1942. One of this group, 2540 along with 2418 were the only engines on the IC to be equipped with roller bearings.

The last group of Mountains on the IC were the 2600's. Engines 2600 - 2619 were built new at Paducah and were essentially copied from the 2500's, although they had higher boiler pressure and smaller cylinder diameters. The 2600's were the heaviest Mountain type engines ever built. The 2500 and 2600 class engines were assigned to Markham yards and operated mainly on the IC lines throughout Illinois.

Floyd R. Mays was General Superintendent of Motive Power on the IC at the time of the rebuilding of the railroads steam engine fleet. Under his guidance hundreds of engines were rebuilt or built new at the Paducah, Ky. shops. Increasing the steam pressure was the most important mechanical improvement to the engines rebuilt, but the trademark of the Paducah engines was the rectangular cast steel sand dome. These sand domes make it easy to identify Paducah rebuilt engines. Floyd R. Mays later became an IC Vice President.

* For more information on the importance of on time performance of Iowa Division stock trains see the Union Stockyards story which appeared in issue #9. A story on the IC Strawberry Specials is in the works. Ed.



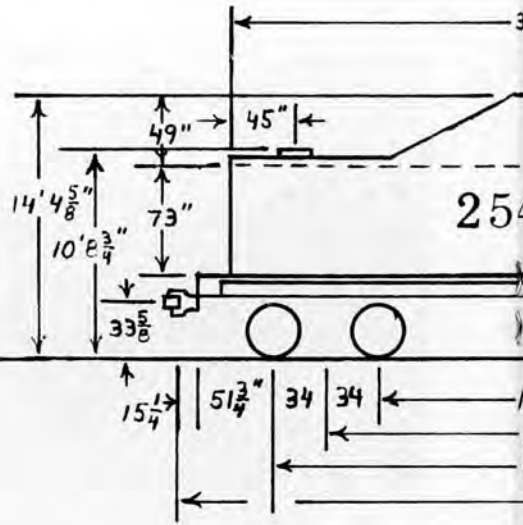
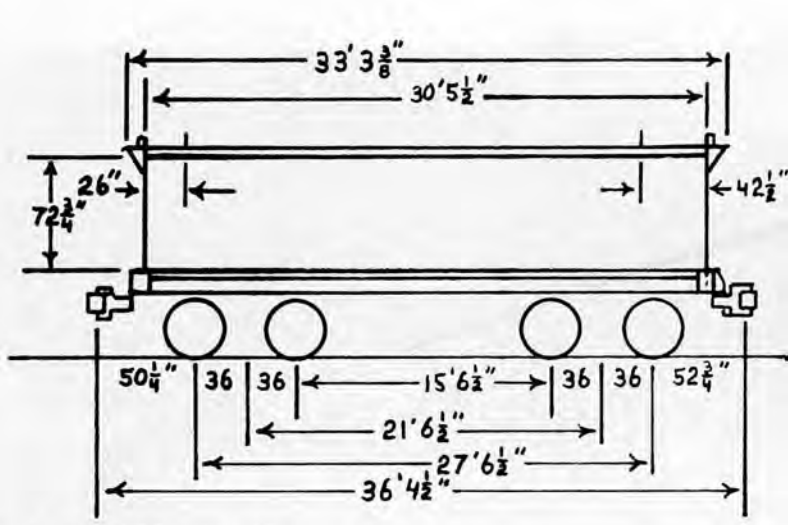
Photo - G.V. Carson



Photo - Bruce R. Meyer

Photo - Bruce R. Meyer





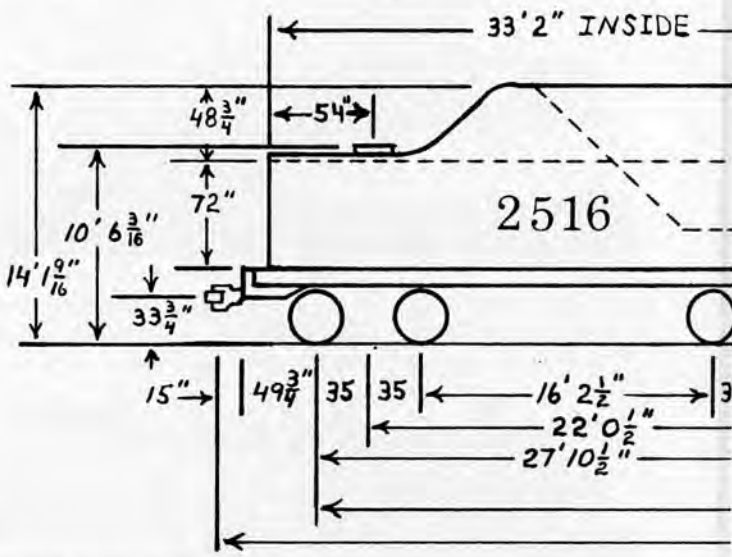
Cistern A600 - A649
 Capy 13,600 gal.
 Lt Wt 78,500 lb.
 Ld Wt 192,000 lb.
 Journals 6" x 11"

MISSOURI TENDER

TENDER CAPY WATER 11,000 gal.
 TENDER CAPY COAL 24 TONS
 LT WT TENDER 86,000 lb.
 LD WT TENDER 225,500 lb.

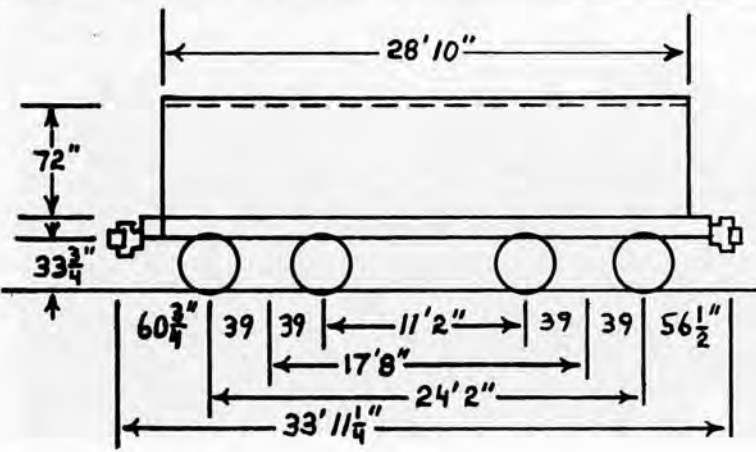
2901 TENDER

TENDER CAPY WATER 11,000 gal.
 TENDER CAPY COAL 24 TONS
 LT WT TENDER 80,000 lbs.
 LD WT TENDER 219,500 lbs.

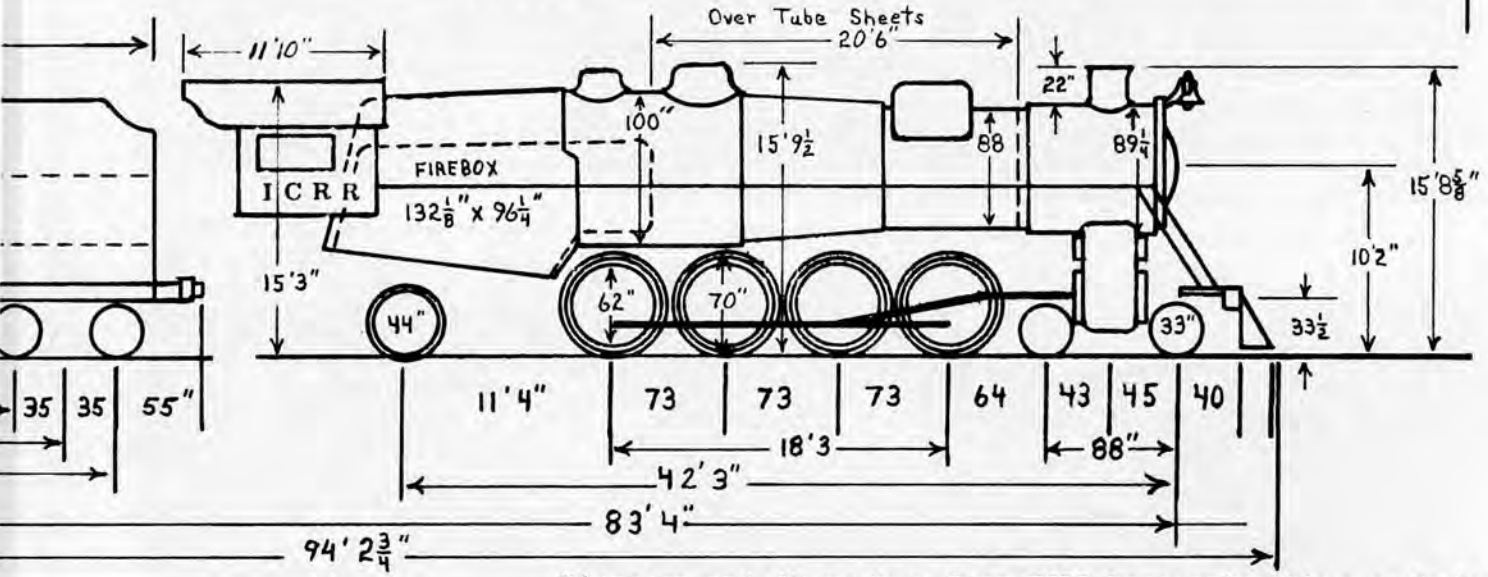
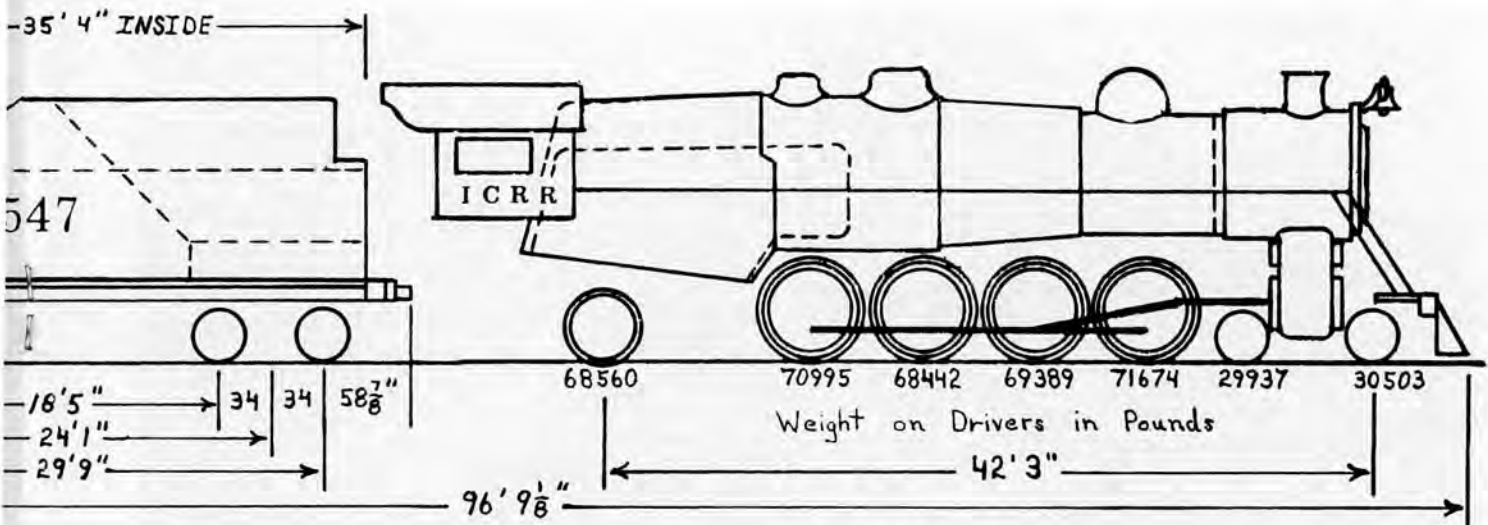


ILLINOIS CENTRAL 2500 CLASS MOUNTAINS

JOURNALS-DRIVING, MAIN	13"x14"	ARCH TUBES	46.0 SQ FT	
JOURNALS-DRIVING, OTHER	12 1/2"x14"	FIREBOX	386.0 SQ FT	
JOURNALS-ENGINE TRUCK	7"x12"	FLUES AND TUBES	4728.0 SQ FT	271 TUBES 2 1/2" DIA.
JOURNALS-TRAILER, FRONT	9"x14"	TOTAL	5160.0 SQ FT	50 Flues 5 1/2" DIA.
DESIGNED FOR A 18% CURVE		SUPERHEATER	1285.0 SQ FT	GRATE AREA 88.3 SQ FT

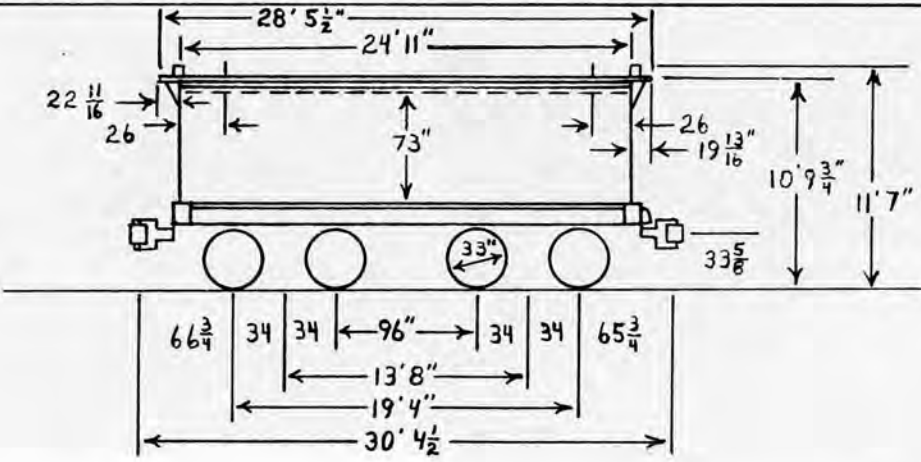


Cistern A650 - A659
 Capy 12,500 gal.
 Lt Wt 78,760 lb.
 Ld Wt 183,920 lb.
 Journals 6" x 11"



Diagrams and dimensions from ICRR Locomotive Diagram Books
See photos for details and end views...

H.S. WITH CIRCULATORS	H.S. WITH 2 SYPHONS	H.S. WITH 4 SYPHONS
CIRCULATORS 99.5 SQ FT	ARCH TUBES 23.5 SQ FT	ARCH TUBES 23.5 SQ FT
FIREBOX 383.7 SQ FT	SYPHONS 88.0 SQ FT	SYPHONS 108.5 SQ FT
TOTAL H.S. 5211.2 SQ FT	TOTAL H.S. 5225.5 SQ FT	TOTAL H.S. 5246.0 SQ FT



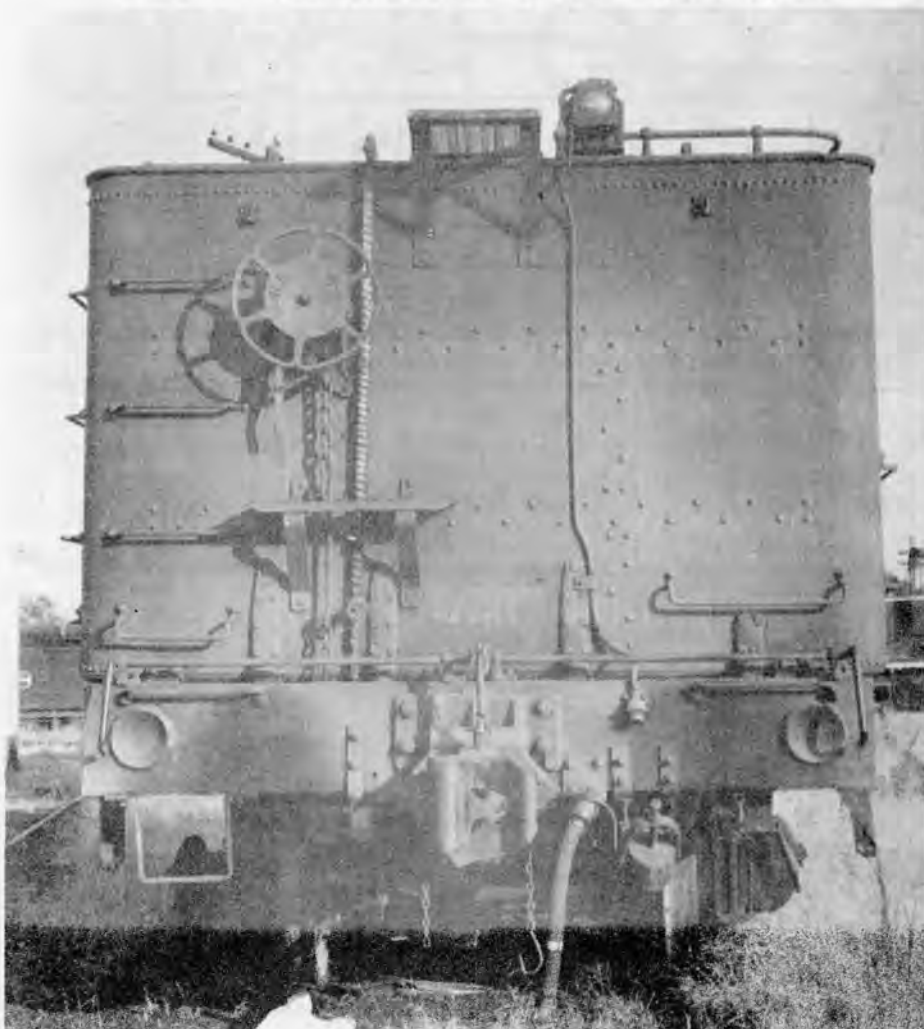
Cistern A500 - A565
 Capy 11,200 gal.
 Lt Wt 59,000 lb.
 Ld Wt 152,000 lb.
 Journals 6" x 11"

ILLINOIS CENTRAL AUXILIARY TENDERS

There were three sizes of auxiliary tenders, or cisterns used on the I.C. between 1941 and the end of steam in the early 1960's. The 28' 5½" series A500 - A565 were the first built, beginning in 1941. The longest cisterns, the 33' 3¾" A600 - A649 were built between 1947 and 1952. The third group, six 28' 10" tenders were built in 1950. The model recently released by Oriental Limited is one of the 500 series. See the built date chart for dates of particular tenders. All of the auxiliary tenders were built by the I.C.

The auxiliary tenders were used to extend the range of engines between fueling and watering stops. Regular tenders were often modified to hold more coal by extending the side boards and enlarging the depth of the coal bunker by moving the slope sheet further back. This decreased the space available for water in the tender and created the need for the auxiliary tenders. The 2500's and 2800's (2-10-2's) were equipped with connections to use auxiliary tenders. They could also be seen behind "mikes" (2-8-2's) occasionally. On at least one occasion

A-529 at Paducah Ky, 10-60 Bruce Meyer photo



Illinois Central Auxiliary Tenders Dates Built

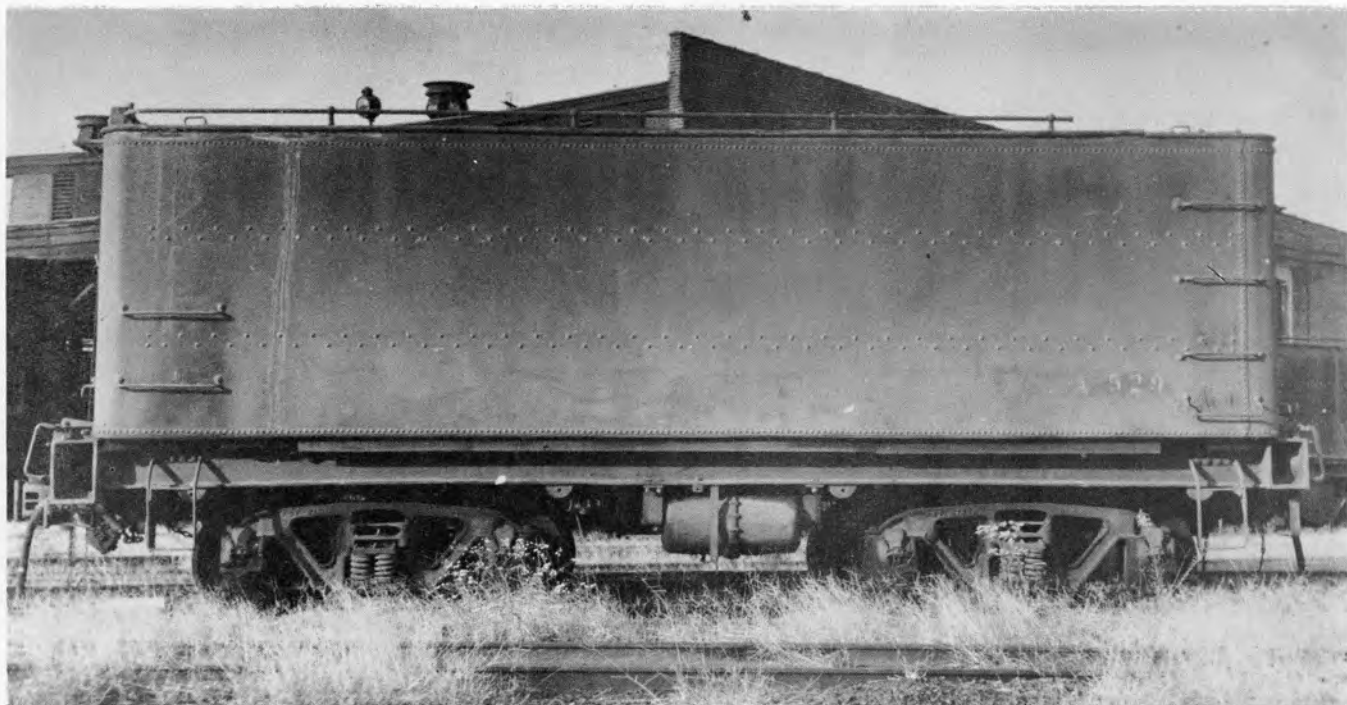
1941	A500 - A529
1942	A530 - A549
1946	A550 - A551
1947	A552 - A557
1947	A600 - A602
1948	A558 - A559
1948	A603
1949	A604 - A611
1950	A612 - A618
1950	A650 - A655
1951	A560 - A565
1951	A619 - A620
1952	A621 - A622

they were used on a passenger train behind a 2300 class Mountain, although they were assigned to freight service.

The photo on page 13 shows one of the auxiliary tenders in use as a diesel oil storage tank. They were used for oil storage after the steam power had been scrapped. Some of these oil storage tenders can still be seen on the railroad.

MODELERS NEWS

The HO models of IC 500 series auxiliary tenders are now available from Oriental Limited. Drawings of these and other IC auxiliary tenders appear in this issue. Oriental did a beautiful job on these tenders. The model is accurate and nicely detailed and it looks great behind a 2500. See your dealer.



A-529 at Paducah Ky, 10-60 Bruce Meyer photo

X709 at Champaign IL, 3-59 Bruce Meyer photo





A-549 at Paducah Ky, 10-60 Bruce Meyer photo

Mikado with a 600 series auxiliary tender
 Basil Koob photo - Fred Ash collection

IC NEWS FROM THE PAST

Receive Mountain Locomotives

(January, 1924)—The American Locomotive Company, from its Schenectady, N. Y. plant, has recently completed delivery to us of 15 Mountain type passenger locomotives, the first of this type to be placed in service on the Illinois Central Railroad.

Open Markham Yard

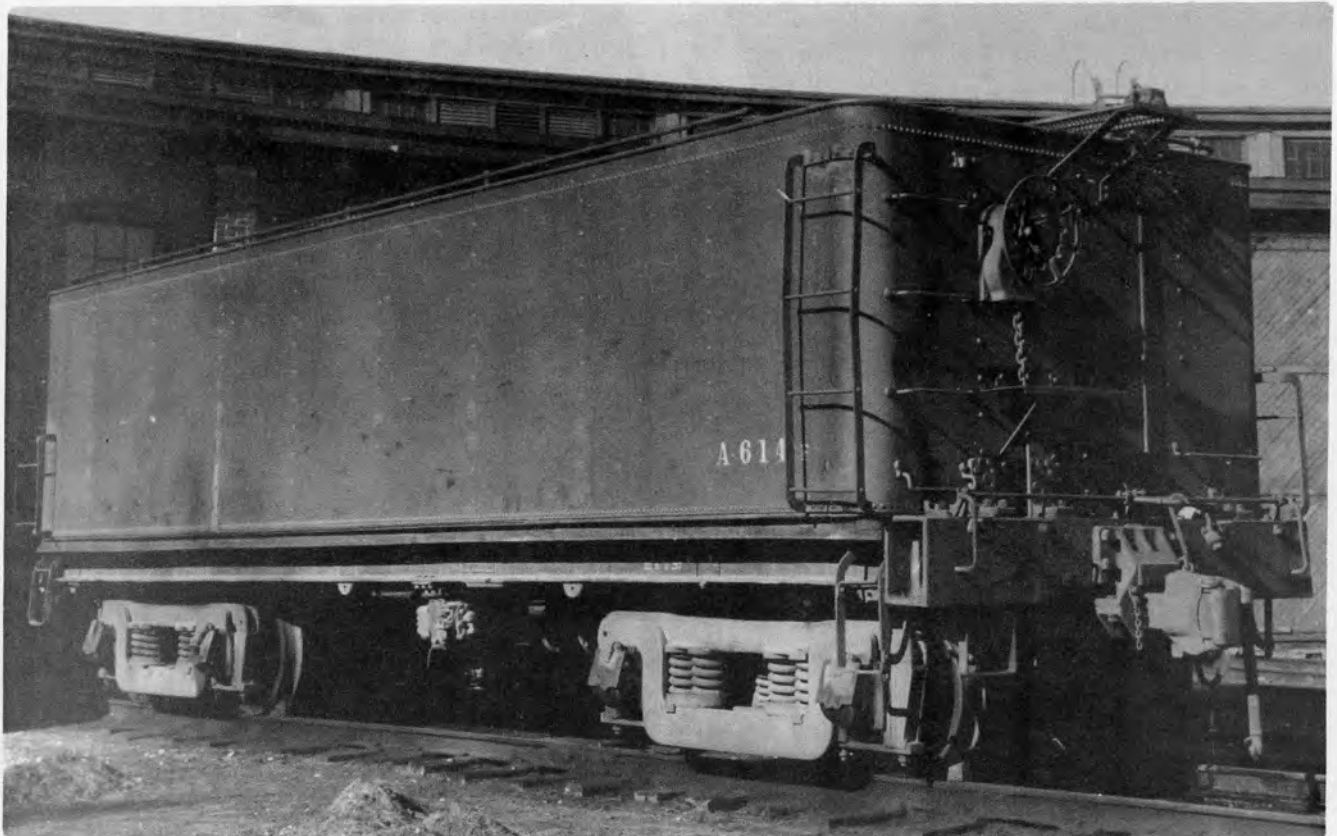
(April, 1926)—April 1 marked the opening to full operation of Markham Yard, the Illinois Central System's great and absolutely modern freight classification yard just south of Chicago. Markham Yard has been under construction for several years and has involved the outlay of millions of dollars. The yard has a present capacity of 9,730 cars but is to be expanded ultimately to a capacity of 13,870 cars.





A-603 at Centralia IL, 12-57 Bruce Meyer photo

A-614 at Centralia IL, 12-57 Bruce Meyer photo



MORE ON I.C. HOPPERS

Member Jim Adams from Centralia sent in the following information and corrections on the IC hopper car article in issue #8.

Regarding the composite cars; " The 73000-73599 series 50T hoppers were the first cars Centralia built new from the rail up. Centralia at that time had almost no fabricating machinery. What we had was suitable for repair programs and much of it was homemade and powered with steam locomotive air brake cylinders. So much of the steel for the 73's was fabricated by General American. All assembly was at Centralia." These cars were painted black with white lettering when new in 1944.

The 75000 series which I had listed as a rebuilt gondola was not a rebuild but was an IC designed new car. As Jim says "Bill White and I designed the car in a hectic hurry-up session that lasted almost all night. Bill went back to Chicago and detailed drawings were made from which materials were ordered and the cars built." "Early in the 75000 program it was found that the car was so rigid that when it was necessary to adjust the side bearings, a jack set at the end of the body bolster on one end of the car would also raise the other end so that both side bearings on that side could be adjusted. We knew that this was unusual but failed to attach much importance to it until we heard that an eastern road had dumped 50 tons of coal into their yard office by kicking one of the cars thru a short turnout. After that we eliminated a whole bunch of welding and several rivets from the design so as to make the car more flexible. For what they cost, that bunch of cars probably made the railroad more money than any other. They soon became unattractive to shippers however, due to their length, and were scrapped as they came up for repairs."

Some additional information on the ribbed side cars; "The 73600-73999 series were built in '47 and '48 by GATC from US Steel Corp. design for 50 Ton All-Welded Cor-Ten hoppers. Apparently due to the embrittlement of the Cor-Ten from the welding, 30 minutes under a Robbins car shaker would reduce them to a pile of scrap. After several different cures were tried without success, they were resteeled with copper bearing steel sheets in '57. Also during the '57 resteeled the trouble prone ABLC or "Load Compensating" brake was changed to regular AB brakes. The original light weight with the thin Cor-Ten sheets made so great a difference between light and load weight that the braking ratio could not be kept within limits with regular AB brakes. Going back to the heavier copper bearing sheets eliminated this problem."

"The IC did have triple hoppers before 1959. The first were the 212700-212999 which were I believe built in '29 but I don't know where. They were rebuilt at Centralia in '41 and renumbered 80000-80298. Also built in '29 at General American's East Chicago plant were the 713000-713324. Apparently about the same time and certainly in '29 Standard Steel Car's Hammond plant built numbers 713325-713749. These were all inside stake 70 ton triple hoppers. In '41 and '42 Centralia rebuilt them and renumbered them 81000-81749. They were on Dalman trucks and were originally equipped with K-2 brakes." *

Jim also furnishes the following builder details that you might want to write in on your copy of the chart on page 12 of issue #8; "The 66000's were built by Standard Steel in '27. The 67's were built at Pullman in '29. The 68's by Ryan at Hegwisch in '37. The 69's by GATC at East Chicago in '37."

The 80,000 series cars Jim refers to were converted to Woodchip service between 1955 - 1960. I will run a diagram of these cars in a future issue of the magazine. Cars of the original 81000 series were rebuilt into covered hoppers and assigned to furfural residue loading for Quaker Oats Co. These were rebuilt in 1950-51. I will run the diagram of these along with the other covered hoppers in a future issue.

continued...

More on I.C. Hoppers - continued

Now here is the inside information on the red vs. black hopper cars, again from Jim Adams; "Prior to the time that Hugh Young was Superintendent of the Car Department with offices in Chicago in the 50's, all covered cars were painted red and open cars such as hoppers, were painted black. Hugh was a little bowlegged dutchman from out back of Irvington who started with the IC as a kid and became one of the top three car builders in the nation. Being a frugal dutchman, it pained Hugh to see our painters having to change colors and clean their equipment when painting repaired cars which were a mix of covered and open. So when he became System Superintendent he issued orders for all cars to be painted red.

Hiram Seely was Centralia's Master Mechanic at the time and although the creation of a separate car department with it's own superintendent divorced us from the roundhouse, courtesy dictated that when the car department brass paid us a visit, the Master Mechanic was invited to join the parade.

On Superintendent Young's visit to Centralia following the change in painting procedure, Mr. Seely demanded to know why the change was made. Mr. Young gave him the rundown of reasons, smaller paint inventory, no cleaning equipment between cars, labor savings, etc... to which Mr. Seely replied; "That's what I thought you'd say. Now let me tell you the real reason. You Car Department SOB's know that the only way a Master Mechanic can tell a box car from a coal car is that the box car is red. Now you want to fix it so we can't tell them apart." I'm not sure how long the one color plan lasted but it was for only a few years."

So, it seems that if you model in the fifties you can use the oxide red hopper cars. Black cars would be dated either before the early 50's (without the Mainline of Mid America slogan) or after the oxide red era (with the Mainline slogan). A personal observation here though; In the color movies I have seen from John Swajkarts' collection taken during the mid fifties on the Illinois Division, most if not all of the coal hoppers are in the oxide red paint scheme with the Mainline slogan. I believe there was alot of repainting work done for the centennial celebration of the railroad in 1951.

Now here's one more ommission from the hopper car story. Member L.P. Davis sent in an old photo of one of the IC's experimental aluminum hopper cars. The photo shows car #66700 at Centralia yard in the early '60's. The HO model was made from a standard Athearn offset side car.

Model and Photo - Tom Grant



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 - addi-
tional words 10¢ each. 1/9
page \$7.50 - 1/4 page \$20.
Copy should be clearly pr-
inted 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.



FOR SALE ALCO MODELS HO IC 2-8-2 "mikes" \$179.00 each
or Alco 2-8-2 with auxiliary tender-\$234.95
shipping included Quantities Limited. Hobby World
18447 S. Halsted, Glenwood, IL. 60425 (312) 754-7988

Photo - Tom Grant

RERAIL - A Report on Rail-
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cal Louisiana Railroading.
It is a newsletter type
format. A twelve issue
subscription is \$9.00 from
the above address.

MEMBERSHIP SURVEY REPORT

Based on the surveys re-
turned to date we have
compiled the following
statistics on ICHS mem-
bers.

Age	
under 25	- 8%
25- 35	- 32%
36 - 45	- 30%
46 - 55	- 13%
56 - 65	- 10%
over 65	- 7%

Most of us consider our-
selves railfans - 89%.
Most of us are model rail-
roaders - 78%, primarily
in HO scale - 62%, O scale
- 9%, N scale - 4%, and one
each in 1½" and 1" scale.



24% of us are or were at
one time railroad employ-
ees. We are interested in
just about anything relat-
ed to the IC. The most
popular areas of interest
are engines, steam engines
and diesel. Next in pop-
ularity are the trains -
passenger and freight.
Following that is every-
thing else, stations, the
mainline, branchlines,
timetables, the divisions,
and your favorite state
of the midwest or south.

There are many of us with
a special interest in a
branchline or a partic-
ular train etc... Why not
write a short story or
article for the Green
Diamond? It doesn't even
have to be typed, although
that makes things easier.
We can use just about any-
thing about the IC. Your
original materials or
photos will be returned
if requested.



PADUCAH BOOK

Paducah Gateway is the
title of a book by mem-
ber Donald Lessley. The
book covers the NC&StL,
CB&Q, GM&N as well as the
IC in the Paducah area.
At least half of the book
is about the IC and espe-
cially the Paducah shops
with many photos and in-
formation on the IC that
I have never seen else-
where. A good book to
read before this year's
annual meeting in Paducah.
The book is a good sized
paperback and worth the
\$10.00 price. Available
from Troll Publishing Co.
Inc. P.O. Box 996, Paducah
Ky. 42001. Ad \$1.45 for
postage and handling.

WANTED DINING CAR CHINA
A.L. Sube, 12424 S. 69 Ct.
Palos Heights, IL. 60463



Panama Limited service
plate, 10½" dia. Cotton
plants around border -
yellow & green 1920's.
I will pay up to \$400.00



Magnolia Star service
plate, 11" dia. Large cor-
al Magnolia in center with
grey leaves, fluted edge.
Used on Magnolia Star in
early 1950's.

← I will pay up to \$150.00

IC pirates plate, 9 ¾"
dia. Off white - pirates,
ships, palm trees around
border in vivid blue, red,
green. Used on Panama Ltd.
I will pay up to \$50.00



↑
Magnolia Star dinner plate
10½" dia. White Magnolia
in center, wide grey border
with gold edge trim.
I will pay up to \$50.00



French Quarter service
plate, 10½" dia. Multi-
colored border w/ fruit
bowls and flowers. Center
depicts a French Quarter
street scene in 1927.
Used on Panama Limited in
late 1930's.
I will pay up to \$250.00



Brian Higgins, 2317 Aspen
Dr., Champaign, IL. 61820
WANTED: SOHO brass IC
Passenger cars: "Chicago-
land", "State", "Land-of-
Strawberries". Have extra
"General", will trade.

Tom Clark, c/o ICHS or
phone (312) 420-0227.
WANTED: Info on the track
plan and facilities at
Carbondale, IL.

Correction - The photo of
Land O' Corn on page 8 of
issue #8 was actually shot
at Waterloo, Iowa - not
Springfield, Illinois.

HOBBYSHOP HELP

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

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 complimen-
tary copy of the magazine
and ordering information.

ANNUAL MEETING
PADUCAH KENTUCKY
AUGUST 13, 1983

Back Cover - #2546 East-
bound East of Kentucky
Dam, Ky, 7-57. Bruce
Meyer photo. note the new
style walkway on the aux-
iliary tender.

