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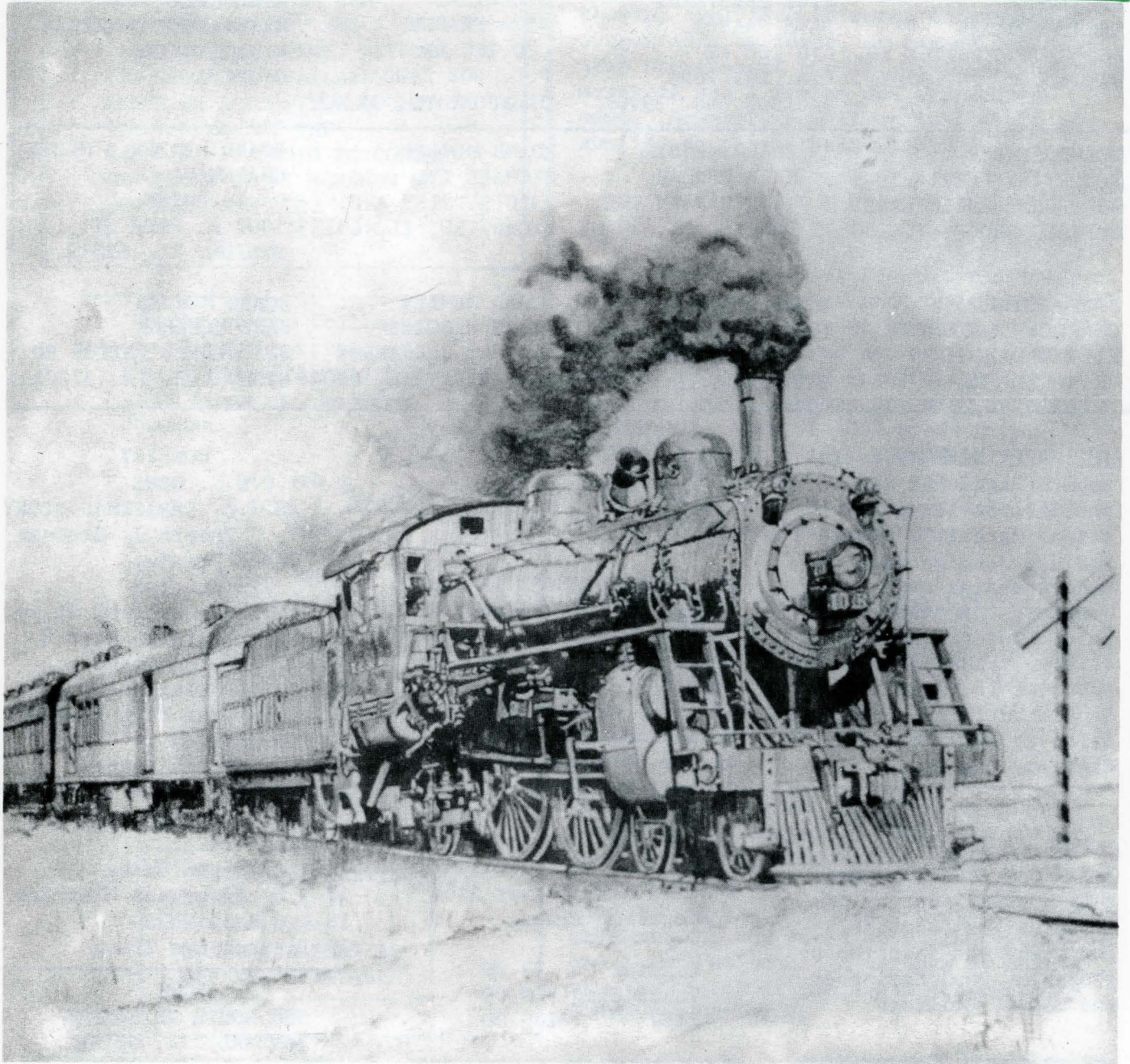


Issue #12

\$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

On The Cover

Ted Richardson provided this drawing done by Jim Allen of Fox Lake, IL. The scene was inspired by photos by Paul Stringham and Joe G. Collias.

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

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

- CONSIST**
- 3 I.C.H.S. NEWS
 - 4 AN I.C. CHRISTMAS STORY
Robert J. Brennan
 - 6 Depot Drawing
Jim Kubajak
 - 8 Illinois Central Steam
The Mountains part 3
Tom Grant
 - 10-11 2400 Diagrams
 - 14 Ridin' the Main Line of
Mid-America
Frank Pugno
 - 15 Modeling I.C.- 50' Piggy-
back Flat Car & 40'
Trailer
David Daisy
 - 17 I.C. Piggyback Flat Car
 - 18 I.C.H.S. NEWS
 - 19 Interchange Track

ICHS
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FROM THE PRESIDENT

THE I.C. HISTORICAL SOCIETY IS A NON PROFIT ORGANIZATION. MANY DONATIONS OF RAILROAD ITEMS HAVE BEEN PROMISED TO THE SOCIETY AND MANY MORE HAVE ALREADY BEEN ACQUIRED. THE BOARD OF DIRECTORS IS ACTIVELY SEEKING A FUTURE HOME FOR THE SOCIETY - A BUILDING - RR STATION - OR MUSEUM - WHERE WE CAN KEEP OUR LIBRARY AND RAILRODIANA ITEMS. ANYONE WHO KNOWS OF AVAILABLE SPACE OR A POSSIBLE LOCATION FOR A HOME FOR THE I.C.H.S. IS URGED TO CONTACT PRESIDENT TERRY MCMAHON OR ANY BOARD MEMBER.

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

Fred Ash
Robert J. Brennan
G.V. Carson
David Daisy
Bruce Gurner
Drummond I. Gregory
John H. Keller
Jim Kubajak
Bruce Meyer
R.W. O'Brien
Frank Pugno
Ted Richardson
George Rondelli

1984 ANNUAL MEETING
AUGUST 11 & 12
CHICAGO AREA
DETAILS AS SOON AS
THEY ARE AVAILABLE

DIESELS ?

Before you say it, I know there are a few of you out there who are ready to take pen in hand and write a nasty note to the editor since you have just read another issue without any diesel stuff!! Do Not Despair, you have not been forsaken! I have some good things in the works, but you'll have to wait and see what they are. How did I know you were about to write that letter? Well, those other guys (the steam fans) wrote a few letters awhile ago so I know the diesel fans are about ready now. Seriously though, feel free to write in with your suggestions or ideas, or better yet send stories and photos. This is your magazine and I try to use everything sent. However, sometimes it takes awhile, so please bear with me.

- OOPS -

As was pointed out at Paducah our H.O. hopper car has peaked ends and it should have flat ends. Yes, we knew this when the cars were ordered but we would have had to wait too long for 500 special order cars since Athearn was very involved at the time with SD 40-2 production. Anyway, to make a long story short, in our next issue we'll show you two easy ways to fix your car ends and make your car prototypically correct.

Issue #11 was delayed at the printer due to some technical problems. We intended for you to receive it before Paducah so there were a couple of items that were late getting to you, the model contest rules, and the dues increase proposal.

This did cause some confusion at the model contest and we're sorry about that. There were some suggestions made at the board meeting and things will be straightened out before next years contest. Suggestions and new ideas about the society are always welcome. Send them by mail or come to one of the board meetings and present your ideas.

AN I.C. CHRISTMAS STORY

as told by Robert J. Brennan

In the spring of 1946, Mr. Floyd C. Miller built a small house on his father's farm close to the railroad tracks, about one mile south of the IC depot at Dongola. He had three little girls: Lorraine, 2, Gloria, 9, and Vivian, 10. They always waved at the men on the trains as they passed their home. We had five crews on the four manifest runs between East St. Louis and North Cairo. One of these runs was No. 81, scheduled for 1:30 p.m. each day, passing Dongola at 7:30 p.m. It soon became part of the trip to watch for the three little girls, who would always be out to wave at the crew as they passed their home. Soon the men were throwing candy bars, chewing gum, magazines, flashlights, and batteries (it was dark in the winter when No. 81 passed their home.)

In April 1949, I became a member of one of those crews. As the Christmas season came near, I wondered what we could do for the three little girls to bring more joy and happiness into their Christmas, from a bunch of railroad men they had never met. But I can assure you they were loved by every railroad man that passed their home and received that friendly greeting.

I always sent quite a few Christmas cards, so I got a nice card and had every member of the five crews sign it. Jimmy Stafford was conductor on one of the crews. He said, "Let's each put a dollar bill in the card." We all thought that was a good idea. Then Jimmy said, "Why not stop 81 at Dongola and hand the card to the girls? It would take only a few minutes and the conductor could turn in the delay on a burst air hose." We all agreed. Then Jimmy suggested I hand the card to the girls, since it was originally my idea.

We also put this note in the card: "Christmas 1949, to the three little girls at Dongola, Illinois. We all wish you a very merry Christmas and a happy New Year.

From the crews on the St. Louis runs who look forward on every trip to see you out there with that friendly, happy smile as we pass your home on our daily runs. This little gift to you is our way of saying Merry Christmas."

George Montague was a member on one of the crews. One day he was having lunch with a good friend of his, who was an official of the East St. Louis Journal. George told him what we were going to do. After lunch, his friend went right over to his office and put the whole story on the United and Associated Press wires telling what we were going to do.

I didn't know what to do, so I called conductor Norbury, the oldest man on any of the crews, and asked him. He said he would call the superintendent at Carbondale to ask for permission to stop 81 at Dongola to play Santa Claus to the three little girls. I am sure the superintendent had the Christmas spirit; he was more than pleased to grant the request.

Mr. Jones was superintendent of the East St. Louis terminal. He really liked the idea. He called all the rest of the crews' members down to the yard office. One crew was out on the road. He had a photographer and a reporter there. They took the picture of all the crew members standing alongside Engine 2730, in front of the yard office.

We were starting our trip on No. 81 to North Cairo. Superintendent Jones called the agent that morning at Dongola to go down to the Miller home to be sure the girls would be home when No. 81 arrived that evening.

We went by way of DuQuoin to be sure to be on time at Dongola. We had to run extra out of Pinckneyville, as 81 was scheduled by way of Murphysboro. O.H. Kennedy said, "Bob you are going to be Santa Claus, while we're taking coal, you go over and ride the engine to Dongola. I'll stay back and do the flagging at Dongola." That was really a mighty big favor and I was grateful.

I.C. CHRISTMAS STORY
continued

As we came into Dongola, we could see large crowds by the Miller home. Cars were parked on both sides of the highway. The photographers had their electric lights ready for action. Trainmaster C.S. Scott stopped us with a red fuse. He was going to be sure we didn't run by.

Engineer Ross Brewster made a good stop, as we climbed down from the cab of the engine, right into the arms of the three little girls, meeting them for the first time. As we gave them their Christmas presents, we stooped down so the three little girls could give us a big hug and kiss. You can be sure there were not many dry eyes in the crowd.

They wanted us to go in the house to see their Christmas tree. Trainmaster Scott said, "Go ahead Bob, and take your time." Their tree was beautiful. We had Christmas cookies, candy and soda as we sang "Jingle Bells" with the girls. The girls went back to the engine with us for a last farewell hug and kiss. Engineer Brewster, fireman Cook, and brakeman Hutchinson climbed back up into the cab. Brewster called in the flag and pulled the train by slowly to pick me up on the caboose. The girls said, "Merry Christmas, Mr Kennedy." He gave them a big highball with his lantern and he said, "Merry Christmas to all, and to all a goodnight."

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MEMBERS PLEASE NOTE

The society has a number of items for sale. Different members handle the processing of these orders. Please order only the items listed in each ad from the person named in the ad and please include the requested shipping and handling charges for each order. We cannot combine orders since we do not ship from one address. Please note the following as some names and addresses have changed since our last magazine.

H.O. hopper cars- order these separately from our ICHS address, please include proper postage.

H.O. 50' boxcars- We have a few left. Please order separately from our ICHS address, please include proper postage.

Other ICHS items - buckles, caps, patches, fobs, and our new I.C. Diamond T-shirt. Order directly from Jane McMahon 865 General Patton Rd., Nashville TN 37221.

Green Diamond back issues can be ordered from Tom Grant 22539 Arquilla, Richton Park, IL 60471.

In all cases checks can be made out to ICHS since the money does all end up in one place, but please DO NOT mix orders and DO NOT combine the postage costs.
THANKS!!

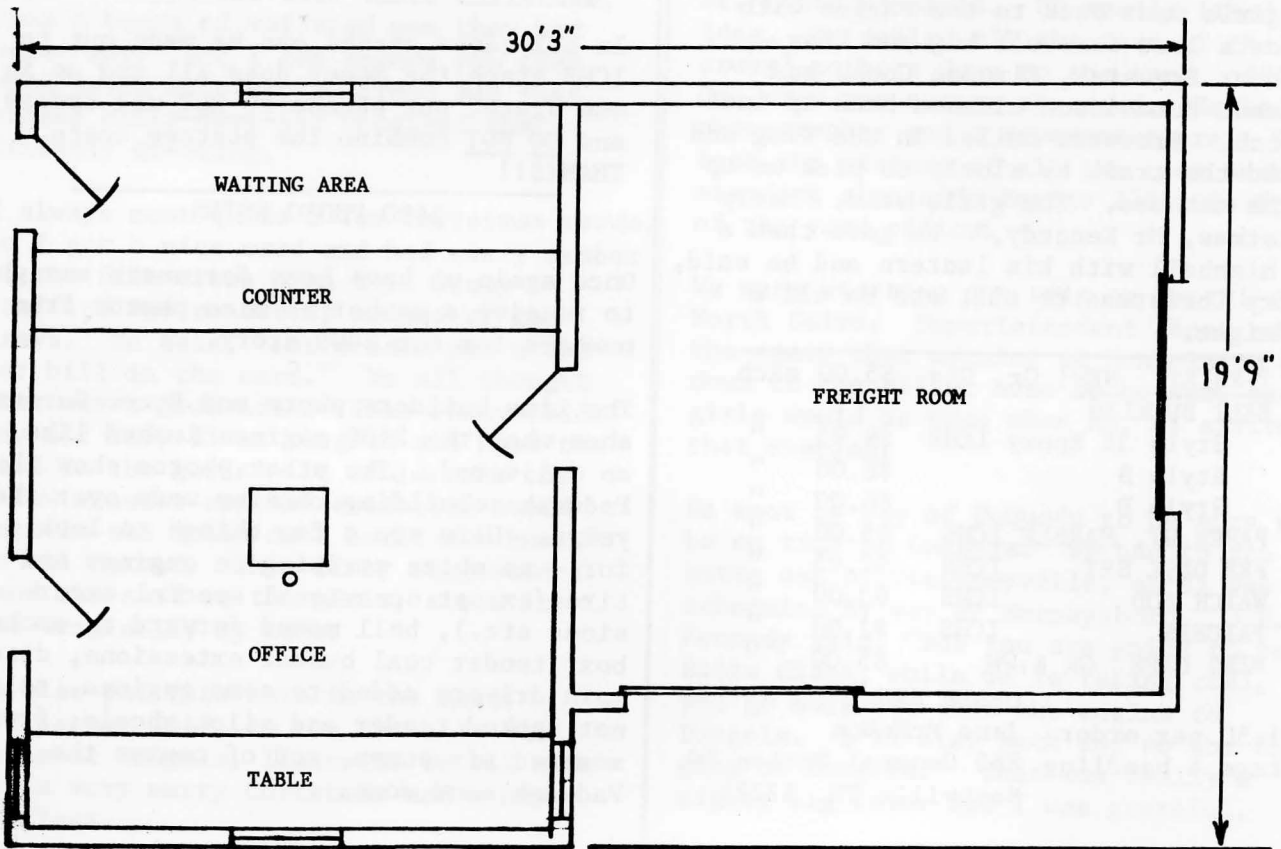
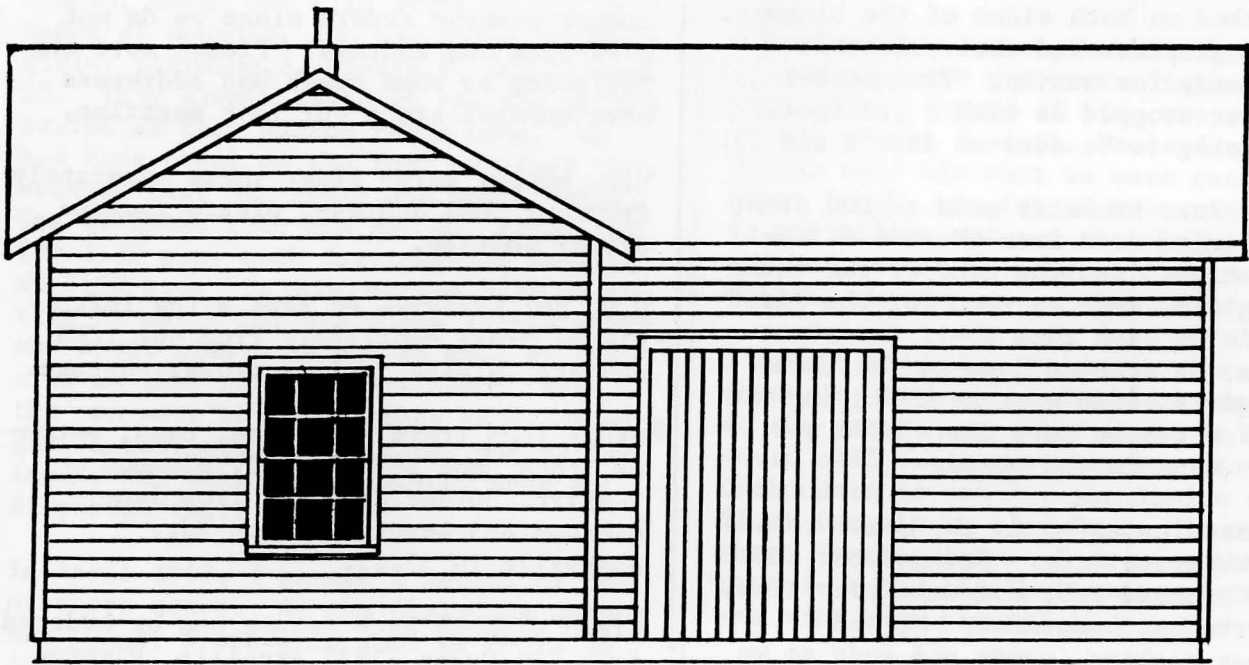
2400 PHOTO NOTES

Once again we have been fortunate enough to receive a number of nice photos from members for our 2400 story.

The Lima builders photo and Bruce Gurners' show what the 2400 engines looked like as delivered. The other photos show the Paducah rebuilding changes made over the years. Here are a few things to look for - no white striping on engines and tires (except occasional special excursions etc.), bell moved forward to smokebox, tender coal bunker extensions, disc main drivers added to some engines, solid not spoked tender and pilot wheels, front mounted air pumps, and of course the Paducah sand dome.

ILLINOIS CENTRAL TYPE "B" DEPOT

Drawn by JIM KUBAJAK



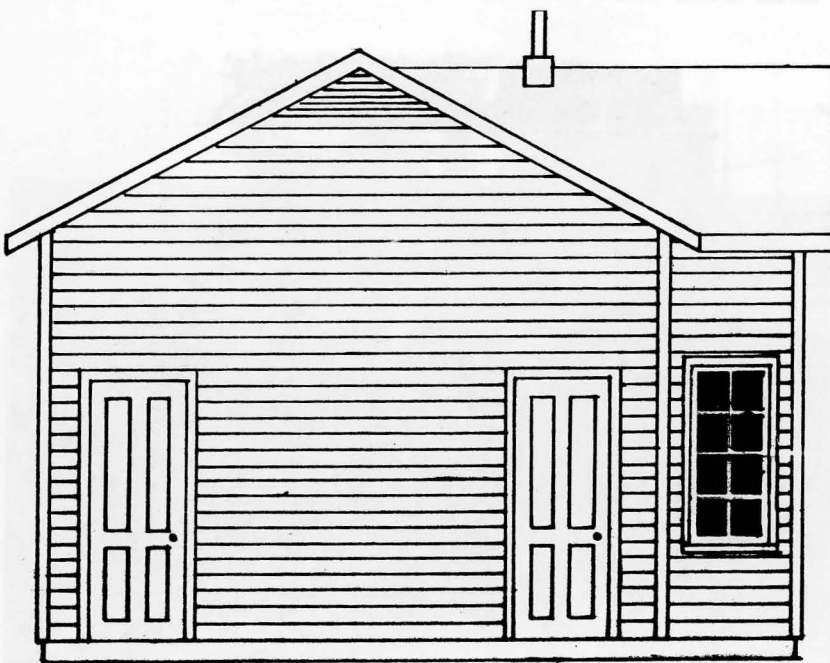
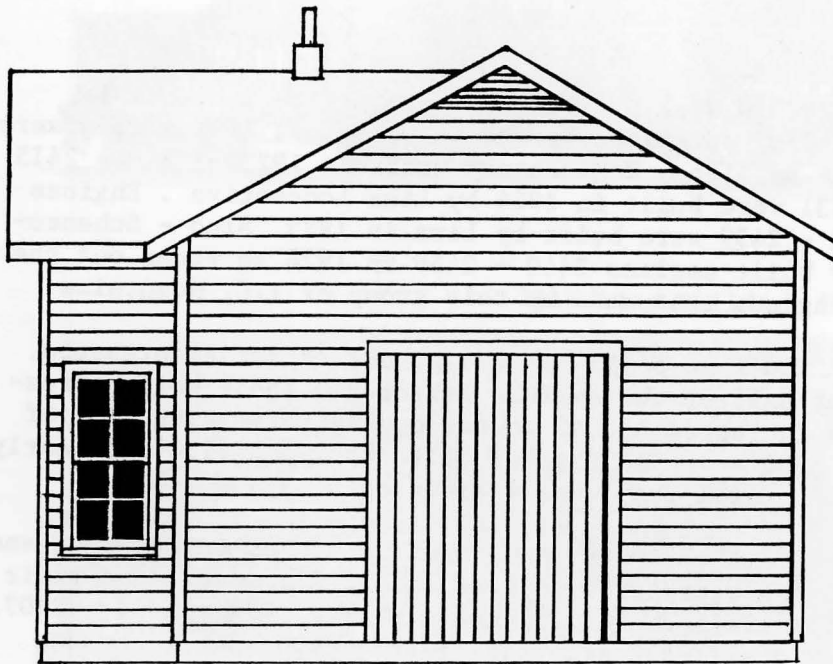
MAKANDA IL.

These drawings are of the Makanda Station. Makanda IL. is located at milepost 314.8, 8.1 miles south of Carbondale at the entrance to Giant City State Park. The Illinois Central double track mainline snakes through the rolling hills around Makanda. These hills are called the Foot-hills of the Ozarks.

Photos of the Makanda Depot appear on the back cover of this issue. Although some modifications have been made to the structure, its I.C. heritage is apparent.

Between 1921 - 1942 passenger service had been discontinued on more than 2,200 miles of I.C. lines and there were many stations that no longer needed waiting rooms. Most of the old stations were in need of extensive repairs. Standard plans were made for four types of new stations, type A, B, C and D. Lumber from the old stations was used to build the new ones, usually for less than repairs to the old building would have cost.

The type A station was a combined passenger and freight depot used on northern lines. The type B was a freight station only. Type C was a freight room and prepay station only. Type D was a combined passenger and freight station used on southern lines. Jim Kubajak has drawn the Type B station for this issue. We will have photos and drawings of other I.C. stations and buildings in future issues.



JK.

2400's ON THE ILLINOIS CENTRAL

by Drummond I. Gregory

When the 2400's arrived on the property, they were assigned to twenty seventh street where the passenger engines were kept. The call came for the first engine to make a run...she backed down town and across the interlocking plant and headed up the long hill then back down the short hill and into the depot and hooked onto the train.

No one thought to check the clearance of the trestle on the long hill under which the out bound trains had to go. So... all clear and take off. The big engine came to the underpass and was stripped clean, stack, sand dome and top of boiler, before the engineer had her stopped. That was all for the 2400 class on passenger trains until matters were corrected. Burnside got the 2400's for a time to use on freight.

I had been firing for about two years and had grown enough whiskers to make the extra road list at that time. This was 1922 to 1926. I got a call one afternoon and checked in to find I had the first 2400 on a freight run. We backed out across the Belt line and into Fordham yard and buckled onto a string of loads headed south. The
cont. on page 10

ILLINOIS CENTRAL STEAM - THE MOUNTAINS - part 3.

by Tom Grant

The 2400's were the first Mountain type locomotives (4-8-2's) purchased by the I.C. Engines 2400 - 2414 were built by Alco - Schenectady works in 1923. Engines 2415 - 2431 were built in 1924 by Lima Locomotive . Engines 2432 - 2439 were built by Lima in 1925. Alco - Schenectady built engines 2440 - 2459 in 1926 to round out the 60 engines that made up this group of I.C. Mountains.

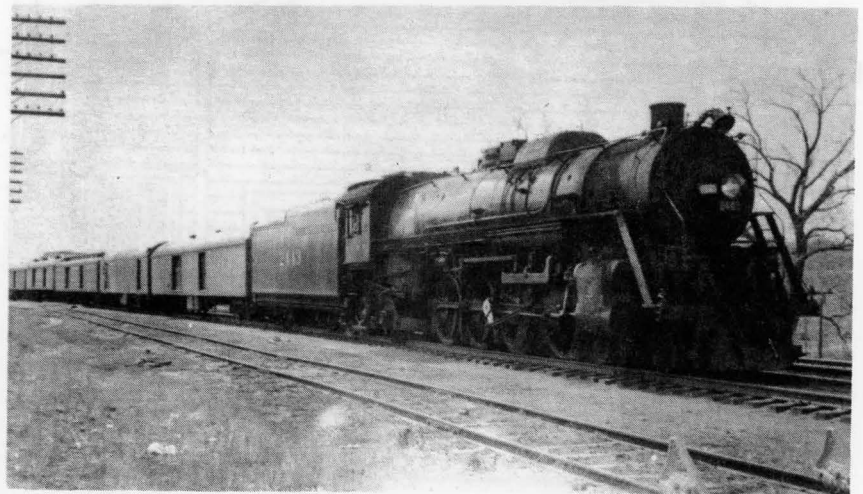
The 2400's as built had 225 pounds of boiler pressure. About half of the engines latter had their boiler pressure increased to 245 pounds during rebuilding. All of the 2400's served the I.C. into the late 1950's or early 1960's until they were retired or scrapped.

Eight of the 2400's were taken at random during 1944 and 1945 and equipped with new boilers which upgraded their boiler pressure to 275 pounds. These became 2300 - 2307. Three other 2400's were similarly reworked and became engines 2350 - 2352.

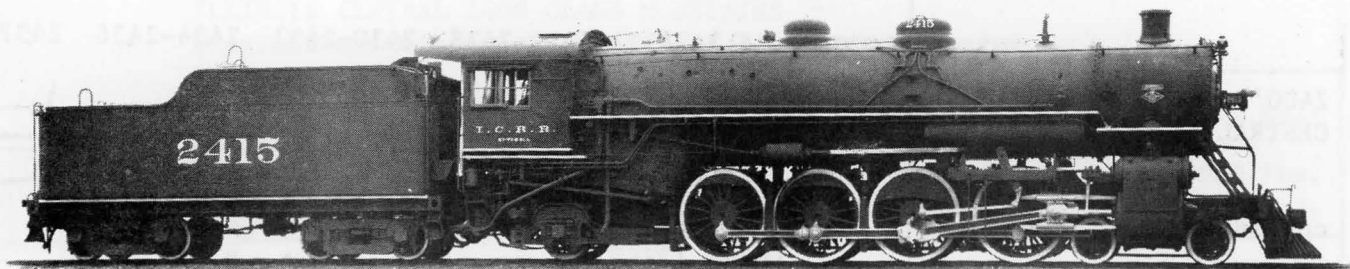
The 2400 engines served in both freight and passenger work. They were originally used for passenger service and pioneered the experiments with fast freight work on train MS-1. The 2400's were used on meat trains on the Iowa Division and on strawberry and banana trains on the main line from Chicago to New Orleans.



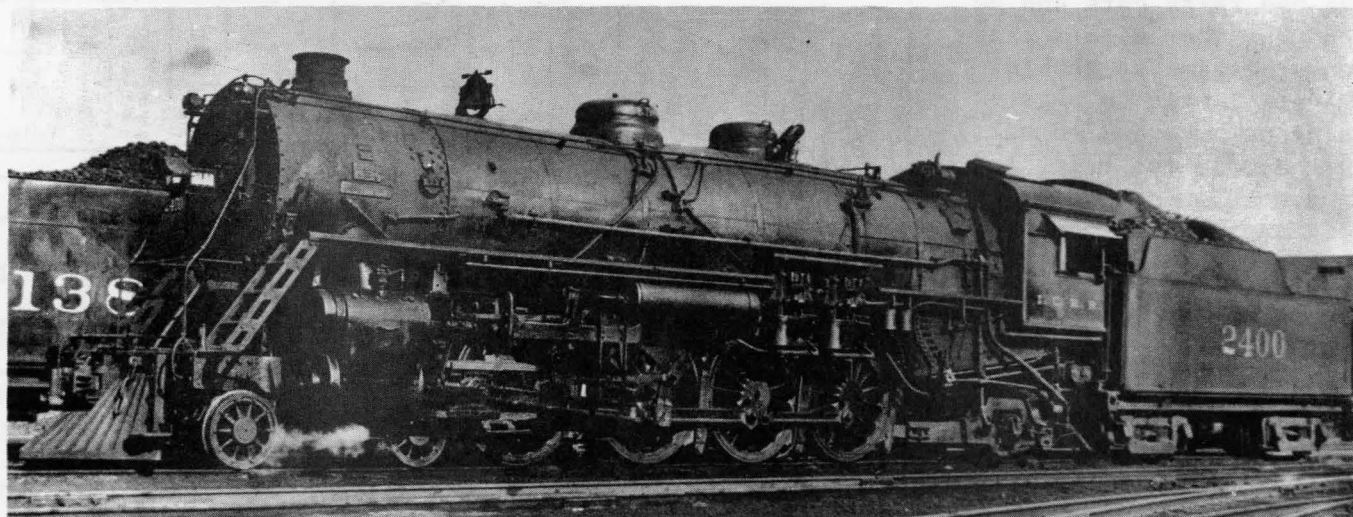
Mountain



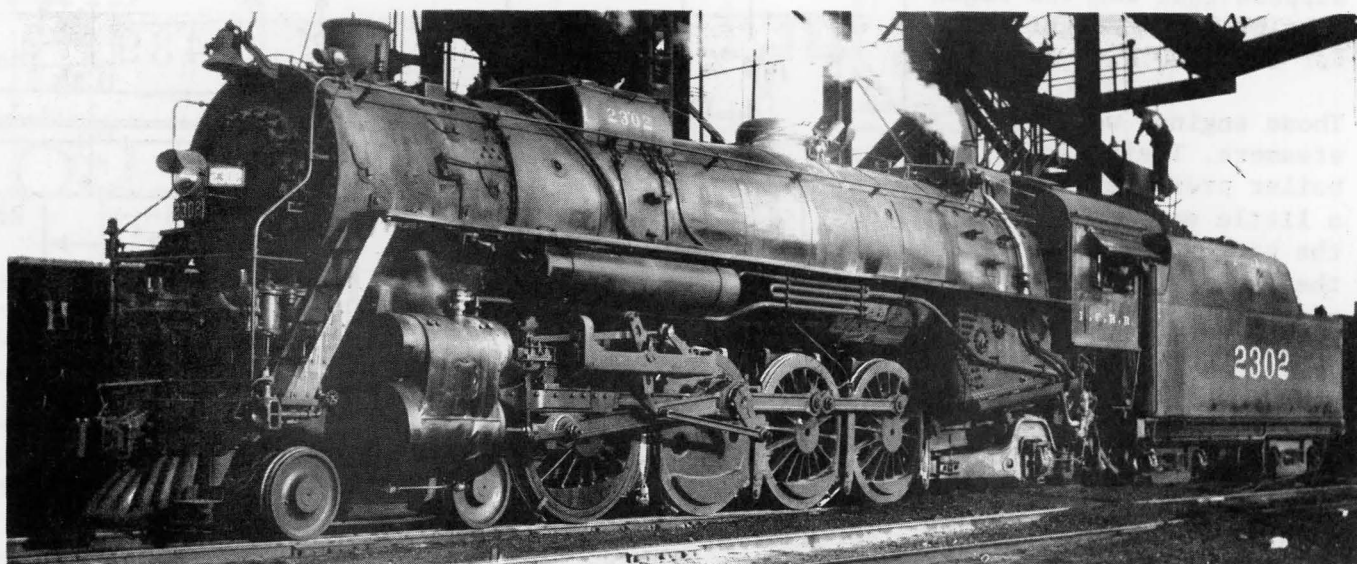
2443 with head end business
Basil Koob photo Fred Ash Collection



2415 Lima Builders Photo - John H. Keller Collection



2400 prior to Paducah rebuilding. Bruce Gurner Collection



2302 with just about all of the Paducah modifications - Jackson Mississippi
G.V. Carson photo

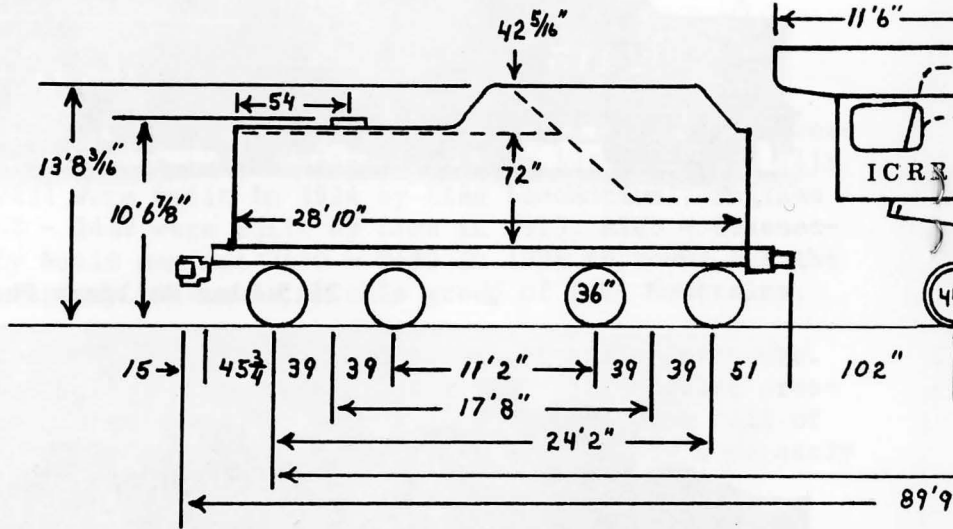
2400'S ON THE ILLINOIS CENTRAL

continued

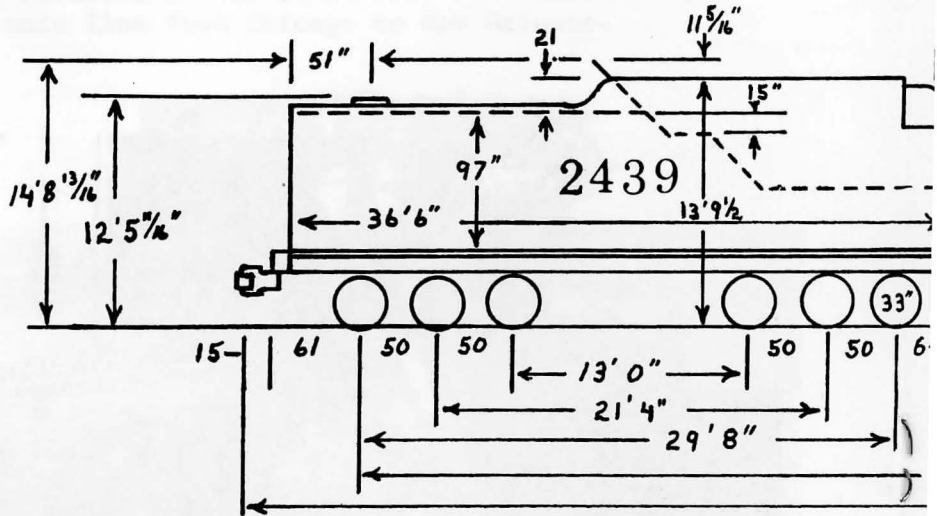
yardmaster came along with the train orders and said we had forty cars and he thought that with a passenger engine we should have a little help getting out. We pulled out, got across the Belt line and were on our way. That big engine picked up that train right now and Bill said "they sure are giving us a good start." We stopped at Markham yard to top off the tank. While I was doing that the conductor came up and said that we really took off leaving the yard. The engineer never gave the switchman enough slack to pull the pin and we had the pusher tied on all the way to Markham. I suppose that was the beginning of fast freight runs for the 2400's.

Those engines were good steamers. Their higher boiler pressure gave them a little more power and the bigger wheels gave them more speed which shortened up the running times.

LOCOS # 2415-2417 2419-2428 2430-2432 2434-2436 2437-2438

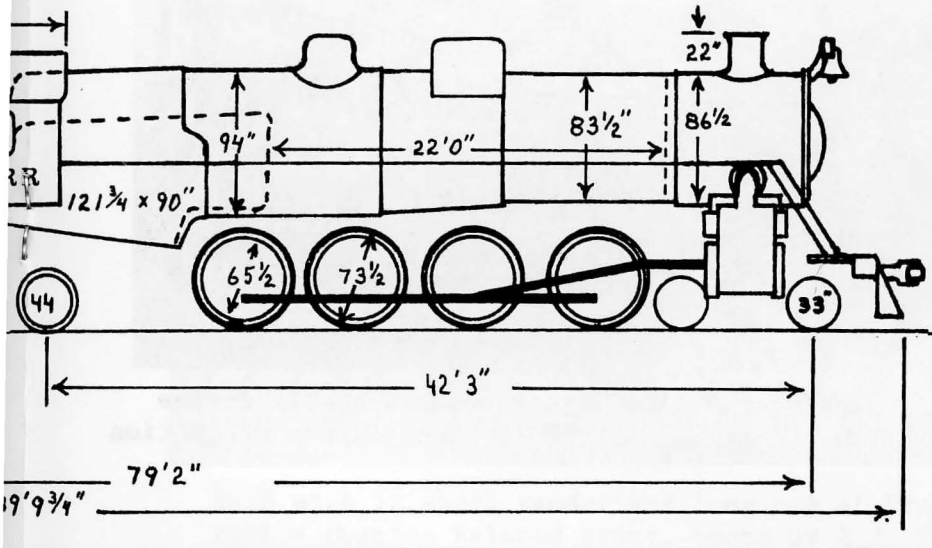


ARCH TUBES see note	43 SQ FT	LT WT ENGINE	322,500 lbs.
FIREBOX see note	336 SQ FT	LT WT ENG.&TEND.	408,500 lbs.
FLUES & TUBES	4258 SQ FT	STEAM PRESSURE	
SYPHONS see note		H.S. WITH CIRCULATORS	
TOTAL H.S. see note	4637 SQ FT	CIRCULATORS	62 SQ FT
SUPERHEATER	1227 SQ FT	FIREBOX	334 SQ FT
14" VALVES		TOTAL H.S.	4654 SQ FT
28x28 CYLINDERS			



LD WT DRIVERS	255,000 lbs.	TENDER CAPY WATER	16,500 gal.	CIRCULATORS	62 SQ FT
LD WT ENGINE	376,500 lbs.	TENDER CAPY COAL	24 tons	FIREBOX	334 SQ FT
LD WT ENG.&TENDER	685,500 lbs.	LT WT TENDER	123,500 lbs.	FLUES & TUBES	4258 SQ FT
FACTOR OF ADHESION	3.87	LD WT TENDER	309,000 lbs.	SYPHONS	see note *
STEAM PRESSURE	245 lbs.			TOTAL	4654 SQ FT
LOCOS # 2433,2439,2458,2459,2443 CAB EXTENDED				SUPERHEATER	1227 SQ FT

ILLINOIS CENTRAL 2400 CLASS MOUNTAINS
Diagrams and dimensions from ICRR Locomotive Diagram Book

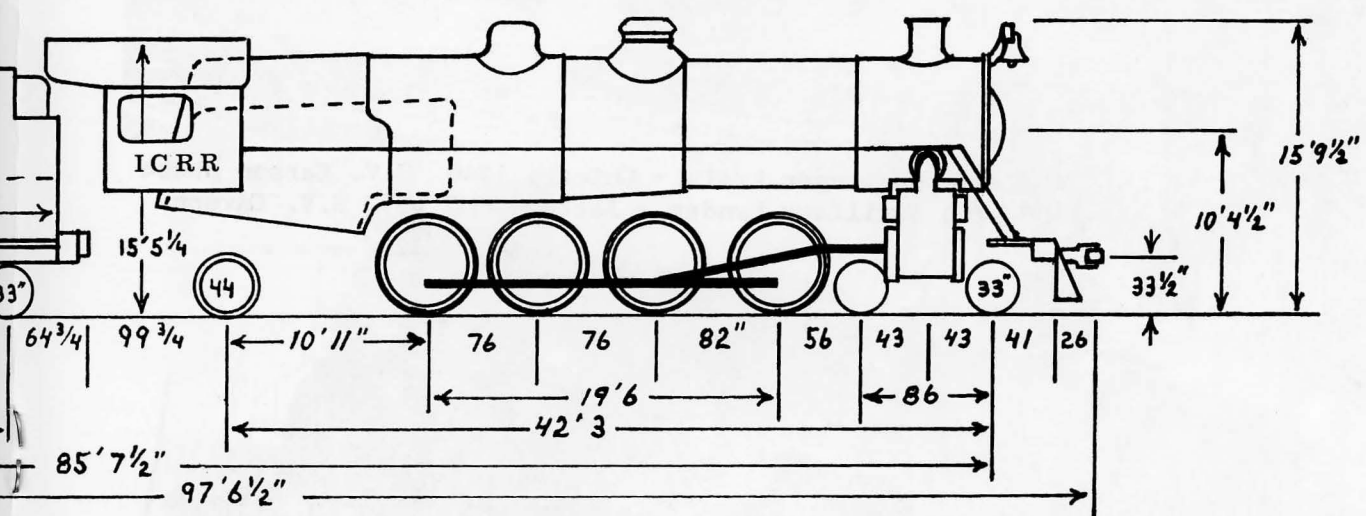


TENDER CAPY WATER	10,000 gal.
TENDER CAPY COAL	22 tons
LT WT TENDER	86,000 lbs.
LD WT TENDER	213,500 lbs.
JOURNALS-DRIVING, MAIN	12"x13"
JOURNALS-DRIVING, OTHER	11"x13"
JOURNALS-ENGINE TRUCK	7"x12"
JOURNALS-TRAILER, FRONT	9"x14"
JOURNALS-TENDER TRUCK	6"x11"
220 TUBES	2 1/4" DIA.
45 FLUES	5 1/2" DIA.
GRATE AREA	76 SQ FT
MAX TRACTIVE EFFORT	see note +
DESIGNED FOR A 18% CURVE	

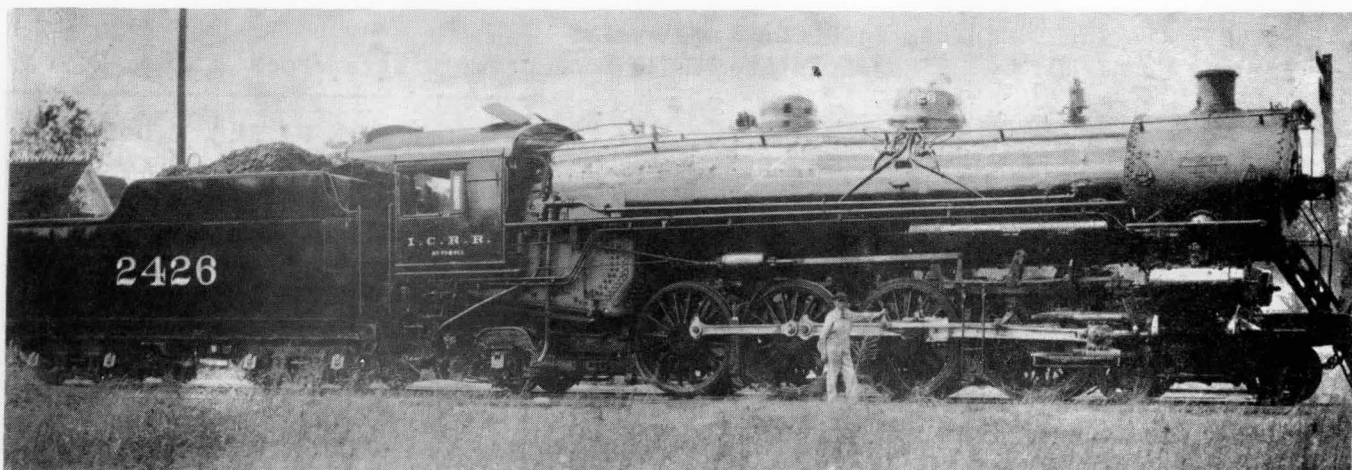
2,500 lbs.	LD WT ENGINE	376,500 lbs.
3,500 lbs.	LD WT DRIVERS	255,000 lbs.
	LD WT ENG. & TEND	590,000 lbs.
PRESSURE see note +		

MAX TRACTIVE EFFORT +	
STEAM PRESSURE	230 lbs. 245 lbs.
TRACTIVE EFFORT	61824 lbs. 65856 lbs.
FACTOR OF ADHESION	4.12 3.87

RS	H.S. WITH 2 SYPHONS	H.S. WITH 3 SYPHONS	LOCOS #2433, 2439
Q FT	ARCH TUBE 8.6 SQ FT	SYPHONS 115.5 SQ FT	2458, 2459, 2443
Q FT	SYPHONS 79 SQ FT	TOTAL H.S. 4709.5 SQ FT	EXTENDED CABS
Q FT	TOTAL H.S. 4681.6 SQ FT		



FT	*H.S. WITH 2 SYPHONS	JOURNALS-DRIVING, MAIN	12"x13"	220 TUBES	2 1/4" DIA.
FT	SYPHONS 79 SQ FT	JOURNALS-DRIVING, OTHER	11"x13"	45 FLUES	5 1/2" DIA.
FT	ARCH TUBE 8.6 SQ FT	JOURNALS-ENGINE TRUCK	7"x12"	GRATE AREA	76 SQ FT
FT	FIREBOX 336 SQ FT	JOURNALS-TRAILER, FRONT	9"x14"	MAX TRACTIVE EFFORT	65856 lbs.
FT	TOTAL H.S. 4681.6 SQ FT	JOURNALS-TENDER TRUCK	6"x11"	DESIGNED FOR A 18% CURVE	



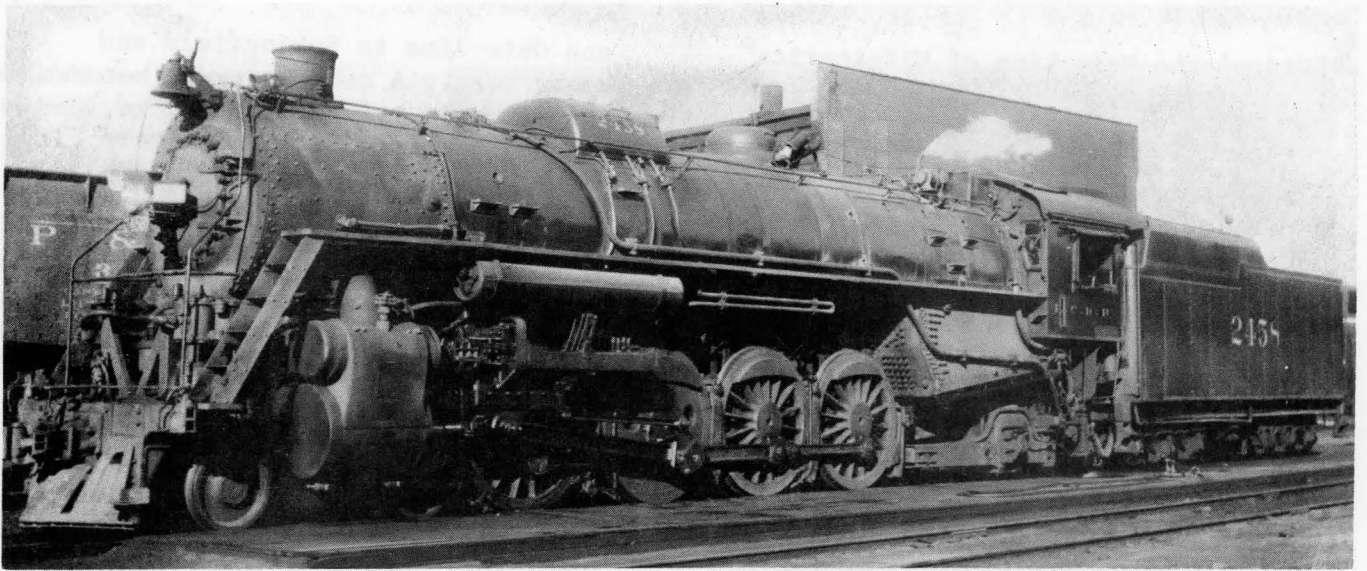
2426 at Water Valley, Mississippi
1925

Engineer Willie Gurner poses with his engine
photo Bruce Gurner Collection

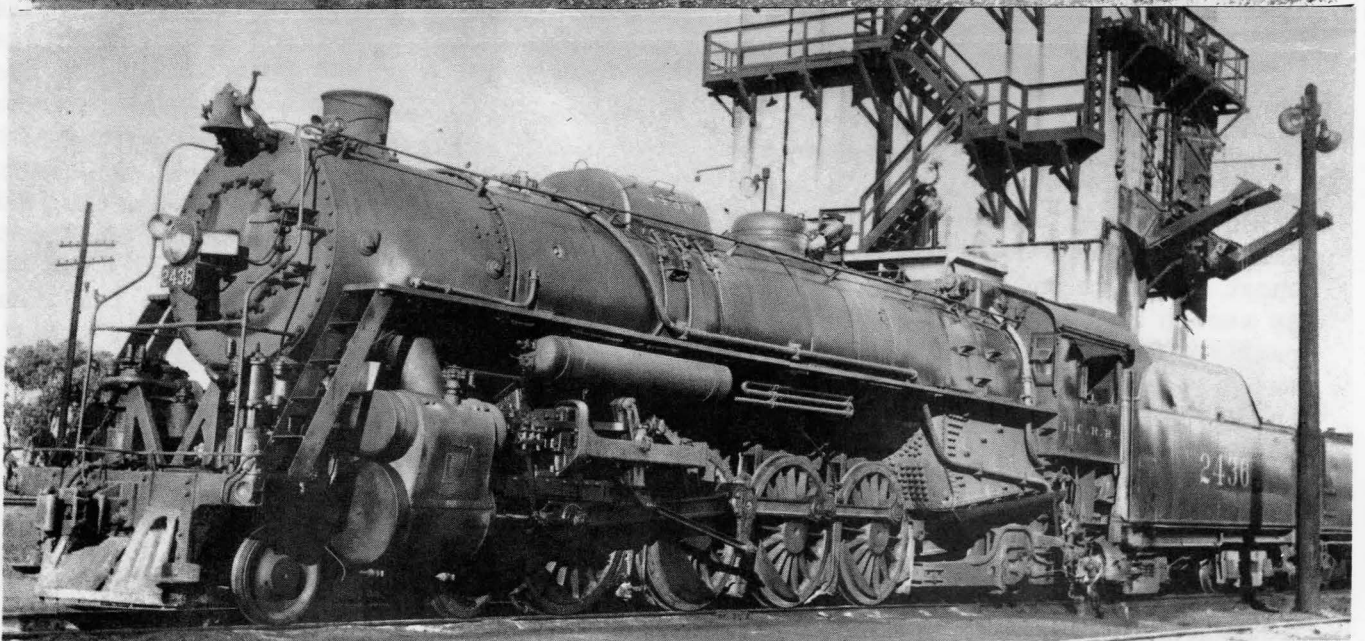
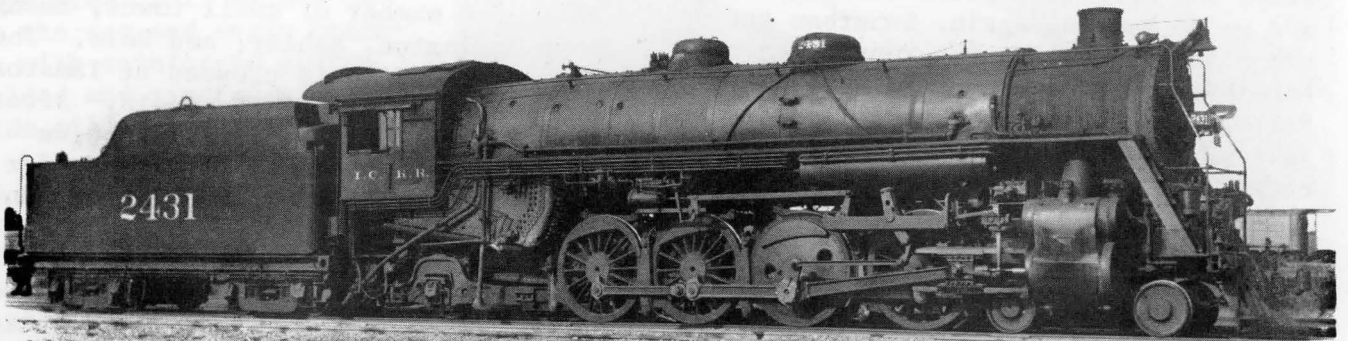


2452 with passenger train - Chicago 1949 G.V. Carson photo
2300 with auxiliary tender - Jackson, MS 1952 G.V. Carson





2458 with 12 wheel tender and long cab at Freeport, IL. 1953 G.V. Carson photo
2431 - Charles Felsted print. photo by R.J. Foster. George Rondelli Collection



2436 at Freeport, IL. 1953 G.V. Carson Photo

"Ridin' the Main Line of Mid-America"

by Frank Pugno

A bright crystal clear morning sets the stage for the 8:00 a.m. departure of the Illinois Central "City of New Orleans", train number one. We have an exceptionally long train today as students from Southern Illinois University at Carbondale are starting their new quarter. After Homewood, there will be car after car of standees and suitcase sitters.

At the designated departure time, we do not notice the unbelievably smooth start of the train pulling out of Central Station. In a few minutes, we pass over the electric suburban line and hold the high iron to Woodlawn. After a brief stop, the conductor gives the highball, and we're rolling again. Suburban trains are passed all along the route. At Kensington, we cross the South Shore Railroad with a clump, then watch to the left as the Chicago and Western Indiana comes down a long hill not quite parallel to the IC. The big steel bridge over the Calumet River is crossed at the Chicago-Riverdale boundary, and the train races to Homewood with green boards all the way. We can see Markham Yard to our left. Accelerating from Homewood, we see the suburban line end at Richton Park. Then the freight line begins to merge with the passenger line at Park Forest South to form the double track "Main Line of Mid-America." Upon passing a few small towns, we proceed over a large bridge and dam, and know that we are at Kankakee. The locomotive gives two short whistles and we're off again, just as smooth as ever. After racing cars on parallel Route 45, we pull into Rantoul, where Chanute Air Force Base is located. In a very short 20 minutes, we arrive at Champaign-Urbana, home of the University of Illinois and a railroad division point. After a five minute crew change, the train proceeds down the IC's "racetrack." For many years, 100mph was authorized on the Illinois Division from Champaign to Centralia. At Tuscola, the Chicago and Eastern Illinois Saint Louis line is crossed as well as the Baltimore

and Ohio line to Springfield and Beardstown. A storage track between the two main tracks starts here, and rejoins the main at the southern city limits. Fast running is now the rule to Mattoon, 171 miles from Chicago. Further down the line at Effingham, Penn Central's westbound "Spirit of Saint Louis" is holding for IC No. 1 as the tracks of both roads cross at grade right at the station platform.

Centralia is 53.2 miles and 43 minutes away. This is another crew change point, so it will be a while before we leave. The Burlington Route's huge yard is to the right. South of the station, the Burlington and the Southern Railway are crossed. As the two lines come together, this appears as though it were a double track main line. We then pass through a number of small towns, among them Irvington, Ashley, and Bois. The Missouri Pacific is crossed at Tamaroa, and a stop is made in Du Quoin. After yet another perfect acceleration, we know that it is time to get ready for our stop at Carbondale. North Carbondale Yard appears through the windows, and slow running is the rule as there are numerous grade crossings in town. At 12:55 p.m., we arrive at the station, sad to see our trip end, but anxious to once again ride the famous Main Line of Mid-America.

I hope you enjoyed this mini-ride on a truly great transportation system of the midwest. The story was constructed from many rides on the IC starting in September, 1969. The trains ridden were the "City of New Orleans", the "Illini" (Chicago-Carbondale run), and the "Shawnee". The listing of other railroads encountered is not complete, for that is not in the scope of this article.

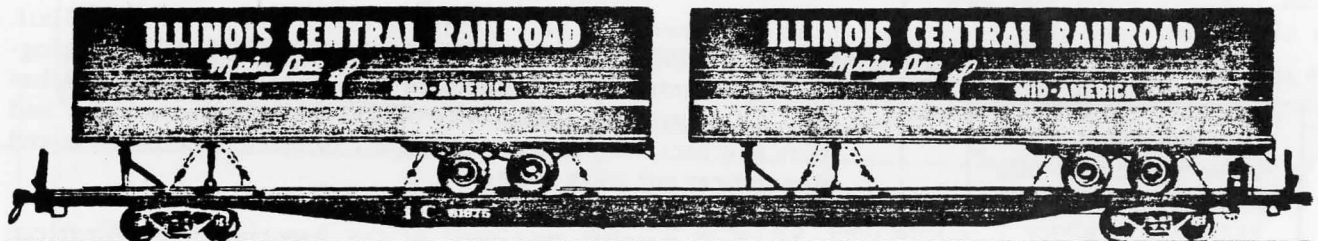
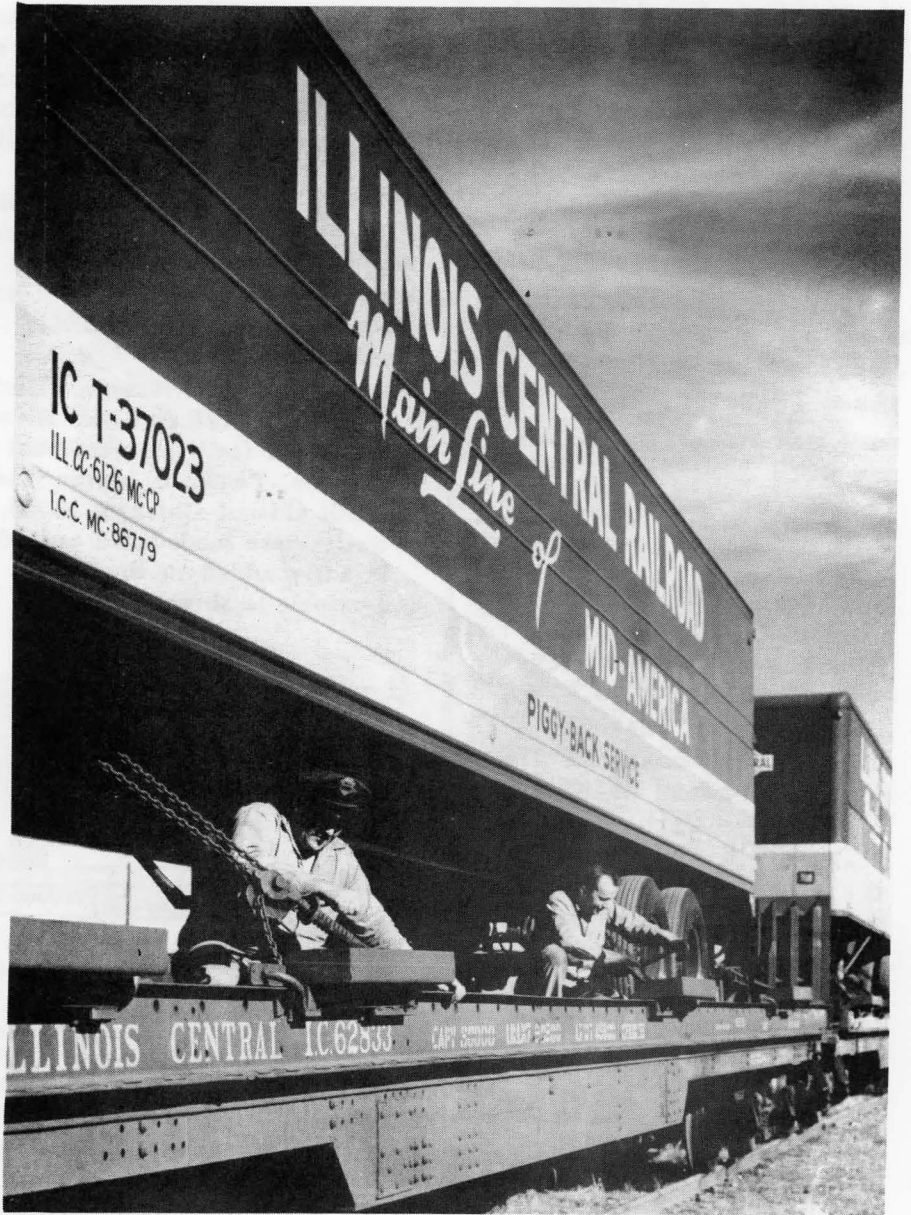
Illinois Central passenger trains were part of a very colorful era in railroading. There are many of us who feel that the Illinois Central had a unique flavor. There was nothing quite like an orange and brown streamliner racing down the Illinois prairie.

Modeling I.C. 50' Piggyback Flat Car & 40' Trailer

by David Daisy

Many I.C. modelers would like to have piggyback service on their layouts but cannot get Athearn 85' piggyback cars to stay on the track, especially around the curves. The I.C., both before and after trailer cars became available, used remodeled 40' and 50' flat cars. (The photo of car 62833 seems to be one of the cut down box cars with side pockets removed, a rolled edge steel rail welded on to the car and angle bracket with reinforced plates welded and riveted to the side sill of the car. Ed.)

To model the I.C. 50' piggyback flat you can use either the Athearn 50' flat car #1399-1401 or AHM 50' flat with 40' trailer set. To model the I.C. flat car using the AHM car you only need to separate the car deck and trucks from the body and paint the deck and trucks using Scalecoat roof brown #21. For the Athearn flat car you will need to get ramps and trailer support hitches



Eighty-five foot piggy-back flat cars

Piggyback Model continued

used on Athearn 85' piggyback flat and glue them in place. For the side rail on the car I used H.O. scale ties glued over the stake pockets. After the parts dried I painted the car.

Letter the flat car the same as any other I.C. flat car. I have used both Champ HN-3 I.C. white road name set or Walthers 56-W set with dimensional data from either manufacturer. (Champ HD-7)

The trailer can either be painted in I.C. passenger colors or aluminum with the pig on the side. To do the one in passenger colors first mask the lower two feet and paint it I.C. orange with Scalecoat #27. After the orange is dry mask it off and paint the upper trailer body and underframe chocolate brown. Chocolate brown can be mixed using 5 to 6 parts of Scalecoat #21 roof brown to 1 part #10 black. You may wish to vary this mix according to how dark a brown you would like.

To letter the trailer use Walthers 56-88 for the passenger color van or Champ HC-613 for the aluminum trailer with the pig on the side.

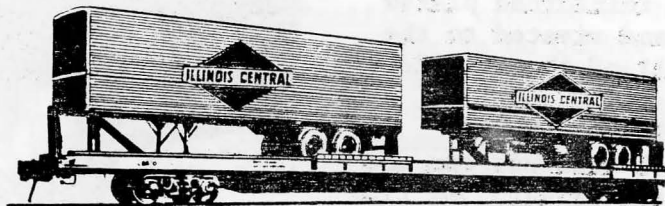
DUES DUE
1984 DUES ARE DUE
JAN. 1. HAVE YOU
PAID YOUR DUES?

still climbing

When piggyback first came upon the scene more than a decade ago, it immediately generated excitement in the field of railroad transportation. Today this technique of moving shipments is still exciting, still growing, still improving. Last year the American railroads handled almost a million and a half piggyback trailers.

Piggyback got its start on the Illinois Central in 1955. The next year, its first full year of operations, it brought a quarter-of-a-million dollars in new traffic. Since that time piggyback has grown steadily to the point where last year it grossed six and three-quarter million dollars.

Since the first ramp was built in Chicago, the Illinois Central has constructed facilities all over the railroad. Recently trailer-on-flat-car facilities were built at Decatur, Ill., at Dyersburg and Jackson, Tenn., at Linton, Ind., and at Wildwood Yard on the south side of Chicago. In all, there are now 56 stations where trailers are loaded and unloaded quickly. The railroad also has steadily added to the supply of trailers and flat cars it makes available to shippers.



Piggyback has had the rapid growth of a healthy youngster, but it has only just begun to show its real potential. Piggyback is handled under a number of different plans, each with its own distinctive characteristics. Plan Two is the most popular on the Illinois Central. This is an all-rail plan under which the railroad furnishes the trailer and picks it up and delivers it. Another method is Plan One, and it is believed to have great potential. Under Plan One, the railroad carries trailers owned by motor common carriers. As these highway carriers increasingly feel the pinch of labor costs on long hauls, they may be expected to turn to piggyback to handle part of their intercity traffic.

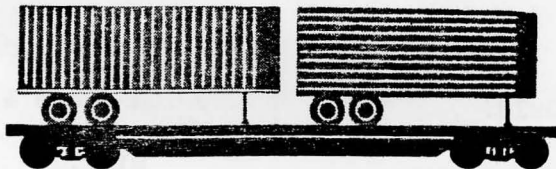
Still another piggyback method is called Plan Two-and-a-Half. On the Illinois Central it is used principally to move packing-house products and other foods in refrigerated trailers. This has been a fast-growing part of the piggyback business as more and more shippers use refrigerated trailers to reach supermarkets and other stores not track located.

As D. P. Loomis, president of the Association of American Railroads, said recently: "The final impact of piggyback is nowhere in sight."

I.C. PIGGYBACK SERVICE

Piggyback service on the Illinois Central began in 1955. MS-1 overnight dispatch train from Chicago to Memphis carried the first specially equipped flat car for truck trailers. This first piggyback service used 53'6" flat-cars with two 25' truck trailers on each car. Between 1955 and 1957 piggyback service was expanded to Chicago, New Orleans, Memphis and St. Louis. Initially piggyback service was begun to encourage shipments from foreign lands through the port of New Orleans.

Piggyback service was expanded throughout the Illinois Central System and by 1965 there were 58 piggyback ramps in operation. A control center in Chicago kept track of over 1500 trailers and trailer train cars. Refrigerated trailers handling primarily packing house products on the Iowa division were dispatched out of Omaha, Nebraska.



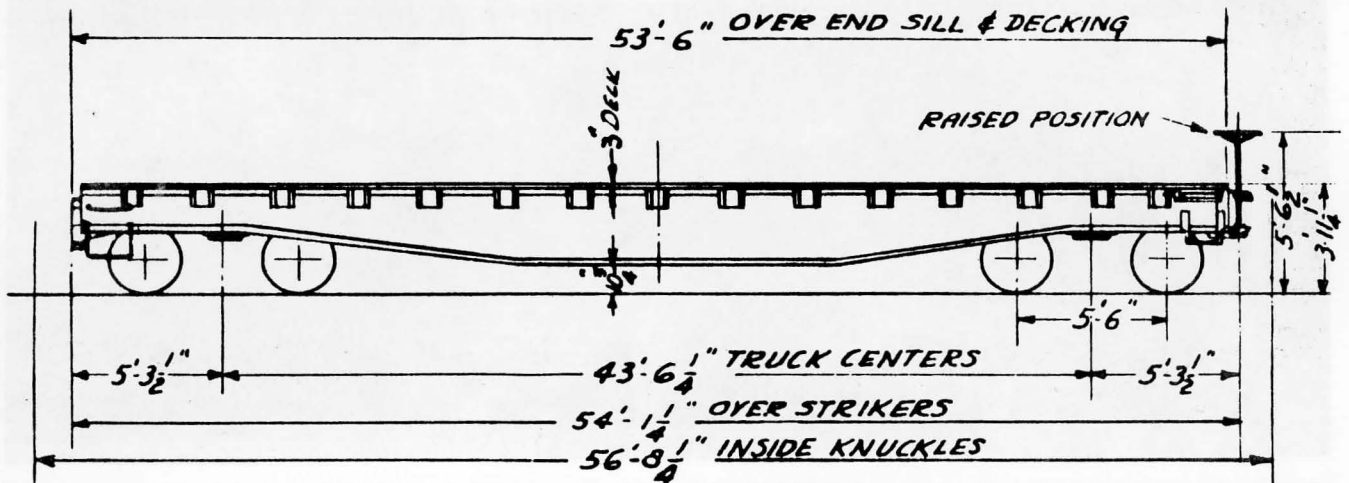
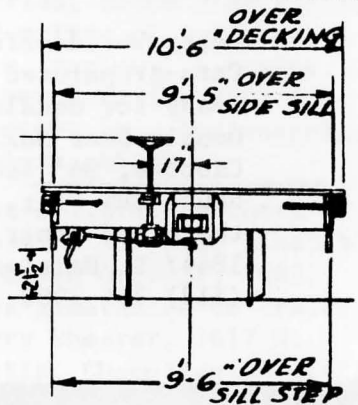
ILLINOIS CENTRAL FLAT CARS EQUIPPED FOR PIGGYBACK SERVICE

BLT	CAPY	LENGTH	WIDTH	NUMBER SERIES	AVG LT WT	BUILDER
50T		53'6"	10'6"	60500-60999		
40T		50'2"	8'4"	62800-62955	45,800	I.C.
40T		40'2"	8'4"	62984-62998		

SIDE STAKE SPACING { 3'-3 1/2" MIN.
3'-5 1/2" MAX.

TRUCK "S-2"-50"
BOLSTER TR. SPRG. TRAVEL - 2 1/2"
UNDERFR'M. - STEEL-BUILT UP
DRAFT GEAR ATTACH - VERT. YOKE

50T. 53'-6" FLAT



NEXT I.C.H.S. BOARD MEETING WILL BE FEB 4, 1984 AT THE EFFINGHAM, IL. RAMADA INN 12:30 PM MEMBERS WELCOME.

- GREEN DIAMOND
BACK ISSUES \$2.25 each
- #1 SOLD OUT
 - #2 Snowbound/The Blue Train
 - #3 Proposed Passenger Term.
 - #4 SOLD OUT
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 - #6 I.C. in Chicago 1860's
 - #7 Panama Limited 1942
 - #8 Early I.C. Diesels
 - #9 Union Stock Yards
 - #10 2500 Mountains
 - #11 2600 Mountains

Back Issues of "The Green Diamond" are available from Publications Chrmm Tom Grant, 22539 Arquilla Dr. Richton Park, IL.60471

ILLINOIS CENTRAL HISTORICAL SOCIETY
FIRST ANNUAL PATCH CONTEST

Here is your chance to do something for yourself and the society. Design a patch for our first patch contest. There will be a prize awarded for the winning patch, and possibly for second and third places. The winning patch will be manufactured before our next annual meeting and used on caps and jackets... Give it your best shot. Guidelines for preparing a patch sketch entry are as follows:

- A. Subject must relate to the Illinois Central RR.
- B. I.C. colors should be used; white, black, red, green, orange, burnt orange, rust brown, and gold or yellow.
- C. Any shape patch is acceptable, it must have a border, and must be within 3" high by 6" wide when finished. Your rough sketch can be larger but must be suitable to be contained within 3"x6".
- D. Take into consideration the use of the patch on caps and jackets.
- E. Entries must be mailed in before May 15th 1984 to allow time for judging preparation of artwork, ordering and manufacturing before our 1984 Annual meeting.
- F. Mail entries to : DAVE FRASER, JR.
 C/O ICG RR
 P.O. BOX 2600
 JACKSON, MS. 39207

Hobby World offers the following Athearn Cars repainted I.C./ICG Orange and ready for decals. 40' Pulpwood, 50' Double Door Box, extended vision Caboose, 86' 4&8 door cars. Also Round-house TRT Flat. Send for price list of these and other I.C. items. Hobby World 18447 S. Halsted, Glenwood, Il. 60425 (312) 754-7988

The results of the model contest held at Paducah in August were as follows:

BEST OF SHOW
John Pitts & Mark Rendak
I.C. Passenger Trains.

DIESEL
Jim Burton SD40-A 6017.

STEAM
George Rondelli 0-8-2.

CABOOSE
Mike Tyl
Extended Vision Caboose.

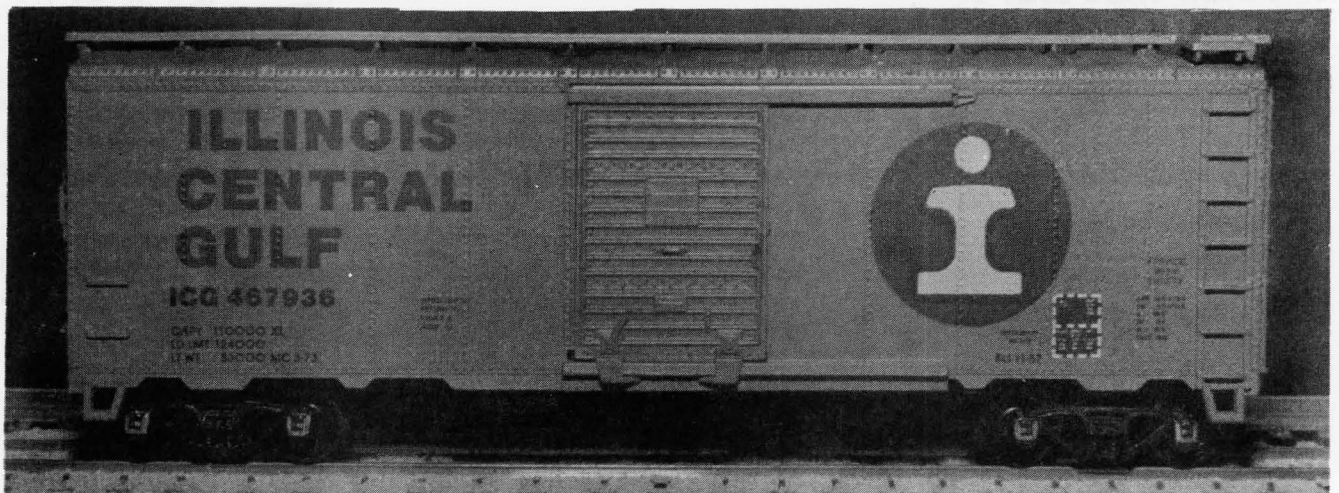
FREIGHT CAR
Jim Batten Special Hopper.

PASSENGER CAR
John Pitts Combine.

M OF W
Jim Burton
200 Ton Crane & Boom.

MISC.
George Rondelli
Chebanse Depot.

Photos of Model Contest winners will be in our next issue.



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 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.

ICRR Dining car flatware
for sale. Some pieces very
odd and unusual. SASE for
list to Aquila, P.O. box
287, Orland Park, IL. 60462

Wanted: Soho brass I.C.
Pass. Cars; Land-0'-Straw-
berries, State also slides
and prints of I.C. Pass.
cars, engines, & trains.
Warren McPhail, 9901 E.
Chestnut Ln., Indianapolis,
Indiana. 46239

Wanted I.C.G. Southern
Division Employee Timetable
#1 dated Oct. 31, 1982.
Have Timetables to trade.
Terry Shearer, 1617 S.
Mattis, Champaign, IL 61821.

Wanted interested members
of I.C.H.S. to serve on
committees and help with
the historical society.
Apply to President,
I.C.H.S., No Experience
Necessary.

DUES DUE
NEW RR PASS TYPE
MEMBERSHIP CARDS ARE
BEING ISSUED FOR 1984
HAVE YOU RECEIVED
YOURS YET?
DUES ARE DUE JAN. 1.



The patches pictured above are available exclusively through ICHS V.P. Dave Fraser. They are done in the proper red and black colors. The Diamond "Central Route" design was used by the I.C. from 1883 - 1896. The round with diamond "Courtesy Efficient Service Always" design was used by the I.C. from 1923 - 1936. These patches have never been offered by any other manufacturer. The photo above shows them considerably smaller than they actually are. Prices are \$2.00 each plus 30¢ each post-age and handling. Order from:

DAVE FRASER, JR.
C/O ICG RR
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JACKSON, MS. 39207

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.

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

