

# GREEN DIAMOND

ISSUE #15

ILLINOIS CENTRAL HISTORICAL SOCIETY

\$2.25



# Illinois Central Historical Society



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ILLINOIS CENTRAL HISTORICAL SOCIETY

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HOBBYSHOP HELP

If your local hobbyshop proprietor would like to sell the GREEN DIAMOND, have him drop us a postcard and we will send him a complimentary copy of the magazine and ordering information.

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EDITOR  
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MEMBERSHIP

If you would like additional copies of our membership brochure to distribute at your local hobbyshop or RR swap meet, send in a postcard telling us how many you need and we will send them to you. We can always use more new members.

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

DUES

Regular	\$10.00
Sustaining	\$15.00
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ILLINOIS CENTRAL HISTORICAL SOCIETY  
556 SOUTH ELIZABETH  
LOMBARD, IL. 60148

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

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

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This is the first issue of the GREEN DIAMOND for 1985 and I hope it will be a good year for us all. Most of the arrangements have been made for this years annual meeting in Jackson Mississippi and you will be receiving reservation information as soon as we have it ready.

Let me take a minute to thank those of you who have written letters with compliments and suggestions about the GREEN DIAMOND. I don't always find the time to reply to all of your letters, but be assured that they are appreciated. I would also like to thank those of you who have taken the time to write up a story or an article, or sent in photographs for the magazine. Believe me, It really helps to make the job a little easier. You may not see your story used right away, but it will be kept on file and used as soon as possible or when we find some photos to go along with it.

Our membership brochure has the names of some of the predecessor lines of the I.C. printed on it. If you have any information about I.C. predecessor lines, or photos that we could use in the GREEN DIAMOND, please let us know. This is one area that we have very little information on. We also need photos of I.C. diesels and trains from the 1950's & 1960's, photos of freight and maintenance of way equipment, and passenger trains.

Along with this issue of the GREEN DIAMOND you will find a copy of the long awaited membership list. There is an explanation of how it is organized in it so I won't go into that here. I would like to point out that it is organized so that you can find other ICHS members in your area and form a local group if you want to.

One more item; we are thinking about printing some copies of I.C. Diagram books which the society will sell. Would you be interested in purchasing any of the following:

1. Steam Loco Diagram Book
2. Diesel Diagram Book
3. Freight Car Diagram Book
4. Passenger Car Diagram Book

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The Board of Directors, has approved a resolution to encourage the establishment of local or state groups of Illinois Central Historical Society members which will be called Divisions( Kentucky Division etc... ) If you would like to coordinate a group in your area, the new membership directory will help you to get the group started. Local divisions could even get together for a convention, especially when our annual meeting is too far away to attend.

If you start a local division, write and let us know what you are planning. We will publish announcements in the newsletter of local meetings... so that other members might be able to attend...Send information to:

Jack Laude  
5244 Howard St.  
Western Springs, IL 60558

#### ON THE COVER

What do these engines have in common? They were both built from 7000 class Limas at Paducah. For more on Limas, see Ted Richardson's story on the Limas-part 2 on page 6. Cover photo of #1 from the C.T. Felstead collection. Photo of #8015 shows train #70 North with 93 cars at Robbs, IL 6-14-52. Photo by Joe G. Collias.

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THE I.C. HISTORICAL SOCIETY IS ACTIVELY SEEKING A PERMANENT HOME FOR THE SOCIETY - A BUILDING -RR STATION - OR MUSEUM - WHERE WE CAN KEEP AND DISPLAY 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 DAVE FRASER OR ANY BOARD MEMBER.

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

Richard Brykowski  
Mark D. Budka  
Jerry Carson  
Joe G. Collias  
C.T.Felstead  
Larry Foht  
Jim Kubajak  
Jack Laude  
Elliot G. Parkman  
Walter Peters  
Russ Porter  
Ted Richardson  
Scholes Photos  
Paul Stringham  
Earl G. Wilson

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#### OOPS

A couple of mistakes got into Issue #14. (Not the first time, or the last, I'm sure) The photo of the Aluminum hopper cars on the back cover was provided by David Daisy, and the list of Directors did not show Terry McMahon's name (Past President, ICHS) Our apologies.



## The East Omaha Bridge

by Mark D. Budka

The East Omaha bridge, at milepost 514.2 west of Chicago, spanned the Missouri River between Omaha, Nebraska and Council Bluffs, Iowa on the Illinois Central.

Built for the Omaha Bridge and Terminal Railway by the American Bridge Company of New York, as a connection for that railroads terminal facilities in Omaha and Council Bluffs, the East Omaha bridge was leased to the Illinois Central Railroad on July 1, 1903 to bring IC trains directly into Omaha. Since then, Illinois Central and her successor company have maintained the bridge.

Construction was done in two phases. The Iowa span, built in 1893, was connected by a temporary fixed multi-truss span, until the Nebraska span's completion in 1903. Both spans are 520 feet in length and at the time of construction were the longest and largest swing-draw spans in the world. Both are opened electrically, and are guarded by interlocking and signal systems designed and installed by George P. Nichols and Brothers of Chicago. The bridge takes two and a half minutes to open a fourth of a revolution to allow river traffic to pass.

Though designed to carry double track railway, pedestrian, highway and trolley traffic, the East Omaha bridge only handles a single track operation and is presently used twice a day, Monday through Friday, for switching access to and from Omaha.



Photos of three IC stations were sent in by Larry Foht, who collects photos of trains and depots. The Dodgeville depot was on the IC line from Freeport to Dodgeville. The Buena Vista, IL depot and the Monroe, WI depot, were on the line from Freeport to Madison WI.

"Here is a newspaper article from 1889 about my great-grandfather, A.G. French... His home was in Kankakee, but he was away much of the time....I visited the cemetery there last year and his stone says:

A.G. French  
Oct. 9, 1833  
Dec. 13, 1900

The Kankakee River bridge mentioned in the article was, of course, not the present bridge. Several pictures of the bridge are in the Kankakee Historical Society, along with a hand made model of 1 span. It was a Howe truss.

Earl G. Wilson

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### WHISTLING OUT A BRIDGE

Did you ever hear A.G. French whistle out a bridge for the Illinois Central Railroad? He has been the Superintendent of Bridges for that road for thirty years. He has grown up with the I.C. He is the bridge architect and supervises the construction of all the road's stream-spanners. His headquarters are at the 22nd street station. When the road needs a new bridge, French strolls into a quiet German beer saloon where there are tables and chairs and a chance to rest his legs....Once seated he gets a glass of beer and some pretzels. They are placed beside him, more as an assurance that he has them than that he will use them, for he merely sips the beer and gnaws a pretzel.

Then he whistles out the bridge.

He pulls his slouch hat over his eyes, begins drumming pensively with his finger tips on the table, and commences whistling in a low key....There he will sit, and whistle, and think, sip beer, gnaw pretzels for from one to four hours. After this he will rise, go to his office or a room at some hotel, lock himself in, and draw the plan of the bridge, transferring the whistled structure to paper. Then the work is done. He seldom changes the plan from the whistled one.

The tunes he whistles vary with the bridges. The great bridge at Cairo, one of the most magnificent feats of modern mechanical engineering, he whistled out in Steve Tart's saloon at Kankakee, while

Aldermen Ehrich, Gouger, Mellanson, and Laparle were making scrambled air at the next table over a game of poker. He used "The Arkansaw Traveler" in whistling out that bridge, and as each bar of that familiar tune rose from his puckered lips up went another span of that great structure until the bridge stood entire before him; and then he hurried over to the old Illinois Central freight office and transferred it to paper.

Mr. French's peculiar method of whistling out bridges is known to all veteran officials and employees of the railroad. The boys say "The bigger the bridge the faster the tune required to whistle it out." He whistled out the bridge at Kankakee, just above the dam, with a grim suggestiveness, to the tune of "Nearer My God, to Thee." The long scraggly bridge above the bayous near New Orleans he whistled out on:

Weary gleaner, whence comest thou,  
With empty hands and clouded brow?

The bridge slouches along over the lazy, heavy eyed alligators to about the same gait as the loose jointed tune drags its heavy feet across ones ears.

One day French sat in a saloon whistling, keeping time with his fingers, and glancing over the beer foam from under his hat brim, when in strode conductor Ed Lynch, Dave Lavery, Fred Carignan, and other veteran Illinois Central workers. What was their astonishment when they heard him whistling away for dear life on that imported English abomination, "Ta-Ra-RA-Boom-de-ay."

Lynch said:"Here, the old man has got to have some respect for the road! A bridge whistled out by that tune will draw a trainload of passengers with the crew down to dusky death. We must draw the line somewhere as a matter of self defense. Let's ask him where the bridge is to be built?"

They touched French's shoulder. He turned away from his whistle trance to them and they asked him where he would locate this last piece of whistled architecture, and he replied moodily: "It's a cattle guard I'm drafting", and relapsed back into the billowy notes of the "Boom-de-ay."



# STEAM ON THE ILLINOIS CENTRAL

ILLINOIS CENTRAL STEAM - THE LIMAS - 2-8-4's - part 2, THE 8000's (The Big Mikes)  
by Ted Richardson

Photos - C.T. Felstead Collection  
except as noted.

After a two year experiment begun in May of 1937 with the conversion of Lima (2-8-4) #7038 into Hudson (4-6-4) #1, the Illinois Central management dropped the project as a failure. If #1 had lived up to expectations, all of the 7000's would have been converted to this dual service configuration (4-6-4) and numbered 1-50. As it turned out #1 remained the sole example of the Hudson type on the IC, an orphan on the system, doing just about anything from derby day specials to locals.

Vital statistics show that #1 had 24.5" x 30" cylinders, 265 lbs. boiler pressure, 73.5" dia. drivers, 55,186 lbs. tractive force (68,826 w/booster), 407,050 lbs. total weight using #7038's tender (20 tons coal, 15,000 gal water) with a Dupont stoker. In July 1945 #1 was renumbered to #2499, a number kept until she was dropped from the roster in the early 1950's.

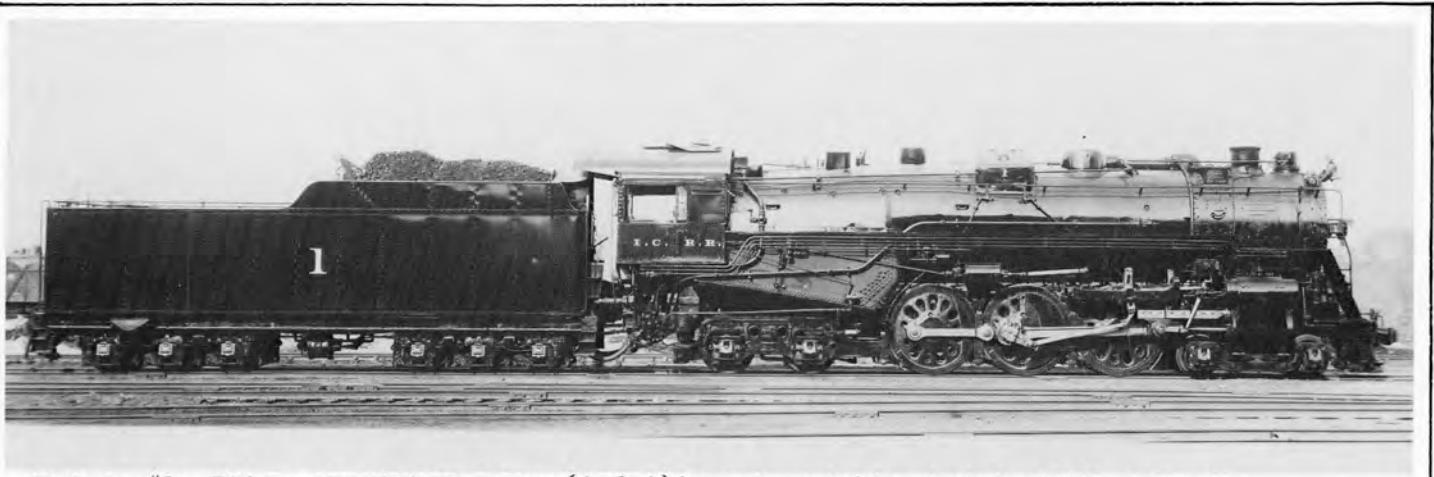
When the performance of #1 did not live up to expectations, IC management went back to the proverbial drawing board to correct the high speed operating problems of the 7000 class. In November of 1939 #7017 went to Paducah for a complete overhaul. Elesco feedwater heater, booster, piping, capped stack, and wooden pilot were removed. Separate cylinders were replaced with integral castings incorporating both cylinders in one casting. E type superheaters replaced the A-type for longer life and reduced maintenance. The boiler was given added bracing and the steam pressure increased from 245 to 265 P.S.I.. Steam operated four section finger type grates were replaced by six section manually operated ones for easier removal of clinkers caused by the grade of Kentucky and Illinois coal used as fuel by the IC.

Continued on page 9



IC Lima #7017 which was the first to be converted to an improved 8000 class and would receive that number.





Hudson #1, IC's only Hudson type (4-6-4) in a broadside shot by Walter Peters.



The left side of #1 and crew at East St. Louis, IL in 1939.



#8000 after being converted from #7017 seen here at Bluford, IL, 1948.



#8037 with second #83 south, 104 cars at Abbott, IL 7-6-53 approaching tunnel #2 on the Edgewood cutoff through an 85' deep cut. Joe G. Collias photo.



#8028 with second #70 north, 101 cars at Abbott, IL 7-6-53 about to enter tunnel #1. Joe G. Collias photo.



Upon completion of this work the 7017 returned to service and retained its number for a short time. When the decision was made to similarly upgrade all of the 7000 class engines, the 7017 became #8000. All of the Lima's went to the Paducah shops for upgrading and renumbering. All of this work was fine but the vibrations at higher speeds were still a problem that was never fully corrected. The vibrations were a result of a combination of factors, driver diameter, valve gear rod size, and built up frames that would not allow for proper balancing at higher speeds. This shortcoming along with the old cost vs. return on investment guide for management, appears to be the reason why these engines were subsequently restricted to areas where high speed was not required. The Edgewood cutoff and the far south end of the system in Louisiana became home for the 8000's. In fact the Edgewood cutoff was almost exclusively theirs between Bluford Illinois and Fulton Kentucky.

During the upgrading of the 7000's, their tenders were used on some other engines such as the first 2500's and a few 1100 class pacifics. (When diesels forced the 2400's into freight service they were given 8000 tenders from the scrapped engines.)

In 1949 IC management began scrapping the 8000's with the intention of eliminating the group, but due to that police action in Korea the engines received a reprieve until 1955 when all were removed from the roster and scrapped.

The Lima's were an interesting and important group of locomotives in the Illinois Central's history from the 1920's until the demise of steam on the railroad. It is this author's personal opinion that the experience gained from working with these locomotives contributed to the development and success of the 2500 and

2600 engines. I feel this is supported by the manufacturers changes in construction and design of other classes of engines they would build.



This article would not have been possible without the following, as both sources of information and inspiration; Joe G. Collias, George Rondelli, C.T. Felstead, John Sz wajkart, Railroad History No 140 Spring 1979 by The Railway and Locomotive Historical Society, Locomotive Quarterly, Winter 1980 Vol.IV #2, and Super-Power Steam Locomotives by Richard J. Cook (Golden West Books 1966).



Engine Type 7000 class

Steam Pressure: 240 lbs.  
 Designed for a 19° curve  
 Max.Tract.Ef. 74393 lbs.  
 Factor of Adhesion 3.52  
 Valves 14"  
 Cylinders 27"x30"

Locomotive Weights

Ld Wgt. Drivers 261,700 lbs.  
 Ld Wgt. Engine 400,500 lbs.  
 Ld Wgt. Tender 286,000 lbs.  
 Ld Wgt. Eng+Ten 686,500 lbs.  
 Lt Wgt. Engine 351,500 lbs.  
 Lt Wgt. Tender 121,000 lbs.  
 Lt Wgt. Eng+Ten 472,500 lbs.  
 Tender Capacity 15,000 gal.  
 Tender Capacity 24 tons

Heating Surface

Tubes 240 2.25" Diameter  
 Flues 54 5.5" Diameter  
 Grate Area 100 Square ft  
 Arch Tubes 32 Square ft  
 Firebox 284 Square ft  
 Flues+Tubes 4372 Square ft  
 Syphons 98 Square ft  
 Total 4786 Square ft  
 Superheater 1355 Square ft

Journals

Main Driving 12"x14"  
 Driving Others 11"x13"  
 Engine Truck 6.5"x12"  
 Trailer Front 6.5"x12"  
 Trailer Rear 9"x14"  
 Tender Truck 6"x11"

Engine Type 8000 class

Steam Pressure: 265 lbs.  
 Designed for a 19° curve  
 Max.Tract.Eff. lbs.  
 Factor of Adhesion 3.30  
 Valves 14"  
 Cylinders 27"x30"

Locomotive Weights

Ld Wgt. Drivers 271,400 lbs.  
 Ld Wgt. Engine 393,500 lbs.  
 Ld Wgt. Tender 295,000 lbs.  
 Ld Wgt. Eng+Ten 688,500 lbs.  
 Lt Wgt. Engine lbs.  
 Lt Wgt. Tender 122,000 lbs.  
 Lt Wgt. Eng+Ten lbs.  
 Tender Capacity 15,000 gal.  
 Tender Capacity 24 tons

Heating Surface

Tubes 240 2.25" Diameter  
 Flues 54 5.5" Diameter  
 Grate Area 100 Square ft  
 Arch Tubes 32 Square ft  
 Firebox 284 Square ft  
 Flues+Tubes 4360 Square ft  
 Syphons 98 Square ft  
 Total 4774 Square ft

(see notes)

Superheater Square ft

Notes

Arch Tubes 53 Square ft  
 Total HS 4709 Square ft  
 HS with 5 Circulators  
 Circulators 109 Square ft  
 Firebox 280.4 Square ft  
 Total HS 4761.4 Square ft

Engine Type Hudson #1

Steam Pressure: 265 lbs.  
 Designed for a 18° curve  
 Max.Tract.Ef. 58,432 lbs.  
 Factor of Adhesion 3.60  
 Valves 12"  
 Cylinders 24.5"x30"

Locomotive Weights

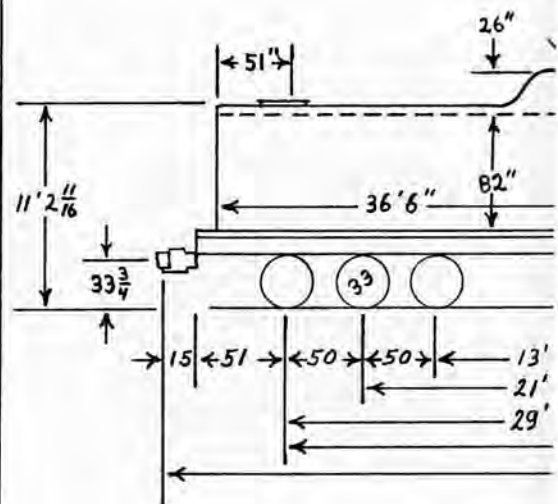
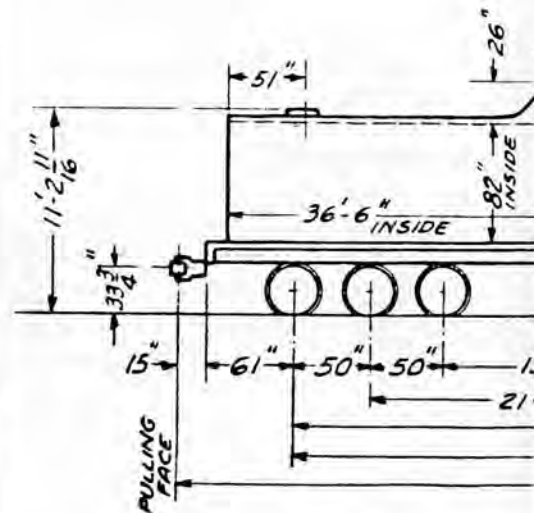
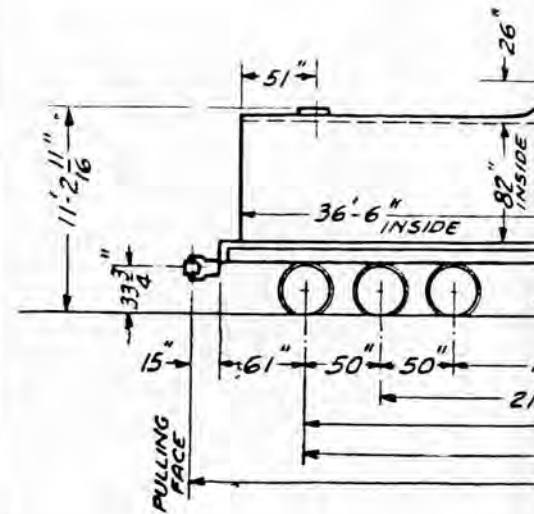
Ld Wgt. Drivers 210,300 lbs.  
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 Ld Wgt. Tender 286,000 lbs.  
 Ld Wgt. Eng+Ten 691,500 lbs.  
 Lt Wgt. Engine 370,500 lbs.  
 Lt Wgt. Tender 121,000 lbs.  
 Lt Wgt. Eng+Ten 491,500 lbs.  
 Tender Capacity 15,000 gal.  
 Tender Capacity 24 tons

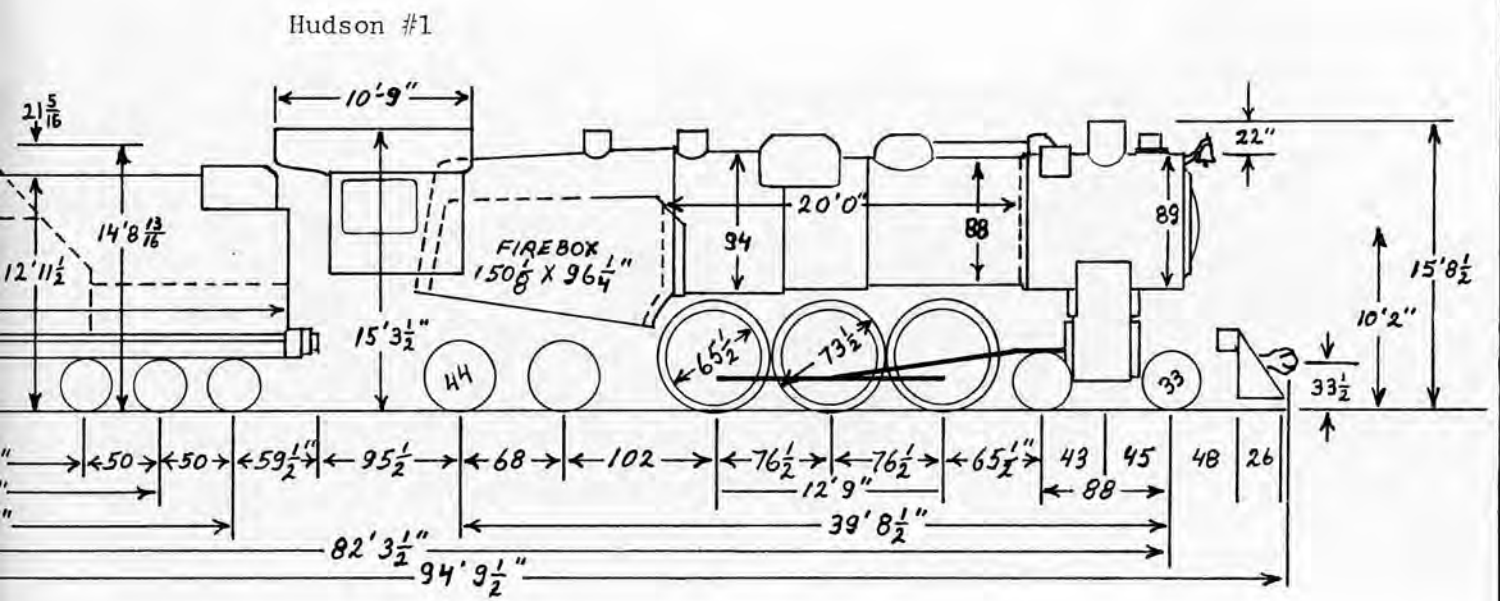
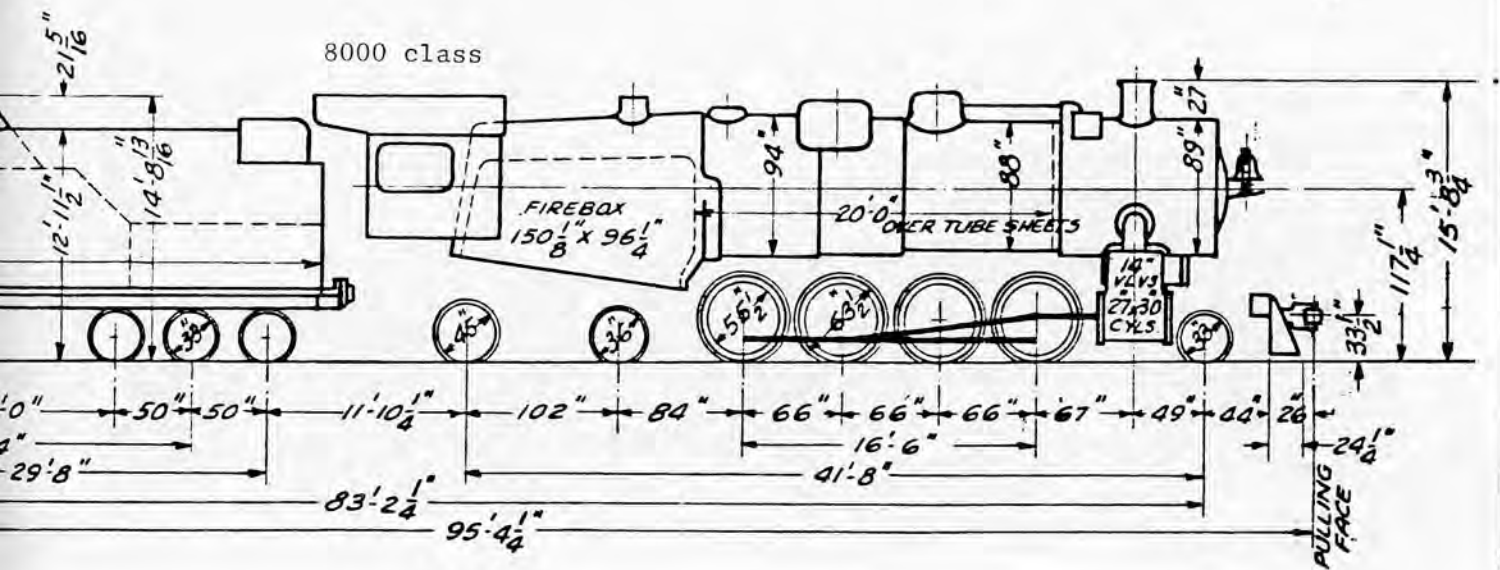
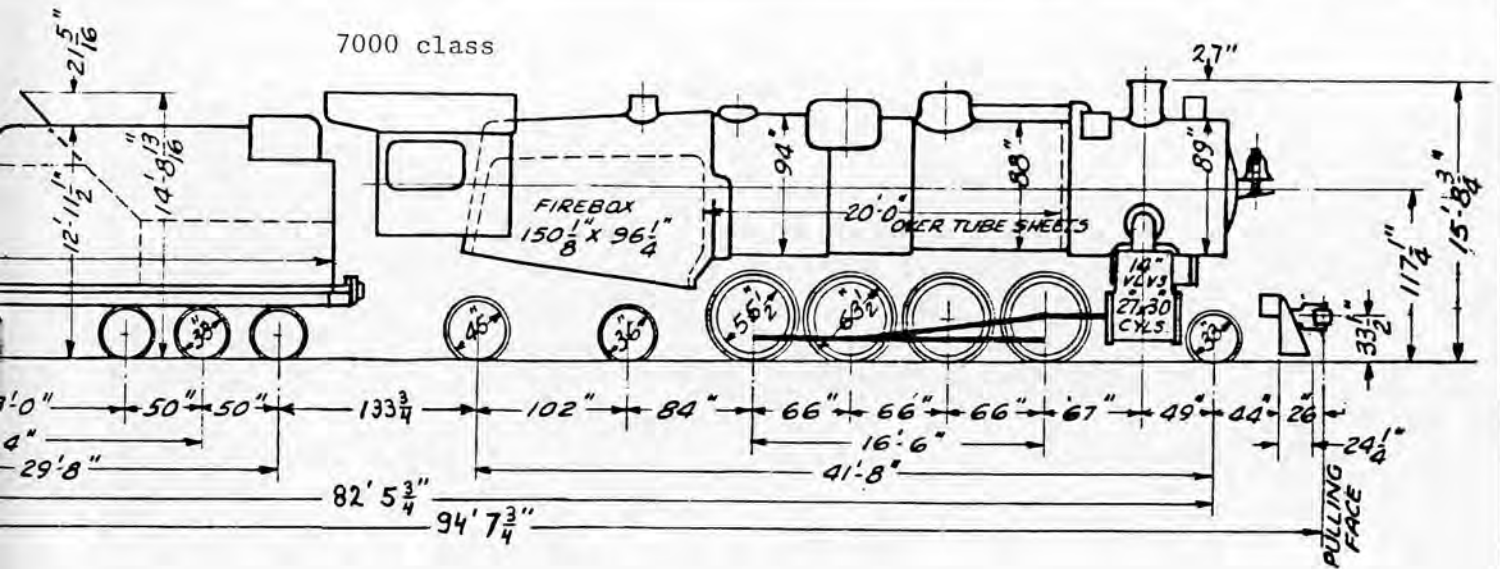
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Tubes 240 2.25" Diameter  
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 Syphons 98 Square ft  
 Total 4773 Square ft  
 Superheater 1355 Square ft

Journals

Main Driving 13"x14"  
 Driving Others 12.5"x13"  
 Engine Truck 7"x14"  
 Trailer Front 9"x14"  
 Trailer Rear 9"x14"  
 Tender Truck 6"x11"









#8008 at Jackson MS 5-1-41



#8030 at Bluford IL 8-8-48



#8043 at Bluford, IL in 1955.

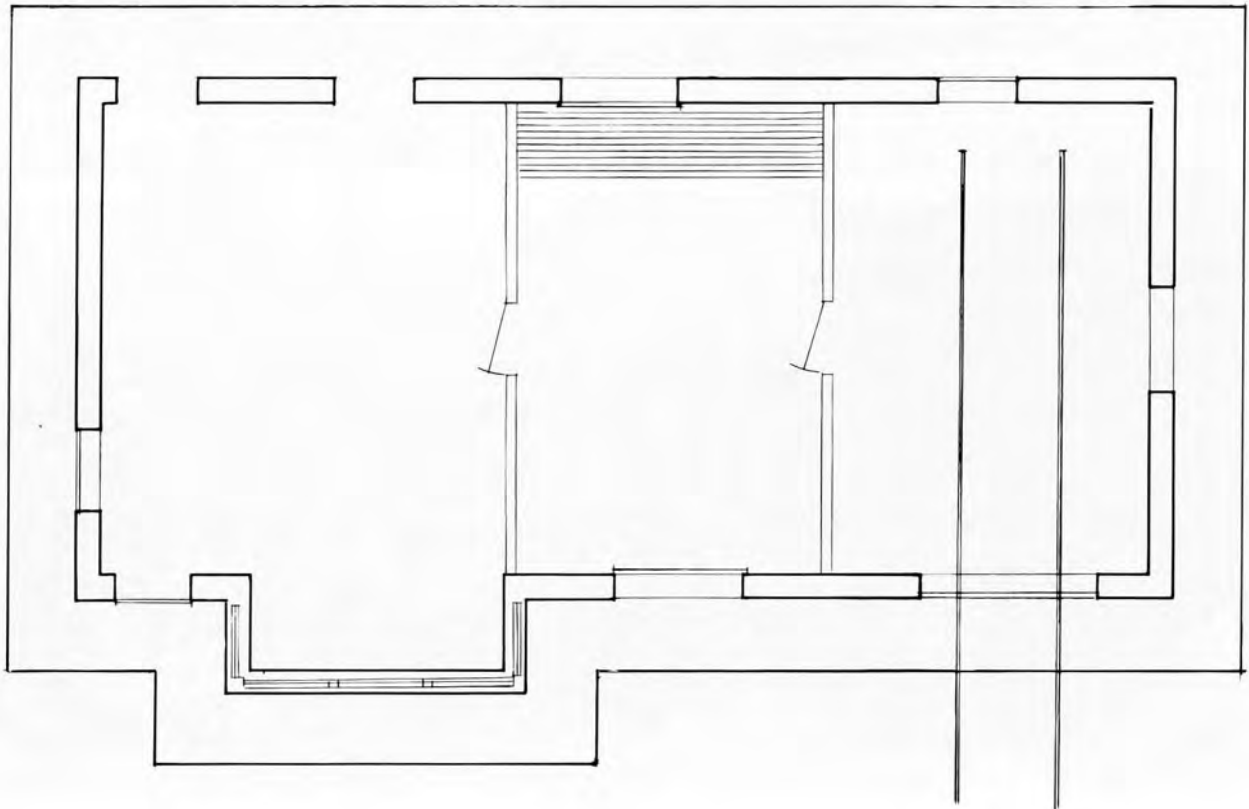


#8032 with first #70 north, 95 cars at Rust, IL 6-8-54. Joe G. Collias photo.



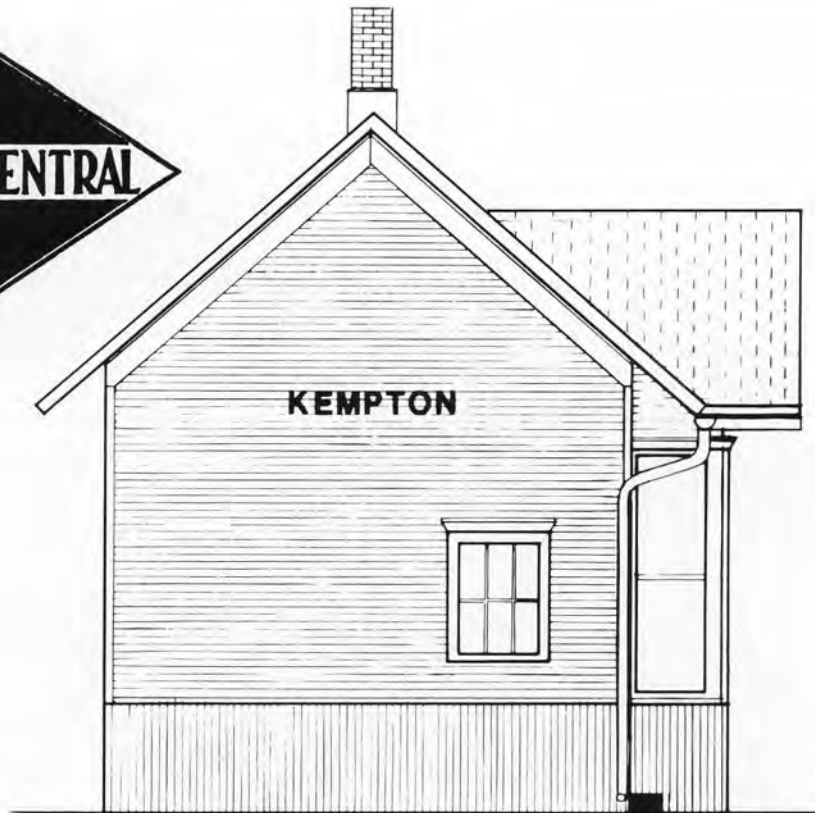
Fulton KY 6-18-49. The south end of the Edgewood cutoff and Limas #8000 and #8031 are ready for service. Joe G. Collias photo.

# ICRR KEMPTON DEPOT





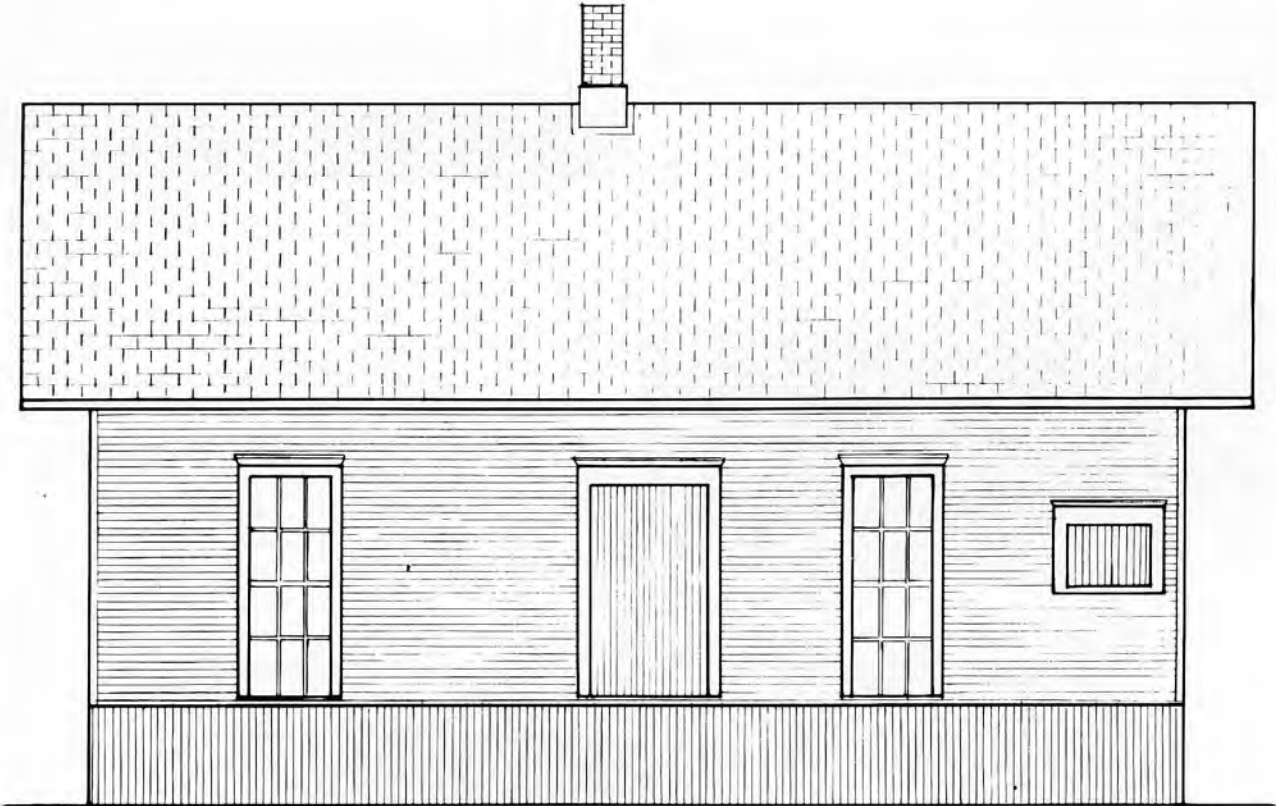
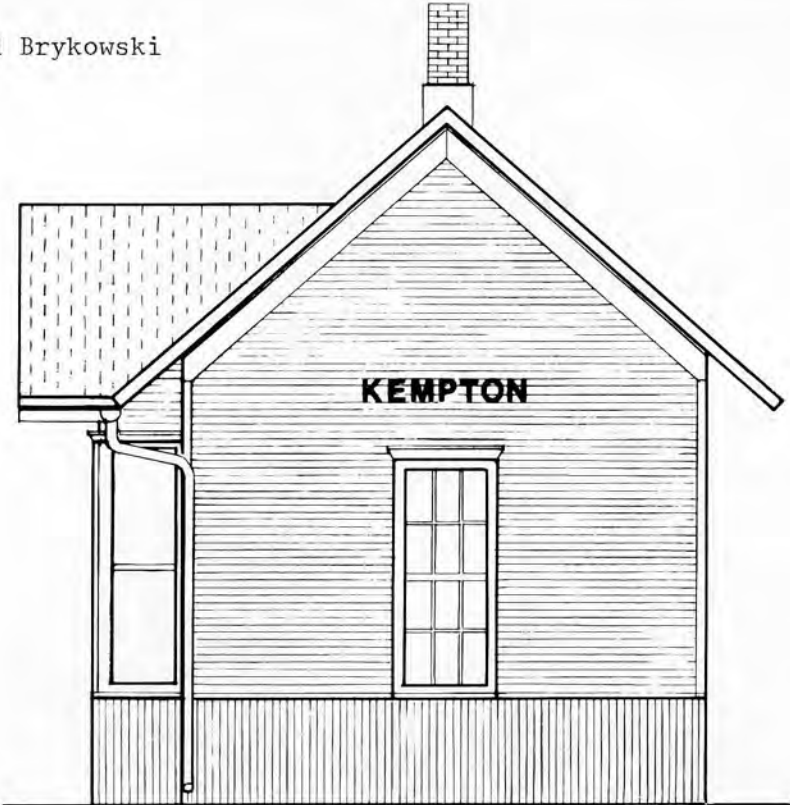




Drawings of Kempton Depot  
provided by Ted Richardson.  
Photos by Ted Richardson.



Drawn By Richard Brykowski





Notes on the Kankakee and South Western  
Railroad

by Paul Stringham

9-20-1878 Work is progressing west from the junction with the IC at Otto. About 8 miles of track is in and several more miles of grade is completed.

10-4-1878 About 17 miles of track has been laid west from Otto. A ballast train is following the track layers as closely as possible.

10-25-1878 30 miles of track is now completed and the entire line to Chatsworth should be completed next week.

11-1-1878 The Kankakee and South Western is now completed from Otto to Chatsworth, 37 miles.

5-9-1879 The Kankakee and Western has been organized to extend a branch from Chatsworth to Minook, about 45 miles.

12-19-1879 The K & S W is now completed to the Chicago & Paducah (Wabash) crossing at Strawn, 17 miles southwest from Chatsworth. Work is progressing towards Bloomington.

1-9-1880 The line from Otto has reached Anchor, 69.5 miles from Kankakee.

6-4-1880 Track laying is under way west of Pontiac on the extension to Minonk.

7-9-1880 The branch is now completed to a junction with the Freeport - Centralia line (IC) about 2 miles south of Minonk.

10-1-1882 A branch from Buckingham to Coal Field (near Essex) is almost completed.

6-1883 The line from Otto to Bloomington has been completed.

36.76 miles of the K & S W were incorporated into the IC in 1878. 8.66 miles were added in 1879, and 20.04 miles were added in 1883. The Kankakee and western was aquired by the IC in 1879 and 1880.

IC abandoned 3.94 miles from Tracy (Coal Field) to Unz on May 15, 1936.

IC abandoned 9.75 miles from Unz to Buckingham on October 25, 1937.

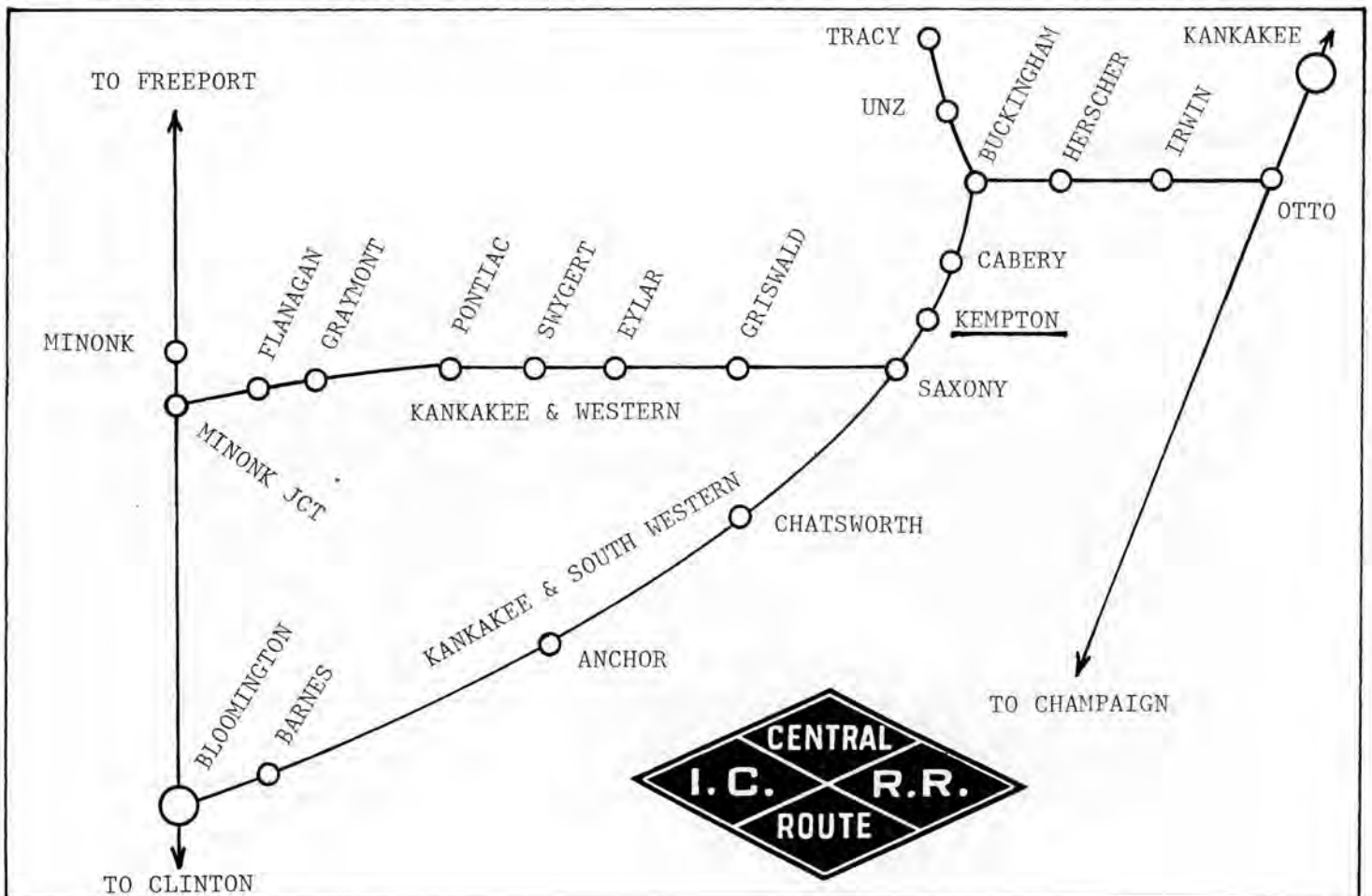
ICG abandoned 8.2 miles from Flanagan to Minonk Jct. on November 15, 1977.

ICG abandoned 19.5 miles from Saxony to Pontiac on November 15, 1977.

ICG abandoned 63 miles from Herscher to Barnes on June 1, 1981.

ICG abandoned 12.79 miles from Flanagan to Pontiac January 13, 1982.

All that is left is the line from Herscher to Otto and Barnes to Bloomington.





EXCLUSIVE OFFER IC 2-8-2 "MIKES"

Now Available - While supplies last \$169.95 each. Buy 2 or more for only \$154.95 each. Add \$4.50 per order for shipping and handling. Illinois residents add 7% sales tax.

DONS HOBBY WORLD 18447 S. Halsted, Glenwood, IL 60425 (312) 754-7988.



The 726 was one of three 2-8-0's in this series that were equipped with 1101 class cylinders and two air pumps on the front end for a specific service, as told to me by old timers in the shops and some of our older engineers. The 726 was rebuilt especially for service on the Pelican. The 700 and 716 were rebuilt and assigned to the Laurel District, between Laurel and Saratoga, Mississippi. Until the 8952 (GP-7) and BU-1 arrived in the spring of 1952, the 700 and 716 were often doubleheaded on trains 492 and 495, to hoist the tonnage over Summerland hill, between Taylorsville and Soso Mississippi. I once fired the 700 on a round trip with the late Mr. Jim Evans as engineer, on a local freight operating over a branch line known as the little 'J', which ran between North Jackson and Natchez, Mississippi, in November, 1953.

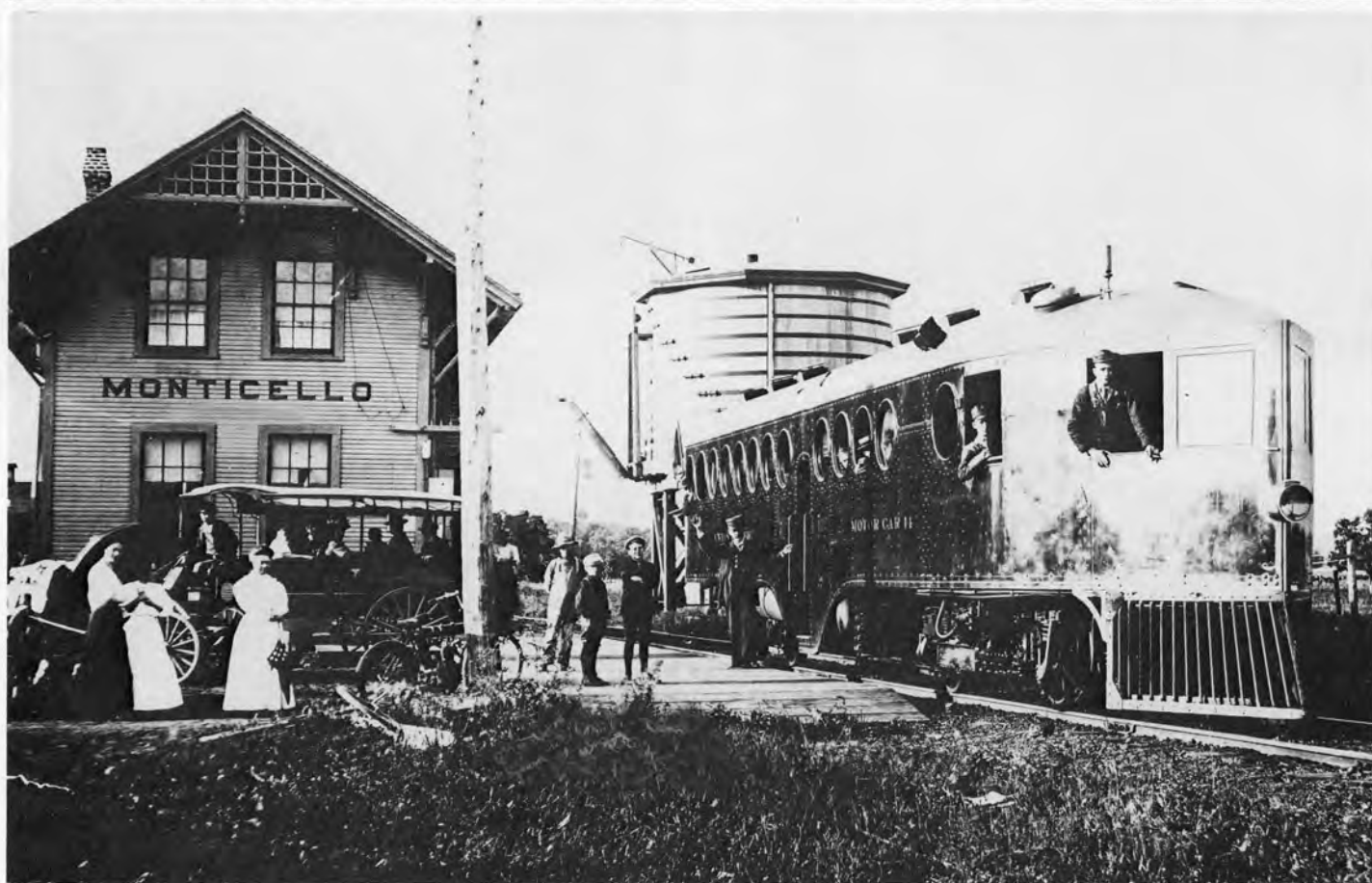
Elliot G. Parkman  
Hattiesburg MS



These photos of Rail Bus B-98 and Rail Detector Car RDC2 were sent in by Mr. Scholes of Scholes Photos. Pictures were taken at Champaign IL in 1951. He would appreciate information on this equipment. The RDC car was a company owned piece of equipment for track inspection. The RDC was painted in passenger orange and brown colors. Scholes Photos, 1423 Kelvin Ct., Cincinnati, ON 45240.



#101 was built by Brooks, 8-1889 and served the IC until 1922. Jerry Carson Photo.



This photo of a Union Pacific McKean car apparently on a test run on the IC at Monticello, Wisconsin comes to us from Russ Porter. The date is not known. The IC did have one or two McKean cars, numbered #111 and possibly also #112 according to The Railway and Locomotive Historical Society publication Railroad History No 140. Does anyone have information or photos of IC McKean cars in service?