



GREEN DIAMOND

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ON THE COVER

The Green Diamond on the jumpover track at 21st. st. - Chicago, where the passenger tracks went up a ramp and over the electricified suburban tracks to get to the east side of the suburban lines. The clouds were added to the photo for publicity use. There were actually buildings behind the train. Photo from the collection of Robert E. McMillan.

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

- Mark Budka
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556 SOUTH ELIZABETH LOMBARD, IL. 60148

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.

ICHS 1986 ANNUAL MEETING
SATURDAY AUGUST 9, 1986
KANKAKEE-BRADLEY
HOLIDAY INN
RAILRODIANA
SHOW & SALE

THE GREEN DIAMOND

THE GREEN DIAMOND IN PERSPECTIVE

By Tom Grant

The year 1933 was the worst year of the great depression. Railroads were particularly vulnerable to the bad economic times due to their large fixed plant and the need to maintain track and structures as well as maintain train schedules. Over 100 railroads had filed for bankruptcy since 1929, but not the Illinois Central. The IC was not far from bankruptcy though, the papers had been drawn up and were ready in the event they were needed. In May of 1932 the Panama Limited had been discontinued due to the economic conditions. IC stock, which had sold for \$136.75 in 1930 was down to \$4.75 a share and dividends had been suspended. 1934 and 1935 brought slightly better conditions, but not a resounding recovery by any means. However it was in the midst of these very serious circumstances that President Downs took the bold step of ordering the first diesel streamlined passenger train for the Illinois Central. In May of 1936 the Green Diamond was placed in service.

Over 400,000 people had turned out to walk through this new train while it was on exhibition before being put into regular service. Remember that these streamliners were very new. The Union Pacific and Burlington had just recently taken delivery of their first two streamlined trains, and the Green Diamond was the third such train in the country. The V 16 power plant in the Green Diamond was only the second V 16 engine that Electro Motive had built! The Panama Limited had been reinstated in 1934, with air conditioned cars, but would not see diesel power for another 6 years! The next passenger diesel on the IC didn't come along until 1940 on the City of Miami. So for a few years, when the country and the railroad were on a slow road to economic recovery, this one train represented all that was modern and new on the IC and held the promise of a brighter future just around the corner. It is no wonder there were so many people turning out to see this green train.



The Green Diamond on exhibition at Decatur, IL 5-4-36, shortly before going into regular service on May 17. What is inside that nose anyway?

J.M. Gruber photo

Collection of Ted Richardson.

It is difficult to imagine these days what it must have meant to see such a train or ride on it. If your local shopping mall was going to have one of the space shuttles on display next Saturday, would you go down to take a look and walk through? I would.

The Green Diamond articulated consist served on the Chicago - St. Louis run as train #51 & #50 for 11 years, until 1947, when it was reassigned to New Orleans and ran between that city and Jackson Mississippi as the Miss Lou until 1949. The train was scrapped in 1950.

The Green Diamond name lived on a bit longer though. In 1947 standard lightweight cars replaced the original articulated train with diesel power and ran as #21 & #22 until 1968, when the train was discontinued between Springfield, Illinois and St. Louis. The abbreviated train was renamed the Governors Special and ran until the arrival of Amtrak in 1971 when the Green Diamond train name made its last run along with many other famous trains.



Railway Age
May 1935

GREEN DIAMOND SCHEDULE TO BE 4 HRS. 55 MIN.

The Green Diamond, streamlined train of the Illinois Central, will be operated on a schedule of 4 hr. 55 min. between Chicago and St. Louis (294.2 miles in 295 minutes)... The train will leave St. Louis at 8:55 a.m. and arrive in Chicago at 1:50 p.m.; on its return the same day it will leave Chicago at 5:00 p.m. and arrive in St. Louis at 9:55 p.m. The train will make seven intermediate stops - Northbound at Washington Ave., St. Louis (flag stop); Springfield (Adams street); Clinton; Gibson City; Kankakee; 63rd St. and 53rd St. (Chicago); and southbound at 53rd St.; 63rd St.; Kankakee; Clinton; Mount Pulaski; Springfield (Adams street); and Washington Ave., St. Louis (flag stop).

RAILWAY AGE
May 1935

GREEN DIAMOND ON GOOD WILL TOUR

The Green Diamond, streamlined train of the Illinois Central, following a good will trip through the southwest, the Mississippi Valley, and the great lakes region, and a series of test runs between Chicago and St. Louis, will be placed in regular service between these cities on May 17...

During the good will tour approximately 2,000 persons an hour passed through the train at every stop. Nearly 20,000 persons inspected the train at Shreveport, La., on April 5. On May 8, 120 members of the Chicago Association of Commerce rode the train to St. Louis to attend a luncheon with the St. Louis Chamber of Commerce, the trip being planned to emphasize the closer relations between the two cities brought about by the shortened train schedules...

Railway Age
Nov. 10 1934

STREAMLINED TRAIN FOR ILLINOIS CENTRAL

The Illinois Central has placed an order with the Pullman Car & Manufacturing Corporation for a five car, streamlined, articulated, Diesel-electric, Cor-Ten steel passenger train for use between Chicago and St. Louis, Mo.. The train, which will be built at the Pullman shops at Chicago, and which will cost \$400,000.00, will be delivered next spring. It has been designed especially for the Chicago - St. Louis service and will operate on a schedule of less than five hours, making a round trip daily. This train which will weigh 250 tons loaded and which will have an overall length of 330 ft., will replace two six-car steam trains weighing 601 tons with locomotive and tender. It will be propelled by a Winton Engine Company 1,200-hp. Diesel-electric engine for which the electrical equipment will be furnished by the General Electric Company.

The five cars, all of which will be air conditioned and which will have a seating capacity for 150 passengers, will include a motor car, a baggage mail and express car, two chair cars and a lounge car. Cor-Ten steel, a product of the United States Steel Corporation, will be used in the framework, while aluminum will be used in the remainder of the body and for the interior finish.

One of the distinctive features of the train will be its provision for dining service. An electrically equipped kitchen in the lounge car will supply meals to dining tables located in that car and to seats in the chair cars, each of which will have a collapsible table.

RAILWAY AGE
 April, 1935
 NEW STREAMLINER DELIVERED TO ILLINOIS
 CENTRAL

A new, light-weight, streamlined, Diesel-powered train was delivered to the Illinois Central at St. Louis, Mo., on March 27, by its builder, the Pullman-Standard Car Manufacturing Company. This train, to be christened "The Green Diamond," is intended for service between Chicago and St. Louis on the Illinois Central, on a contemplated schedule of less than five hours, thus permitting the running of a round trip, or 588 miles, daily. It is expected that the new train will be placed in regular service about the middle of May. While the date...and schedule are still tentative, arrangements have already been made for the crew to operate the train. These men are now undergoing a course of instruction in Diesel operating practices, and will be prepared to handle the train when it is put into service.

RAILWAY AGE
 April, 1935
 "GREEN DIAMOND"

How did the Illinois Central acquire the name "Green Diamond" for its streamliner? Well, the name just grew, according to J.V.Lanigan, passenger traffic manager: "Back in 1833 the IC emblem consisted of a solid black diamond, and the road was known as the 'Black Diamond Route' due, possibly, to our coal business. When the Chicago, St. Louis & New Orleans was acquired, we also inherited its symbol of a large white X and that was consolidated with our emblem, making four small diamonds. More consolidations brought a pair of small circles, which we added. Eventually, came the words, 'Central Mississippi Valley Route,' in the four diamonds, with the two circles outside. Then this slogan was supplanted by the use of four words, one in each of the diamonds, 'Courtesy, Efficient Service, Always.' Finally, in 1935, we adopted our present emblem of a Green Diamond carrying only the words Illinois Central, and this, in turn, is symbolic of our speedster between Chicago and St. Louis - the roller bearing, streamlined Green Diamond."



IS THAT A TRAIN

writes a Passenger on the

Green Diamond

**CHICAGO
 SPRINGFIELD
 ST. LOUIS**

"At no extra fare a fellow is foolish to take anything else," he continues—not to us—but in a letter to a friend of his. Such genuine approval leaves little more for us to say about the superb comfort and speed (4 hrs. 55 mins.) of this famous Diesel-electric train.

Southbound

Lv. Chicago 5:00 pm
 Ar. Springfield 7:55 pm
 Ar. St. Louis 9:55 pm

Northbound

Lv. St. Louis 8:55 am
 Lv. Springfield 10:47 am
 Ar. Chicago 1:50 pm

Connects at St. Louis Union Station with night trains to Texas and the Southwest.

**Two Fine
 Companion Trains**

THE DAYLIGHT — 5½-hour day-time train.

THE NIGHT DIAMOND — Overnight for sound sleep.

All trains stop at 53rd St. and 63rd St. in Chicago.

J. V. LANIGAN
 Passenger Traffic Manager
 Central Station
 Chicago, Ill.



*The Green Diamond
America's First Standard Size Diesel Electric Streamlined Train*



J.M. Gruber photo

Collection of Ted Richardson.

New Streamliner Delivered To Illinois Central

The Green Diamond, a 5-car articulated, Diesel-electric train has been delivered to the Illinois Central....The new train, designed by the Pullman-Standard Car Manufacturing Company was built at the Pullman Car Works at a cost of \$425,000.00. The articulated car bodies embody primarily riveted Cor-Ten steel construction, although there are about 6,800 lineal feet of arc welding and 5,100 machine spot welds in the car frames. Aluminum is extensively used for the interior finish and decorative features.

The train, with a total seating capacity for 120 passengers, plus 24 seats at dining tables, is air conditioned throughout and provided with modern dining-car facilities. It operates on six roller bearing trucks, and has a light weight of 476,800 lb., or about 50 percent of the weight of an equivalent steam train. It is

driven by a 1,200 hp. power plant. It is expected that the train will make about 1.5 miles per gallon of fuel oil and 35 miles per gallon of engine lubricating oil. Water consumption for both engine cooling and train heating will depend largely upon outside temperatures, and in a recent test was 700 gallons for a one way trip of 293 miles.

The overall length of the train is 328 ft. 6 in. and the five body units include a power car, a mail-baggage car, two chair cars, and a diner-observation car. Each of the three passenger carrying cars has a side entrance door on each side, and the diner-observation car is provided with an emergency end door. The height of the train is 13 ft. 2 in. above the top of the rail at the cab on the power car, tapering to 12 ft. 2 in. at the rear of the power car. The remainder of the cars are 11 ft. 6 in. high.

The Green Diamond Illinois Central Streamliner

EXTERIOR PAINTING AND DECORATION

The exterior of the train is smartly styled. Striping lines are used to express speed and raciness; curves and masses are handled to give an impression of dynamic power and strength.

Two shades of green are used for the exterior colors. The darker shade, a cypress green, is used on the front end, stepped down with striping lines and then used along the length of the train, including trucks, below the window sill lines. The lighter shade, a cedar green, is used above the window sill lines, including the roofs. Striping lines of silver and scarlet separate the two greens in sweeping curves on the power car to the window sill line, continuing on this line throughout the balance of the train.

Lettering of silver aluminum and scarlet is carried out in a modern style. The name of the train, Green Diamond, is worked out in a diamond design with letters of silver and scarlet and applied to both sides of the power unit. A cast aluminum name plate with the words "Illinois Central" in highly polished letters, separated by a green diamond outlined in silver, is also applied to both sides of the power unit, under the windows.

Alumilite finish castings and moldings are used on the front air intake grilles, pilot, bumper parts, front cab sash frames and ornamentations at the side sash of the power car to give a bright accent to the paint colors. A cast aluminum diamond shaped train sign is applied to the front of the power unit, and a similar sign, having a translucent green formica face panel with illuminated words "Illinois Central" is applied to the rear of the train.

GENERAL CONSTRUCTION OF UNDERFRAMES AND CAR BODIES

The underframe assembly on each of the car bodies is a combination of riveting and spot welding....The bottom of the car bodies are completely enclosed, brake equipment, resevoirs, tanks, piping, etc.,

being located in the space between the floor and bottom sheets, accessible through removable floor doors. The streamlined front end of the power car is of built up angles and plates to form an anti-telescoping construction. The rear end of the train is also of streamlined design. The cab in the power unit and the cars are well insulated....

The body articulation eliminates the use of couplers, draft gears, and vestibule mechanisms, such as used in conventional types of passenger cars. The articulated frame also reduces the number of trucks to service and maintain to six instead ten, as would be required for a similar train of separate cars. The gaps between the units are entirely closed at the sides and roofs by diaphragms made of extra-stretch pigmented sheet rubber. The passageways between the car bodies are enclosed and dust tight using inner diaphragms. A drawbar, for emergency use at either the front or rear of the train, is carried on the train.

The train is heated by a Vapor, 800 lb. per hour high-pressure, oil fired steam boiler, burning the same fuel as the that used in the main diesel engine. Both of the chair cars and the diner-observation car are also air conditioned....Brake equipment for the train consists of the type H.S.C. light-weight design with Decelakron electro-pneumatic control furnished by the New York Air Brake Company. A National staffless type of hand brake is provided in the engine room which operates on the front truck. A Blackall lever-handle type hand brake is provided at the forward end of the rear car.

INTERIOR DECORATIVE TREATMENT AND FURNISHINGS

The interior finish and head linings in the passenger cars are of aluminum alloy, the wainscoting being of pressed composition board. The interior decorative treatment of the passenger compartments, designed by Pullman, is notable and conveys the distinct idea of speed and decisive movement. Horizontal satin finished

continued on page 13



The Green Diamond on the passenger jumper tracks at 21st street, Chicago. The train is pointed southbound, but is on the northbound track. A logical explanation is that on arrival at Central Station each afternoon, the inbound road crew used to back the train all the way out to the balloon track at the south end of old Fordham yard (91st. St.) where the train was turned, then backed down to Weldon yard for cleaning prior to it's southbound departure. This photo was probably taken after the train had been turned and was enroute back to Weldon coach yard. In the extreme rear end of the observation car there was a back-up whistle, conductor's valve and brake pipe pressure gauge and communicating whistle (to the power car), all of which the conductor manned during this back up operation. This same procedure was used to back the train into St. Louis Union Station at the south end of the run.

Collection of Robert E. McMillan.



Paul Stringham photo

Collection of Ted Richardson.

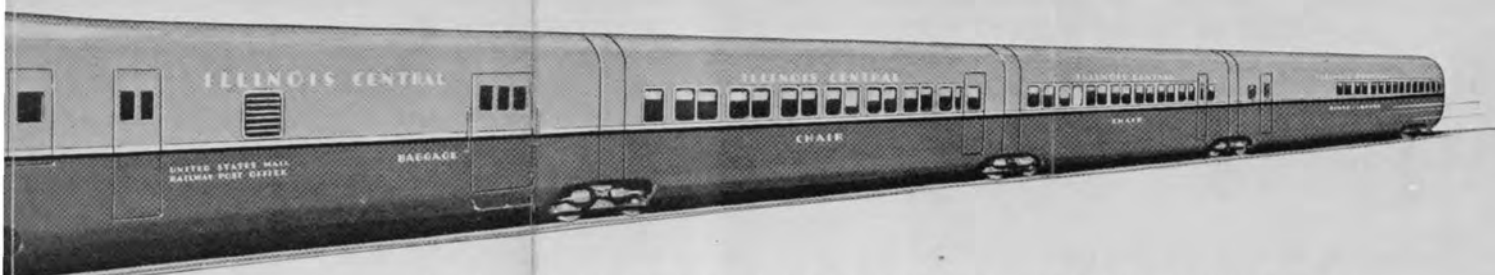
America's First Standard Size



I L L I N O I S



Diesel Electric Streamlined Train

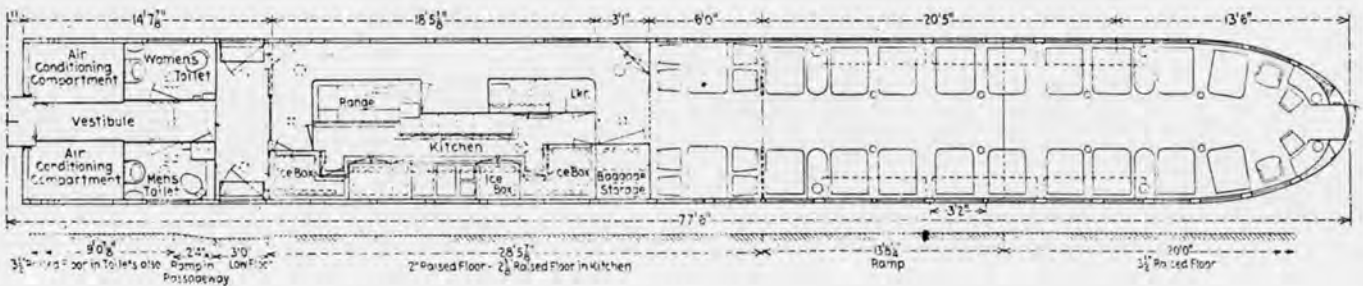
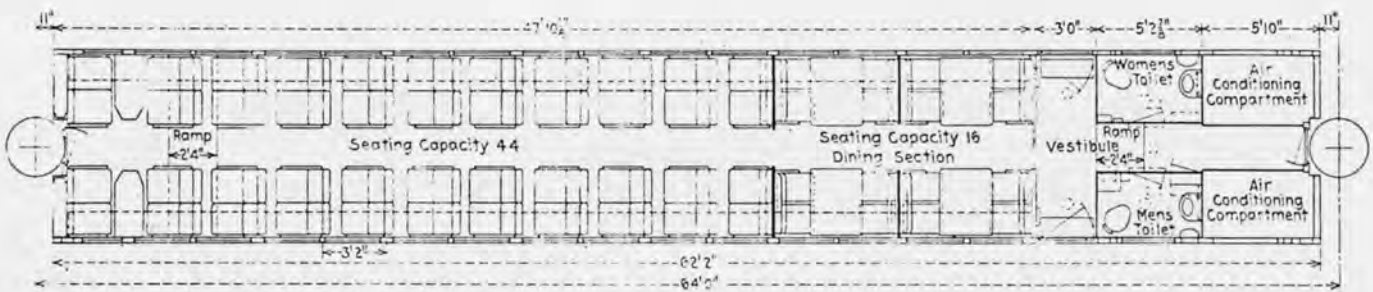
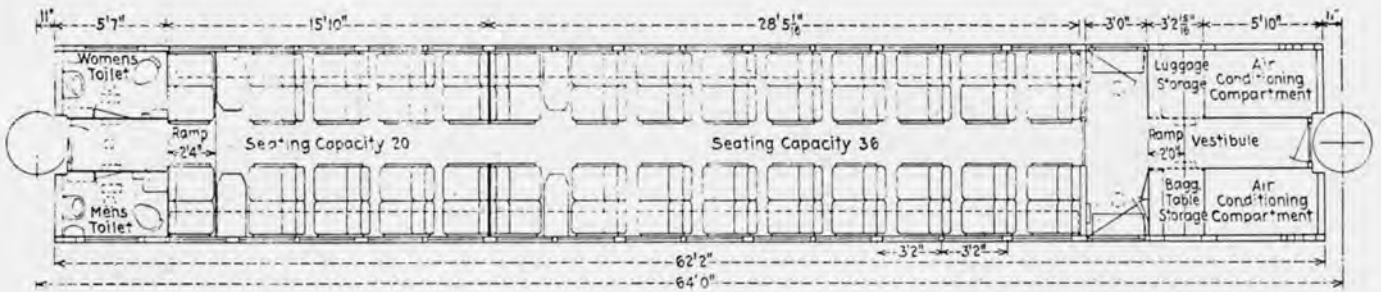
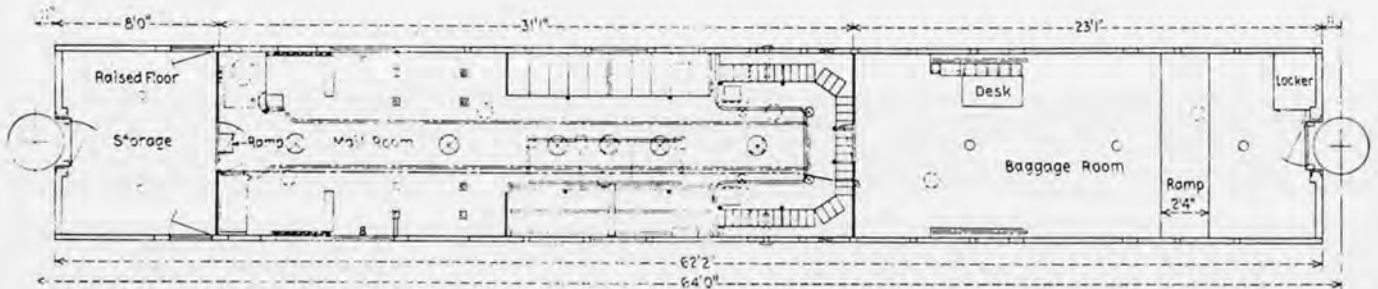
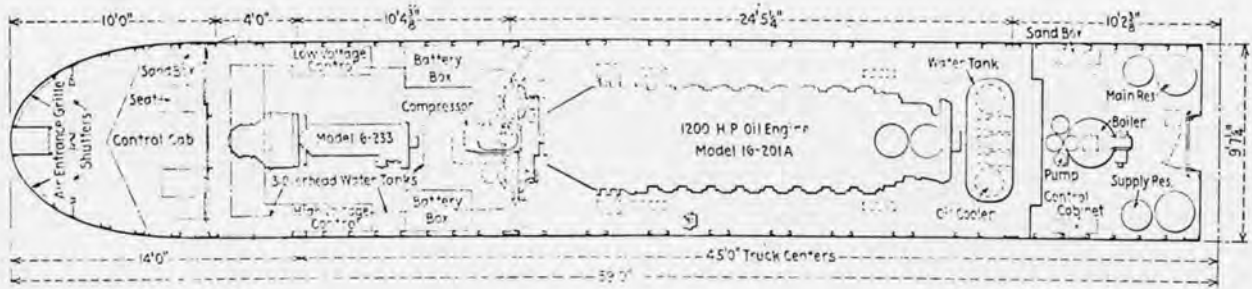


CHICAGO-SPRINGFIELD-ST. LOUIS

C E N T R A L



Green Diamond Streamliner Floor Plans



The Green Diamond
A Triumph Of Engineering Achievement

aluminum moldings run from end to end in each compartment above and below the windows. The two chair cars are handled decoratively as a unit, with blue-grey walls, ivory ceilings, and darker blue wainscoting. Floors in the chair compartments are finished with cork tiles in natural shades. Marbelized linoleum, in shades of brown and tan is used in vestibules, passageways, and toilets. Carpet of deep raisin tones with an interesting curved line pattern in a slightly lighter tone is used for an aisle strip in the chair compartment.

The unusually comfortable seats are of the three position, reclining type with satin finished aluminum pedestals and fittings. A two tone pattern of acorn colored mohair is used for the seat coverings. All of the fittings in the chair cars are especially designed to suit the interior. Basket racks enameled to match the ceiling are of a special type and are made to look like part of the car, rather than an applied fixture. Removable card tables and tables for the dining section in the chair cars are of a black formica with inlaid tops and edges of satin finished aluminum.

The diner-observation car is distinctive because of coloring and furnishings but follows the same design as the chair cars. The walls are finished in sea green with ivory ceilings and darker green wainscotings. Further distinction is given by using a band of tan color in the frieze panels to accentuate the decorative moldings and to give a horizontal band of color around the observation room. The same kind of carpet and window shades used in the chair cars are used here, giving a feeling of train unity.

All of the accessories for the observation room have been newly designed for the

train, magazine tables, table lamps, and smoking stands in a new design, serving either as smoking stands or cocktail tables. The linen and napkins for the dining service have a three line border, matching the train colors and the same colors and line motif are repeated in all of the china service for the train.

KITCHEN EQUIPMENT AND OTHER DETAILS

The kitchen is provided with an oil burning range, broiler, warming ovens, urn and steam table. Polished stainless steel is used for the table tops, sinks, chipped ice wells, facings of refrigerators, range, work tables and lower lockers. The interior linings of cold boxes, refrigerator compartments, racks, etc. are also of stainless steel. Dry ice refrigeration, automatically controlled, is used in the large refrigerators, cold boxes, and ice cream cabinet. The kitchen is provided with a serving bay to facilitate serving meals, which is open on three sides. Ornamental panels of inlaid formica close off these openings when the kitchen is not in use. An annunciator for waiter service is provided



Interior of the baggage compartment looking forward toward the RPO compartment. Note the small access door to the RPO. This was to thwart would-be robbers. Collection of Robert E. McMillan.

The Green Diamond
The Last Word In Comfort And Convenience

with push buttons conveniently located in the diner-observation car and at the dining section in the chair car.

back of the step lines up with the contour of the car when in the raised position.

All exterior side doors are of steel construction; all end doors and interior doors are of aluminum construction. Passenger side entrance doors are of the hinged type, swinging inwardly. Baggage and mail compartment side doors slide on curved upper glides and lower tracks, designed to bring the doors flush with the side of the train when closed.... The passenger entrance steps are pivoted and operate with a sprocket and chain mechanism so designed that the lower risers and tread form part of the platform and door threshold, and the

GENERAL LIGHTING SYSTEMS, SIGNALS ETC.

Indirect lighting from a central duct, forming an architectural part of the cars is used in the chair cars. There are two hundred lights in two troughs, these lights being rated at 15 watts. The lighting circuits operate at 110 volts. Similar indirect lighting is provided in the diner-observation car. Recessed ceiling fixtures of the flush type are used in vestibules, toilets and passageways.



Chicago - Sunday May 17, 1936. The Green Diamond, train no. 51 is about to leave Central Station. The photo is taken looking south - in the left hand corner you can see the old Weldon interlocking tower. On the right, behind the Green Diamond, are the express buildings and the power house. The Green Diamond is carrying flags, probably running as the first section.

Collection of Robert E. McMillan.

The Green Diamond
4 Hours 55 Minutes between Chicago and St. Louis

A Pyle-National horizontal headlight and a vertical beam light are provided, these being in a housing on the roof over the operator's cab. An electric speed indicator is provided, driven from the end of the axle of one of the power trucks, with a dial mounted on the instrument board in the cab. Marker lights, consisting of double lights on each side of the observation car close to the rear end and practically flush with the exterior, are provided. One red lens and one green lens is used on each side of the car, so arranged that each light is controlled independently. These

lights are wired to the battery circuit. Classification lights are provided at the front end of the operator's cab on each side of the power car, fitted with white and green lenses.

The cab is provided with electric window wipers on each of the two front windows; two circulating fans on adjustable brackets are applied to keep the windows from steaming up or frosting. The signal system consists of a buzzer in the operators cab connected to push buttons, one conveniently located adjacent to each side door.



This photo was taken at the south end of the old Central Station train shed, probably in 1938. The occasion: IC President L.A. Downs is presenting a 50 year gold service pass to conductor Edward Baker. Mr. C.E. McMillan, train baggageman is the first uniformed man to the right of conductor Baker. Judging by the service stripes on the sleeves of the crew, the Green Diamond passengers were in good hands, with almost 200 years experience among these four. The fourth man from the left in the picture is Wayne A. Johnston, who would succeed J.L. Beven as president of the IC.

Collection of Robert E. McMillan.



Green Diamond leaving Chicago.

Collection of Robert E. McMillan.



Green Diamond, train # 50, passing the Hazel Crest suburban station northbound.

Collection of Robert E. McMillan.



J.M. Gruber photo

Collection of Ted Richardson.



Green Diamond at St. Louis Union Station, September of 1946.
Joe Collias photo

Collection of Ted Richardson.



The crew which made the inaugural run on the Green Diamond: from the left; Mr. Edward Baker, conductor; Mr. Ellis Brenneman, flagman; and Mr. Cornelius Edward McMillan, baggageman. Every day before departure time, Mr. Baker bought a green carnation for his lapel at the florist shop in the Van Buren St. station. During the winter weather he always wore spats. When he retired he had over sixty years active service with the IC. There were three regularly assigned crews on the Chicago - St. Louis run of the Green Diamond.

Collection of Robert E. McMillan.

The Green Diamond Chicago-Springfield-St. Louis

Warning devices consist of a Tyfon horn and a 50 lb. Hammett bell with bell ringer. A Pneuphonic horn is located at the rear of the train for use during backing up operations.

The train is equipped with a General electric 12 tube deluxe radio located in the diner-observation car adjacent to the kitchen, and is controlled by the attendant. Loud speakers, with individual volume controls are located at the forward and rear end of each car and in the observation room.

TRUCK AND POWER PLANT DETAILS

The trucks throughout the train are of the four wheel type, with Commonwealth frames of cast steel. The power car trucks have 8 ft. 4 in. wheel bases; the remaining four trucks have 9 ft. wheel bases. The wheels are of rolled steel, those on the motor trucks are 36" in diameter with 1 in 20 in. tapered treads; the balance of the wheels are 33 in. in diameter with cylindrical treads. Timken outside type roller bearings are used on the axles of the two motor trucks. The remaining trucks have American Steel Foundries roller-bearing wheel and axle units with Timken bearings. All trucks have Simplex clasp brakes and unit truck-mounted air brake cylinders....

The power plant equipment in this train was designed by the Electro-Motive Corporation. The apparatus consists essentially of a two-cycle



4 hrs. 55 MINUTES
BETWEEN
**CHICAGO
and ST. LOUIS**
ILLINOIS CENTRAL

Enjoy the finest service ever offered--the supreme luxury of America's smoothest riding train. Air-conditioned -- radio in every car. Stewardess-registered nurse -- delicious inexpensive meals as low as -- Breakfast, 25 cents -- Lunch, 35 cents -- Dinner, 40 cents. All seats numbered for advance reservation.

*The Green Diamond
Chicago-Springfield-St. Louis*

ICHS NEWS

oil engine, engine control equipment, engine cooling system, engine exhaust system, engine lubricating system, electric transmission, transmission control apparatus, storage battery and charging equipment, auxiliary oil engine, auxiliary a.c. generator and mechanically driven air compressor.

The main engine is a V-type, 16 cylinder, high-compression, two-cycle oil engine of 8 in. bore and 10 in. stroke, developing 1,200 hp. at 750 r.p.m. Power for all auxiliaries driven by the main engine, directly or indirectly, is taken from the power plant in excess of its rating.



RAILWAY AGE
June 20, 1936

22 PERCENT OF GREEN DIAMOND BUSINESS IS
CLASSED AS RECAPTURED

According to questionnaires answered by passengers on the "Green Diamond" of the Illinois Central between Chicago and St. Louis between May 17 and June 9, 22 percent of the passengers would have used other forms of transportation, if that particular train had not been available. The service these passengers otherwise would have used is as follows: automobile 396, bus 62, plane 199, some other day train 1,125, an overnight train 505, no preference 172.

RAILWAY AGE
Nov. 21, 1936
STREAMLINED PASSENGER TRAFFIC

J.V. Lanigan, passenger traffic manager of the Illinois Central said that the Green Diamond has enjoyed a heavy patronage, the sale of seats per trip averaging 110 out of a total of 120. Because of the demand it is necessary to sell reserved coach seats. With this practice the amount of business for the train can be estimated accurately two hours before train time and an extra section made up if needed. Extra sections are operated regardless of the number of overflow passengers in order not to disappoint patrons.

At the Nov. 9 Board of Directors meeting at the Kankakee-Bradley Holiday Inn, site of our 1986 annual meeting, the board approved a number of motions. Briefly they were: Life Memberships - will be reinstated with a fee structure based on the members age; \$150.00 has been collected for and is being forwarded to Paducah KY to help with the restoration of IC mikado type #1518; ICHS is still seeking a permanent home for the society and our archival materials; ICHS is having a 1986 patch design contest-see Interchange Track and the Newsletter for details;

Steve Shutt is now in charge of ICHS sale items - T shirts, hats, patches... Steve's address is:

501 S. Clinton St.
Clinton IL 61727

see Interchange track for order forms

Funds were also approved for expansion of the ICHS photo collection, and we are considering the production of an IC locomotive diagram book, and a full color limited edition lithograph print of an IC oil painting by artist Fred Carlson. The print will be offered for sale to ICHS members.

Sales of our 1985 special run refrigerator car have been very good. There are a few hundred cars remaining, but orders from Model Railroader and Railroad Model Craftsman, which will announce the cars next month, are expected to sell out the cars. If you haven't ordered yours yet - act soon. Cars are available from:

David Daisy
1002 S. Pope
Benton IL 62812
\$7.00 per car (postage paid)
\$20.00 per 3 pack-3 different numbers

1986 CALENDARS AVAILABLE
A limited number of the 1986 calendars are available if you would like an extra one or would like one for a gift. They are also a good source of photos for framing or display... order from:

Tom Grant
22539 Arquilla Dr.
Richton Park, IL 60471

\$5.00 + \$1.00 postage.
supply is limited

— courtesy

*as practiced by Colonial gallants
was perhaps extreme
today Illinois Central places no
bounds on the courtesy accorded
its patrons.*

V. Langman

Passenger Traffic Manager



*you'll find courtesy
on Illinois Central*

to **Chicago** *via St. Louis*



3 Daily Trains

The DAYLIGHT

Popular 6½-hour train. Library-lounge, parlor cars, chair cars, coaches to Springfield and Chicago. Lv. St. Louis daily 12:15 p. m.

The MICHIGAN BOULEVARD

Convenient morning departure. Parlor cars, chair cars and coaches. Lv. St. Louis daily 9:00 a. m.

The DIAMOND

Non-stop overnight train. Modern Pullmans. De luxe Salon-Buffer car, choice club breakfasts 50c to \$1.00. Lv. St. Louis daily 11:57 p. m.

There's an indefinable difference about Illinois Central service . . . a spontaneous spirit of courtesy and hospitality such as one always associates with colorful Colonial days. It is this spirit that makes your journey such a pleasure on "The Daylight," Illinois Central's popular 6½-hour day train between St. Louis and Chicago . . . and on its two splendid companion trains, "The Michigan Boulevard" and "The Diamond."

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