



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE #18

\$2.25



Illinois Central Historical Society



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- 3. ICHS NEWS
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Heavyweights & Harrimans
- 14. Illinois Central Steam
The Pacifics - part 1
Modernized Pacifics
#1135 - #1199

24. Interchange Track

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

Jerry Carson
Joe Collias
Sid Davies
C.T. Felstead
R.J. Foster
Lee A. Hastman
David Hayes
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David Hughes
R.R. 2 - Box 6
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Next Board Meeting
Sat. June 7, 1986
Ramada Inn
Elmhurst IL.
12 Noon - Lunch

PASSENGERS & PACIFICS

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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HISTORICAL SOCIETY

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Thanks to the following people who makeup the mailing staff for the Green Diamond and stuff more and more envelopes, stick on labels, sort and count etc... so that all of us finally get the magazine in the mail:

- Lew Concklin
- Al Kempf
- Jim Kubajak
- Jack Laude
- George Rondelli
- R.F. Schramm
- Carol Schramm
- Jennifer Schramm
- Jeff Schramm

On The Cover

Top - Pacific type 1192 shows the typical features of the IC's modernized pacifics; the Paducah sand dome, boiler plate pilot and front mounted air pumps. An R.J. Foster photo from the C.T. Felstead collection.

Bottom - Pacific 1198 on the northbound mainline near Homewood Ill. with the Chicago Special, a Big Four train. 7-4-40 William A. Raia photo.

I have combined both of these stories because as you will see in the pictures the two were often seen together on IC trains. The heavyweight passenger car story begins on page 4 and the Pacific type engines begin on page 14. Both will be continued in future issues. Part two of the modernized pacifics will be in our next issue, #19. The story of the heavyweight passenger cars is a result of letters from a number of members who have requested information on heavyweight or Harriman style cars. Part 1 of IC Heavyweight Passenger cars covers the postal,(RPO) mail and express,(RPO & baggage) mail storage, and baggage & express type cars.(baggage) Part 2 of this series will include the remainder of the head end type cars; the auxiliary baggage, horse cars, baggage-coach,(combine) and refrigerator express cars. Coaches and other car types will be covered in future installments. I hope this series will help those of you who want to model these cars. I will have a how to do it modeling article with the next installment on the heavyweight cars. If you want to get a start on some models though, just order some Roundhouse Harriman style baggage cars and RPO cars and look at the drawings and photos. You will also need some pullman green paint. The new Model Power Harriman type coach also makes a good IC coach.

ICHS KENTUCKY DIVISION

The ICHS Kentucky Division held it's first meeting on Saturday March 15, 1986 at the Bonanza Steakhouse in Central City Kentucky. David Hayes was elected Division President and along with Thomas Lee and Jim Burton he will head the operating committee for the division. Former IC & ICG employees in attendance included George "Ed" Beasley, E.G. Potts, Scotty Robinson, Frank Thompson, Earl Latham, M.R. Hurt, Miles Bishop, R.V. Hundley, H.D. Wilson, E.A. Dickins, and Fred Grunewald. Also present were Joe Wirth, President of the Owensboro Ky. Chapter of the NRHS and Donald Scalf, President of the Bluegrass RR Museum in Lexington Ky.



up of heavyweight cars. Many of the heavyweight cars on the IC were Harriman style cars, characterized by their full round roofs. This type of car was named for Edward H. Harriman who had control of the Illinois Central as well as roads like the Southern Pacific, Union Pacific, New York Central, Chicago and Alton, Central of Georgia, and Erie, during the early years

of the this century.

The reference chart contains information on all of the IC heavyweight cars for which we have any information. The book "Monarchs Of Mid-America" by Prototype Publications, (Out of Print) was used for reference on the IC cars, as well as drawings and documents in continued on page 8

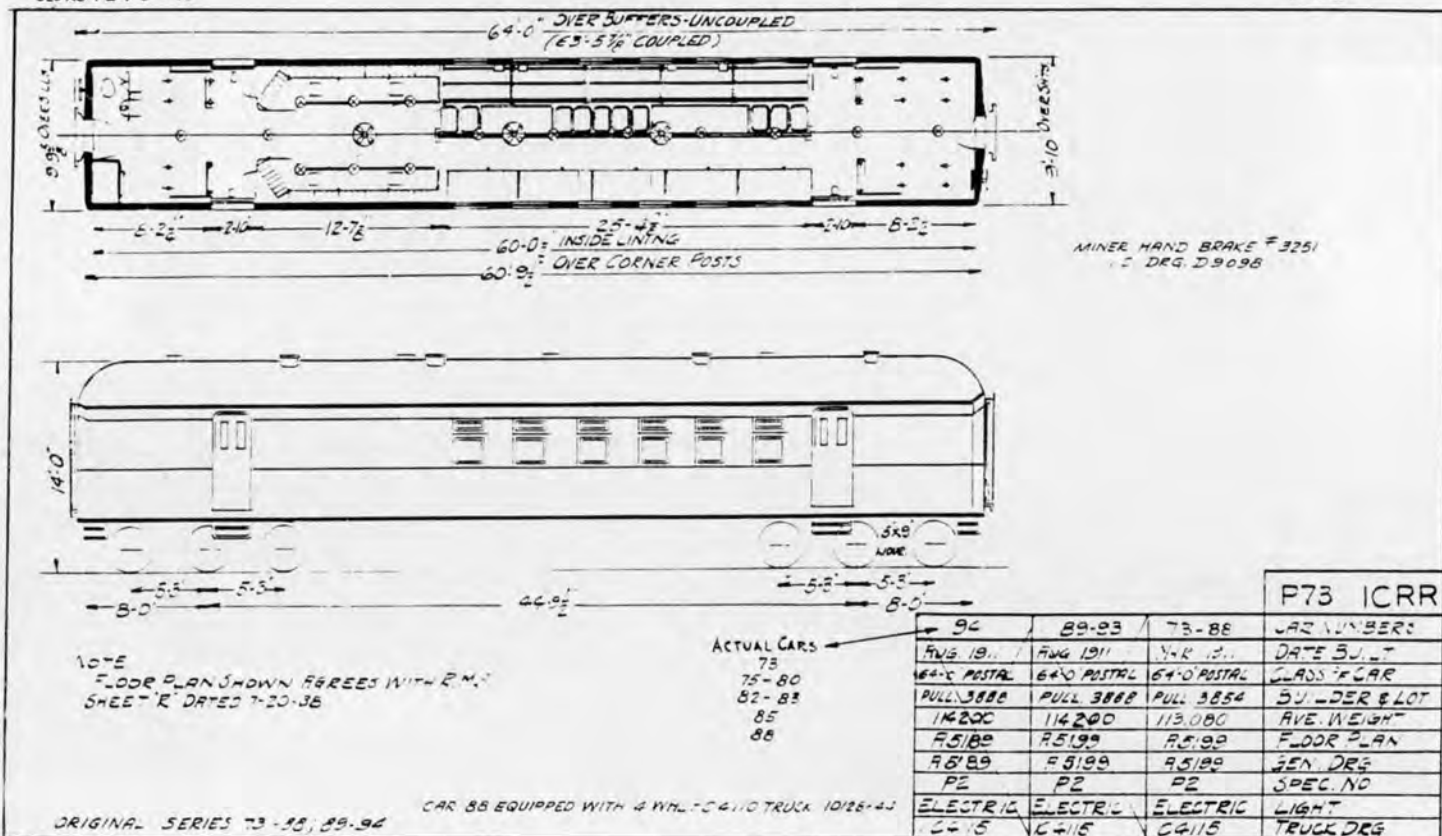


Postal car # 79. Note car has only 5 windows.

Jerry Carson photo

P73

Old No P2-1 & P75





The photos on pages 6 & 7 of IC RPO #77 were provided by Elliot Parkman. #77 is shown at Memphis Tennessee in October of 1955. Photos by Poland Photographers



This chart shows cars illustrated in this issue. Auxiliary Baggage, Horse cars, Combine types, and Refrigerator Express cars will be included in part 2.

ILLINOIS CENTRAL HEAVYWEIGHT PASSENGER CARS

LENGTH	CAR TYPE	# SERIES	BUILT	BUILDER	NOTES
73'6"	Mail & Express	52-53	1917	A.C.& F.	see drawing & photo of # 52
64'	Standard Postal	73-94	1911	Pullman	see drawing. see photos of #77 & #79
64'	Standard Postal	95-105	1914	Pullman	see drawing
64'	Mail & Express	296	1918	A.C.& F.	see drawing-from A&V car #308
64'	Mail & Express	297-300	1914	A.C.& F.	see drawing - clerestory roofs from A&V & VS&P cars
64'	Mail & Express	301-310	1912	A.C.& F.	similar to dwg #301 but w/4 windows
64'	Mail & Express	311-315	1918	Pullman	see drawing
74'	Mail & Express	316-325	1925	A.C.& F.	see drawing
74'	Mail & Express	326-331	1927	A.C.& F.	#326-#337 have clerestory roofs
74'	Mail & Express	332-337	1929	St.Louis	#326-#337 same as dwg of #322
74'	Mail & Express	351-357	1912	A.C.& F.	see drawing & photo of #351
74'	Mail & Express	358-367	1914	Pullman	same as drawing of #351
74'	Mail & Express	368-373	1916	A.C.& F.	same as drawing of #351
74'	Mail & Express	374	1927	A.C.& F.	reblt from #329 clerestory roof
64'	Mail Storage	552	1911		
64'	Mail Storage	565-575	1918	Pullman	see dwg. originally #740-#754 series
64'	Mail Storage	576-585	1918	Pullman	similar to #600 see photo of #580
64'	Baggage-Express	600-605	1911	Pullman	see drawing-originally #73-#94
64'	Baggage-Express	606-608	1918	Pullman	same as #600-from #311-#315 series
68'10"	Baggage-Express	630-658	1910	Pullman	reblt from Std. coaches 2101,3101,& 3601 series. had 4 wheel trucks drawing same as #600 but 5'2" longer
64'8"	Baggage-Express	668-671	1918	Pullman	dwg similar to #566-clerestory roofs
64'8"	Baggage-Express	672-675	1921	A.C.& F.	from A&V/VS&P cars-similar to #600
74'	Baggage-Express	676-789	1911-1925		Blt by PS,AC&F,& SSCC see dwg & photo
74'	Baggage-Express	790-809	1927	Pullman	similar to #730 but w/clerestory roof
74'	Baggage-Express	810-811	1924	S.S.C.C.	see drawing. reblt from #532 series
74'	Baggage-Express	812	1925	A.C.& F.	similar to #730.reblt from #317
74'	Baggage	813	1925	A.C.& F.	similar to #600 but 74' long
74'	Express	820-824	1929	St.Louis	same as #810 but w/clerestory roofs

Abbreviations

dwg-drawing reblt-rebuilt

PS-Pullman Standard AC&F-American Car & Foundry

S.S.C.C.-Standard Steel Car Company St. Louis- St. Louis Car Company

A&V- Alabama & Vicksburg RR VS&P- Vicksburg, Shreveport & Pacific RR

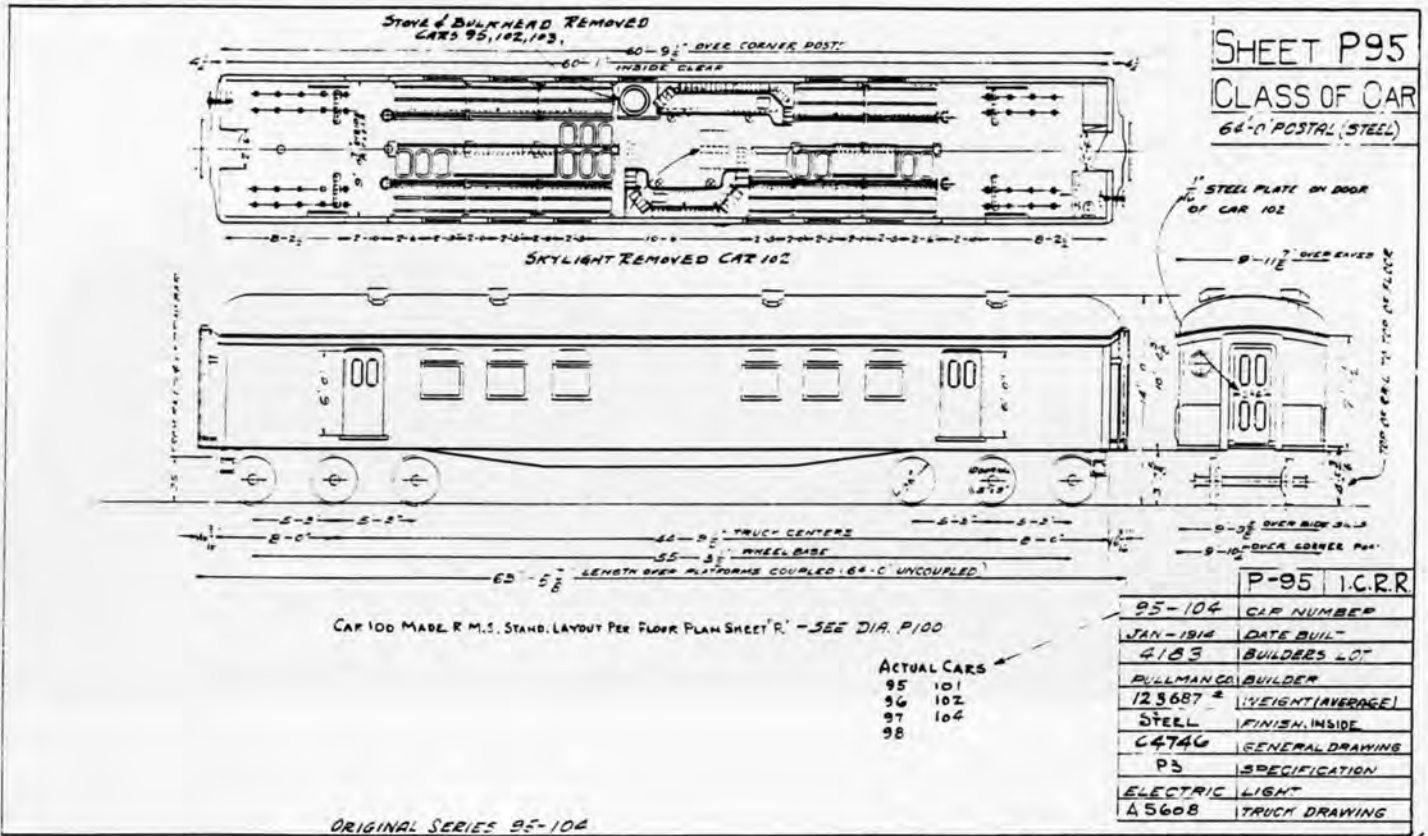
Cars had 6 wheel trucks except as noted.

Cars had Harriman type round roofs-except clerestory types shown in notes column.

the ICHS collection.

Since it is not possible for us to reprint all of the different drawings for each individual group of cars, I have made reference in the chart to similarities with other cars for which we have printed the drawings in this issue. There are drawings of 12 representative types of cars and photos of those that we had in our files.

The color of the heavyweight cars was most likely pullman green, although I have seen the IC passenger car green referred to as a 50% mix of pullman and coach green in modeling publications. This 50/50 mix would give a slightly lighter shade than pullman green. This may have been an apparent color to an observer since paint does fade over the years. In any case, pullman green or a shade lighter if you prefer would be the color. For lettering refer to the photos.



SHEET P95
CLASS OF CAR
66'-0" POSTAL (STEEL)

P-95 I.C.R.R.	
95-104	CAR NUMBER
JAN-1916	DATE BUILT
4183	BUILDERS LOT
BULLMANCO	BUILDER
123687	WEIGHT (AVERAGE)
STEEL	FINISH INSIDE
C4746	GENERAL DRAWING
P3	SPECIFICATION
ELECTRIC	LIGHT
A5608	TRUCK DRAWING

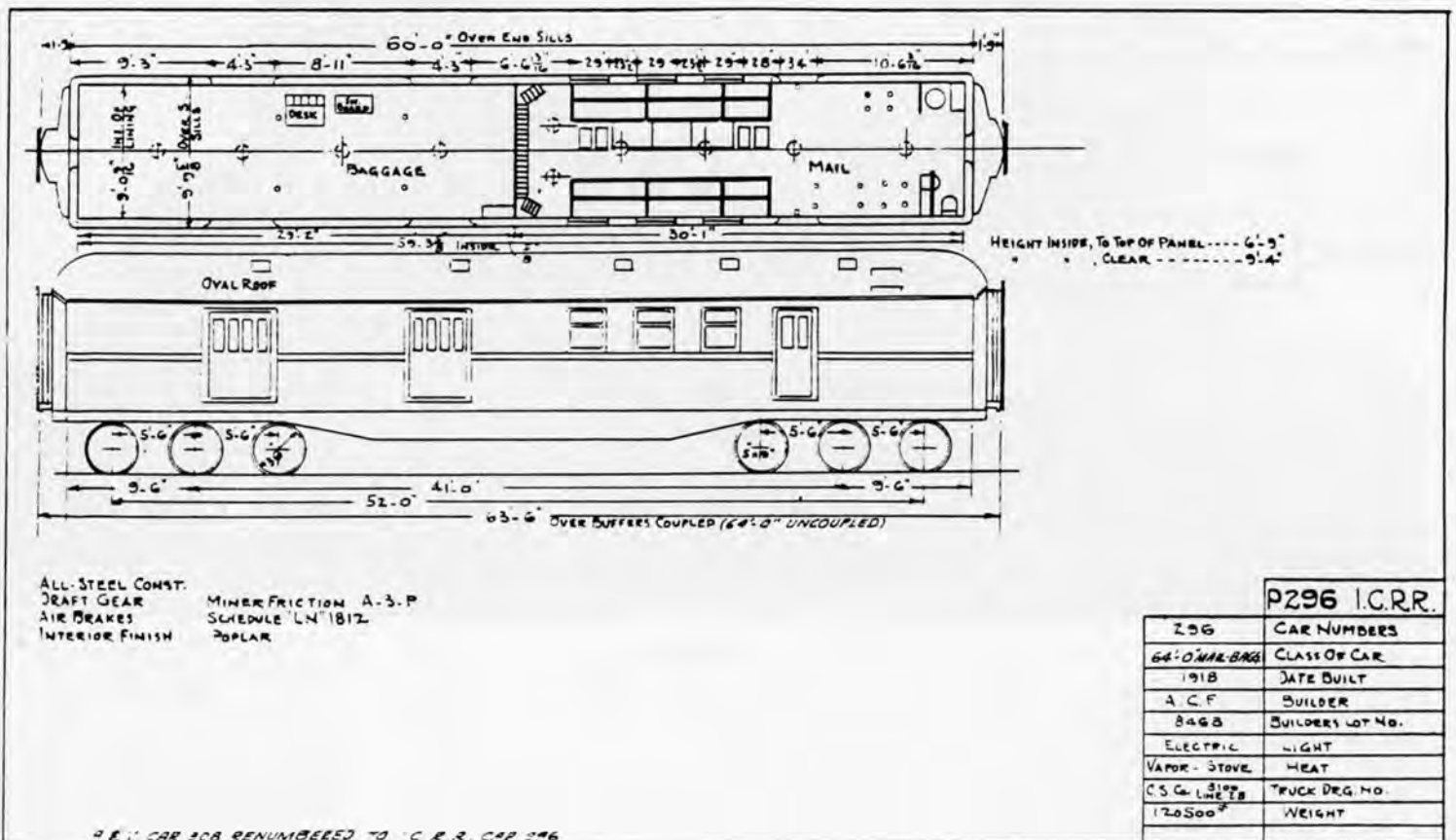
ACTUAL CARS
95 101
96 102
97 104
98

ORIGINAL SERIES 95-104

MECH ENSDPT 402 TRACED BY O.C.L. 4-24-16 CHECKED BY J.D. 9/1-16

As you can see from the reference chart, many of the IC head end cars dated from the first quarter of the century. Although there were some cars rebuilt and improved

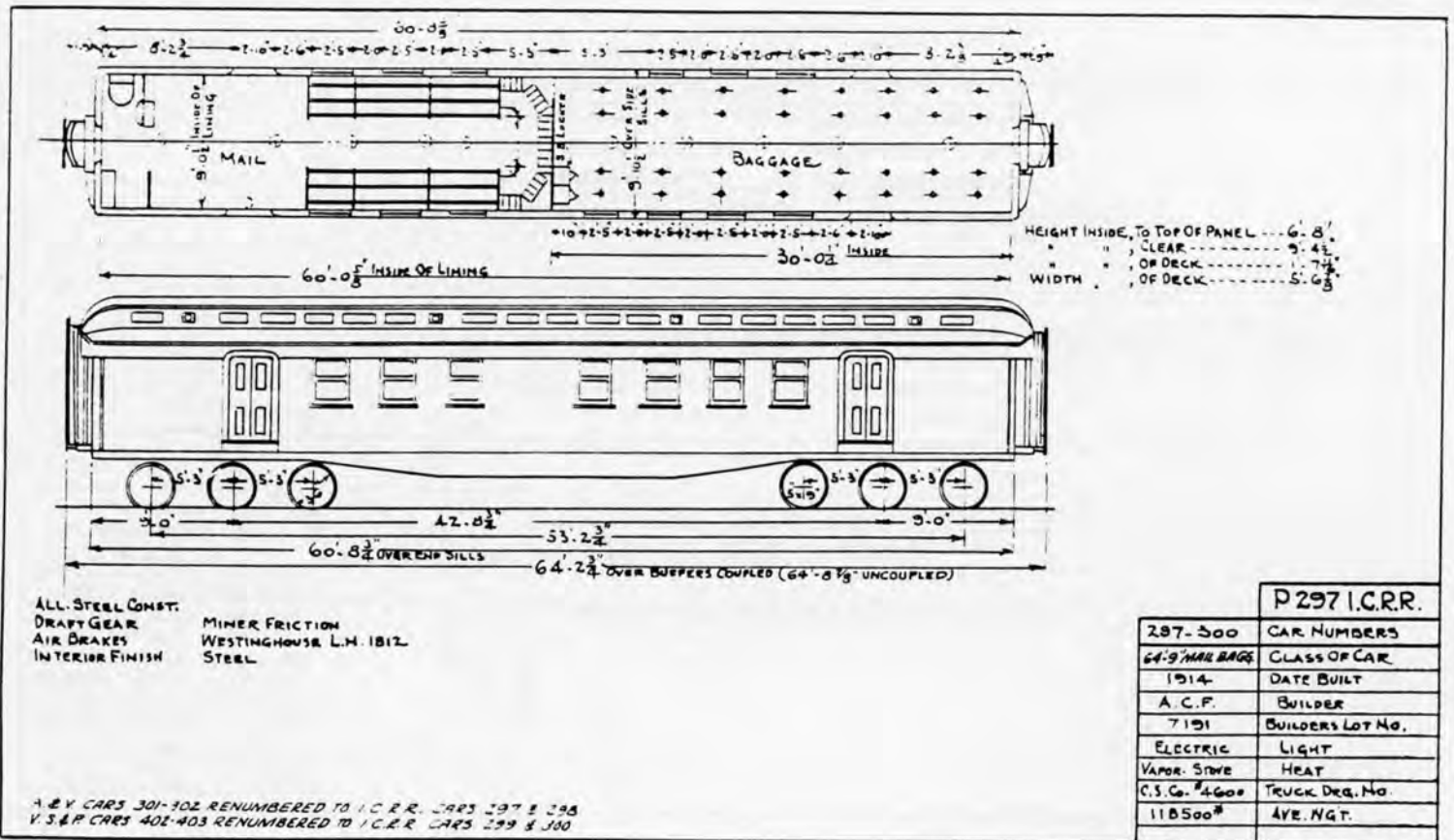
through the years, there was generally little need to change a basic utility car like a mail & express or baggage car.



P296 I.C.R.R.

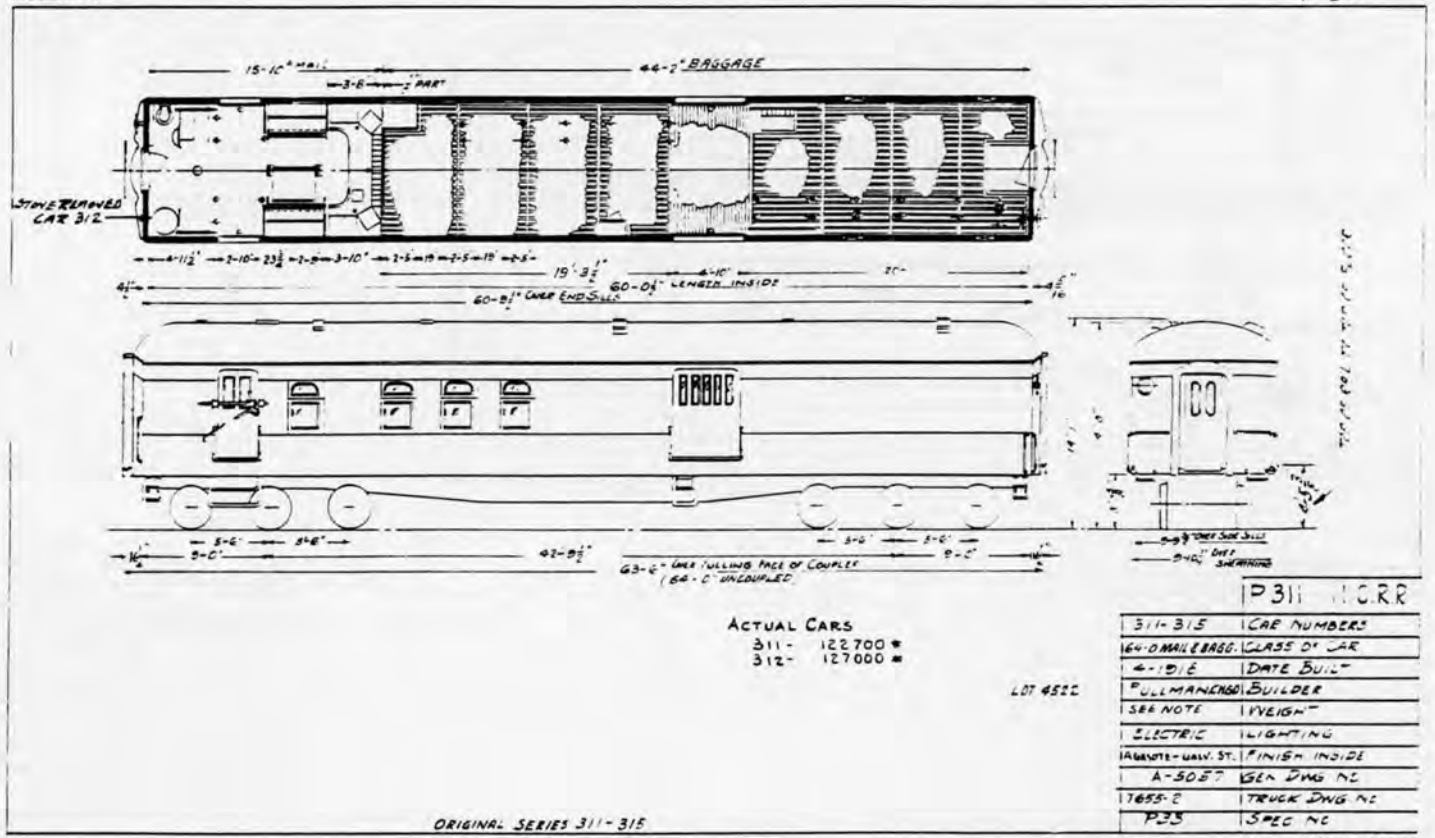
P296 I.C.R.R.	
296	CAR NUMBER
64'-0" MAIL BAGG	CLASS OF CAR
1918	DATE BUILT
A.C.F.	BUILDER
8468	BUILDERS LOT NO.
ELECTRIC	LIGHT
VAPOR - STOVE	HEAT
C.S. CO. LINE 18	TRUCK DRG. NO.
120500	WEIGHT

2: CAR 208 RENUMBERED TO C.R.R. CAR 296



Old No. P33

P 311





Train #201 southbound at East St. Louis 9-49. The mail express car is like the 351 series car in the drawings. The 74' baggage express car is probably a 790 series car. Engine #1135 has boxpox main drivers and all the improvements except the sand dome. Photo by Joe Collias.



Train #205 southbound at East St. Louis 7-10-54. Pacific #1143 with a baggage express car, an express refrigerator, and another baggage express or mail storage car. Train #205 was the St. Louis connection of the Panama Limited. Photo by Joe Collias.

Following Pages - Pacific #1198 with heavy head end business at Gibsland Louisiana. Six mail storage / baggage express cars and one baggage mail car (297 series). The 1198 has Scullin disc main drivers, front mounted air pumps, and a new pilot, but not the Paducah sand dome. Thanks to photographer Paul Slager for this one.





STEAM ON THE ILLINOIS CENTRAL

THE PACIFICS - Part 1

The Modernized Pacifics 1135-1199

The Illinois Central had two main groups of Pacific type engines. (4-6-2's) There were 140 Pacific types on the IC roster in 1947. There were 60 engines in the 1135-1199 group which were the backbone of the IC's steam passenger fleet into the 1950's when the steam engines were replaced by diesels, or the passenger trains were discontinued. These engines were in service at the end of steam as well as the end of much of the passenger train service on the IC. We are fortunate that these trains and engines were popular among railfan photographers. There is a good selection of photos available of these engines on IC passenger trains. These engines were not renumbered or rebuilt with extensive changes like many of the other IC Pacifics, and they have become known as the modernized Pacifics. The traditional changes made to some of the engines in this group included the Paducah sand dome, front mounted air pumps, boiler plate type pilot, and replacing the main driver. These changes are noted in the photo captions. The photo of #1197 shows a

Pacific before any changes were made by the IC. The photo of #1140 shows the modernized version of a Pacific type. Not all of the changes were made on all of the engines, as can be seen in the photos. These engines were in passenger service all along the IC system.

Most of the Pacifics owned by the IC were Alco products. All but twelve of the engines came from Alco plants. The 1135 Pacifics were the newest that the IC owned, these being built between 1916 and 1920. The other large group of IC Pacific's were the 1031-1134 group. These were built between 1905 and 1913. Many of these engines were rebuilt during 1942 and 1943 with smaller 61" drivers and assigned to freight service. These engines were known as the low wheeled Pacifics. We will cover this group of engines in a future issue. Of the twelve Pacifics that were not Alco engines, 11 were Baldwin engines, and 1 was a Rogers. We will also look at these engines in another issue.



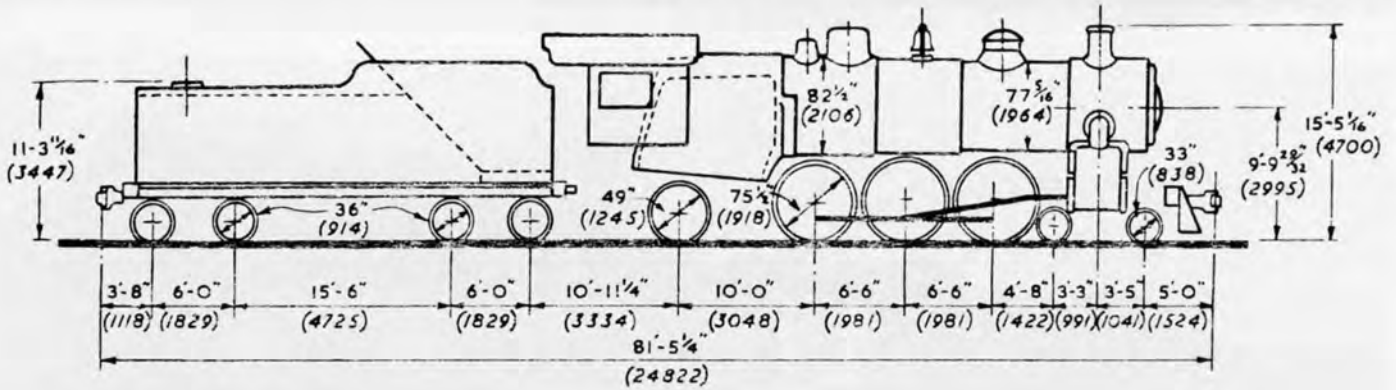
Pacific #1140 at East St. Louis 1-3-47. This photo shows an engine with all the modernized changes made by the IC. photo by Bruce Meyer

CLASS 1139, PASSENGER

Tractive Effort :	48,511 lb.
Adhesive Factor :	3.9
Boiler working pressure :	215 lb. sq. in.
Cylinders :	(2) 26" - 28 in.
Dial of coupled wheels :	75 1/2 in.
Grate area :	55.0 sq. ft.
Tubes, large :	34 5/8 in.
.. small :	233 2 in.
Distance between tube plates :	20 ft. 0 in.
Evaporative heating surface :	
Arch tubes and syphons :	85.5 sq. ft.
Tubes :	3,379.8 sq. ft.
Firebox :	214.0 sq. ft.
Total evaporative :	3,679.3 sq. ft.
Superheating surface :	826.0 sq. ft.
Weights in working order :	
On coupled wheels :	189,400 lb.
Total engine :	285,600 lb.
.. engine and tender :	501,880 lb.
Tender :	
Water capacity :	12,000 galls.
Fuel capacity, coal :	16 tons
Built by Brooks in 1918.	



CLASS 1139



#1197 before modifications.

Photo by Jerry Carson

Top right - #1155 decked out for a Shriners Special. Date and location unknown.

Collection of Lee A. Hastman



Top - #1147 at East St. Louis 3-24-46 photo by R.J. Foster C.T. Felstead Collection
Center - #1174 at Chicago ICHS Collection
Bottom - #1141 at Centralia Ill. 6-41 photo by R.J. Foster C.T. Felstead Collection



A FEW MORE FROM OUR SNAPSHOT ALBUM...



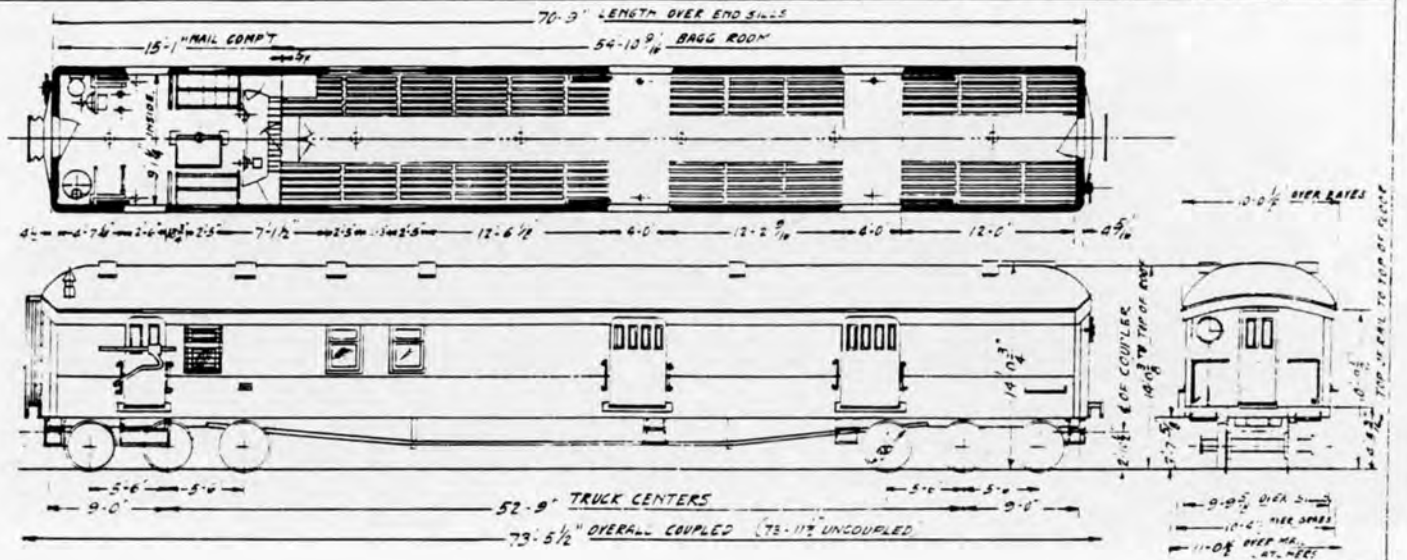
Top:
#1142 at Chicago 10-28-38
Left:
#1145 at Chicago 7-12-49
Bottom:
#1135 at E. St. Louis 5-49

From the collection of Jack Laude



A Pacific gets a little help into the shops from switcher #194.

From the collection of Lee Hastman



CAR 322 HAS MAIL ART. SAME AS SHOWN ON R.M.S. SHEET 5.

ACTUAL CARS

- 316
- 318
- 320
- 321
- 322
- 325

P316 V.C.R.R.

316-325	CAR NUMBERS
120-0 MAIL BAGG	CLASS OF CAR
1925	DATE BUILT
A.C.F. 9690	BUILDER & LOT
134100	WEIGHT AVE
ELECTRIC	LIGHTING
STEEL	FINISH INS DE
A5186	GEN. DWG NO.
C4662	TRUCK DWG NO.
P36	SPEC. NO.

ORIGINAL SERIES 316-325



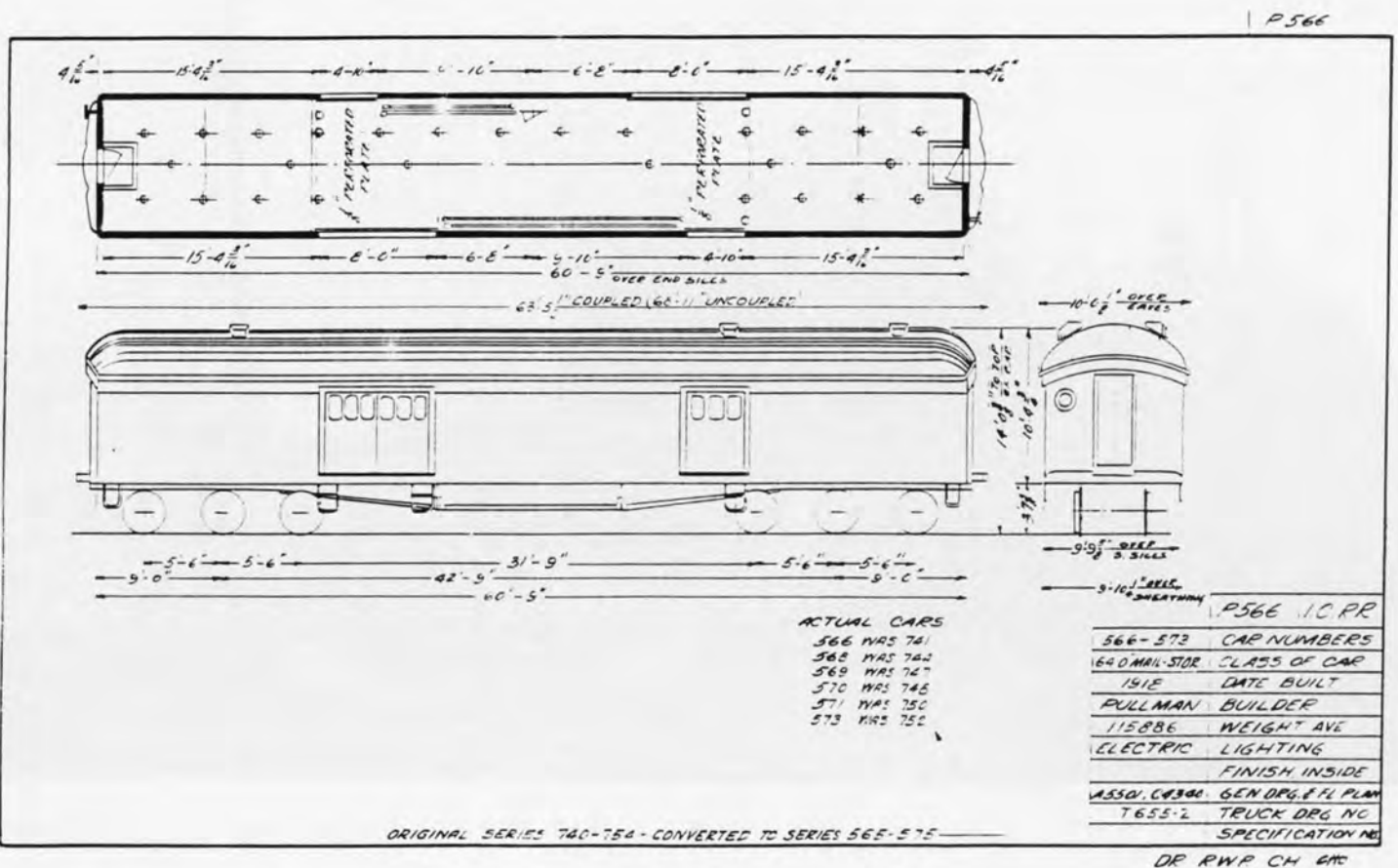
Pacific #1137 southbound at Champaign, Illinois 8-9-51.

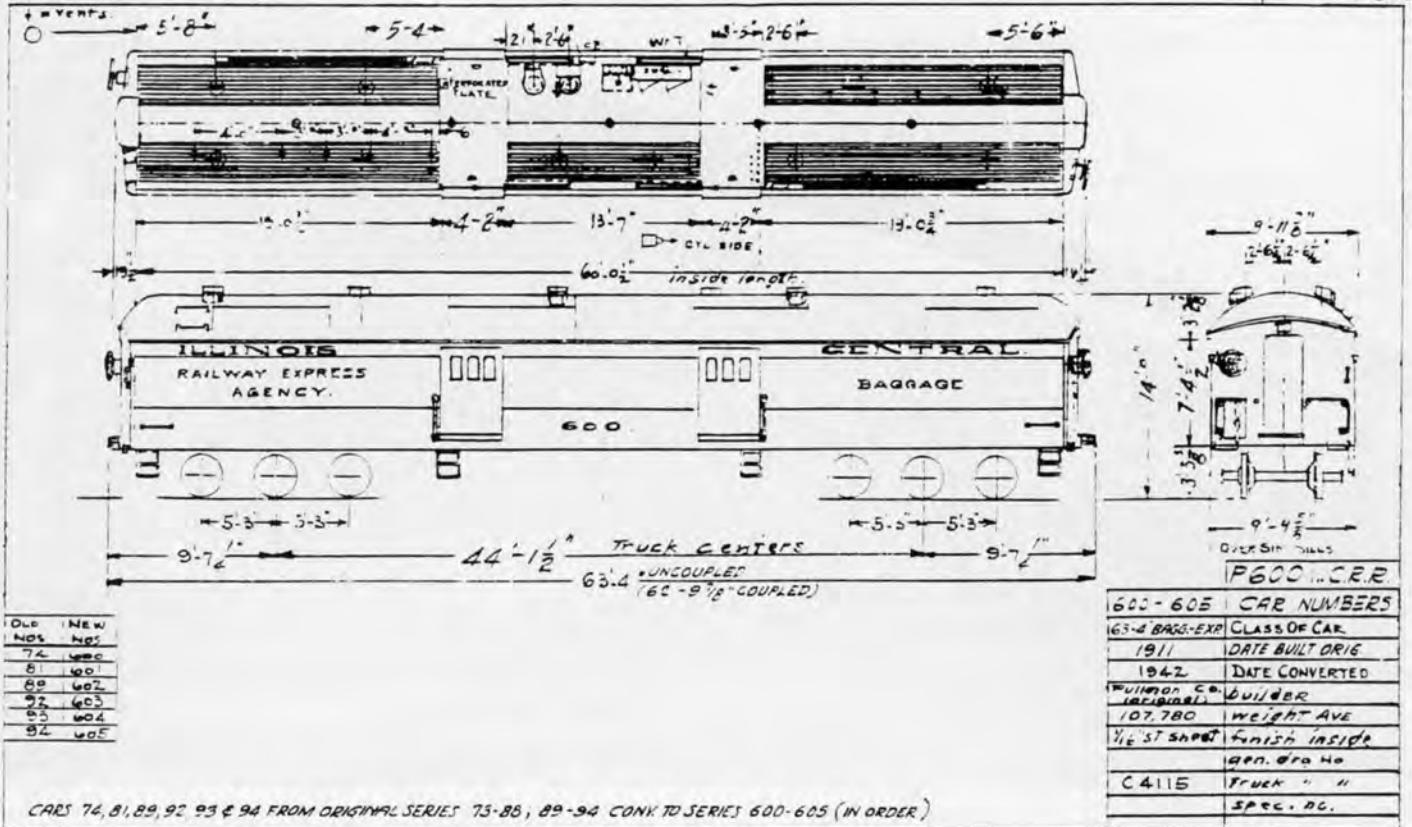
Photo by Joe Collias.



64' mail storage car #580

photo by Jerry Carson



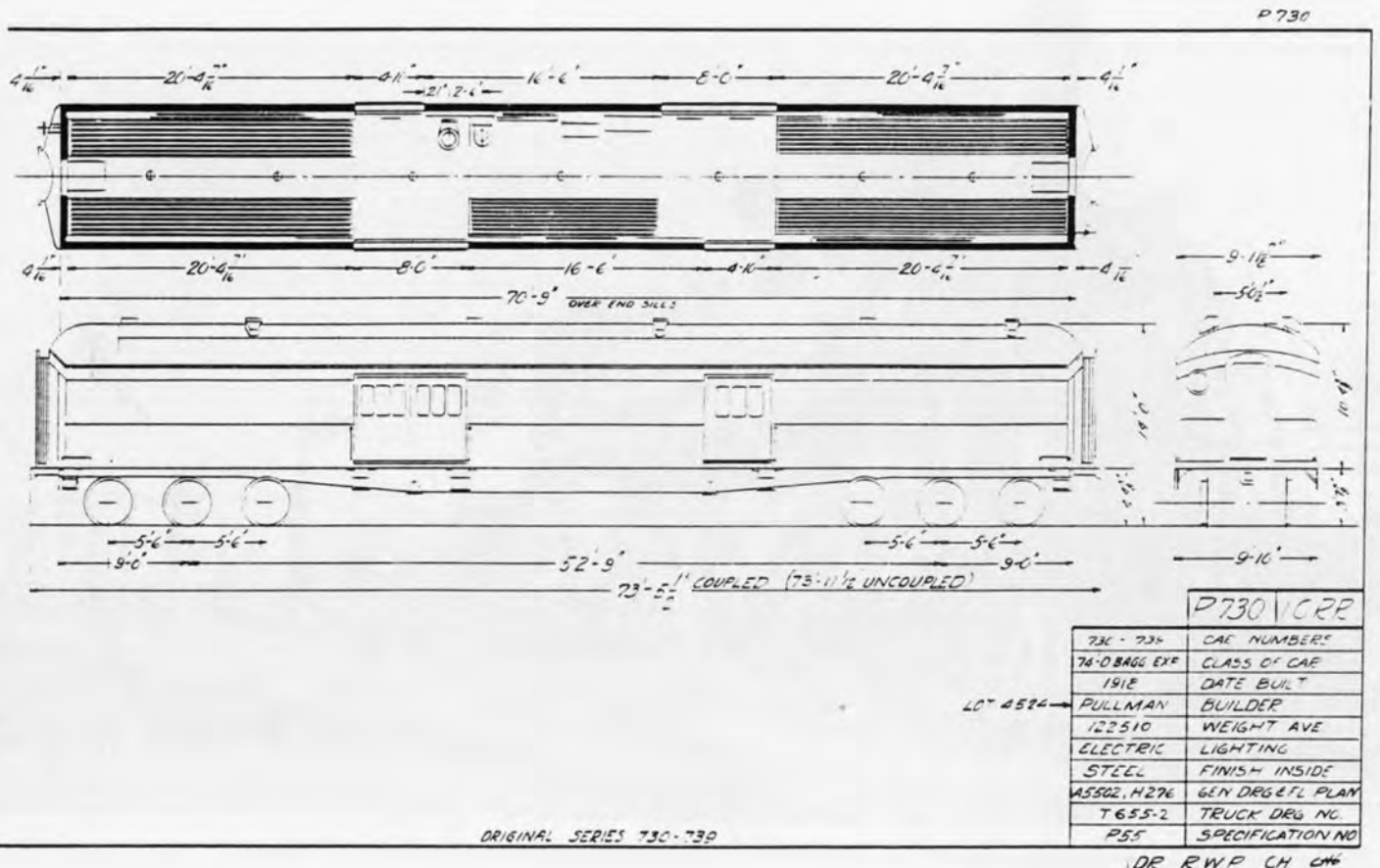


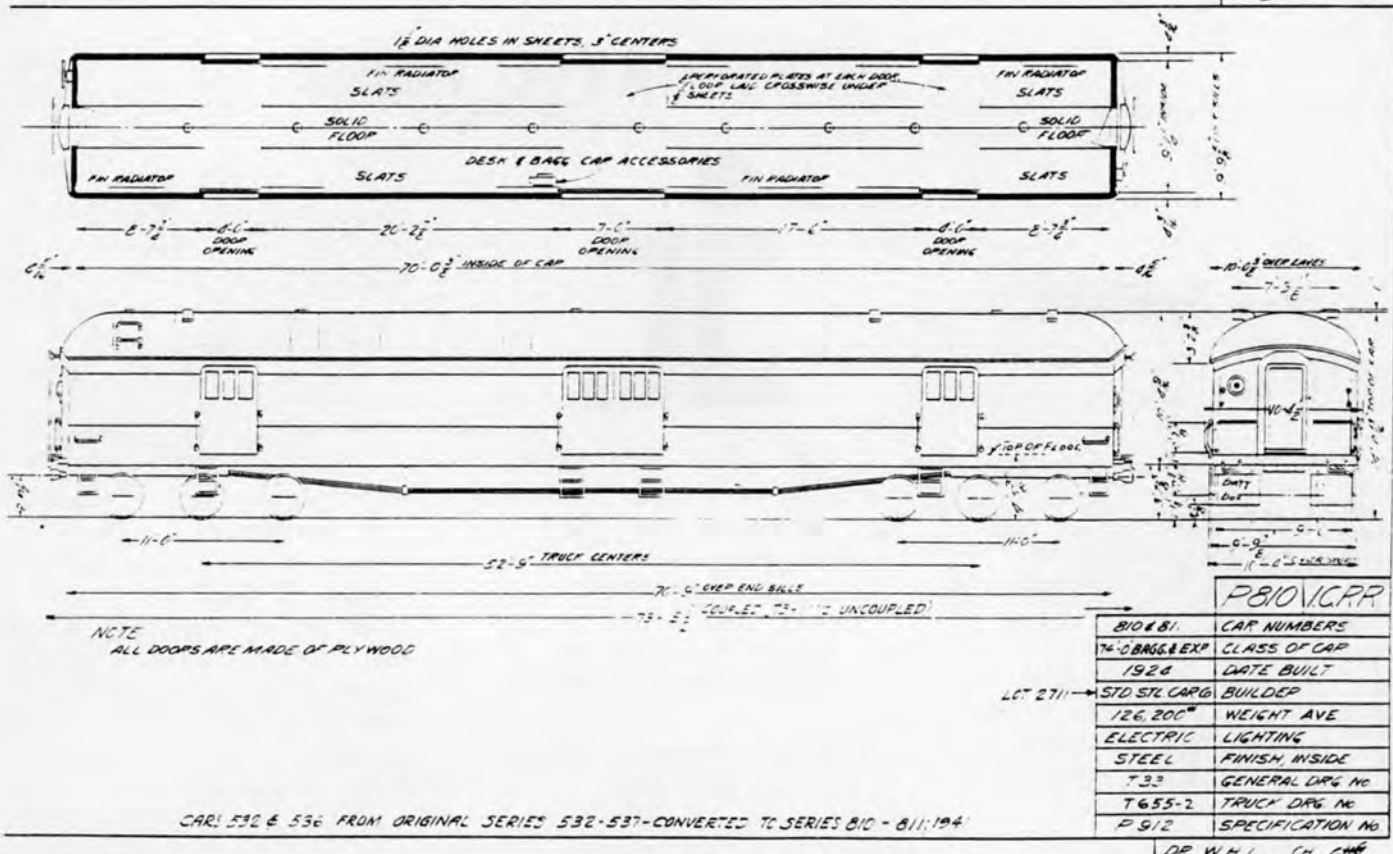
Pacific #1137 at Champaign Ill. 7-20-51. An express reefer, mail storage, and mail & express car can be seen on the head end.



74' baggage express car #711 at Jackson Miss., 1-6-45.

photo by Jerry Carson





CARS 532 & 536 FROM ORIGINAL SERIES 532-537-CONVERTED TO SERIES B10 - B11:194



Pacific #1156 and train at an unknown location, possibly Jackson Mississippi with a dry insulated express refrigerator (no roof hatches), a 64' mail storage car, probably 600 series, a 64' mail-baggage car (297-300 series), two more 64' baggage cars, and a string of coaches. Photo from the collection of Ted Richardson.

INTERCHANGE TRACK

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Wanted: Citizens of Weldon
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the depot. They are looking
for Info. construction date,
any history. Andrew C.
Koval, 2434 W. 103rd. St.,
Chicago IL 60655

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of articles and photographs
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submitted are done so with
the understanding that no
monetary compensation is
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DIAMOND to Publications
Chairman Tom Grant. Send
items for the ICHS NEWS-
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Richton Park IL 60471

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