



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE # 20

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Illinois Central Historical Society



ILLINOIS CENTRAL HISTORICAL SOCIETY

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ICHS 1987 ANNUAL MEETING
SATURDAY AUGUST 8, 1987
BEST WESTERN VIKING LODGE
ST. LOUIS, MISSOURI
RAILROADIANA SHOW & SALE

EDITOR

Tom Grant

Thanks to the following people who contributed photos or information to this issue of the GREEN DIAMOND:

Edward Bauer
Jerry Carson
Joe Collias
J.M. Gruber
David Hayes
W.B. Kennedy
Jim Kubajak
PFM Models
Ted Richardson
Steve Shutt
W.C. Thurman

CONSIST

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Jim Kubajak
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ON THE COVER

Mountain 2303 with a
heavyweight train, but on
what bridge? ICRR photo.

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

Lew Concklin
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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 the Green Diamond to Publications Chairman Tom Grant.

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

ILLINOIS CENTRAL
HISTORICAL SOCIETY
5244 HOWARD STREET
WESTERN SPRINGS IL. 60558

CENTRALIA DEPOT - ICHS MUSEUM

As outlined in the last membership newsletter, the ICHS has received an offer from the Centralia Foundation to locate a museum in the old I.C. depot in Centralia. The Foundation will provide us with the old south baggage room in the depot. (rent free) The Centralia Foundation has purchased the depot and 8 1/2 acres of land adjoining the railroad tracks.

Plans are for the National Museum of Transport in St. Louis to provide some prototype rolling stock for display at the depot site as well as possibly operate excursions from St. Louis to Centralia. The ICHS board anticipates that we will also locate our headquarters or permanent home for archives, railroadiana, etc... nearby in Centralia in conjunction with the museum at the depot site. This undertaking will involve a good deal of time and money to complete and the board of directors is studying all of the details and making plans to raise money in order to operate the museum. We will keep you informed on the progress of this project.

DUES REMINDER

Please send your dues for 1987 to:
ICHS Membership Department
5244 Howard Street
Western Springs IL 60558

January 30 was the deadline for dues renewals. This is the last issue of the Green Diamond for 1986 paid up members so send your 1987 dues in now.

MEMBERSHIP REMINDER

Memberships are issued on an annual basis - January 1 - December 31. New members in 1986 who paid a full years dues, and continuing members should have received Green Diamonds #18, #19, #20, and a 1987 calendar, as well as the newsletters.

NEW MEMBERSHIP DIRECTORY

A new membership directory is being prepared based on paid up 1987 memberships. If you do not wish your name and address to appear in the directory please notify the membership department at the above address in writing.

DOWN THE TRACK

Our next issue will have part 3 of Heavyweights and Harrimans, Modeling IC Harriman Cars, and the story of John Ryan "The man who never jumps", as well as one or two other interesting IC stories. As always any interesting stories, photos, etc...are welcome and needed for the magazine.

EDITORIAL

This issue (#20) is our third issue for 1986 and along with the 1987 calendars which were mailed in December, these four items complete the 1986 publications schedule. Issue #21 will be the first 1987 issue of the Green Diamond. You may have noticed that our publications schedule seems to get a little farther behind each year. Our problem now is that we need help, all kinds of help, if we are going to continue to grow as a group and if we are going to be able to publish our magazine and do other ICHS projects.

Let me pass along a little information:

1) None of the people who work on the ICHS publications has ever worked in the publishing business. Your two editors are a doctor and a carpenter. Neither of us has ever worked for the IC or any other railroad, so we have little firsthand information, stories, etc....

2) The ICG RR and IC Industries has not made available any type of material or photos to the I.C. Historical Society. As a matter of fact I have never even had a letter answered. Many of you seem to think that we have access to railroad files and materials. Actually, everything that we have has either been donated, loaned, or purchased by individuals. I wish that we did have some co-operation from the railroad whose history we are trying to preserve, but it is not so.

3) As to the quality of the magazine, it would be nice if we could afford typesetting, layout work, better printing, better paper, etc... as some of you have requested. Keep in mind though that we work on a very limited budget. We pay nothing for typesetting or layout work since both of your editors prepare materials for the commercial printers at home with the help of computers and word processors - which were purchased by the editors - not by the society.

As a side note we currently spend \$1100. to \$1200. per issue of the magazine. If we were to use a commercial typesetter and pay for layout work the cost per issue would go to about \$3000. per issue. Dues from members will be something over \$5000. this year. We could do 1 magazine and a calendar at that rate.

We are asking for more help from you because of the above and because the society is about to take on more projects, notably the ICHS Museum at Centralia. It can take weeks of part time work to put together the kind of accurate, in depth articles some of you would like to see in the magazine. With the magazine getting larger it is no longer possible for one person to research and prepare all of the materials that go into each issue.

There are hundreds of potential articles and stories out there among our members, I know because I hear them at our meetings or whenever two or three people get together. I often ask people to write up their stories for me and the response is "I don't know how to write an article, story, or whatever". Well, I didn't know how to edit a magazine when I volunteered for this job either. (Some people question whether I know how yet.) You can write it down just like you were telling it to a friend. If it is a factual article you can check your engine numbers or train numbers, or make a note for the editor to check some facts. Make a simple outline using dates, equipment numbers, etc... This kind of information combined with someone elses bits and pieces and a photo or two is all we need to put together something good. We need more involvement from you if we are going to be able to give you the kind of magazine you seem to want.

Enough of the soapbox for now. In the next issue I'll print a financial report for 1986 so you can see how your money is spent. This is something I think the membership is entitled to know.

Tom

Tom Grant - Editor

(The following are excerpts from 2 letters we received from one of our members. I have not printed his name since he may not have intended his letters to be published. Tom Grant - Editor)

Referring to the "Northbound at Gilman" print by artist Fred Carlson...

"The picture is not of the "Northbound at Gilman", it is of the "Southbound at Gilman". The passenger train in the picture is either #1 The City of New Orleans, or #19 The Daylight. The shadows... show the sunlight coming from the east. The single position positive signal on the east side of the passenger train was for northbound movement of ML 2. The two position signal just to the rear of the passenger train was for southbound movement on track #1.

The auxiliary track...to the right of the passenger train was #1 east siding at Gilman. All of the auxiliary tracks on the west, or southbound side were on the west side of the lefthand coal chute. Also, the lefthand coal chute serviced #1 and #2 mains. The east side coalchute did not reach out over the main line.

I have worked as a brakeman and conductor on the Chicago District for almost forty years....To continue to advertise this picture as such is a fraud. I suggest for the integrity of this organization that corrections be made."

Our faces are red and we are waving a white flag. The print does show the trains Southbound not Northbound. We discovered the error after the advertising and printing had gone to the printers. The artist and your editor were born too late to see this scene ourselves, much to our regret. Maybe we can think of it this way; The trains are going south, but we are looking "Northbound at Gilman". Either way it looks good on my wall. Tom Grant.

VOLUNTEERS

Anyone who would like to help with the work of the society in any way is encouraged to contact President Dave Fraser or any of the Officers or Board members in your area. Addresses are listed on page two for officers of the society.

"Limiteds Along the Lakefront"

If you haven't seen the book "Limiteds Along the Lakefront" yet by Alan Lind and Transport History Press, you're missing an excellent book on the Illinois Central. The title gives the impression of a book on Chicago and the I.C. which is what this book is about, but there is more than just commuter trains, lots more. Chapters include - Launch Pads for the Limiteds; on the mainline passenger trains, From Woodburners to Highliners; on the development of I.C. Suburban Service, Fast Freight Along the Lakefront, Railroad Racetrack to the South, and Chicago: I.C.'s Gateway to the West. Maps and track diagrams are included as well as an index to photographs and illustrations, which is a nice feature. The best part of the book though is the quality and quantity of the photographs. Duotone printing was used which gives the highest quality black and white photo reproduction on the glossy paper used in the book. Make sure you see this book, or better yet order one from ICHS publications and receive a 10% discount as long as our supply lasts. The book is \$22.50 (retail \$25.00) + \$1.50 postage and handling.

"Northbound at Gilman"

The 18" x 21" color print by artist Fred Carlson "Northbound at Gilman" is still available to ICHS members for \$10.00 postage paid. The black & white photo in our advertising really does not do justice to the picture. Yes it is in COLOR.

1987 Calendars

The 1987 Calendars were mailed in mid-December, so you should have received yours by now. We would like to thank Mr. Joe McMillan and McMillan publishing and PTJ publishing and Mike Schafer for their assistance in the production of this years calendar. Extra calendars are still available for \$6.00 postage paid.

ICHS PUBLICATIONS
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Richton Park IL 60471



I have enclosed some pictures that you may use in the Green Diamond. I was glad to see the picture of 1169 on the Kankakee turntable with Mr. George Good turning her around. (center photo in issue #19 by Paul Slager Ed.) I worked as a hostler helper in 1929 with Mr. Good. I took this picture of the roundhouse in 1928. While working at the roundhouse in 1929 I had to get inside of first #742 and scale the superheater flues. I had to get inside through the steam dome.



Mr. J. Fogarty, shown with #4019, used to run the Pamana Limited and the Green Diamond to Champaign and Clinton IL. He retired in 1951 and died in 1965. He is buried here in Chebanse. The #4019 was involved in a wreck at Loda IL hitting a gas truck and was scrapped in 1970. Engineer T. Clarke died from the accident in the hospital.



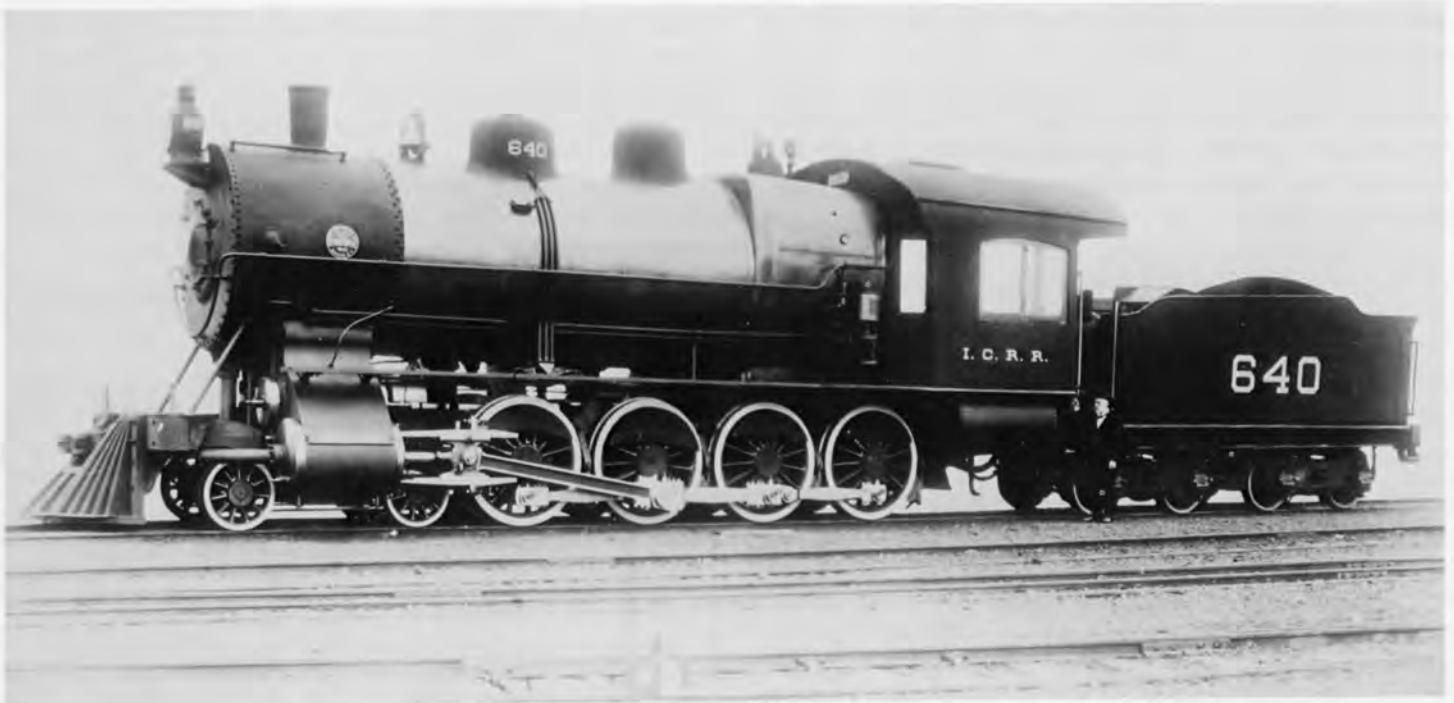
Edward Bauer

Illinois Central Roundhouse at Kankakee IL, May 1928.

Edward Bauer photo



STEAM ON THE ILLINOIS CENTRAL



Here is a small chapter in Illinois Central steam engine history. Engine #640 was the only 4-8-0 ever owned by the IC. Built by Brooks for the IC in August, 1899, she had 23" x 30" cylinders, 57" drivers, and 210 # boiler pressure. At the turn of the century the IC was operating with many of the original smaller engines that had been on the railroad for 30 - 40 years. A number of 2-6-0's and 2-8-0's were purchased during the 1890's. This looks like an attempt at a super 2-8-0 engine that apparently did not work out. The engine was kept on the roster until 1917 when it was sold to the Peoria & Pekin Union and became their #42.

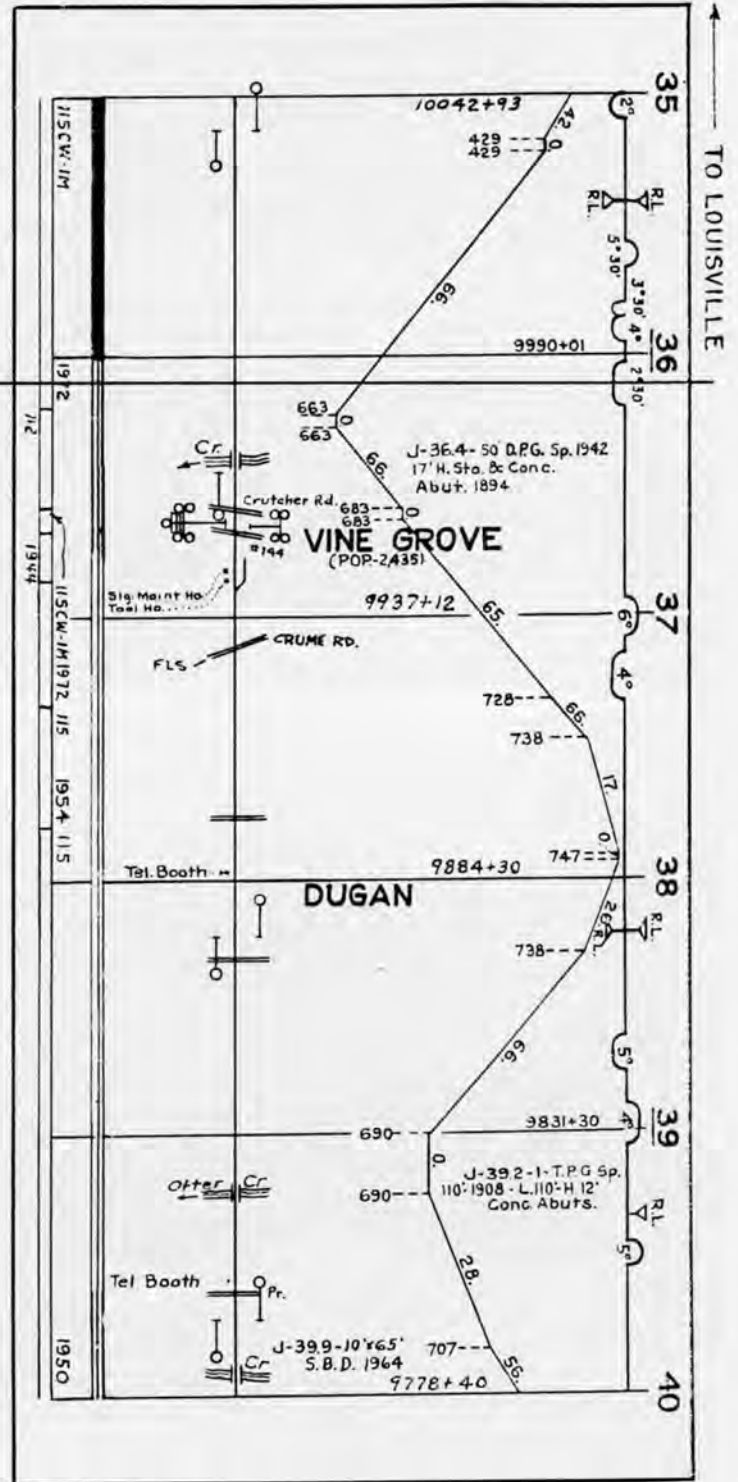
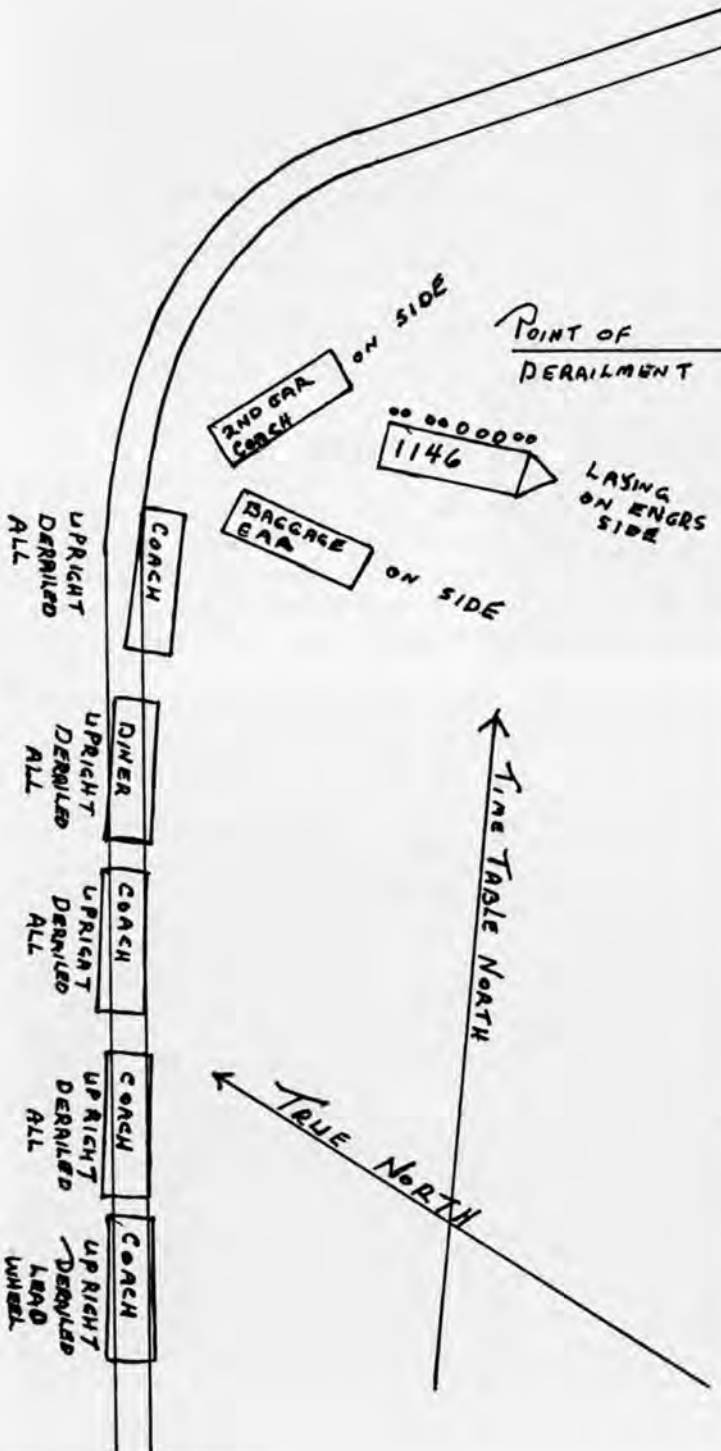


IC 4-4-2 #1004 with an interesting heavyweight train - date and location not known

Jerry Carson photo

The article by Ted Richardson about 1146 sure brings back a lot of memories. I was Assistant trainmaster at Central City at the time and took the Central City wrecker to Vine Grove to pick up the derailment. The derailment happened at mp 36.2 about 3/4 mile north of the depot at Vine Grove in a 2 degree curve. The engineer was J.L. Bullock and the fireman was Shelby Yeates. Both were killed in the derailment. My dad was the conductor on this turn, but was not working that trip.

The train was #102 northbound and they were about 45 minutes late. Concern was that engineer Bullock was trying to make up a little time and did not get slowed down quick enough going into a 30 mph curve. But there was some argument about that because the engine turned over on the engineer's side to the inside of the curve. Ordinarily, overspeed would have caused the engine to roll to the outside of the curve and turn over on the fireman's side. I am including a page from the Kentucky Division



profile showing the point of the derailment and a sketch of how it looked when I got there. I have cleaned up a lot of derailments since this one, so some of it I have probably forgotten. This one still stands out because engineer Bullock and fireman Shelby Yeates were both very good friends of our family and both were excellent enginemen.

Engineer Bullock was known as a high wheeler but not wreckless, so it was hard to believe he would have misjudged his speed that much. If you notice on the profile, he was coming down a pretty steep grade for about a mile and the derailment happened almost at the bottom. In fact he was starting back up again. This could have contributed to speed. The fact that the engine came to rest about 300 feet from the track is the most conclusive reason to believe that speed was involved, but in my years I have seen some strange things happen in derailments. When speed tapes are

available to prove speed I have seen equipment go unbelievable distances. Had the 1146 remained partly upright a few seconds after the derailment, still working power, which the throttle position indicated when I went into the cab, she could have pulled herself some distance before laying over and coming to rest. Marks on the right of way and ground indicated some of this may have happened. There was extensive track damage, but there was nothing to point to a track related problem. No problem was found with the equipment that would have caused the derailment, so speed was the official cause. Some thought was given to saving the 1146, but diesels were on the way and it would have been a costly job, so she was cut up and scrapped on the spot.

I liked the 1146, she looked good with the lightweight cars when they first ran them. My thanks to Ted Richardson.

Bill Kennedy



We received these pilot model photos from PFM showing the 2-8-4 engine and the IC caboose that they should have available soon. The Limatypes will be available in the IC 7000 and 8000 styles with worthington feedwater heaters.

"GRUBER"

The "Gruber" line, now abandoned and torn up, was part of the original charter line of the Illinois Central. Bloomington and Minonk were branchline terminals and there were interchanges with 13 other roads along the Amboy District. (IC lines only are shown on the map.) Daily locals ran each direction between Freeport and LaSalle and Clinton and LaSalle. (see timetable) The line served as a Chicago bypass for freight moving to and from the Iowa Division and the south end of the railroad. In the days of steam, many carloads of company coal moved north to the Iowa Division just to fuel the engines. It was at one time a very busy single track "dark" line (no block signals) that was run by timetable and train orders.

Reprinted from IC Magazine

The "Gruber Line" is one of those nicknames that has been used on the Illinois Central for many years without anyone seeming to know the origin of the name. Officially, the "Gruber" is the 162 mile line stretching from Clinton to Freeport, IL., the Amboy District of the Springfield Division. It is part of the original main line of the IC built in the early 1850's.

Freight conductor E.T. Emerich of Freeport seems to have the answer to the mystery of the name in a story told him years ago by retired conductor "Pat" Crosson, also of Freeport. "Pat" claims that the name was originated by a switchman named "Honest" Kline. The latter was waiting in the yard at Freeport for the Amboy freight to come rolling in. Freight traffic must have been pretty heavy that day, for when Kline saw the train he exclaimed, "Here come that Grubber grabbin' so and so with a million cars!"

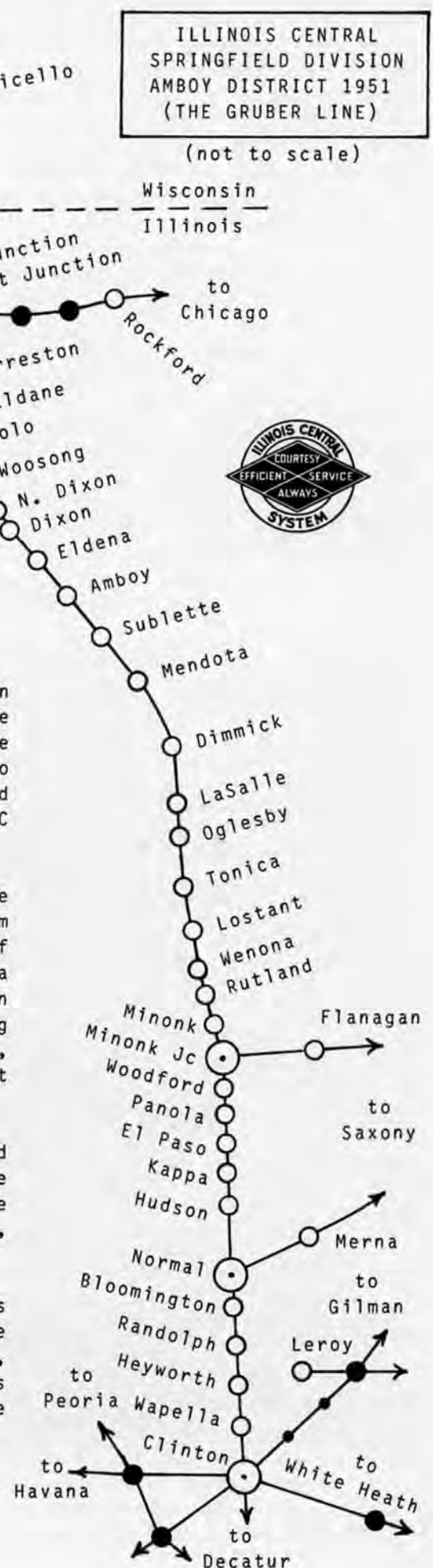
Those within hearing distance must have been impressed with switchman Kline's coined expression, for the nickname stuck. To this day the Amboy District, whose rails have run down the middle of the state for over a hundred years, is popularly known as the "Gruber" line.

In earlier days the "Gruber" featured a first-class passenger service that was abandoned when the automobile entered the field of mass transportation. Today, however, the "Old Main" is a single track freight line which gives the Illinois Central a second north-south heavy tonnage route through Illinois.

A ride on the Gruber shows it to be a lively carrier of fast freight. The line serves a thriving territory where a mixture of industry and agriculture add to

ILLINOIS CENTRAL
SPRINGFIELD DIVISION
AMBOY DISTRICT 1951
(THE GRUBER LINE)

(not to scale)



the wealth of he state.

A typical local train on this district is No. 394, the La Salle to Freeport run. As the sun slowly gives it's warning that the day is beginning, the yard at La Salle bustles with activity. Down at the coal chute engine No. 2127, an improved Mikado, is being readied for the job of pulling the local. The fireman loads the tender with coal, while the engineer on the ground, gives a final inspection to his engine. The string of cars that will make up the train

stands on the track near the station. In the consist are cars of feed, lumber, gasoline, ties, coal, meal and empties going back to their owner lines.

Down in the valley, to the east, can be seen the plant of the Alpha Portland Cement Company, one of several plants in the La Salle-Oglesby cement producing area. A mist of white dust surrounds the structures of the busy plant.

continued on next page

2		Southward					—AMBOY DISTRICT—					Northward				
SECOND CLASS					Mile Posts	Time Table No. 13 Taking Effect APRIL 29, 1961	Miles from Freeport	SECOND CLASS								
373	397	393	375	STATIONS				372	398	394	376	378				
Dispatch Freight	Local Freight	Local Freight	Dispatch Freight			Dispatch Freight	Local Freight	Local Freight	Dispatch Freight	Dispatch Freight						
Daily	Ex. Sunday	Ex. Sunday	Daily													
L 2 30PM		L 5 00AM	L 1 30AM	935.1	FREEPORT	A 11 10AM		A 2 25PM	A 9 30PM	A 5 55AM						
					See Freeport Dist.											
L 2 40PM		L 5 15AM	L 2 10AM	934.2	C. EAST JUNCTION	A 11 00AM		A 2 10PM	A 9 20PM	A 5 50AM						
2 55		5 40 ³⁷⁸	2 25	102	DUNBAR	10 50		1 55	9 10	5 40 ³⁹³						
3 10		5 55	2 40	87	D. BAILEYVILLE	10 35		1 40	8 55	5 30						
3 35		6 50	3 00	80	D. FORRESTON	10 20		1 15	8 35	5 10						
3 50		7 05	3 20	94	D. HALDANE	10 05		1 00	8 15	4 50						
4 05		7 25	3 40	110	D. POLO	9 50		12 45	8 00	4 30						
4 20		7 45	4 05 ³⁷⁸	91	D. WOOSUNG	9 30		12 20PM	7 40	4 05 ³⁷⁵						
5 30		8 10	4 35	87	D. DIXON	9 05		11 55	7 07	3 35						
5 55		8 45 ³⁷²	4 55	87	D. ELDNA	8 45 ³⁹³		11 30	6 35	3 10						
6 15 ³⁷⁸		9 15	5 45	122	C. AMBOY	8 30		11 00	6 15 ³⁷³	2 45						
7 00		10 20 ³⁹⁴	6 10	91	D. SUBLETTE	7 55		10 20 ³⁹³	5 20	2 20						
7 25		10 45	6 35	86	D. HENKEL	7 45		9 40	5 00	2 00						
7 40		10 55	6 50	103	C. MENDOTA	7 30		9 20	4 25	1 40						
8 00		11 40	7 10 ³⁷²	88	D. DIMMICK	7 10 ³⁷⁵		9 00	4 10	1 20						
8 20		12 05PM	7 35 ³⁹⁴	120	D. MIDWAY	6 55		7 50	4 00	12 55						
8 35		12 20	8 15	55	C. LA SALLE	6 35	A 11 20AM	L 7 00AM	3 45	12 30						
9 00	L 7 00AM	A 12 50PM	8 35	104	D. OGLESBY	6 20	10 59		3 05	12 10AM						
9 35	7 10		9 00	83	D. TONICA	6 00	10 45		2 50	11 45						
9 55	7 30		9 20	86	C. LOSTANT	5 45	10 30		2 35	11 25						
10 10	7 50		9 40	84	D. WENONA	5 25	10 15		2 15	11 00						
10 25	8 10		10 00 ³⁹⁸	85	D. RUTLAND	5 10	10 00 ³⁷⁵		2 00	10 45 ³⁷³						
10 45 ³⁷⁸	8 30		10 30	86	C. MINONK	4 50	9 10 ³⁹⁷		1 45	10 25						
11 05	9 10 ³⁹⁸								1 15							
11 10	9 15		10 35	823.5	MINONK JUNCTION	4 45	9 05		12 55	10 15						
	9 25			821.2	WOODFORD		9 00									
11 25	9 50		11 05	86	PANOLA	4 20	8 50		12 40	9 45						
11 40	10 10		11 20	78	D. EL PASO	4 10	8 35		12 25	9 30						
11 50	10 20		11 35	87	D. KAPPA	3 55	8 15		12 10PM	9 15						
11 59	10 35		11 55 ³⁷⁶	77	D. HUDSON	3 40	8 00		11 55 ³⁷⁵	9 00						
12 08AM	10 50		12 10PM	86	D. KERRICK	3 25	7 45		11 45	8 45						
12 18	11 00		12 30	797.9	C. NORMAL	3 10	7 30		11 35	8 25						
12 20	11 05		12 35	797.3	NORMAL JUNCTION	3 05	7 25		11 30	8 20						
12 40	11 20 ³⁷⁶ 1 40 ³⁷⁵		1 00 ³⁹⁷	153	BLOOMINGTON	3 00	7 15 6 15		11 20 ³⁹⁷	8 10						
12 45	1 45		1 03	794.3	C. DEAN	2 55	6 10		11 05	7 50						
12 55	2 00		1 20	82	D. RANDOLPH	2 37	5 50		10 45	7 30						
1 15	2 15		1 35	99	D. HEYWORTH	2 25	5 35		10 30	7 15						
1 25	2 30		1 55	777.9	D. WAPPELLA	2 05	5 15		10 15	6 45						
A 1 35AM	A 2 45PM		A 2 15PM	773.3	C. CLINTON	L 1 50AM	L 5 00AM		L 10 00AM	L 6 30 PM						
						Daily	Ex. Sunday	Ex. Sunday	Daily	Daily						

As the Freeport local gets ready for the days work, the engineer hooks the mikado onto the string of cars and the swingman and flagman climb aboard. The conductor, who has been in the station collecting waybills and last minute messages, crosses the tracks and swings aboard the caboose. Up in the cab the brakeman joins the engineer and fireman and local 394 leaves the yard and heads for open country.

In a few minutes the plant of the Matthiessen and Hegeler Zinc Company, established in 1858 by two German immigrants, looms up along the right-of-way. Extending from the plant are the tracks of the La Salle and Bureau County Railroad, a short line that connects with the IC farther on.

As the local rolls on, picking up speed, the country levels out into the typical farm country of Northern Illinois. The Gruber line was completed between Cairo and La Salle in January of 1855 and between La Salle and East Dubuque the following June. The first passenger train service between Chicago and Cairo was inaugurated that year via the Burlington to Mendota IL., where passengers transferred to the IC for the completion of their journey.

1855 was also an eventful year for passengers and shippers between Galena and Cairo for it was then that the IC established a daily freight train run each way, plus a daily passenger train each way. The train between Cairo and Galena had the added attraction of connecting with the numerous stage routes north and west of Galena.





Dubuque, Rockford, Freeport and St. Louis, Centralia

READ DOWN		Table 24		READ UP	
	12	Mls.		11	
	AM		Central Standard Time	PM	
.....	3.28	0	Lv Dubuque... Ia. As	10.49	.....
.....	5.15	68.8	As Freeport... Ill. Lv	9.00	.....
	AM			PM	
.....	15	0	Lv Rockford... Ill. As	.....	.....
.....	2.05	27.8	As Freeport... "	Lv	.....
	AM				
.....	129			130	
.....	Ex.			Ex.	
.....	Sun.			Sun.	
.....	AM			PM	
.....	8.00	0	Lv Freeport... Ill. As	8.15	.....
.....	8.13	7.6	Lv Balleyville. "	Lv	7.55
.....	8.22	12.5	Lv Forreston. "	Lv	7.47
.....	8.30	17.1	Lv Haldane... "	Lv	.....
.....	8.41	22.3	Lv Polo... "	Lv	7.30
.....	f 8.50	28.4	Lv Wocoung... "	Lv	.....
.....	.....	34.3	Lv North Dixon "	Lv	.....
.....	.....	35.8	Lv Dixon... "	Lv	7.07
.....	f 9.15	41.8	Lv Eldena... "	Lv	.....
.....	9.27	47.5	Lv Amboy... "	Lv	6.46
.....	9.39	54.8	Lv Sublette... "	Lv	6.34
.....	f 9.45	58.8	Lv Hensel... "	Lv	6.26
.....	9.55	63.4	Lv Mendota... "	Lv	6.18
.....	.....	67.9	Lv Culton... "	Lv	.....
.....	f 10.06	70.9	Lv Dimmick... "	Lv	.....
.....	10.23	79.3	Lv La Salle... "	Lv	5.49
.....	.....		(Part)		
.....	10.32	82.5	Lv Oglesby... "	Lv	5.38
.....	10.43	88.3	Lv Tonca... "	Lv	5.28
.....	10.52	94.3	Lv Lostant... "	Lv	5.20
.....	11.03	99.5	Lv Wenona... "	Lv	5.09
.....	11.12	104.3	Lv Rutland... "	Lv	5.00
.....	11.24	110.0	Lv Minonk... "	Lv	4.50
.....	.....	111.6	Lv Minonk Jct. "	Lv	.....
.....	f 11.32	113.9	Lv Woodford... "	Lv	4.40
.....	.....	118.2	Lv Panola... "	Lv	4.33
.....	11.46	121.3	Lv El Paso... "	Lv	4.27
.....	f 11.53	125.7	Lv Kadva... "	Lv	4.18
.....	12.01	130.3	Lv Hudson... "	Lv	4.10
.....	f 12.07	134.1	Lv Kerrick... "	Lv	4.03
.....	12.14	137.3	Lv Normal... "	Lv	3.57
.....	12.24	139.3	Lv Bloomington... "	Lv	3.52
.....	.....	143.5	Lv Hendrix... "	Lv	.....
.....	f 12.35	146.5	Lv Randolph... "	Lv	3.39
.....	12.42	150.7	Lv Heyworth... "	Lv	3.33
.....	12.52	157.2	Lv Wapella... "	Lv	3.23
.....	1.05	161.8	As Clinton... "	Lv	3.15
.....	PM			PM	
.....	19			20	
.....	PM			PM	
.....	2.02	0	Lv Clinton... Ill. As	3.15	.....
.....	2.55	44.7	As Springfield... "	Lv	2.25
.....	5.05	147.1	As St. Louis... Mo. Lv	12.20	.....
.....	PM			PM	
.....	Mx.			Daily	Mx.
.....	143		Lv Clinton... Ill. As	PM	144
.....	Ex.	161.8	Lv Osbur... "	Lv	Ex.
.....	Sun.	166.3	Lv Maroa... "	Lv	Sun.
.....	Note	169.9	Lv Emery... "	Lv	Note
.....	A	173.9	Lv Forsyth... "	Lv	A
.....	g	177.1	As Decatur... "	Lv	g
.....	AM	183.0	Lv Decatur... "	Lv	AM
.....	g	183.0	Lv Dunkel... "	Lv	g
.....	7.30	188.1	Lv Elwin... "	Lv	7.30
.....	Mx.	188.1	Lv Macon... "	Lv	Mx.
.....	141	192.9	Lv Walker... "	Lv	142
.....	Ex.	195.3	Lv Moweaqua... "	Lv	Ex.
.....	Sun	198.8	Lv Radford... "	Lv	Sun
.....	Sun	202.2	Lv Assumption... "	Lv	Sun
.....	NoteA	206.2	Lv Pana... "	Lv	NoteA
.....	PM	210.0	Lv Oconee... "	Lv	PM
.....	12.20	215.4	Lv Hanson... "	Lv	11.00
.....	9.45	222.7	Lv Ramsey... "	Lv	10.30
.....	AM	227.4	Lv Vera... "	Lv	10.15
.....	f 12.56	232.8	Lv Vandalia... "	Lv	10.00
.....	1.10	240.1	Lv Shobonier... "	Lv	9.42
.....	1.25	245.3	Lv Vernon... "	Lv	9.30
.....	3.00	251.8	Lv Patoka... "	Lv	8.02
.....	3.15	256.3	Lv Fairman... "	Lv	7.51
.....	f 3.28	259.9	Lv Sandoval... "	Lv	7.42
.....	3.35	265.0	Lv Glenridge... "	Lv	7.30
.....	f 3.41	269.5	Lv Central City... "	Lv	.....
.....	4.01	271.8	As Centralia... "	Lv	6.45
.....	4.25	275.5		Lv	AM
.....	PM			PM	

Passenger train schedule for #129 & #130 on the Springfield Division from a June 1938 Public Timetable.

Page 12 photos - top - Clinton Depot circa 1900 photo Steve Shutt Collection
 Stone enginehouse & freight house at LaSalle (center) and Illinois River bridge leaving LaSalle 8-85 Tom Grant photos
 Page 13 Depots at Minonk and Hudson. W.C. Thurman photos

After traveling 16 miles the local comes to a halt south of Mendota. The interchange track of the Milwaukee road receives one of the empty boxcars that the local has carried from La Salle. The train then moves into the center of town where it picks up two cars of coal for Dixon.

The interlocking tower at Mendota controls the crossover tracks for three railroads. Although a town of only 5000, Mendota is served by three large railroad systems, the Burlington, Milwaukee and the IC. Mendota, an indian word, means junction or crossing of the trails.

The IC freight building is one of Mendota's oldest brick structures. It was built in 1852, when it was used as a depot. During the Civil War soldiers were loaded and unloaded at the platform. The original wooden beams are held together with hand-made wooden dowels.

The engineer toots a warning and we depart for the run to Amboy, 16 miles away. It is almost noon when the local arrives at Amboy, where the engine takes coal and water. The crew ties up on the switching track during lunch. Not far from the station is the plant of the Amboy condensary, from which condensed milk is shipped to Europe and Asia.

Amboy was once the headquarters of the Northern Division of the Illinois Central. Two Scotch-Irish immigrants, Samuel Carson and John T. Pirie opened a grocery store in Amboy in 1854. By the end of the Civil War they had been joined by J.E. Scott and the company was expanding. Headquarters of Carson Pirie Scott was moved to Chicago.

At Amboy, the first newspaper in Lee county was published in 1854 by Augustus Noel Dickins, brother of Charles Dickens.

The local picks up a car of condensed milk for Chicago and proceeds on to Eldena, where it switches out a car of company ties. While the train is standing in the station, an Illinois Central over-the-road truck pulls in with its load of less-than-carload freight. The truck runs from Freeport to La Salle each day making pickups and deliveries along the way.

Next stop for the local is Dixon, IL., where there are five cars of ties to be picked up for delivery to the Chicago Great Western at Dunbar and also one car of asphalt for the Milwaukee Road at Forreston. Dixon is an important center of the cement industry and a busy town on the Illinois Central. On another track an assigned engine and crew are busy switching the industries of Dixon.



The Amboy Depot 8-85

Tom Grant photo

The cars of ties and asphalt added to it's train, the local steams northward. It passes Woosung, named after a town in China by Captain Anderson, former station agent who was a sailor before he became a railroader.

The next town is Polo named for Marco Polo by Zena Aplington, the original owner of the land where the town is located. Mr. Aplington was the contractor on the original construction of the track eight miles north and south of the town. Polo is a trading center for a large stock raising community. The local sets out a car of feed and the conductor picks up train messages from the agent.

On the way again, the local sets out a tank car of gasoline at Haldane and then a car of feed at Forreston. Next it heads into the track leading down to the McGrath Sand and Gravel Company pit where orders call

for picking up 9 cars of sand and gravel. The downgrade into the pit is steep and the trip back up is a hard pull, but the sturdy Mikado, under a good head of steam, makes the pull without a hitch.

Forreston is the last switching for the day. Before long the yard limit sign at Freeport can be seen in the distance. The conductors watch shows 5 o'clock. At Freeport yard the crew delivers its waybills at the yard office and checks out on the register. The engineer and fireman take their engine up the track to the roundhouse, where they will check out. The crew of the local heads for supper. They will be back together tomorrow morning for the trip back down the Gruber Line to La Salle.

Meanwhile a yard switcher takes over the cars brought in by the local and switches them for destinations east, west or north.



Mikado #2138 at Freeport IL 7-52

Jerry Carson photo

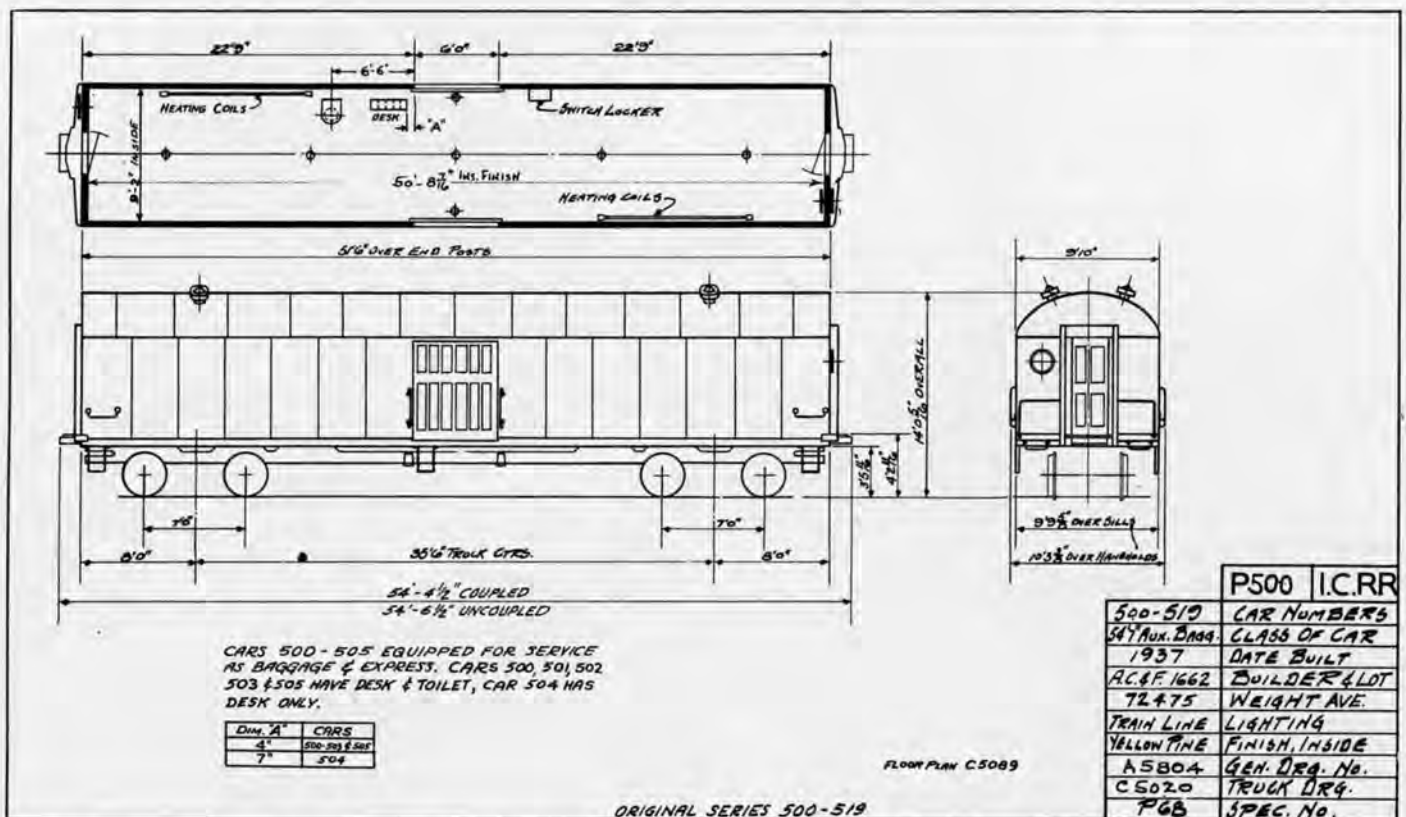
ILLINOIS CENTRAL PASSENGER CARS

HEAVYWEIGHTS AND HARRIMANS - Part 2.

In Heavyweights and Harrimans - Part 1. (Green Diamond #18) we covered the Postal, Mail & Express, and Baggage - Express type cars numbered between #52 - #824 on the IC roster. (1950's era) The Auxiliary Baggage, Horse cars, Express (Dry Insulated), Baggage-Mail-Express (Express Box), and Express Refrigerator cars in this issue show the remainder of the headend heavyweight cars that the IC operated in the post WWII era. In part 3 we will show the combine type cars, and in part 4 we will look at the heavyweight coaches. This chart shows cars illustrated in this issue.

ILLINOIS CENTRAL HEAVYWEIGHT PASSENGER CARS

LENGTH	CAR TYPE	# SERIES BUILT	BUILDER	NOTES
44'3"	Bagg-Mail & Exp.	7900-7939 1948	- '52	IC converted from 29000 series boxcars
44'9"	Exp.-Dry (Milk)	5653-5848 1925	IC	converted 4651-4850 series refrigerators
44'9"	Exp.-Dry Insul.	6653-6850 1925	IC	" (74 cars) " "
44'9"	Exp.-Dry Insul.	6900-6950 1925	IC	" (total) " "
44'9"	Express Refrig.	4652-4840 1925	IC	" (see dwgs) " "
44'9"	Express Refrig.	5204-5233 1925	IC	" " " "
54'7"	Auxiliary Baggage	500-519 1937	A.C.& F.	see photos & drawings
74'0"	Horse Car	532-537 1924	S.S.C.C.	see photos & drawings



These photos show the unique 54'7" Auxiliary Baggage cars (#500-519) operated by the IC. Interesting features of these cars are the flat end round roofs and the appearance that they were built from 50' boxcars. The plan indicates that they were built in 1937 by AC&F. The older photo shows the pullman green color and older style lettering, while the brown and orange paint scheme shows the streamlined style lettering and the Mail Storage stencil rather than Baggage designation on the older photo.



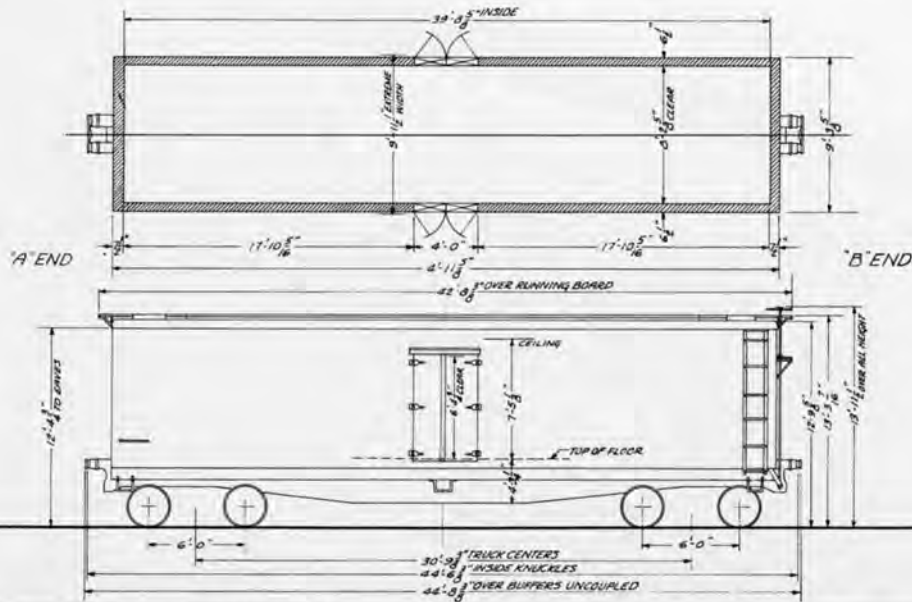
Auxiliary Baggage car #508 at Jackson MS in 1944.

Jerry Carson photo

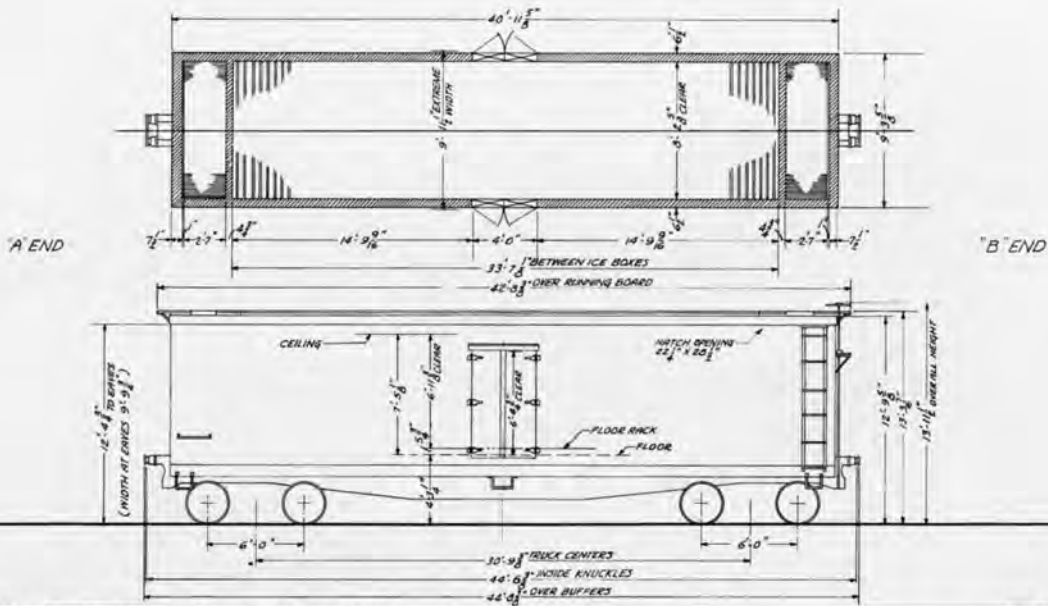
Auxiliary Baggage (mail storage) car at Memphis TN in 1968.

William Thurman photo





BUILDER - A.C. & F.CO.	LOT No. - 9872	YR. BUILT - 1925	ASSIGNED TO - EXPRESS SERVICE (DRY-INSULATED)	ILL. CENT. R. R.	P5653	
AIR BRAKE - SCHEDULE CP-RX-16-LN; L3 TRIPLE DRG. A5298	GEN. DRIVE - NONE	ELECT. SYSTEM VOLTAGE - NONE	CARS 6701 & 6817 HAVE DOUGLAS FIR - SUPER-HARBOR	OFF. MECH. ENGR.		
HAND BRAKE - A.C. & F.CO.	STRUCT. FRAMING & MATL.	CAPACITY OF CAR - 60,000 LBS.	HARBOR SEALED PLYWOOD SHEATHING	CLASS OF CAR	44'-9" EXPRESS	
AIR COND. SYSTEM - NONE	TRUCK ARRGT. DRG. - A5299 - 4 WHL. EQUALIZED	TRUCK BRAKE ARRGT. DRG. - D6872		REVISION	6672 - 6842	
COUPLER - DRG. TYPE "D" RENEWALS AAR TYPE "E" DRG. J2925	SHOCK ABSORBERS - NONE	JOURNAL BEARING - AAR 5" X 9" FRICTION - DRG. J1779		REV.	DATE	BY
DRAFT GEAR -	TRUCK SPRINGS - SEE TRUCK SPRING FOLIO	WHEEL & AXLE FOLIO - SEE DRGS. J2883	DRG. SERIES 4651 - 4850			
FLOOR PLAN - DRG. T45 - MODIFIED			AVERAGE LT. WT. - 66,162			
ELEVATION - DRG. T45			FOR ACTUAL WT. SEE INDEX			
CROSS SECTION - DRGS. T45 & C						
HEATING - SUPPLY LINE ONLY - DRG. A5298 & C4426						
END VALVE - F.N. CO. #1110	CONDUIT No. - F.N. CO. #1136					
SIZE OF STEAM LINE - 2"	SIZE OF CONDUIT - 2"					
				DRG. K.C. CH. 476		

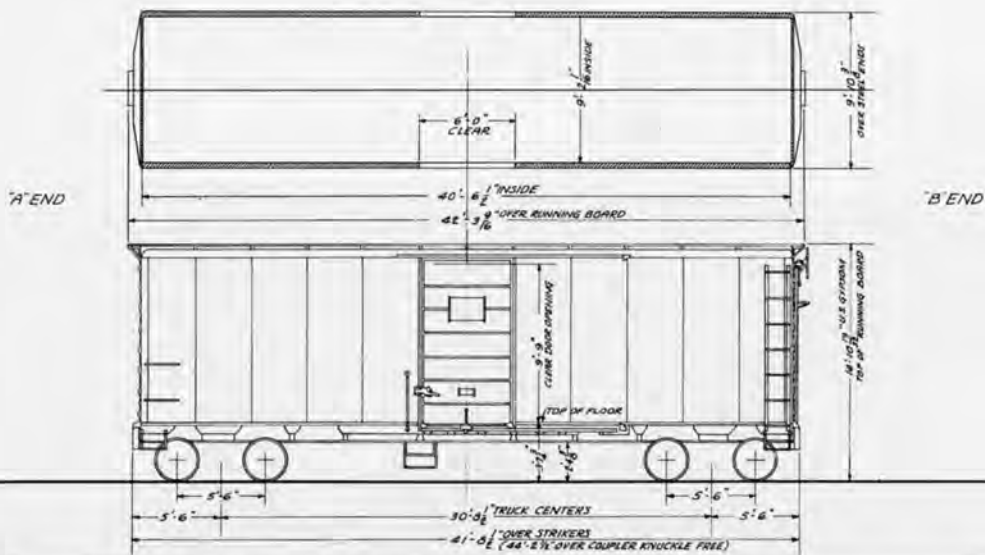


BUILDER - A.C. & F.DRY CO.	LOT No. - 9871	YR. BUILT - 1925	ASSIGNED TO - EXPRESS REFRIGERATOR SERVICE	ILL. CENT. R. R.	P4652	
AIR BRAKE - SCHEDULE CP-RX-16-LN; L3 TRIPLE - DRG. A5298	GEN. DRIVE - NONE	ELECT. SYSTEM VOLTAGE - NONE	CAR 4748 HAS "HASKLITE" PAPER FACED PLYWOOD SHEATHING	OFF. MECH. ENGR.		
HAND BRAKE - A.C. & F.CO.	STRUCT. FRAMING & MATL.	CAPACITY OF CAR - 60,000 LBS. (ICE & LADING)	CAR 4830 HAS "HASKLITE" PLAIN GUM-FACED PLYWOOD SHEATHING	CLASS OF CAR	44'-9" EXP. REFRIG.	
ICE BUNKER DATA - CU. FT. 230 - CAP. 9200 LBS.	TRUCK ARRGT. DRG. - A5299 - 4 WHL. EQUALIZED	TRUCK BRAKE ARRGT. DRG. - D6872	CARS 4707, 4716 & 4799 HAVE DOUGLAS FIR - SUPER-HARBOR	REVISION	5204 - 5233	
COUPLER - DRG. TYPE "D" RENEWALS AAR TYPE "E" DRG. J2925	SHOCK ABSORBERS - NONE	JOURNAL BEARING - AAR 5" X 9" FRICTION - DRG. J1779	HARBOR SEALED PLYWOOD SHEATHING	REV.	DATE	BY
DRAFT GEAR -	TRUCK SPRINGS - SEE TRUCK SPRING FOLIO	WHEEL & AXLE FOLIO - SEE DRGS. J2883	DRG. SERIES 4651 - 4850			
FLOOR PLAN - DRG. T45			AVERAGE LT. WT. - 70,378			
ELEVATION - DRG. T45			FOR ACTUAL WT. SEE INDEX			
CROSS SECTION - DRGS. T45 & C						
HEATING - SUPPLY LINE ONLY - DRG. A5298 & C4426						
END VALVE - F.N. CO. #1110	CONDUIT No. - F.N. CO. #1136					
SIZE OF STEAM LINE - 2"	SIZE OF CONDUIT - 2"					
				DRG. K.C. CH. 476		

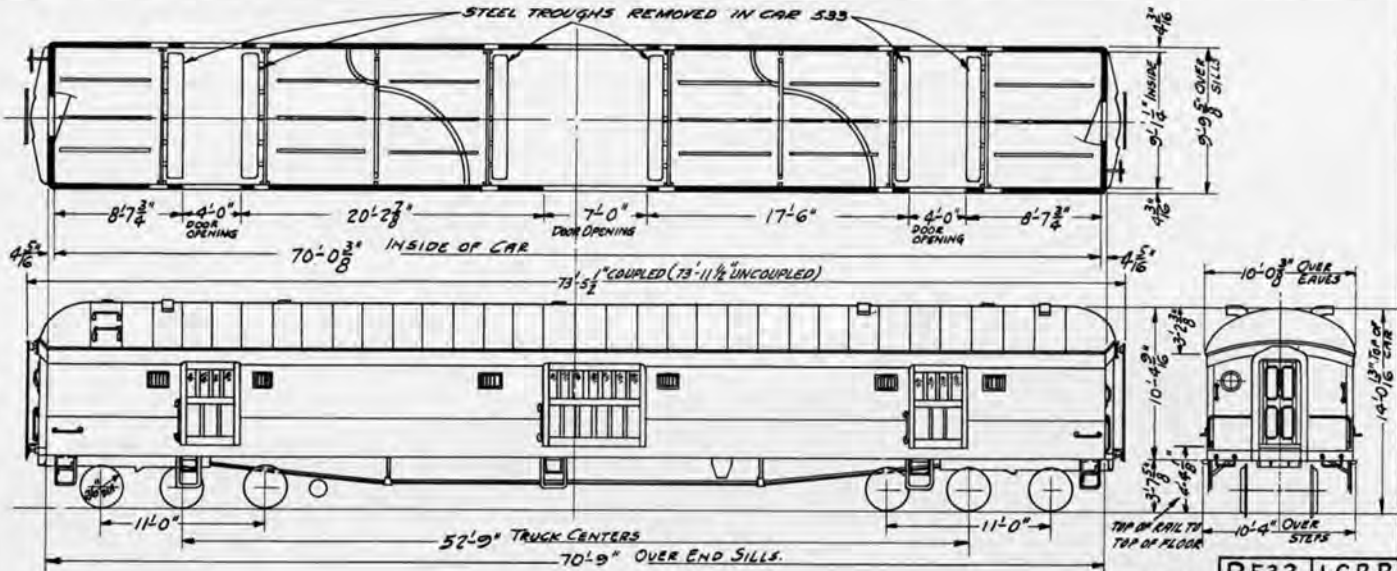


These two photos show the wood and steel sided versions of the 4651 series express refrigerator cars operated by the IC. We have no photos of the IC express box type car. Does anyone have more information or photos of these cars? both photos Jerry Carson





BUILDER - I.C.R.R. (C)		LOT No. _____	YR. BUILT - 1946	ASSIGNED TO - BAGGAGE MAIL & EXPRESS SERVICE (BX)	ILL. CENT. R. R.	P7900
AIR BRAKE - A-B-1-B-TSE1		GEN. DRIVE - NONE		MARKING ARRGT. DRG. H429	OFF. MECH. ENGR.	
HAND BRAKE - MINER D-3290-X; DRG. C5557		ELECT. SYSTEM VOLTAGE - NONE		CARS 7900-7919 CONVERTED - 1948	CLASS OF CAR	CAR NUMBER
AIR COND. SYSTEM - NONE		STRUCT. FRAMING & MATL. - GIRDER TYPE C. B. STEEL		CARS 7920-7929 CONVERTED - 1952	44'S BAGGAGE MAIL EXP	7900 - 7929
COUPLER - A.A.R. STD. "E" - BOTTOM ROTARY - DRG. J2925		CAPACITY OF CAR - 60000 LBS (LOAD LMT)			REVISION	TOTAL - 30 CARS
DRAFT GEAR - FEELERS H-1-B "WALDOY ATTACH" DRG. 540E		TRUCK ARRGT. DRG. - C5767 - 3-RIDE CONTROL			REV. DATE BY	
FLOOR PLAN - TSE1		TRUCK BRAKE ARRGT. DRG. - C5767 & DRG. L137			A 11-17-52 H.G.G.	
ELEVATION - TSE1		SHOCK ABSORBERS - NONE				
CROSS SECTION - TSE1 & A6075		TRUCK SPRINGS - 23 CLASS #703 - 8 CLASS #702		SERIES 7900-7929 CONV. FROM INDIVIDUAL CARS AS LISTED IN		
HEATING - SUPPLY LINE ONLY - DRG. TSE1		JOURNAL BEARING - 5 1/2" X 10" TRACTION RAIL DRG. J1779		INDEX FOR 7900-7929 FROM DRG. 8010N FREIGHT BOX CARS SERIES		
END VALVE - K.H. CO #1110		CONDUIT NO. - K.H.C. #1115		E9000 E9499		
SIZE OF STREAM LINE - 2' EX. MVX		SIZE OF CONDUIT - 2"		AVERAGE LT. WT. - 48,335	FOR ACTUAL WT. - SEE INDEX	SPEC. P-43



ACTUAL CARS -
533, 534, 535, 537

JUNE 1941	CAR 532	CONV. TO B&E No. 810
JULY 1941	" 536	" " " 811
SEPT. 1941	" 538	" " " 820
NOV. 1941	" 539	" " " 821
" "	" 540	" " " 822
" "	" 541	" " " 823
" "	" 542	" " " 824

ORIGINAL SERIES 532-537

BUILDER'S LOT # 8711	P533 I.C.R.R.
532-537	CAR NUMBERS
74'-0" HOR. SE	CLASS OF CAR
1924	DATE BUILT
SYD. ST. CAR CO.	BUILDER
129050	WEIGHT AVE.
ELECTRIC	LIGHTING
STEEL	FINISH, INSIDE
33	GEN. DWG. NO.
HRS-3	TRUCK DWG. NO.
T655-2	SPEC. NO.
P-912	

The IC Horse cars were used to transport thoroughbred horses to and from racetracks during the racing season. The cars were basically the same as the #810 and #811 Baggage & Express cars (page 23 of issue #18) with extra small windows next to the doors for added ventilation.



Pacific #1143 with train ##202 at East St. Louis in 1954. The first car is Horse Car #537
Joe Collias photo



E7 #4000 on a heavyweight train at an unknown location but with some headend business including a horse car.
J.M. Gruber photo



Another train at East St. Louis with express refrigerators, an auxiliary baggage car, a mail & express car, a coach and what appears to be a combine on the rear.
Joe Collias photo

1986 MEMBERSHIP SURVEY RESULTS

compiled by Jim Kubajak

In May, 1986 a membership survey and a return envelope was enclosed in issue #18 of the Green Diamond. Of the 500 surveys mailed over 200 were received in time to be tabulated for this report. This is a 40% reply which is a good representation of the membership. The questions are in the same order that they appeared on the questionnaire.

Question #1 Should the ICHS continue to offer life memberships?

59% yes 30% no 10% no opinion 1% no answer

(The membership voted, with the Board of Directors' recommendation, to no longer offer Life memberships at the 1986 annual meeting. Life memberships, which had supplied much needed startup funding for the society a few years ago, had become a sizable future liability to the society. All current life memberships will be maintained. Ed.)

Question #2 Would you consider life membership even if it cost \$200.00?

23% yes 68% no 9% no opinion

Question #3 What is your age?

Average age was 44 years.

Question #4 Should the ICHS consider spending funds on a headquarters/archives building owned by the ICHS?

71% yes 29% no

(The survey was sent out before we had the offer from the Centralia Foundation for a rent free space in the Centralia depot. Ed.)

Question #5 Do you collect slides of railroad subjects?

64% yes 36% no

Question #6 What type of articles would you like to see in the Green Diamond?

This was an open question with no categories to choose from. Members listed as many topics as they wished.

11% Passenger trains & equipment

11% Physical plant, track plans, shops, & yards.

10% Historical articles

9% Terminals & stations

9% IC diesel motive power

9% Operations & schedules

8% Branchlines & divisions

7% Stories by IC employees

7% IC steam power

4% IC freight trains

4% Model building

3% IC cabooses

3% Railroadiana & collectables

2% Maintenance of way equipment

2% Iowa Division

1% IC south of Illinois

(It is clear that the big favorites are IC passenger trains and the Railroad facilities Ed.)

Question #7 How would you like to see your dues money spent?

33% 3 magazines + a calendar

60% 4 magazines / calendar at additional cost

7% other

Question #8 Would you be willing to pay more in dues for a magazine with additional pages?

82% yes 18% no generally those answering no were over age 55.

Question #9 How much more in dues would you be willing to pay for a larger magazine? Members could write in any amount.

4% \$2.00

6% \$3.00

2% \$4.00

43% \$5.00

6% \$6.00-\$9.00

19% \$10.00

10% \$15.00

10% \$20.00-\$25.00

(Questions 7,8,9 seem to say that you like the magazine, you would prefer to get 4 per year, would like bigger issues, and wouldn't mind paying more for them. 88% of the membership approves of a \$5.00 or more increase in dues for this purpose. Ed.)

Question #10 Are you a modeler? What scale?

23% said they were not modelers

77% said they were modelers.

75% model in H0 scale

12% " " 0 "

11% " " N "

2% " " S "

A few model in several scales.

continued on next page

from David Hayes

Question #11 Which era do you model?

- 2% pre 1900
- 5% 1900-1919
- 7% 1920-1939
- 37% 1940-1959
- 28% 1960-1972
- 21% 1972-present

Question #12 What type of cars would you like the ICHS to offer in the future?

- 18% Headend passenger cars
- 11% Caboose
- 9% 40' boxcar
- 9% 50' boxcar
- 8% hopper car
- 6% 60' boxcar
- 6% maint of way
- 5% gondola
- 4% craftsman type kit-Gould, Westerfield, Northeastern
- 4% Grain hopper
- 3% Flat car, Covered hopper, piggyback flat
- 2% Bulkhead flat, tank car, pulpwood rack, refrigerator car
- 1% stock car, woodchip hopper

It seems the Paducah & Louisville (reporting marks PAL, former IC, ICG line) is doing well financially. I understand, officially, that they had a profit of \$4 million for their first quarter. They are spending a great deal of time and money upgrading their track. Everyone reports that the track is in much better shape. According to an Associated Press story which appeared in the Louisville Courier-Journal, the travel time between Paducah and Louisville is now 8 1/2 hours as opposed to the 14 hours it took back in August. They reported the P&L spent \$150,000 to upgrade the line between Paducah and Mayfield.

The (former IC, ICG) shops in Paducah, VMV Enterprises, has landed a contract with Norfolk Southern for repairs and rebuilding of their motive power. About 300 people are working at the shops now.

The ICG is still maintaining a switcher at Chiles on the Edgewood cutoff for interchange with the PAL and BN at Metropolis. Occasionally, the ICG will run directly into the former ICG yards at Paducah with their interchange. Their coal trains are running through Paducah with a crew change there to the coal loading facility on Kentucky Lake at Grand Rivers.



Shop switcher #3293 and 2-10-2 #2712 at Paducah KY 5-50

Jerry Carson photo

INTERCHANGE TRACK

FOR SALE

Hallmark IC 4-8-2 painted/decals as #2547+Oriental IC Auxiliary Tender \$270.00. Alco IC 2-8-2 painted as #1528 \$200.00. Greg Utley, 3600 Swenson #390, Las Vegas NV 89109

FOR SALE

IC 2-8-2 Test run only, unpainted \$180.00. Key USRA light 2-8-2 test run only, unpainted \$190.00 Randy Garnhart 5563 Skywood Terr. Rockford IL 61109

Wanted

IC Steam/Diesel/photos or slides of Freeport IL to Madison WI line & Freeport IL to Clinton IL line (Amboy Dist.) Randy Garnhart 5563 Skywood Terr. Rockford IL 61109

Photos or Info. on IC express refrigerator cars. Pat Coughlin, 6939 Lavendale, Dallas TX 75230.

Book: "Demise of the Iron Horse" by George S. Rainey. Daniel J. Miller, 2506 Raney, Effingham IL 62401

Painting & Lettering Diagrams or photos for use in a revised edition of "Monarchs of Mid-America, IC diagram style book originally published in 1973. A new enlarged edition is planned to include additional diagrams and information. Any painting and lettering diagrams would be helpful. contact Tom Grant ICHS Publications.

IC Steam/Diesel/photos or slides of Freeport IL to Madison WI line & Freeport IL to Clinton IL line (Amboy Dist.) Randy Garnhart 5563 Skywood Terr. Rockford IL 61109



DECALS FOR SALE

IC and ICG Freight and Passenger sets in HO and N

Many never before available including City of Miami and City of New Orleans sets with letterboards; car names and numbers. Send SAE for order blank and price list.

MARK'S TRAINS AND HOBBIES

1204A W. Central
Lincoln Square Shopping Center
Marion IL 62959

WHERE ARE THE MODEL CARS?

Some of you have ordered HO special run cars from the society and have been patiently waiting, and waiting. Others are wondering what happened to our 1986 car project? Here are some answers.

A rerun of our 1985 refrigerator cars was ordered early last year as well as our 1986 car, a 50' brown plug door car with the Mainline slogan. CM Shops is supposed to be producing these cars. Apparently CM Shops has experienced a great increase in business and has been very slow to fill our order. We are not the only Historical Society with this problem with CM Shops. They have had our money for these cars since early last year (1986). They have promised delivery of the cars repeatedly and made lots of excuses, some very creative. We are still waiting for delivery of the cars. Your patience is appreciated. We will ship cars that have been ordered and advertise the new cars as soon as we receive them.

INTERCHANGE TRACK

WANT ADS - FREE TO MEMBERS - FOR SALE ADS - \$3.00 for first 15 words - additional words are \$.10 each. COMMERCIAL FOR SALE - \$5.00 for first 15 words - additional words \$.10 each. 1/9 page \$7.50 - 1/4 page \$20.00. Copy should be clearly printed or typed. We reserve the right to edit copy and the right to refuse ads. Send your copy with a check or money order payable to ICHS.