



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE #22

\$2.25



Illinois Central Historical Society



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EXECUTIVE INN
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EDITOR

Tom Grant

CONSIST

- 4. Steam on the I.C.
The Early Years
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Refused to Die
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Thanks to the following people who contributed photos or information to this issue of the Green Diamond:

Jerry Carson
E.E. Ellsworth
C.T. Felstead
Tom Grant
Bruce Gurner
ICG RR
William Raia
Mike Shafer
E.A. Williams

On The Cover

Top: IC #724, built by IC shops in 1888. Jerry Carson photo; Center: IC #4922, built by Brooks in 1891. Wm. Raia photo; IC #491, built by Brooks in 1896. Wm. Raia photo; Bottom: IC #171, built by Brooks in 1898. Jerry Carson photo.

-JUST A REMINDER-
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Next Board Meeting
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Carbondale IL
10 AM

...Regarding the center-fold photo in excellent issue #21. It's likely other Freeport, Amboy or Dubuque residents have already written, but if not, the improved mike, pulling possibly No. 394, or most likely No. 91, is on the westward main track approaching Burgess crossovers at Freeport. In the far right background is the overhead foot bridge extending between the Third Ward and the roundhouse. Looks like a 3500 class yard engine, with a cut of repaired bad orders, is drifting down the westbound behind them. Closer in, adjacent to the eastward main track, the approach signal to East Junction manual interlocking appears to display yellow.

In this photo, the track to the left of the westbound is an extension of the C&NW main track and was used to enable access to their freight house at the foot of Main Street via the I.C. main line Burgess crossovers. The single C&NW passenger train, which became one of their suburban service trains over east, used to load upon their main track on the north side of the joint passenger depot, whose roof peak appears above the head boxcar. Just to the right of center appears the top of the crossing gateman's tower which was next to the west side of Stephenson Street crossing. And the high floodlights, which illuminated the main IC platform along the north side of the westbound and the auxiliary platform between the two mains, clearly appear. Remember the fumes and dust arising from each of the between-the-rails cinder pans, left from passenger engines that ran through? You can barely make out the outline of the bay window at the upper floor of the IC part of the freight house, from which the trainmaster could survey all, from Keene's Curve all the way to the cut east of East Junction, including the critical Roundhouse Crossovers.

And remember the smell when W.T. Raligh was making up a batch of vanilla extract? And breakfast at the Hotel Senate just out of sight to the right, before deadheading in on No. 12? Or the sharp bark of the 2402, skinned back, with it's auxiliary tank on First 76, as it straightened out by Clark Street, in advance of where this photo was taken, everyone in the cab stone alert and straining to make the 1:30 Harbor(IHB) cut-off?

Thank you for a treat we had certainly not anticipated so early on in this membership.

Regards,
E.E. Ellsworth

IN THIS ISSUE

It has been suggested that an article identifying the types of steam engines that were operated by the I.C. over the years would be of interest. The Historical Society has acquired some photographs over the last few years that show some of the early engines on the I.C. I found out while researching the information on these early engines that it is difficult to discuss the origins of the engines without also trying to figure out how some of the early Railroads that these engines came from fit together and came to be part of the Illinois Central system. Therefore I have also drawn some segments of the family tree that will identify some of these early lines and how they eventually evolved into the I.C.. They are shown on the bottom of the pages in this issue. These may not be complete, and if you have information about other railroads that were involved in the family tree, please send it in and we will include it in a future issue. If these early engines and early railroads are of special interest to you, perhaps some of this basic information will encourage an article or some additional historical research. Your efforts would be appreciated and we would be interested in printing whatever you would like to contribute on predecessor lines.

This first part of the story on Illinois Central steam engine types will try to show the early engines as well as we can with the limited photographs that we have been able to find. Part 1 covers the smaller engines and the first fifty years or so on the I.C. The engines are shown in a roughly chronological order although there is a considerable overlap as engine types were introduced. The various steam suburban engines will be covered in a separate article in a future issue.

MAGAZINES AND DUES UPDATE

Yes, It's been a long time since our last issue, and we are running behind with our magazine production. 1987 members will receive this issue and Issue #23. Issue #24 will begin your 1988 membership. We have delayed asking for your 1988 dues until this issue was ready. Many of you have already sent in 1988 dues renewals. Membership cards will be mailed after renewal notices go out. The renewal notices will be mailed soon, and so will Issue #24 of the magazine. Thanks for your patience.

STEAM ON THE ILLINOIS CENTRAL
THE EARLY YEARS

by Tom Grant

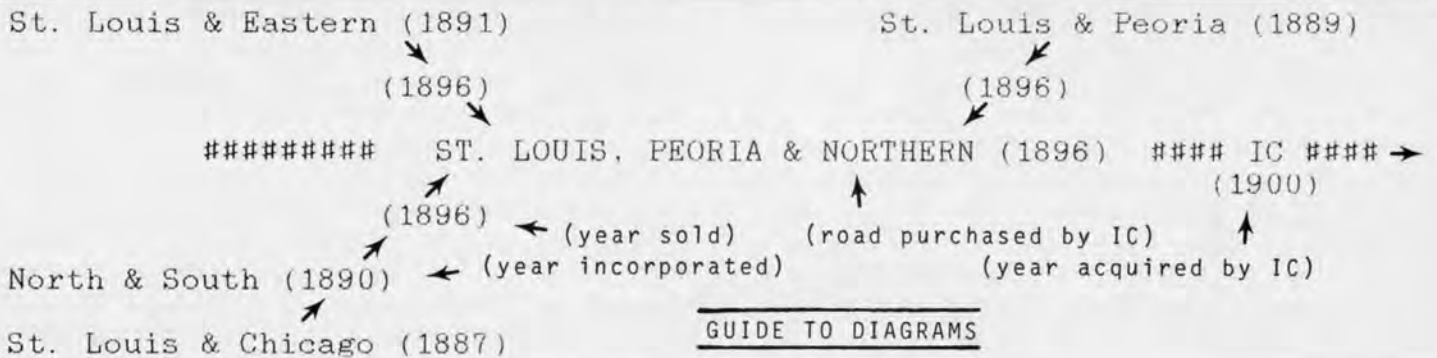


0-4-0

The history of steam engines on the Illinois Central predates the railroad itself when early railroad efforts such as the Meridian, Brookhaven & Natchez and the Clinton & Vicksburg are considered. (Engines "Mississippi" and "Commercial" respectively) These railroads date from the 1830's and represent the earliest efforts at railroading in the south, although some of the records are rather cloudy from this era. There were also some early narrow gauge railroads that contributed to I.C. history, notably the three foot gauge lines of the Havana, Rantoul & Eastern, the Danville, Olney & Ohio River, the Springfield, Effingham & Southeastern, and the Indiana & Illinois Southern.

The Illinois Central had about fifty 0-4-0 switchers on the roster at one time or another. There were a few that came to the I.C. with railroads acquired in the first fifty years, and five Rogers engines that were built in the 1850's. The main group of 0-4-0's was 29 engines built by I.C. shops in the 1880's. The 0-4-0's were primarily used as shop switchers. One exception, and relatively famous I.C. engine was the Mississippi. The last 0-4-0 on the system was apparently the #3286, which had been rebuilt into a 0-4-0T and was scrapped in 1953.

photo ICHS Collection



The MYSTERIOUS "MISSISSIPPI"

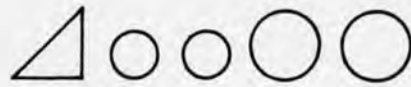
The engine "Mississippi" is the oldest existing engine from an Illinois Central predecessor line, and the earliest known example of southern railroading in America. The exact original mechanical configuration and manufacturer of the locomotive is not known, but the available evidence indicates that the Mississippi could have been manufactured by Braithwaite, Milner and Company of London, or possibly by Henry R. Dunham of New York City. The exact origin is unknown, but the Mississippi did apparently work on the original Natchez and Hamburg (also known as the Mississippi Railroad) in the 1830's. When the Mississippi Railroad went bankrupt in 1844 the engine was apparently sold to the Grand Gulf and Port Gibson where it worked until 1873. In that year it went to work on the Mississippi Valley and Ship Island Railroad where it eventually ended up in a mud bank

after an accident. In 1880 Mr. James A. Hoskins, owner of the "Hoskins Branch", a seven mile gravel and lumber line that ran east from Brookhaven Miss. salvaged the engine and reconditioned it. It ran on his Meridian, Brookhaven & Natchez Railroad, as the "Hoskins Branch" was officially known, until 1891 when the IC purchased the line. In 1893 the engine was shown at the Columbian Exposition in Chicago. In 1926 it was present at the inauguration of service on the new Chicago electric suburban lines. It was on display again at the 1934 Century of Progress Exposition and now resides in Chicago's Museum of Science and Industry.

Information on the "Mississippi" was obtained from an article by John H. White in Bulletin 140 of The Railway And Locomotive Historical Society, spring 1979.

photo ICRR, ICHS Collection





THE LOCOMOTIVE THAT REFUSED TO DIE

by Edmond A. Williams

The Illinois Central, like most American Railroads, depended on the 4-4-0, American type locomotive throughout most of the nineteenth century. More 4-4-0's were built than any other type of locomotive, some 25,000 of them. They were used for both freight and passenger service, and were the primary locomotives used in the construction of most U. S. railroads including the Illinois Central.

In the United States, railroads had been more hastily built than in England, through unpopulated areas, using light rail and ballast which caused the track to be uneven. The British locomotives were often too heavy for these conditions and because of their wheel arrangement, frequently derailed.

The first steam locomotives in the United States were imported from England. These were usually of the 0-4-0 type. It was soon found however, that English locomotives did not perform well under American conditions.

In 1832, John B. Jarvis of the Mohawk and Hudson River Railroad introduced the "Experiment", (later renamed Brother Jonathon) a locomotive with two large driving wheels and four smaller wheels in front which later became known as lead or pilot trucks. In 1836, Henry R. Campbell of Philadelphia constructed a locomotive for



Built by Rogers, originally as IC #50 in 1854, the #1422 was renumbered in 1890 and dropped from the roster by 1896. 14 1/2"x 22" cyl., 60" dr.

photo Jerry Carson Collection

Monticello

Havana, Rantoul & Eastern (1876)
(3' gauge)



Wabash St. Louis & Pacific (1880) → Rantoul (1887) ### IC ### →

Havana, Mason City, Lincoln & Eastern



Champaign, Havana & Western (1886)



CHICAGO, HAVANA & WESTERN (1886) #### IC #### →
(1887)

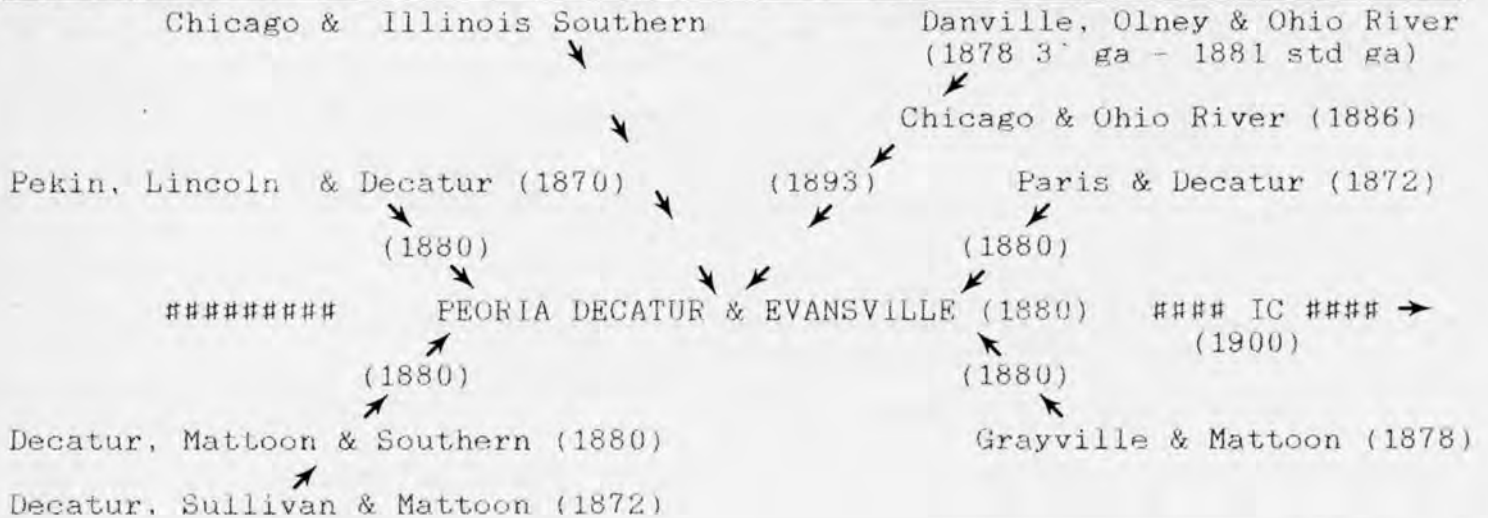
the Philadelphia, Germantown and Norristown Railroad with four driving wheels and four smaller wheels in front. In 1836 -1837, Eastwick and Harrison of Philadelphia constructed a locomotive with four driving wheels that were coupled, plus four smaller wheels in a pilot truck. The pilot truck could swivel, and the locomotive had outside cylinders that were connected to the back pair of drivers. With the development of this locomotive, the American Standard, or American type assumed it's basic form.

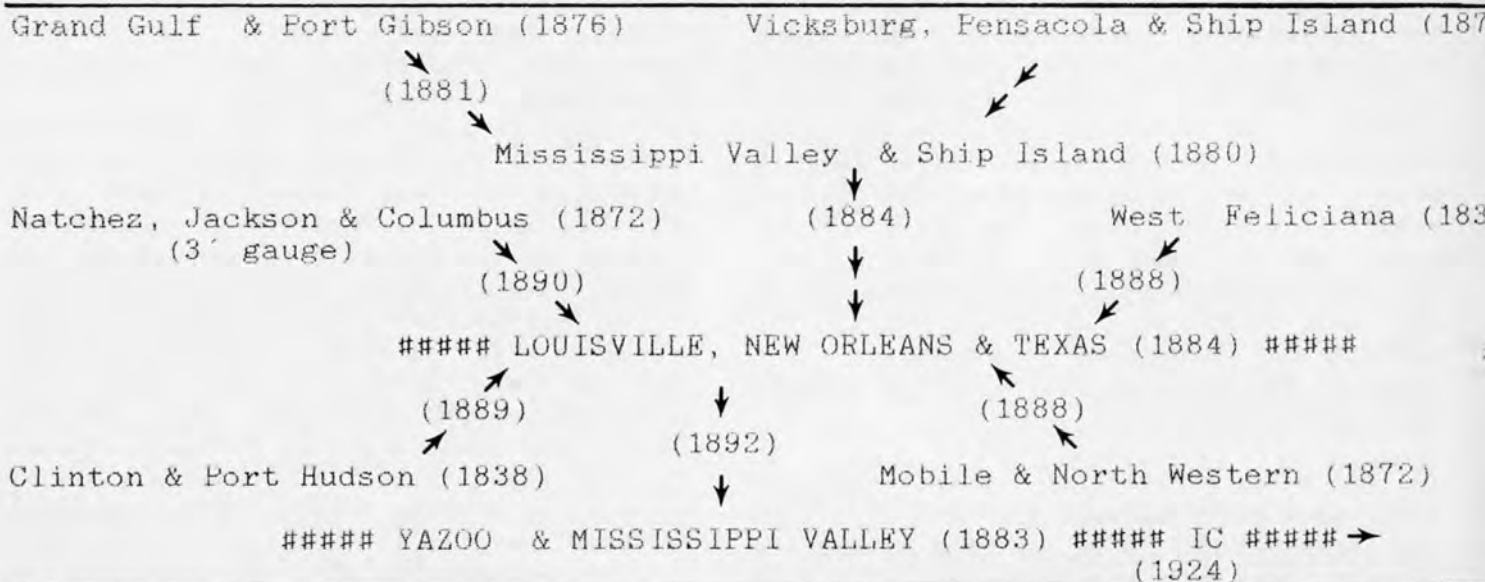
of 1852, four years before the charter lines were completed. This locomotive served the Illinois Central until it's retirement in 1880. The most distinctive feature of the Rogers design was the lengthened wheelbase which allowed the cylinders to be mounted in a horizontal position at the sides of the smokebox. The smokebox and cylinders were being carried on the four wheeled pilot truck that had proved so vital in enabling engines to cope with the irregularities of early track. The equalizing beams carrying the driving wheels were another standard Rogers design feature along with a tapered boiler surrounding a large firebox. Other features included the pilot; (originally developed to clear animals and other objects from the tracks and to prevent them from being forced under the locomotive and causing a derailment) the diamond stack; (which consisted of the barrel, similar to a later coal burning locomotives, and a large

The 705 miles of Illinois Central charter lines were built between December 23, 1851 and September 27, 1856. By the time the charter lines were completed the 4-4-0 type had gone through 24 years of development and had reached the basic form it would retain throughout it's history. I.C. locomotive #1, a 4-4-0, was purchased from Rogers, Ketchum and Grosvenor in September



The Lincoln Funeral train at Chicago in 1865 with an early 4-4-0. photo ICRR ICHS





#1127 shown at Martin Tennessee about 1904. This engine was assigned to Water Valley Miss. in the 1890's. Built by IC shops in 1871 with 16"x 24" cyl. and 60" dr., retired in 1915. The engine shows on a Dec. 22, 1893 train register on train #1 with Casey Jones as engineer. Bruce Gurner Collection

GULF & SHIP ISLAND (1882) #####
 Northern Div. (3' ga) -> M&O -> GM&O
 Southern Div. reopened 1897 ##### IC ##### →
 (1925)

Columbia Lumberton & Gulf (1897)

Vicksburg, Shreveport & Texas (1857)

North Louisiana & Texas (1868)

VICKSBURG, SHREVEPORT & PACIFIC (1879) ##### IC ##### →
 (1926 leased)

72)

CHICAGO & TEXAS (1893) ##### IC ##### →
(1882) (1902)

Grand Tower & Carbondale (1882)

Grand Tower & Cape Girardeau

35)

Grand Tower Mining, Manufacturing & Transportation Company (1869)

Mount Carbon Coal (1866)

IC 4-4-0 #10, a woodburner, arrived at Cairo Illinois for the first time in 1857. Built by Rogers in 1853 with 13 1/2"x 22" cyl., 60" dr. photo ICRR ICHS



Troy & Tiptonville (1888)

Kentucky & Western (1900)

Mississippi & Tennessee (1855)

Ohio Valley (1886)

(1889)

(1902)

(1902)

(1897)

CHICAGO, ST. LOUIS & NEW ORLEANS (1877) ##### IC ##### →
(1882 leased)

New Orleans, Jackson & Northern (1877)

Central Mississippi Ry (1877)

New Orleans, St. Louis & Chicago (1874)

New Orleans, Jackson & Great Northern (1853)

Mississippi Central Ry (1855)

(1859)

Mississippi Central & Tennessee (1855)

diamond shaped housing, across the top of which was placed a wire mesh to deflect sparks from the burning wood back down into the outer housing, which would later be cleaned out through a cinder cleaning flange at the bottom of the housing) and the headlight; (the earliest locomotives did not have headlights and thus were forced to operate only in daylight).

Rogers supplied the first 104 Illinois Central locomotives in six groups;

	Cylinders	Drivers	Weight
#1-22+27	13 1/2"x22"	60"	54,000
23-37	14 1/2"x22"	72"	56,000
38-71+74	14 1/2"x22"	60"	56,000
72+73	10 1/2"x20"	66"	36,000
76-109	16"x22"	56"	62,000

One of the last group, #90, was the Illinois Central's first coal burning locomotive. It was built in 1857 and dropped from the roster sometime between 1890 and 1896. Rogers built additional 4-4-0's for the I.C., (as well as many of thre 4-4-0's for Railroads acquired by the I.C. until the turn of the century. [see chart ed.]) ultimately contributing 304 of the 711 I.C. locomotives of this wheel arrangement. The next largest number of 4-4-0's (109) was supplied by Baldwin. The Illinois Central built 76 4-4-0's in I.C. shops. Also Brooks built 66, Norris - 59 and Hinkley - 16. The remaining 81

locomotives were obtained in small numbers from 15 other builders. Driver sizes ranged from 56" to 72" on I.C. 4-4-0's.

Between 1866 and 1922 the Illinois Central absorbed some 76 smaller lines by lease or purchase, along with their locomotives. The majority of these lines were acquired between 1880-1900. The I.C. did not name their locomotives, but some of the predecessor lines did name their engines, and they had some very interesting names. Most were named for persons, but others carried names like Choctaw, Tallasoba, Mazeppa, Vulcan, Pluto, Jupiter, Saturn, Mars, Venus, Neptune, Star, Rover, Black Prince, Eagle, Lion, Hornet, Dragon, and Cupid. By the turn of the century there were 180 4-4-0's remaining on the I.C. roster. Their numbers decreased gradually over the years with the last 4-4-0 being retired in 1940.

By 1880 the 4-4-0 had begun to be replaced by a number of different types of locomotives. 4-6-0 types, 2-6-0's, and 2-8-0's were displacing the 4-4-0's in the twenty years before the turn of the century.

For a number of years after the I.C. retired it's last 4-4-0 other roads continued to use them, including the Chicago & Illinois Midland, which used this type of locomotive as late as 1953. 117



IC #1901 was built by IC shops in 1888 with 18"x 24" cyl. & 69" dr.. Originally #161, #901, #1901, and later #4901. retired in 1927. Jerry Carson Collection

years is a pretty good record for one type of locomotive. The 4-4-0's refused to die and their end came only with the end of steam. A few are still around serving on tourist lines and in museums.

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This photo of #4905 shows an early 4-4-0 after rebuilding and modernizing. Built by Brooks in 1890 with 18"x 24" cyl. & 64" dr.. This 4-4-0 remained on the roster until 1940. Previous numbers were #905, & 1905.

C.W. Witbeck photo - C.T. Felstead Collection





0-6-0

A handful of 0-6-0's were acquired along with the early roads purchased by the I.C. There were about 300 0-6-0's on the roster over the years. A group of about 100 engines was built in the 1890's, mainly by Brooks. 180 additional engines were built

between 1904 - 1918 by Alco. The remaining engines were rebuilt from old 2-6-0's during WWII (#350-#360), or acquired in 1926 from the Vicksburg, Shreveport & Pacific (VS&P) and Alabama & Vicksburg (A&V) Railroads (#3300's). We will show the later 0-6-0's and the 0-6-0 shop switchers in a future issue.



0-6-0 #71, built by Alco in 1905. 19"x 26" cyl., 51" dr. sold in 1942. ICHS Collection



0-6-0 #141, built by Brooks in 1893. 18"x 24" cyl. 51" dr. scrapped in 1925. ICHS photo

Nashville & Knoxville (1889)

↓
(1902)

TENNESSEE CENTRAL (1902) #### IC + SOU #### SOU #### →
(1905) (1908)



2-6-0

A few early 2-6-0's were acquired with some of the lines purchased by the I.C.. Between 1880-1901 the I.C. was building and buying 2-6-0 types. The earliest were built in I.C. shops and were numbered in the 700 series, later 1700, then 2700 series. Additional engines built after 1886 went into the 800-1800-2800 series. Engines built by Rogers and Brooks between

1902-1907, went into the 400 & 500 series. Other engines built after 1901 went into the 541-598, later 3700 series. Many of these engines were sold or retired in the 1930's and 1940's. Engine #431 (3291) was rebuilt into an 0-6-0T and assigned as the yard goat at Markham yard. Some of the 2-6-0's were also rebuilt as suburban engines in 1912 and 1921-1923 as 2-6-4T and 0-6-4T types.



#731 2-6-0 Engine Snow Plow started life as #6 on the IC roster, was renumbered #466, then #731 in 1890. After 1903 she carried #1731 until 1915 when reassigned #2731 which lasted until scrapping in 1916. Built by IC shops in 1880. 18"x 24" cyl., 56 1/2" dr. The IC car in the background is one of the 28' 6" fruit cars of 14 ton capacity. The photo dates from 1890's
C.W. Witbeck photo Tom Grant Collection

PREDECESSOR LINES AND ENGINES ACQUIRED BY ILLINOIS CENTRAL

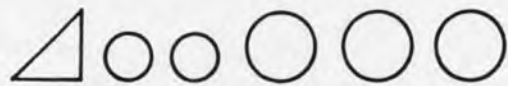
	0-4-0	0-6-0	4-4-0	4-6-0	2-6-0
Dubuque & Sioux City	1		16		
Gilman, Clinton & Springfield			10	1	
Chicago, St. Louis & New Orleans	5		130		
Chicago, Havana & Western			4		1
St. Louis, Peoria & Northern			8	4	2
St. Louis, Alton & Terre Haute	2		55	16	7
Owensboro, Falls of Rough & Green River			2		
Kentucky & Western			2		
Peoria, Decatur & Evansville	2		28		
St. Louis, Indianapolis & Eastern			4	4	
Chicago, Memphis & Gulf			2		2
Tennessee Central			3	4	
Alabama & Vicksburg		9	42	28	13
Vicksburg, Shreveport & Pacific		10	25	*	19
Mississippi Central				4	
Chesapeake, Ohio & Southwestern	13			56	4
Indianapolis Southern				4	
Chicago & Texas	2				



2-6-0 #1753 shown here at Amboy Ill. in 1904, was built by the IC shops in 1881 and originally numbered #218, then #753, and renumbered #1753 in 1903. 18"x24" cyl., 56 1/2" dr. photo Jerry Carson Collection



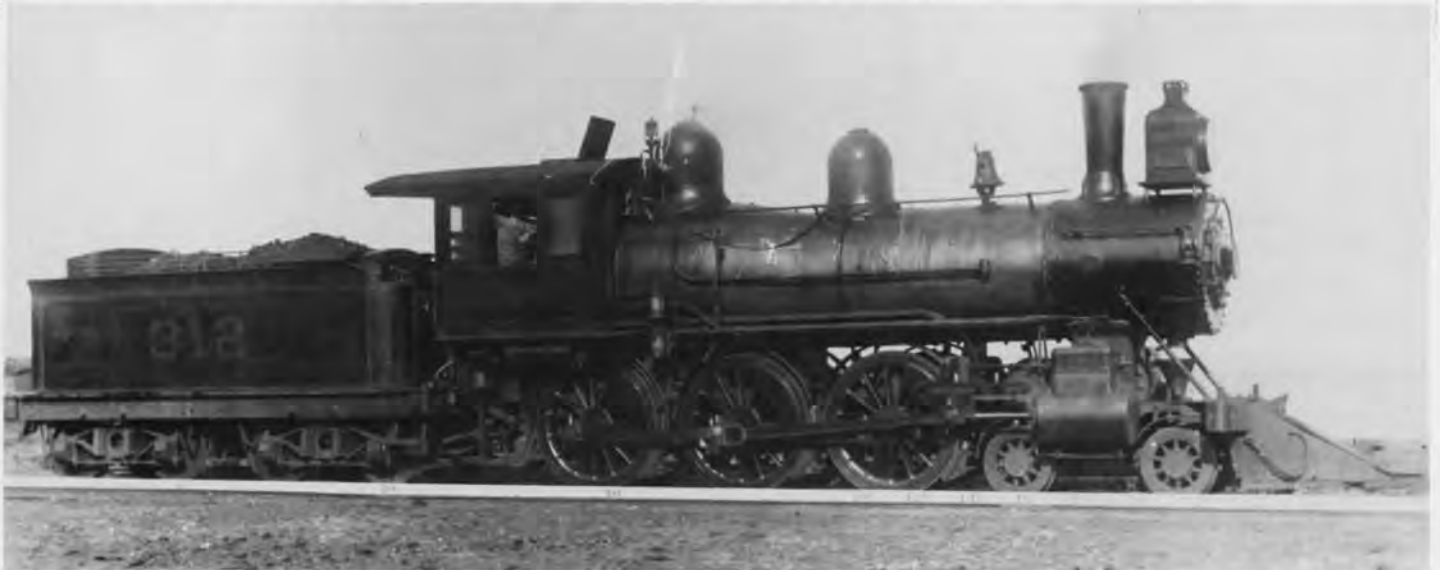
A former Chesapeake & Ohio Southwestern Loco, IC #875 is shown at Paducah Ky. in 1898 in this R.A. Beck photo. The #875 also wore #419, #507, & #1875 while on the IC roster. Built by Hinckley in 1888, she was retired in 1914. 18"x 24" cyl., 56 1/2" dr. photo Jerry Carson Collection



4-6-0

4-6-0 types or ten wheelers, were a larger more powerful version of the 4-4-0 design. Although the 4-6-0 wheel arrangement was in general use after 1860, the Illinois Central did not purchase any 4-6-0's until 1889. The 300 class (#301-345) were built between 1889-1892 by Schenectady locomotive works and Cooke. The I.C. acquired a number of 4-6-0's with other roads that were purchased. (see chart) The I.C. purchased

more than 100 additional ten wheelers between 1896-1901 from Rogers, Brooks, and Baldwin. Most notable among this group is the #382, the engine driven by Casey Jones one legendary night in Mississippi. Some of the 300 series engines lasted into the late 1930's. Many of the older 4-6-0 types were sold or retired by the 1920's, with one large group #1-#64 going to Mexico in 1921. A few were rebuilt in 1901-1904 into 4-6-4T suburban engines.



IC #312, built by Cooke in 1890. Engine also wore #2312 and was dropped from the roster in the 1920's.

Jerry Carson Collection



Rogers built this 4-6-0 in 1898 for the IC. The loco wore #381, #211, #2011 and finally #5011. Photo at Evansville in the 1930's by R.J. Foster. 19 1/2" x 26" cyl., 69" dr., retired in 1938

C.T. Felstead Collection

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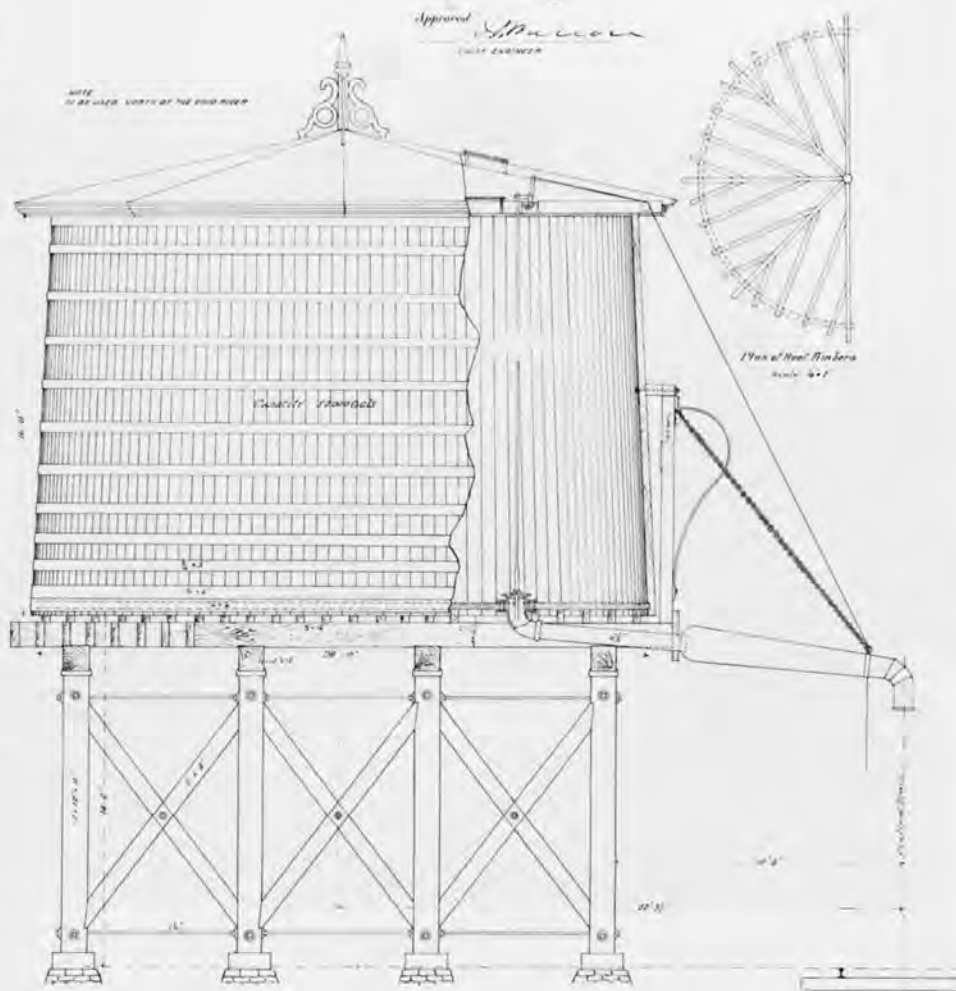
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ILLINOIS CENTRAL R. R.
STANDARD 24 FT. WATER TANK.
WITH ROOF
Scale 1/2 inch = 1 foot



INTERCHANGE TRACK

FOR SALE: ALCO IC 2-8-2 painted & lettered as #1528 \$200.00. Soho IC Panama Limited Cars: Baggage/Dorm, Sleeper/Lounge, Diner, Observation \$70.00 each Gregory Utley, 3600 Swenson #390, Las Vegas NV 89109

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Payment by check or money order only (no credit cards or C.O.D. orders) (Proceeds from the sales will be given to the ICHS)

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

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