



# GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

ISSUE #23/24

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# DOUBLE ISSUE



# Illinois Central Historical Society



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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. Send items for the ICHS NEWSLETTER to John Thomas.

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NEW MEMBERSHIP CHAIRMAN  
and NEWSLETTER EDITOR

John Thomas has assumed the duties of Membership Chairman and editor of the ICHS NEWSLETTER, taking over the job formerly held by our First Vice President, Jack Laude. We would all like to thank Jack for his work with the Newsletter and Membership roles. If you have any questions regarding your membership, John's address is listed on page 2. Please bear with us during the transition of membership chairmen. John has a new computer to learn to communicate with, and a sizeable amount of work to do to transfer data to a new machine. If you recently joined the society, or have recently renewed your membership, your card will be forthcoming. If you received this magazine by mail, then your name is on the membership list.



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 its predecessor lines.

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- Bruce Meyer
- William Raia
- Louis Salliard IV
- W.C. Thurman
- J.R. Quinn

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On The Cover

It is January 14, 1949, and the crew of I.C. #1401 takes time for a tank of water and to pause for a photographer at Roxie, Miss., where the I.C. crossed the Mississippi Central Railroad.

photo by C.W. Witbeck.



More ICHS News on page 14.

HELP WANTED  
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NO EXPERIENCE  
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BACK ISSUES & REPRINTS

Many of our back issues have been sold out and a number of you have asked if we will be able to reprint the earlier issues that are no longer available. This would be an expensive and time consuming task. What we may be able to do is reprint selected articles from some of the earlier issues. In this issue I have reprinted some of the photos of IC cabooses that appeared in Issue #13 (sold out). We have also found some additional photos of IC cabooses, which are included this time.



With extra flags flying, IC # 1268 heads the "FLYER" north in the spring of 1941, near Jackson Mississippi.

C. W. Witbeck photo.

# The Crimson Flyer



by  
Judge Leon Ford III

The author would like to thank the National Railway Historical Society, - Southeast Louisiana Chapter, Louis R. Salliard IV, and Bruce Gurner for their assistance with this article. Photos from the C.W. Witbeck collection were supplied by Louis Salliard IV and Judge Leon Ford III.

Most railfans think of the Panama Limited as the most important name train on the Illinois Central in by-gone years. But while the millionaires rode the Panama, the fortunes and futures of strawberry farmers, farm suppliers, box and veneer companies, selling agencies, and banks in Southeast Louisiana rode another name train far more important to them, the "Crimson Flyer." This strawberry train held one of the hottest express schedules in the United States, and was regularly given priority over all I.C. passenger trains except the Panama. Retired engineer Howard M. "Jiggs" McGehee proudly recalls once firing a Flyer on the single track passenger main north of Jackson, Mississippi when even the southbound Panama Limited was held in the hole at Madison for the Flyer to pass.

The Illinois Central was a pioneer in the refrigerated shipment of strawberries. As early as 1866, the first berries had been shipped in specially built iced chests from Cobden, Illinois to Chicago, and by the following year, the I.C. was operating the "Thunderbolt Express," the first all strawberry train in the country, from Anna and Cobden to Chicago.

As the virgin pine timber was cut in Tangipahoa Parish, Louisiana, bi-sected by the Main Line of Mid-America, a search began for a use for the extensive acreage

of cut over land. Strawberries were first introduced into the parish in 1876 and flourished in the fertile soil. The railroad recognized the potential new source of revenue, and assisted by giving expert guidance in the development of varieties suitable to the climate and soil conditions and conducive to long distance shipments. Initially, car-load lots of the berries were made from Hammond, Louisiana, attached to passenger trains. But after the large lumber mills in the area cut out in the late teens and early 1920's, the economy of the parish became more and more dependent upon the strawberry industry, and the area bordering the main line became the most productive "Strawberry Belt" in America. Strawberry acreage jumped from 1,345 in 1899 to 14,420 in 1924, as the number of berry farmers increased to forty-two hundred families. Most public schools in the area began in July, so as to end before berry season the next spring, enabling the children to assist in picking the berries.

While everyone in the growing area looked forward to enjoying the luscious berries each spring, the major market was not local. It was in the large north and east-coast cities, some still covered with snow, where the Louisiana strawberry became a much sought delicacy commanding an unusually high price. But the Louisiana

strawberry, particularly the famed juicy Klondyke variety, noted for its sweet flavor and crimson color throughout, proved an extremely delicate and difficult item to ship. Conventional freight refrigerator cars were unsuitable, and heavy express reefers equipped with passenger-type equalized trucks and buffers over the couplers, had to be used. In the 1920's and 30's, the I.C. fifty foot 4501 class and forty foot 4651 class were used early in the season when only a few cars were loaded. Equipped with train signal air lines and steam pipes, they were usually picked up by No. 26, the "Northern Express" in the early evening. As the shipments increased to five or more cars, a strawberry special was run.

As the season progressed and the berries became more plentiful, scores of other express reefers were brought in for service. The most common type were the fifty-foot arch roof wooden beauties of the Northern Refrigerator Car Company, built by Pullman Car and Manufacturing Corporation. While the eight hundred series was initially painted white, the other series were pullman green and sported the old I.C. "Courtesy-Efficient-Service-Always" emblem consisting of the red and black split diamond within a white circle. Other cars

were provided primarily by Railway Express Agency, Pacific Fruit Express, New York Central, Great Northern, and Northern Pacific. The first steel express reefers were the distinctive R-50B tuscan red cars of the Pennsy, introduced in 1929. The tall steel N.R.C. 700 class, built by Pullman in 1937, carried the new I.C. diamond in gold.

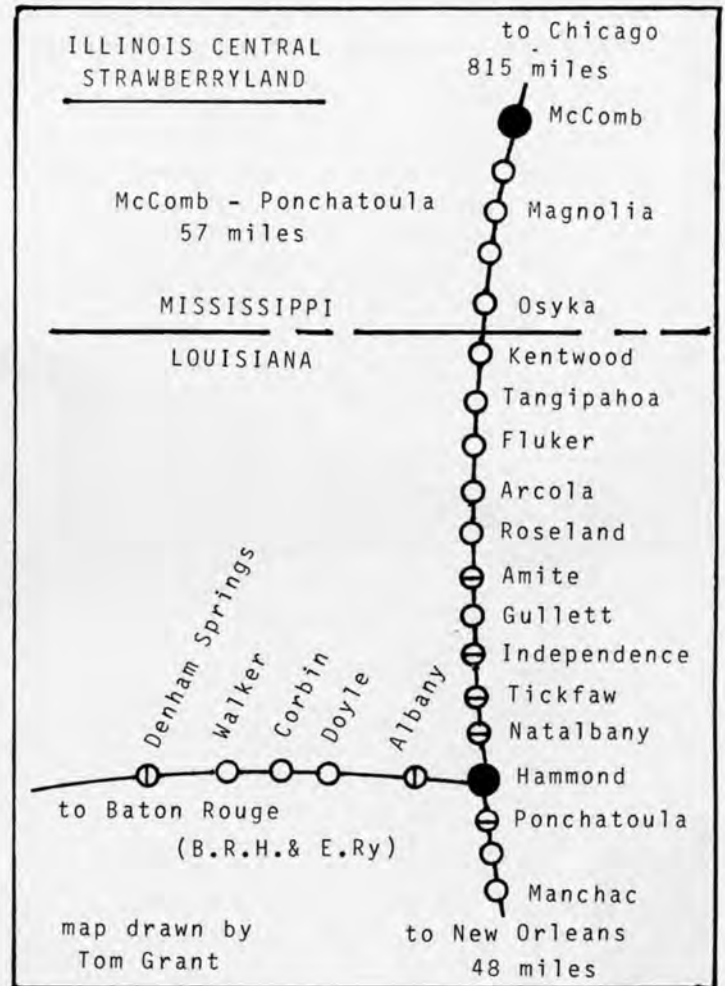
Each spring as the season neared, the I.C. began collecting express reefers at McComb, Mississippi, where they were thoroughly cleaned and inspected. Before leaving for the strawberry belt for loading, each car was iced with five tons of ice at the platform of the Southern United Ice Company, and then sent down to the Louisiana shipping points pre-cooled. The engines and crews who would take the northbound special out that night brought the next days empty precooled cars down around mid-afternoon. There were some anxious moments during the 1942 season when on several days the cars did not arrive at Hammond for loading until approximately six p.m. on the afternoon they were to be shipped! There was a critical nation-wide shortage of express reefers, which was later eased when a refrigerator car "Czar" was appointed by the Federal Government to allot the cars.



Cleaning express reefers at McComb shops, prior to sending them south for strawberry loading. Note the IC "Courtesy, Efficient Service Always" diamond logo on the N.R.C. cars. 1940.

C. W. Witbeck photo.

After first setting out pre-cooled cars for the next days shipment at Amite, Independence, Tickfaw, and Natalbany, the engine and caboose were turned on the wye at Hammond, then backed the five miles to Ponchatoula. There they set out the remaining pre-cooled cars for the next days shipment, and picked up the first loads for the commencement of the northbound run. At Hammond they picked up not only cars loaded there, but also those that came in over the Baton Rouge branch (originally the Baton Rouge, Hammond & Eastern Railway) from Albany, five miles to the west. In the early thirties they were brought into Hammond on the B.R.H. & E. from as far west as Denham Springs, a distance of thirty miles, and as far east as Goodbee, a distance of eighteen miles. They were loaded at stops on the New Orleans, Natalbany & Natchez Railway, a predominantly logging railroad owned by the Natalbany Lumber Company, from points northwest of Natalbany, which is located three miles north of Hammond. One photograph shows a strawberry train on the N.O.N. & N. containing ten loaded cars of berries on the way to Natalbany where they would be picked up by the Flyer.



Pre-cooling of refrigerator cars was hard work in the days before mechanical reefers. Here, with the help of a special lift truck, an REA reefer is loaded with ice at Hammond, Louisiana in 1953. The next car is a PFE reefer. C. W. Witbeck photo.



"...and don't jar the berries!" seems to be on the engineer's mind here as loaded cars are picked up by the northbound "Flyer" in Hammond, Louisiana during the 1953 season. C. W. Witbeck photo.



The IC passenger station at Hammond, Louisiana. 1966

W. C. Thurman photo



In 1937, the railroad and the Railway Express Agency, which handled all shipments and had it's Division Supervisor's Office in the Hammond passenger depot, advertised the following schedule for the "Crimson Flyer":

LEAVE:		ARRIVE:	
Ponchatoula La.	6:15 pm Mon.	St. Louis Mo.	4:05 pm Tues.
Hammond La.	6:45 " "	Chicago Ill.	9:30 pm "
Tickfaw La.	7:00 " "	Oklahoma City	9:50 pm "
Independence La.	7:15 " "	Topeka Kan.	11:30 pm "
Amite La.	7:30 " "	Milwaukee Wis.	3:55 am Wed.
		Cleveland Ohio	5:40 am "
		Omaha Neb.	6:58 am "
		Detroit Mich.	7:50 am "

Note that the above schedule includes destinations off the I.C.R.R., requiring considerable switching and transfers. It also includes several stops necessary to re-ice the reefers. Other major destinations were Indianapolis, Cincinnati, Pittsburgh, Philadelphia, New York City, Buffalo, Boston, and Toronto.



Strawberry train northbound at Carbondale, Illinois. 1936

SEL NRHS photo..

As regular freight equipment was not suitable for the strawberry shipments, neither were freight train schedules. The I.C. found it necessary to run Strawberry Express Specials as passenger extras in order to get the berries to market in the best possible condition. These specials soon gained system-wide fame. On many nights in the 1920's and 30's, they would be run in as many as five sections of 25 to 30 cars each. On April 27th, 1931, a record of 195 cars of strawberries were shipped. A total of 4,721 cars were shipped by rail that year. There were 21 nights that shipments were over 100 cars.

In 1930, I.C. officials contacted the late George B. Campbell, long time editor of the Hammond Vindicator and somewhat of a railfan, (he managed to get a cab ride in the #1117 on the Panama Limited from Hammond to McComb when my grandfather, Leon "Bud" Ford was the engineer) and asked his assistance in selecting an appropriate name for the strawberry trains. Mr. Campbell immediately suggested "Crimson Flyer." The name was adopted by the I.C. and used extensively in promoting it's service. The strawberry special made it's first run under it's new name on Tuesday night, March 28th, 1930.

Most growers shipped their berries through a growers association, who had sold them their plants, fertilizer, and chemicals, as well as the wooden pint berry containers and shipping crates on credit, and co-signed their loans at local banks. The associations were responsible for loading the cars after the berries were brought in from the farms and inspected. Loading of the cars usually commenced by mid-morning, as soon as the berries had been picked and packed. Each association was assigned all or part of a reefer and applied it's own colorful label to their crates as they were placed in the cars. The cars were loaded with 720 to 750 crates, each containing 24 pints of berries. The crates were only stacked four high with strips of wood between them to allow circulation. The door area was not loaded, but cross braced with wood framing to keep the load from shifting. The pre-cooled cars removed much of the field heat from the berries. Pre-cooling fans were installed to circulate the air within the car after loading, and additional ice and salt were added by portable elevators at the loading point if necessary.

The train dispatcher kept the icing station at McComb posted on the movement of the northbound Flyers so that ice was placed on the elevated platforms there before the train arrived. The re-icing took place while the engines were being changed. The platform had a track along both sides, each accomodating 30 cars. Thus, 60 cars, or two regular strawberry trains, could be re-iced at one time. The Flyer was checked

and re-iced at Jackson, Tennessee and Centralia, Illinois.

After a car had made more than one complete round trip from the loading point to a northern market and back, it had become thoroughly chilled. For a subsequent trip, less ice was required. A car that was placed for icing on it's fourth trip would be found to contain about one third of the ice still in it from the third trip.

All berries were sold through an auction, for many years located in a beautiful large log cabin on the grounds of the Case de Fresa Hotel ("House of Strawberries"), fronting the main line at Hammond. This caused the city to become known as the "Strawberry Capital of the World." There, from 60 to 75 buyers, representing large produce companies and chain stores, bid on the berries. The auction did not begin until 8:00 pm. By then the berries on the first section of the Flyer had been rolling for over an hour before they were offered for sale. Therefore, the Railway Express Agency listed the shipper as the consignee at Mattoon, Illinois. Mattoon was the diversion point for cars on the Flyer. As soon as a car was purchased at the auction, the express agency would wire it's office at Mattoon of the car number and the name and location of the buyer, and Mattoon would re-bill it to the purchaser as consignee. Everyone was in trouble if the berries did not sell or did not bring a good price. The condition in which the last load had arrived at market had a lot to do with the price bid for the new shipment.



Strawberry train at Centralia Illinois. 1946

SEL NRHS photo.

Until 1947, most of the berry specials branched off the main line at Grenada Junction, and went up the old main line through Water Valley and Jackson, Tennessee to Fulton. After 1947, they were routed up the passenger main from Jackson, Mississippi through Canton to Memphis, and then to Fulton. Very few cars were cut out before reaching the diversion point at Mattoon, though occasionally a car was cut out at Memphis for shipment east or west, or a car was cut out at Fulton for the Louisville area. Sometimes a car was ordered from the Houston area, which would be placed behind the last Pullman on the tail end of No. 3, the southbound "Louisiane," at Hammond at 6:00 pm., to make a connection with the Southern Pacific at New Orleans.

When the 2400 class 4-8-2's were delivered in the early 1920's, they proved to be ideal power for the Flyer, and with much company publicity, took over for the 1100 class Pacifics that had held down the schedule in the past. The 2400's were able to maintain average speeds of fifty miles

per hour with sections of thirty loaded and iced express reefers. In the days before the I.C. had steel cabooses, it was customary to couple an old combine or coach to the rear of the flyer for the crew and to hold down the markers. The officials feared the wooden cabooses were too light to stay on the rails as the 2400's whipped the Flyer around the curves, as they usually greatly exceeded that fifty miles per hour average speed. Retired engineers say it was normally closer to eighty, with 73 1/2 inch drivers, no time card, no station stops, a clear track, and a company incentive to get the berries to market as soon as possible!

Prior to the 1936 rebuilding program, the 2-8-2 type Mikados were not used on the strawberry trains, as they were not properly balanced to operate at speeds above forty miles per hour, were hard on the track, and generally unsatisfactory at high speeds over long distances. However, for the 1937 season, the motive power department experimented with the re-built 2-8-2's on the Crimson Flyers. The June



Strawberry Extra at Jackson Tennessee.

photo Bruce Gurner Collection.

1937 I.C. magazine states that; " The Motive Power Department of the Illinois Central System will set 1937 down as a red-letter year, because it marks the first successful operation of the Mikado type freight engines in this service." In previous years, about twenty of the 2400 class engines had to be withdrawn from passenger service and headed south as the berry season got into it's stride. But the rebuilding program had given the mikes increased tractive effort, and the readjustment of the counterbalancing and application of Boxpox main drivers made possible speeds of fifty-five miles per hour without damage to track or the engines. Higher steam pressures and new mechanical stokers made it possible to sustain this speed over long runs with the enlarged tenders carrying more coal and water. While the motive power department was pleased to be able to use the mikes, "Jiggs" McGehee remembers the delight of the firemen, as they were the only stoker-fired freight engines on the southern end of the system. However, to their sorrow, after the 1937 berry season, they were sent back north and it was several months until the rebuilding program supplied a sufficient number for them to

become available on this end of the system. Still, the 2400's were always preferred for the berry specials and were used whenever available. After most of the passenger trains were dieselized in the early 50's, 2400's, as well as the rebuilt 2300's, were common on the berry trains and were well liked by their crews.

In 1948, the Flyer began to be re-equipped with the new roller bearing steel "Silver Reefers" of the Railway Express Agency, though the wooden type remained common for another decade. The spring of 1957 brought another change, (not too welcome in many circles) diesels, black geeps, and occasionally one of the orange and brown passenger units, available as more and more passenger trains were discontinued.

Gradually, over the years, strawberry acreage in Tangipahoa Parish decreased. Several factors were involved, not the least of which was the influx of berries from California prior to the beginning of the Louisiana season, and the cheap labor Mexican imports. Also, because frozen berries were available year-round, the Louisiana berries were no longer an eagerly sought spring food item. Shipments dwindled



Trailing a classic wooden coach on the rear, the "Flyer" is seen here northbound at Jackson, Mississippi on a rainy day in 1937. C. W. Witbeck photo.

until the late 60's, when the Railway Express Agency announced it would no longer supply express reefers. All remaining shipments were handed over to the trucks.

Strawberries are now produced only for local consumption in this area, but the days of the Crimson Flyer and the glory days of the old I.C. live on in the memories of many old timers and local railfans.

In 1966, the late Bill Witbeck, nationally known rail photographer and dedicated I.C. fan, was instrumental in forming the Southeast Louisiana Chapter of the National Railway Historical Society at Hammond, Louisiana. Chapter members were quick to select the name "Crimson Flyer" for their monthly publication, and the old red and black segmented diamond within a circle as the emblem for the chapter.

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The Crimson Flyer at Tickfaw, Louisiana, 1954.

C. W. Witbeck photo.



Mountain #2457 running extra with reefers and coaches.

C.W. Witbeck photo.

# ILLINOIS CENTRAL RAILROAD HISTORICAL SOCIETY

*Main Line of Mid-America*



NEW EDITORS

## ICHS PUBLICATIONS

As you all know we are running late with our magazine publications. We also delayed sending out dues renewal notices for 1988 until the end of February when we mailed Green Diamond #22. Your dues for 1987 include magazines #22 and #23. This double issue #23-24 is the last '87 and the first '88 issue, technically. We are 4-6 months behind with the magazine. Hopefully if you haven't paid your '88 dues yet, you will send them in now, if not this is the last issue you will receive.

One of the reasons for the dues increase to \$15.00 was to enable us to produce larger magazines. Bigger magazines take longer to produce. My problem is that there is no way I can keep up with the needs of our production schedule, especially with larger issues. We have some options to consider in terms of magazine production. We can hire an outside firm to do our typesetting, layout, and pasteup work, which will result in fewer pages and fewer magazines, since this is an expensive service to buy, or we can start a publications committee to work on the actual production of the magazine, writing, typing, layout, and pasteup work. This is our first double issue, and it is also the last issue that I will be able to produce under the existing conditions. The bottom line is that we need more people who are willing to become involved with the society in every aspect of what we do. This situation is rapidly becoming critical for the society as a whole. The amount of work, (and it definitely is work not fun) keeps growing. Those people doing the work remain only a few, and they are being overworked to the point that they finally give up. I have outlined below some of the jobs that we need people to help with. I encourage anyone who is willing to help to come forward now and at the annual meeting in Paducah and put your name on a list. If the weight of the load is spread among many hands, it can get easier to carry, if fewer and fewer hands are available, the weight can crush those who are left holding it.

GREEN DIAMOND PAGE 14

I am pleased to announce that three members have agreed to assume the job of Editors for the IOWA, INDIANA, and KENTUCKY DIVISIONS.

Ted Richardson, whose articles on IC Limas, 2-8-4's, and the #1146 Pacific engine have appeared in previous Green Diamond issues, (#14, #15, & #19) has agreed to become the Iowa Division Editor and coordinator of information on the Iowa lines, also Wisconsin lines and Freeport Il. to Dubuque IA in Illinois.

Robert K. Dillon, (whose first article to appear in the Green Diamond, on the "High - Dry" Indianapolis line, is in this issue), has agreed to become the Editor of the Indiana Division and coordinate information on the various lines the IC had in Indiana and parts of Illinois. He is also writing a book on the Illinois Central in Indiana.

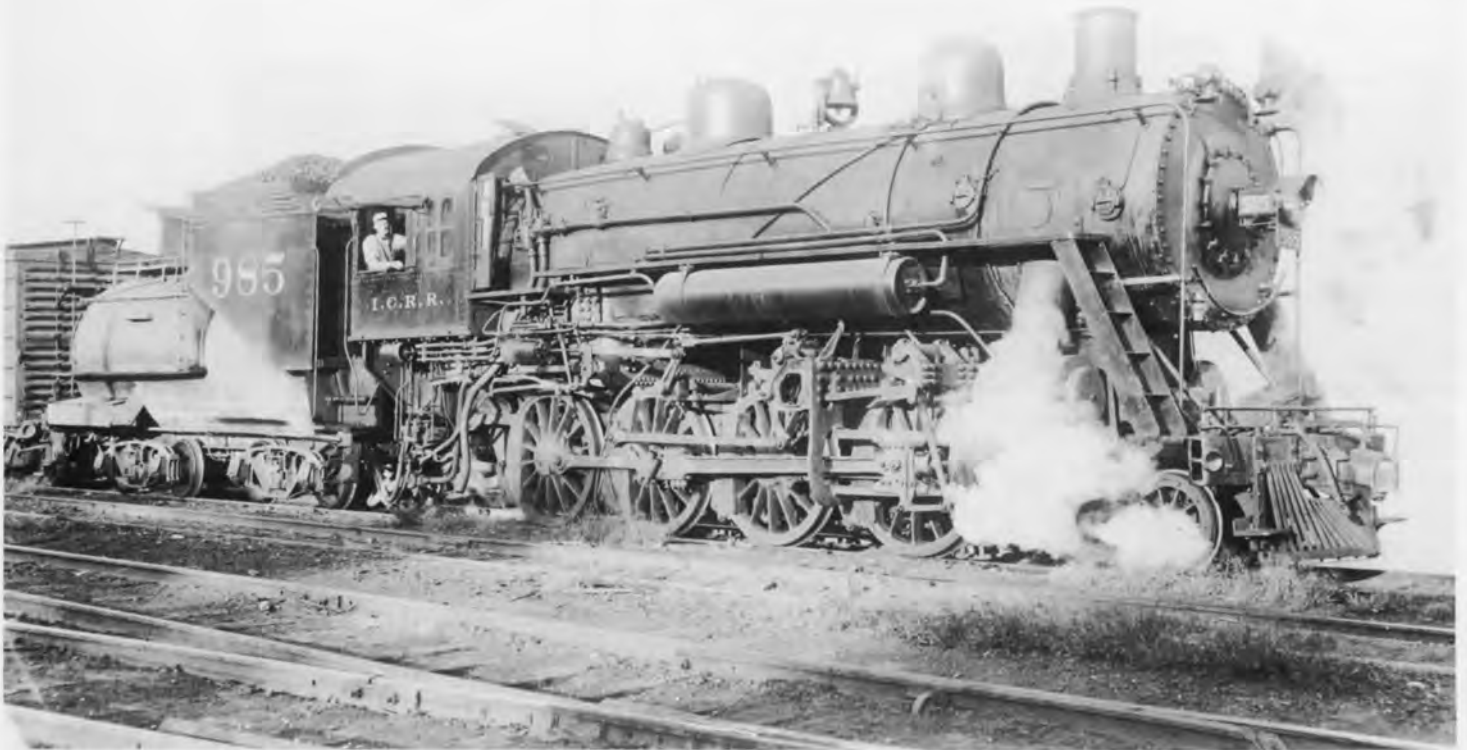
David Hayes, an ICHS Board Member and organizer of the ICHS Kentucky Division, has accepted the job of editor of the Kentucky Division. David already serves as editor of the Kentucky Division newsletter, and coordinates ICHS activities in Kentucky. The Kentucky Division holds regular meetings of railfans, modelers, and IC retirees at various locations in Kentucky.

Addresses for the new Division Editors are shown below:

IOWA DIVISION  
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335 Knollwoods Terr.  
Roswell GA 30075

KENTUCKY DIVISION  
David Hayes  
P.O. Box 382  
Hardinsburg KY 40143



In the late 1930's, many of these Baldwins could be found working the Effingham and Indy districts with their distinctive Vanderbuilt tenders. #985 was renumbered #905 in 1943, and scrapped ten years later. This view was taken in 1937 at Vicksburg, by the dean of southern railway photographers, Bill Witbeck. For the eagle-eyed, the engineer sports a bow tie, while a switchman's lantern can be seen looped over the railing below the smoke box. photo R.K. Dillon collection.



An updated, square domed version of Alco-Cooke's 1918 original (250-341 series) is seen here in 1948. Locos #297 and 311 were also to be found around the coal mines on the Indy line. C.W. Witbeck photo R.K. Dillon collection.

## THE ILLINOIS CENTRAL IN INDIANA

by Robert K. Dillon Jr.

Condensed from material in the first four chapters of a projected book on the above subject, the author takes complete responsibility for the views expressed, conclusions drawn and factual information presented. Errors of fact or omission should be brought to the attention of the author, or the editor of the Green Diamond.

Grateful acknowledgement is expressed to the following for their kind assistance: Thomas G. Hoback, Joseph C. Meredith, Marion Scutt, Larry L. Shute, David Hughes, R. A. Potsch, and George W. Hilton.

### PERSPECTIVE

History, especially railroad history, is often viewed as an endless stream of facts, reading like an appointment calendar or diary, with often too little effort to explain the why's and wherefore's surrounding the basic events recorded. Carl Condit describes the railfan historian more bluntly, asserting that the accumulation of exact and detailed information convinces the amateur that he possesses knowledge when he doesn't. As a result, the amateur is prone to making empty or incorrect statements that seem right according to his perspective of railroad business.

In order to gain perspective, the railfan historian needs to examine the land, the inhabitants, the social-political-commercial environment and thrust of great events. This last item may sound overly dramatic, but simply means the overwhelming or irresistible forces present at any particular time and place in recorded history. Examples abound: The American Revolution created a nation, the Industrial Revolution made possible the railroads, and the migrations westward demanded some sort of plan.

A series of ordinances in the 1780's described how the new lands gained with independence west of the Appalachian Mountains and east of the Mississippi were to be settled and governed prior to gaining statehood on an equal footing with the 13 original states. Thomas Jefferson wrote how this was to be accomplished. While changed by James Monroe and others, the basic ideas of the eighteenth century enlightenment remained in the Northwest Ordinance of 1787. This law opened all the territories north of the Ohio River, south of the Canadian Border, and East of the Mississippi River to settlement and planned development, eventually resulting in six midwestern states including Indiana and Illinois.

What was different about this arrangement was that land was to be divided in an arbitrary but systematic manner of clean lines and sharp angles. Surveyors laid out the new territory in rectangles. Straight north-south, east-west boundaries were formed into 6 square mile townships. Each township contained 36 sections, one mile square, of 640 acres. One section was reserved to support education and land was set aside for other purposes as well. Congress intended that the land be sold at \$1 per acre in section lots, but since few settlers could afford the \$640 initial outlay, it was decided to sell to speculators, who would subdivide. This scheme seemed to satisfy a number of constituencies: Farmers, town builders, land speculators, and politicians with sectional interests.

The establishment of a clear, simple plan to settle and structure a future government based on a building-block proposition was in sharp contrast to the older states whose internal boundaries had been allowed to contour around natural features of the land, much like Europe. What all this meant to railroading was that about every 15 to 30 miles across the land there were settlements: towns, hamlets, villages, or cities. Clusters of activities, commercial, agricultural, or mineral, supported these settlements. In order to achieve growth, meaning wealth, a system of communication was needed.

In northern areas of the midwest, where the glaciers had come to halt at the conclusion of the last ice age, the ground was relatively flat and the construction of railways was easy. But southern areas of Indiana, were hilly, steep, uneven and semi-mountainous. Building anything like a road or railroad was a difficult and expensive proposition, unless there was a reason.





Old #7-This prize of the authors collection represents the only known photo taken of an ISRR engine, shown here at Dunkirk, NY (Alco-Brooks) in April of 1907. It was part of an order (1-8) for the newly formed ISRR. They were renumbered in 1912 to IC #793-800. As IC #799, old #7 served until scrapped in 1935. Three other engines from this group made it into the 1950's. One, #3 (IC #795) was converted to a Mike (2-8-2 #3795) in the twenties.

Alco Historic Photo - Authors Collection.

#### INDIANAPOLIS SOUTHERN

The Indianapolis Southern Railway is perhaps more remarkable for where it didn't go rather than where it finally did. That it's route was not wholly clear from the outset is not unusual. It was more a function of it's financial backing and competition from existing or planned railways or interurbans along the intended route. Statements taken at the time as to where it was going are evasive as no doubt the promoters of the line wanted to leave the door open to potential investors.

The eastern or northern portion of the "Indy Line" was formed by a group of merchants and manufacturers in Indianapolis on August 16, 1899, and was chartered under the laws of Indiana, September 15, 1899. These commercial interests were intent on connecting with Evansville by proceeding directly south from the capital city, then southwest to reach the southern terminus on the Ohio River. Survey work began in 1892. But financial backing evaporated with the Panic of 1893. Like its present day successor, The Indiana Rail Road (INRD), the Indianapolis Southern's management "meant Business".

But where it never went and why, should be examined now. The present location of the line north of Morgantown, due south of Indianapolis is most likely on the original survey site, but south of there it was a different story. From Morgantown it was

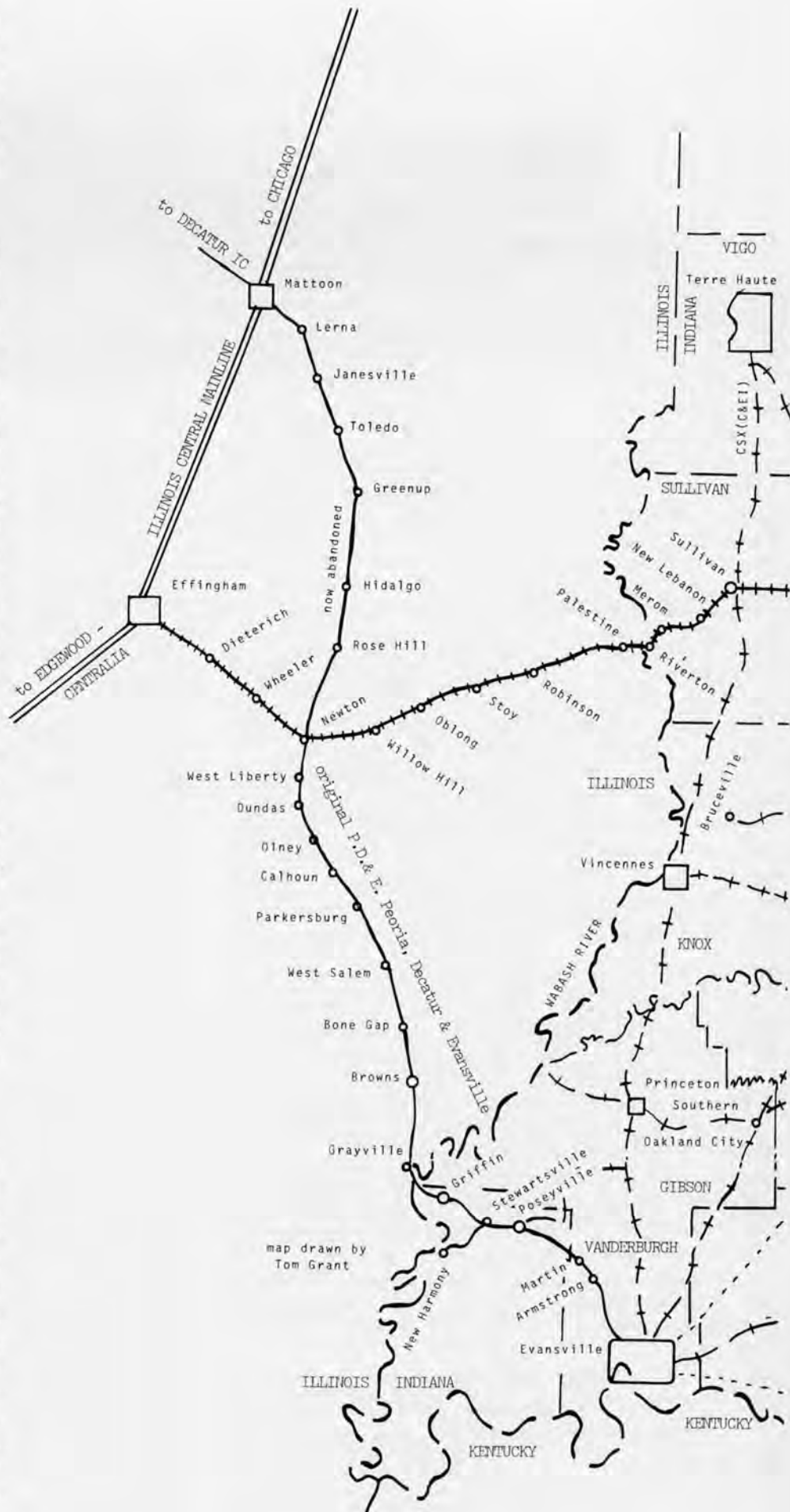
planned to enter Nashville (still a community that never had a railroad) to tap the vast timber resources and start a tourist trade, that even then was attractive to city dwellers. The rustic hills of Brown county are still isolated and take on a Vermont-like foilage in the autumn. Then as now the Hills o' Brown represent a restful alternative. After Nashville, the line was to dog-leg westward to Bloomington, Indiana, then south again to run parallel to the Monon as far as Mitchell. An intended branch line was to proceed west from Bloomington to the coal fields of Linton and Sullivan, Indiana. (the "Low and Wet"). From Mitchell, the planned railway was to penetrate the hills to West Baden (near French Lick Springs) and meander through successive ridge lines across the southwestern counties of Orange, Dubois, Warrick, and Pike, until reaching Evansville on the Ohio.

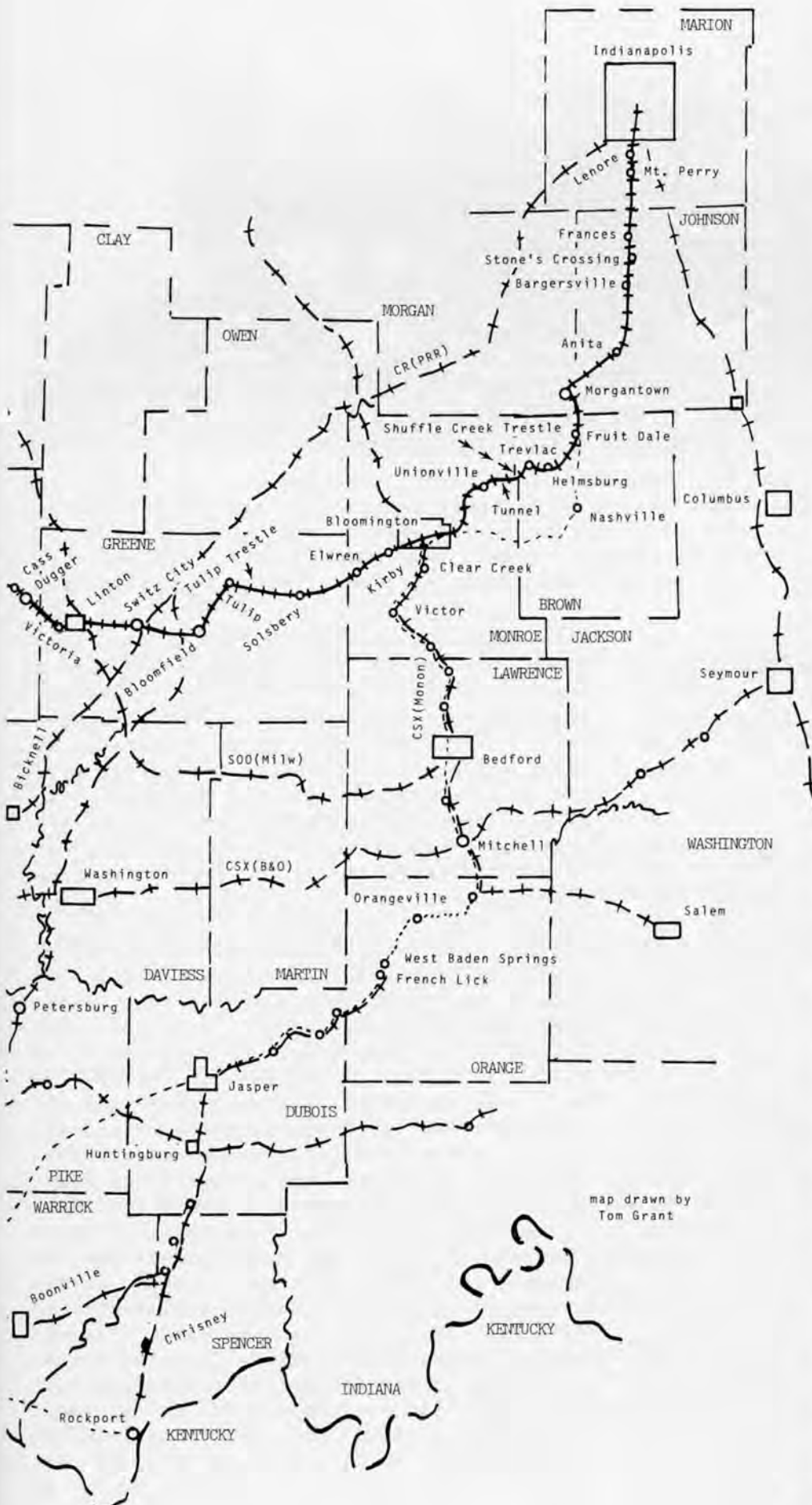
Two branches were planned under this scheme: One from the city of Evansville east and upstream on the Ohio River to Rockport. [The map shows the proposed route that might have evolved had the line actually been built south of Victor, shown -----. Other rail lines that actually were constructed, are also shown on the map. A Monon line ran as far as Orleans, while a Southern Railway line ran from Evansville as far north as French Lick and south to Rockport. Ed.] The other, "Bloomington Western" as previously mentioned was destined to become the

primary route of the Indianapolis line, although initially it was apparently added as an afterthought. The Indianapolis interests wanted a coal branch to feed it's thriving industrial base.

That no construction of the Indianapolis Southern Railway had been undertaken since the original survey, might be explained in several ways. Formidable land barriers of the likes found in Southern Indiana boosted construction estimates far beyond what investors were willing to pay and local communities willing to tax themselves. Even as a narrow gauge enterprise - and the ISRY was always planned as a standard gauge railroad - construction and maintenance costs would still have been considerable. E. G. Sulzer cites example upon example of under-capitalized railroads and branch lines that were doomed to failure from the start. In Ghost Railroads of Indiana, Sulzer further points out that many lines were already to be found in this part of Indiana. The lucky ones were absorbed by trunk lines, the rest, suffering from sustained marginal operations, were abandoned.

In 1901, "Eastern" interests were reported to have toured the line, and by the time the first spade turned in 1903 (apparently with IC backing), the thrust of the venture and it's route, had almost completely changed. Realizing, perhaps, that the best bet for success lay in the movement of bulk commodities such as coal, timber, limestone, and iron ore, the route of the ISRY was fixed for a second time.





Indeed, it was being promoted as the "Mineral Route". From a business standpoint, there was still another reason the route to Evansville didn't materialize. Besides the terrain, which was costly to traverse, there were other existing, albeit more circuitous routes, to Evansville from Indianapolis. The management of the line decided to leave well enough alone. So, by late 1901, the decision was made to go for the coal, but still not along today's route. The new intended route would bypass Switz City and head for Sullivan, Indiana. Thus the point where the IC then terminated would be overlapped by about 20 miles. Poor's Manual of Railroads reported that the road, as chartered, was to build from the capital city, 100 miles to Sullivan, with a branch from Stanford to Bloomfield, Indiana.

The origin of the nickname "Hi-Dry" or "High and Dry" most likely came from the employees of the line after the final routing was settled upon about the end of 1904. The route ascends eastward out of the Wabash valley and maintains a rather uniform elevation of 500 to 600 feet above sea level to Bloomfield. East of there and all the way to Morgantown, it rises to 700 to 850 feet track elevation following a series of ridge lines, bridging the gaps inbetween.

Original surveys for the line place it in its present location between Indianapolis and milepost 50 near Unionville. Construction probably began in the spring of 1903, for by September of that year, work was reported all along the



#961. This trim "English-American" was assigned and served Indianapolis through the teens. Brooks-built in 1896, the clean, sleek, uncluttered design, with the engine number on the boiler below the bell was definitely English in appearance. The nine engines in this class must have been run to death, for they were all retired in 1926. Alco Historic Photo, Author's Collection.

line. At a point one mile south of the Monument Circle in Indianapolis was milepost 0. Relatively easy grading followed due south 18 miles to Anita where the long tangent was broken and the route began its turn west to Morgantown, another twelve miles. Helmsburg, another nine miles distant, in the northwestern corner of Brown County, was reached a short time later. From there, track gangs and construction crews seemed to disperse into camps managed by local contractors who supervised the work in several locations simultaneously. At Helmsburg, incidentally, trains were to be met for years by horse drawn hacks to convey tourists on the 10 mile journey into Nashville.

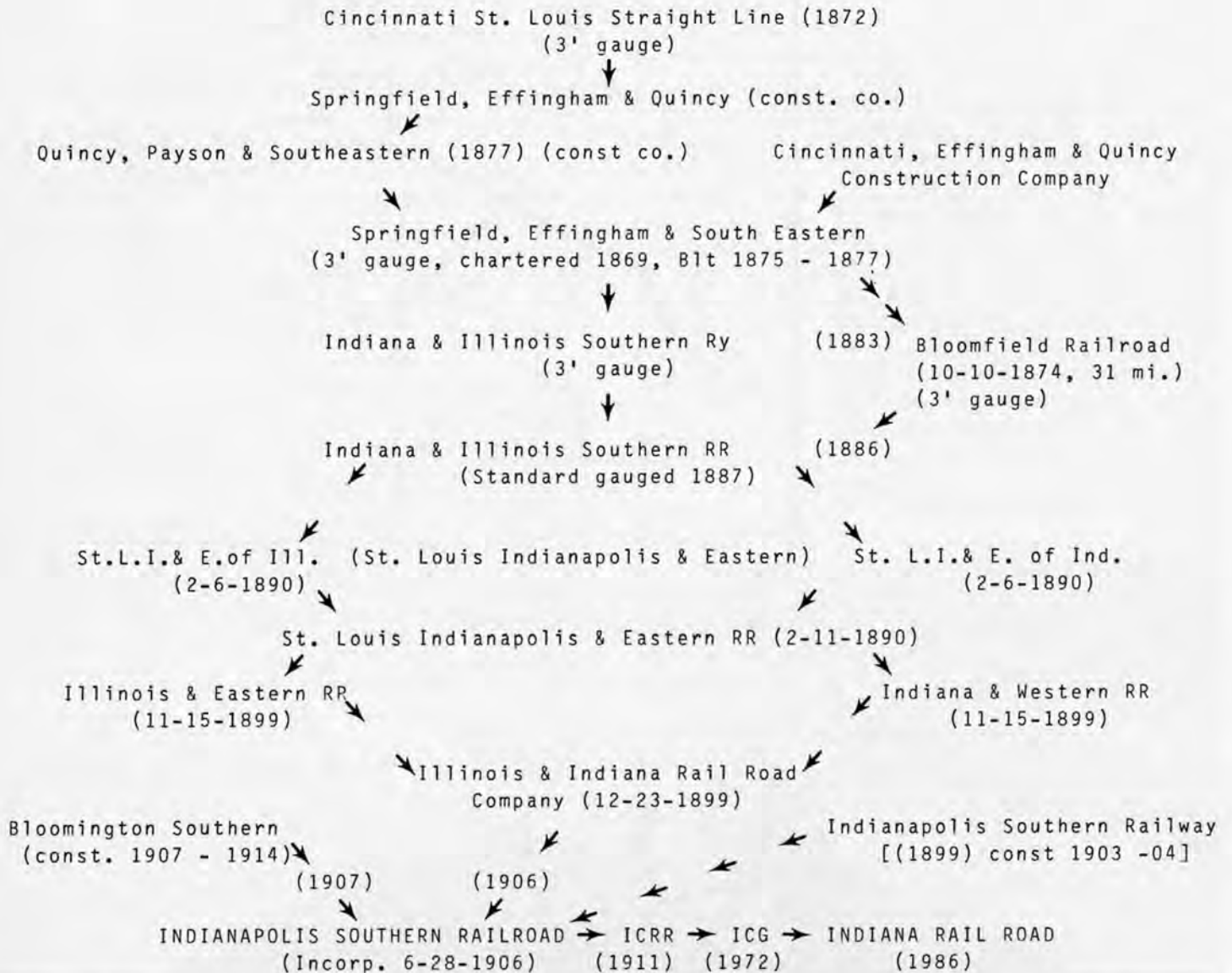
West of Helmsburg the line crosses Lick Creek into Trevlac (Calvert) near a quaint settlement called Stony Lonesome. At this point work was begun on the 75 foot high Shuffle Creek viaduct. By October 16, 1903, the contractor working to cut through Peterson Hill (milepost 47), decided instead to tunnel. This is the only completed tunnel on the line and is some 500 feet in length. But two miles south, the original line as laid out, and the line today differ quite significantly. The original line, traces of which can be followed today, continued southwest where it was to cross Griffy Creek on a 105 foot high, 600 foot long viaduct. A tunnel was to be bored within the city limits of

Bloomington, emerging through a 950 foot ridge line at a point near the former freight station and the old Showers Brothers Furniture Factory. The line was then to intersect the Monon Railroad at grade and proceed south, on the west side and parallel to the Monon, another nine miles south of Bloomington and two miles south of Clear Creek. Of course, none of this quite materialized. No tunnel was ever started.

Beyond Clear Creek, there was to be another bore, the Stanford Tunnel, nearly 1200 feet long through another 950 foot ridge line. Work was actually under way on the approaches to the tunnel by September of 1903 with a crew of 250 men. By December of that year the approaches were cleared. In March of 1904, work was suspended suddenly pending route changes to lower the ruling grade. At the time, work along the line was reported 65% complete. A short time later, it was formally announced that Illinois Central backing had been accepted. By August of 1904, all work had ceased northeast of Clear Creek, southwest of milepost 50, and the proposed Kenwood (Bloomington) and Stanford tunnels became unnecessary. More importantly perhaps, the bills and the workmen were paid. Final changes in November 1904 placed the line as it exists today. It cut six miles off the mainline and lowered the ruling grade by .5%.

ORIGINS OF THE HI & DRY LINE OF THE ILLINOIS CENTRAL 1869-1986

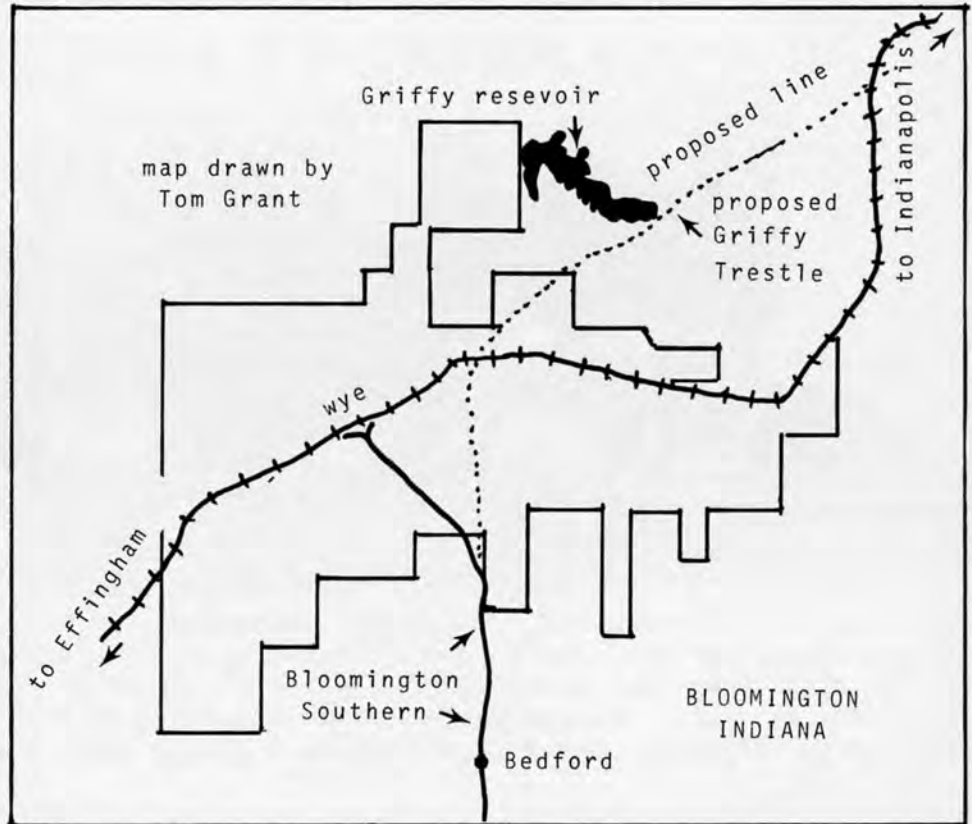
by Robert K. Dillon Jr.



It may be speculation, but it appears that had the Stanford tunnel been completed through to the town on the other side, the line then would have taken a lower (in terms of elevation) and "wetter" route the remaining twenty miles west to Bloomfield. It appears feasible that this "low" route would have traversed an area called American Bottoms, roughly parallel to the Monon's B&B Branch, (Bedford and Bloomfield Railroad) and with much of that line's rough terrain heritage. Another possibility for the low route would have been near the present route taken by State highways 45 and 54 to Bloomfield.

The existing line south of milepost 50 is the one settled upon in 1904 which skirts the northern edge of Bloomington, past dairy farms that existed at the time. By December of 1906 an imposing limestone passenger depot had been raised atop a fill just below the crest of the hill where the tunnel was at one time planned. It is obvious from the quality of this structure that Illinois Central funds were available and flowing, for in the previous June, the Indianapolis Southern Railroad had been formed incorporating the I.S.Ry and the I. & I. (Illinois & Indiana Rail Road) from Switz City to Effingham. The I.C. had sold its Effingham District to the new road to assure its connection with Indianapolis.

Just west of the Bloomington station the line cuts through the 950 foot crest and resumes its south-westerly course. A spur to the south enters the downtown area where the freight station still stands along with the old Showers Furniture factory, which was a major on-line shipper. From the spur, the mainline then crosses above the tracks of CSX Corporation's former Monon property. An interchange track was built to accomodate the Monon as it ascends a steep grade northwest out of Bloomington. About a half mile further west on the I.C. is a wye track and spur which started out as the Bloomington Southern Railroad in 1907. (BSRR)



The Bloomington passenger depot, expertly crafted of oolitic limestone, (probably from the Victor quarry) stood until the late 1950's. ICRR photo Author's collection.

Referred to as the Bloomington Branch when its construction was completed in 1914, it was also known as the "Stone Railroad", not to be confused with the Monon's Indiana Stone Railroad (ISR), whose line it parallels south of Clear Creek to reach limestone quarries. Altogether, the BSRR runs 9.2 miles south, curving gently back to the southeast to run next to the Monon and interchange again with it at Bloomington's McDoel Yard facility. At a point two miles south of Clear Creek, to the west of the tracks, are the remnants of the approach to what was to have been the Stanford Tunnel. The most substantial structure still standing nearby is a 600 foot long wooden trestle built about 1914 to reach the Victor Quarry.

Most of the Bloomington Branch was constructed after the I.C. assumed complete ownership of the I.S.R.R. in 1911. It is fairly certain that the branch did reach the Monon yard before 1911, however. Today, this line serves a gravel pit and an RCA factory which was built originally as a Showers Furniture satellite plant.

Meanwhile, construction was proceeding at a rapid pace in 1905, all along the mainline from the wye junction, at Bloomington,

three miles west to Kirby, thence to Elwren, which was to serve as the station for Stanford, one mile to the south and now bypassed. Crews working east from Switz City bridged the White River and linked Bloomfield, in the process passing over the B. & B. at Elliston. Following a ridgeline northeast of Bloomfield in 1906, the line suddenly stopped and construction began on ISRR's most impressive structure, the Tulip Viaduct over Richland Creek Valley. It is believed that the concrete footings and clearing of a path across the valley was completed in 1905, and that actual construction on the structure began in May of 1906 on the west end. That summer the line from Bloomington arrived, and both sides of the viaduct were worked simultaneously. The 2307 foot long trestle was rushed to completion in December of 1906. It was the final link of the route to be opened to traffic. Indeed, witnesses to the first train crossing, reported that not all of the bolts were in place, but enough were to permit a light-loaded transit! Originally the viaduct across the valley was only 2215 feet, but in 1916 an additional 92 feet was added. Its maximum height reaches 157 feet above the valley floor. The new railroad reached the village of Solsberry in April of 1906, opening a hitherto very isolated Green County community to the outside world.



In this northeast view, the baggage express room can clearly be seen. This is the only portion to survive, and is now a Japanese restaurant. ICRR photo Author's collection.

With the completion of the 34 miles between Bloomington and Switz City, the entire 177 mile line became operational in the closing days of 1906. Since the viaduct over Richmond Creek was the only constraint preventing through service, the golden spike was probably driven just to the west of that structure, December 16, 1906. While the 1912 official lists show the Indianapolis Southern Railroad operated separately from its parent, by 1913 the line was simply referred to as the Indiana Division consisting of the Indianapolis District and the Effingham District.

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The "High Dry" line continues on page 33.

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Tulip Viaduct. This recently discovered rare view shows the start of the famous viaduct over Richland Creek Valley looking east in July, 1906. The terrain has obviously recently been cleared and concrete pylon supports poured. This photo supports a number of claims as to when and where the bridge was started. →

Photo: Pomeroy/Baker Collections.

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The Viaduct. Shown here under construction in 1906, the Tulip Trestle across Richland Creek was the highest on the line at 157', typifying it's ridge running, valley "air-line" crossing characteristics and earning it the nickname "High and Dry". photo: J.C. Meredith Collection. →

The depot and freight house drawings on the following pages and pages 36 & 37 in this issue are a few of the hundreds of vellum originals that were donated to the society by the Illinois Central Gulf Railroad. You will be seeing more like these in future issues.





ILLINOIS CENTRAL RAILROAD.

INDIANA DIVISION—Continued.  
MATTOON DISTRICT—Continued.

Pop.	Clearance L'gth of Sigs ft.	Telegraph Cable	No.	STATIONS.	AGENTS
2,500	4,928	v	B 213	★Grayville*.....Ill.	W. M. Jonsson
	430		" 217	Hovey.....Ind.	
			" 219	Hartlein.....	
325	8,131	GF	" 220	★Griffin.....	H. L. Young
24	755		" 223	Barrett.....	
290	2,167	WA	" 225	★Stewartsville.....	W. E. Gladville
850	3,439	DI	" 228	★Poseyville*.....	F. A. McGinnis
	450		" 233	Wendel.....	
35	3,164	MA	" 235	★Martin.....	E. W. Miner
55	990		" 237	★Armstrong.....	Mrs. E. W. Miner
	672		" 239	Wilcox.....	
	23,748	WD	" 244	Harwood.....	
100,765	34,706	FS	" 247	★Evansville*.....	J. E. Rhodes, Frt. L. W. Chamberlin, Tkt. H. L. Timmons, Bag.

NEW HARMONY BRANCH.

290	2,167	WA	BA U	★Stewartsville, Ind.	(See Mattoon District)
1,310	6,796	NH	" 6	★New Harmony.....	E. E. Boyer

INDIANAPOLIS DISTRICT.

Pop.	Clearance L'gth of Sigs ft.	Telegraph Cable	No.	STATIONS.	AGENTS
280,000	2,167	UN	X 0	★Indianapolis* Ind.	W. Ward, Frt. H. R. Martin, Tkt. W. H. Spencer, Bag. Agt.
	41,297	YD	" 2	Yards (Wisconsin St)	
	550		" 5	Lenore.....	
	1,860		" 7	Gravel Pit.....	
	75		" 8	Mt. Perry.....	
29	729		" 12	★Frances.....	Miss A. P. Robinson
			" 14	Stoae's Crossing.....	
304	4,311	BA	" 18	★Bargersville.....	C. W. Murray
			" 20	Etter Water Tank.....	
25	3,520	BA	" 25	★Anita.....	R. M. Ferris
1,275	4,271	BA	" 30	★Morgantown*.....	H. N. Wents
	2,100		" 33	Downing Track.....	
	80		" 34	Fruit Dale.....	
200	1,100	HN	" 39	★Heimsburg.....	J. J. O'Neill
50	3,746	VA	" 42	★Treviac.....	E. E. Richardson
			" 50	★Unionville.....	C. F. Edwards
100	2,943	U	" 50	★Bloomington*.....	C. R. Pleasants
11,250	15,277	BV	" 56	★Kirby.....	Q. Ferguson, Tkt.
	3,400		" 60	★Elwren.....	E. V. Helms
200	3,525	FR	" 65	★Solsberry.....	R. M. Mason
140	3,381	SU	" 70	★Helm Switch.....	
	250		" 74	★Tulip.....	G. W. Bland, Tkt.
100	3,600		" 78	Bloomfield Brk. Yard	
	1,150		" 82	★Bloomfield.....	W. S. Hall
2,069	5,700	HE	" 83	★Switz City*.....	C. F. Nelson
550	8,572	HN	" 90	Winters.....	
	731		" 92	★Linton*.....	W. T. Pemberton
5,906	6,109	WN	" 96	★Victoria.....	J. H. Scott
25	4,417	CA	" 98	★Sundowner Mine.....	
	6,728		" 101	★Dugger.....	J. W. Feldman
2,000	1,180	HR	" 102	★Freeman Mine.....	
	1,793		" 103	Cass.....	Jos. Garrett
350	5,550	CS	" 104	★Clover Leaf Mine.....	
	3,190		" 105	★Sullivan*.....	B. B. Small
6,500	3,545	FN	" 111	★New Lebanon.....	S. Cummings
200	1,243	NA	" 115	★Merom.....	J. M. Stone
650	2,562	RO	" 120	Riverton.....Ind.	
200	7,770		" 121	★Palestine.....Ill.	Rav Wolfe
1,800	39,376	AR	" 124		

EFFINGHAM DISTRICT.

Pop.	Clearance L'gth of Sigs ft.	Telegraph Cable	No.	STATIONS.	AGENTS
	210		X 128	Gordons.....Ill.	
			" 129	Big Four Tower.....	
5,500	10,139	DE	" 131	★Robinson*.....	W. E. Morenous
	262		" 132	★Eaton.....	
	215		" 135	Hercules.....	
350	3,140	S	" 136	★Stov.....	W. E. Robinson
	380		" 137	Tidewater.....	
	2,614		" 138	Bakers Lane.....	
1,450	5,888	OH	" 140	★Oblong*.....	R. M. Dalrymple
600	4,251	WI	" 147	★Willow Hill.....	J. H. Hardwick
	750		" 150	Creeds.....	
2,108	4,200	NE	" 154	★Newton*.....	R. E. Bayles
25	4,070		" 160	Lis.....	
300	3,238	WC	" 164	★Wheeler.....	R. E. Billings
550	1,396	DS	" 167	★Dieterich.....	Z. McCrillis
	3,199		" 172	Evers.....	
3,898	30,980	FE	" 178	★Effingham*.....Ill.	(See Illinois Division)

BLOOMINGTON SOUTHERN BRANCH.

Pop.	Clearance L'gth of Sigs ft.	Telegraph Cable	No.	STATIONS.	AGENTS
			XA 0	Bloomington Sou.	
			" 3	Junction.....Ind.	
25	950		" 3	Clear Creek.....	
			" 6	Quarry Junction.....	
	335		" 8	Dodgson.....	
			" 84	Victor.....	
			" 9	Ent of track.....	

ILLINOIS CENTRAL RAILROAD.

INDIANA DIVISION.

H. J. ROTH, Superintendent.....	Mattoon
J. A. BELL, Master Mechanic.....	Mattoon
P. E. ODELL, Train Master.....	Mattoon
C. A. KEENE, Chief Train Dispatcher.....	Mattoon
G. H. DANVERS, Traveling Engineer.....	Mattoon
F. B. OREN, Road Master.....	Mattoon
J. J. SEKINGER, Supervisor of Bridges and Buildings.....	Mattoon
J. C. CRANE, Road Supervisor, Pekin to Mattoon.....	Mattoon
H. H. CORDIER, Road Supervisor, Mattoon to Evansville.....	Newton
J. L. PIFER, Road Supervisor, Indianapolis to Bloomfield.....	Bloomington
T. J. FLYNN, Road Supervisor, Bloomfield to Effingham.....	Palestine
M. E. YOUNG, Claim Agent.....	Mattoon
R. E. DOWNING, Storekeeper.....	Mattoon
J. G. WARNECKE, Storekeeper.....	Centralia
C. F. WELD, Supervisor of Signals.....	Clinton
B. R. OLSON, Traveling Auditor.....	Mattoon

PEORIA DISTRICT.

Pop.	Clearance L'gth of Sigs ft.	Telegraph Cable	No.	STATIONS.	AGENTS.
88,535		RI	B 0	★Peoria*.....Ill.	J. W. Murphy, Jr. Agt. S. F. Haskins, Tkt. G. A. Smith, City Freight Agent O. C. Alford, Bag. Agt.
		OA	" 1	Bridge June.....	
	11,100	PD	" 9	★Pekin*.....	L. E. Selby, Joint Agt. Miss Eva Allen, Tkt. Agt.
	2,380		" 14	★South Pekin.....	W. A. Wetrop, Jr. Agt.
	25		" 16	Sand Prairie.....	
	510		" 21	★Green Valley.....	W. F. Barton
			" 22	Herget.....	
			" 24	★Holmes Switch.....	
			" 26	★Delavan*.....	W. E. Whitson
	1,350		" 32	★Emden.....	W. F. Hofman
	525		" 36	★Hartsburg.....	A. H. Turner
	311		" 41	Bell.....	
			" 41	Lincoln Tower.....	
	11,500		" 44	★Lincoln*.....	(See Springfield Div.)
			" 49	Chesterville.....	
	1,511		" 55	★Mt. Pulaski*.....	(See Springfield Div.)
			" 59	★Mt. Pulaski Tower.....	
			" 59	★Varis.....	Joe Fuhr, Ticket
	450		" 62	★Latham.....	B. B. Knight
			" 66	Heman.....	
	593		" 68	★Warrensburg.....	J. P. Wharton
	24		" 72	★Bearsdale.....	J. B. Gulick
31,140	10,397	DE	" 77	★Decatur*.....	(See Springfield Div.)
			" 79	Decatur Junction.....	
			" 80	Suffren.....	
			" 83	Turpin.....	
	370		" 85	★Mt. Zion.....	L. J. Hendrickson
	50		" 87	★Hercy City.....	H. H. Hood
			" 88	Hight.....	
	425		" 91	★Dalton City.....	J. B. Weems
	992		" 97	★Bethany.....	J. W. Mahan
	25		" 100	Dunn.....	
2,550	10,127	XN	" 104	★Sullivan*.....	J. I. Wright
	285		" 110	★Aleville.....	H. E. Wernsing
	75		" 113	★Colles.....	C. D. Rowland
			" 116	Lipsey.....	

MATTOON DISTRICT.

Pop.	Clearance L'gth of Sigs ft.	Telegraph Cable	No.	STATIONS.	AGENTS.
12,275	29,980	Q	B 119	★Mattoon*.....Ill.	(See Illinois Division)
			" 122	Dispatchers.....	
	240		" 122	★Jones.....	
	400		" 123	Newby.....	
	401		" 126	★Lerna*.....	N. S. Stillwell
	250		" 130	★Janessville.....	H. G. Burge
	55		" 133	★Bradbury.....	J. T. Simerly
	930		" 137	★Toledo.....	C. C. Webb
			" 140	Norviel.....	
	1,425		" 142	★Greenup*.....	W. W. Rothrock
			" 143	Dees.....Tower	
	2,411		" 148	★Hidago.....	R. Hocking
	470		" 152	★Rose Hill.....	E. Cowell
	350		" 152	★Falmouth.....	R. A. Kibler
	26		" 155	★Newton*.....	R. E. Bayles
	2,108		" 165	★Boos.....	J. W. Land
	50		" 171	★West Liberty.....	M. I. Poulton
	350		" 172	★Dundas.....	L. H. Arthur
	250		" 176	Johnathan.....	
	6,060		" 179	★Olney*.....	J. B. Ryan
			" 185	B. & O. S. W. Tower.....	
	272		" 185	★Calhoun.....	S. Bartley
			" 188	Simpson's.....	
	475		" 190	★Parkersburg.....	B. F. Riley
	1,100		" 195	★West Salem.....	J. W. Jones
	650		" 200	★Bone Gap.....	W. A. McClure
	525		" 205	★Browns.....	H. P. Steffens
			" 209	Seibert.....	
			" 330	Grayville Tower.....	





#472. A Brooks portrait in November of 1895 serves as a reminder of how these Mogul types looked at the turn of the century. The Belpaire-fired #472 was assigned to the Indiana Division until sold in 1929, so far as known. Alco Historic Photo Author's Collection.

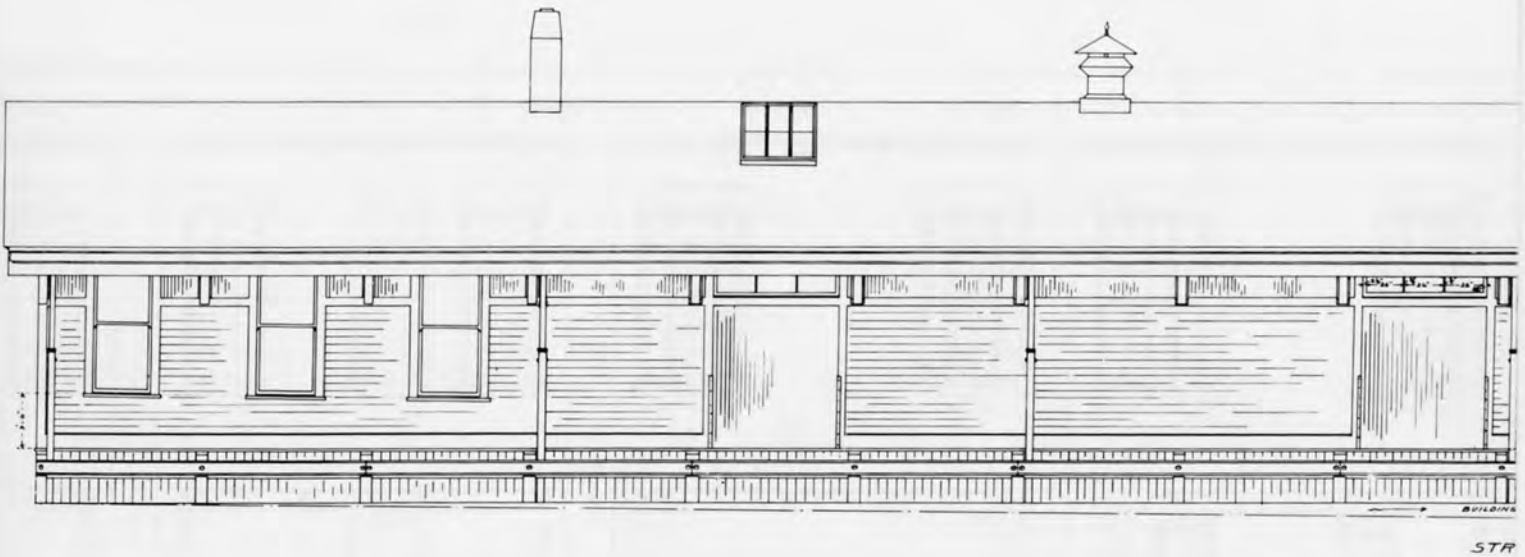
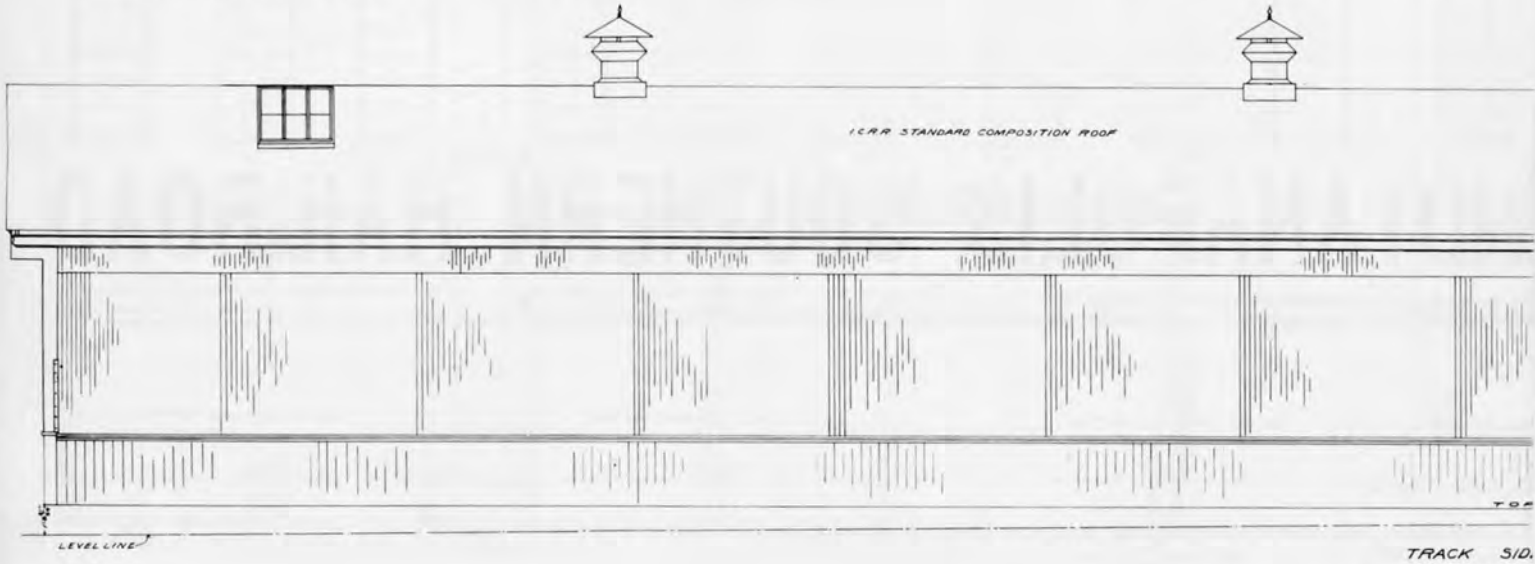


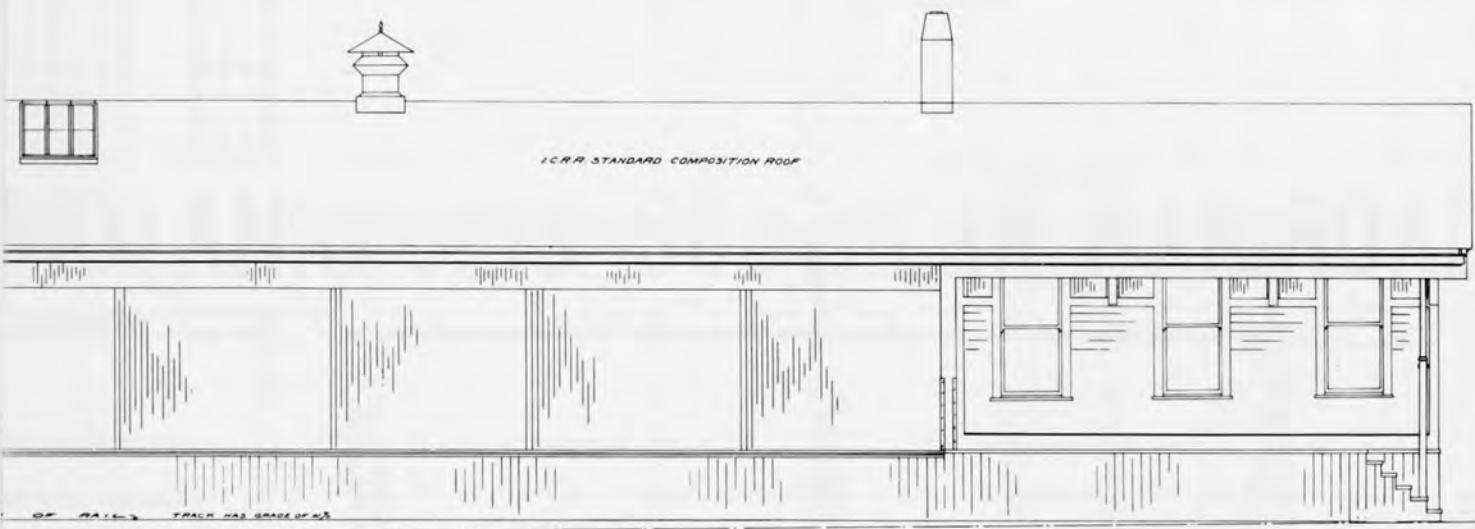
#940. From the same lot as ISRR #91-95 (Brooks 1894) #940 presents a classic late nineteenth century look in this builders photo. It undoubtedly ranged to and from between Effingham and Indianapolis with a two to four car consist. This engine became #1940 and then #4940 and was retired in 1928. Alco Historic Photo, Author's Collection.



2176, an IC built example of 1885, this locomotive started out as #254 and was found on the INDY line about 1912. M.D. McCarter photo, Author's Collection.

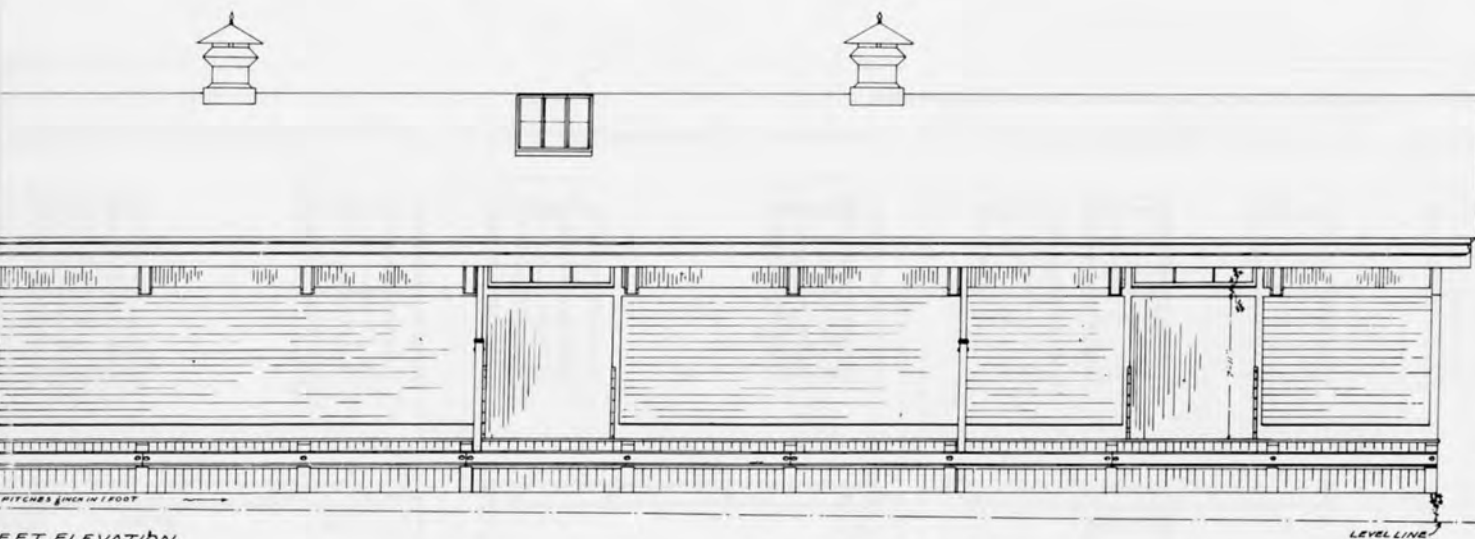
FREIGHT HOUSE  
FOR  
INDIANAPOLIS SOUTHERN RY.  
AT  
BLOOMINGTON INDIANA





I.C.R. STANDARD COMPOSITION ROOF

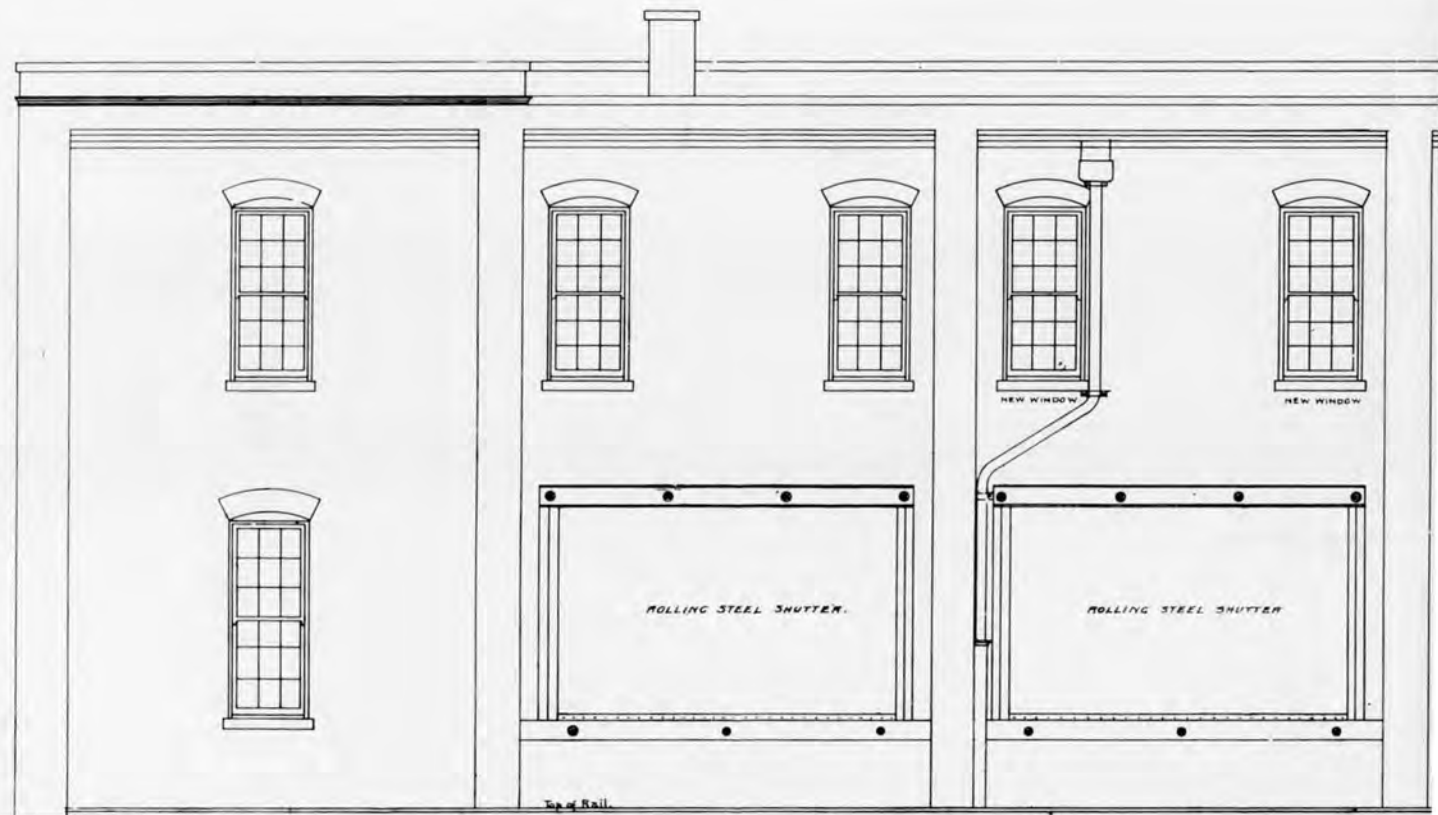
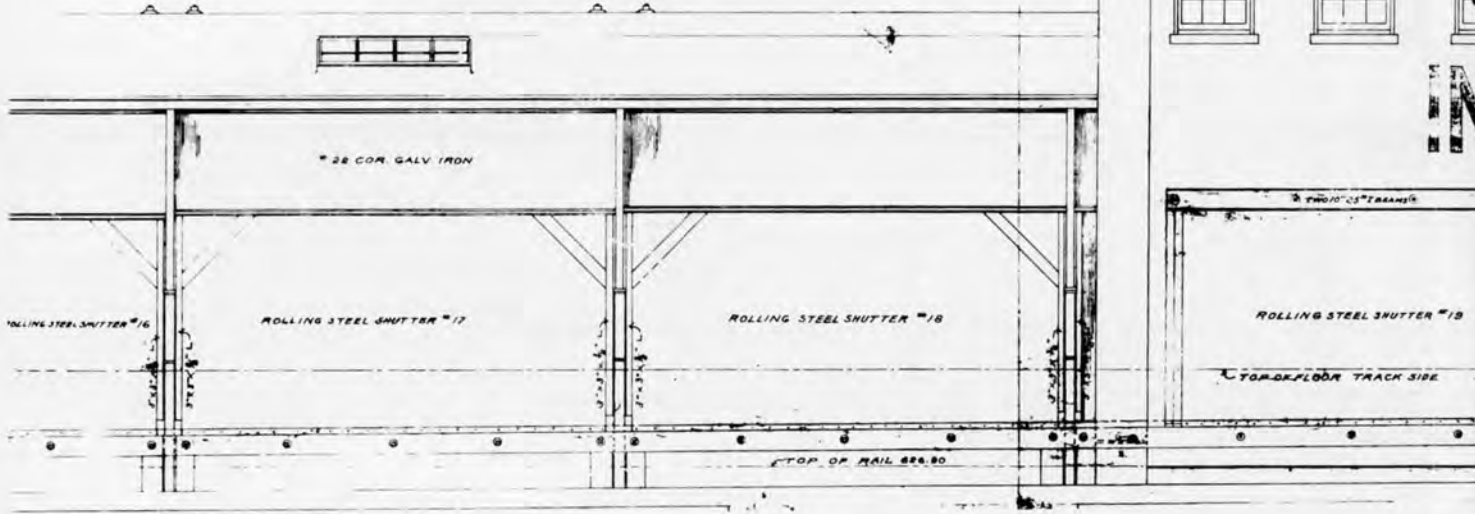
E ELEVATION

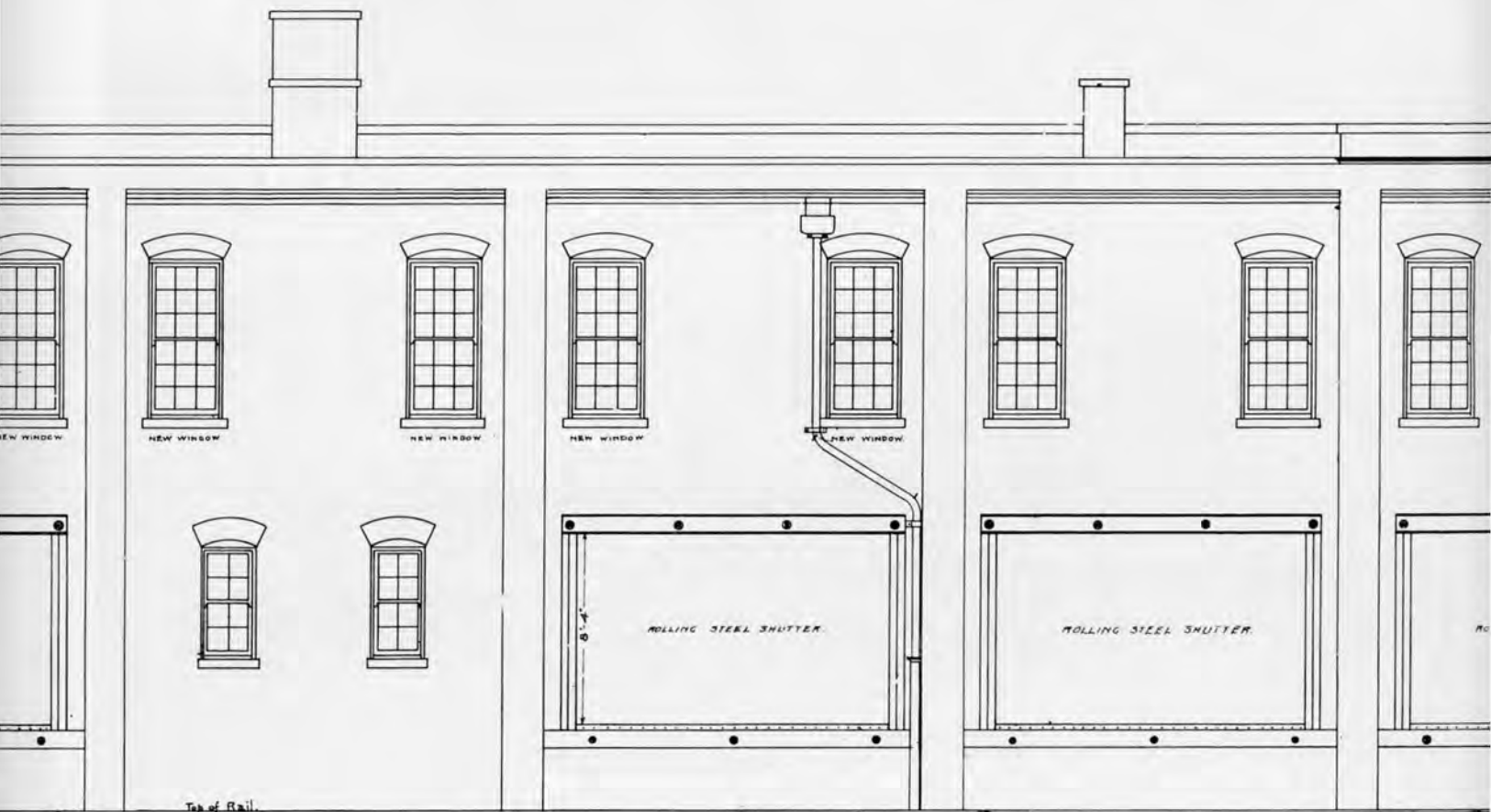
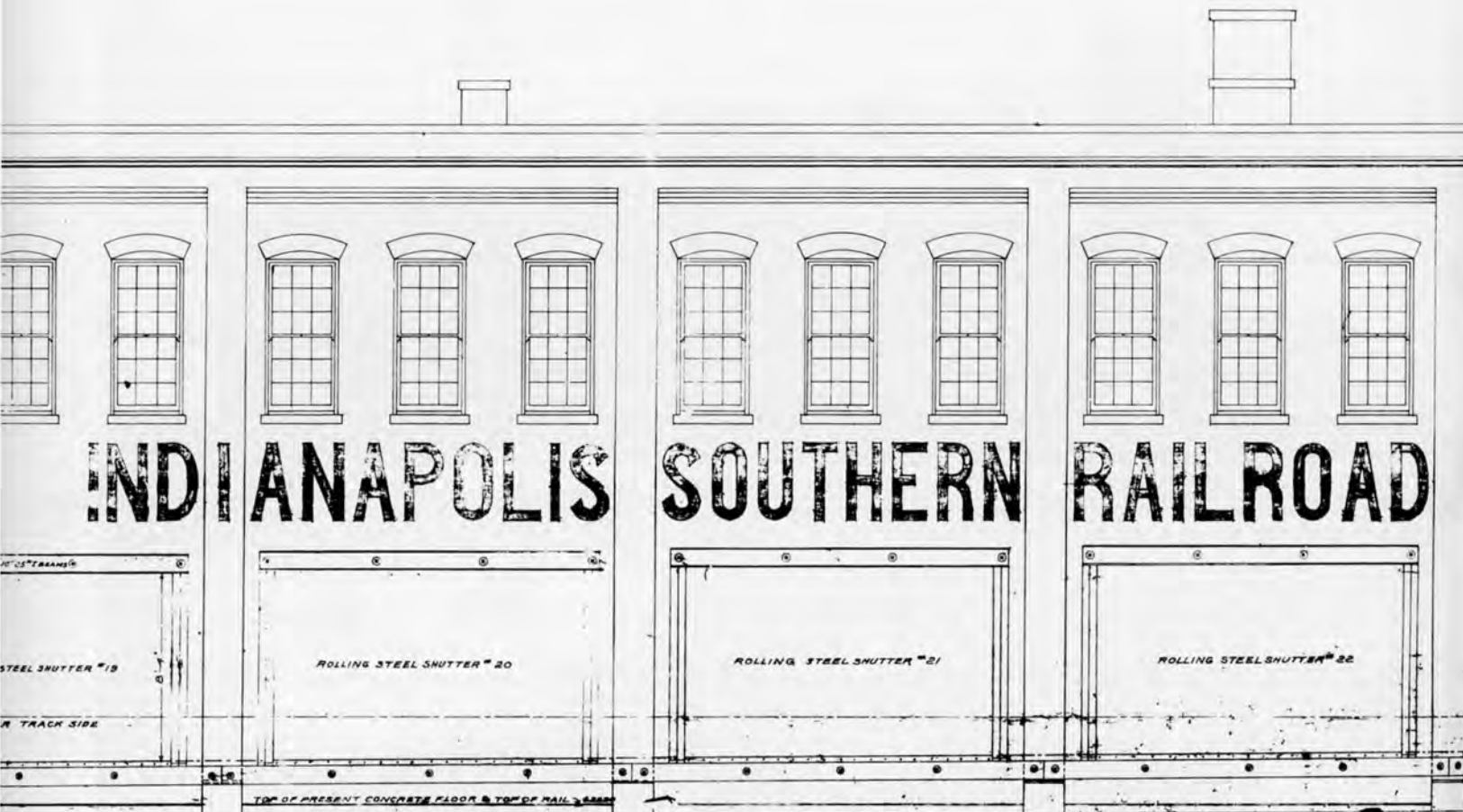


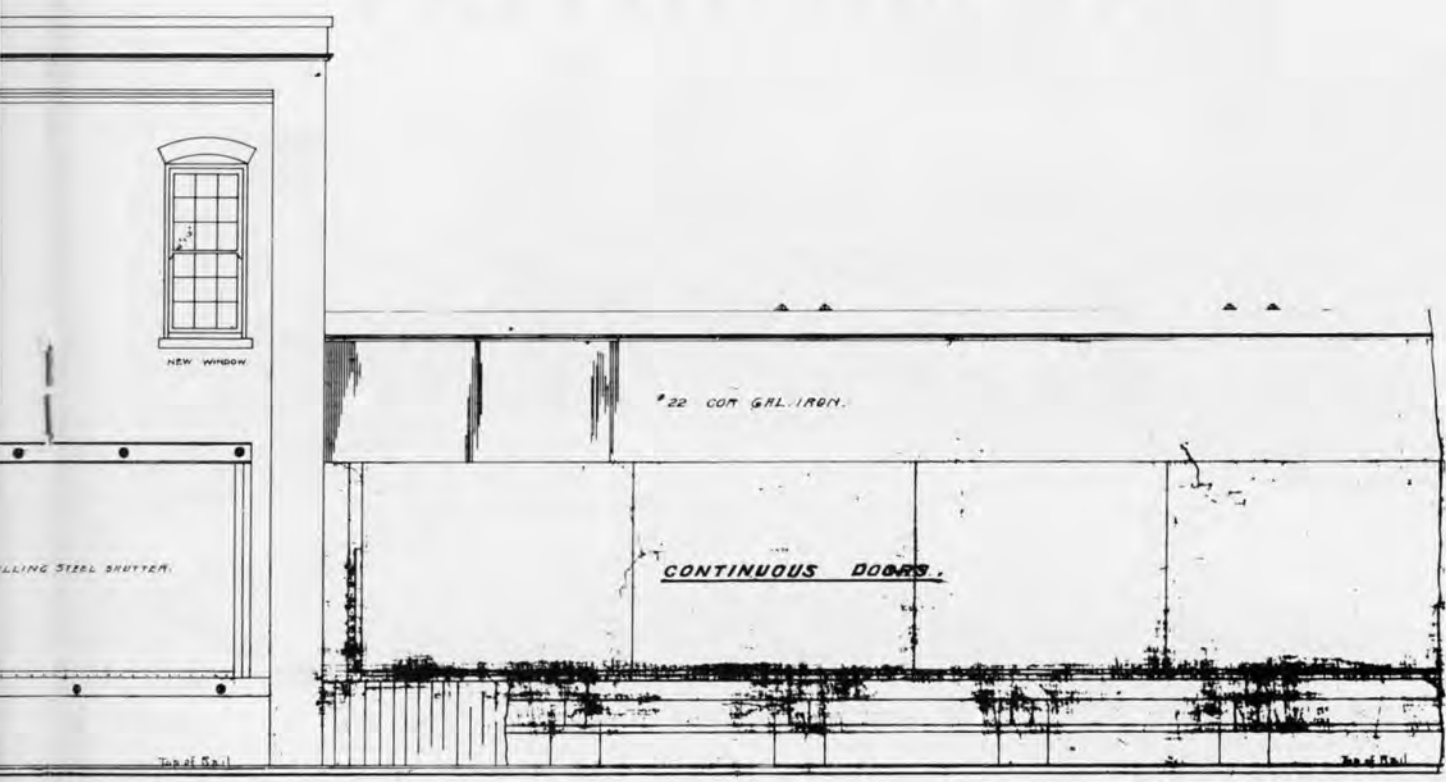
WEST ELEVATION

LEVEL LINE

FREIGHT HOUSE  
AT  
INDIANAPOLIS INDIANA  
INDIANAPOLIS SOUTHERN RY.







# INDIANAPOLIS



*Note: All Windows Marked X  
To Be Painted White On In-  
side.*

NORTH ELEVATION

# BLOOMINGTON







#5065. This handsome ten-wheeler reportedly hauled the last scheduled passenger run out of Indianapolis, February 28, 1945. Train 333, the Abe Martin Special. Acquired in 1926 as Alabama & Vicksburg 2nd #408 (Blt by Baldwin 1907), nee N.O. & N.E. #292.

photo: Author's Collection.



#484. This long lived (Blt by Brooks 1895, scrapped 1951) Mogul was seen in many locations throughout IC Territory. It is shown here at Dodgeville, WI in 1948. From 1911 until the thirties this engine worked the Indianapolis line. photo: Author's Collection.



#2296. Originally I. & I.S. ten-wheeler #40 built in 1898 by Brooks, this is the only known survivor acquired in 1899 with St. L. I. & E. and the I. & I.. The other three engines were former Pensy Gla and G-2 types. The Indiana and Illinois Southern (#2) was bankrupt by 1890 after the switch to standard gauge in 1887.

C.W. Whitbeck photo - Author's Collection.



IC #477 with a typical side door caboose at the Palestine yard in 1911. The engine was built by Alco-Brooks in 1895, and was eventually scrapped in 1935. The crew consisted of: (Left to Right) Conductor Wolcott, Flagman Cliner, Brakeman "H.O." Martin, Engineer Bruner, and Fireman Delay.

photo: Collection of David Hughes.

"THE NARROW GAUGE"

Narrow Gauge doctrine held essentially that great economies could be gained through the use of smaller, lighter weight equipment (relative to cargo) on sharper curves and steeper grades. Like many movements in the 19th century, this one began in Europe in 1862-1864 while the Americans were fighting their Civil War. But it wasn't until two Englishmen, Fairlie and Spooner, delivered a paper in 1870 publicizing a narrow gauge railway serving a quarrying district in Wales, that the idea took off.

Two schools of thought arose regarding the "Narrow Gauge". One stated that a narrow gauge road was best used to extract minerals in areas where the standard lines could not justify the high initial capital investment. The other group thought that a system of narrow gauge trunk lines should go into competition directly with the regular steam railroads of the time. Thus after the Civil War many great and grand trunk line schemes came into being as "plans". A patch-work of companies sprang up and actively solicited local communities, especially those not served by any railroads, all in the name of local development. By actively seeking funds for local narrow gauge railroad development, these entrepreneurs may have unconsciously helped achieve the great east - west narrow gauge trunk line.

While the foregoing may suffer from gross oversimplification, it is meant to show the setting into which the Springfield,

LOCOMOTIVES of the INDIANAPOLIS SOUTHERN RAOILROAD COMPANY

Source: ICRR Official List of Equipment May 1, 1909

TYPE	CYLINDERS	#	SERIES	DR.	WEIGHT	TOTAL
Consolidation	22x30	#1 - #8		63"	203,500#	8
Mogul	18x24	#71-#77		56.5"	86,000#	7
8 Wheel	18x24	#91-#95		69"	118,800#	5

TABLE 1.

ISRR CONSOLIDATION NUMBERING & DISPOSITION  
Source: Railway and Locomotive Historical Society  
Railroad History #140

ISRR NO.	Re#	Rblt	Re#	Re#	Disposition
	1912	11-23	7-37	5-42	
#1	2/793				SC 1935
#2	2/794		3760	850	SC 1949
#3	2/795	3795	3766		SC 1955 (2-8-2)
#4	796				SC 7-'35
#5	797				Sold 3-'28 B&T
#6	798		3761	851	Sold 8-'47 B&Z Coal
#7	799				SC 6-'35
#8	800				SC 7-'26

TABLE 2.

ISRR MOGUL 2-6-0 TYPE NUMBERING & DISPOSITION

Original #220, 232-237, Blt IC shops 10-'81 (#220), 6-'84 to 9-'84 (#232-#237)

ICRR NO.	Re#	Re#	ISRR NO.	Re#	DISPOSITION
	1890	1903		1915	
#220	755	1755	71		SC 6-'14
#232	756	1756	72		SC 3-'14
#233	757	1757	73		SC 3-'14
#234	758	1758	74		SC 3-'14
#235	759	1759	75	2759	Sold 6-'20
#236	760	1760	76	2760	Sold 3-'16
#237	761	1761	77		SC 5-'14

Table 3.

ISRR 8 WHEEL TYPE NUMBERING & DISPOSITION

Original IC #943-#947 Blt by BROOKS 11-'94 s/n #2481 - #2485

ICRR NO.	Re#	ISRR NO.	Re#	DISPOSITION
	1906		1921	
#943	1943	91	4943	Rt 3-'28
#944	1944	92	4944	Rt 10-'29
#945	1945	93	4945	Rt 6-'35
#946	1946	94	4946	Rt 3-'28
#947	1947	95	4947	Rt 5-'35

(All were Renumbered back to #1943-#1947 in 1908-1909)

Effingham and Southeastern now came. Chartered March 10, 1869, the SE & SE was planned to run between it's namesake cities through Pana, Illinois to the Wabash River. It would link up with another unit of the Cincinnati-St. Louis Straight Line (CSLSL) which was part of the "East and West RR" grand plan for a string of narrow gauge lines all the way to the nation's capital.

The Civil War had interrupted plans made in the late 1850's and 1860's to link the Mississippi River with eastern cities. (It must be remembered that rivers of the Ohio-Mississippi basin played a key role in the movement of commodities and goods from the north to south and east to west.) In 1859 the Illinois Central charter lines (Illinois) had barely been completed, and the war delayed for ten years any thoughts of internal or westward expansion.

Although there is evidence that work on the SE & SE had started around Pana Illinois in 1873 or 1874, it was not until 1875 that work commenced in earnest to construct a railway east of Effingham, Illinois to the Wabash River on the Illinois-Indiana border. The Panic of 1873 not only delayed the start of the line, but plans to build to Springfield evaporated. The Springfield, Effingham and Quincy (SE&Q) may have been mistakenly called out as a successor to the SE & SE line, but so far as known, no evidence is available to suggest that it did or did not exist. If it existed at all it was most likely what we would call a marketing firm. That is, salesmen went out into the countryside and, like a traveling snake oil show, collected monies from the public to "guarantee" development with a return on investment.

The Quincy, Payson & Southeastern (QP&SE) is a different case since it was

identified by old time I & IS employees as being seen stenciled on freight cars around Newton and Oblong Illinois. Also, it was confirmed that such a firm was incorporated in Illinois in 1877. Most likely it was a construction company that built a segment of the line east of Effingham.

Although Carlton Corliss mentions the Cincinnati, Effingham & Quincy (CE&Q) as a successor to the SE & SE, this appears to be in doubt. That it was a predecessor line is more likely, since the promoters of the SE & SE first formed the CE&Q as a construction company. Land disputes, defaults, unpaid bills and the like are a

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EQUIPMENT of the INDIANAPOLIS SOUTHERN RAILROAD COMPANY

Source: ICRR Official List of Equipment May 1, 1909

PASSENGER CARS

TYPE	#	SERIES	Total
Baggage & Express	103,	104	2
Mail & Express	51,	52	2
Coaches	201-	208	8

FREIGHT CARS

TYPE	I/LGTH	CAPY	#	SERIES	TOTAL
Box Cars	30'6"	40T	1-	3000	98
Gondolas	40'4"	50T	3001-	8000	400
Flat Cars	40'1"	50T	8001-	9000	200
Caboose	Misc	-	10001-	10015	15

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Although obviously of I.C. design, this caboose, seen at the cut just west of the passenger depot, is lettered for the Indianapolis Southern. (1907)

W.E. Showers photo Author's Collection.

matter of record in the law court records of many Southern Illinois counties.

At any rate, the remainder of the line from Effingham to the Indiana state line was in place and operating by 1880 up to the banks of the Wabash. The entire 57 mile line was open for business. The railway was of the cheapest construction possible for a 3 foot gauge. Rails were 35 to 40 pounds per yard in weight and probably of well worn iron. Grading was typical of narrow gauge "standards", with dirt ballast, no cuts or fills, with rails laid on untreated ties. Uneven terrain with steep grades apparently persists to this day along the "razorback".

Meanwhile, in the same year as the SE & SE's completion, (1880) 31 miles of additional narrow gauge line was built from Switz City, Indiana, westward to the Illinois line on the east bank of the Wabash. This was the Bloomfield Railroad (BRR) and was the first I.C. predecessor line in Indiana. It was chartered on October 10, 1874.

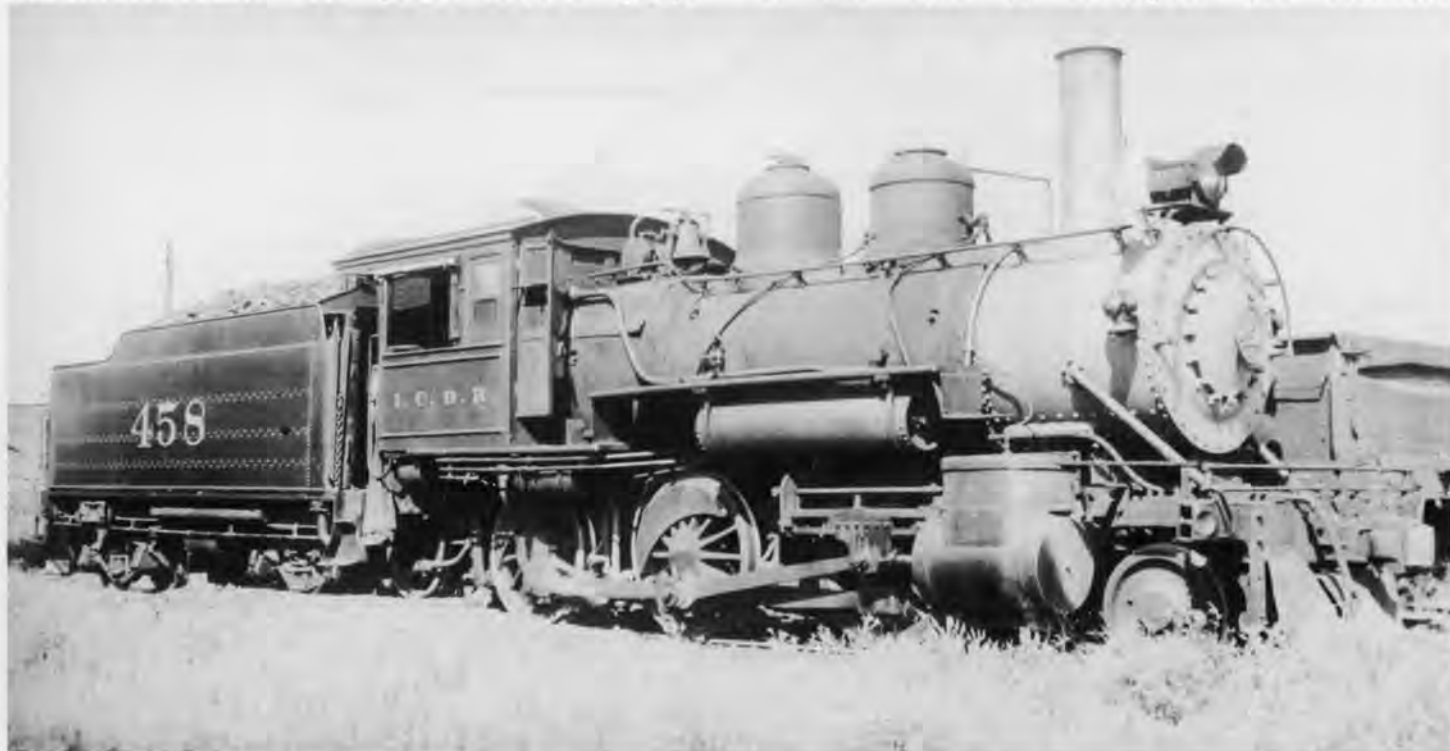
The Bedford, Springville, Owensburg and Bloomfield Railroad (BSO&B), built the remaining six miles of line to Bloomfield. This was to be a part of the link eastward to Cincinnati in the great narrow gauge

plan. The BSO&B became the Bedford and Bloomfield Railroad (B&B) in 1883, and eventually became a part of the Monon Route.

Altogether, this narrow gauge empire formed an impressive link in the chain of the great East & West narrow gauge plan. Connectable properties existed at this time across parts of Indiana, Illinois, Ohio, and Pennsylvania.

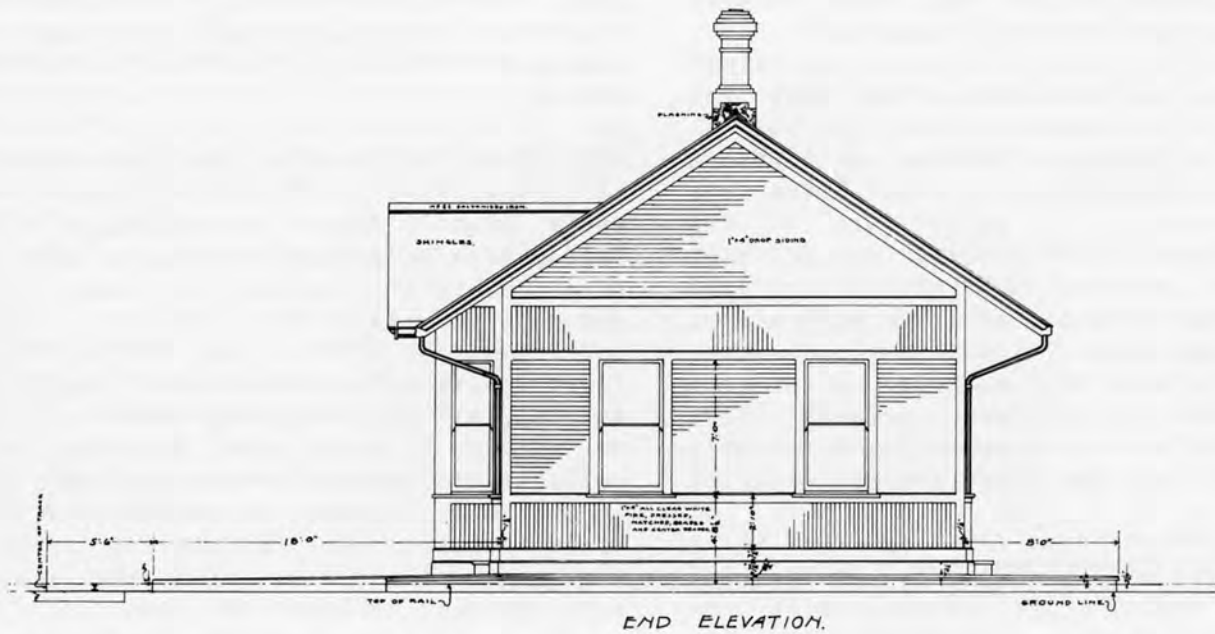
In 1880, with the completion of the SE & SE and BRR, all that remained was to bridge the Wabash. This was done, but the bridge collapsed in the winter of 1880-1881. Thus the two main segments of the SE & SE were again isolated. Late in 1878 the SE & SE went bankrupt and was held by the receivers until the end of 1882.

On January 27, 1883, the Indiana & Illinois Southern Railway (I&IS) was formed from the remnants of the old SE & SE in Illinois. Three years later, the I&IS Railroad was chartered (May 12, 1886) and proceeded about the task of building substantial bridges across the Wabash and Embarrass Rivers. It also took on the rebuilding of the Bloomfield line (BRR) into Switz City. Finally in 1887, the entire 87 mile length of the line to Effingham was standard



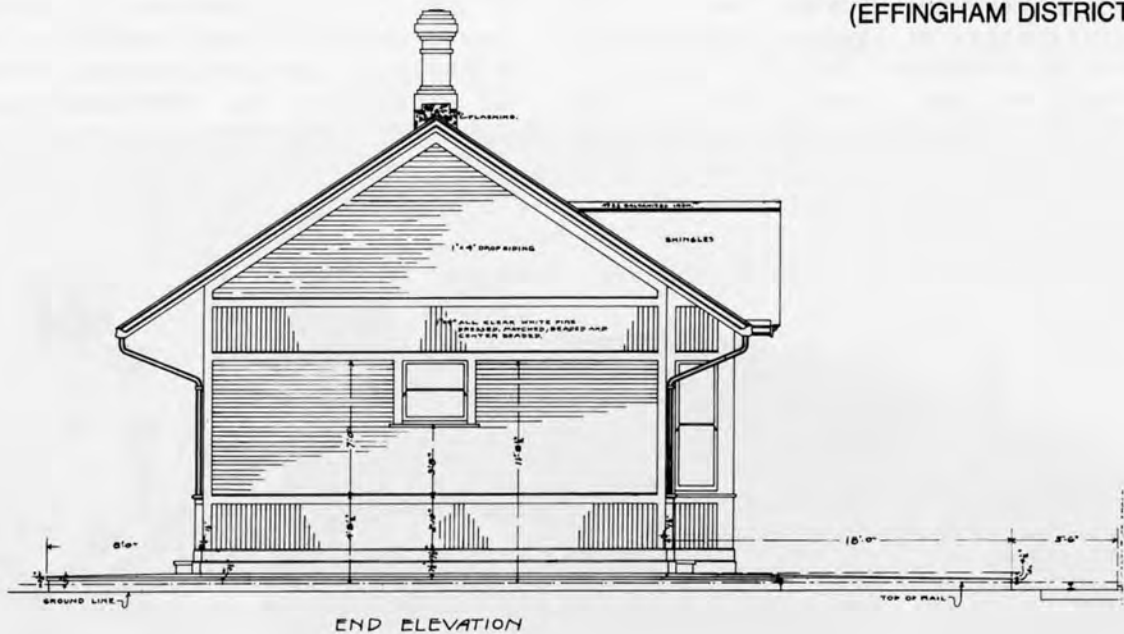
#458. Early Indianapolis Southern Moguls #71-77 (renumbered from IC 1755-61 in 1906) were scrapped by 1914 when this engine and many others like her were used on the Indiana Division. This Rogers product of 1894 was so sturdy and adaptable that it lasted until 1949.

photo: Authors Collection.

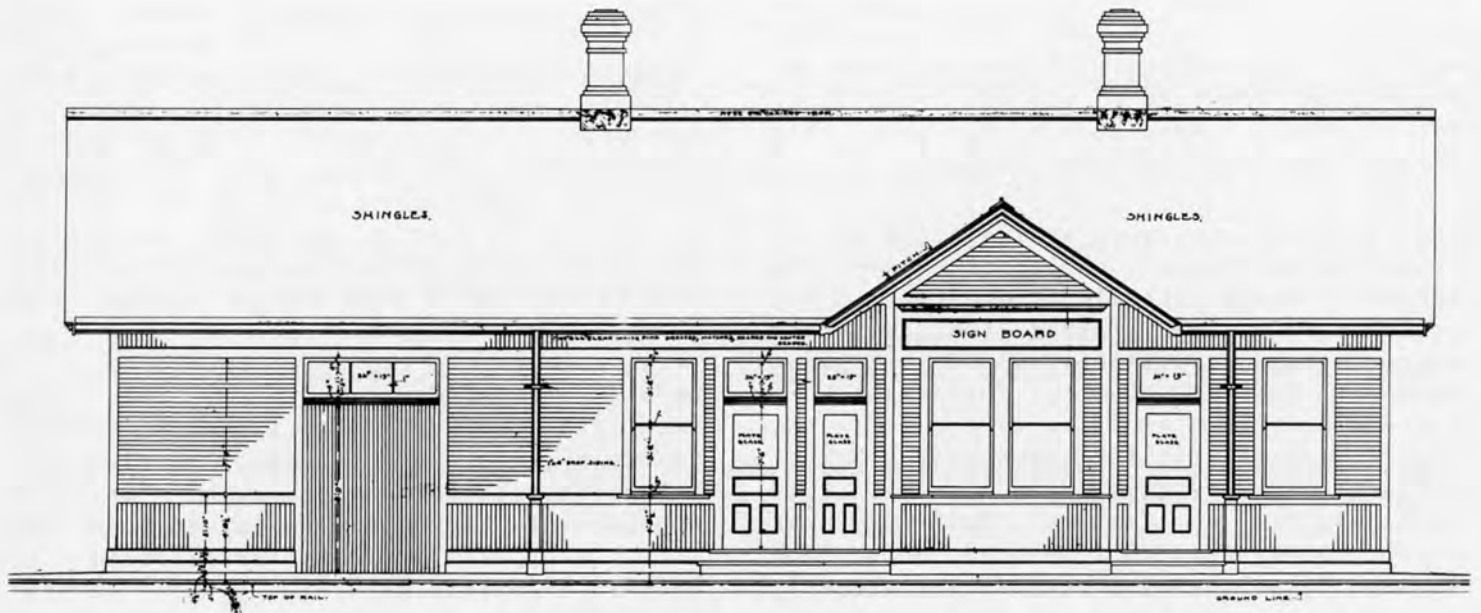


END ELEVATION.

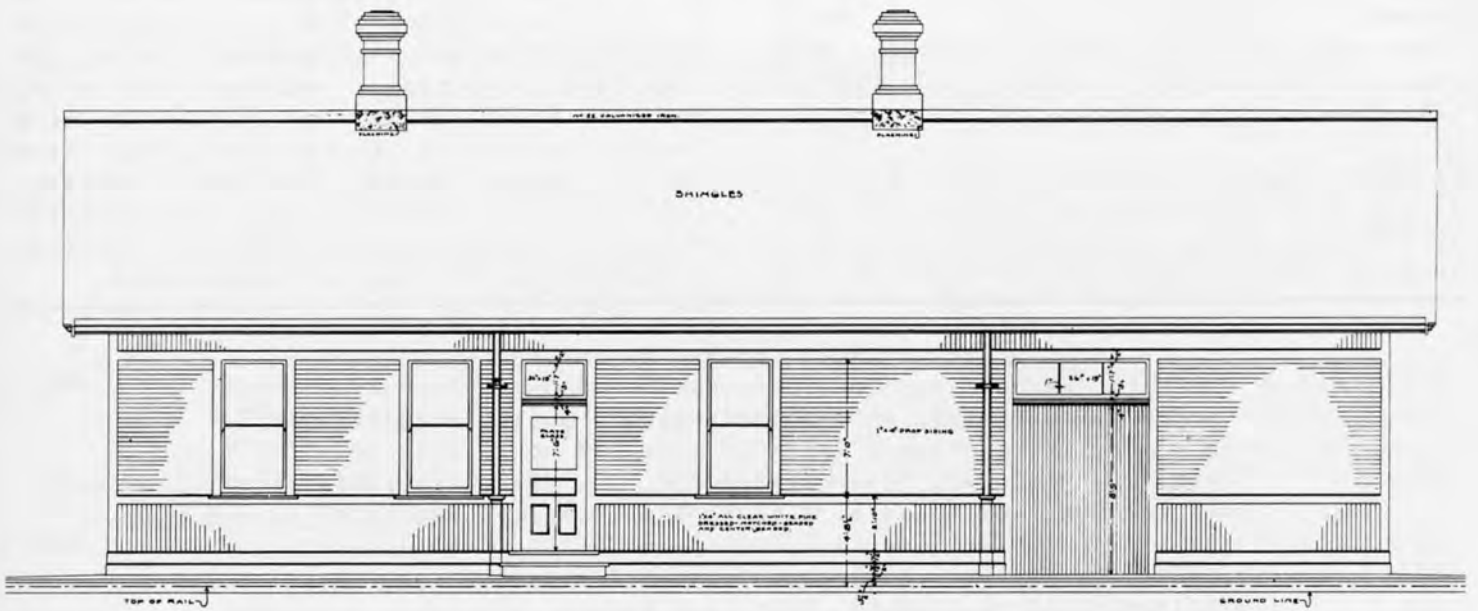
PASSENGER AND FREIGHT HOUSE  
 AT  
 SULLIVAN AND ROBINSON  
 (EFFINGHAM DISTRICT)



END ELEVATION



FRONT ELEVATION



REAR ELEVATION.

gauged. While the Illinois line merely had its track widened to standard gauge on existing ties, the Indiana side undertook work on a grander scale. Extensive land was bought and the right of way was realigned and regraded to more modern standards. This is the line as it is known today.

The financial structure of the old I & IS (known as the "n.g.") collapsed under the burden of heavy capital expenditures, and on February 6, 1890, formed two companies representing the interests of the bond holders: The St. Louis, Indianapolis & Eastern Rail Road of Illinois and the St. Louis, Indianapolis & Eastern Rail Road of Indiana. Just six days later, the St. Louis Indianapolis & Eastern Railroad was incorporated. Despite a reduced debt, and lowered fixed charges, by 1895 the property was again in sad shape. By 1898, business results were dismal. However, this time the Illinois Central was waiting on the courthouse steps. Effective control was gained of the ST.LI&E on November 15, 1899. Foreclosures were made and two companies were again formed to convey control. The Indiana & Western Railroad received those properties in Indiana, while the Illinois & Eastern Railroad received the Illinois properties of the former StLI&E. Then on December 23, 1899, a scant five weeks after the split, the two corporations were consolidated as the Illinois and Indiana Rail Road.

Not mentioned in passing through 15 years of the I&IS's checkered existence, was that in 1886 the narrow gauge movement peaked in terms of tonnage, and total mileage in the

U.S.. The SE & SE and its successors, even though converted to standard gauge, were victims in a sense, of the heritage of fallacious assumption that narrow gauge railways were more profitable from the standpoint of economy of operation, maintenance, and return on investment. After more than thirty years in and out of the bankruptcy courts, and after perhaps as many as thirteen corporate identities, the western portion of what was to become the "HI-Dry" was complete.

During the 1890's and early into the twentieth century, the Illinois Central Railroad underwent a vital period of expansion, consolidation, and physical improvement. Controlled as it was from New York, and still substantially owned by British interests, the I.C. made careful and deliberate decisions about what was in its best interest. The tiny slim gauge line extending into the coal fields of southwestern Indiana, and later as a standard gauge line to the principal metropolis of that state, fit very well in the I.C.'s plan to create a traffic flow from east to west into the north-south Mainline of Mid-America.

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In a future article, material will be presented on the operation of the Hi-Dry line from 1911 to the present. Also, as additional information becomes available, the line from Peoria to Evansville (the Peoria, Decatur, & Evansville), and from LeRoy through Rantoul to West Lebanon, Indiana will be covered. Help is urgently needed if these projects are to succeed, especially in the area of photographs.

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## THE ILLINOIS CENTRAL IN INDIANA

### Predecessor Lines of the Indianapolis Southern Railroad

BRR	Bloomfield Railroad, incorporated Oct. 10, 1874. Controlled by SE & SE from 1878 to 1886. Purchased by I&IS in 1886. Constructed 1880 (narrow gauge).
BSRD	Bloomington Southern Railroad. Constructed by ISRR beginning in 1907. completed 1914 by ICRR.
B&B	Bedford and Bloomfield Railroad, formed 1883 from BSO&B. Became the B&B branch of the Monon (L.N.A. & C.) in 1886 and operated as a narrow gauge railway. Trackage rights obtained from ISRY, 1902-1927. Not a predecessor line. (Standard gauged 1887)
BSO&B	Bedford, Springville, Owensburg & Bloomfield Rail Road, incorporated 1874 and constructed 1877 (narrow gauge). Retained a nominal interest in the BRR. Not an IC predecessor line.



## THE ILLINOIS CENTRAL IN INDIANA

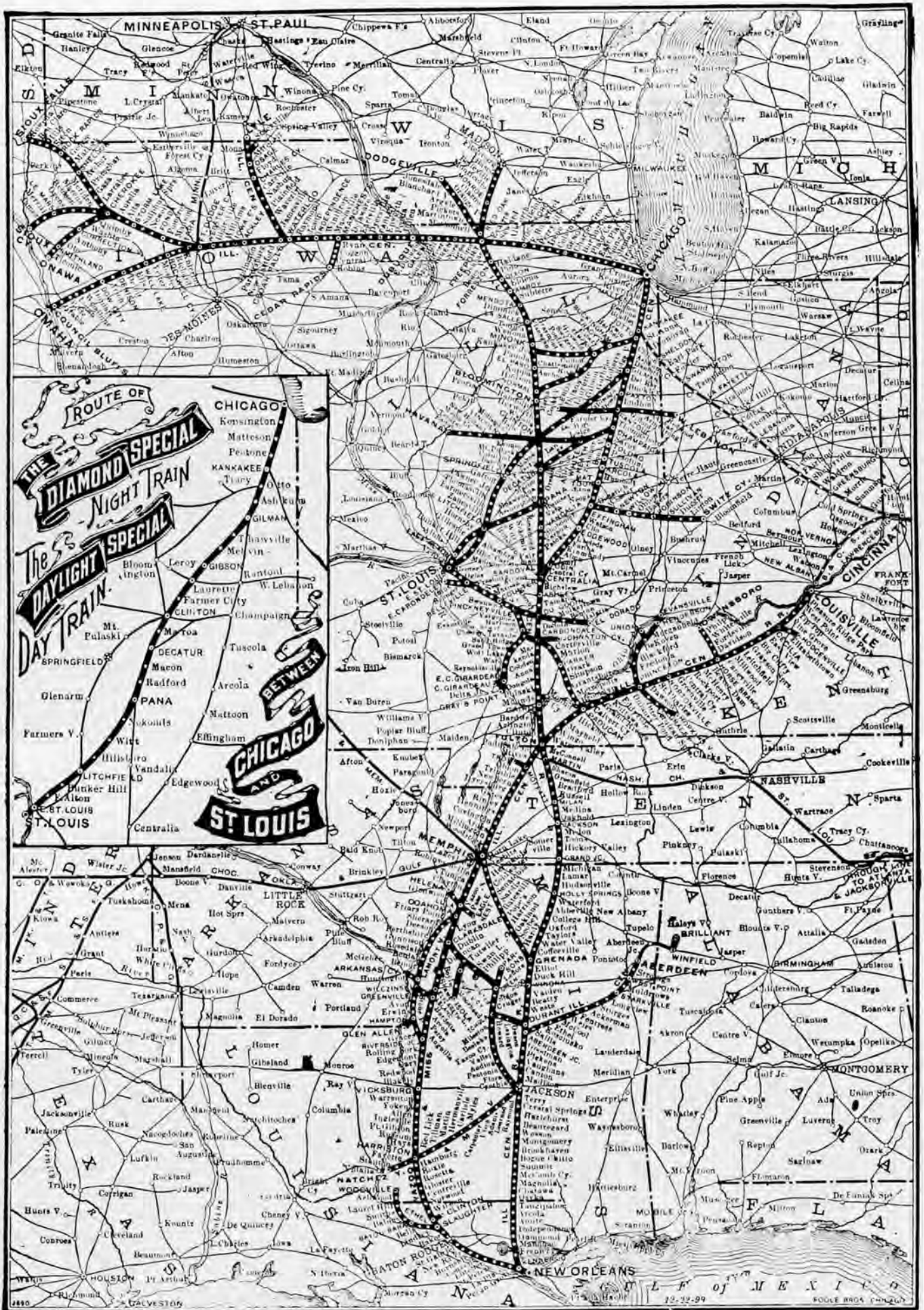
### Predecessor Lines of the Indianapolis Southern Railroad

- C.E.& Q. Cincinnati, Effingham & Quincy Construction Company, formed c. 1875 to buy land and construct the SE & SE.
- CSLSL Cincinnati-St. Louis Straight Line, c. 1872. The East & West RR narrow gauge trunk line developed after the Civil War as a grand plan to use narrow gauge railways to connect Washington D.C. with the Mississippi River variously at Quincy, Illinois or St. Louis.
- I&E Illinois & Eastern Railroad, incorporated Nov. 15 1899, to sort out financial arrangements as a result of foreclosure on St. L.I.& E.. Formed the Illinois portion of the I&I.
- I&W Indiana & Western Railroad, incorporated Nov. 15, 1899 to represent Indiana interests after foreclosure on the St. L.I.& E.. Formed the Indiana portion of the I&I.
- I&I Illinois and Indiana Rail Road, incorporated Dec. 23, 1899, from I&E and I&W which had assumed the assets of the defunct St. L.I.& E.. Immediate predecessor of the western portion of the ISRR.
- I&ISRy Indiana and Illinois Southern Railway, incorporated Jan. 27, 1883, to take over the assets and obligations of the SE&SE, in receivership since 1878. Referred to as the "Narrow Gauge".
- I&ISRR Indiana and Illinois Southern Railroad, chartered May 12, 1886, to combine first I&IS with BRR, which had been controlled by SE&SE since 1878. Undertook standard gauging operations throughout 1887, reconstructing BRR in the process. Fell into bankruptcy by 1890.
- ISRy Indianapolis Southern Railway, incorporated Sept. 15, 1899. Constructed 1903-04. Immediate predecessor to the eastern portion of the "High and Dry" of the ISRR.
- ISRR Indianapolis Southern Railroad, incorporated June 28, 1906. Absorbed interests of the ISRy and I&I. Began construction of BSRR in 1907 (completed 1906) and was conveyed to the Illinois Central via foreclosure sale May 6, 1911. Retained independent management until absorbed at the end of 1912. The official date of the ICRR takeover is May 22, 1911.
- ISRd Indiana Stone Rail Road, formed 1898, and constructed 1899 for the LNA&C (Monon). Became part of the Monon mainline between Bedford and Bloomington. BSRR paralleled it on the west to reach stone quarries and a mill. (referred to by some as ISRR)
- INRD Indiana Rail Road. Ultimate successor to the line from Sullivan Indiana to Indianapolis and the BSRR. Obtained trackage rights from ICG as far as Palestine, Illinois. Formed Dec. 1985, began service March 18, 1986.
- QP&SE Quincy, Payson & Southeastern, chartered May 4, 1877. Most likely a construction company that worked under contract for the SE&SE in 1878. Not considered a predecessor to it.
- SE&Q Springfield, Effingham and Quincy. Although references are made to this company in connection with the SE&SE. It was probably a construction firm formed to build a segment of the narrow gauge SE&SE.

- SE&SE Springfield, Effingham and Southeastern Railroad, chartered March 10, 1869. Constructed 1875-77. Obtained control of BRR and an interest in BRRD in 1878. Fell into receivership in 1878 and became part of I&IS (#1) in 1883. Considered the original predecessor to the ISRR and was referred to (with I&IS) as the "Narrow Gauge".
- St.L.I.& E. St. Louis, Indianapolis and Eastern Rail Road of Illinois, formed Feb. 6, 1890, to assume control of the western property of the I&IS.
- St.L.I.& E. St. Louis, Indianapolis and Eastern Rail Road of Indiana, formed Feb. 6, 1890, to assume control of the eastern property of the I&IS.
- St.L.I.& E. St. Louis, Indianapolis & Eastern Railroad, incorporated Feb. 11, 1890 to reform I&IS (#2) under more or less complete control of the Illinois Central. Became I&I in 1890.



A rider car and traveling yard office parked at Bloomington Ind., in 1958 could pass for original ISRR equipment. Photo by R.K. Dillon.



# ILLINOIS CENTRAL CABOOSES

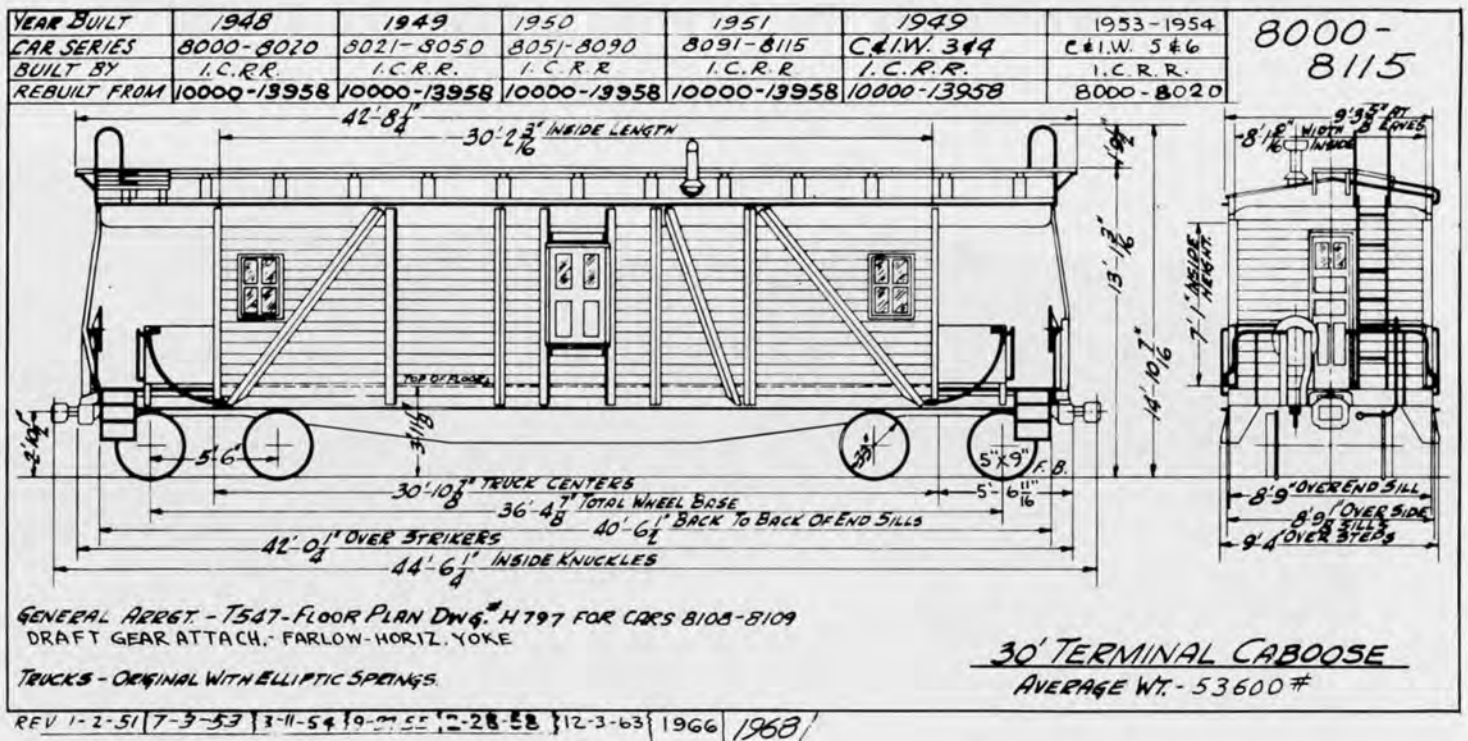


IC #17 Railway Test Car - The Central Route IC diamond logo dates this photo before 1896. ICRR photo.

Mr. L. Stanley Norman photographed IC 98220 on Jan. 5, 1939 at Fulton Ky. The bay window makes this an unusual IC caboose. photo Jim Kubiak collection.



More than 100 of these outside braced 30' terminal cabooses were built in the late forties and early fifties by the IC. These cabooses were the first with the extended porches on the ends, similar to the modern wide vision designs built in the 1960's. The extended porches were used to make it safer for crewmen to hoop up orders on the fly without having to stand on the caboose steps. Some of these terminal cabooses were rebuilt with steel sheathing and a few lasted into the ICG era. photo Jerry Carson.



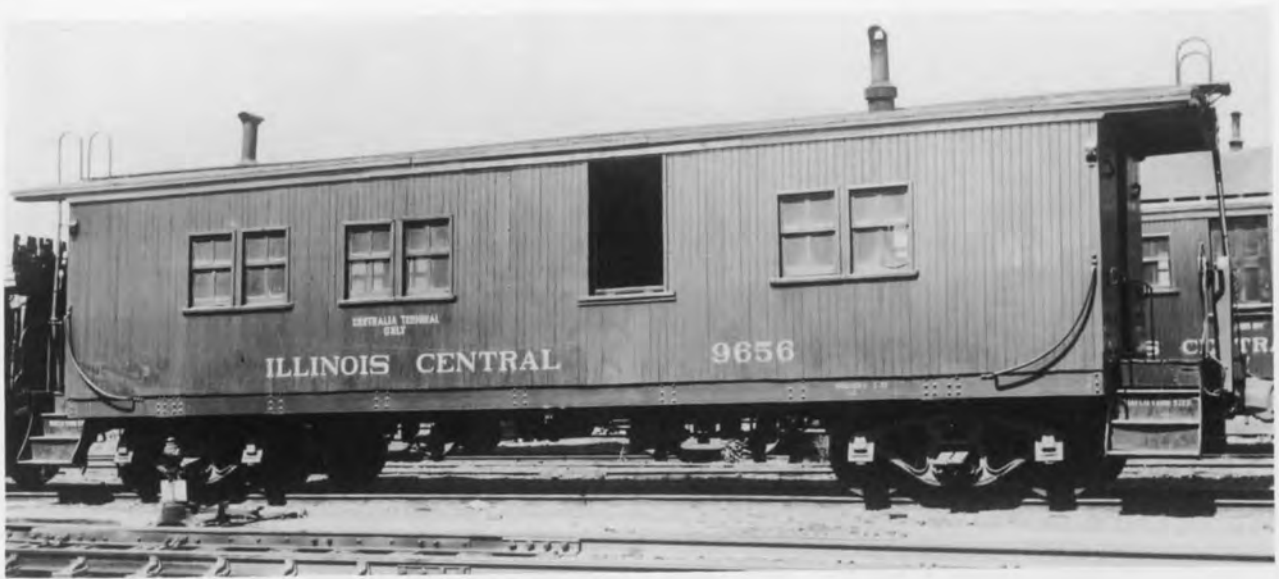


28' baggage cabooses, also known as head end cabooses, were used for LCL shipments and on local trains so the conductor could work from either end of the train while switching. The basic IC four window 28' design is apparent on these two cars, with baggage doors and side doors added.

Opposite page - Three 36' IC cabooses. The 9656 with a side door - listed as a Drivers caboose in 1947. The 9686 was listed as the only 36' baggage caboose, and 9650 is stenciled as a banana messenger caboose, used on banana trains.

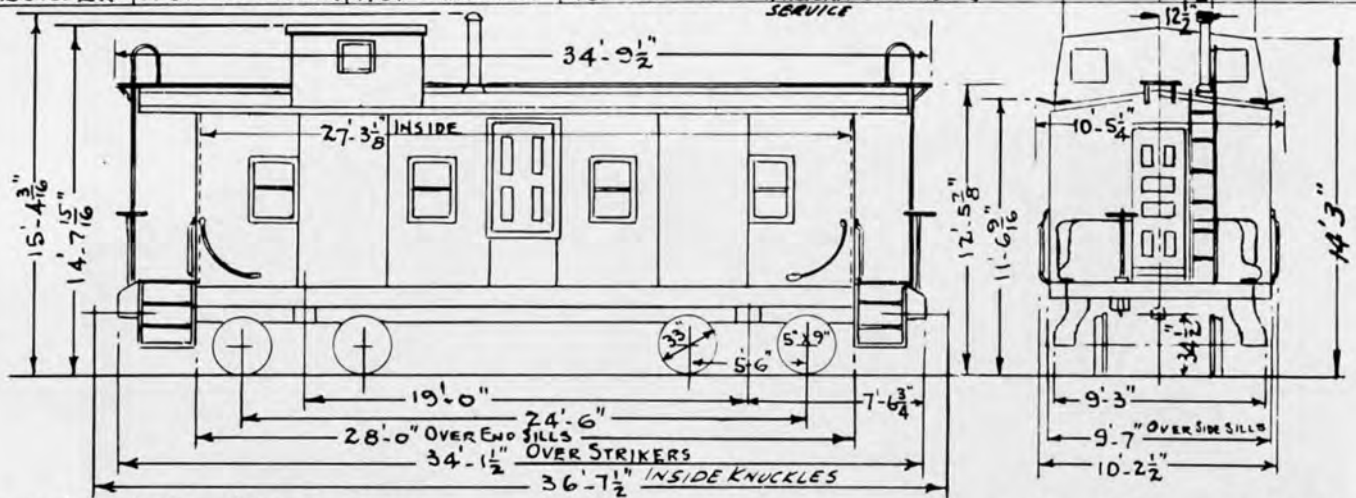
photo above and three photos on page 45 Jerry Carson.  
Photo below shows a 28' baggage caboose on a local train in October 1957 at Herscher IL.  
R. Buckmaster photo. Wm. Raia collection.







SPEC. NO			9791-9792 ALTERED	9700-9899
CAR SERIES	9700	9701-9799	9800-9899	FOR ATOM. EN. COMM.
YEAR BUILT	1939	1940	1941	1956
BUILDER	I. C. - CENTRALIA	I. C. - CENTRALIA	I. C. - CENTRALIA	DE-EQUIPPED 1960 & RETURNED TO CABOOSE SERVICE



GEN'L ARR'G'T. DRG. A5874, B5851  
 TRUCKS- ORIG. WITH ELLIPTIC SPRINGS  
 DRAFT GEAR-NY-II-H-SP  
 HORIZ. YOKE-FARLOW ATTACH.

28FT. STEEL CABOOSE  
 AVE. LIGHT WT. = 49300\*

REV. 1-2-51 | 7-3-53 | 12-3-63 | 1966 | 1968/





The 28' steel underframe wood sheathed caboose that was an I.C. standard caboose for many years is shown in some of its variations on these pages. Hundreds of these cars were built over the years (see chart page 51) A few were built without the cupolas, (ICHS 1986 calendar - June photo) and there were other variations that seem to have been applied at random as particular situations arose. The minor variations include single or double cupola side windows, and two pane and four pane windows in the main car side windows. Caboose assigned to the Iowa division seem

to have had the most variation in design. There were usually no side doors in cabooses operating in the state of Iowa due to Iowa law. However the IC Iowa Division included trackage in Illinois, Minnesota, South Dakota and Nebraska as well as Iowa. Some side door cabooses were assigned to the Iowa Division. (see photo page 48) On these cars the side doors may have been made inoperable to conform to the Iowa requirements. These Iowa division cabooses also show a good deal of variety in the number of side windows in the cars.

page 46 top photo - Champaign IL 1937

J. Buckley photo. Wm. Raia collection.

page 46 bottom photo & page 47 photos Jerry Carson.





Iowa Division cabooses. Most of the 9100, 9200, & 9300 series cabooses were built in 1923  
(see chart on page 51) both photos Jerry Carson.

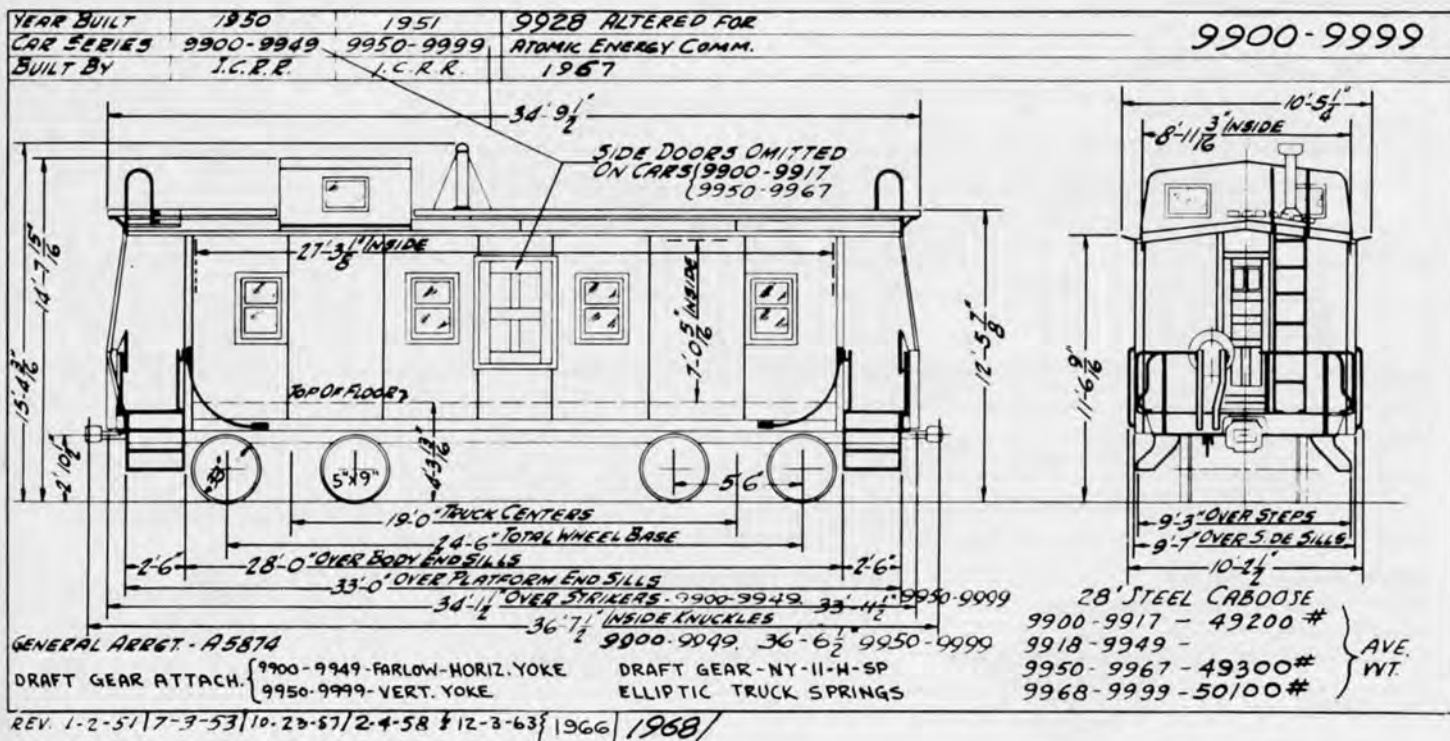




#9757 shown in 1969 with the IC split rail paint scheme - orange carbody, black lettering, and white on black split rail. photo J. R. Quinn.

The 28' steel side door caboose became the standard IC caboose in the 1950's until the wide vision design of 1966. The basic 4 window design of the wooden cabooses was retained. Many of the wood sheathed cabooses were rebuilt into steel cabooses. Modelers note: Four IC cabooses have been produced in brass in H.O. scale. The wood sheathed side door caboose has been done

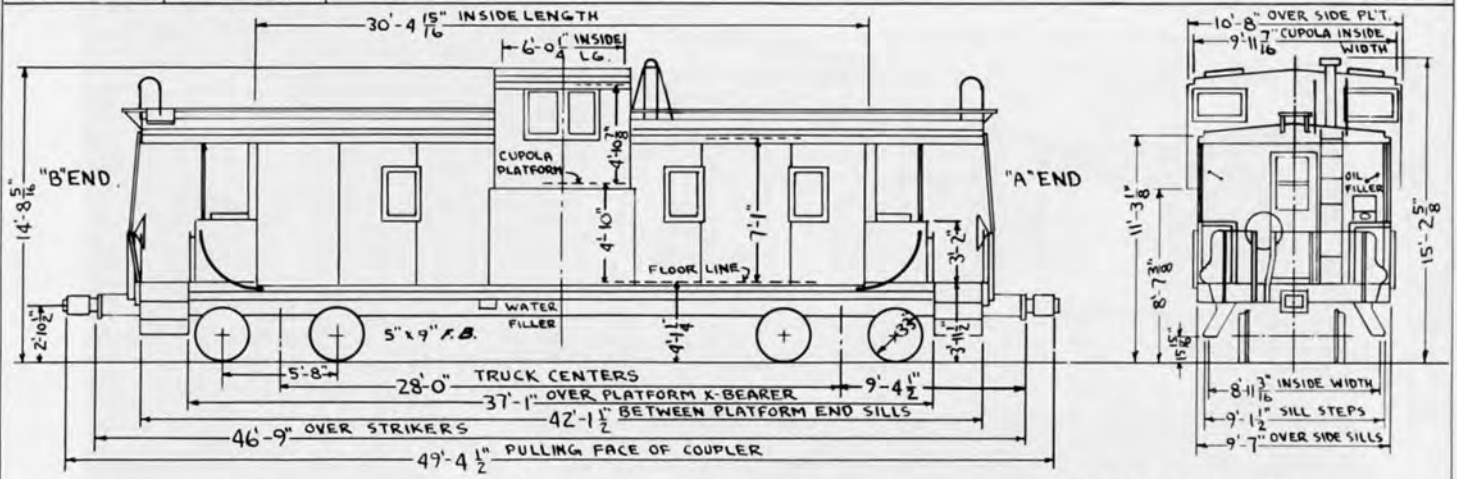
three times, most recently by PFM. Overland models made the terminal caboose in the wood outside braced version (OSB) a few years ago. Hallmark produced a model of the steel side door caboose, and a model of the modern extended vision car has also been produced. In future issues we will have modeling articles on these and other IC cabooses.





YEAR BUILT	1966
CAR SERIES	9650-9699
BUILT BY	I.C.R.R. CENTRALIA

9650-9699



GEN'L. ARR'GT-A6891  
 DRAFT GEAR ATTACH-VERT.YOKE  
 DRAFT GEAR-"MK" 50  
 SHOCK CONTROL CUSHION UNDERFRAME

TRUCKS-"BARBER" SWING MOTION-40"  
 ELLIPTIC TRUCK SPRINGS  
 "CACO" AUTO. SLACK ADJ.  
 1 1/2" KOPPERS WOOD DECKING

30'-5" STEEL CABOOSE  
 AVE. LT.WT.-66100 "A" END-33040  
 "B" END-33060  
 AVE. LD.WT. 67560 "A" END-33790  
 "B" END-33770

EAST 4-23-64

1966/1968/

## I. C. FREIGHT CAR DIAGRAM INDEX

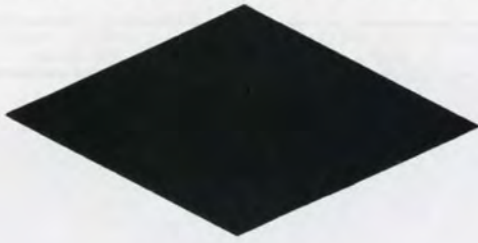
CLASS <sup>o</sup> CAR	CAR NOS.	DIAG NO.	BUILD	YEAR BUILT	BUILT AT	LOT NO.	SPEC NO.	GEN'L DRG	TRUCK DRG	TYPE OF TRUCK	Cu. Cap FT.	Av Lgt WGT.	ORIGINAL SERIES
30' CABOOSE	8000-8115	20	ICRR	SEE DIAGRAM				T547	A5284 C3711	BETT.		53600	11000-11974
28' CABOOSE	9001-9049	21	ICRR	1915			0218	A5094	C3882	BETT.		38500	99001-99049
28' BAGG. CABOOSE	9050	21	ICRR	1915			0218	J1758 A5094	C3882	BETT.		38500	99050
28' CABOOSE	9051-9056	21	ICRR	1918			0219	A5094	C3882	BETT.		38500	99051-99056
28' BAGG. CABOOSE	9057	21	ICRR	1918			0219	J1758 A5094	C3882	BETT.		38500	99057
28' CABOOSE	9058-9100	21	ICRR	1918			0219	A5094	C3882	BETT.		38500	99058-99100
28' CABOOSE	9101-9125	21	ICRR	1918			0218	A5094	C3882	BETT.		38500	99101-99125
28' CABOOSE	9126-9150	21	ICRR	1921			0220	A5094	C3882	BETT.		38500	99126-99150
28' CABOOSE BAGG. CABOOSE	9151-9175 9161	22	ICRR	1923			0221	H95 J3697	C4172	BETT.		40600	99151-99175
28' CABOOSE	9176-9179	22	AC&F	1923		9430	0223	H95 A5153	C4172	BETT.		40600	99176-99179
28' BAGG. CABOOSE	9180	23	AC&F	1923			0223	A5153 DIAG.	C4172	BETT.		40600	99180
28' CABOOSE	9181-9200	22	AC&F	1923		9430	0223	H95 A5153	C4172	BETT.		40600	99181-99200
28' CABOOSE	9201-9250	22	AC&F	1923		9431	0223	H95 A5153	C4172	BETT.		40600	99201-99250
28' CABOOSE	9251-9265	22	AC&F	1923	JEFFERSON- VILLE, IND.	9549	0224	A5423 H95	D7267	BETT.		40600	99251-99265
28' BAGG. CABOOSE	9266	22	AC&F	1923	"		0224	J1758 A5123	D7267	BETT.		40600	99266
28' CABOOSE	9267-9375	22	AC&F	1923	JEFFERSON- VILLE, IND.	9549	0224	A5423 H95	D7267	BETT.		40600	99267-99375
28' CABOOSE	9376-9405	22	AC&F	1926	JEFFERSON- VILLE, IND.	205	0225	A5423 H95	C4619	BETT.		40600	99376-99405
28' BAGG. CABOOSE	9406	22	AC&F	1926	"		0225	J1758 H96	C4619	BETT.		40600	99406
28' CABOOSE	9407-9425	22	AC&F	1926	JEFFERSON- VILLE, IND.	205	0225	A5423 H95 & H96	C4619	BETT.		40600	99407-99425
28' CABOOSE	9426-9450	22	AC&F	1929	CHICAGO	855	0226	A5423 H95 & H96	C5618	BETT.		40600	99426-99450
30' CABOOSE	9451-9472	24	ICRR	1936	PADUCAH			H187		BETT.		44100	
30' BAGG. CABOOSE	9473	25	ICRR	1943	CENTRALIA			H187		BETT.		44100	
30' CABOOSE	9474-9512	24	ICRR	1936	PADUCAH			H191 H187		BETT.		44100	
30' BAGG. CABOOSE	9513	25	ICRR	1936	PADUCAH			H187		BETT.		44100	
30' CABOOSE	9514-9518	24	ICRR	1936	PADUCAH			H191 H187		BETT.		44100	
30' BAGG. CABOOSE	9519	25	ICRR	1936	PADUCAH			H187		BETT.		44100	
30' CABOOSE	9520-9550	24	ICRR	1936	PADUCAH			H191 H187		BETT.		44100	
36' DROVERS	9650-9656		ICRR	1939	CENTRALIA			T416	E541 D7209	BETT.			
28' BANANA MESS.	9670-9672		ICRR							BETT.			
28' BAGG. CABOOSE	9680-9685 9687-9689		ICRR	1940	CENTRALIA			H218	E541 D7209	BETT.			
36' BAGG. CABOOSE	9686		ICRR	1940	CENTRALIA			H270	E541 D7209	BETT.			
28' CABOOSE	9700-9899	26	ICRR	1939	CENTRALIA			A5874	E541 D7209	BETT.		49300	UNDERFRAMES 208200/212000
28' STL CABOOSE	9900-9949	27	ICRR	1950	CENTRALIA			A5874	A5284	BETT.		49720	
28' STL CABOOSE	9950-9999	27	ICRR	1951	CENTRALIA			A5874	A5284	BETT.		49720	
28' STL CAB	9600-9649		ICRR	1957						BARBER		53500	
30' S" STL	9650-9699		ICRR	1966	CENT					BARBER		66100	
30' S" STL	9500-9549		DARBY	1968						BARBER		64300	

The 9650 series wide vision cabooses were first built in 1966, with another group built in 1968 (9500-9549). Use of the new split rail emblem started in 1967, so the 9650 series cars wore red caboose colors for a year or until they were repainted. The 9500 series cars were delivered in the new orange split rail paint scheme.

The chart above was copied from a 1952 equipment diagram book. If anyone has additional information on I.C. Cabooses, or photos of unusual or very old cabooses we would like to publish them in the magazine.



# EVOLUTION OF I.C.R.R. SYMBOL



1851 - 1883



1883 - 1896



1896 - 1923



1923 - 1936



1936 - 1950



1950 - 1966



ILLINOIS CENTRAL

1966 - 1972

# ILLINOIS CENTRAL FREIGHT CARS

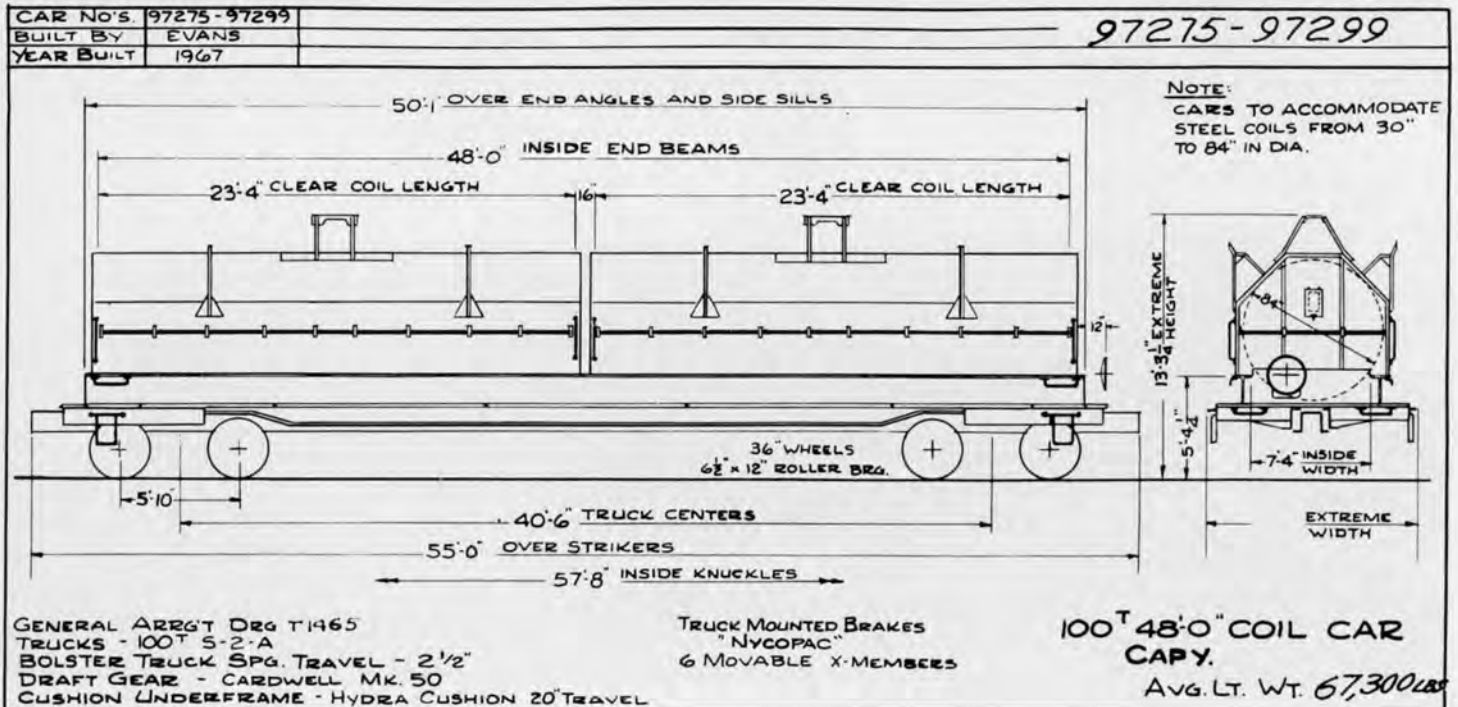
The four I.C. freight cars shown on these pages are all currently available for sale in our H.O. scale special run car series. The coil car shown below is this years "modern era" I.C. car. (Walthers car) The 50' insulated box car on the next page is last years car and we have a few left. (Athearn) The 34' hopper cars shown in black and the experimental aluminum cars are this years "older" car. (Walthers cars) An order form was included with this Issue of the magazine. Order cars from:

David Daisy  
746 North Bruns Lane Apt A.  
Springfield IL. 62702



IC Coil steel car.

Hedrich-Blessing photo ICRR.



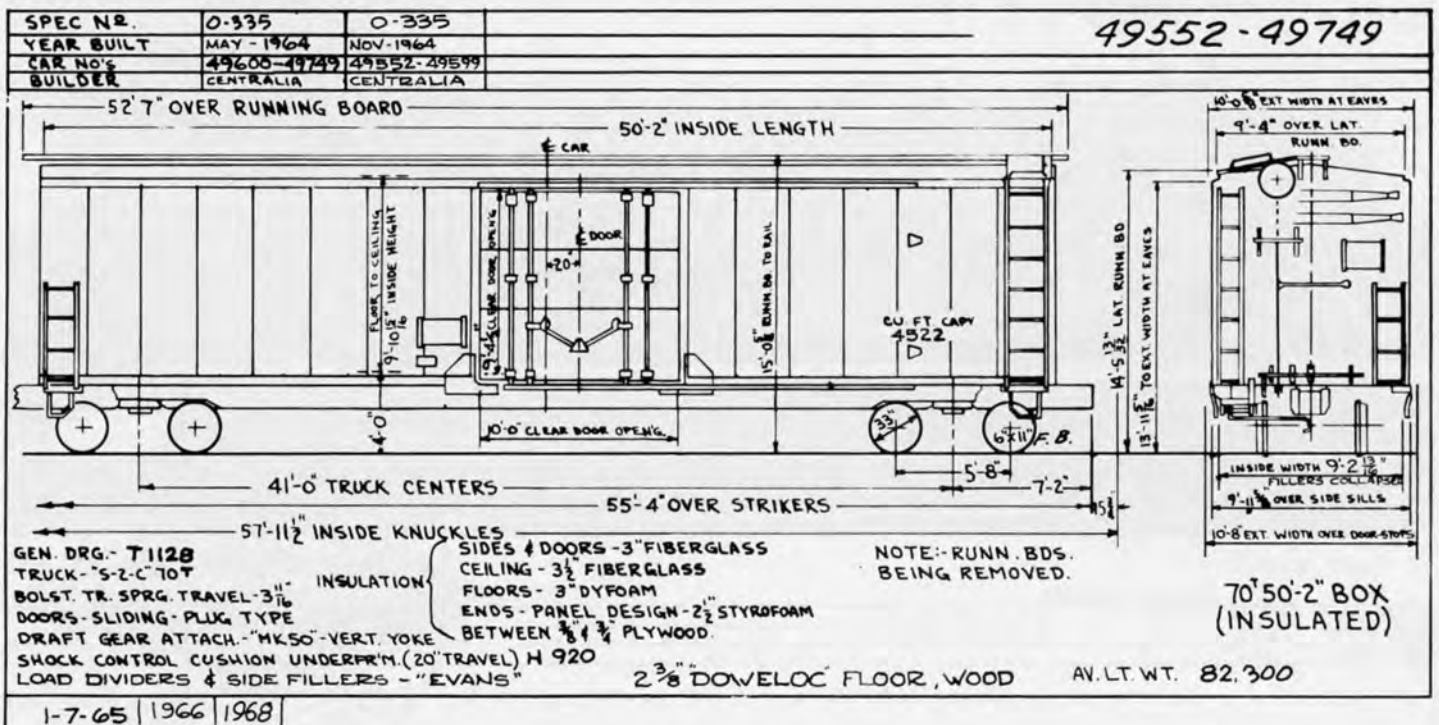
GENERAL ARR'GT DEG T1465  
TRUCKS - 100<sup>T</sup> S-2-A  
BOLSTER TRUCK SPG. TRAVEL - 2 1/2"  
DRAFT GEAR - CARDWELL MK. 50  
CUSHION UNDERFRAME - HYDRA CUSHION 20" TRAVEL

TRUCK MOUNTED BRAKES  
"NYCOPAC"  
6 MOVABLE X-MEMBERS



Fifty foot insulated boxcar.

ICRR photo.



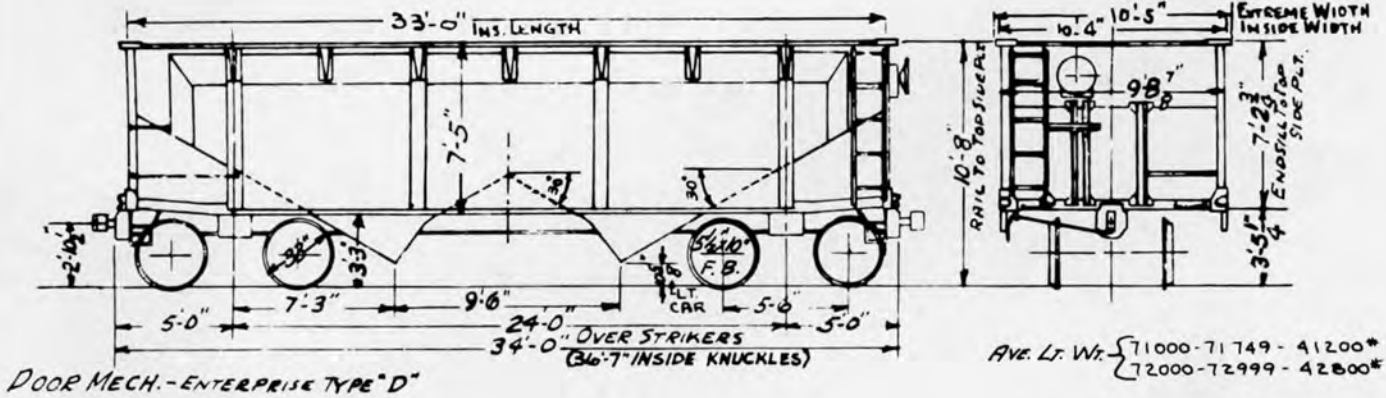
34' Black two bay offset side hopper.

ICRR photo.



YEAR BUILT	1939-40	1941
CAR NO'S.	71000-71749	72000-72999
BUILDER	PULL. STD. B.E.S.S.E., ALA.	PULL. STD. B.E.S.S.E., ALA.

71000 - 71749  
72000 - 72999

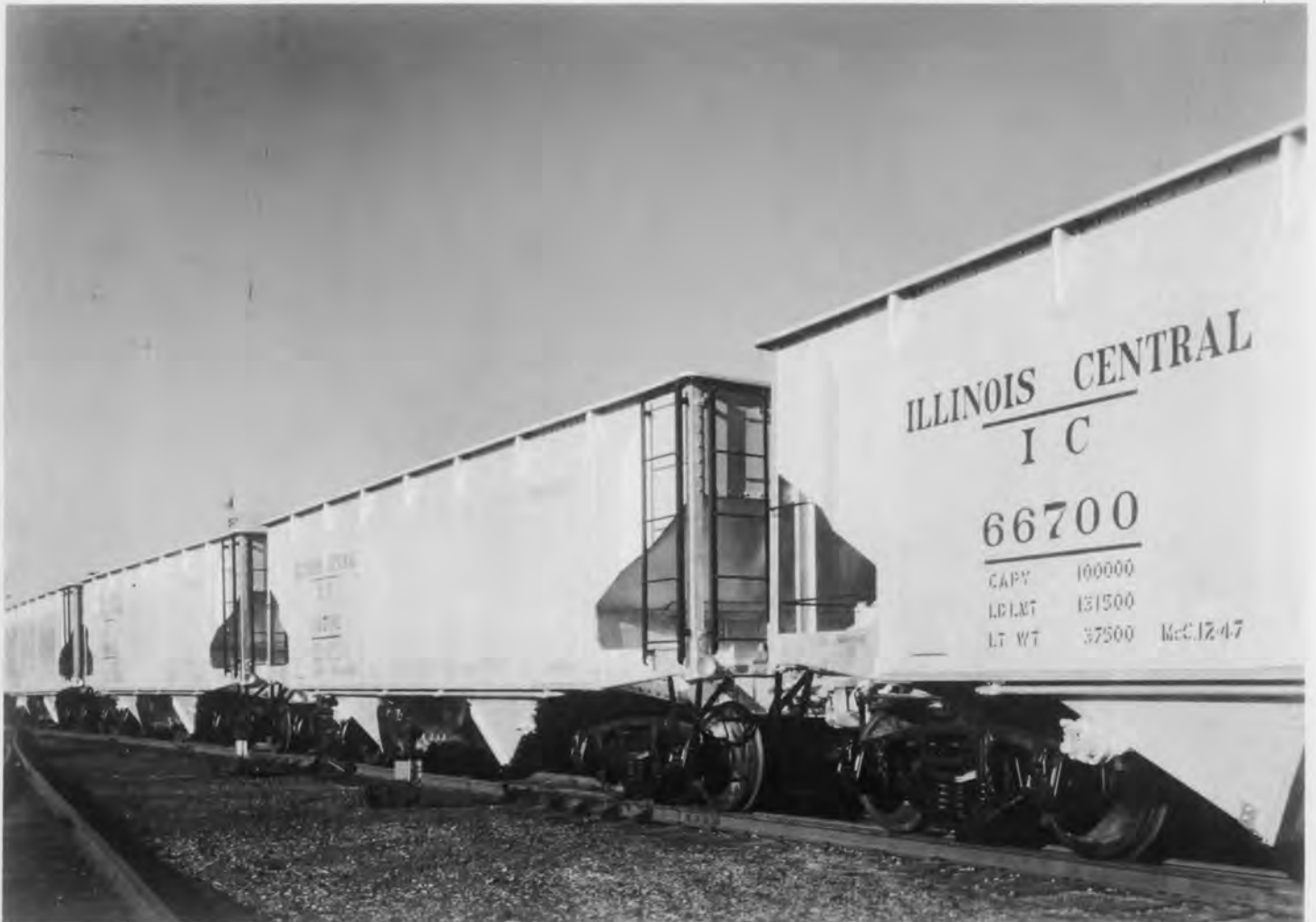


AVE. LT. WT. { 71000-71749 - 41200\*  
72000-72999 - 42800\*

CAPACITY - 2145 CU. FT

**50T. 33'-0" HOPPER**

1968



34' Experimental aluminum hopper cars.

Hedrich Blessing photo ICRR.

