



GREEN DIAMOND

ILLINOIS CENTRAL HISTORICAL SOCIETY

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Illinois Central Historical Society

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ICHS & C&EI MEET
APRIL 25, 1992
TUSCOLA IL
SHOW & SALE

ON THE COVER: IC Pacific #1109 with a local passenger train at Grove Illinois on July 26, 1938. A Harriman Baggage/RPO and a Harriman coach make up the train. Photo by Paul Stringham from the collection of William A. Raia.

Thanks to the following people who makeup the mailing staff for the Society . Their folding, stuffing, stapling, stamping, sorting, counting, and labeling helps to get the society's publications in the mail to you. It takes 50 to 60 hours of work just to prepare 1 mailing for 800 members.

- Gary Barnes
- Tom Biscan
- Lew Concklin
- Lyman Dunning
- Joe Friendling
- Tom Grant
- John Humiston
- Jim Kubajak
- Jack Laude
- George Rondelli
- Dale Windhorst

GREEN DIAMOND

The GREEN DIAMOND is in need of articles and photographs for publication. Materials submitted are done so with the understanding that no monetary compensation is paid. Photographs and written materials will be returned if requested. Send any Materials for publication to Tom Grant. NEWSLETTER items should be sent to John Thomas. Addresses appear on page 2.

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

- Jim Adams
- Fred Carlson
- David J. Daisy
- David J. Fiore
- David Hayes
- Thomas L. Kelly
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- Martha Kubajak
- Norm Mazanec
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NEW ADDRESS

Please Note our new **Company Store** mailing address in Paxton. All orders for the society will be filled from the new company store address after 1-1-92. This includes car kits and company store items formerly ordered from David and Tonya Daisy's address in Springfield IL and publications items formerly ordered from Tom Grant's address.

MEMBERSHIP DUES AND RENEWALS should still be directed to Jim Kubajak at his home address. The P.O. box in Paxton is used for Company Store orders and for mail directed to anyone whose home address is not shown on this page.

ICHS HEADQUARTERS

Work on the depot in Paxton is continuing through the winter now that we have installed a new furnace. Work days are the 2nd & 4th Saturdays of each month. If you would like to help out contact Chuck Werner in Paxton. His address appears on page 2.

MEMBERSHIP DUES

It's that time of year again. With the mailing of this double issue of the Green Diamond, we have completed our 1991 publications schedule . We have enclosed a dues notice with this mailing for your 1992 dues. This years membership cards will be mailed out soon. If you have already paid your dues, our thanks for your promptness. The 1992 membership cards show the IC's Central Mississippi Valley Route emblem on one side, and the Headquarters building in Paxton on the other.

1992 CALANDERS

Calenders were mailed out to all members in early January, 1992. Additional Calenders are available from the Company Store for \$7.00 each + \$1.00 postage per calender. Our thanks to Tom Biscan, Jerry Carson, David Daisy, Jim Kubajak, J.M. Gruber, Bruce Meyer, and Paul Meyer for contributing the photos for this years calender. We are looking for photos for the 1993 calender. The deadline for photos is June 1, 1992. Photos or color slides should be sent to publications chairman Tom Grant.

PUBLICATIONS

We will make every effort to deliver our 1992 Green Diamonds on a regular schedule. Green Diamond #34 is scheduled to be mailed on May 15, so you should see it about June 1-10 depending upon the post office. We have some material prepared for the next three Green Diamond issues already, so I think we can keep to our schedule. We are looking for photos and information on Decatur, Illinois, for Green Diamond #35, which is scheduled to be mailed out before the August annual meeting. We also need copies of old timetables (before 1940) for the Illinois Division area. Decatur, Clinton, Centralia.

SUSTAINING MEMBERS 1991

The Illinois Central Historical Society would like to recognize and thank the following members who, by contributing \$20.00 or more per year in dues to the society, help to support the goals and projects of the society. Names are listed alphabetically by state.

NO OTTAR DAVIDSEN	IL THOMAS J. DIEHL	IL MARGARET STEINER	MI FRANK A. PRATT
NO TOMMY GRAHAM	IL DAVID A. DOTE	IL DAVID STEPHENS	MI STEVEN R. SEIDEL
AL CHRISTOPHER L. BEHR	IL RANDY DROLEN	IL TIMOTHY D. STEVENS	MI MAX C. SMITH
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GA CHAS. M. PARKHURST	IL ALAN R. LIND	KY TONY L. CLARK	NY BOB THON
IA LAVERN G. DEVRIES	IL DAVID LOCKE	KY FRANK R. CLIFTON	OH L. E. BOLENBAUGH
IA MICHAEL A. FAIRCHILD	IL JAMES W. MALTBY	KY GUINN S. COST	OH MICHAEL A. BRAME
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MEMBERSHIP DEPARTMENT

As your Membership Chairman I would like to bring a few items to your attention. The first of which is that with this issue of the "Green Diamond" the ICHS has fulfilled its obligation to its members for the year 1991. It is at this time that I want to remind all members who have not yet paid their 1992 dues to do so as soon as they can. If you do not know if your dues are current, or just want to check, all the information you need can be found on your mailing label. This is explained in further detail below. If you will be mailing your dues please be sure to send them to the **Membership Department Midlothian address.**

Do not send dues to the ICHS Paxton address. Sending your dues to Paxton will delay the processing of your dues an additional three or four weeks.

The following diagram is an explanation of the computer generated mailing label produced by the Membership Department. The label not only gives the required mailing address of the member but also gives the member a chance to check his membership status. The top line of the label is the membership status line. It is a good idea to check the three categories on this line whenever you receive a mailing from the ICHS.

The next four lines of the label are for your address. Most ICHS mailings are sent third class bulk mail which the postal service will not forward. If the information on these lines is not correct then you probably will not be receiving ICHS mailings and the Membership Department will not be notified. Therefore it is imperative that you notify the Membership Department of any address change.

MEMBERSHIP NUMBER

Every member is assigned a membership number upon admittance to the ICHS. This membership number is unique to the individual and stays with

him as long as he is a member. If a member is dropped from the membership roll his number, and membership record are dropped from the computer file. Should that member reapply a new membership number is assigned.

MEMBERSHIP TYPE

In the center of the top line is the membership type code which should reflect the type of membership you have paid for. See the code explanation below.

EXPIRATION DATE

The date on the far right of the label is the membership expiration date which shows the date at which your membership has been paid up to. If you had just joined the ICHS and paid dues for '92 and '93 the expiration date would read "12\31\93". If your membership expiration date shows "12\31\91" your 1992 dues are outstanding. Of course if you had just mailed your dues two weeks ago you should not expect the membership status to show that change on a mailing you received from ICHS today.

SUSTAINING MEMBERSHIP

A very common question is: What's the difference between a regular and a sustaining membership? A sustaining member contributes \$20.00 (or more) to the ICHS instead of the regular amount of \$15.00. The first \$15.00 amount is used to provide services to the individual member. The extra \$5.00 (or more) goes into the ICHS treasury to fund other projects. Now that we have a headquarters building, there is no shortage of need for extra \$\$\$. There are many things to build and buy for the museum and archives as well as maintenance of the structure itself. An appeal for contributions for the depot is being prepared at this time by the board of directors and will be mailed in 1992. Like sustaining membership, this is yet another way that anyone can make an extra contribution to the ICHS.

SAMPLE MAILING LABEL

	Membership number	Membership type *	Membership expiration date
Name Line	0026	CR	12/31/90
	MR. JAMES X. KUBAJAK		
	APT. 3		
Address Lines	14818	CLIFTON PARK	
	MIDLOTHIAN	IL	60445

* (R=regular, S=sustaining, C=charter, F=founding, L=life, CO=complimentary)

WHAT'S NEW - WHAT'S NOT - WHY NOT ?

Those of you who have been members for a few years may find a recurring theme in these editorial comments, however, many new members write in with questions that have been answered before, but they haven't heard the answer. So please bear with us if sometimes we are explaining something that you may already know.

The big #1 question for 1991 has been "Why haven't I been getting my #*%\$! Green Diamond magazine ? There is a short easy answer, and a longer explanation. The short easy answer is that your editor has not found the time to put it together. The longer explanation answers the question: Why Not?

The ICHS has taken on a challenging, and I feel very worthwhile endeavor with the purchase of the depot (freighthouse) in Paxton, which will become the ICHS headquarters and IC museum. A few active members, myself included, have been working on the second and fourth Saturdays of the month to build and repair the building to meet our present and future needs. I have been reminded by some of your mail, and by the Board of Directors, that the magazine should remain my #1 responsibility, since it effects every member. Right now the depot is still under construction and it will be some time before we have a museum or much to display there. I know that we need to maintain a better schedule with the magazine, but wishing it just doesn't get the job done. I tried to determine how many hours of work go into the magazine each year, and upon reaching the "hundreds of hours" rather than "dozens of hours" level, I sometimes have found it more rewarding to spend a Saturday in Paxton. We quite often see some real progress at the end of a day of work in the depot, and quite honestly, spending an occasional free Saturday in Paxton is more appealing than sitting in front of this little TV screen and trying to make pages of words appear.

We also have had a problem with our second hand computer printer, which lost it's ability to behave in a rational manner a few months ago. This however, was a problem that could be solved with a liberal application of money. The Board of Directors has approved the purchase of another computer and printer. The new equipment has been purchased but is not yet 100% up and running. This issue is being done on a new laser printer. The new system will be phased in over the next few months and should provide some interesting new capabilities. Those of you that have written in and expressed your opinion that the magazine did not look professionally done should see some improvement.

(The Green Diamond has never been "professionally done" due to the great expense involved. The \$3000.00 that was spent on a new computer would have purchased "professional" layout and typography for just three issues of the magazine at prevailing rates. Although we do not use a professional layout and typography service, our magazine is often compared to those of other historical societies which do have their magazine professionally typeset.)

At this point I will reluctantly bring up a few additional points which should be reinforced. All of the society members that contribute their time and money to the efforts of the ICHS over and above the payment of their annual dues do so on a 100% volunteer basis. There are a handful of members, (about 5%) that volunteer their time and funds to get the work done. You can see their names listed in each issue of the magazine, and in this issue you will also see some additional people given credit for their work for the society, the growing list of volunteers at Paxton. An important thing to remember though is that not only do these members give of their time, but in most cases it also costs them money to volunteer their time to the society, since they provide their own transportation, and pay for their own food and lodging while they are helping the ICHS. I make this point because this is not the case with all other groups. Some other historical societies pay for the transportation, lodging, etc... of their "volunteers", but the people who are volunteering for the ICHS do so out of their own pockets and we applaud and appreciate their efforts.

We receive more and more requests for information about the Railroad, and about former employees. We do not have any personal or personnel records from the ICRR. Our archives cannot provide information about an individual who worked for the railroad last year or 100 years ago, unless the individual was an IC president or notable officer or personality, such as Casey Jones.

The number of specific requests for information that we receive is a growing concern, since it takes someones time to respond to each inquiry, even if only to tell you that we do not have the information that you require. I personally can respond to few of the requests that I receive, I simply no longer have the time to write the letters. Also, many requests are for many pieces of information, or many copies of documents etc... We do not have a xerox machine, nor do we have a research library (yet). We also do not have a staff of people to research specific answers to specific questions, or secretaries to type letters of reply. It would be wonderful if we did,

but as I said before, all we are is a few people that volunteer as much time as we can, and we could use a lot more help.

We do try to answer questions of general interest in the newsletter or in the magazine, and quite often an inquiry will become an article for the magazine.

We do try to respond to the things that the membership is interested in. The recent survey provided us with much important information.

We also answer requests for information from many non-members. Manufacturers of railroad models in particular are always looking for correct prototype information. We try to help the manufacturers when they ask for help because this information will benefit many modelers and many members as well.

The first difficulty in answering mail is finding the answer to the question, and then in writing a letter of reply. If each of our almost 800 members wanted only one question answered a year, someone would have to write two letters a day, every day of the week, after he had figured out the answer, and type up a letter or make copies and mail it back to the inquiring person. The postage, paper, and copies would cost more than \$500.00.

Also, please remember that none of the people that you are corresponding with is a railroad employee, and almost none of the people on the board have ever worked for any railroad, including the Illinois Central. There is very little chance that we will know the answer to specific Railroad questions from our own experience. We will have to find the answer from someone who worked for the railroad, or from the documents in our collection. All of this takes time.

Well, once again I have rambled on for a few too many column inches, and I'm sure someone will write in and tell us that we should have put one old picture on this page instead of all that #@*%&! I won't worry too much about it though, it takes a thick skull and thick skin to do this job.

ICHS 1992 ANNUAL MEETING

The 1992 Annual meeting will be held on the weekend of August 23-24 in Decatur Illinois in conjunction with the annual train show at the Decatur Civic Center. The facilities at the Civic Center are exceptional, with a 500 seat theater, meeting rooms, display areas, and banquet facilities all at one location. This years show and sale promises to be one of our best ever, and we'll be back in Illinois too so plan to attend! We will have more details and reservation information forthcoming in the near future.

ICHS NEWS AND INFORMATION

The ICHS has grown a great deal in the last year, in some small ways, and in some big ways.

Our **membership** has not grown a great deal. Each year there are new members, but each year some old members do not renew their membership. We now have more than 800 members.

Our membership chairman **Jim Kubajak** spends most of his spare time answering a lot of mail and keeping the records up to date.

We purchased the **freighthouse in Paxton** a little over a year ago and we have been spending much time and money on repairs and improvements there in 1991. The work there has been coming along very well under the leadership of **Chuck Werner**.

Three new ICHS committees were formed to guide the planning for the Paxton depot;

A **Building Committee**, charged with construction and maintenance of the building and property with **Chuck Werner** as chairman.

An **Archives Committee**, charged with the organization, cataloging, and proper storage of the growing historical society collections, with your editor, **Tom Grant** as chairman.

A **Museum Committee**, charged with planning the **Illinois Central Railroad museum** which will occupy the remainder of the Paxton depot. **Jim Kubajak** is chairman of the museum committee.

We are also in the process of relocating the **ICHS COMPANY STORE** to our Paxton headquarters, and we have opened a P.O. Box there to receive mail for the company store. **David and Tonya Daisy** are still in charge of the Company Store.

Artist **Fred Carlson** has presented the ICHS with a second painting depicting an Illinois Central scene. This one shows an IC passenger train coming south past the Paxton Station in the IC cut, with a Nickel Plate train coming east above the IC on their tracks. We hope to be able to offer this one as a print as we did with Fred's first painting of the IC coaling tower at Gilman. Watch for an announcement later this year.

ICHS & C&EI SPRING MEETING

The ICHS and C&EI Historical Societies will once again co-sponsor a railroadians show in Tuscola IL on Saturday April 25, 1992. Last years show was a big success with quite a few trains going by right outside the meeting, and a good show going on inside. There was something for everyone! Remember, this years show will be only one day.

A HISTORY OF THE CHICAGO MADISON & NORTHERN RR

by DAVID J. FIORE

The Illinois Central was originally constructed as a north and south route to facilitate trade between Galena and Cairo, IL as well as encourage migration from the populated southern regions of Illinois into the less-settled areas to the north. However, the flow of commerce between east and west, through the Chicago gateway, gradually became more significant than north and south and the IC soon extended lines into Iowa to handle new sources of traffic.

The railroad, however, was hindered by a lack of a direct connection between western points and Chicago. Accordingly, an agreement was negotiated with the Galena & Chicago Union which enabled the IC to route passengers and freight on G&CU trains between Harlem (Oak Park) and Freeport, IL.

IC trains, in turn, operated between Harlem and Chicago over the Chicago St. Charles & Mississippi Airline RR. The arrangement was later superseded by a new agreement with the Chicago Burlington & Quincy which provided for the transfer of traffic between Chicago and Forrester, IL. Haulage agreements were not the best solution because the IC lacked complete control over cost and operations. The method was more economical than construction of new trackage.

The situation changed by the 1880s when the cost of the CB&Q agreement reached \$200,000 per year. It was not excessive on an annual basis but the cumulative total over the years would exceed the cost of investment in new track. Also, this expense, combined with a need to depend upon the



The Cloverdale (now Carol Stream) freight and Passenger house apparently soon after construction, (note the temporary train order signal. 2-25-1895. Valuation photos - ICHS Collection



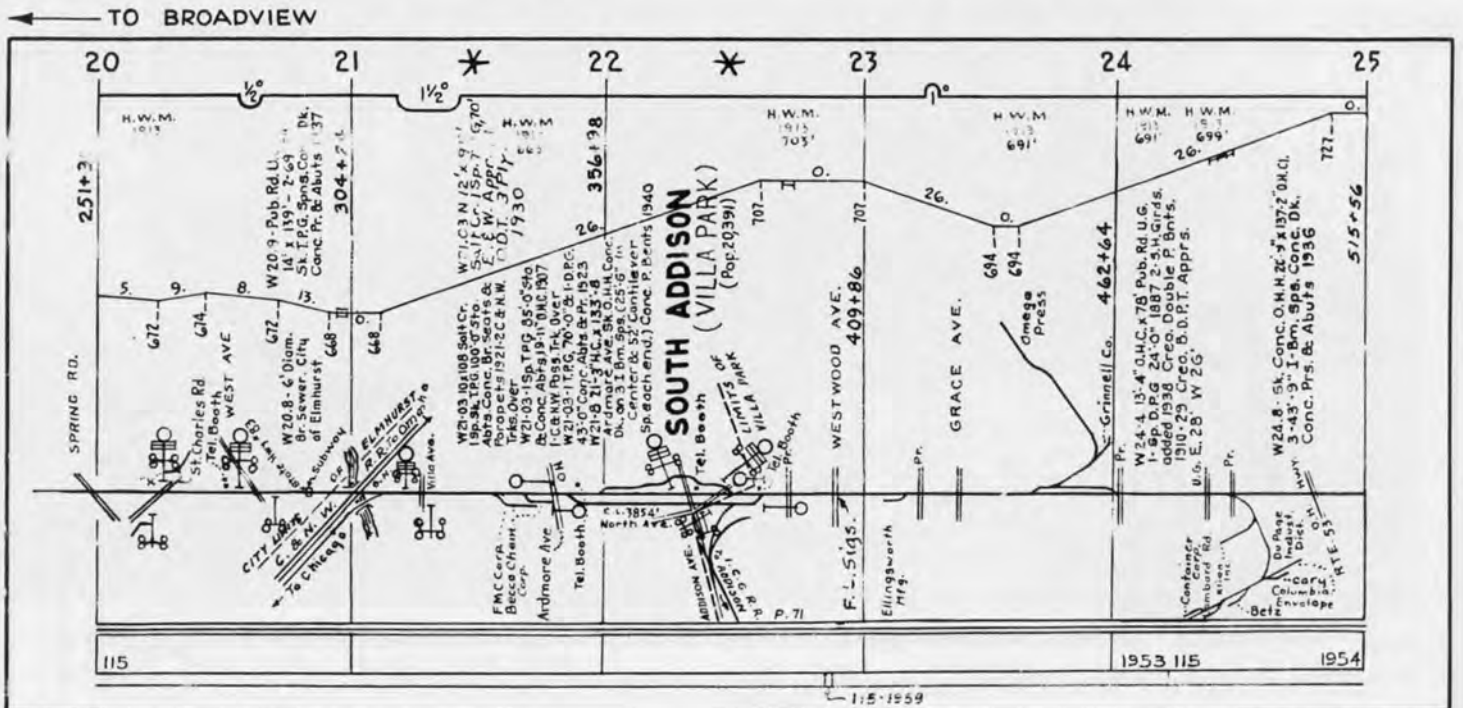
The Interlocker at the Elmhurst crossing of the CGW (C&NW) and the IC.

The Coal House at the interlocking tower. Valuation photos - ICHS



The Section Dwelling at South Addison.

The Section House at South Addison.



operations of a foreign road, could prevent the IC from offering competitive rates and service. This was especially critical in a territory already served by a variety of shortlines and trunklines, including the CB&Q, Chicago & North Western, the Chicago Rock Island & Pacific, and the Chicago Milwaukee & St. Paul. These factors plus construction of a fifth railroad in the area, the Minnesota & Northwestern (the predecessor company of the Chicago Great Western) may have prompted the IC to proceed with laying new track between Chicago and the West. The IC also decided to take this opportunity to extend operations into Wisconsin in order to participate in the dairy and lumber trade.

Therefore, the IC incorporated the Chicago Madison & Northern in Wisconsin on July 12, 1886 followed by a separate CM&N in Illinois on July 23. The articles of incorporation were filed with the

respective Secretaries of State on August 2. The Wisconsin company was chartered to construct, maintain and operate a railroad between Madison and Clarno Township, Green County, WI, where it would connect with a railroad to be built from Freeport, IL to the Illinois - Wisconsin state line. The Illinois CM&N was authorized to build a line from Chicago, via Freeport, to Oneco Township, Stephenson County, IL and a connection there with a Wisconsin railroad.

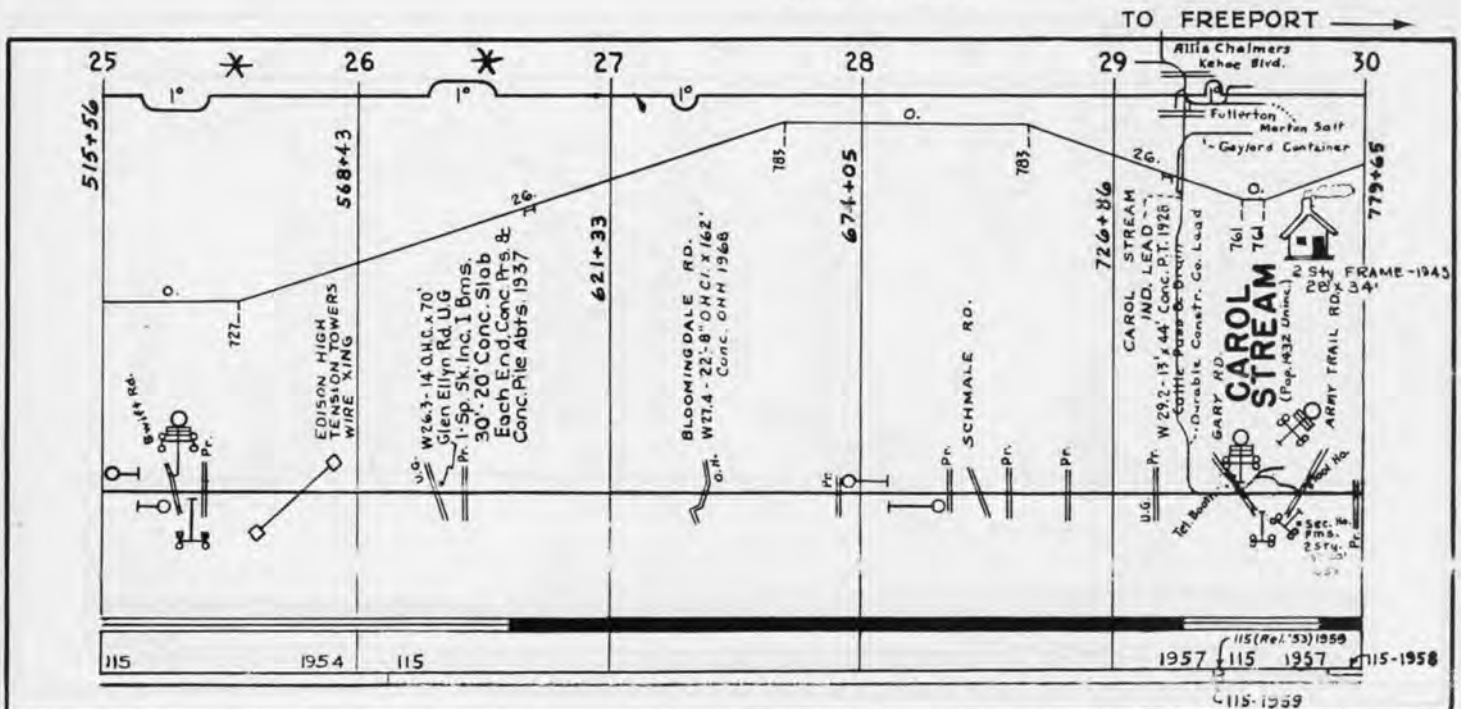
The incorporation of the two companies was reported in the 1886 IC annual report as follows: "Your Directors have undertaken the building of the Chicago Madison & Northern Railroad, which is, in effect, the extension of your North Division from Freeport to Madison, the Capital of the State of Wisconsin, and will construct a new railway from Freeport to Chicago. The former will, it is believed,



The Milk shed at Swift.



Section Dwelling at Cloverdale.
(Carol Stream) Valuation photos - ICHS



GREEN DIAMOND #32-33



The Station at Cloverdale. (Carol Stream) circa 1915



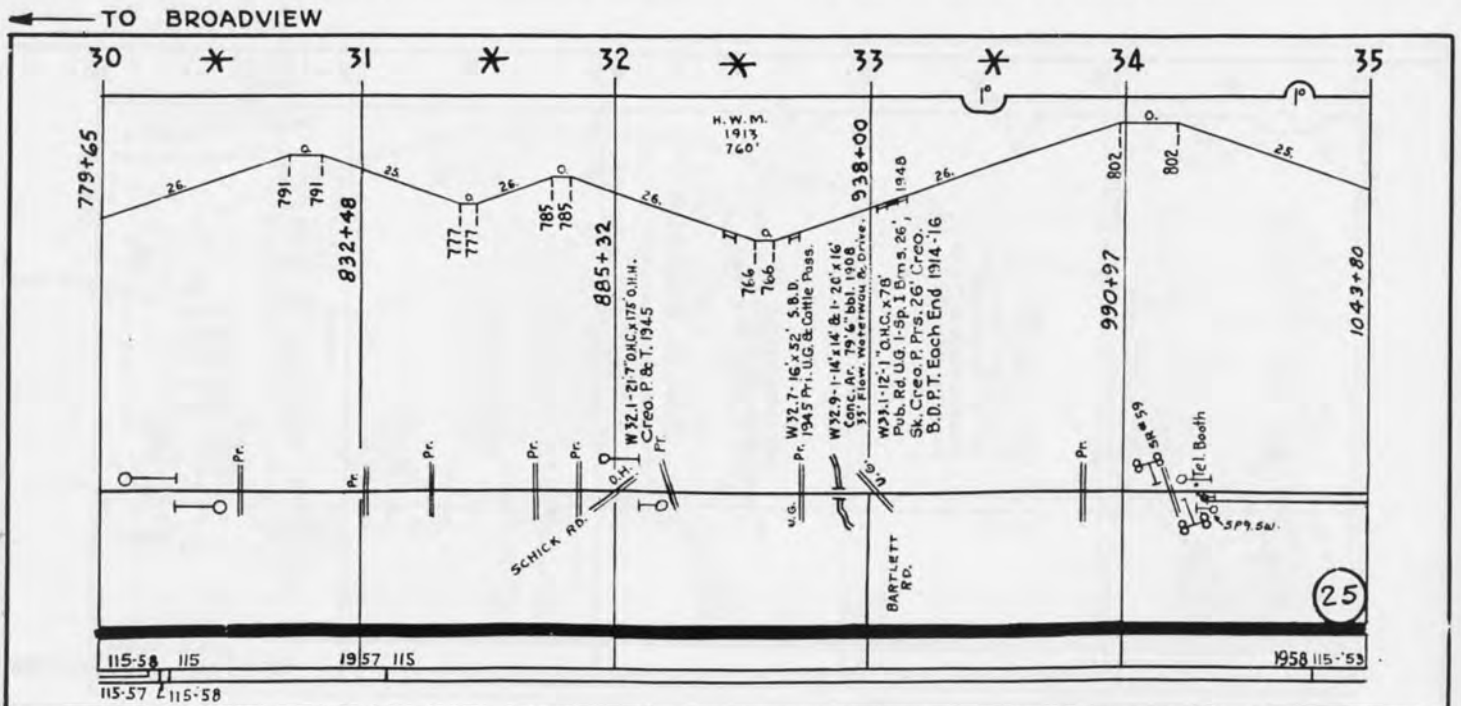
The Tool House at Cloverdale.
Valuation photos - ICHS



The Cloverdale milk shed.



The Cloverdale milk wagon.



prove valuable, especially if extended still further northward; the latter will bring into Chicago merchandise and passengers from the upper end of your North Division and from Iowa, as well as from Wisconsin. These roads will be about 170 miles in length, and will offer the most direct communication between Dubuque, as well as Rockford (the second most important manufacturing town in Illinois), and Chicago. Heretofore the freight and passengers from the Iowa and the North Divisions have been brought into Chicago by another Railroad from Forreston, upon the payment of about \$200,000 per annum by the Illinois Central Railroad Company. The road from Chicago to Madison will probably be completed next autumn."

The IC was obviously undertaking a major construction project in an area of numerous farms, towns, and railroads. It would have to purchase right-of-way from many landowners, secure franchises, and obtain permission to cross other railroad companies. The situation would be especially difficult within the metropolitan Chicago area. Accordingly, the IC decided to start the CM&N in Illinois at Freeport which was not as extensively developed.

A survey of the line in Illinois was completed in September, 1886 and some 76 miles were located between Freeport and the Fox River. Contracts for grading between Freeport and Elmhurst, some 20 miles east of the Fox River, were let by December. Progress was good, so far, although some disputes remained on the price of land. Apparently, many property owners demanded \$1000 per acre vs. an

CM&N offer of \$125.

The 1886 IC annual report also included a summary on early CM&N construction: "The construction of the Chicago Madison & Northern Railroad was commenced in the latter part of the year. The line is projected from Chicago to Madison, Wisconsin, passing through Elmhurst, Rockford, Freeport, and Monroe, about 170 miles. The maximum grades between Chicago and Freeport, where it connects with the Northern (sic) Division of the Illinois Central, are 26 4/10 feet per mile. The Chicago traffic to and from 70 miles of the North Division between Freeport and Dubuque, and from all points beyond in Iowa, as well as from 60 miles of new line between Freeport and Madison, will be carried by the new line between Chicago and Freeport. Heavy rails, steel bridges and low grades have been adopted where there will be the greatest traffic, to insure safe and economical operation. Station grounds at all important points have been obtained, nearly all the right of way procured, rails and ties purchased, grading and bridging for 153 miles placed under contract, and the work will be pushed to completion during the ensuing spring and summer. The traffic heretofore given to other railways, but which will be thrown upon the Chicago Madison & Northern, when completed, will, with its local traffic, make it self-sustaining."

On March 30, 1887 the separate companies were combined and the corporation became known as the Chicago Madison & Northern - First Consolidated Company. The articles of consolidation were filed with the Secretaries of State of Illinois on April 16



Milk shed - Munger.



Water tank - Coleman.



Depot Toilet - Coleman.



Coleman Station.
Valuation photos - ICHS Collection



Coleman coaling station.
photos circa 1915.



Section Dwelling - Coleman.
Pump house - Coleman.



Section Dwelling - Coleman.
Laborer's dwelling - Coleman.



and Wisconsin on April 21. Also, at this time, the IC decided to construct a branch from Freeport to Dodgeville, WI as well. A new company, the Freeport Dodgeville & Northern, was incorporated in Illinois on May 17, 1887 to build a railroad from Freeport to Red Oak, IL at the Illinois and



Wisconsin state line, and connect there with a Wisconsin carrier. Three days later, the Freeport Dodgeville & Northern, a Wisconsin corporation, was organized to complete the branch from Cadiz Township, Green County in Wisconsin and on to Dodgeville.



Youngsdale Station.



Youngsdale Stock yard.



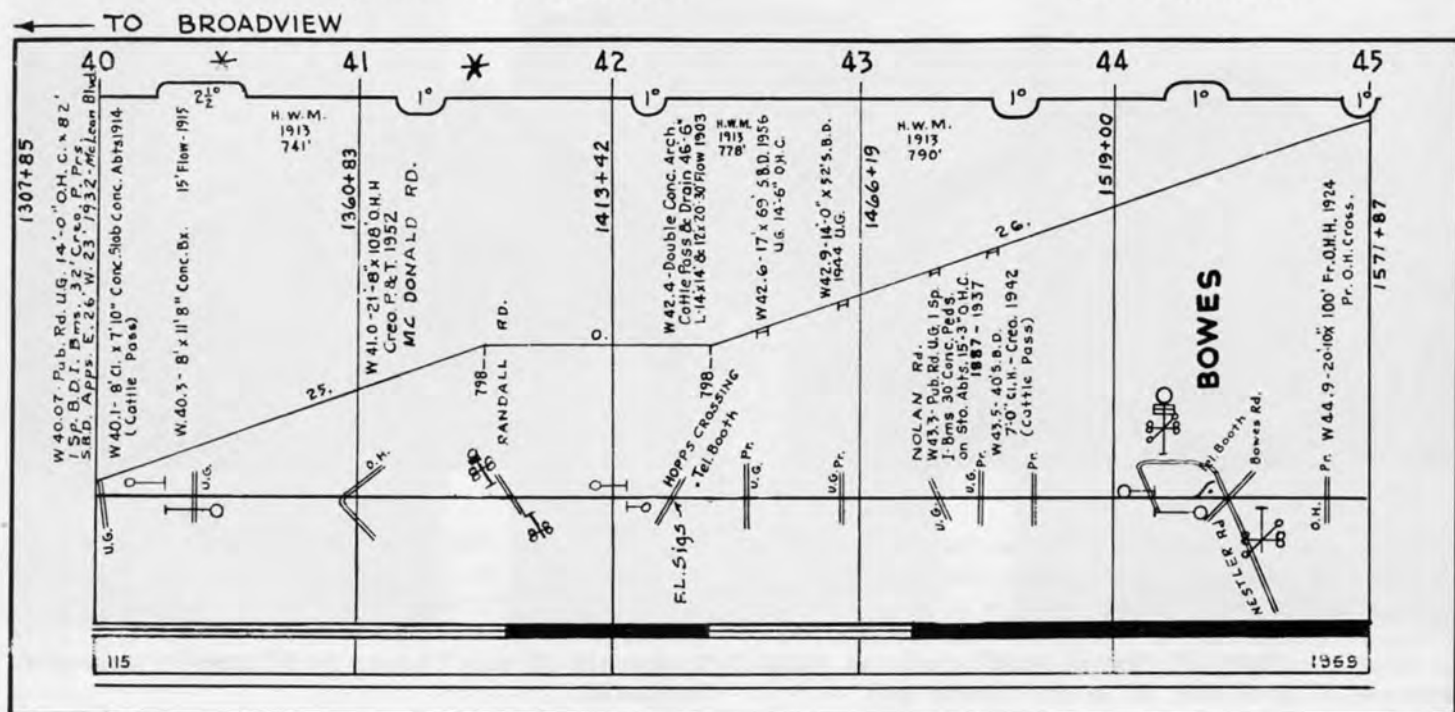
Bowes Station.



Milk shed - Bowes.

Valuation photos - ICHS Collection

photos circa 1915





Plato Center Station.



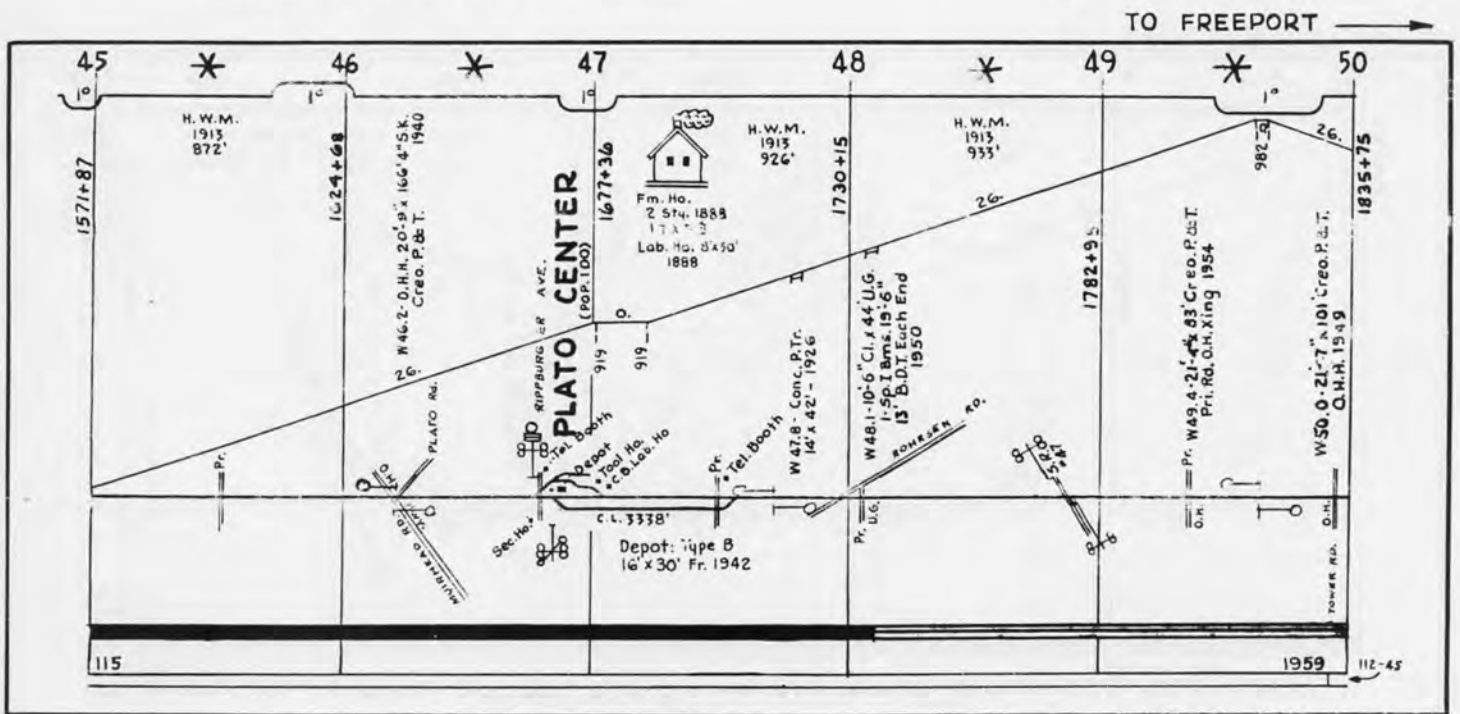
Milk wagon - Plato Center.



Section house - Plato Center.
Valuation Photos - ICHS Collection



Section tool house - Plato Center.
photos circa 1915



GREEN DIAMOND #32-33

Meanwhile, CM&N progress in Illinois was delayed by disagreements on the price of right-of-way, especially within the Chicago area. The IC had predicted, in the 1886 annual report as shown, that the line would be completed by the Autumn of 1887; however, the CM&N was still trying to settle with property owners as late as November, 1887. Perhaps in an effort to win some compromise for the CM&N, the Wheaton Illinoian, a local newspaper published in DuPage County west of Chicago, reported in December, 1887 on some of the expenses which confronted the railroad: "W. E. Dorwin & Co, the contractors who will soon have completed their 17 miles of grade, for the C. M. & N. Ry., pay out about \$35,000 wages monthly to laborers, and more than \$200,000 during the season. This does not include the \$7,000 per mile paid by the Ry. Co., for

right of way, nor the still farther expense of laying ties and track." There was also the problem of securing an entrance into Chicago, a difficulty which Edward T. Jeffery, IC General Manager, claimed gave him distress and much anxiety.

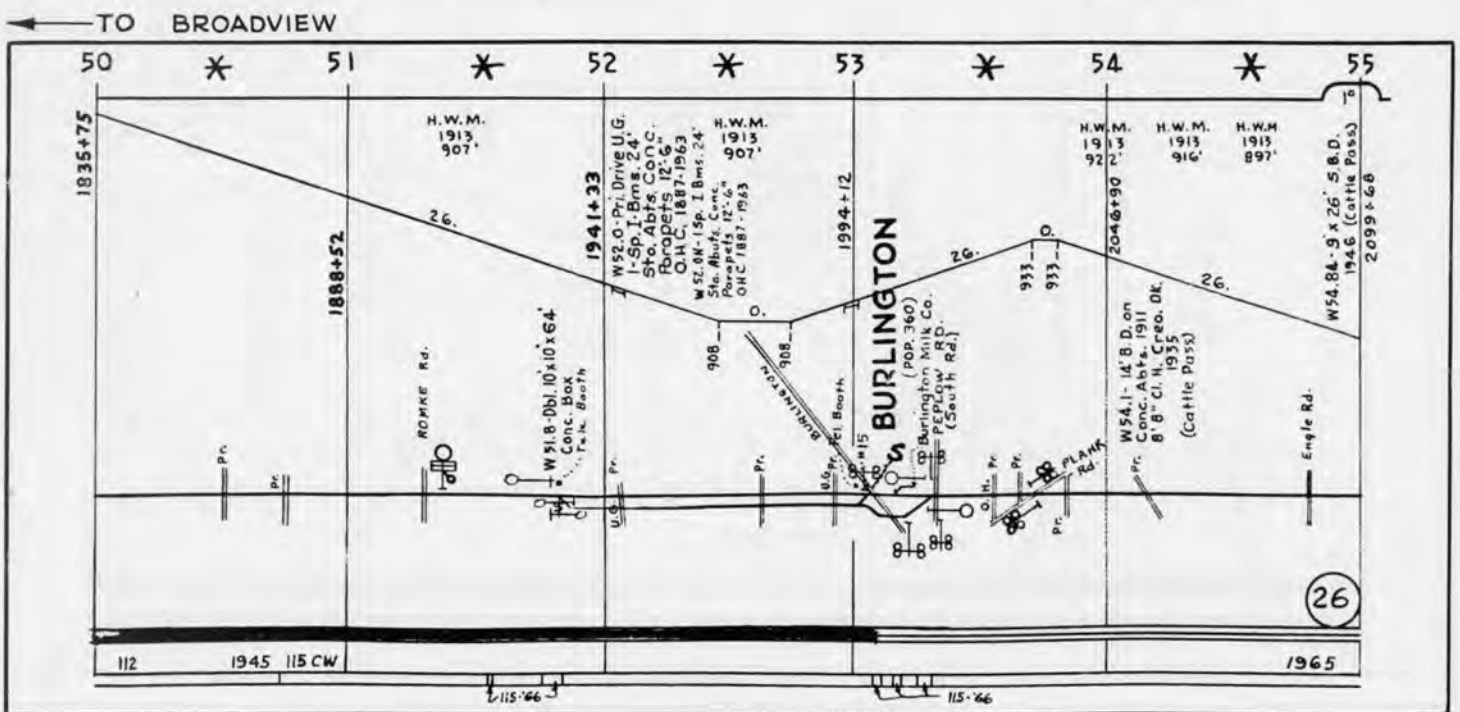
Other reasons for delay included high construction standards (which required more time to complete grades, curves, bridges, and etc.) and accidents, some of which were very serious. For example, on July 9, 1887 the CM&N bridge over the East Branch of the DuPage River, in DuPage County, collapsed while under construction. The mishap resulted in two fatalities and injuries to two other workers.

The 1887 IC annual report published more information on the CM&N. A brief statement read:



Burlington Station.
Valuation photos - ICHS Collection

Sectionmans Dwelling - Burlington.
photos circa 1915



GREEN DIAMOND #32-33

"The construction of the Chicago, Madison & Northern Railroad is approaching completion. It has been built in a substantial manner, and that portion lying between Freeport and Chicago will undoubtedly command a large tonnage. A branch from this road has been undertaken to Dodgeville, in Wisconsin, some 57 miles in length." But a second item advised that only 35 miles of track were laid in Illinois so far: "The Chicago, Madison, & Northern Road (sic), reference to which was made in the last Annual Report, is approaching completion. Between Freeport and Madison the line is substantially finished, except ballasting the north 35 miles. Between Freeport and Chicago there are 35 miles of main track laid, and an additional 55 miles of grading and bridging is ready for track-layers. Steel bridges, resting on first-class stone masonry, have been erected over Rock, Fox, and

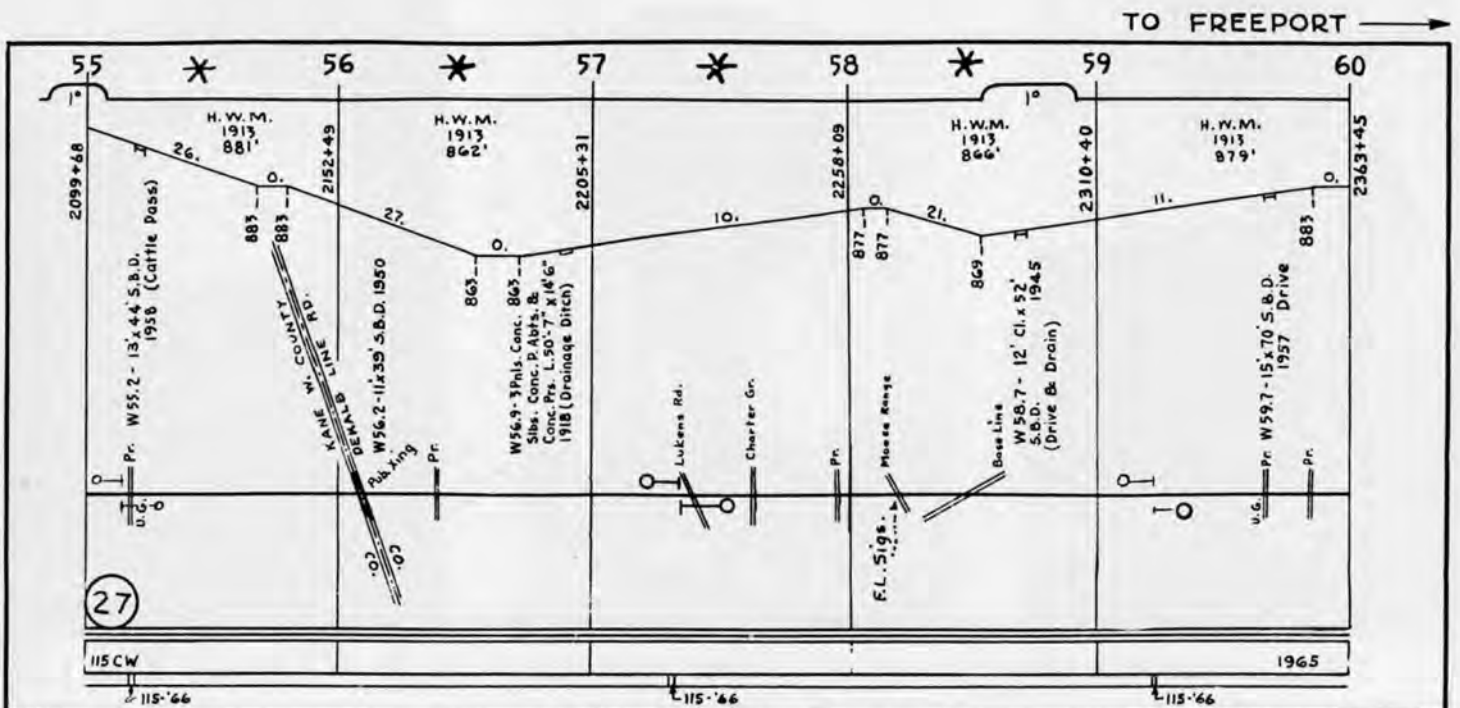
Kishwaukee rivers, and other minor streams. A brick engine-house of 24 stalls, and other suitable brick buildings for repairing the equipment, have been provided at Freeport. When opened, the line will be prepared to carry, and will have tributary to it, a large traffic." The paragraph concluded with a summary on construction of the branch to Dodgeville: "The construction of a branch of the Chicago, Madison, & Northern Line (sic) from a point eight miles north of Freeport, up the valley of the Pecatonica river to Dodgeville, Wisconsin, a distance of 57 miles, was entered upon in the early autumn, and will be completed in the ensuing spring." The IC also advised stockholders that the company had paid \$4,795,000 on construction of the CM&N during 1887 and funds were derived from sale of stock and issuance of first mortgage five per cent gold bonds payable in 1952.



Charter Grove Station.
Valuation photos - ICHS Collection



Charter Grove stock pens.
photos circa 1915



GREEN DIAMOND #32-33

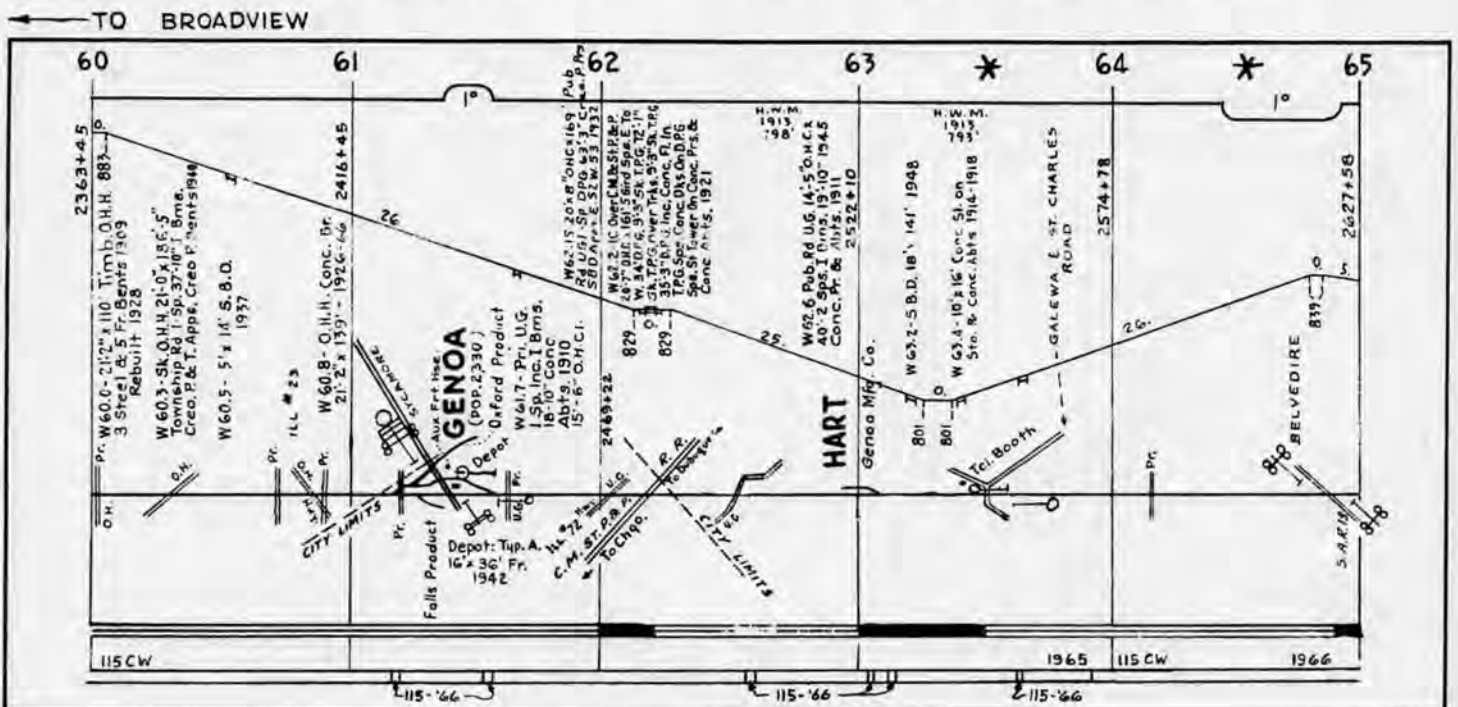
On February 3, 1888 The Railroad Gazette reported that the last rail on the CM&N from Freeport, IL to Madison, WI was laid the previous week and that "the two ends of the road met south of the tunnel near Belleville, IL." The next month (on March 12, 1888) the Freeport Dodgeville & Northern companies of Wisconsin and Illinois, and the Chicago Madison & Northern - First Consolidated Company were merged. The new organization retained the Chicago Madison & Northern name, and was referred to as the Chicago Madison & Northern - Second Consolidated Company.

Later that month, on March 30, the company filed the necessary papers with the Secretary of State of Illinois (and Wisconsin on April 25) and executed a deed of trust to Edward T. H. Gibson and Alexander G. Hackstaff (trustees) to secure payment of bonds in the amount of \$4,370,000. The CM&N also leased, on that date, the line between Freeport and Chicago to the IC effective April 1, 1888. However, at this time, the CM&N still had not yet obtained a route into Chicago.

The IC could not tolerate additional delays and much effort was extended to have the CM&N begin to earn some return on the investment made during the past 1 1/2 years. The Wheaton Illinoian reported on April 13, 1888: "Work on the Chicago, Madison & Northern is to be pushed with great vim. Three large camps are located here, and another is in course of building. Probably 800 men are employed in all four." But, as the end of the 1888 construction season approached, the CM&N still lacked an entrance into Chicago and it had to establish trackage rights over several carriers to permit operations into Chicago. The route included the Chicago, St. Paul & Kansas City (later, the

CGW) between Elmhurst and Forest Home, the Wisconsin Central between Forest Home and Chicago, and then over the Pittsburgh, Cincinnati, Chicago & St. Louis (the "Panhandle") to the Union Stock Yards & Transit Company, and then via the USY & T to a connection with the IC. The CM&N was subsequently placed in service between Chicago, Freeport and Madison on August 6, 1888.

By September, 1888 the CM&N reached Cicero, IL near the western limits of Chicago; however, and ordinance for right-of-way were not granted until December 4, 1888. As the year ended, the IC reported the status of the CM&N in the 1888 annual report as follows: "Trains began to run regularly in August last on the Chicago, Madison & Northern Railroad from a point near the city limits of Chicago to Freeport, Madison and Dodgeville. The earnings have, however, been expended on that road, and not included in those of the Illinois Central. On January 1, 1889 that railroad was turned over to the Illinois Central, and the earnings will hereafter be included in the reports of your Company. Owing to the large outlay necessary to secure suitable facilities in Rockford, to the high price of land in and about Chicago and the requirements of the various municipal authorities with regard to highway crossings and viaducts, and by reason of errors made by engineers, the cost of this railway has surpassed the estimates. While the cost may reach forty thousand dollars per mile, it is less than that of any other railroad which has purchased an independent entrance into the City of Chicago during the past ten years. That part lying between Chicago and Freeport has been constructed across the drainage of a rolling country, with grades not exceeding one-half of one per cent (26 4/10 feet per mile) and with a minimum of curvature.



GREEN DIAMOND #32-33



Genoa Station.
Valuation photos - ICHS Collection



Genoa Milk shed.
photos circa 1915



Hart Block house.



Hart pump house.



West Genoa milk shed.



Hart water tank.



Hart valve house.

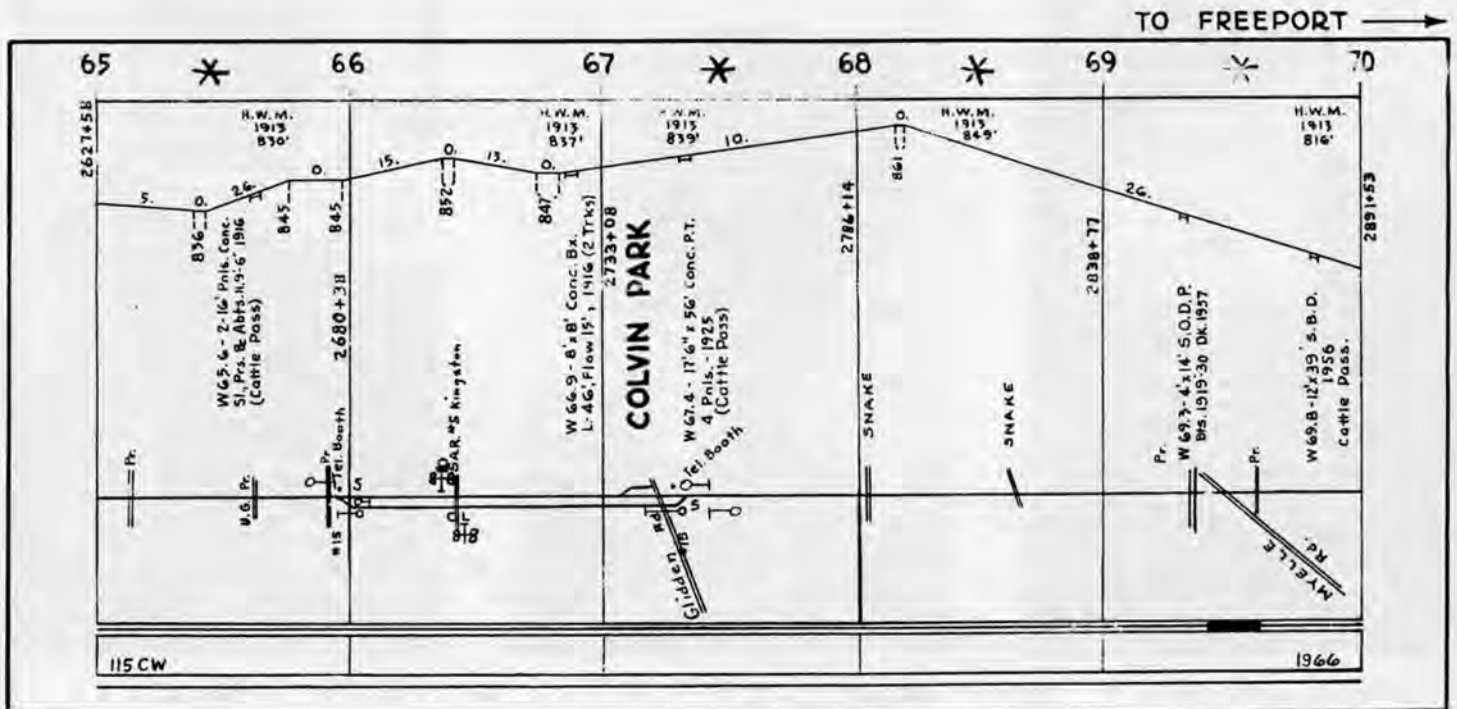
Valuable ground has been purchased in Rockford. Land in Freeport, with commodious shops thereon, has been secured, and a large round-house and other buildings erected thereon. The construction of this railway gives to your Company a direct line of its own from Freeport into Chicago, over which the large tonnage from Iowa and the North Division is now promptly carried without allowing \$250,000 per annum to another corporation for a service on 120 miles of its railroad. The distance from Freeport and all points west of it to Chicago is shortened by nearly twenty miles. During the coming year further expenditures will be made on the Chicago, Madison & Northern Railroad to an amount not exceeding six hundred thousand dollars, which will complete these 230 miles of Railroad."

The Railway Gazette on February 8, 1889 provided readers with information on the status of the CM&N at this point in a reprint of a brief article from a local Chicago newspaper: "The Chicago Tribune says: 'The Illinois Central's new line from Chicago to Madison, Wisc., via Freeport, Ill., the junction with its main or Dubuque line, is now in active operation from Clyde, six miles west of this city, to Madison. The company's western and northwestern trains run at present from this city to Clyde over the Stock yards tracks and the tracks of the Pan-Handle (sic) and Wisconsin Central. The connection between Chicago and the Illinois Central's main line at Forreston was formerly made over the Burlington, but the contract with this road was terminated a year ago. The company expects to complete the unfinished section of the new road between Chicago and Clyde shortly, the right of way through Cicero and the city having been obtained. It will cross the canal near Thirty-fourth

Street. At Thirty-fourth Street it crosses the south branch of the Chicago River and the Alton tracks, using the Alton's bridges at that point jointly with that company. It then runs parallel with the Alton on Archer Avenue to Grove Street, where it meets the St. Charles Air Line east of the bridge over the river at that point. It then runs on the St. Charles Air Line (near Sixteenth Street) to its tracks on the lake front and thence to the Central depot.'" Progress beyond Clyde into Chicago was soon delayed, however, by a crossing dispute with the CB&Q at that point. Toward the end of February, 1889, a temporary injunction was granted which restrained the CM&N from crossing the CB&Q. The CM&N continued to finalize its route through passed an ordinance for right of way.

The IC issued a company report in December, 1889 for the half year January 1 to June 30, 1889 to comply with new regulatory requirements. The statement included a short comment on the CM&N: "The work upon the Chicago Madison & Northern railroad is approaching completion. With the exception of arranging the details of several crossings of other railways in Chicago and of building a viaduct across the tracks at Halsted Street, but little now remains to be done."

The CB&Q dispute and negotiations on other railroad crossings continued into 1890. Meanwhile, on July 16 of that year, residents of Addison, IL incorporated the Addison Railroad Company for the purpose of constructing a two mile branch between that community and the CM&N at South Addison. The line was placed in service during September, 1890.





Colvin Park Station.
Valuation Photos - ICHS Collection



Colvin Park sectionman's dwelling.
photos circa 1915



Colvin Park tool house.



Coal house for signal tower.
C&NW crossing near Colvin Park.



C&NW crossing tower.



C&NW crossing "facility".



Colvin Park "facility".



Irene Station.
Valuation Photos - ICHS Collection



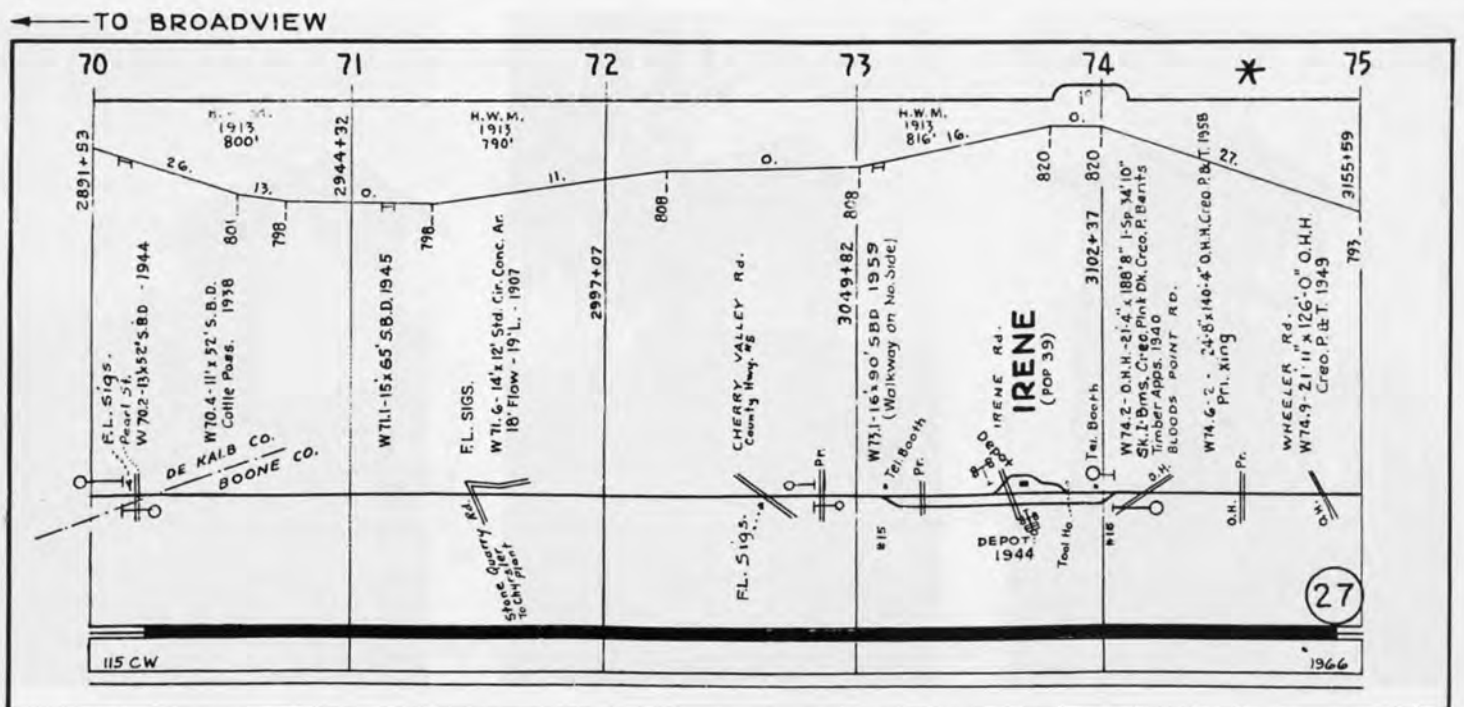
Irene Sectionmans Dwelling.
photos circa 1915



Irene Section tool shed.



Irene "facility".



On June 26, 1891 the CM&N concluded an agreement with the CB&Q, The Michigan Central, the C&NW, and the Chicago & Western Indiana on use of the St. Charles Air Line, which would provide the CM&N with the necessary connection to the IC main line in Chicago. This was followed by crossing agreements executed on August 1, 1890 with the Chicago & Alton, the Pennsylvania, Chicago & Western Indiana, and the Atchison Topeka & Santa Fe. Finally, in September, 1890 CM&N trains began operating over company tracks directly into Chicago and on to the IC main line, some five years after CM&N construction had begun.

Later that year, on December 19, 1891 the Addison Railroad was consolidated with the CM&N and the papers were filed with the Secretary of State of

Illinois on January 5, 1892 and Wisconsin on January 6. Then, on February 13, 1892 the CM&N leased the branches to Addison and Dodgeville, as well as the main line between Freeport and Madison, to the IC.

An additional branch line was also constructed after the turn of the century, when, on April 8, 1901, the IC incorporated the Riverside & Harlem Railroad to construct a two mile spur between the CM&N at Parkway, west of Cicero, northward to a connection with the WC at Forest Home. The line was completed in September, 1901 and leased to the CM&N on December 15, 1903 retroactive to September 1.

IC management decided, in 1902, to simplify the company organization by reducing the number of

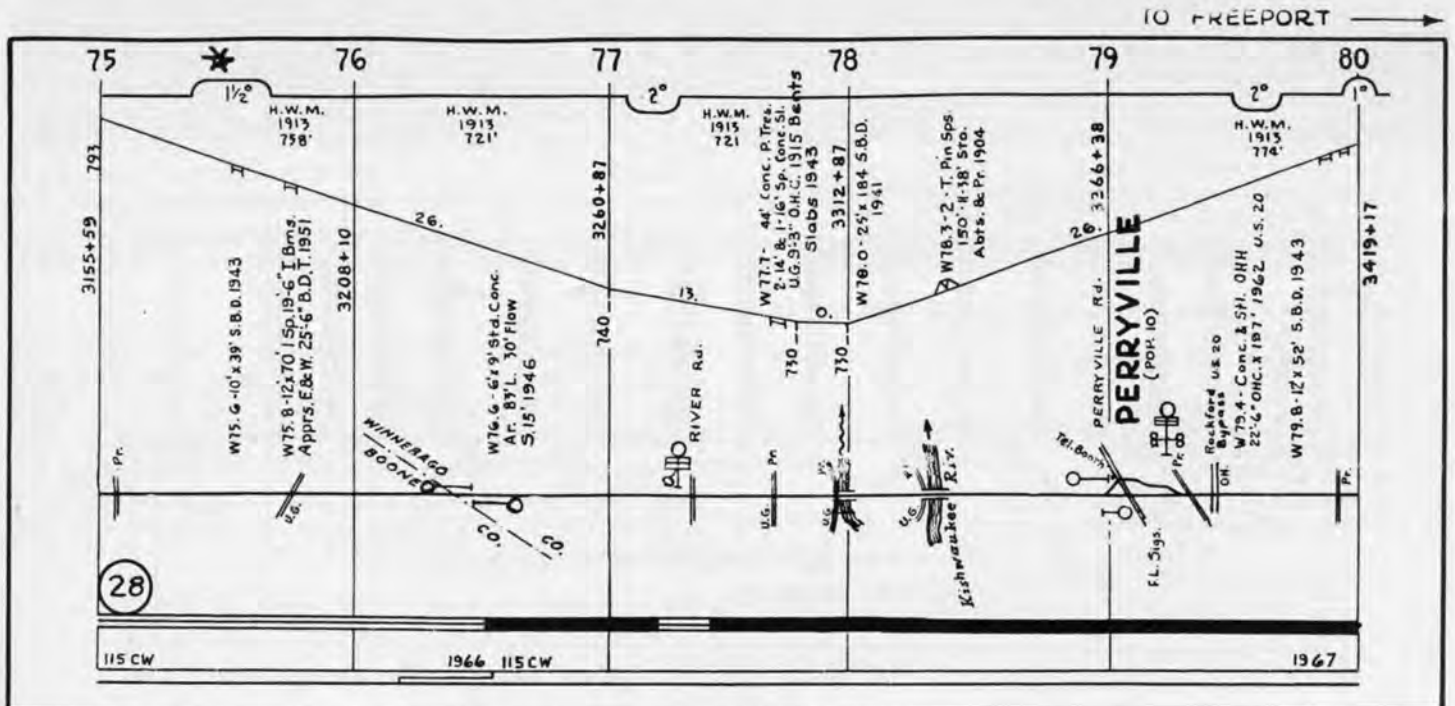


Perryville Station.

Valuation photos - ICHS Collection

Perryville tool house.

photos circa 1915



subsidiary corporations by acquisition. Accordingly, on February 1, 1903 the IC purchased a group of subsidiary railroads which included the CM&N a issuing \$20,000,000 of Illinois Central Purchased Lines, Three and One-half Per Cent Bonds.

The bonds were retired in 1949 when the IC undertook massive refinancing by issuing new Consolidated Mortgage Bonds, which paid and superseded previous acquisition and construction bonds. However, the deed of trust between the CM&N and E. T. H. Gibson and A.G.Hackstaff executed back in 1888 was not paid until due in 1952. The CM&N, therefore, remained in existence until that time as a corporate organization.

----- IC -----

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----- IC -----

The preceding story on the Chicago, Madison and Northern is something a little different, and I would like to find out how well you liked or disliked the way that it was presented. First though, a short explanation of how it came about.

David J. Fiore sent in the article on the building of the CM&N about a year ago. The next step in getting a story into print is finding some photos, drawings, diagrams, or whatever is needed to go along with the first piece of the puzzle.

Your editor, always looking for the "stuff" that makes stories come together, borrowed a profile book from Fred Carlson, since he left it out where I could see it. (Yes Fred, I will return it someday soon.)

Next, a most fortunate thing happened. Chuck Werner, while looking through some of the hundreds of valuation books that the ICHS has in cold storage, picked one out at random to show to the Board of Directors. Well, you guessed it, it happened to be the one with Broadview to Freeport, Illinois in it. Once again the editor person got a hold of that book to make some copies of the Coleman pages for member Joe Franta and the research group at the Fox River Trolley Museum.

Now keep in mind that these events took place over the last year or so. The final realization occurred while we were planning this issue of the magazine...If we put the profiles together with the valuation photos, and David Fiore's article... we might have something interesting...Even though the article is about the building of the line in the 1800's, and the valuation photos date from about 1915-1920, and the profile book is from the 1960's.

Then, with the typing help of Martha Kubajak, and the layout and pasteup help of your associate editor Jim Kubajak, (also your Membership Chairman, and Museum Chairman), we finally put together this piece of the puzzle that is part of GREEN DIAMOND #32-#33. We were going to make it longer, but there were other things to get into this issue too, so the Rockford - Freeport section, and the Madison and Addison branches of the CM&N will follow in another issue.

The new aspect of this article is the use of the valuation photos to support the article. Your letters from GREEN DIAMOND #27-#28 have been 100% positive on our use of the railroad profiles. The thousands of valuation photos cover most of the buildings and bridges on the IC around 1915. I would like to hear your opinion of their use like this in the magazine.

ILLINOIS CENTRAL 100 TON HOPPER

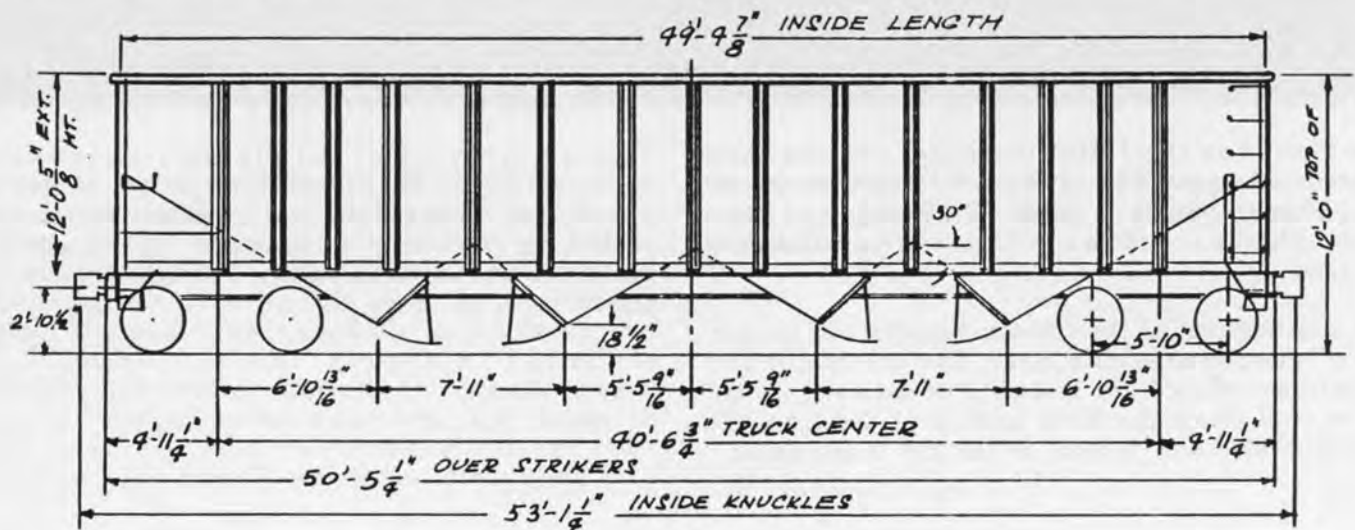
CAR BUILDING PROGRAM

CENTRALIA CAR SHOPS - 1968

by Jim Adams

The Illinois Central built its first 100 ton hoppers at the Centralia, Illinois car shops in 1968. The following picture captions describe the process and show how it was done. I believe we built a total of 3200 of the 100 ton hoppers in 1968... The shop layout (as shown on page 30-31) was used only for the first program that year. The subsequent programs used a shop layout (somewhat different) as shown in the photos. As you can comparing the

photos to the layout everything was more compact and lifting the cars from track 8 into the positioners with the overhead cranes was much more efficient than running them out the south end of the shed on 8 and then having to bring them around the shop with a switch engine and set them on 3 for the rest of the welding, air brakes and so forth. In other words we learned from experience and that was what made us such a good shop.



GREEN DIAMOND #32-#33

I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS

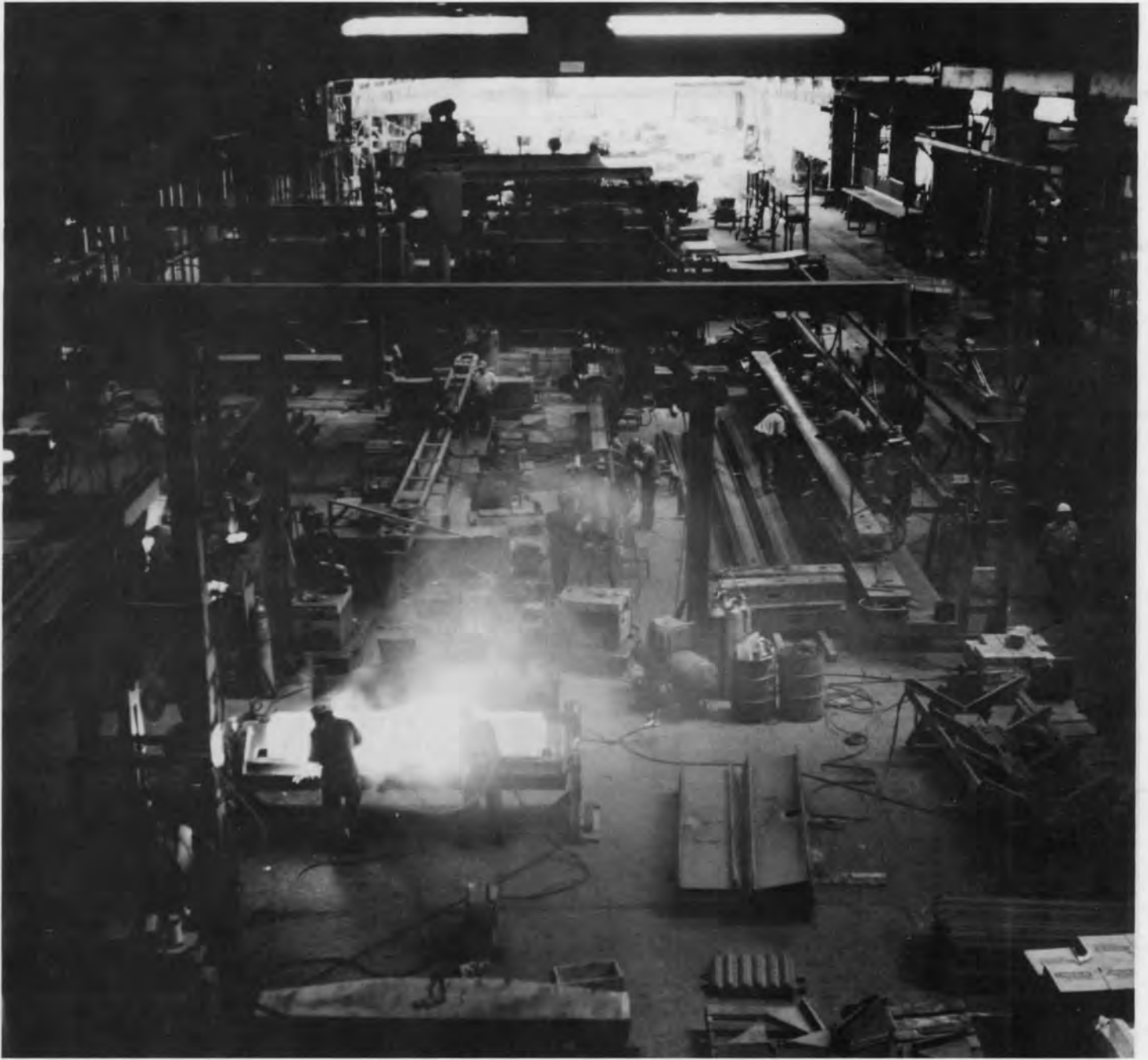


The photos on the following pages and the shop diagram on pages #30-31 show the construction of the 100 ton hoppers in 1968. The location of some of the photos are shown with arrows on the shop diagram.

The construction of the 100 ton hoppers was broken down into sub-assembly lines. The center sill and underframe started the assembly of the cars. As the car moved down the first section of the line, the hopper chutes and bottom of the car is assembled.

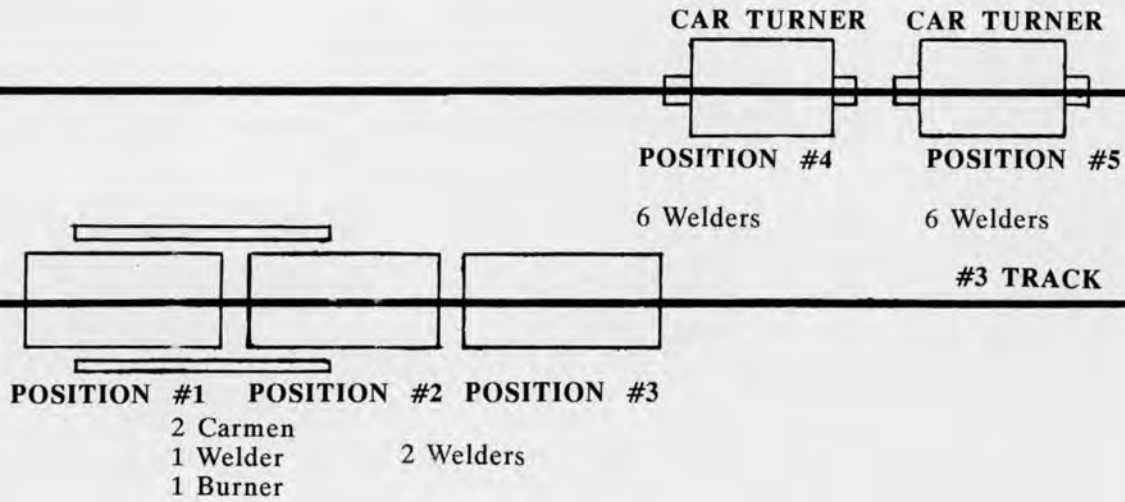
This overall view of the prefab area shows the center sill jigs in the background, hopper chutes and door frames in the center, xridge assemblys, and car ends in the immediate foreground. The car assembly moves down the line on the extreme left in this photo.

I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS

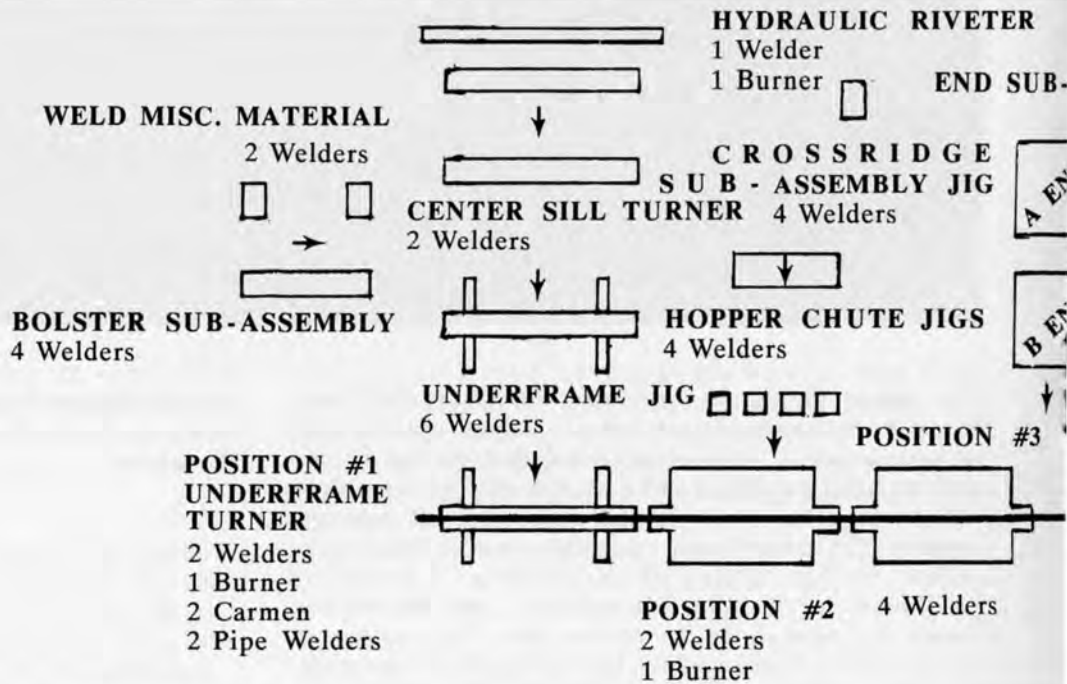


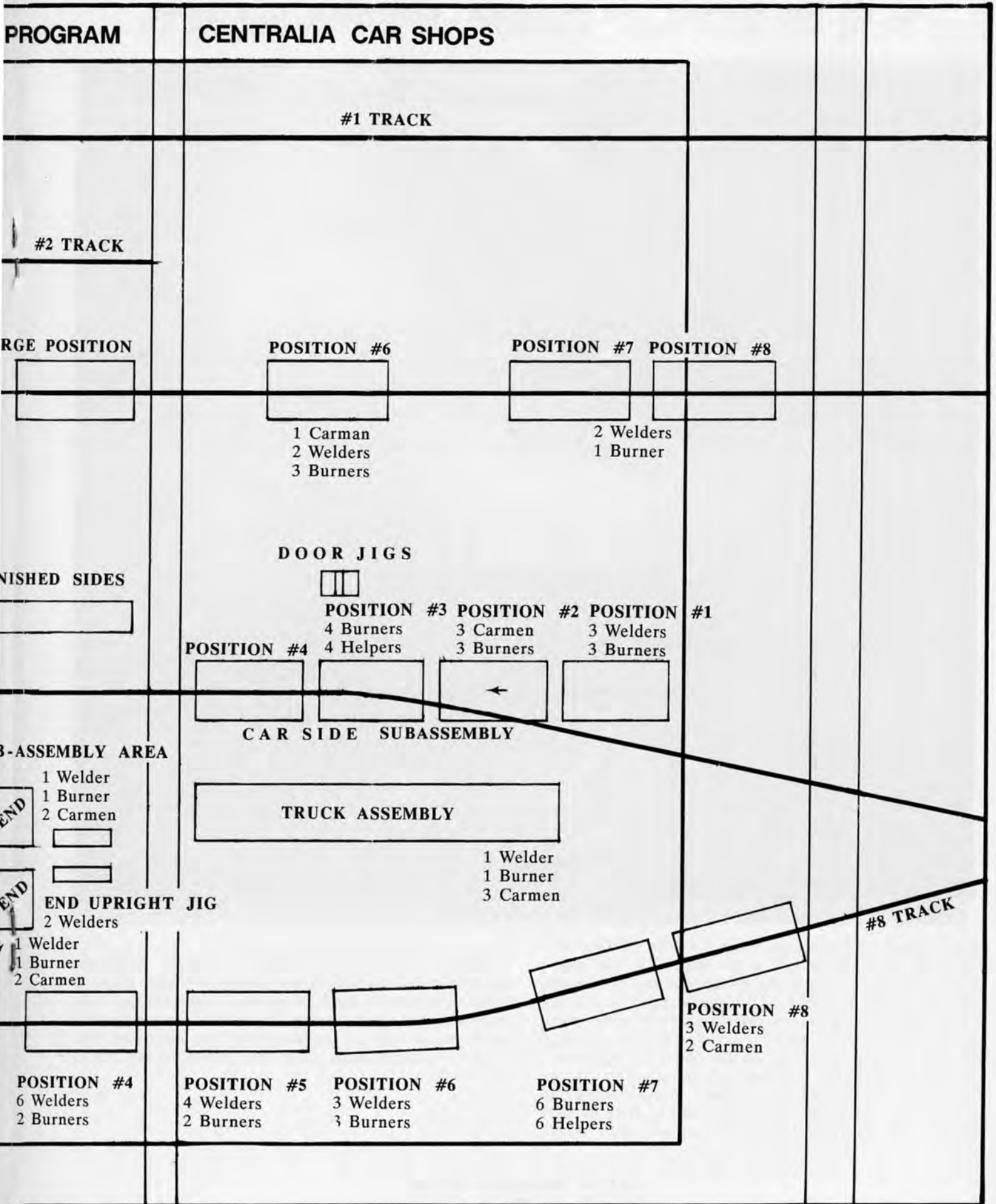
This photo shows the beginning of the prefab line. In the upper right the center sill halves are brought in from storage, separators are fitted to the halves and welded together. The center sill halves were welded together in a jig that gave the sill positive camber. The underframe assembly moves from right to left in the center of this photo. The sill is positioned for welding "downhand", and the bolster beams are applied in the center area. The welder in the left foreground is building bolster sub-assemblies. The underframe jig & turner then

rotates the underframe to an upright position and it is moved onto the line area in the extreme left of the photo.

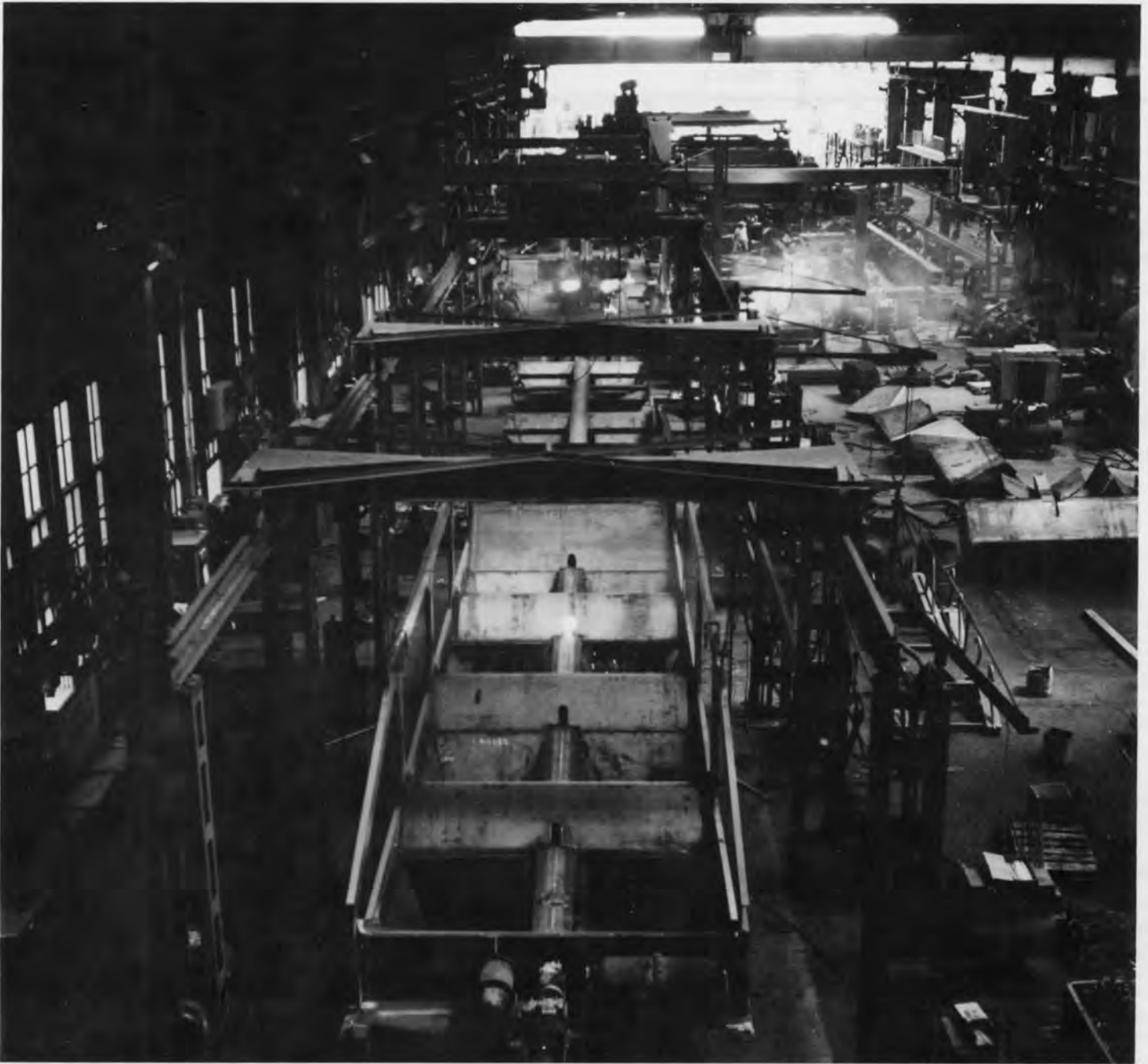


**CENTER SILL FIT - UP &
AUTO WELDING JIG**
2 Welders 1 Burner





I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS



This photo was taken from farther down the assembly line on track 8 in the shop. The cars have progressed through the underframe positions (background at right), and the hopper and hood sheet position, and are shown in the foreground getting slopesheets and crossridge sheets. Bridge girder-like jigs are hung on the sides of the frame to insure proper alignment of these items on the car in the foreground. Additional prefab work can be seen to the right of the assembly line in this photo. The individual hopper sections have been

preassembled and laid out on the floor for the assembly line welders. This photo also shows the support poles and overhead positioners that allowed work pieces to be held in position for welding. Also note the outrigger arms that were used to swing work pieces over to the assembly line positions. The larger overhead shop crane also shows in the top of the photo.

I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS

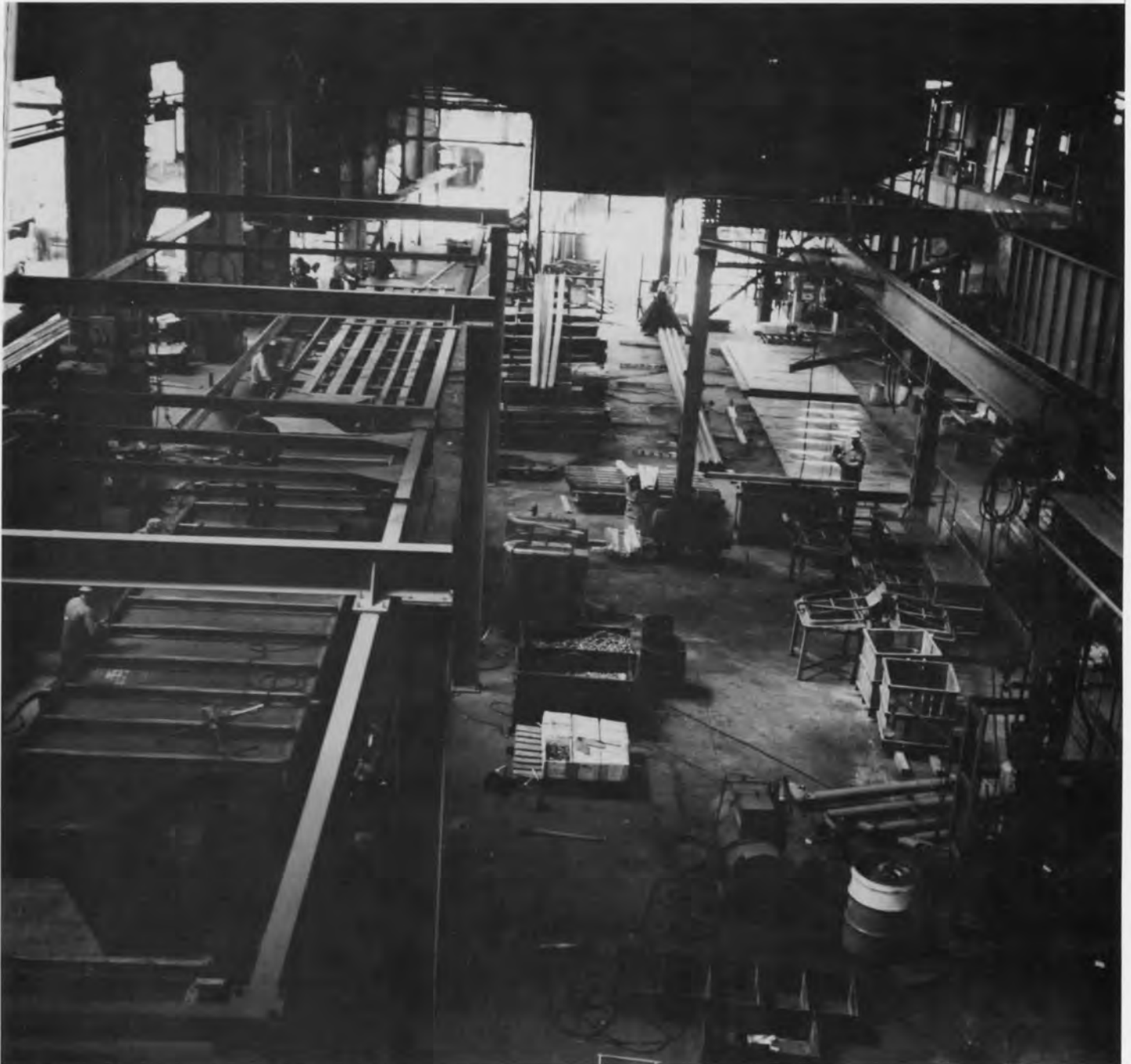


The photo above is looking back down the assembly line on track 8 again as a car has taken shape in the foreground. The floor sheets and ends have been installed. The end floor sheeting jig is seen at the right.



GREEN DIAMOND #32-#33

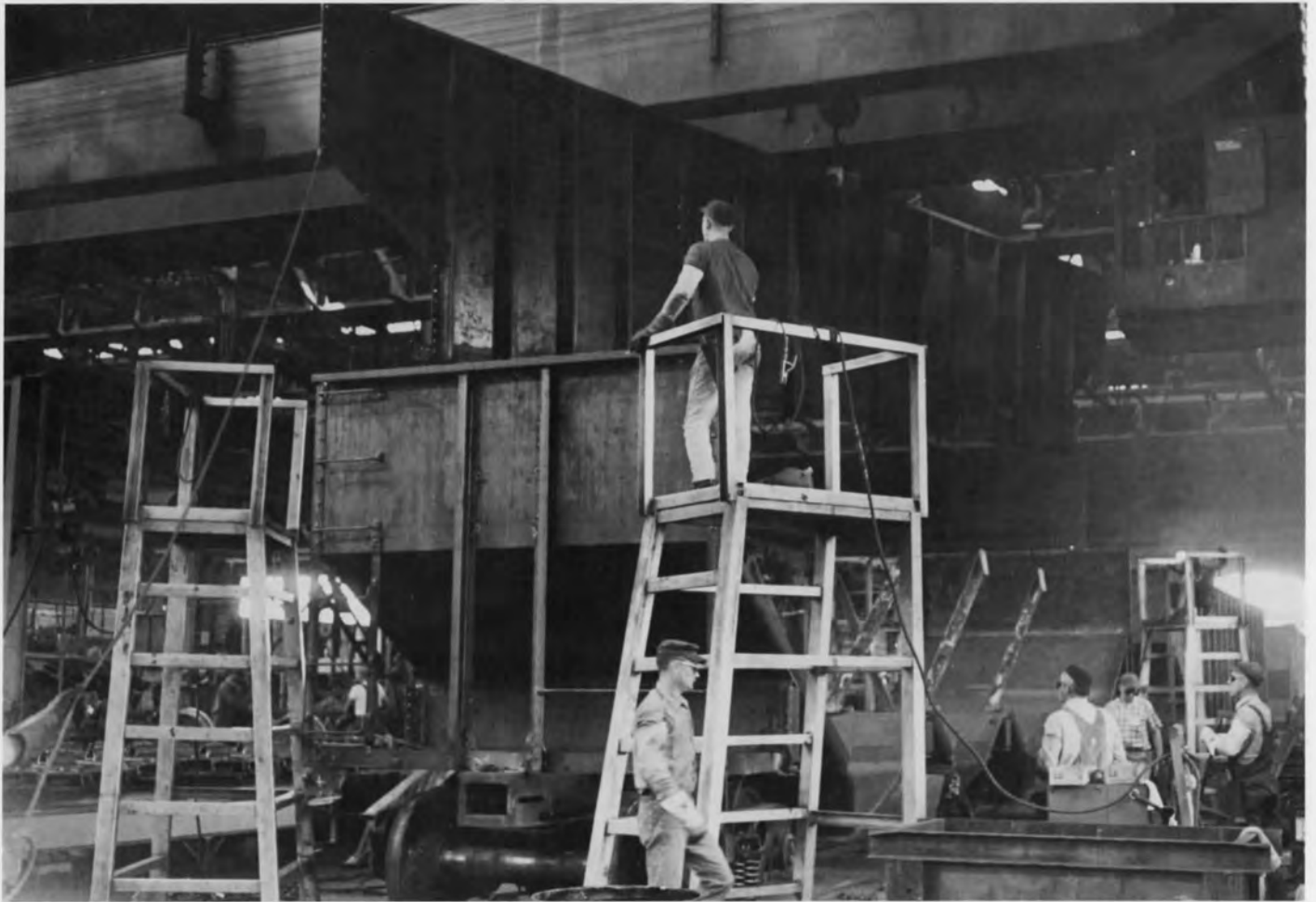
I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS



On the previous page, the top photo shows welders tack welding the floor sheets, ends, and brake equipment in position.

The bottom photo shows a hydraulic rivet squeezer cold riveting a side angle brace in place on one of the car sides. Cold rivets give a superior grip and finish and also save labor as opposed to hot rivets.

This photo shows the car side fabrication line. A separate sub-assembly line in another part of the shop building prepared the car sides and moved them toward the floor/underframe assemblies. Note the panels to be used on the next car side laid out on the floor at the right.



GREEN DIAMOND #32-#33

I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS

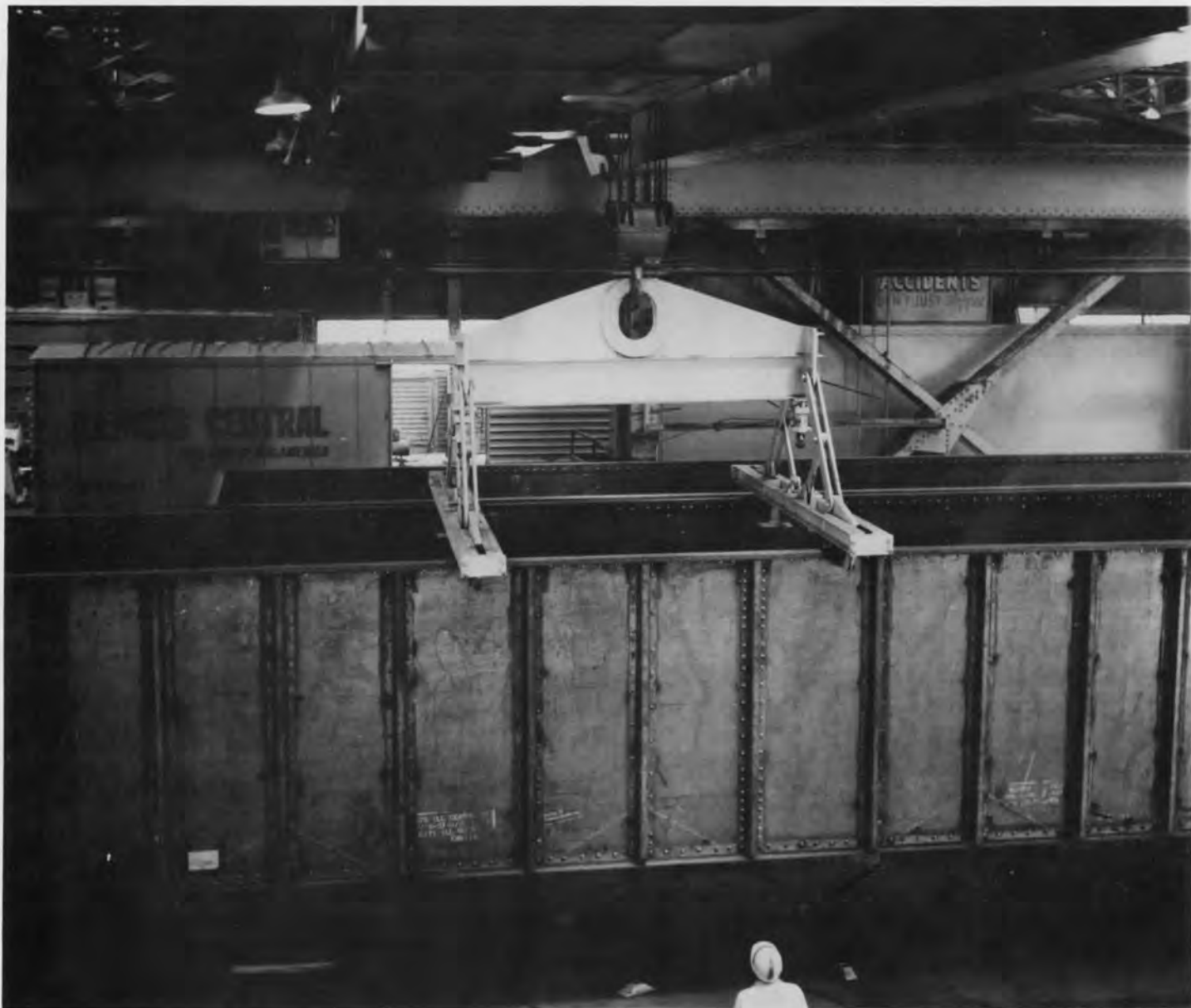


The top photo on the previous page shows the end of the side assembly line. The finished car side is ready to be joined to the underframe assembly. Notice the truck assembly position at the right in this photo.

With the car sides hung in place the car is ready to go to the car positioner for welding. Two car positioners were required due to the amount of welding time required. The positioners are on the right in this photo.

The bottom photo shows the car side being delivered to the waiting underframe assembly.

I.C. 100 TON HOPPER CAR PROGRAM CENTRALIA CAR SHOPS



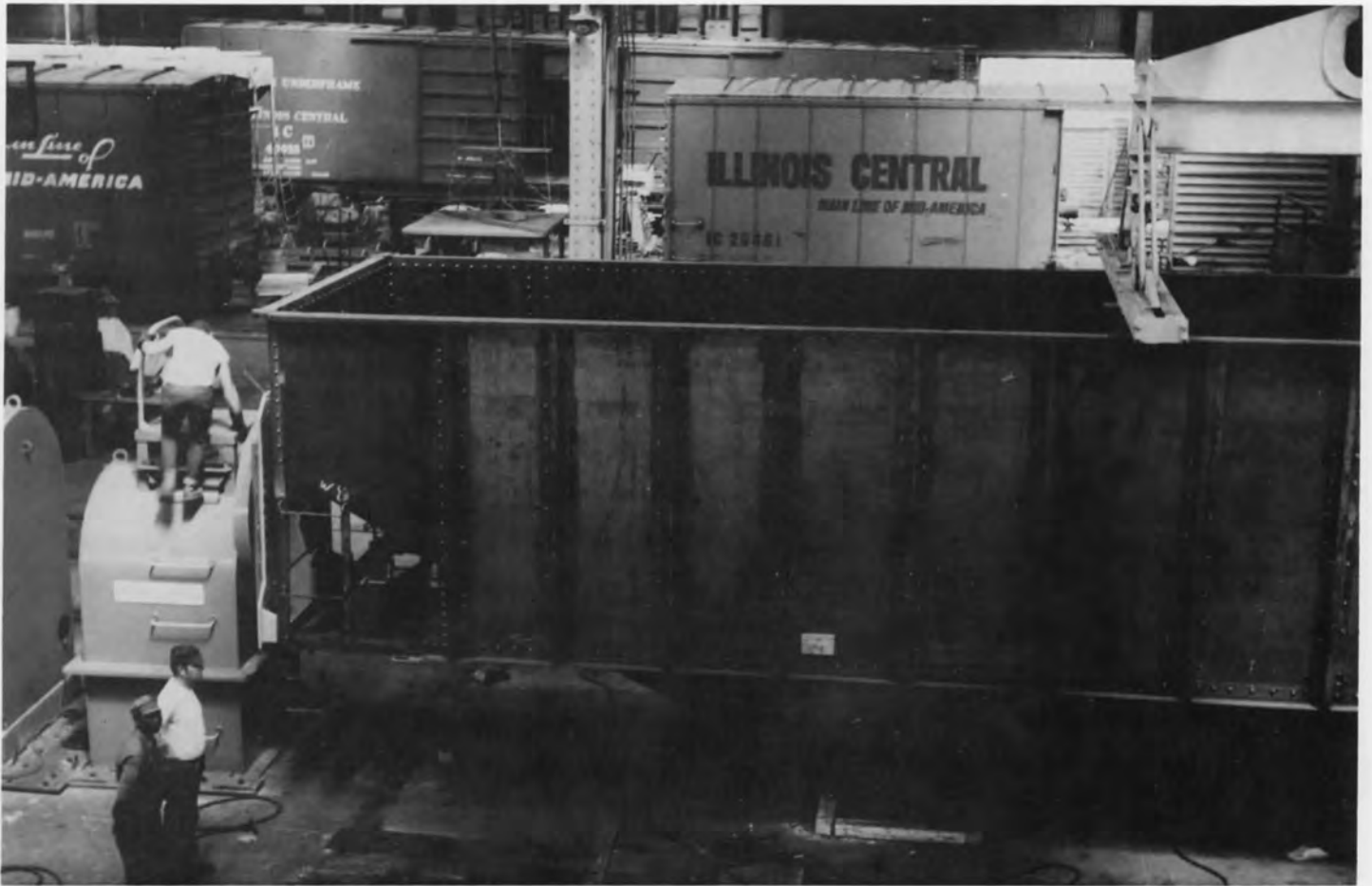
On this page is a photo of a car being set in place in one of the car positioners. The car lifting device was built in the shop to move the hoppers to the positioners.

On the next page the top photo shows a car being set in the positioner. The other IC cars in the background are regular repairs being done in the shop concurrently with the building program for the 100 ton hoppers.

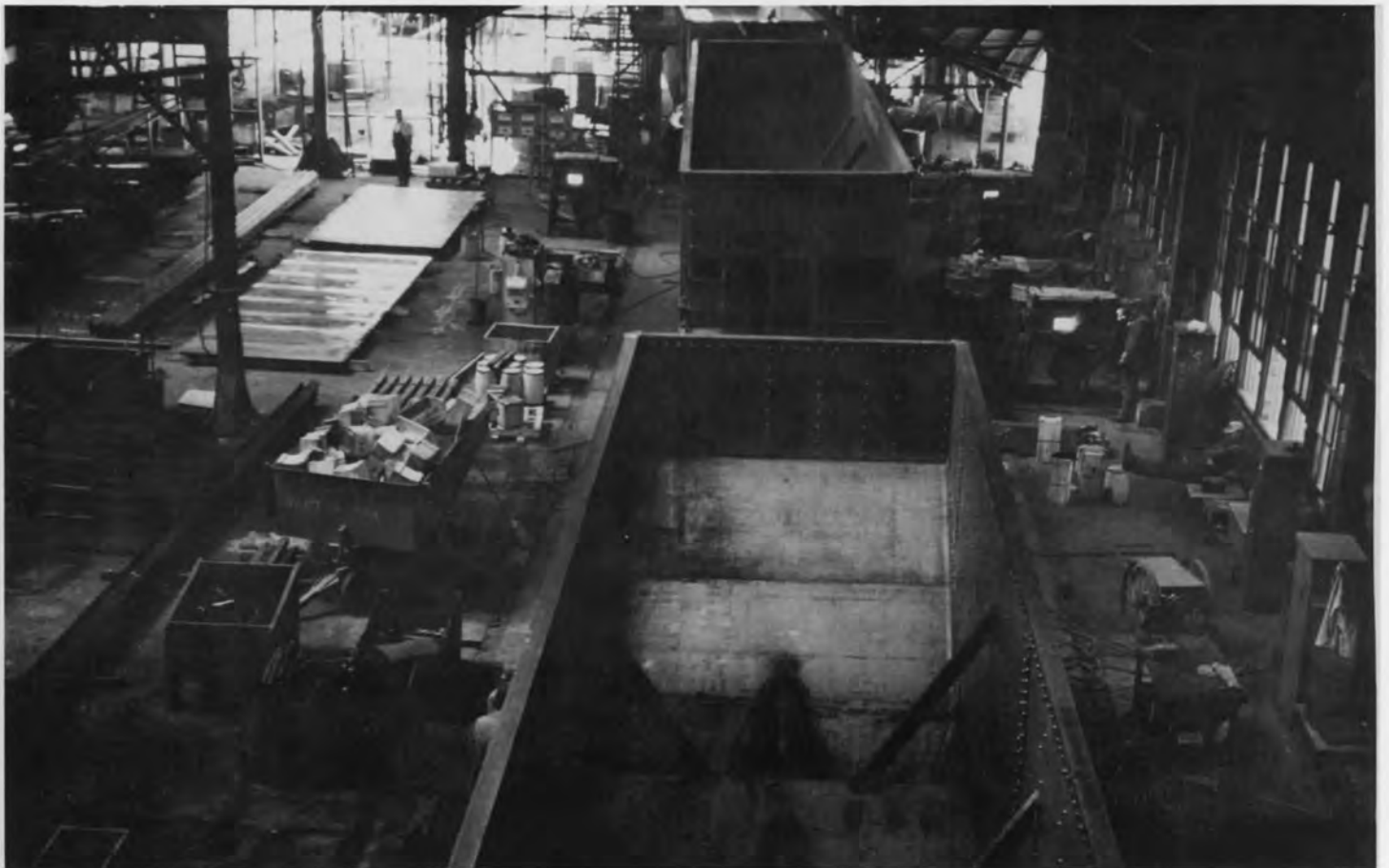
The bottom photo shows two cars in the positioners. By turning the cars all of the welding was done "downhand". This makes the welding much easier and is faster.

On page 40 the top photo shows the assembly area for applying strap hinges and locks to the hopper doors.

The bottom photo on page 40 shows the cars after welding in the positioners. The cars were moved to track 8 where they received hopper doors, ladders, handgrabs, brake equipment and brake testing. The car was then moved to the paint track for cleaning, painting and stenciling. The car was then weighed and the weight stenciled on the side. Then the car was ready to haul coal. The Centralia Car Shop turned out 8 cars a day.



GREEN DIAMOND #32-#33



GREEN DIAMOND #32-#33
40

AT THE OLD DEPOT

by E. T. Parker

In the early years of this century the railroad depot agent in the small towns of America held a very highly and respected position. His salary was above average, during that period, and his skill and understanding of the Morse telegraph system set him apart from the other people of the town. The mystery of his technique that he could transfer the clickety-clack noises of the chattering telegraph instrument into words of meaning was a feature of his high regard in the town and nearby community.

To be able to send and receive messages on the Morse telegraph was a requirement to qualify him for the position of railroad agent. This was necessary in the early days. Telephone lines only reached a few miles out and extended only from town to town. The slow method of relay stations in the telephone system was not fast enough to serve the railroad industry. Samuel F. B. Morse perfected the telegraph in 1836 and during the 1860s, when the country was at war, it established itself as a valuable and necessary communication system. Railroads were quick to adapt it to their service. The operation of the telegraph system was taught at a number of schools, established for that one purpose. One such a school was established at Valparaiso, Indiana, where many young men and some women, started their railroad careers. The system of teaching the Morse system code was a simple one. The code consisted of a combination of dots and dashes representing letters and numerical figures had to be memorized. Then came hours of practice until the symbols became firmly impressed in the mind. The code was made by the two

symbols and two actions of the telegraph instrument, operated by low voltage electricity. The old telegraph key and sounder are items that now have a display spot in steam railroad related museums. Activated by electrical power, the method of operation was to close the wire circuit, then re-open causing a clicking sound. The length of time the circuit remained closed would create a (.dot), or if a longer interval prevailed it would mean a (-dash) in the telegraph operator's mind. This is not a very scientific explanation of the operation of the telegraph, but it is sufficient to establish the fact that a railroad depot agent in the decades of 1900-1920 was skilled in his trade.

In these early days, the railroad depot agent, became a respected man with authority in many things. One of his badges of authority was his standard railroad watch of twenty-one jewels as defined in the railroad's "Book of Rules". The watch suspended across his sometime soiled blue serge vest was anchored by a golden chain secured in a vest buttonhole covered by an embossed brass button carrying the railroad's logo. This watch was the focal point for the accurate time that controlled the activities of the entire community. The seven-day regulator clock hanging on the depot waiting room wall also carried the correct time of the day. This clock and the depot agent's watch always displayed the correct time. No other method, at that time had been perfected. At 10:57 AM, each day, the Morse telegraph on the agent's desk would become silent, then in the dot and dash code would spell out the word TIME. Originating at the Washington D.C.



GREEN DIAMOND #32-#33

time observatory, a succession of clicks would come over the relayed telegraph system. Clicking steadily for two or three minutes, then a silence, pause, and a final click that would denote that it was exactly eleven o'clock, or comparable hour in the various time zones. This service was furnished to each railroad in the country and so operated that a daily correction of time could be made. And so the depot agent became the authority for the correct time, when the banks would open and people could be at church on time.

The arrival of the daily local passenger train in most towns, also became a social event of the day. There was a certain ritual attached to this event. Some of the regular citizens of the community would trigger the event by consulting their watches and making an observation such as "I wonder if the 'Nine O'clock' is on time?" Meaning, of course, if the daily local passenger train would arrive at the scheduled time of nine o'clock? The train was usually on time, but the question would start a general trek of some of the citizens of the town in the direction of the "old depot". There were several reasons why the people went to the depot to witness the arrival of the daily train. The visit would give them first hand knowledge of any and all visitors coming into town. Others had the opportunity to examine express packages unloaded from the combination U.S. Mail and American Express car. There would be times when an "elbow in the rib" brought a few glances at a package with only the word "Glass" imprinted on the plain cardboard package, but the label would show that it come from a liquor dealer in another state. During these years some states prohibited the sale of intoxicating liquor and beer but left open the fact that such beverages could be shipped from a "wet" state into a "dry" state as long as the product moved in an interstate movement. The American Express Company that used the railroads to move its shipments was the only firm that qualified to move such items. The arrival of the daily passenger trains provided a break in the monotony of the day and became a social event of the day.



All of the activities surrounding the passenger trains short stop at the depot was under the direction of the depot agent. Attired in his uniform cap, that was his badge of authority by the gold colored braid and emblem that spelled out "AGENT" over the bill of the cap. He was firmly in charge of the operation, lining up the four-wheeled trucks along side of the baggage and express cars, also one by the U.S. Mail car that was to receive preference in the unloading. In the U.S. Mail car were the daily newspapers that brought news of the world and the state, even nearby towns. There were no radios or long distant telephones to bring the news. All mail was handled on the railroads passenger trains in these days of dirt roads and horse drawn vehicles. All newspapers, magazines, supplies, and repairs came into town on passenger and freight trains of the railroad.

Behind the U.S. Mail car was the combination American Express and baggage car. From the express car, the onlookers would see a variety of products being unloaded. On certain days of the week large wooden tubs filled with ice covered at the open end with a burlap or canvas covering would bring the weekly supply of ice cream. Square wooden crates smelling of freshly baked bread would more or less contain a daily supply of bread, doughnuts and other bakery delights for the housewife who did not have time to bake the daily bread. Small round slatted crates, also lined with burlap, contained a long stem of bananas that later would be seen hanging on a rope from the ceiling of the country store. In this manner fresh fruit became available daily by a service performed by the combination of the American Express and the daily local passenger train.

One more stop for the agent before the train could make its departure, that would be the baggage car. From this car, on this day, he unloaded a large trunk that a salesman had brought with him on the train. The trunk contained samples of the salesman's ware that he was selling. Usually these large trunks belonged to shoe and clothing salesmen who moved their sample goods from town to town on the trains so that they could show their customers what they could order for the next years trade. Large and heavy, the depot agents had to assess extra baggage handling charge for the movement of these display cases. To pay the excess charge the salesman paid for their handling with scrip coupons. A book of these coupons were purchased at some central point in amounts usually \$100 minus a 10 percent discount. A prudent salesman would be one that would

schedule his trips and calls on his customers to the least number of trunks to handle and the most number of calls in a days run. It was sometimes necessary for the salesman to ride some freight train cabooses to get the most out of his daily swing. To the agent, it meant a back aching job to handle the heavy trunks in and out of the baggage car. This did not appeal to him as much as unloading the boxes and bundles from the American Express car. From this traffic he received a commission. In most cases this was a welcome additional wage to be added to his monthly wage that he received from the railroad company. At some stations the whole procedure of meeting the passenger train would be repeated several times, when other similar trains would arrive.

All of the work created by the arrival of the passenger train had to be cleared away as rapidly as possible to prepare for the arrival of the local way freight train that would bring a different class of

traffic under the direction and authority of the local depot agent. A man who displayed his authority quietly, displaying his railroad standard watch with the gold chain and gold braid and identification emblem on his cap.

----- IC -----

The preceeding is an excerpt from **A MORSE TELEGRAPHER CALLS THE OLD DEPOT**, a book written by Mr. Parker, an ICHS member. In his book he relates his experiences as an Agent/Operator at Quimby, Iowa on the Anthon branch of the IC which ran south from Cherokee, Iowa. The book explains the jobs performed by the various railroad employees, trains, and the railroads shippers and shipments that characterized everyday life on the railroad. There are twelve chapters that relate stories of "The Good Old Days" with twenty illustrations and IC photos. The book is hardbound and is available directly from Mr. Parker for \$9.95 at 937 W. Cedar St., Cherokee IA 51012.

MEMBERS ASSISTANCE CAN YOU HELP?

Can anyone identify the location, or date of this photo of IC Hudson #1? The background building has a Texaco sign on it.

Norm Mazanec 3917 W. 64th Place Chicago IL 60629



The enclosed photo was taken in Wapella, Illinois in 1901. I have been searching for a photo of the old roundhouse without any luck. Can anyone help? George Westbrook Box 232, Wapella IL 61777



GREEN DIAMOND #32-#33

MAYS YARD

BUILT AS WAR FACILITY, IS PEACE ASSET

FROM ILLINOIS CENTRAL MAGAZINE
SEPTEMBER 1946

"The Illinois Central could not have handled the war business at New Orleans without Mays Yard. With it there was no delay or congestion, despite the tremendous increase in tonnage at the port. Mays is a great yard and it did a great job." Those are the words of Thomas J. Quigley, terminal manager at New Orleans, who was in charge of the Illinois Central at the vital southern port during the war years. He reflects the pride of the railroaders at New Orleans who saw the yard prove itself during a period of difficult conditions. New Orleans was second only to New York in volume of port tonnage during the war, when weapons and supplies flowed from American shores to all parts of the globe and when strategic raw materials were coming to the United States from foreign countries.

Mays Yard is the big freight yard that was built during the war on swampy ground approximately 7 miles west and a little north of downtown New Orleans. On the engineer's timetable it is one mile north of East Bridge Junction and three miles south of Kenner, La. Although it was built with all possible speed during a period of emergency and at a time when materials were scarce, there is nothing temporary about Mays Yard. It stands today as a model yard, brilliantly planned, sturdily built and as valuable to a nation at peace as it was indispensable during the years of world conflict.

"We couldn't say much about Mays yard during the war for security reasons," said Mr. Quigley. "Naturally our military leaders didn't want our enemies to know how New Orleans was able to keep up an uninterrupted flow of supplies to our men overseas. Mays Yard had a great deal to do with keeping the port free from congestion...."

War Filled Freight Yards

When Japanese bombers struck American ships on that December Sunday in 1941, it quickly became apparent that the Illinois Central's 4 freight yards in New Orleans would not be adequate to handle the tonnages that American mines and factories would produce. These four yards were: Stuyvesant Docks Yard, usually called Stuy Docks Yard, originally built as an export-import yard; Levee Yard, Poydras Yard and Government Yard. Stuy Docks Yard was used for all inbound and outbound

business as well as import business. All road freight trains were operated to and from this yard.

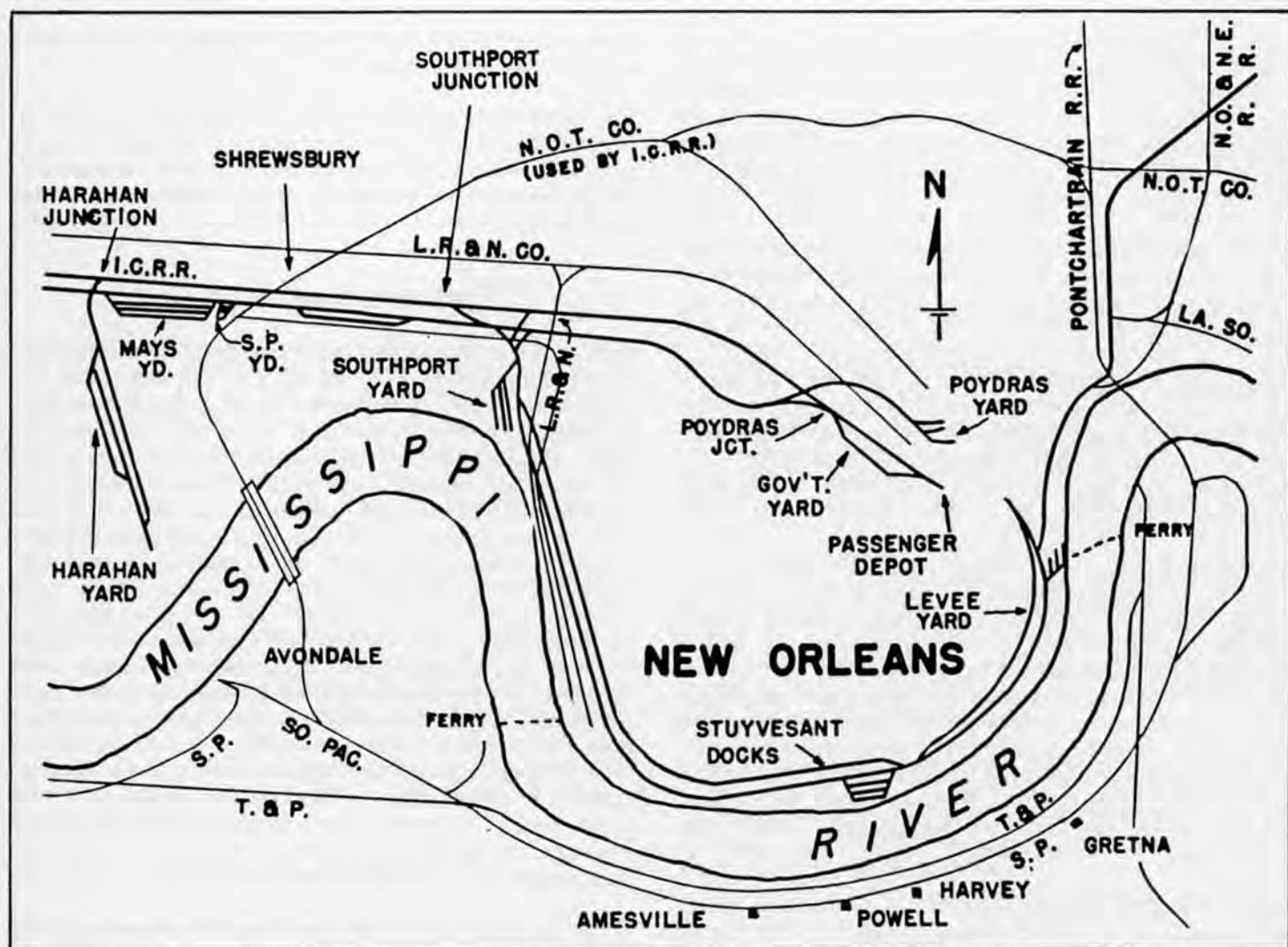
Poydras Yard serves a large number of industries, less-than-carload inbound and outbound freight houses and an LCL export house. Government yard is used for industrial freight and for the handling of all inbound and outbound passenger equipment on the Illinois Central and Southern Pacific railroads. Levee Yard handles local industry switching as well as the loading of bananas and other business on the Erato and Thalia Street wharves of the United Fruit Company... The location of Stuy Docks Yard (see map) involved the backhauling of all cars for Government and Poydras yards for a distance of several miles.

The interchange business with the Louisville and Nashville and with the Texas and Pacific and Missouri Pacific Railroads was made through Levee Yard, whose short interchange tracks were inadequate for the increasing traffic....

(In the late 1930's when) army maneuvers were staged in Louisiana as part of the American preparedness program, it became obvious that there was insufficient track capacity at New Orleans. Five short tracks were added at Stuy Docks Yard and its capacity increased to 2,400 cars, but the restricted length of its tracks and the street interference at both ends made the handling of long trains difficult.

When German submarines cut the water route from the Gulf ports to the east coast and...(coastal shipping) was diverted to rail routes, the interchange problem became acute. In the meantime tonnages increased at New Orleans to the point where that city became the most important on the Illinois Central....

Besides the flood of machinery, food, munitions and implements of war being exported through New Orleans, the import tonnages also soared. All Argentine shipping to the United States was diverted by Government order to New Orleans, and Argentine wool and hides from the holds of ships was stacked high on the long docks lining the Mississippi. The last shipments of rubber to leave the Orient before the wave of Japanese conquests cut off the supply were directed to New Orleans (1941). Copper, zinc, concentrates, balsa woods, raw and refined sugar, and other raw materials from South and Central American republics came to the Louisiana port.



Mays yard, at upper left in this drawing, is shown in its relationship to old Harahan Yard and to the other four Illinois Central freight yards at New Orleans.

OIL TRAINS ADD TO BURDEN

The long oil trains pulling into the city from Texas and Louisiana put a heavy burden on the transfer facilities of the railroads. These trains had to be moved forward quickly with routes and schedules assigned to them under so-called "symbol" agreements.

It was at this stage of the game that F.R. Mays, vice president and general manager, went to New Orleans to determine how soon additional trackage could be built. On a rainy day in February, 1942, in the company of terminal manager Quigley, assistant to the vice-president Von Bergen and trainmaster Evans, he toured Illinois Central property north of East Bridge Junction seeking a site for a new yard.

At milepost C-905 (7 miles from the end of the line in New Orleans) they found an area south of the main line which was both long and wide enough for

a big yard. Located on the old Elmwood and La Freniere plantations 2 miles from the Mississippi River, the site had ample room for expansion. Nearby lay the ground where the Southern Pacific was building its new East Bridge Yard.

Plans immediately were drawn up for an 8-track yard with a 100-car switching lead at each end. Under the direction of H.E. Chalstrom, assistant to the division engineer at New Orleans, work was begun on the ground in April. A box drainage system was installed to drain the swampy land, trees were cleared and sand was moved in from Roseland, La. to make a 4-foot fill of the entire yard area. Water for engine use was brought in through 8,500 feet of 8-inch water mains from the Jefferson Parish water works.

STILL MORE SPACE NEEDED

On June 15, Chief Engineer C.H. Mottier announced that the yard would be ready for operation on July

1. A swamp was converted into a freight yard in 4 months. But even while the first eight tracks were being built, the need for still greater yard space became evident. Authorization was secured for 7 additional yard tracks, and for the scale track, 3 repair tracks, the thoroughfare track and the various engine facilities.

A few days before the transfer of inbound train operation from Stuyvesant Docks yard to the new yard, Mr. Von Bergen went to New Orleans to supervise the move....

Originally the plan had been to call the new yard Beven yard in honor of President J.L. Beven, who was born and began his career at New Orleans, but Mr. Beven ruled that the yard be named for the man who had sponsored it, Floyd R. Mays, the operating vice president.

An immediate improvement was made in the transfer of cars to connecting lines at New Orleans. Except for the Public Belt Railroad, most of whose freight was destined to the dock area, all other interchanges were moved out of the city, away from the small yards, short interchange tracks and city street interference. A number of these deliveries to other New Orleans carriers are now made through Shrewsbury at the south end of Mays Yard. The backhauls formerly involved in these deliveries were eliminated, as was the congestion of the interchange at Levee Yard.

Under the new arrangement, road crews tied up at Mays instead of at Stuyvesant. With yard crews making the terminal deliveries, more crews were released for road service. At the time many trainmen were going into military service and road crews were scarce. By completing their runs at Mays, many crews could now aggregate back to McComb or to Baton Rouge in the time formerly required in going all the way to Stuyvesant Docks Yard. The change had much to do with the Illinois Central's wartime record of never failing to move a train through lack of crews or locomotives.

The additional tracks to make a 15 car yard were placed in use on April 6, 1943. The outbound train operation, which had continued at Stuy Docks Yard, was now transferred to Mays, thereby allowing all Louisiana and Vicksburg Division trains to both originate and terminate there.

Ready for Any Emergency

With the efficiency and economy of Mays yard firmly established, a further addition of 6 yard tracks and an additional lead at each end of the yard was decided upon in the face of mounting tonnages. This last phase of the building was under the jurisdiction of Resident Engineer G.C. Harris.

When completed early in 1944, Mays Yard was ready for any emergency....

The improved efficiency of Mays Yard was demonstrated early. At the end of the first 6 months of operation on January 1, 1944, a total of 563,000 cars were handled, or an increase of more than 50 percent....

Relieved Other Yards

In Addition (to increased operating efficiency), Mays Yard is performing a large amount of switching work that formerly was done at other stations.... Before Mays Yard was built, Nonconnah Yard at Memphis (later renamed Johnston Yard) did the work of classifying New Orleans freight on southbound trains. McComb Miss., on the main line and Baton Rouge and Good Hope, La., on the the Yazoo & Mississippi Valley route, also did switching work for New Orleans.

On trains out of New Orleans, cars were sent "mine run" or unclassified, and had to be switched into "blocks" or groups at Baton Rouge, Jackson and McComb, Miss. In addition these yards weighed many cars for New Orleans. The transfer of this switching and weighing work to Mays Yard greatly lightened the burden on these other yards. It made it possible for Nonconnah Yard at Memphis, for example, to handle emergency business during the Mississippi River floods both in 1943 and 1944.

When in May, 1943, tributaries of the west bank of the Mississippi flooded rail approaches to St. Louis, large volumes of freight and passenger business was diverted through Memphis. The Illinois Central furnished crews and locomotives for troop trains, regular passenger trains, symbol oil trains, and many freight trains. On May 25, a total of 11,678 carloads of freight moved through Nonconnah. Retired Vice President Floyd R. Mays, who was on the scene, recalls that in one 24-hour period, 110 trains were dispatched, or one every 13 minutes throughout the day and night. (average train length = 106 cars. ed.) "They were running as often as suburban trains at Randolph Street in Chicago," he recalled.

Before the emergency was over a quarter-million cars had moved through Memphis in 24 days. (over 10,400 cars per day. ed.) Then about a year later, almost the same transportation drama was re-enacted. Again floods filled Illinois Central yards with emergency tonnage and again the trains pulled out in record numbers. It was just one month later, on June 6, 1944, that American and British armies using supplies carried in these trains, lunged across the British Channel and landed in France.

Mays Yard is the type designated as a "saucer yard." It consists of 21 classification tracks ranging in capacity from 70 to 120 cars. (The average car length is figured at 45 feet.) These tracks are all connected to a "A" type ladder tracks at each end, and the ladder tracks in turn are connected with two 100-car length leads at the south end, and a 50-car length and a 100 car length lead at the north end.

Why It's Called "Saucer Yard"

The lead are level except for approximately 500 feet from the throats of the ladder tracks, where a descending grade of one-tenth of one percent begins, extends down the ladder tracks and into the classification tracks for approximately 1,000 feet. The remainder of the classification tracks are level. The name "saucer" for such a yard is therefore readily understood.

West of the classification tracks and connected at each end to the ladder tracks is a 65-car track scale. West of the scale track are three car repair tracks, like the scale track parallel to the yard and connected to the ladder tracks. A thoroughfare track extends around these facilities from the south end of the yard to another thoroughfare track at the north end. The ladder track connects with the northwest lead, so that each thoroughfare track forms one leg of a wye.

Locomotive Facilities

The locomotive tracks lie at right angle to the classification tracks at the north end of the yard. The locomotive facilities consist of a machine shop, a locomotive crane, cinder pit, inspection pit, engine laundry and modern sanding facilities.

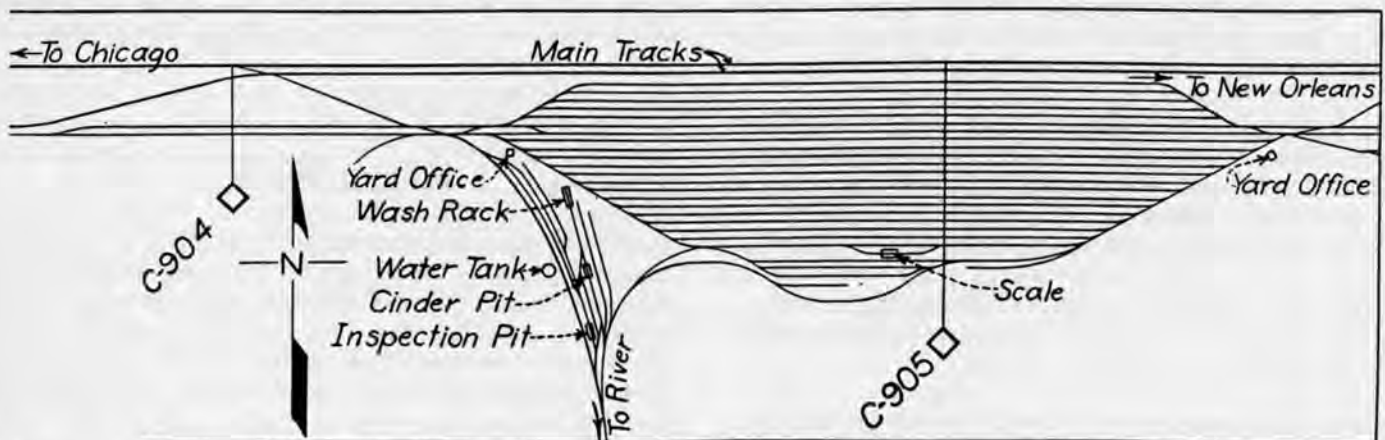
Entry to the lead tracks on the south end is controlled by a jointly operated interlocking plant at East Bridge Junction. At the north end, Illinois Central operator-levermen operate a Union Switch & Signal Company remote control system which

operates the crossover switches for the main lines. The northbound crossover is a short distance north of the telegraph office while the north switch of the inbound lead is approximately a mile north. (Actually Mays Yard lies due east and west, but the west end is always referred to as the north end to avoid conflict with timetable directions.) The remote control enables trains to enter the inbound lead and to leave the yard without stopping to line or close switches.

The design of Mays Yard reduces reswitching to a minimum. Trains from the north are received on any of the fourteen classification tracks on the west side, are classified and moved to various connections, yards and industries. Cars coming from these connections, yards and industries are received in the six tracks on the east side, where they are classified into trains and moved north. Simplicity is the keynote at Mays. All the classification tracks and the leads at both ends are straight from end to end and an engineer can see the yardmens signals as far as the eye can reach. All of the classification track switches are on the outside of the ladder. There being no inside switches, it is never necessary for a switchman to cross tracks to throw switches.

For a switchman, Mays is the ideal yard in which to work. Whether working on the north or south end of the yard, he is always on the engineer's side of the train. The slight descending grade of the ladder tracks and of the classification tracks to the level in the middle of the yard make it necessary for a switch engine to give only a slight "kick" to cars. As many as twelve switches can be made with a cut of cars without reversing movement of the yard engine....

The flexibility of the yard layout is such that a yard engine working on any of the four leads has access to any track in the yard. While a train is being broken up, the "weigh" cars roll into the scale track; as many as 35 cars can be accumulated before they have to be weighed. The same efficient



A Diagram of Mays Yard. The C-905 milepost is 905 miles from Chicago

handling is given to bad order cars.

Benefits in the handling of motive power are also derived from the plan of Mays Yard. When a road train pulls in, the road locomotive is detached and moved back north over the thoroughfare track and headed in on the cinder pit track. It is then standing at right angles with the yard tracks. After shopmen have made the locomotive ready for service, it is placed on the outbound engine track at a water column only a few yards from the north end yardmasters office. Not until the train is made up does the engine come into the yard, a system which eliminates the usual annoyance of a road engine being in the way before its train is ready. When the engine is needed, the yardmaster gives the head brakeman a signal. The engine comes out, couples on, and ordinarily is gone with its train within 10 or 15 minutes. The movement of the road locomotive from arrival to departure as described here dispenses with the need for a turntable or for turning locomotives on a wye.

Conductors also find an advantage in the operation of Mays Yard. On inbound trains they step off their caboose and register in at the telegraph office at the north end. Nearby are the living quarters which have been provided for road crews. Popularly known as "Mays Hotel," these quarters, though simple, enable trainmen to have clean beds, showers, round-the-clock meals and canteen service.

Double Leads Aid Switching

When a conductor is called to go out, he reports to the telegraph office and checks the register. The yard organization places the waybills and train list on the caboose at the south end of the yard. The conductor receives his orders on the phone, signals the engineer and boards the caboose as it passes. The double lead at both ends of the yard eliminates practically all interference with trains pulling in or out of the yard.

In addition to the two leads, (there are) two main tracks from the south end of the yard to East Bridge Junction, thereby providing 4 routes over which transfer trains may be operated.

Mays Yard's greatest contribution to the war effort was the speed in which it kept trains moving. The system that worked so well during those years is still in effect. Advance consists of all road trains are received at the yard office from McComb, Miss., first division point to the north, and from Baton Rouge, La., on the former Yazoo & Mississippi Valley Line. Car tags are made up in advance of the arrival of the train.

Waybills of inbound trains arrive on the locomotive. The car tags previously made up are checked against the waybills for verification. Yard clerks

immediately start tagging the cars while carmen bleed the air and while other yard clerks check the ventilation on refrigerators. The tags contain all the information needed to either connecting lines, to New Orleans industries or to the docks for export. If unusual speed is required, yard clerks start tagging cars from both ends of the trains while yard crews go to work breaking up the train from each end.

Switching Is Speeded Up

On one occasion during the war a 98 car train was completely switched in 28 minutes. More to the point, however, in demonstrating the day-in-and-day-out handling at present was the switching of CN-1, the Chicago to New Orleans dispatch train, on July 23, (1946) when a magazine representative visited the yard. Powered by a 1200 class Mikado locomotive, CN-1 arrived at 12:10 a.m., 20 minutes ahead of schedule with 70 loads and 39 empties. Switch engines went to work. At 1:30 a.m., 13 cars of the perishables were on their way to Poydras yard, in ample time for the 3 a.m. placement time needed by New Orleans produce men. Levee Yard deliveries of team track and industry cars left Mays at 3 a.m. This was normal, not special, service.

"During the war," said Mr. Quigley in describing some of the improvements wrought at Mays Yard, "oil trains were the hottest thing on the railroad and the return empties were no less important. Frequently complete trains of empties of from 75 to 100 cars were delivered to the Southern Pacific or to the Texas and Pacific within half an hour after the train pulled into Mays."

----- IC -----

Articles are being planned on various IC yards, some as separate features, and some will be incorporated as part of another story. For example the New Orleans Levee Yard will be included in an upcoming article on the IC's banana trains. If you have an interesting story or experience from one of the IC's yards that we could use in the Green Diamond, we would be interested in hearing from you.

----- IC -----

DUES REMINDER

A dues notice was included with this issue of the Green Diamond to all members who have not yet paid 1992 dues. Please send in your dues as soon as possible. Deadline for dues renewals is May 1, 1992. Your early response will greatly help us to process the dues renewals and get your new membership card in the mail to you.

----- IC -----

BUYING AND RESTORING MOTORCARS IS GROWING IN POPULARITY

by David W. Hayes

The latest fad among railfans is buying and restoring motorcars or speeders which were used to ferry maintenance of way men and other employees such as signal maintainers and track inspectors. This is probably the next best thing to owning and operating your own locomotive as you do have the sensation of going down the rails but at a lower level.

There is a large group with its nucleus in western Kentucky who are buying motorcars which are now considered obsolete by railroads and restoring them with some modifications.

On October 29 and 30, 1989, a local group, the Bluegrass Speeders, sponsored a motorcar madness run on a former IC branch from Hickman,



Kentucky, to Dyersburg, Tennessee. This is a distance of 51 miles one way. The line to Hickman was completed in 1911. The line was incorporated on December 21, 1904, and was known as the Dyersburg Northern Railroad. The name was changed to Chicago, Memphis & Gulf Railroad by a charter amendment on November 8, 1909. This railroad was built to develop timber and lumber industries in the Dyer and Obion counties area. It reached Tiptonville by 1907. This line made a connection with the famous line to Tiger Tail at a place 3.1 miles west of Dyersburg named Deer. The C.M. & G. was a wholly-owned subsidiary of the Illinois Central. The line is now owned by the Hickman River City Development Corporation which is developing a river port at Hickman. A company named

Above: George "Ed" Beasley with his former IC motorcar, an M9G he purchased from the Paducah & Louisville Railway. photos by David Hayes

Tennkin has the contract to operate the line and began operation on December 3, 1983. The headquarters are at Dyersburg where the company maintains 2 yards, a south and a north and an interchange with the IC Railroad. The firm has two GP-28s which are located there.

The members of the Bluegrass Speeders are also members of a national organization, Motorcar Collectors of America, which was formed in 1986. The organization encourages membership with strict guidelines toward safety and the legalized operation of motorcars under the care and

supervision of the host railroad. The cars are being preserved for the purpose of saving an aspect of railroad history as they did play a vital part in the operation of railroads in the past.

The group left Hickman at 10 a.m. and I rode with George "Ed" Beasley, a former painter at the Paducah Shops. Ed's motorcar, a M9G had been in Paducah since 1962 and was used in inspection and light maintenance by the Illinois Central. The Paducah and Louisville Railway inherited the car in 1986 when that company was formed with the purchase of the former Kentucky Division from Paducah to Louisville by businessmen, David Reed and Jim Smith. Ed purchased his car last year and began to restore it and make some modifications. The car was built by Fairmont Motor Company located at Fairmont, Minnesota. The car weighs 712 pounds and has a 2 cycle one cylinder engine. The has between 5 and 8 horsepower and can reach a maximum speed of 40 mph. The fuel tank capacity is 5 gallons and the car averages 35 to 40 miles per gallon. Ed modified the car by putting in windows in the back and a yellow flashing light on top of the car. The group goes through sessions stressing safety while operating the cars. Sweeps are in front of each wheel to keep the tracks clean of small rocks which can easily cause a derailment.

There were seven cars in the group and they would bunch together at major crossings and cross together with a flagger stopping traffic. The people who participated that day were from Paducah, Evansville, Nashville, and St. Louis. The track conditions were marginal. The Tennen recently had operated a train to Hickman, the first in over a year, delivering 3 gondolas of rolled steel. The crossings were clean and I did notice some very old wooden railroad crossing signs as well as some bell bottom switch stands along the way. Near the Kentucky-Tennessee state line, there was a bronze historical marker relating the story of the famous 1811-12 New Madrid Earthquakes. I had told a friend if the fault decided to move that weekend, just put up a marker for me as I probably would never be found. The group stopped for refreshments at Tiptonville and again at the steel bridge over the Obion River close to Dyersburg. Our group was joined by Wiley Gannon, trainmaster for the Tennen and West Tennessee Railroads. We were also joined by a Tennen engineer and his family. The lead car was an A3D gang car which was pulling two trailer cars. It had an electric horn

Below: Seven motorcars line up on the 455 trestle leading to the bridge over the Obion River.



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and strobe light. The group arrived in Dyersburg at 4 p.m. and had dinner. While in Dyersburg, a northbound IC freight came through, stopping to set out some cars and a southbound BN ore train using the IC line came through. The return trip to Hickman began at 7 p.m. The night run was a unique experience watching as you approached grade crossings for possible automobiles because motorcars do not have the right of way as do locomotives. The arrival in Hickman was at 11:30 p.m. (actually 10:30 p.m. with the time change) which made for a rather full day.

I would recommend a ride of some distance in a car to give you an appreciation of what it was like for railroad employees. I can only imagine what it was like on cold, snowy winter days in one of those vehicles.

The national organization held a meet in April, 1989, on the Kentucky and West Tennessee Railroad between Murray, Kentucky, and Bruceton, Tennessee with a great deal of success.



top photo: Trouble developed with the lead motorcar at an appropriate milepost. It was quickly corrected.
bottom photo: The motorcars travel through a shady area on the way to Dyersburg. The car behind is a C.B. & Q. M19 owned by Mr. & Mrs. Charles Anderson of Kirkwood, Missouri.

ICHS 1991 ANNUAL MEETING METAIRIE LOUISIANA



Photo above left: The answers to the always difficult IC quiz actually are kept in an old mayonaise jar as shown by 2nd Vice President Terry McMahon, assisted by ICHS President Jack Laude at the annual dinner. Above right: David and Tonya Daisy were honored in 1991 for their years of service to the ICHS organization. Below: Members of the society who participated in the tour of the New Orleans famous St. Charles streetcar line on sunday are shown in front of the Carrollton Ave. car barn. The tour included the car barn and a guided ride over the length of the St. Charles line with a historical commentary provided by Ms. Marie Finhold, historian of the New Orleans R.T.A.. The Thomas Pearly cars are being refurbished and totally rebuilt by the shop crew to better than originally built specifications and should be able to provide service for many years to come.



ICHS 1991 ANNUAL MEETING METAIRIE LOUISIANA



Above left: ICHS Vice President Nita Fraser presides over the door prize awards after dinner at the annual meeting in Metairie. Above right: Ms. Marie Finhold led our ICHS group on an extertaining and very informative tour of the St. Charles streetcar line on sunday. Below: ICHS Vice President Nita Fraser and Board Member Dave Fraser Jr. at the Metairie show with their Railroadiana and Illinois Central China. Photos on these two pages were provided by David Hayes, ICHS Secretary.



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RENSELAER RAILROAD SHOP

SINGLE SHEATH BOX CAR

A Review by Jim Kubajak

The Rensselaer Railroad Shop, the hobby\gift shop of the celebrated Rensselaer Model Railroad Society of Troy, New York, is offering an accurate HO scale craftsman type kit of an Illinois Central box car.

The box car they chose to produce is an Illinois Central 42' single sheath box car of a type produced from 1923-1926. These cars originally built with 12' wide door openings (door and a half) were later rebuilt in the mid 40's with a single door opening of 6'. The original car with the 12' opening was built for automobile loading. The rebuilt car was used for grain loading and later a few were relegated to hide service. According to the Rensselaer Railroad Shop the IC had 4800 of these cars in service in 1949 which was almost 10% of the entire fleet. In 1968 there were just 7 cars remaining. The rebuilt version with a 6' wide door is the car that they are offering.

This kit is not of the "shake a box" variety but is a craftsman kit which will require some previous

experience. On the instruction sheet the text and drawings occupy both sides of a single sheet of paper. Since the instructions are not explicit I do encourage that you will have previously assembled a Tichy or Westerfield kit so that you are familiar with a more challenging type of kit.

The tools needed for assembly of this kit are small pliers, for bending wire, a file, a sharp knife or single edge razor blade, a scale rule, a few small drill bits, and a razor saw.

The castings were produced for Rensselaer Railroad Shop by Funaro & Camerlengo. Upon first inspection the main castings seem to be cast from a much more flexible epoxy than previously offered in kits. Included in the kit are the 7 epoxy castings: floor with fish belly under frame, two sides, two ends, roof, roof walk, two roof corner platforms, and three door guides (one extra just incase).

I have four notes on the construction of this model which I would like to pass along to our members:



Illinois Central boxcar #25232 shown in service in New York in 1949. Note the three panel car end.
Photo Collection of Jerry Carson

1. Clean up the castings with a blade and a small flat file. When cleaning flash off of castings be careful of the edges of the roof section which has roof rib detail which wraps around the side edges.

2. I suggest that you pre drill the sides, ends, roof platform, and the underside of the floor before assembly. It is much easier to drill when the piece is lying flat and less likely to break drill bits.

3. I recommend that when assembling the main body of the car that you take a little extra effort to add some strengthening where the sides, ends, floor and roof meet a 90 degree angle. I used plastistruct square tubing glued into the corners. (See photo) This vastly increases the strength of the finished model. Also at this point don't forget to add some weight to the floor two half inch nuts will do nicely.

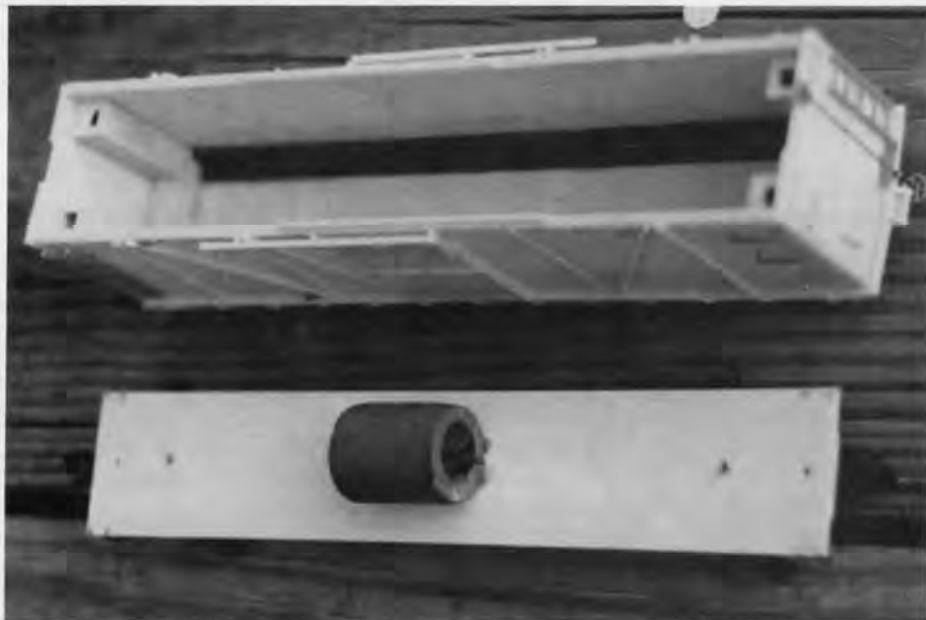
4. One final note on the construction of this car is that the roof walk will have to be cut to the proper length. For this you only need to refer to the drawing.

Having reached the point of completely assembling the car it is time to paint it box car red with a gloss finish so the decals snug down with ease.

The decals provided are crisp and accurate with enough numbers so you can duplicate almost any number for both the sides and the ends.

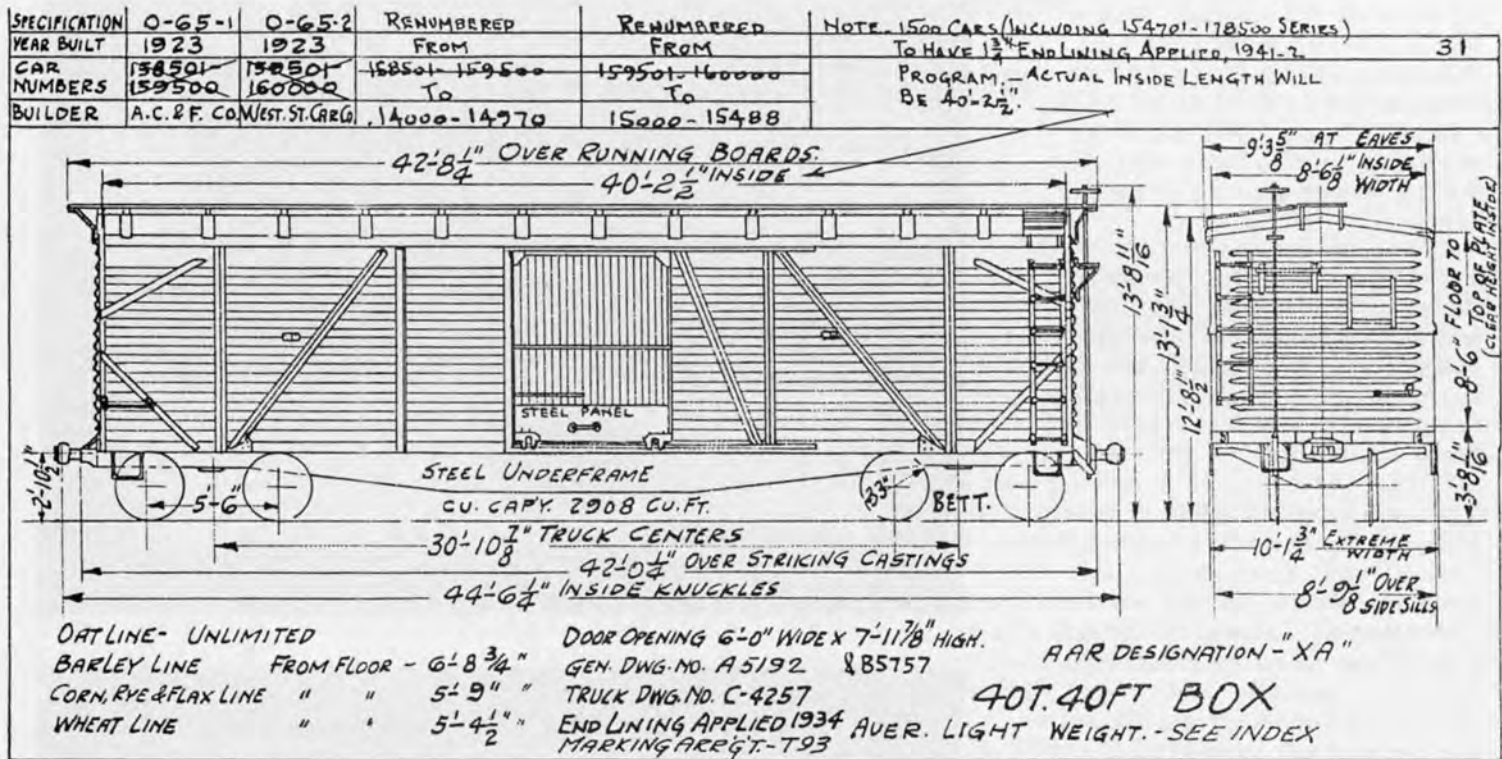
The model is being sold for \$18.95 each with \$3.00 shipping per order and can be ordered from:

Rensselaer Railroad Shop
Rensselaer Student Union
Troy, NY 12180-3590



Top photo: shows the recommended bracing of the corners and roof and the addition of weight on car floor. Center photo: shows fishbelly underframe and "B" end detail. Bottom photo: finished model painted and decaled. photos by Jim Kubajak

At a later date Rensselaer Railroad Shop plans to offer this car in its original configuration (door and a half) version, the roofless doorless coke car version, and the transfer caboose version.



ICX 2867 (the X indicates company service) is shown at Centralia Illinois in 1985.
Note that this car has a 2 panel car end.

photo by Jim Kubajak

EARLY RAILROADING WAS NO BED OF ROSES

HARDSHIPS OF THE 1870'S

recalled by Walter M. Palmer, retired engineer

FROM ILLINOIS CENTRAL MAGAZINE JUNE 1924

When the original line of the Illinois Central Railroad was constructed in the early 1850's, what was then called the "main line" ran southward from Freeport, Illinois to Centralia. In those days Wapella, Illinois was a division point. Wapella is five miles north of Clinton, which is now the southern terminus of the Amboy District, Wisconsin division. Not much is left of the little village of Wapella, once a busy terminal town with roundhouse and railway machine shops....

Walter M. Palmer... had a service record of nearly two score years on the Illinois Central... recalled the old days when Wapella was the end of his run.... Mr. Palmer began his service on the Illinois Central as a locomotive fireman in 1872. He was promoted to engineer three years later and ran an engine regularly on the Wisconsin division, in both freight and passenger service, until his retirement in 1921. His run was between Amboy and Dunleith for some years. Dunleith was the original name for what is now East Dubuque. The name was changed shortly after 1880. The Amboy district extended between that point and Wapella.

RECALLS MANY OLD TIMERS

A long list of old-time Illinois Central men were recalled by Mr. Palmer.... Among enginemen who worked on the Wisconsin division in the early days were: George Snow, Frank Wescott, Cyrus Putnam, Seth Battles, Charlie Randall, Charles Riley, George Johnson, passenger engineers; then there were; Frank Houston, Jack Phillips, Frank Weise, John Shaw, Jubal Howe, and George Smith, freight engineers. Mr. Palmer recalled that William McDonald and John Buike ran the switch engines at East LaSalle in those days.

At the Wapella shops, Ed Swift was foreman of the blacksmith shop, and Scott Roberts was head blacksmith. James Sharkey was machinist. Mr. Palmer does not remember the exact date when the roundhouse and shops were dismantled and torn down at Wapella, but little remains nowadays to show that they were ever there.

Those were the days when railroading was a more hazardous occupation than at present. There were no automatic signals or air brakes. Train crews trusted to luck, main strength and the beneficence of providence very often to get through.

ROUGH WORK FOR THE FIREMAN

Recalling the experiences of other days, Mr. Palmer said:

"There have been many changes in motive power, cars, tracks and personnel. On the old Amboy division, all but five of the freight engines had 16 x 22 inch cylinders and 56 inch wheels; four of the others had 16 x 24 inch cylinders and 60 inch wheels, and one had 17 x 24 inch cylinders. There have been so many improvements one can hardly realize it is the same system. There were no lubricators in those days. After the engineer shut off going down hill or into a station, the fireman would go out on the running board, step over on the steam chest, then on the front end, oil the valve on that side, go around the front end and oil the valve on that side - a nice pleasant job on a cold, stormy night in the winter. There was no apron between the engine and the tender, and in the winter the snow came up through the north side curtains, and we got plenty of pure air.

In the old days, our ash pans were eight to ten inches deep, and we had to crawl under the engines to hoe the ashes out four or five times on a trip. That certainly kept us in good physical condition! There was no 16 hour law at that time, and your days work was done when you got on the roundhouse track. If you were fortunate enough to get a lay-over day, all you had to do was clean your "old Boat" from the top of the stack back to the tank - and all of the engines had plenty of brass on them. Also the rods were all polished brightly, and as the fireman did not have much to do it was his job to keep them bright. We got the munificent sum of \$2 for firing an engine 116 miles and nothing for the pleasure of working on a layover day to keep the engine in good shape."

----- IC -----

We are in the process of compiling a reference index of IC related books as well as copies of any books that contain IC materials for our library. If you know of any books with Illinois Central references please drop a note to Jim Kubajak. His address is on page 2 of this issue. We will eventually be able to make this information available to the membership through one of our publications.

ILLINOIS CENTRAL 66700 SERIES

3 BAY OFFSET SIDE HOPPER

by David J. Daisy

NUMBER SERIES

The Illinois Central Railroad 66700 to 67999 series 3-bay offset side hopper cars were built in 1967 by the IC Centralia, Illinois freight car shop. These cars were the third group built of the 65000 to 67999 series hoppers and all were built to the same basic plan. The first two orders of these cars consisted of numbers 65000 to 65299 built in 1964, and numbers 65300 to 66699 built in 1965.

PAINTING & LETTERING

The first two groups of cars were painted black with white lettering and the *Main Line of MID-AMERICA* slogan which was the standard style of the 1950 - 1966 time period. The 66700 - 67999 series were painted black but carried the new IC split rail lettering scheme. These cars were some of the first to carry the IC's new split rail logo and large block **ILLINOIS CENTRAL** lettering. (additional photos of these cars can be found in GREEN DIAMOND #30-#31. ed.)

COAL LOADING

As with most IC hopper cars these cars were assigned to the IC's pool of hopper cars used mainly in coal loading. Generally these and most other IC hoppers were assigned to coal loading in the southern Illinois, central Kentucky and western Indiana coal fields. Also the IC used these hoppers to carry other loads such as rock, sand and other bulk items that do not require protection from mother nature. During the summer months you

could find these hoppers in company service carrying track ballast for the maintenance of way department.

SPECIFICATIONS

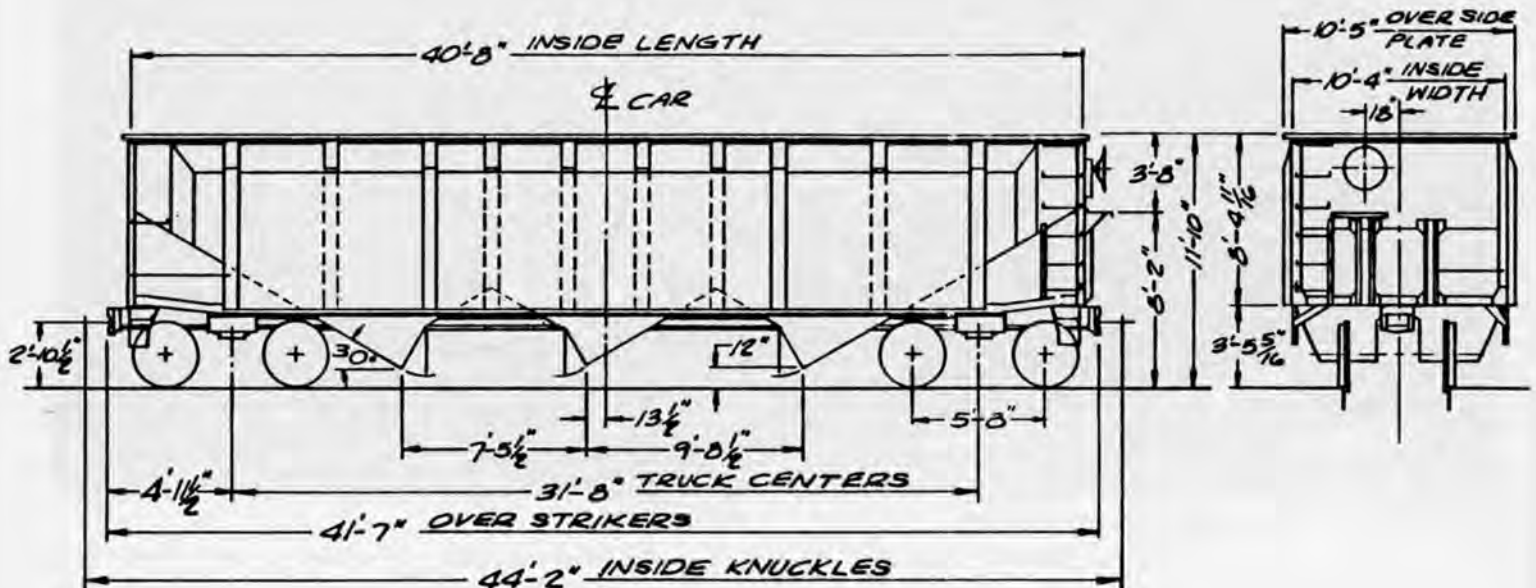
As built in 1967 the 66700 to 67999 series hopper cars were listed in the IC equipment diagram book as 70 ton tripple hoppers with a average light weight (LT WT) of 53,700 lbs. The cars were 41'7" overall outside length and had a cubic capacity at full level of 3263 cubic feet. The cars were equipped with Monoloc hopper door equipment.

OTHER CARS

In 1967 another group of 200 3 bay offset side hopper cars were built to the same plans as the 66700 series cars. But due to the fact that the 68000 - 73000 number series was already assigned to 2 bay hopper cars, the next 200 cars in the series were numbered 74000 - 74199. 1967 was the last year the IC built any new hopper cars of less than 100 ton capacity. Starting in 1968 the IC's Centralia car shops started building the first new 100 ton hoppers. (see article in this issue. ed.)

ICG NUMBERING

After the merger in 1972 between the IC and the GM&O to form the ICG a new numbering system was set up for the ICG freight car fleet. All hopper cars were assigned to the 300000 series. The 66700 - 67999 series hoppers were assigned new ICG numbers of 337100 - 337299. After more than 11



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years of service for the IC\ICG, these cars were showing signs of heavy wear in coal service. The ICG in 1978 started a heavy rebuild program at Centralia for 1400 of these ex-IC hoppers. Cars were rebuilt at random from the original 65000 - 67999 series. In 1978 Centralia rebuilt 400 cars and renumbered them into the 340000 - 340399 series. None were rebuilt in 1979, but in 1980, 700 additional cars were rebuilt and renumbered into the 340400 - 341099 series. In the last year of the

3 bay hopper rebuilding program in 1981, 300 cars were rebuilt and renumbered into the 341100 - 341399 series. Currently, with the change of the ICG name back to Illinois Central in 1990, the hoppers that are still on the roster are being relettered back to the IC, but are keeping their former ICG numbers.

The **ICHS 1991 Limited Edition** HO car kit is based on the 66700 series hopper cars as built in 1967.



Above: This year's Limited Edition HO Hopper car.

Models and photos by Jim Kubajak.



Above: Also offered this year is this Limited Edition 40' Express Box car. Car is passenger green with yellow lettering.

CHICAGO TERMINAL—Westward, Continued

Siding, Standing Room, Cars with Engine.	Miles from Chicago.	STATIONS	FIRST CLASS						
			15	27	37	35	29	11	
			Fast Mail	Ft. Dodge Day Express	Rockford- Freeport Limited	Milk Train	Dubuque- Dodgeville Express	Hawkeye Limited	
		Daily	Daily	Except Sunday	Daily	Daily	Daily		
18	17.5	D..... ^{1.3} HILLSIDE.....	1 05	8 34	11 19	f 1 50	4 34	6 34	
...	19.3	.....^{1.8} ELMHURST.....20	.....	k 8 36	k 11 21	f 1 53	k 4 36	.....	.....
95	19.7	N. O. G. W. CROSSING.20	1 08	8 37	11 22	1 54	4 37	6 37	.....
...	20.2	.....^{.5} ST. CHARLES ROAD.20	.....	.....	.....	.....	.....	.....	.....
88	22.3	.....^{2.1} SOUTH ADDISON.....	A 1 12AM	A 8 41AM ⁹¹	A 11 25AM	A 1 58PM ⁹²	A 4 41PM	A 6 41PM	.....
...	24.1	D..... ^{1.8} ADDISON.....	.....	.....	.....	.....	.....	.....	.....

FREEPORT DISTRICT—Westward

Siding, Standing Room, Cars with Engine.	Miles from Chicago.	STATIONS	FIRST CLASS							
			15	27	37	35	29	11	31	
			Fast Mail	Ft. Dodge Day Express	Rockford- Freeport Limited	Milk Train	Dubuque- Dodgeville Express	Hawkeye Limited	Dubuque Local	
		Daily	Daily	Except Sunday	Daily	Daily	Daily	Except Sunday		
88	22.3	.....^{7.3} SOUTH ADDISON.....	L 1 12AM	L 8 41AM ⁹¹	L 11 25AM	L 1 58PM ⁹²	L 4 41PM	L 6 41PM	.....
98	29.6	D..... ^{5.3} CLOVERDALE.....	1 23	b 8 51 ³⁶ ³⁸	11 35 ⁵²	s 2 13	b 4 51 ²⁸	6 51	.....
80	34.9	D..... ^{4.1} MUNGER.....	1 31	b 8 58	11 43 ³⁰	f 2 30	4 59	6 58	.....
81	39.0	N..... ^{2.7} COLEMAN.....	1 38	f 9 05	11 49	s 2 37	b 5 05 ⁷¹	7 04	.....
90	41.7	.....^{2.7} YOUNGSDALE.....	1 42	b 9 10	11 53	f 2 43	5 10	7 07	.....
55	44.4	.....^{2.5} BOWES.....	1 46	f 9 14	11 56	s 2 50	5 15	7 10	.....
76	46.9	D..... ^{6.3} PLATO CENTER.....	1 50	f 9 18	11 59 ⁹¹ ⁹²	s 3 05	5 20	7 13	.....
101	53.2	D..... ^{4.5} BURLINGTON.....	2 00	f 9 27 ⁵²	12 08PM	s 3 25	b 5 30	7 22	.....
109	57.7	.....^{3.8} CHARTER GROVE.....	2 07	b 9 34	12 14	s 3 42 ²⁸	5 38	7 29	.....
18	61.5	D..... ¹⁰ ⁸ GENOA.....	2 13	s 9 40	12 19	s 3 50	b 5 44	7 35	.....
98	63.0	.....^{1.5} IAART.....	2 15	9 42	12 21	3 53	5 46	7 37	.....
...	65.9	N..... ^{1.4} O. & N. W. CROSSING.....	.....	.....	.....	.....	.....	.....	.....
167	67.3	D..... ^{6.5} COLVIN PARK.....	2 22	b 9 49	12 27	s 3 59	5 53	7 43	.....
104	73.8	D..... ^{5.4} IRENE.....	2 31	b 9 59 ⁹²	12 35	s 4 09	6 02	7 51 ¹⁶	.....
72	79.2	D..... ^{5.5} PERKYVILLE.....	2 38	b 10 07	12 43	s 4 16	6 10	7 57 ⁷¹	.....
177	84.7	.....¹⁰ ⁸ BUCKBEE.....	2 45	10 16	12 50	4 23	6 18	8 04 ⁶⁰	.....
...	85.0	.....¹⁰ ⁸ NINTH STREET.....	2 46	b 10 17	b 12 51	f 4 25	s 6 19	8 05	.....
41	86.7	N..... ^{1.7} ROCKFORD.....	{ 2 50 3 00	s 10 25 ³⁰	s 12 55	A 4 30PM	s 6 25 ⁶⁰	s 8 10	.....
111	94.5	D..... ^{7.8} ALWORTH.....	3 15	f 10 45	f 1 10	.....	s 6 45	8 25	.....
89	100.8	N..... ^{5.8} SEWARD.....	3 23	f 10 55	f 1 18	.....	s 7 00 ¹⁶	8 34 ⁶²	.....
83	106.2	D..... ^{5.9} EVARTS.....	3 32	f 11 05	f 1 28	.....	s 7 08	8 43	.....
...	113.5	N..... ^{7.3} EAST JUNCTION.....	3 45	11 18	1 40	.....	7 20	8 53	.....
...	114.4	N..... ^{0.9} FREEPORT.....	{ 3 50 4 03	s { 11 25 11 35	A 1 45PM	.....	s { 7 25 7 35	s { 9 00 9 05	L 8 00AM
...	116.8	N..... ^{2.4} WEST JUNCTION.....	A 4 08AM	A 11 40AM	.....	.....	A 7 40PM	A 9 10PM	A 8 05AM
			Daily	Daily	Except Sunday	Daily	Daily	Daily	Except Sunday	
...	510.0	.....¹⁰ ⁸ SIOUX CITY.....	A 4 50PM	.....	.....	.....	.....	A 8 40AM	.....
...	519.0	.....¹⁰ ⁸ OMAHA.....	.....	.....	.....	.....	.....	A 8 35AM	.....