

The Hoodlum



Courtesy Fannye Dismukes Pritchard/The Commercial Appeal files

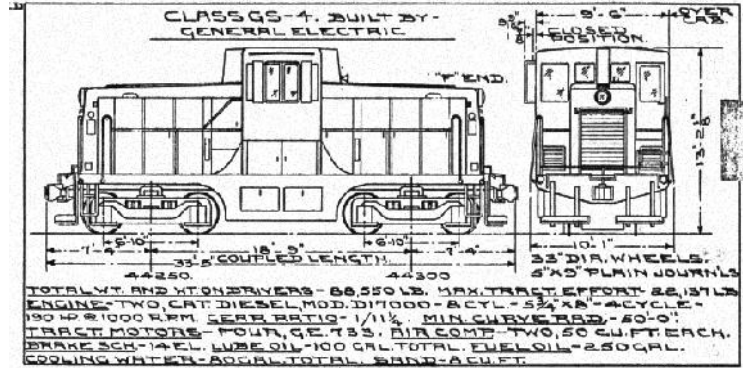
[\(Click here for another picture from the same occasion\)](#)

Illinois Central Railroad employees christened the IC employees train, "The Hoodlum," in November 1947. The engine is a new diesel that replaces a steam engine and will run from Third and McLemore to the Johnston Yard, shuttling employees back and forth between the two facilities. Pictured are employees V.W. White (left), assistant electrical foreman; Myrtle Farabough; Ethel Puckett; Cordie Gilmer (all clerks in the master mechanic's office); Fannye Dismukes Pritchard, steno-clerk to the electrical foreman; and John Dolan, also a clerk to the master mechanic.

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(My father was an engineer for the IC and would often ride "The Hoodlum" between Mallory Avenue at Latham and Johnston Yards.)

The G.E. 44 Ton Locomotive



The GE 44 ton locomotive was produced by General Electric between 1940 and 1956. It was a four axle locomotive built for industrial and light switching duties. At the time of its introduction, there was a stipulation in labor agreements which required a fireman on locomotives weighing 45 tons or more. This 44 ton locomotive was designed in response to this stipulation. 385 of these locomotives were built starting in 1940, with 9 going to Canada and 5 to Mexico. 7 units went to Uruguay, 3 wide gauge units went to India for a dam project, 2 units went to Trinidad, 9 went to various sugar plantations in Cuba and 5 went to the Arabian-American Oil Company in Saudi Arabia. 239 of these locomotives went to Class I railroads. About 90% of these engines were built with two Model D17000 Caterpillar V8 power plants. Other prime movers included the Hercules DFXD 6 cylinder; the Buda 6DH1742 and the Caterpillar 342 6-cylinder.



Restoration of GE 44-Ton NC&StL 100 is almost complete. Being restored by the NC&StL Preservation Society, it is on display at the Cowan Railway Museum. Pictured with NC&StL 100 is Tom Knowles. Click on the picture to visit their site.

(Photo by Maryann Knowles, 9/16/07)