

Chicago, South Shore and South Bend Railroad Car #3

Builder: Pullman Car & Manufacturing

Date: July 1926

Lot #: 4937

Group #: 1

Type: Straight-Aisle Coach with Walk-Over Seats

Interior Modifications: Modern Baggage Racks

Body Modifications: Roof Reconfigured, 14 February 1955

Condition: Stripped Car on Shop Trucks; has the Reverser, Seats and Bases

Out-of-Service: 16 February 1978

Provenance: Chicago, South Shore and South Bend Railroad

Purchased: 3 November 1981

Price: \$125

Removal: From Chicago, South Shore and South Bend Railroad: 20 March 1982

First Removed to Indiana Transportation Museum, Noblesville; then removed to Indiana Rail Road, Indianapolis; then removed to ArcelorMittal Indiana Harbor Mill; then removed to 515 Sheridan, 30 May 2015

Status: On Hand

Intended Use: Restore as car #3, circa March 1931. Car #3 is to be used as a spare operating car in the “special” parlor/dining car fleet interpreting segregated train service and racial divisions in Indiana. See cars #351 and 706.

Justification: South Shore Line cars in group #1 have passenger accommodations typical of coaches used on interurbans generally with a main compartment and a straight-aisle through the smoking compartment. Car #3 was largely unmodified when the last of the short cars were removed from service on 31 December 1982. The only significant loss of historic fabric in car #3 was the result of the installation

of modern baggage racks. Original baggage racks have been reclaimed from three scrapped South Shore Line coach trailers.

Conclusion

Because car #3 represents the accommodations of a typical interurban coach, and original baggage racks are available to replace those missing from car #3, car #3 should be restored to its condition circa March 1931.



Car #3 at Pullman, 13 July 1926. The original arrangement of one pantagraph and one trolley pole was short-lived as trolley pole operation was incompatible with the double-contact trolley wire on the Illinois Central. The roof mounted bells did not last long either, perhaps a year.



Main compartment of car #3. This was a similar arrangement to cars contemporaneously built for the Insull Group's Chicago, North Shore and Milwaukee Railroad.



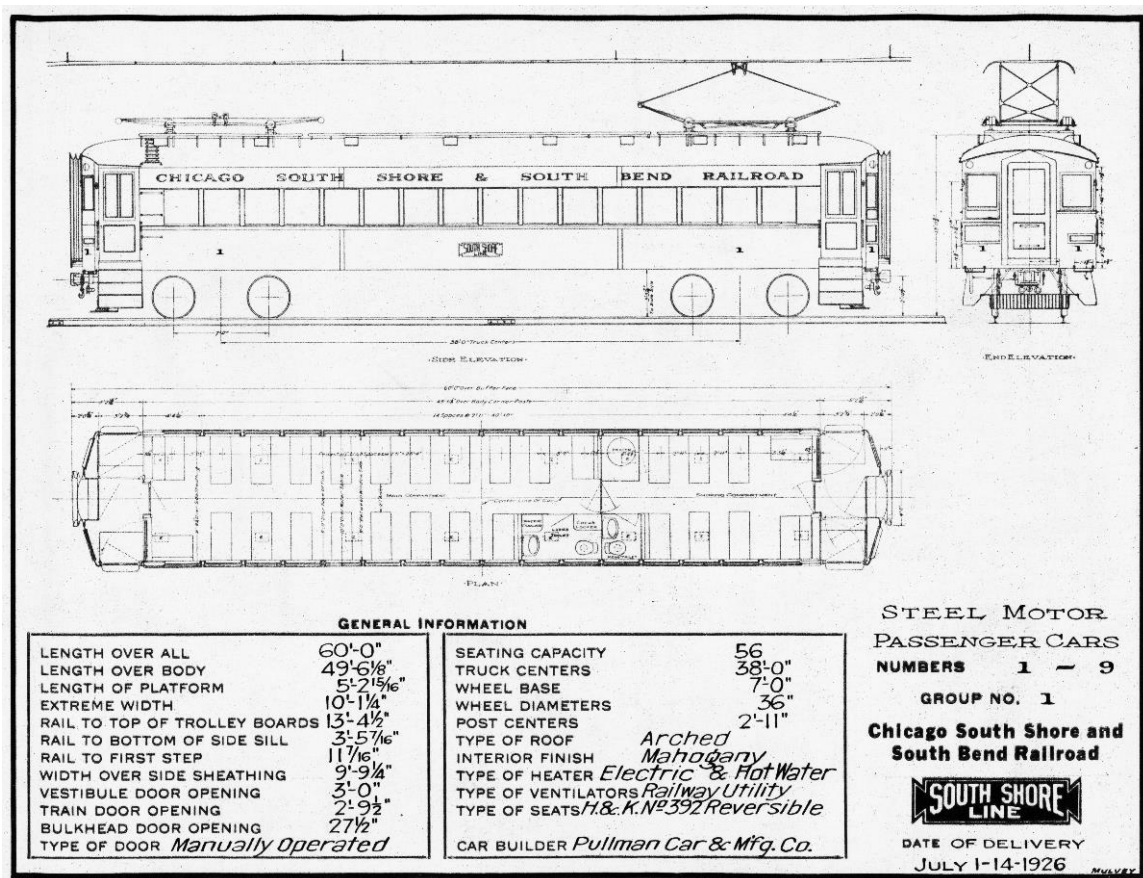
A view from the smoking compartment down the "straight-aisle" of car #3. South Shore Line crews nicknamed the cars in group #1 "straight-aisles."



Same straight-aisle, nearly 56 years later, 20 March 1982. The light fixtures, seat grab handles, baggage racks, and the newness of 1926 are long gone.



Car #3 at the Michigan City Shops on the morning of 20 March 1982. The rear truck has already been removed for transportation by highway to the Indiana Transportation Museum. By afternoon, car #3 was on its way south on U.S. Highway 31.



Group #1 interior configuration and dimensions.