

Chicago, South Shore and South Bend Railroad #4

Builder: Pullman Car & Manufacturing

Date: July 1926

Lot #: 4937

Group #: 1

Type: Straight-Aisle Coach with Walk-Over Seats

Interior Modifications: None

Body Modifications: Roof Reconfigured, July 1962

Condition: Stripped Car; has all the seat bases, missing four armrests; has baggage racks only in the smoker

Out-of-Service: 23 April 1977

Provenance: Chicago, South Shore and South Bend Railroad (CSS&SB)

Purchased: 3 November 1981

Price: \$125

Removal: From CSS&SB: 15 April 1982

First Removed to Indiana Transportation Museum, Noblesville; then to CSS&SB; then to Hoosier Valley Railroad Museum, North Judson

Status: On Hand

Intended Use: Restore as car #103, lot #4936, a short coach-baggage car, circa March 1931. Car #103 is to be used in the “special” parlor/dining car fleet interpreting segregated train service and racial divisions in Indiana. See cars #351 and 706.

Justification: Rebuilding car #4 as a group #2 coach-baggage car would revive a type of South Shore Line car that no longer exists. All the cars in group #2 lost their original car architecture when they were lengthened, modernized, and air-conditioned (ten cars). Car #4 has lost much of its historic fabric as it was mechanically stripped by South Shore Line shop forces. The interior of car #4 is

somewhat intact, but car #4 lacks all light fixtures, all the baggage racks in the main compartment, and four of the seat armrests.

Replacement equipment to restore car #4 as car #103 was collected. Missing interior hardware was purchased through a variety of sources including South Shore Line employees. Car #103 was scrapped at Michigan City, and the baggage room equipment was stripped out. Car #16 was scrapped at Beech Grove, Indiana; the mechanical equipment was retained to re-equip car #4. The restoration of car #4 as car #103 is feasible because the missing interior hardware has been collected, and the mechanical equipment from car #16 is on hand.

In-Service Modifications to Coach-Baggage Cars #100-105

The Insull Group made several in-service modifications to the South Shore Line car fleet. In an effort to “provide greater comfort ... and to prevent deterioration in storage of seats on hand,”¹ six coach baggage cars, #100-105, were fitted with Hale & Kilburn #99 rotating bucket seats that were originally installed in two wood coach trailers rebuilt in 1927. After trailers #222 and 224 were removed from passenger service in 1929, their bucket seats were placed in storage. During early 1931, the seats were removed from storage and installed in the main compartments of the six coach-baggage cars. These bucket seats are on hand at 515 Sheridan.

Restoring car #4 as car #103 makes more interior hardware available for other restorations because coach baggage cars require six fewer walk-over seats and one less center lamp light fixture that could be used as replacements in other cars. Further, restoring car #103 with bucket seats would bring the number of surplus walk-over seats from car #4 to sixteen, and provide greater comfort for passengers.

The Americans With Disabilities Act

Under the Americans with Disabilities Act (ADA) accommodations will be required for riders with disabilities. Without considerable modifications, none of the coaches will be accessible. Passengers in wheelchairs can be accommodated in baggage compartments where wheelchair lockdown equipment can be installed. Therefore, one car should be modified to meet the requirements of the ADA.

Rebuilding Cars to Meet Service Requirements is Common Interurban Railroad Practice

It was a common practice among interurban railroads to rebuild cars to meet changing service requirements. Many interurbans rebuilt equipment, notably the Key System at Oakland, California, and The Milwaukee Electric Railway & Light

¹ Chicago, South Shore and South Bend Railroad AFE #655, 12 March 1931.

Co. of Wisconsin. Both companies rebuilt entire fleets of wooden interurban coaches into steel cars that were unrecognizable in their new form.

The Insull Group was also adept at the practice of rebuilding passenger cars. The South Shore Line rebuilt cars to meet service requirements on a steady basis, the best example being the lengthening program carried out for a decade between 1942 and 1951. But coaches did not necessarily remain as such: coaches #10 and 29 were rebuilt into coach-baggage cars when these two cars were lengthened in 1951; likely because the package express and newspaper services were growing after World War II. On the Chicago, Aurora & Elgin, their cars #10 and 109 were built as coaches but had baggage compartments added for funeral service to suburban cemeteries. The Chicago, North Shore and Milwaukee stripped a coach-baggage car of all its seats to provide space for the baggage of military personnel returning to bases along the Lake Michigan shoreline.

Here, it is appropriate to take a car that lacks historic fabric and rebuild it to meet the service requirements of the ADA to serve the protected class of riders with disabilities.

Because car 103 will be the only ADA accessible car available for the parlor and dining car trains, car 103 will be regularly assigned to operate with them as needed to accommodate riders with disabilities.

Conclusion

Coach-baggage cars were used on select parlor and dining car trains. Creating a coach-baggage car of the type built by Pullman in group #2 would make available an ADA-accessible car that will appropriately alternate between a parlor car or dining car train while creating a car type that no longer exists. Having an accessible car is imperative to meeting legal requirements and providing good service.

Because car #4 lacks much of its historic fabric, and the appropriate baggage room hardware is on hand from car #103, car #4 is a logical candidate to be modified into combination coach-baggage car #103 to meet ADA requirements.



Car #4 in the 1950s. The mahogany interiors of the short cars disappeared under paint in the 1930s.



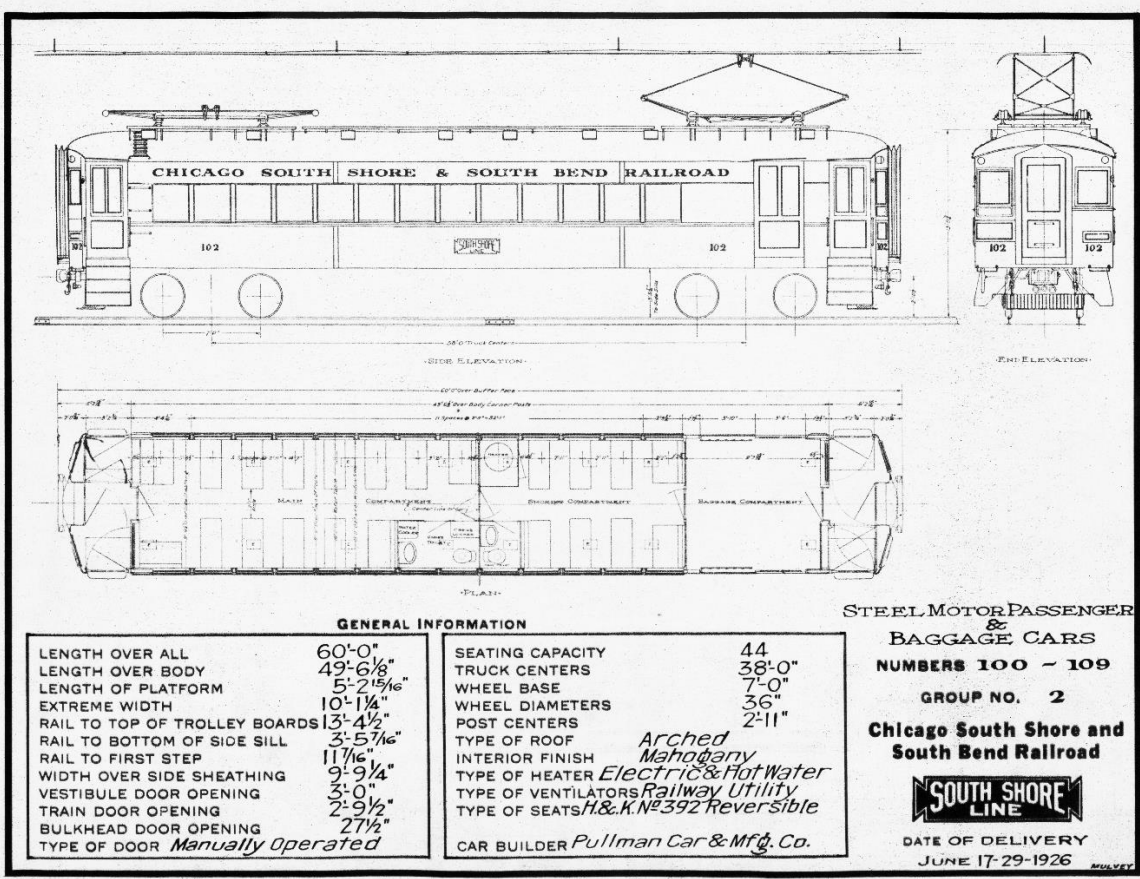
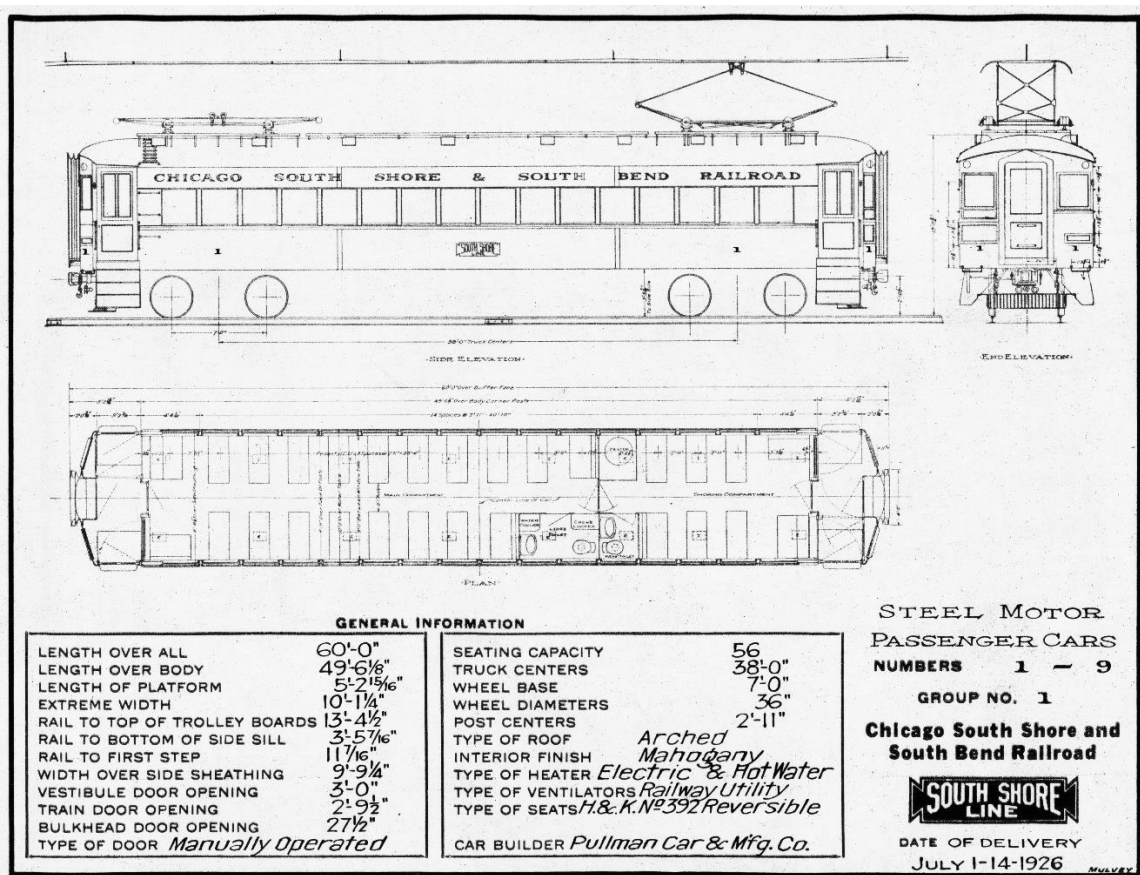
Car #4, Gary, Indiana, in the 1950s. The destination sign and train number boxes have been removed, and the plate glass end windows have been replaced with safety glass.



Car #4, Hammond, Indiana, July 1973. One year earlier, Albert W. Dudley took over the South Shore Line presidency. Mr. Dudley was impatient with Indiana politics. Driven by a need for corporate profitability, Mr. Dudley oversaw the deliberate downgrading of South Shore Line services and equipment that led to the discontinuance of service petition of 1976.



15 April 1982, Removal day. Car #4 is shabby and incomplete, but restorable.



Comparison of Group #1 and Group #2 interior configurations. These two car types shared the same body shell.