

**Chicago, South Shore and South Bend Railroad Car #5**

***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

***Condition:*** Complete Car

***Out-of-Service:*** 31 December 1982

***Provenance:*** Chicago, South Shore and South Bend Railroad; then to the Baltimore & Ohio Railroad Museum, Baltimore, Maryland

***Purchased:*** 10 April 1997

***Price:*** \$18,000

***Removal:*** From Baltimore & Ohio Railroad Museum: 20 June 1997

First Removed to Northern Indiana Public Service Co. Michigan City Power Plant; 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 #5, circa March 1931. Car #5 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:*** 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 #5 is one of only four cars from group #1 that was unmodified when the last of the short cars were removed

from service on 31 December 1982. The unmodified cars in group #1 were cars #4, 5, 6, & 7.

Car #4 was stripped by the South Shore Line shop forces and lacks much of its historic fabric. The current owner of car #6 has modified it to suit its needs. Car #5 is one of the last two cars from group #1 in unmodified and complete condition. Because car #4 will need to be modified to meet the requirements that arise under the Americans With Disabilities Act (ADA), cars #5 and 7 will be the only remaining cars with their original interior arrangements intact.

### Conclusion

Because car #5 represents the accommodations of a typical interurban coach, and there are only two such South Shore Line cars remaining with their historic fabric intact, car #5 should be restored to its condition circa March 1932.



*Car #5 at Michigan City, Indiana, 19 September 1934. The modifications to car #5 over the next 49 years were cosmetic and limited in scope. Outside, the supports for the pantographs were streamlined, the end windows were glazed in safety glass, and the destination sign and train number boxes were removed.*



*Car #5, 11th and Franklin, Michigan City, Indiana, September 1956. The car modifications came slowly and unevenly after World War II. Some of the short cars had the streamlined pantagraph supports installed before they lost their destination sign and train number boxes. Others lost the train number boxes and not the destination signs boxes. Installation of safety-glazed end windows began in 1951.*

*Here, in September 1956, car #5 has lost its destination sign and train number boxes, but still has its plate glass end windows and original roof configuration. Car #5 was the last car to receive the streamlined pantagraph supports, circa 1965; this likely the last "improvement" made to any of the South Shore Line passenger cars.*



*Inside car #5 the interior woodwork was painted, an electric water cooler was installed, and a mirror added. The limited modifications made to car #5 did not diminish the experience of riding an interurban, even in 1982 when this photograph was taken.*