

Chicago, South Shore and South Bend Railroad Car #7

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: Missing Traction Motors

Out-of-Service: 31 December 1982

Provenance: Chicago, South Shore and South Bend Railroad; National Park Service; Fox River Trolley Museum, South Elgin, Illinois

Purchased: 13 March 2020

Price: \$1,250

Removal: From Fox River Trolley Museum: 11 May 2020

Removed to 515 Sheridan

Status: On Hand

Intended Use: Restore as car #7, circa March 1932. Car #7 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 #7 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 #7 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 & 7 will be the only remaining cars with their original interior arrangements intact.

Conclusion

Because car #7 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 #7 should be restored to its condition circa March 1931.



Car #7, August 1967. The interiors of the cars were kept clean at the beginning of the Eaton-era on the South Shore Line. By the time of the discontinuance of service petition in 1976, one official of the South Bend Chamber of Commerce stated that passengers needed “SWD – soap, water, and deodorant” after a ride aboard the cars.¹

¹ Kevin P. Keefe & William Benning Stewart, South Shore Standoff, Passenger Train J., May 1977 at 11.



Car #7, 10th and Sheridan, Michigan City, Indiana, August 1978. The threat of the discontinuance of service had passed. In 2021, car #7 is sitting 100' south of where it passed by what was then Frye Brothers Lumber Co.