

**Chicago, South Shore and South Bend Railroad Car #203**

***Builder:*** Pullman Car & Manufacturing

***Date:*** September 1927

***Lot #:*** 6074

***Group #:*** 6

***Type:*** Coach Trailer

***Modifications:*** Lengthened, Modernized<sup>1</sup>, and Converted to Bar Car

***Condition:*** Missing Motor-Generator Set

***Out-of-Service:*** 30 June 1983

***Provenance:*** Chicago, South Shore and South Bend Railroad; National Park Service; East Troy Railroad Museum

***Purchased:*** 21 September 2021

***Price:*** Consideration for Removal

***Status:*** at 515 Sheridan, Michigan City

***Intended Use:*** Shorten the carbody to its original length and restore car #203 as a short trailer in its as-built configuration.

***Justification:*** There are no other cars from the 1927 order that can be restored to their as-built configuration. Shortening car #203 would allow for the preservation of a Pullman-built short trailer, this a car that otherwise would no longer exist. Parts stripped from three derelict South Shore Line trailers are on hand to allow car #203 to be restored as-built in 1927. A means of reverse engineering the lengthening process will have to be devised to shorten car #203 to its original length.

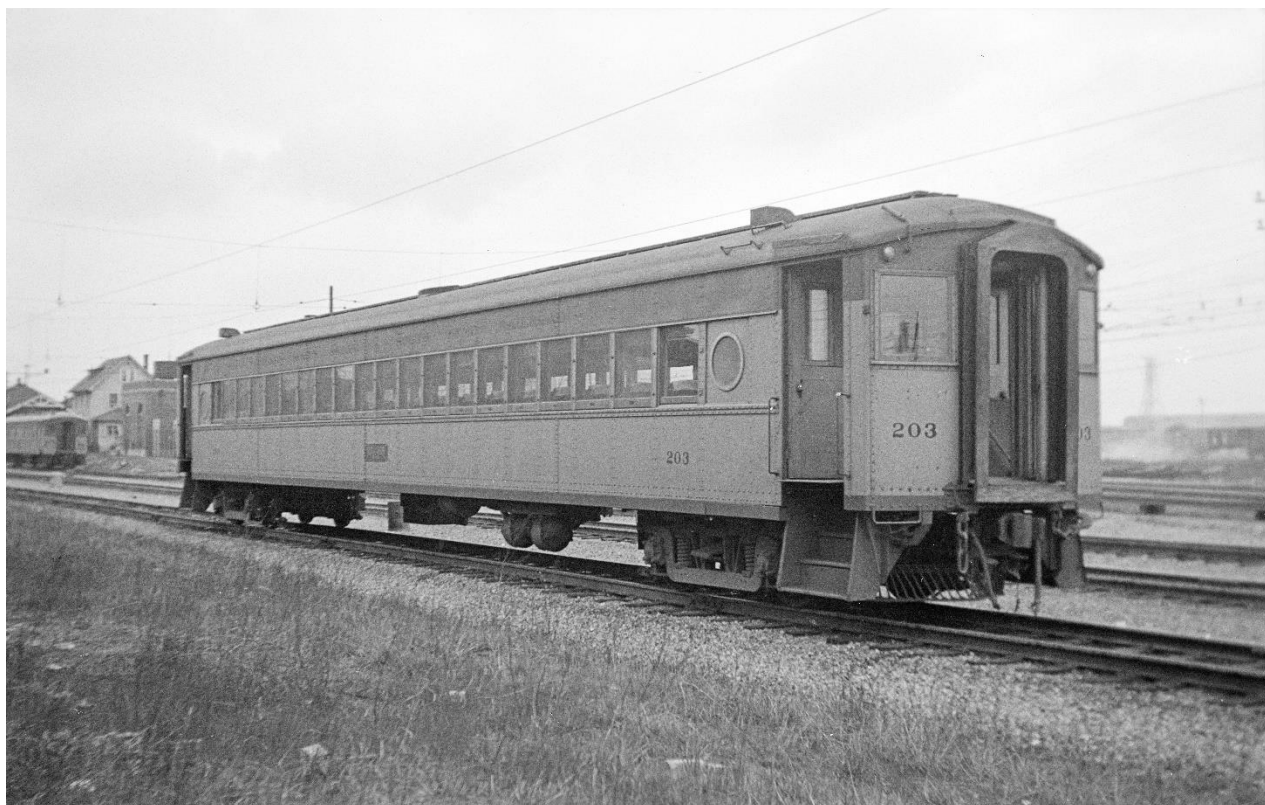
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<sup>1</sup> AFE 1122, May 1947



*Car #203 at South Bend, Indiana, 19 October 1935. For the first twenty years of its life, car #203 was a standard coach trailer seating 50.*





*After lengthening in May 1947, car #203 seated 80. Under the union work rules, conductors and collectors were limited in the number of cars that they could work, not the number of seats. Because the work rules were based on the number of cars not seats, increasing the number of seats per car improved employee productivity.<sup>2</sup> Gary, Indiana, 18 April 1950. (Photographer Credit: Carl Edward Hedstrom, Jr.)*

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<sup>2</sup> Agreement Made and Entered Into and Between Chicago, South Shore and South Bend Railroad and the Order of Railway Conductors and Brotherhood of Railway Trainmen, art. 3(7), Mar. 12, 1930.



*Car #203 was unique among the stretched trailers. It was modernized with fluorescent lighting and forced-air ventilation; the other five stretched trailers retained their incandescent center lamps and roof mounted vents.*





*During the 1970s, car #203 was equipped with a bar and seating from a Chicago, Burlington and Quincy Railroad long-distance coach. Car #203 was then made available for charters.*

