Something Borrowed, But Nothing New:

The Marriage of Steam Railroad Practice with the South Shore Line

Interurban railroads were notoriously built to physical standards that prohibited the free interchange of steam railroad cars and locomotives. Narrow "devil strips" between tracks in cities, track in city streets intended for smaller streetcar wheel treads and flanges, and tight curves that steam railroad equipment could not negotiate made interchange of even the smallest steam railroad cars impossible.

When the interurban's physical standards were adequate for interchange, municipalities often stepped in with ordinances meant to kill the possibility. Some municipalities banned the interurbans from hauling steam railroad freight cars in their city streets. In Pennsylvania, many interurbans were subjected to statutes banning the use of the standard track gauge. Most often, the steam railroads saw the electric interurbans as competition and refused to interchange freight cars out of hostility. As a result, only about 14% of the interurban industry participated in the interchange of steam railroad freight equipment. The interchange of steam railroad passenger equipment with the interurbans was even less prevalent.[1]

[1] George W. Hilton & John F. Due, The Electric Interurban Rys. in Am. 140-8 (1960).

The difficulties an interurban faced when railroad interchange was impossible were immense. Here, the Philadelphia and Westchester Railway was handicapped by tight clearances in city streets and the Philadelphia trolley gauge of 5' 2¼". Although unable to interchange equipment with steam railroads, the Philadelphia and Westchester did manage to develop Less-Than-Carload-Lot (LCL) freight service carried in company-owned box motors as seen here. Freight consigned for a destination on another railroad, interurban or steam, would have to be transloaded by hand from car to car. Market and 63rd streets, Philadelphia, Pennsylvania, 4 January 1912.

But the interurban industry was not monolithic; it existed on a colorful spectrum. If Pennsylvania was its worst steam road relational nightmare, several of New England's country trolley lines hauled freight seemingly in defiance of physical limitations and cultural expectations. Occasionally, an interurban was the only freight connection to a prosperous agricultural or industrial area; the Aroostook Valley Railroad (AV) in Maine represented the former, and the Springfield Terminal Railway (ST) in Vermont and New Hampshire the latter. Both roads began as independent properties, but their exclusive access to markets

was too tempting for the steam railroads to pass up; AV was purchased by the Canadian Pacific; ST by the Boston & Maine.[2]

Springfield Terminal Railway (ST) Baldwin Westinghouse locomotive #20 at Main and South streets, Springfield, Vermont, 20 June 1956. ST operations were hampered by steep grades, sharp curves, and street running, but it was the only rail access to the machine tool industries of Springfield, Vermont. The capital stock of ST was accumulated by the Boston & Maine Railroad in just over a decade beginning in 1922.

In the Tidewater Mid-Atlantic states, the most prominent interurban was the Washington, Baltimore and Annapolis Railroad (WB&A). In its original form, the WB&A was comprised of a newly-constructed electrified mainline from Washington to Baltimore, and an electrified former steam railroad that connected the mainline with Annapolis. In February 1921, the WB&A merged with another former steam railroad, the Annapolis Short Line, that connected Annapolis with Baltimore.[3]

Although the merged company provided the only railroad connection to Annapolis, freight revenues on the WB&A were meager as compared to the South Shore Line. Using the sample year of 1929, although the WB&A had slightly more

[2] Hilton & Due, *supra* note 1, at 320.
[3] John Moody, Moody's Public Utilities, 1392 (1931).

route miles than the South Shore Line, the gross revenue of the WB&A was only 69% of that of the South Shore Line. Worse, WB&A freight car miles were a mere 7% of that of the South Shore Line and could not sustain the company; the WB&A abandoned all mainline services on 20 August 1935.[4] [5] Passenger service lingered on the former Annapolis Short Line until 5 February 1950, with freight service persisting into Annapolis until the Severn River Bridge was condemned as unsafe in June 1968. At the WB&A, roots in steam railroading did not guarantee success in steam railroad interchange.

Washington, Baltimore & Annapolis car 65 at Annapolis, 28 April 1935. Here, twenty-five-year-old wood car 65 is typical of the interurban industry in decline. Without significant freight revenue to bolster earnings, the WB&A had inadequate capital to replace all of its aging equipment although some new steel cars were purchased as late as 1927. In less than four months, the WB&A mainline services were abandoned.

The Southern states had little in the way of interurban mileage. However, James Buchanan Duke's Duke Power had two disconnected common carrier freight feeders that also served its power plants, one in North Carolina, and the other in South Carolina. The corporate parent attempted to connect its disconnected Piedmont & Northern Railway (P&N) segments into one carrier, but the parallel Southern Railway objected to the plan at hearings held by the Interstate Commerce Commission (ICC). The ICC found for the Southern Railway and denied the P&N's

[4] *Id.*

[5] Report of the Chicago, S. Shore & S. Bend RR., 23 (1929).

request for a certificate of convenience and necessity that would have allowed the interurban to link its disparate operations.[6]

But for the presence of Duke Power's online coal-fired power plants, P&N would likely have disappeared as the interurban network had elsewhere. By November 1965, Duke Power, Duke Endowment, and James Duke's daughter, Doris, made it clear that they wished to divest themselves of their 40% share ownership of the P&N. As the online coal-fired power plants remained a lucrative source of traffic, the Seaboard Air Line Railroad was interested in a merger which was consummated on 1 July 1969.[7] As of 2024, 88 of the original 128 miles of the P&N are still in operation. Some of the mileage is owned by the State of North Carolina, and leased to shortline operators, while 48 miles in South Carolina are owned by SAL successor CSX Transportation.

Piedmont & Northern (P&N) yard at Gastonia, North Carolina, May 1950. Freight from the P&N was interchanged here with Southern Railway subsidiary Carolina & Northwestern, this despite the bitter rivalry between the roads. Passenger trains also terminated here, but Jim Crow laws clearly did not.

The greatest exception to the isolation of the interurbans was created by the ownership of the western interurbans by steam railroads. Southern Pacific's California and Oregon interurban properties were groomed to be freight feeders.

[6] Piedmont & N. R.R. Co. v. Interstate Com. Comm'n, 286 U.S. 299 (1932).
[7] Thomas T. Fetters & Peter W. Swanson, Jr., Piedmont & N.: The Great Electric System of the South, 141-5 (1974).

Much to the advantage of the interurban, the Pacific Electric was the switching road for the Southern Pacific at the large ports of San Pedro and Long Beach. Freight car interchange with the parent road and switching services were nearly 50% of Pacific Electric's revenue during the 1920s.[8]

Pacific Electric freight train at Watts, 1 December 1946. The Pacific Electric dominated local freight switching in the Los Angeles basin for parent Southern Pacific well past the peak of electric passenger service. (Photographer credit: Victor Vinzent DuBrutz).

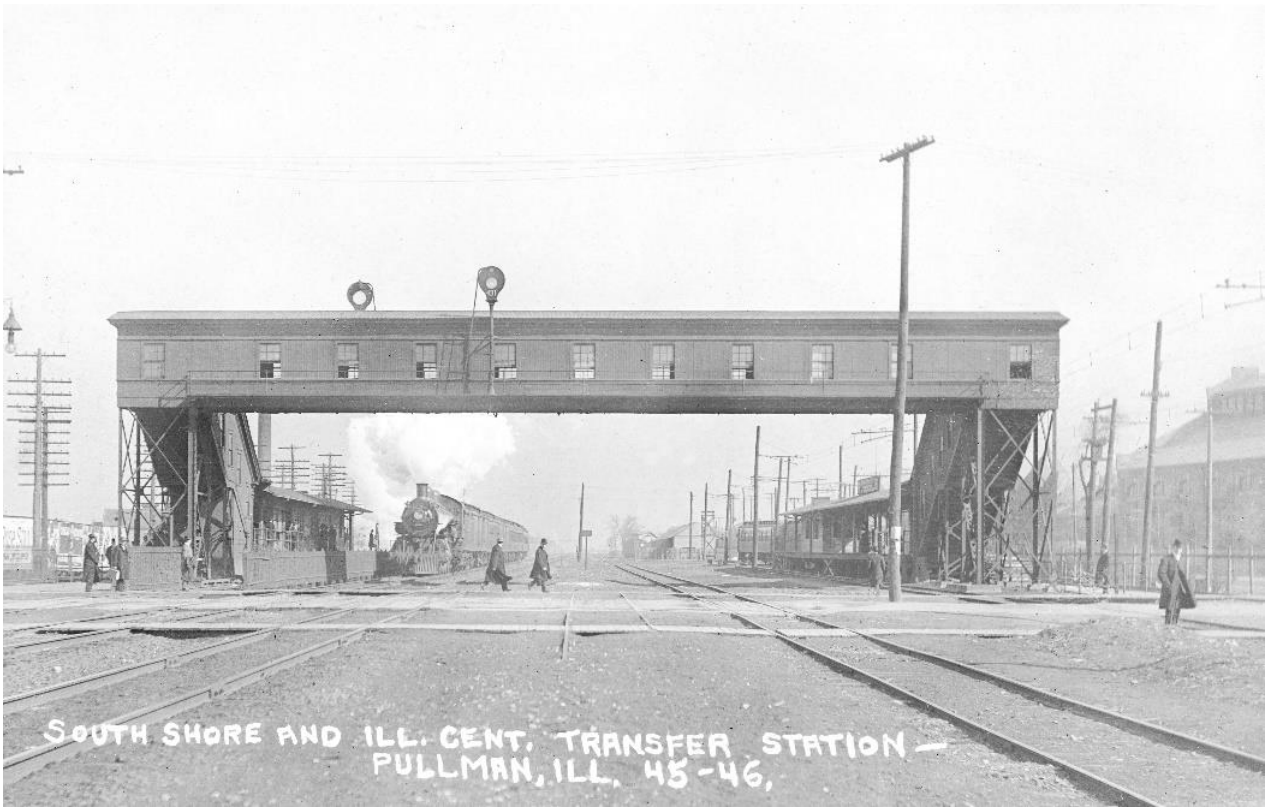
In Iowa, the interurbans found a friendly connection with the Chicago Great Western Railway (CGW) and flaunted that good fortune. Aided by shared directors and officers with CGW, the Waterloo, Cedar Falls and Northern (Cedar Valley Road) regularly handled special trains of steam railroad passenger cars including sleeping and baggage cars. One train from Waterloo included three sleeping cars, a business car, as well as twelve palace stock cars destined for a Boston, Massachusetts, dairy exhibition.[9] But the Cedar Valley Road did something no other interurban ever accomplished – it carried a scheduled Pullman sleeping car through to Waterloo in connection with the Chicago and North Western Railway.[10] As the Pullman car required steam heat from a locomotive boiler, it is a wonder as to how the foreign car was heated on the interurban.

[8] Moody's Investor Service, Moody's Manual of Investments: Am. and Foreign, Pub. Util. Sec. 124 (1929).
[9] Westinghouse Electric & Manufacturing Co., The Story of the Cedar Valley Road: Electric Freight Haulage 24 (1917).
[10] Hilton & Due, *supra* note 1, at 361.

This Cedar Valley Road special train operated for the Shriners included a Chicago Great Western baggage car and three Pullman sleeping cars. Cedar Rapids, Iowa, 18 May 1922.

The two elements that made passenger car interchange possible were the physical clearances needed for freight car interchange and friendly steam railroad connections. Because the Seagraves's original business model for the Chicago and Indiana Air Line was for an electrified short line railroad hauling freight as well as passengers, it was therefore necessary to have both elements in place for business success. Having both elements afforded the opportunity for the friendly steam railroad freight connections to supply passenger cars when the need arose.

Here, the friendly steam railroad connection was memorialized in the reciprocal agreement of 1904 between the South Shore Lines and the Illinois Central for their respective connections to Chicago and Indiana. Once the South Shore Lines trains began through service over the Illinois Central to downtown Chicago on 2 June 1912, the interchange of passenger cars between the electric interurban and the steam railroad began. The South Shore Lines was then connected to the Railway Capital of the World.



Before the free interchange of passenger cars between the South Shore Lines and the Illinois Central, passengers transferred on foot at Pullman. Those who chose wisely transferred between trains on the overhead footbridge. Transferring at street level meant risking injury or death at the busy railroad crossing.

The growth of Chicago as a great railroad and industrial hub was not without its drawbacks. By 1874, the people of the City of Chicago recognized that steam locomotive and industrial smoke from the burning of coal was injurious to the public welfare. In response to citizen actions, the City passed an ordinance authorizing it to exercise control over smoke point sources in April 1881. After the turn of the 20th Century, momentum gathered toward solving the problem of movable locomotive boilers in the City by railway electrification.[11]

In 1908, the South Shore Lines electric interurban was being completed across Indiana. As the electric interurban's construction was under way, Chicago Mayor Fred A. Busse (and owner of Busse Coal Company) and the City Council, authorized a special committee to prepare a report titled "The Electrification of Railway Terminals as a Cure for the Locomotive Smoke Evil in Chicago with Special Consideration of the Illinois Central Railroad."[12] Even the Chicago Association of Commerce (the Association) chimed in with its own environmental

[11] Chicago Ass'n of Com., Smoke Abatement and Electrification of Ry. Terminals in Chicago 18 (1915).
[12] *Id* at 19.

reviews of electrifying the steam railway terminals in Chicago. The Association determined that electrification was practicable and feasible.[13]

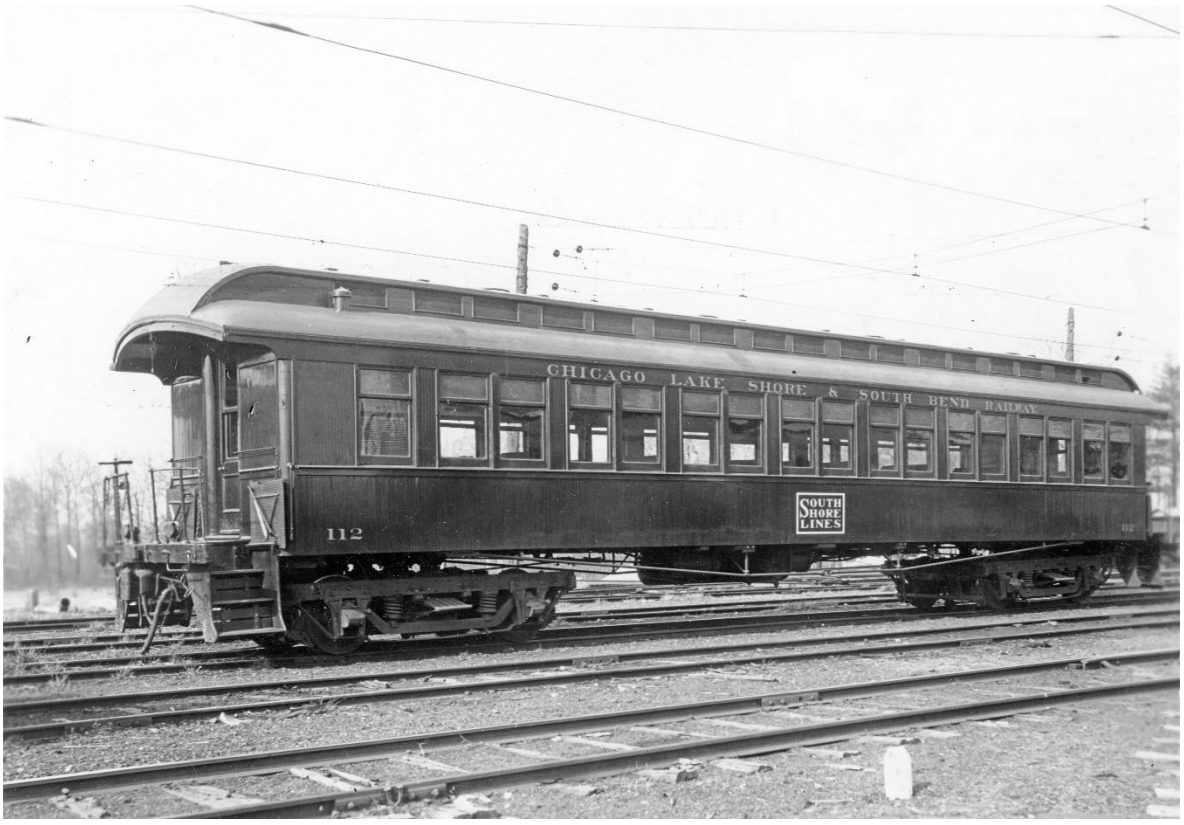
However, the steam railroads bucked the electrification proposals by claiming that railway electrification was in its pioneering phase and not ready to tackle the complexities of terminal electrification.[14] The coming electrification of the great steam roads predicted by Frank H. Monks in 1906 would not soon be realized.

The Illinois Central had little ammunition against the smoke abatement issue because of its unique position in the geography of Chicago – from 47th Street north to the Loop, the Illinois Central occupied the Lakefront. Wanting to showcase the beaches of Lake Michigan as urban parklands, the City passed the Lakefront Ordinance of 1919 requiring *inter alia* the electrification of the Illinois Central suburban service.[15]

At the time the Lakefront Ordinance was adopted, the full effect of it upon the Illinois Central suburban passenger service was still seven years away. In the interim, steam railroading practice ruled. The delay in the introduction of steam railroad electrification on Chicago's South Side meant that the only interchange passenger equipment available to the South Shore Lines was steam railroad equipment. This set a pattern of borrowing equipment from the steam railroads for picnic trains, special service to sporting and other events, as well as ridership spikes, that lasted on the South Shore Line for nearly four decades.

In 1912, as South Shore Lines through service over the Illinois Central began, the ten South Shore Lines coach trailers built in 1908 were adequate for the initial through service. The coach trailers were hauled by Illinois Central steam locomotives through Chicago's South Side to the Randolph Street Station east of the Loop. Because of the convenience of the one-seat ride to Chicago's central business district, the South Shore Lines's ridership grew through 1917 peaking in that year. Perhaps believing that traffic growth would continue, in 1917 the South Shore Lines purchased four used steam railroad coaches from the Atchison, Topeka and Santa Fe Railway (Santa Fe) to handle the added passenger load.

[13] *Id* at 20.
[14] *Id* at 19.
[15] Chicago, Ill., An Ordinance for the Establishment of Harbor District Number Three, the Construction by the Ill. Cent. R.R. Company of a New Passenger Station, Electrification of Certain Lines of the Ill. Cent. and Michigan Cent. R.R. Companies, and the Development of the Lakefront (adopted July 21, 1919)



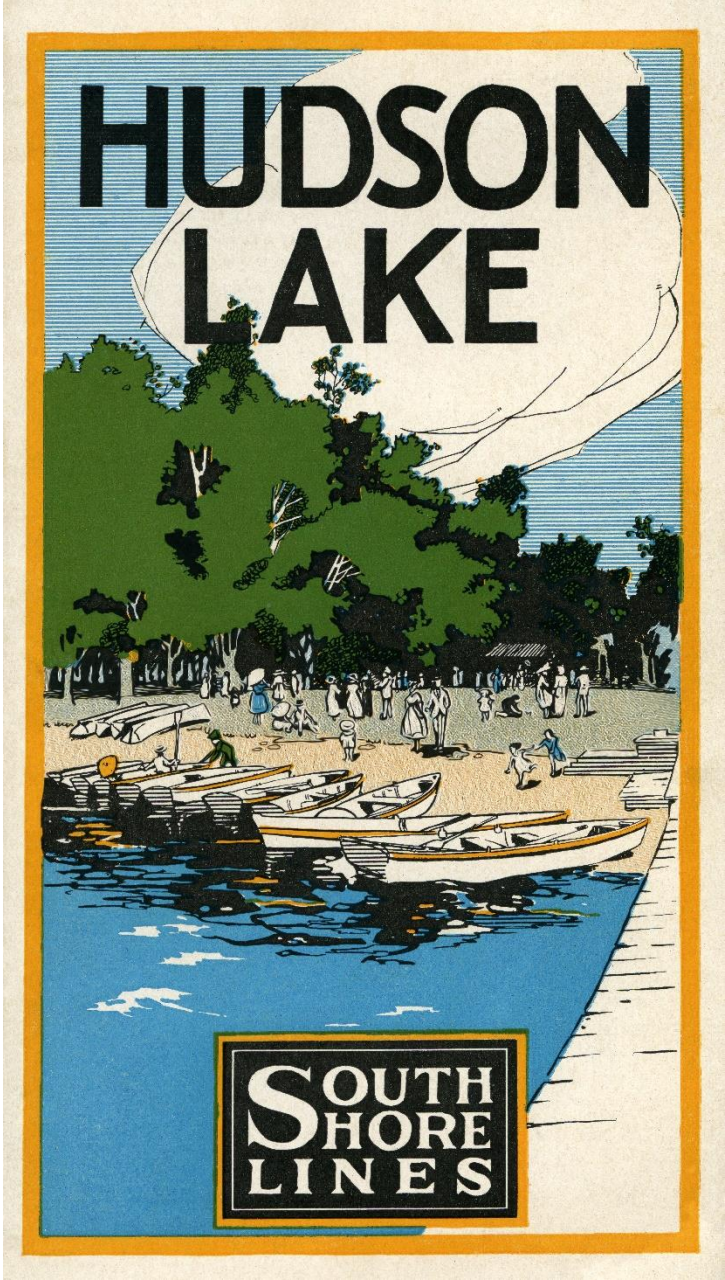
The Santa Fe coaches purchased by the South Shore Lines in 1917 were very used and very outdated. Their construction date has not been found, but cars of this design were built for the steam railroads in the 1880s.[16] *Likely about thirty years old or perhaps more at the time of their purchase, the Santa Fe cars provided the South Shore Lines with 242 additional seats at a time when the interurban was financially struggling and capital for new cars was unavailable. (Photographer Credit: James H. Walker)*

[16] *See* John White, Jr., the American Railroad Passenger Car, 1978.

Typical Illinois Central steam locomotive used in Chicago suburban service. Locomotives of this type hauled the wood cars of the South Shore Lines from Kensington to Randolph Street until 27 July 1926. Over the summer of 1926, the South Shore Line and the Illinois Central phased in their respective electrifications. Because the South Shore Line's DC electrification was completed a month earlier than that of the Illinois Central, from 28 July 1926 until 29 August 1926 these steam locomotives hauled the new steel DC motor cars of the South Shore Line.[17] *On 30 August 1926, Chicago woke to cleaner air along its southern lakefront as forty-four of these steam locomotives were no longer serving South Side, south suburban, and Indiana commuters.*[18]

With the purchase of the four Sante Fe cars, the South Shore Lines's interurban passenger car fleet stood at thirty-seven cars with a total of 2046 seats. Under Warren Bicknell, there was a concerted effort to develop excursion traffic as there were several traffic generators along the line including The Prairie Club of Chicago walks and pageants at the Indiana Dunes,[19] the amusement park and beach at Michigan City, as well as the casino and water attractions at Hudson Lake. But meeting regular service requirements and the needs of large groups for special trains was still beyond the seating capacity of the South Shore Lines.

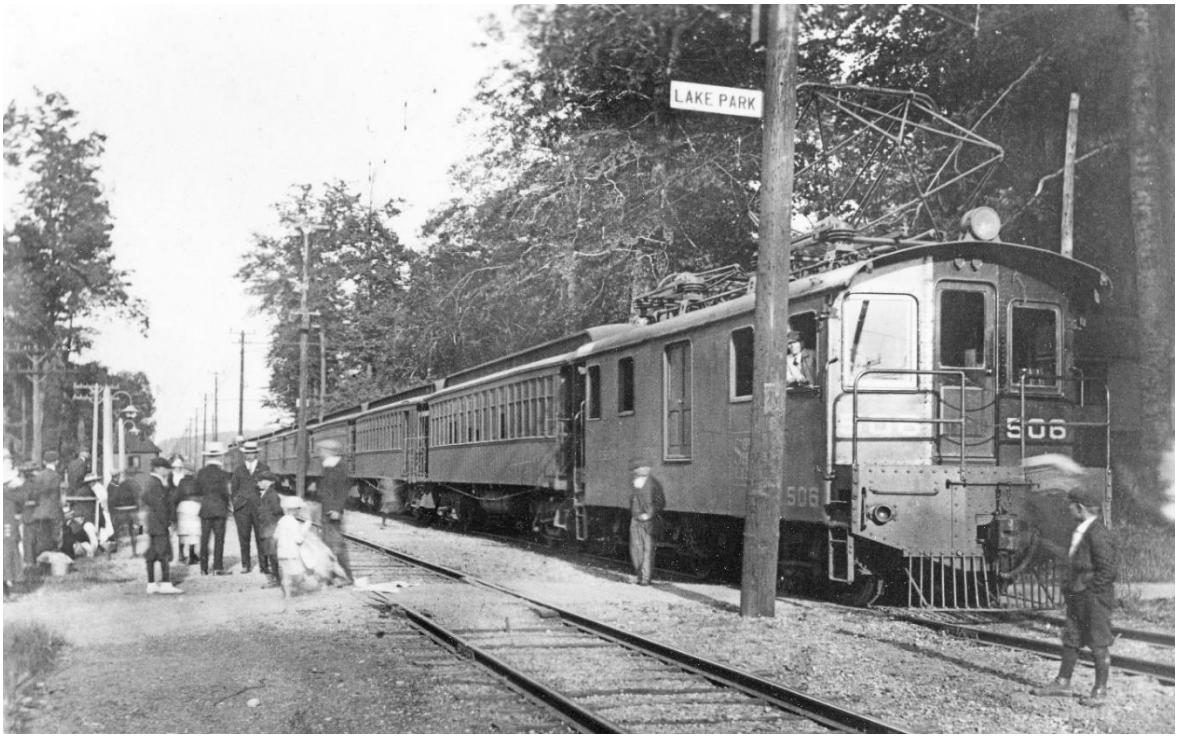
[17] *High Lights of History of the S. Shore Line Transp. Dep't*, at 20.
[18] R.S. Illg, D.J. Malpede, and R.B. Brown, Electrification of the Ill. Cent. R.R. Terminal 11 (1920).
[19] Cathy Jean Maloney, The Prairie Club of Chicago 63-83 (2001).



Cover of South Shore Lines Hudson Lake Brochure, circa 1916.

Holiday celebration pageants were popular destinations. One of the earliest days of heavy holiday passenger traffic occurred on Labor Day in 1910 when 2,700 passengers were carried on the South Shore Lines. By 1916, the Labor Day ridership had swollen to 4,195 persons. Decoration Day in 1917 was celebrated with an historical pageant in the Dunes near the Portchester stop; an estimated 3,500 passengers were carried just for the pageant in addition to regular riders.

The solution to the car shortage was found at that friendly Illinois Central connection. Suburban coaches that were primarily used for home-to-work transportation in the City of Chicago, were often available on weekends for picnic trains and other outings destined for Indiana.



South Shore Lines electric locomotive #506 with Illinois Central suburban cars at Lake Park, Indiana. Reciprocity with the Illinois Central was critical to the success of the South Shore Lines excursion business given the limited capacity of the South Shore Lines's fleet. Here, the Illinois Central supplied suburban cars for an unknown outing to Northern Indiana. Excursion trains were common on the South Shore Lines; frequent charters were operated for the Pullman Company, the Home Guards of Mishawaka, the Santa Maria Council of the Knights of Columbus, the Fair Store, a group of Spanish-American War Veterans, and others.[20]

[20] *High Lights of History of the S. Shore Line Transp. Dep't*, at 8-19.

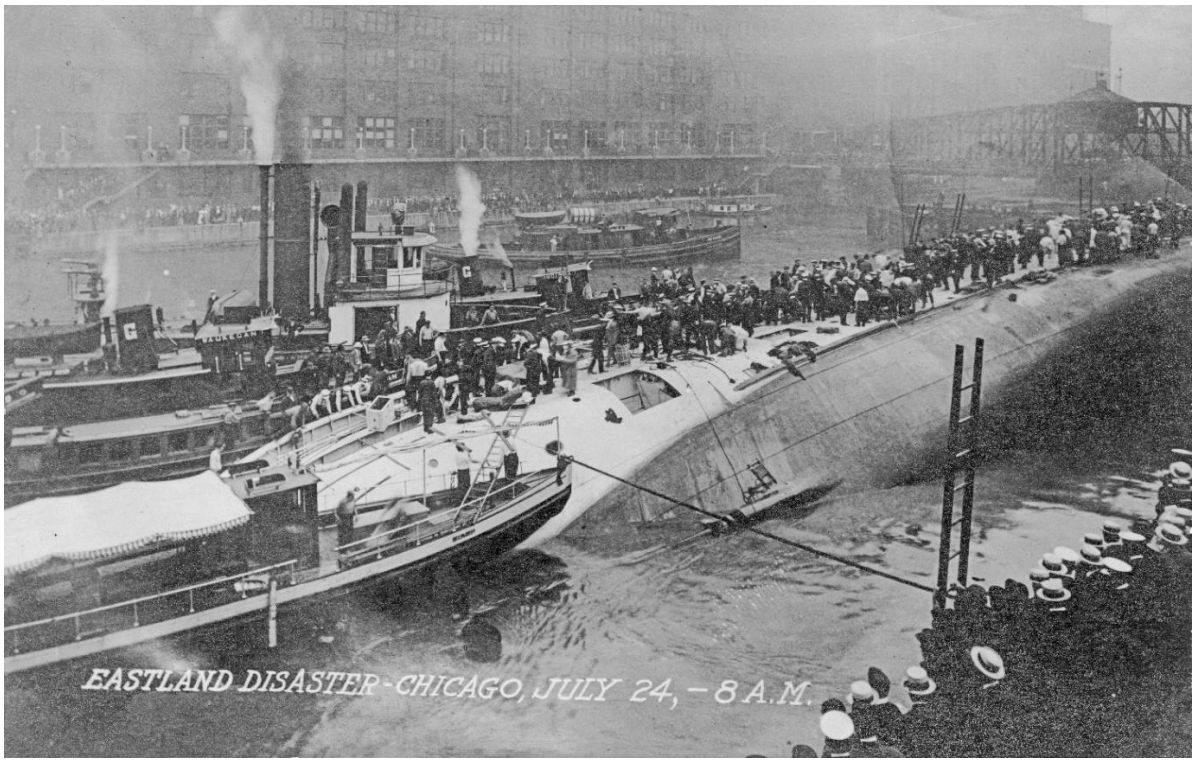
The wood suburban coaches of the Illinois Central were no prize for long-distance trips with their fixed seats and the absence of restrooms. Many passengers were likely uncomfortable from the lack of pleasant amenities over the length of their rides. Passengers who did not wish to be socially awkward by avoiding eye contact with the strangers across the aisle could stare at the advertisements for patent medicines, Arrow collars, and theatrical events in Chicago that loomed overhead. No further comment is needed regarding the comfort level of those passengers needing access to a restroom mid-trip.

Even with the cars supplied by the Illinois Central many excursions were still beyond the capacity of the South Shore Lines. For example, the manufacturer of telephones for the Bell System, Western Electric, held annual picnics at Michigan City for many of their 38,000 employees, a number that would have overwhelmed the South Shore Line at any time in its history as its total seating capacity was at best 3,114. Because the South Shore Lines lacked the capacity for events as large as that of Western Electric, lake ships were often chartered.

Because labor was cheap and mechanization expensive, industrial projects in the United States in 1915 were labor intensive. The Hawthorne Works of Western Electric covered nearly five million square feet; its 38,000 employees manufactured 2500 telephones each day, plus wire cable, switchboards, and relays. Western Electric was fairly progressive by the 1920s, allowing married women to remain in

their employ, and granting maternity leave without a loss of service time. Highway transport was not an option for moving large numbers of seemingly happy employees for company events as federal aid paved road networks were over a decade away. This left chartered transportation from Chicago to Indiana to the railroads and lake steamships.

Most Lake Michigan excursions were likely pleasant affairs with the notorious exception of the capsizing of the steamship *Eastland* in the Chicago River. The Eastland disaster is infamous in maritime history as the American Titanic. Additional lifeboats added to the Eastland in the wake of maritime regulations passed after the sinking of the doomed White Star liner Titanic, doomed the Eastland. The top-heavy ship had a poor record of listing made worse by the additional weight of the lifeboats added just three weeks before the Eastland capsized while docked. The 844 dead were mostly immigrant workers of Western Electric headed to the 1915 picnic at Michigan City.[21]



Picnic Cancelled. The capsized steamship Eastland *is seen here as it lay in twenty feet of water in the Chicago River between Clark and LaSalle streets. Four other ships were chartered for this trip and were to have carried picnickers to Michigan City. After being righted, the* Eastland *was sold to the Illinois Naval Reserve with funds donated by Samuel Insull and twelve others, rechristened the* Wilmette*, and finally scrapped in 1947 by the Hyman Michaels Company. Western Electric's company picnic was never held again.*[22]

[21] George W. Hilton, Eastland: Legacy of the Titanic 61, 74, 85, 134-37 (1997).
[22] *Id*. at 129, 207, 229.

A decade after the Eastland disaster, the South Shore Lines pivoted from the early picnic trains made up of wood suburban coaches to newer steel long-distance coaches better suited to the needs of charter passengers bound for Indiana. Long-distance coaches featured reversible walkover seats, restrooms, and ceilings unadorned with advertisements. The Illinois Central substituted Harriman arch-roof coaches for the suburban cars at least as early as 1926 for some of the picnic trains. The Riley Banks Company picnic train in the summer of 1926 was dispatched with Harriman coaches, but the Indiana Harbor Belt Railroad excursion train of that same year had some Illinois Central wood suburban coaches added to the train as extra seats were required on short notice.[23]

Picnic trains of these Illinois Central long-distance steam railroad coaches were common on the South Shore Line even into the early 1950s. This is the Riley Banks Company picnic at Lake Park in 1926 prior to the new South Shore Line steel cars entering service. The single combination coach-baggage car did not pull the six Illinois Central coaches on its own – three motorized cars have been cut-off from the train and pulled ahead to clear the crossing. This was the 7th annual picnic charter for the Riley Banks Company on the South Shore Line and its predecessor. (Photographer credit: E.C. Calvert, Photographer, Michigan City, Indiana).[24] [25]

[23] R. Elliot Jamieson, Passenger Traffic Manager, S. Shore Line, Address before the Cent. Electric Railfans' Ass'n, (Sept. 29, 1962) at 4.
[24] *Id*. at 3-4.
[25] *High Lights of History of the S. Shore Line Transp. Dep't*, at 20.

South Shore Line locomotive #801 with an Illinois Central Railroad Boosters' Special, circa 1950. The Illinois Central Harriman Lines cars had been hauled behind three generations of South Shore Line equipment – wood cars of the South Shore Lines, South Shore Line steeple-cab electric locomotives built in the 1920s, and finally the 800s built by General Electric in 1947. The 800s arrived on the South Shore Line in 1949 and hauled the Illinois Central Boosters' Specials for just two years; 1951 was the last summer that the Illinois Central Railroad Boosters chartered a train to Indiana.

With the progress on the Illinois Central electrification in the summer of 1926, the Illinois Central sent their new steel suburban cars to the South Shore Line for excursions. During July, the St. Michaels Club charted ten of the new Illinois Central cars for an excursion from South Chicago to South Bend. Pullman Car & Manufacturing Company (Pullman) built 156 of the 240 new steel Illinois Central suburban cars; in July 1926, Pullman chartered ten of them for an excursion to Michigan City.[26]

[26] *Id.*

Illinois Central electric suburban train on a chartered trip over the South Shore Line, Michigan City, Indiana, 1928. Illinois Central electric suburban cars were frequently used on excursion trains on the South Shore Line once their respective electrifications were substantially complete. The new steel cars were an improvement in passenger comfort over their wood predecessors (see sec. 3, chap. 1, page 59 for an interior view). But the Illinois Central electric suburban cars still lacked toilets. To remedy this shortcoming, on 1 July 1928, the South Shore Line ordered two sets of Tomlinson automatic couplers of the type used on the Illinois Central electric suburban cars to convert two of its own toilet-equipped trailers, #203 and 208, to operate with the Illinois Central equipment in excursion service.[27]

[27] Chicago, S. Shore & S. Bend R.R., AFE 418, July 1, 1928.

South Shore Line and Illinois Central electric cars were not compatible and could not normally operate in the same train. One of the issues was coupling equipment – the South Shore Line used a knuckle coupler that operates much like most passenger and freight car couplers (left image). The Illinois Central electric cars (right image) used a hook-type Tomlinson coupler that made all electric and air connections on contact eliminating the need for air hoses and electric jumper cables required on the South Shore Line cars. (Photographer Credit for two images: John P. Van Voorst for the Pullman Car and Manufacturing Company).

An eight-car train of Illinois Central suburban electric cars could seat 672 passengers, and was therefore a significant means of adding seating capacity to the South Shore Line during World War II. Chicago Avenue and Indianapolis Boulevard, East Chicago, Indiana, 1945. (Photographer Credit: Addison Laflin, Berkeley, California).

Much as the Cedar Valley Road did in Iowa as seen above, the South Shore Line also carried special parties aboard steam railroad trains hauled with their electric freight locomotives. Because some groups had destinations far from the South Shore Line and Illinois Central electrifications of Northern Indiana and Northeastern Illinois, entire chartered steam railroad passenger trains traveled the South Shore Line to pick up large groups. But steam railroad passenger cars coupled to the South Shore Line's electric locomotive made communications between the train conductors and motormen difficult. To allow trainmen aboard the passenger cars to communicate with crews in the locomotives, air-operated signal bells were installed in locomotives #1011 and 1012.[28] In the days before on-board radio communications, the alternative was hand signals.

[28] Chicago, S. Shore and S. Bend R.R., Job Order 9066, May 27, 1930.

Locomotive-hauled passenger train on the South Shore Line at Gary, Indiana, 21 May 1929. This train of steam railroad equipment was destined for Denver, Colorado. Carrying the Emerson High School Band, the train included a baggage car for instruments and luggage, a combination coach-baggage car, two wood coaches, and the Pullman sleeping car Halcyon. The photographer did not note the type of car at the end of the train. Wood coaches of the type seen here were often borrowed for Football special trains filled with fans headed to the University of Notre Dame.

Notre Dame football created consistent demand for special trains, a demand seemingly without end as football specials are still operated in the 21st Century. As the South Shore Line fleet had only 45 cars with coach seating for a total of 2220 seats in 1927, and gameday demand outstripped capacity, borrowed steam railroad cars closed the gap.

The football specials of the 1920s were not often photographed, but Charles Keevil of the South Shore Line engineering department took motion pictures of the 5 November 1927 Notre Dame – Minnesota game and the special trains that carried the fans to South Bend. Nearly all of the special trains carried one wood steam railroad passenger coach; one train carried a steel steam railroad open end

observation car.[29] For all of their travel to South Bend, the football fans were treated to a tie game.

The teams of the University of Notre Dame as well as visiting teams created a demand for through Pullman sleeping car service. By way of example, a Pullman sleeping car carried the University of Illinois track team from South Bend to home in Champaign on 16 February 1929.[30]

The University of Notre Dame football squad departing from the South Shore Line station in South Bend, circa 1927. The car at the end of the train is a sleeping car from a steam railroad. Interchange of Pullman sleeping cars on the South Shore Line was common because of the need to move the football squads and other teams in sleeping accommodations for games held across the country, this at time before the general use of aviation to move teams.

For those keeping score, Knute Rockne is in the image toward the right near the baggage door on the combination coach-baggage car.

[29] *See* The S. Shore Line Modernizes (1927) at https://www.youtube.com/watch?v=v_scPl8CNNM&t=1200s (last visited Feb. 10, 2024). The pertinent scenes begin at 19:44.
[30] Norman Carlson, How the Medal Was Won 148 (1985).

Not every steam railroad car succeeded through every clearance point on the South Shore Line. The vertical curve east of the South Bend station proved difficult for the steam railroad private car New York. The New York was leased for the benefit of the South Shore Line's vice-president, Sam Insull, Jr., for a trip to see a Notre Dame game in about 1928. The South Shore Line's Passenger Traffic Manager, R.E. Jamieson leased the New York for the one-time event without foreseeing the difficulty with the vertical curve as it had not been trouble in past moves; in fact the New York made it over the vertical curve eastbound without difficulty.

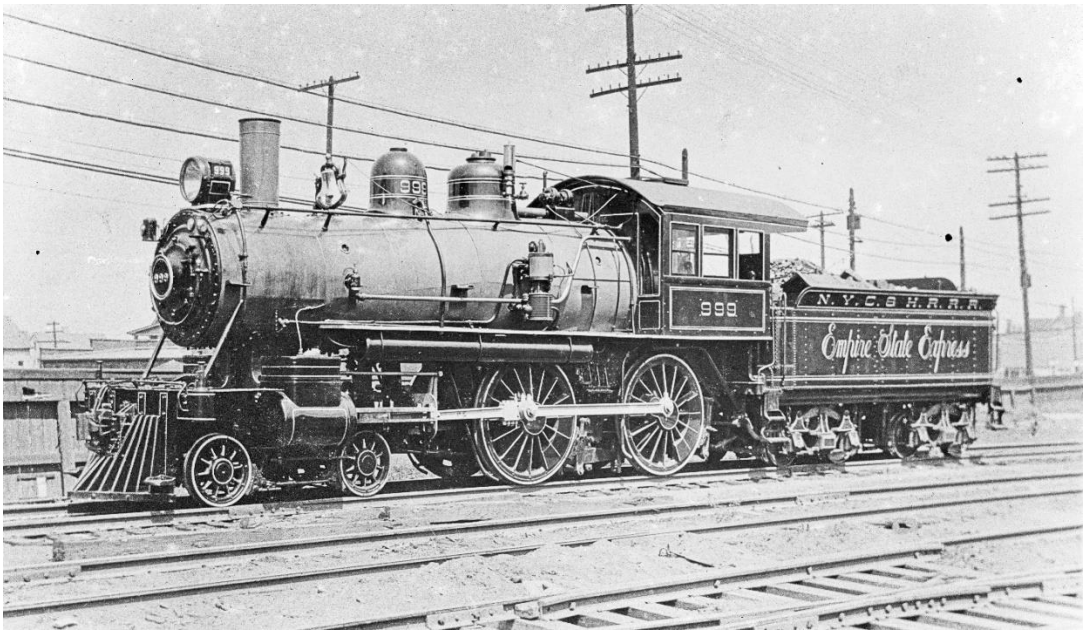
Westbound proved a problem when the angle-cock on the main air reservoir snagged on the crossing of the street trackage of the Chicago, South Bend and Northern Indiana Railway. When the angle-cock broke off, the train instantly went into emergency braking mode. Sam Jr. was sitting in the dining section of the New York with his back to the front of the train. As the train quickly ground to a halt, the steak in front of Sam Jr. kept its forward momentum and neatly landed on his lap. It took about 25 minutes for the crew to plug the air reservoir and pump up the air system. Meanwhile, as the New York and its train held up traffic on Michigan Street, Jamieson claimed that Sam Jr. taught him some new profanity.[31]

[31] R. Elliott Jamieson, *supra* note 16, at 10.

Nearly thirty years after the steam railroad private car New York snagged on the street railway crossing here, the tracks on Michigan Street were gone but the vertical curve on LaSalle Avenue remained. Looking west across Michigan Street, South Bend, Indiana, 11 May 1956.

Unintentional negative consequences of special moves of steam railroad equipment over the South Shore Line could be the cause of many headaches, but the intentional negative consequences of one special move were all in fun. Vincent Bendix, whose automotive and aeronautics firm carried his name, was located on the South Shore Line at the west edge of South Bend. For a sales meeting, the Bendix Corporation publicity representative asked Jamieson to lease the New York Central steam locomotive #999, purportedly the fastest steam locomotive in the world in the 1890s.[32]

[32] *Id*. at 11.



New York Central #999 had hauled the Empire State Express at speeds of up to 112 miles per hour to the World's Columbian Exposition in Chicago in 1893.

High-speed and luxury were not the point of the Bendix sales meeting as Jamieson was also asked to scrounge up four of the oldest steam railroad coaches that he could find for the special train's passengers. Lurking about the railyards of Chicago, Jamieson found four 1890s Chicago and Western Indiana Railroad coaches that fit the description "old." Train in hand, Bendix invited all of his sales representatives from the US and Canada to South Bend.

Along the slow ride to the Chain O'Lakes stop, the Bendix salesmen were entertained by an actor playing the part of an old-time conductor, a "news butcher" on board to sell stale fruit and candy bars, and a fake farmer trying in vain to get his cow off of the South Shore Line main track at the stop for the Bendix factory complex. The salesmen's special train was a win-win for all involved as Bendix had invited press photographers. Jamieson claimed that the publicity stunt paid off for Bendix, the South Shore Line, and the New York Central.[33]

The first "borrowed" dining cars were borrowed for University of Notre Dame football special trains. In the autumn of 1925, before the coming of the steel cars, the South Shore Line borrowed dining cars for two groups of football fans.[34] The first trip included a single steam road dining car, but nothing is known of the steam road that loaned the car. The second trip on 20 November 1925 was documented by Michigan City photographer E.C. Calvert.

[33] *Id.* at 12.
[34] *High Lights of History of the S. Shore Line Transp. Dep't,* at 19.

The Chicago and Alton Railroad loaned two dining cars to the South Shore Line for 20 November 1925. Borrowed for the second University of Notre Dame (UND) football charter, borrowing dining car equipment from the steam railroads became an occasional feature on the South Shore Line. Knute Rockne's Fighting Irish beat Northwestern the next day, 13 to 10.

Even after the South Shore Line received two dining cars of its own in February 1927, the dining cars were occasionally sidelined for warranty work and other repairs. Because two dining cars were required to meet scheduled service, borrowing steam railroad dining cars became a regular feature on the South Shore Line.

Defective wiring may have led to a fire aboard South Shore Line dining car #302 on 9 July 1927; the car was then returned to Pullman Car & Manufacturing for repair under warranty.[35] Dining car #302 may have been something of a jinxed car as it was returned to Pullman once more for repairs in the summer of 1928 at the peak of the summer travel season. While car #302 was being repaired, Pullman

[35] Diners—Parlors, The Pantagraph, July-Aug. 1927 at 7

sent the South Shore Line a loaner – Pullman pool dining car #3.[36] Both South Shore Line dining cars were sent through the Michigan City shops for a "tune-up" in autumn of 1927. While the South Shore Line dining cars were in the shops, the Chicago Great Western Railway leased an "old" dining car to the South Shore Line.[37]

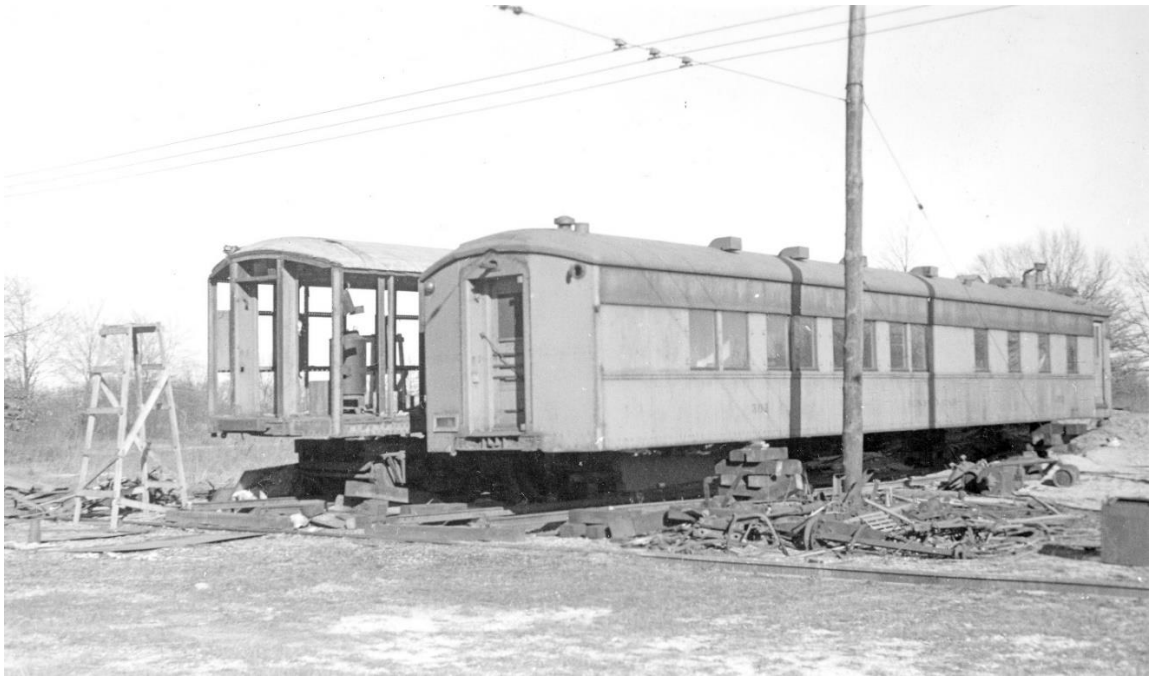
The dining car service proved popular as the dining cars trains operated in the peak period time slots with departures from Chicago and South Bend at 7:00 am, 11:59 am, and 5:00 pm. Because the dining car trains operated at the peak time slots, demand for dining car service often exceeded the table space in the diminutive 24 seat cars. During the summer of 1929, the South Shore Line more than doubled dining car capacity on the busiest Monday, Friday, and Saturday trains by adding a second dining car borrowed from a steam railroad.

Fort Worth & Denver dining car #263 at the station on 11th Street in Michigan City. The Fort Dearborn Limited departed South Bend at 7:05 am with two coaches, a South Shore Line dining car, and a parlor-observation car. At 7:30 am, the Fort Worth & Denver dining car was set out at the station with breakfast ready to serve. Here, at 7:48 am, the train from South Bend has coupled on and the double-diner train is ready to depart for Chicago. (Photographer credit: E.C. Calvert, Photographer, Michigan City, Indiana).

[36] Parlor and Dining Cars: 302 Rests Up, The Pantagraph, July, 1928 at 7.
[37] Dining and Parlor Cars, The Pantagraph, Nov. 1927 at 5

Double-diner trains included the Monday Fort Dearborn Limited departing South Bend at 7:05 am, the Friday St. Joe Valley Limited leaving Chicago at 5:15 pm, and the Saturday Indiana Limited leaving Chicago at noon. The leased dining cars were used on two other Saturday trains: the dining cars were added at Michigan City to the westbound 1:48 pm and 6:48 pm departures. These two trains did not carry parlor-observation cars.[38] [39] The 1:48 pm departure also carried a coach-baggage car.

And so beginning in the late summer of 1929, the South Shore Line accomplished something no other interurban ever did – it offered scheduled dining car service on board steam railroad dining cars. But the glory of operating equipment built to steam railroad standards was fleeting. The coming of the Great Depression soon crushed dining car revenues ending the need for double-diner trains, and soon the need for any dining cars. The end of all interurban dining car service through Duneland came quickly on 23 April 1932. For a decade, the South Shore Line dining cars sat in the yard at Michigan City awaiting a renaissance that never came.



All glory is fleeting – the end of the South Shore Line's dining cars, February 1942. The steel from the two dining cars was harvested non-destructively. As the South Shore Line's program to lengthen its coaches got underway during the metal shortages of World War II, the structural shapes and sheet metal went to good use creating additional coach seating capacity and higher labor productivity at a time when ridership was up and manpower was hard to come by.

[38] *Two-Diner Trains Set New Precedent*, S. Shore Lines Sept. 1929, at 1.
[39] *Two-Diner Trains Set New Precedent*, The Pantagraph, Sept. 1929, at 1.