

Collection #  
P 0606

**INDIANA RAILROAD & TROLLEY  
PHOTOGRAPHS, 1901–1963**

|                        |   |
|------------------------|---|
| Collection Information | 1 |
| Historical Sketch      | 2 |
| Scope and Content Note | 4 |
| Contents               | 5 |

Processed by

Dalton Gackle  
September 2017

Jessica Fisher  
August 2018

Manuscript and Visual Collections Department  
William Henry Smith Memorial Library  
Indiana Historical Society  
450 West Ohio Street  
Indianapolis, IN 46202-3269

[www.indianahistory.org](http://www.indianahistory.org)

## COLLECTION INFORMATION

VOLUME OF COLLECTION: 1 photograph box

COLLECTION DATES: 1901–1963

PROVENANCE: Charles Apfelbaum, Watchung, NJ; 27 August 2001

RESTRICTIONS: None

COPYRIGHT:

REPRODUCTION RIGHTS: Permission to reproduce or publish material in this collection must be obtained from the Indiana Historical Society.

ALTERNATE FORMATS:

RELATED HOLDINGS: SC 2313, OM 0062, M 0852, OM 0428, M 0895, M 1113, BV 2251, OM 0182, SC 1561, OM 0517, M 0598, M 0808, OMB 0097, M 0336, OMB 0004, M 0899, BV 3563-3606, OM 0449, M 0376, OMB 0046, BV 1996-2001, OM 0432, M 0891, M 0887, SC 3045, SC 2555

ACCESSION NUMBER: 2001.1116, 2001.1117

NOTES:

## HISTORICAL SKETCH

**Gary Railways/Gary and Interurban Railroad Company/Northern Indiana Power Company:** The city of Gary formed at the same time that interurban railways were popularized. In 1907 Frank N. Gavit incorporated the Gary and Interurban Railway to provide service to Hammond. In 1911 stockholders began a movement to purchase the Gary and Interurban. As a result a new company was formed in 1913: the Gary and Interurban Railroad Company. However, the company was managed poorly and in October 1915 a receiver was appointed. Two years later the company was split back into its original parts. Operations in Gary were taken over by the Gary Street Railway, and the Gary and Interurban continued to provide service to Hammond.

**Vincennes Citizens St. R.W.:** The Indianapolis and Vincennes Rail Road Company was a consolidation of Indiana railroads that formed a line with the St. Louis Railway Company which connected, St. Louis, Indianapolis, Cincinnati and Pittsburgh.

**Terre Haute Indianapolis and Eastern Traction Co.:** Randal Morgan, W. Kesley Schoepf, and Hugh J. McGowan formed the Terre Haute, Indianapolis and Eastern Traction Company (THI&E) on 1 March 1907. Later that month THI&E acquired the Terre Haute Traction and Light Company and in 1912 purchased the Indianapolis, Crawfordsville and Danville Electric Railway. The company also controlled the Indianapolis Street Railway. THI&E went into receivership on 2 April 1930. The Danville, Martinsville, Lafayette, and Crawfordsville lines were abandoned on 31 October 1930. The Sullivan and Clinton lines ceased operations in spring 1931. The United Midland Corporation purchased the company at auction on 23 June 1931 and incorporated the remaining portions of the line into the Indiana Railroad system.

**Chicago South Shore & South Bend Railroad:** Chicago Lake South Shore & South Bend, an electric interurban passenger line, running from South Bend, Indiana to the Illinois-Indiana State Line in Hammond, Indiana began in 1907. The line first provided freight service in 1916, eventually serving two electric generating stations of the Northern Indiana Public Service Company and the Burns Harbor Plant of Bethlehem Steel Company. In 1925, the Chicago Lake Shore & South Bend was purchased by Samuel Insull after it went into bankruptcy. It was renamed the Chicago South Shore and South Bend. The Railroad was modernized with higher voltage and newer passenger cars, allowing it to carry passengers all the way into Chicago. Chesapeake and Ohio purchased the Chicago South Shore and South Bend in 1967, after which public funds were obtained to subsidize passenger service losses and replace the 1927–1929 vintage passenger cars (pictured in collection) in 1978. In 1984, Chesapeake and Ohio sold South Shore to Venango River Corporation.

**Michigan City Traction Company, Indiana Central Lines, Indiana Railways & Light Company, Indianapolis Shelbyville & Eastern Traction Co., Wabash River Traction Co.:** Interurbans or intercity electric railways developed in the late 19th century as a result of technological breakthroughs in small electric motors and long-distance electrical transmission systems. Interurban operations increased in the early 1900s and Indiana developed one of the most extensive systems in the country. At its peak the state had 111 different interurban companies operating over 2000 miles of track. Indiana was known as the Interurban Capitol of the World. Every major city in the state except Evansville was

connected to Indianapolis by this rail system. The Indianapolis Traction Terminal station, completed in 1904, handled thousands of passengers a day and was the world's largest interurban station.

**Marion Bluffton & Eastern Traction Co.:** was an interurban railway originating in Grant County, IN. In 1914 the Marion & Bluffton Traction Company was organized following the bankruptcy of the Marion, Bluffton and Eastern Traction Company. The line ran from Marion, Indiana, to points in Ohio and was absorbed by the Indiana Service Corporation in 1926.

**Chicago & Eastern Illinois Railroad Company (C&EI), Evansville Electric Railway/Evansville Railways Company:** The Chicago and Nashville Railroad Company and the State Line and Covington Railroad Company consolidated in August 1877, forming the Chicago and Eastern Illinois Railroad Company (C&EI). C&EI consolidated with and bought several companies, including the Danville and Grape Creek Railroad Company, the Strawn and Indiana State Line Railroad, and the Chicago, Danville and St. Louis Railroad Company. In 1879, C&EI signed a 999 year lease with railroad lines from the Evansville, Terre Haute and Chicago Railway Company and the Indiana Block Coal Railroad Company. The C&EI closed after a severe loss on the Chicago and Indiana Coal Railway Division in 1921.

**Marion City Railway:** began as the Queen City Electric Railway in 1891. The company competed with Marion Street Railway and later Marion City Railway. In 1895 the company was sold at auction to Marion City Railway.

**Salt Lake & Utah Railroad:** began as an interurban railway in 1914. The line grew to carry mail and other goods cross-country. It was also called the "Orem" or "Orem Express" after the company financier. The road closed in 1946.

Sources:

Latham Charles. Gary & Interurban Railroad Company Records, ca 1911-1915. Indiana Historical Society. Archives.

*The Indianapolis and Vincennes Rail Road Company.* Steubenville, 1868.

Tranfield, Pamela. Edwin P. Belknap Collection 1888-1976. Indiana Historical Society. Archives.

Frederick, Jessica. Chicago, South Shore And South Bend Railroad Collection, 1903–1990. Indiana Historical Society. Archives.

Warner Clark and Dorothy A. Nicholson. George Zeiss Interurban Railroad Photographs, ca. 1925–ca. 1940. Indiana Historical Society. Archives.

Tranfield, Pamela. Indiana Interurban And Indianapolis Streetcar Photographs, ca. 1912–ca. 1926. Indiana Historical Society. Archives.

Don Strack and Jim Harrawood. "Salt Lake & Utah Railroad." UtahRails.net. <<http://utahrails.net/utahrails/salt-lake-utah.php>>. January 30, 2001.

Zemanek, Alysha. The Shortest Railroad in Porter County:

Chicago & Eastern Railway, 1880-1921. Indiana Historical Society. Archives.

## SCOPE AND CONTENT NOTE

This collection contains 127 photographs of various sizes. The photographs are of mostly individual railroad or trolley cars and range from 1901–1963.

Rail companies included in the collection:

Gary Railways/Gary and Interurban Railroad Company,  
Northern Indiana Power Company,  
Vincennes Citizens St. R.W.,  
Terre Haute Indianapolis and Eastern Traction Co.,  
Chicago South Shore & South Bend Railroad,  
Michigan City Traction Company,  
Indiana Central Lines,  
Indiana Railways & Light Company,  
Indianapolis Shelbyville & Eastern Traction Co.,  
Wabash River Traction Co.,  
Marion Bluffton & Eastern Traction Co.,  
Chicago & Eastern Illinois Railroad Company (C&EI),  
Evansville Electric Railway/Evansville Railways Company,  
Marion City Railway,  
and the Salt Lake & Utah Railroad,  
plus some unnamed.

Photos are arranged by car number within each individual folder.

## CONTENTS

### CONTENTS

Various Evansville railways photographs

Indiana Railroad photographs

Salt Lake & Utah Railroad (Orem) photographs

Various railway/railroad photographs

Various Terre Haute railways photographs

Various Vincennes railways photographs

Various Gary railways, Northern Indiana Power  
photographs

Chicago South Shore & South Bend Railroad  
photographs

### CONTAINER

Photographs  
Box 1, Folder 1

Photographs  
Box 1, Folder 2

Photographs  
Box 1, Folder 3

Photographs  
Box 1, Folder 4

Photographs  
Box 1, Folder 5

Photographs  
Box 1, Folder 6

Photographs  
Box 1, Folder 7

Photographs  
Box 1, Folder 8