

Collection #
M 1246

CHICAGO, SOUTH SHORE & SOUTH BEND RAILROAD RECORDS, 1916–1998

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Processed by

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COLLECTION INFORMATION

VOLUME OF COLLECTION: 10 boxes; 1 folder color photographs

COLLECTION DATES: 1916–1998

PROVENANCE: Shoreline Interurban Historical Society, Lake Forest, Illinois, September, 2016

RESTRICTIONS: None

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ALTERNATE FORMATS:

RELATED HOLDINGS: Chicago, South Shore & South Bend Railroad Collection (M 1109)

ACCESSION NUMBER: 2016.0278

NOTES:

HISTORICAL SKETCH

Chicago Lake South Shore & South Bend Railroad, an electric interurban passenger and freight line, running from South Bend, Indiana to the Chicago, Illinois traces its origins to a three and a half mile track running from East Chicago to the Indiana Harbor in 1901. Three years later, it was renamed the Chicago, Lake Shore & South Bend Railway with the intention of combining the two cities, a total of approximately 67 miles. In 1908 the line was electrified and connected the cities of South Bend and East Chicago using eight substations along the route. The following year the line extended to Hammond and arrangements were made with the Kensington and Eastern Railroad to transport the riders on to Chicago on their cars since the K & E was not electrified.

In 1925, the Chicago Lake Shore & South Bend line declared bankruptcy and was purchased by Samuel Insull who also owned the Illinois Central that also oversaw the K & E. It was then renamed the Chicago South Shore and South Bend Railroad. The Railroad was modernized with higher voltage and newer passenger cars, allowing it to carry passengers all the way into Chicago without passengers having to change cars in Hammond. The line also hauled freight until 1983, it relied on its passenger service for the majority of the income.

As fewer people rode the South Shore in the 1960s, revenue began to decline. The Chesapeake and Ohio purchased the Chicago South Shore and South Bend in 1970, but seven years later but the line began receiving partial subsidies from the Northern Indiana Commuter Transportation District (NICTD) which were used impart to replace the 1927–1929 vintage passenger cars in 1978 . The South Shore officially declared bankruptcy in 1989. State funding came to the rescue when the NICTD assumed control along with the Anacostia & Pacific Company which took over the freight hauling side of the operation after which public funds were obtained to subsidize passenger service. Both passenger and freight operations continue to serve the areas from South Bend to downtown Chicago.

Sources: <http://www.american-rails.com/chicago-south-shore-and-south-bend-railroad.html>

SCOPE AND CONTENT NOTE

The majority of this collection consist of the operational records of the Chicago, South Shore & South Bend Railroad, 1916–1992. Included are memorandum covering a wide variety of subjects including personnel, switching times, and track availability.

The collection also contains business records such as board of directors minutes, stock information. Additional material include correspondence, reports, and documents involving the railroad's financial situation including state assistance, and dealing with purchasing companies and regional boards to relieve the financial strain and keep the line operating, 1984–1989.

Operational materials include switching information, passenger service information such as fare increases and schedules, crew assignments, and track charts as well as reports, evaluations, and proposals. There is also a significant amount of printed and historically related materials such as finances, accidents, newsletters, and a Homecoming Jamboree at Michigan City in 1950.

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