

Collection #
P 0424

CHICAGO SOUTH SHORE & SOUTH BEND RAILROAD PHOTOGRAPHS, 1926–1986

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Processed by

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COLLECTION INFORMATION

VOLUME OF
COLLECTION: 1 folder

COLLECTION
DATES: 1926–1986

PROVENANCE: From John D. Horachek, Arcadia, Ind., accessioned 6 March
1990.

RESTRICTIONS: None

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NUMBER:** 1990.0118

NOTES:

HISTORICAL SKETCH

The Chicago South Shore and South Bend Railroad had its beginnings in the Chicago and Indiana Air Line Railway, which was incorporated in December 1901. By 1903, the company's two suburban cars ran between East Chicago and Indiana Harbor, Indiana—a distance of less than four miles. In 1904 the name of the line was changed to the Chicago Lake Shore and South Bend Railway, signaling its intentions to expand. By 1912 there was limited service between Chicago and South Bend. By 1924 the Lake Shore Line was one of the fastest interurbans in the country. Soon thereafter, use of the railroad declined. The company went into debt, and cars and tracks were not maintained.

In 1925, utilities magnate Sam Insull, Jr., bought the struggling Chicago Lake Shore and South Bend Railway and renamed it the Chicago South Shore and South Bend Railroad. The railroad had badly deteriorated, but Insull thoroughly rehabilitated it within four years. The first passenger car delivered by Pullman was car no. 100, inaugurated in June 1926. Freight operations began between Michigan City and Gary in July of that year. The endeavor was a success. In January 1927, twenty more passenger cars were ordered, and deluxe services such as dining cars were introduced the next month. The company continued building its freight services. More cars were added and tracks were reconstructed.

The line became much more profitable, operating more and faster trains. Under the previous ownership, the railroad operated eighteen trains daily; by 1929 seventy-eight trains ran daily. Travel time between Chicago and South Bend decreased by nearly an hour in those four years. The fastest train made the ninety-mile trip in a little less than two hours.

The Depression and competition from automobiles threatened the railroad by the early 1930s. In December 1932, Insull resigned from the board of directors, and nine months later the company declared bankruptcy. General manager Charles H. Jones then reorganized the company and saved the railroad.

Today the Chicago SouthShore & South Bend Railroad is a short line freight carrier, with headquarters located in Michigan City. Passenger service over the line is provided by the Northern Indiana Commuter Transportation District (NICTD) and is not affiliated with the Chicago SouthShore.

Passenger service between Gary and Chicago is now a suburban commuter railroad. In Michigan City, trains still run down the middle of 10th and 11th Streets, and passengers still board electric interurban trains streetcar-style, the only place in the United States where this is still done. The eastern section of the line running from Michigan City to South Bend still has much of the flavor of the old rural Midwestern interurbans: a single-track line through meadows and cornfields.

Sources:

Bell, Jon. *Chicago, Illinois/South Bend, Indiana: the South Shore Line* (<http://web.presby.edu/~jtbell/transit/Chicago/SouthShore/>). Accessed 29 April 2004.

Carlson, Norman. *Chicago South Shore & South Bend Railroad: How the Medal was Won*. Chicago: Bulletin 124 Central Electric Railfans' Association, 1985. General Collection: HE2791.C6849 C47 1985.

Cohen, Ronald D. and Stephen G. McShane, eds. *Moonlight in Duneland: the Illustrated Story of the Chicago South Shore and South Bend Railroad*. Bloomington and Indianapolis: Indiana University Press, 1998. General Collection Folio: HE2791.C6849 M66 1998.

SouthShore Freight. *Chicago SouthShore and South Bend Railroad* (<http://www.southshorefreight.com/>). Accessed 29 April 2004.

SCOPE AND CONTENT NOTE

This collection consists of fourteen black-and-white photographs, printed from original negatives, of railroad cars from the Chicago South Shore and South Bend Railroad. They were collected by the donor to document South Shore car restoration work. They come from various photographers, including William J. Clouser, C. Ed Hedstrom, William Janssen, M.D. McCarter, and Glenn Monhart. Most of the photographs were taken from 1926 to 1930; others were taken in 1950, 1963, and 1986. Most of the photographs are of exteriors of the cars, with two of interiors. Extensive notes included with each photograph were supplied by the donor.

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Photographs by William J. Clouser: new steel car no. 1 on front of four-car train westbound at Wagner, 1926 (CSS #1); new steel car no. 100 at Michigan City shops, 1926 (CSS #100).

Photograph by C. Ed Hedstrom: cars no. 33 and no. 206 at Randolph Street, Chicago, 1950 (CSS #26).

Photographs by William Janssen: new steel car no. 1 westbound at Wagner, 1926 (CSS #4); car no. 25 on front of five-car train westbound near Tremont, 1930 (CSS #12); head-on view of new steel car no. 27, 1929 (CSS #17); cab interior of new car no. 27, 1929 (CSS #5); interior of main compartment of new car no. 27, 1929 (CSS #28); new car no. 103 and three motorized coaches eastbound at Wagner, 1926 (CSS #3).

Photographs by M.D. McCarter: car no. 33 at Michigan City shops, 1929 (#N24940); publicity photo of cars no. 33, no. 22, no. 302, and no. 351 east of Michigan City, 1929 (#N24941); car no. 33 westbound at Michigan City in snow, ca. 1950 (#N21645).

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Photograph by Glenn Monhart: car no. 107 eastbound at Michigan City shops, 1963 (CSS #4).

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Photographer unknown: car no. 33 at Indiana Transportation Museum when restoration was being done, shows workman Jeff Tillman, 1986 (#10A-11).

Photographs,
Folder 1

CATALOGING INFORMATION

For additional information on this collection, including a list of subject headings that may lead you to related materials:

1. Go to the Indiana Historical Society's online catalog: <http://157.91.92.2/>
2. Click on the "Basic Search" icon.
3. Select "Call Number" from the "Search In:" box.
4. Search for the collection by its basic call number (in this case, P 0424).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.