

Guide to Railroad History Materials in Manuscript and Visual Collections at the Indiana Historical Society

4 August 2004

This guide describes manuscript and visual collections in the William Henry Smith Memorial Library of the Indiana Historical Society (IHS) that document the history of railroads and interurbans. IHS has collected transportation history for many years, and with the establishment of the Midwest Railroad Research Center (MRRC) in 1997, it confirmed and intensified its collecting interests in documenting Indiana (and Midwestern) railroads and electric interurbans. The MRRC emphasizes in particular the history of electric interurban railways, because of the central role Indiana played in that industry. In addition to collecting material, the MRRC also sponsors lectures, seminars, conferences, publications, and exhibitions dealing with railroad history.

For the MRRC, the Indiana Historical Society is seeking donations of railroad company records; the personal and professional papers of those who worked for railroads; runs of railroad periodicals, particularly those focusing on the Midwest; records of railroad unions; original photographs; records and publications of railroad clubs and historical societies; railroad guides and directories covering the Midwest; books on Midwestern railroads; and materials on interurbans, street railways, electric railways, and trolleys on tracks.

For each manuscript or visual collection described below the following information is provided:

- Collection title and date span.
- Collection number: M (for collections one document case or greater), P for collections made primarily of photographs, graphics, or other visual material, SC (for collections less than one document case), BV (for bound volumes such as scrapbooks and ledgers), OM (for oversize manuscripts less than one box), OMB (for oversize manuscripts one box or greater), F (microfilm), CT (cassette tapes).
- Size of collection: box, folder, volume, microfilm reel, or cassette tape quantities.
- The availability of an online collection guide describing the collection, usually at the folder level (this is a hyperlink to the collection guide itself on the IHS website, www.indianahistory.org).
- Brief description of the collection. Most of these descriptions were adapted from the library's [online catalog](#). In the case of collections covering many topics, only the railroad-related materials are listed.

This guide covers manuscript and visual materials in the MRRC collections; another page on our website covers [printed collections](#) such as books and timetables relating to railroad and interurban history.

For additional information on the manuscript and visual collections described below, check the linked collection guides, or contact:

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Anderson, Lebanon and St. Louis Railroad. Records, 1878–1886. SC 2310. 1 folder. [Collection guide online](#). Work on the Anderson, Lebanon and St. Louis Railroad (also called the Chicago and Southeastern) began in 1875; T.N. Stilwell was the first president. The railroad experienced a number of problems that slowed its construction, including lack of funds and several changes in ownership. An effort was made to extend the tracks to Muncie from Brazil, Ind., in 1894, but failed due to lack of funds. The railroad probably ceased operations about 1900. The collection contains items regarding financial status and general operations of the railroad from 1878 to 1886, including right of way, corporate and individual claims, and passes with other railroads. James A. Larnerd was superintendent of the railroad when most of the records were created.

Baltimore & Ohio Railroad Train Orders, 1969. SC 2524. 4 items. [Collection guide online](#). Train orders on the Chicago Division of the Baltimore & Ohio Railroad issued to westbound trains in January and February 1969.

Belknap, Edwin P. Collection, 1888–1976. P 0183. 4 boxes photographic prints, 1 oversize box photographic prints, 2 folders oversize photographic prints, 1 oversize box graphics, 5 folders oversize graphics, 17 flat file folders oversize graphics, 13 boxes manuscripts, 2 oversize boxes manuscripts, 1 rolled item, and 1 box acetate negatives. [Collection guide online](#). Railway enthusiast Edwin P. Belknap of Anderson, Ind., accumulated this collection before about 1980. His desire to collect was motivated by an interest in railway history. Material in the collection indicates that Belknap had worked for the Central Indiana and Pennsylvania Railway. The collection consists of business records, correspondence, personnel records, black-and-white photographs, color photographs, albums, maps, blueprints, linen trace drawings, graphics, and ephemera. Interurban and other railroad companies that operated in Indiana during the 19th and 20th centuries generated most of the material. Railroad companies represented in this collection include: Terre Haute, Indianapolis and Eastern Traction Company; Indiana Union Traction Company; Indianapolis & Cincinnati Traction Company; Indiana Service Corporation; Interstate Public Service Company; and Central Indiana Railway Company. Other material in the collection consists of manuscript material, photographs, negatives, and clippings accumulated by Edwin P. Belknap for research purposes and personal enjoyment. Images in the collection include views of railway cars, stations, track construction, and railway employees. Albums include views of railroad activity during the late 19th and 20th centuries.

Big Four Railroad Bridge Accident, Terre Haute Photographs, 1900. P 0333. 3 items. [Collection guide online](#). The west span of the Big Four Railroad bridge over the Wabash River at Terre Haute collapsed on 23 February 1900, under the weight of Big Four Locomotive 96, its 49 freight cars, and ice. Fireman Dan Ruddell of Indianapolis died in the accident. The collection consists of three photographs, made by William H. Bundy, of the Big Four Railroad Bridge over the Wabash River at Terre Haute, Ind. Photographs of damage and repair of the bridge date from 23 February and 2 March 1900.

Bishop, John M., 1819–1890. Diaries and Papers, 1835–1887. M 0465. 2 boxes (27 volumes). [Collection guide online](#). Bishop was a Presbyterian minister in Indiana from 1844 to 1887. The collection includes a railroad survey book of Deming Bishop (ca. 1880).

Brotherhood of Locomotive Firemen and Enginemen Eureka Lodge no. 14 (Indianapolis). Records, 1875–1975. BV 3429–BV 3445, M 0774, OM 0395. 17 bound volumes, 1 manuscript box, 3 oversize folders. [Collection guide online.](#) The Brotherhood of Locomotive Firemen was formed on 1 December 1873 at Jervis, New York. Incentives for joining this labor union included medical insurance and funeral benefits. Eureka Lodge no. 14 was organized in Indianapolis on 21 February 1875. The union merged with the International Firemen's Union in 1879. Membership was opened to engineers in 1902, and in 1906 the organization became the Brotherhood of Locomotive Firemen and Enginemen. On 1 May 1969 the Brotherhood joined with other transportation unions to form the United Transportation Union. The collection includes seventeen minute books dating from 21 February 1875 to 1 May 1969. Books are missing for the periods July 1877–June 1882, January 1887–April 1889, September 1902–August 1905, and May 1910–December 1916. Other material includes correspondence, financial reports, applications for benefits, rosters, and an annual report (30 June 1901).

Callahan, T. D. Papers, 1852–1950. SC 1961. 2 folders. [Collection guide online.](#) This collection is made up of unrelated items donated by T.D. Callahan, including a book of subscribers for the Lake Erie, Wabash, and St. Louis Railroad Company, 1852. It lists subscribers, number of shares bought, and amount paid.

Central Indiana Railway Company. Records, 1903–1966 (bulk 1903–1930). M 0336, OMB 0004. 1 document case, 2 OMB boxes, 1 oversized folder in flat file storage. [Collection guide online.](#) The Central Indiana Railway Company had its origins as the Anderson, Lebanon and St. Louis Railroad, chartered in 1875. It was sold and reorganized as the Cleveland, Indiana and St. Louis Railway in 1882, and then reorganized as the Midland Railway Company in 1885. A Chicago attorney, Henry Crawford acquired control of the line in 1891 and organized it as the Chicago and South Eastern Railway. This line was jointly acquired by the Pennsylvania and Big Four railroads in 1902 and was incorporated 16 March 1903 as the Central Indiana Railway Company. The railroad ran 127 miles from Muncie to Brazil, Indiana. Ike Duffey, an Anderson, Ind., meat packer bought the line in 1951 and attempted to revive it economically. The line became part of the Conrail system for ten years (1976-86), but by 1986 only the nine-mile segment running from Anderson to Lapel, Ind., would survive. The collection contains typescript mimeographed annual reports (1903-30); monthly operating reports showing expenses and revenues (1906-27); and completed forms for the telegraph register of trains (ca. 1908-15) and the dispatcher's record of movement of trains (1923-24). For a later period (1960-66) the collection includes income statements and carload business reports.

Chicago South Shore and South Bend Railroad. Photographs, 1926–1986. P 0424. 1 folder (14 photographs). [Collection guide online.](#) The Chicago South Shore and South Bend Railroad had its beginnings in the Chicago and Indiana Air Line Railway, which was incorporated in 1901. In 1904 the name of the line was changed to the Chicago Lake Shore and South Bend Railway, and 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 and the company fell into debt. In 1925, utilities magnate Sam Insull, Jr., bought the struggling railway and renamed it the Chicago South Shore and South Bend Railroad. Within four years, Insull completely rehabilitated the company by offering more and faster trains and freight service. The Depression and competition from automobiles threatened the railroad by the early 1930s. Insull resigned in December 1932, and nine months later the company declared bankruptcy. Today the Chicago SouthShore & South Bend Railroad is a short-line freight carrier, with headquarters in Michigan City, Indiana. This collection consists of fourteen black-and-white photographs, printed from the 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. Most of the photographs are of exteriors, with two of interiors. Extensive notes included with each photograph were supplied by the donor.

Chicago, South Shore and South Bend Railroad. Records, 1924–1944. SC 2313, OM 0062. 4 folders and 1 oversize folder. [Collection guide online.](#) Electric high-speed interurban railroad begun in 1901 to serve the cities of northwest Indiana. Correspondence files of R.E. Dougherty, the railroad's vice president, 1924–1944. Included are letters received, copies of correspondence, financial reports, and maps regarding the railroad's offer to sell the line to the New York Central Railroad.

Christie, Lambert M. Postcard Album, 1913. P 0326. 1 album (205 photographic prints, 3 photomechanical reproductions). [Collection guide online.](#) Lambert M. Christie assembled the album for his future wife Lela May Levier, arranging the postcards mostly by place. Postcards in this album document events of the spring of 1913, including a railroad accident in Indianapolis.

Cincinnati Car Corporation Collection. 1902–1931; 1965. P 0376. 15 boxes photographic prints, 2 boxes drawings, 1 folder blueprints, 6 folders linen trace drawings (65 drawings), and 1 box manuscript and printed material. [Collection guide online.](#) The Cincinnati Car Company manufactured interurban railway cars, streetcars, and buses between 1902 and 1931. In 1928 the company merged with the Versare Corporation of Watervliet N.Y., which made gas-electric buses and electric trolley coaches, to become Cincinnati Car Corporation. Its most significant product was the curved-side car, which was lighter than those of competitors. The company ceased operations in 1931, and its assets were liquidated in 1938. The collection was acquired by its donor over a number of years and from various sources. The processor arranged the material in five series according to format. The collection consists of original photographs, blueprint sales drawings, linen trace drawings, blueprints, and manuscript material created by and for the corporation between 1902 and 1931. Series I, Photographs, includes interior and exterior views of cars under construction and completed. Series II, Sales Drawings, consists of blueprint drawings and customer order information. Series III, Blueprint Drawings, are four large blueprints that may have been used during construction of the cars. Series IV, Linen Trace Drawings, includes specifications for interurban cars built and not built between 1902 and 1913. Series V, Manuscript and Printed Material, consists of contracts and a list of cars built by the Cincinnati Car Corporation. A company history, *Curved-Side Cars Built by Cincinnati Car Company*, is in Printed Collections (TF949 .W33 1965).

Coleman Family Papers, 1852–1892. SC 2564. 5 items. [Collection guide online.](#) The Coleman family, of Union Township, Rush County, Ind., included Joseph F., John P., W.J., Harriet P., Angelina E., and Albert Coleman. Letter topics include the placement of a railroad station between Rushville and Cambridge City.

Debs, Eugene V. (Eugene Victor), 1855–1926. Papers, 1881–1940. SC 0493. 4 folders. [Collection guide online.](#) A native of Terre Haute, Ind., Debs became active in the local and national Brotherhood of Locomotive Firemen as a young man. In 1885 he served one term in the Indiana legislature. In 1893 Debs helped to form the American Railway Union, and in 1897 transformed the union into the Social Democratic (Socialist) Party of America. He ran for president on the party's ticket several times without success and continued his activities as a leader in the labor movement. The collection contains some of Debs' correspondence, 1885 to 1925, and traces his career as union activist, labor leader, and politician. Topics include the Brotherhood of Locomotive Firemen.

Dickman, Charles. Letter, 1870. SC 2430. 1 item. [Collection guide online.](#) Dickman was a locomotive engineer. Between 1862 and 1870 he worked for the Cleveland, Columbus, Cincinnati, & Indianapolis Railroad and the Jeffersonville, Madison & Indianapolis Railroad. In 1870 he was looking for a job with the Union Pacific Railroad. The collection contains one letter from W.T. Clark of the Cleveland, Columbus, Cincinnati, and Indianapolis Railroad, recommending Dickman to Indiana governor Oliver P. Morton. It is endorsed by Governor Morton and J.W. Benson.

Dougherty, Russell. The Inclined Plane at Madison, Indiana, 1985. SC 1968. 1 item. The collection contains a photocopy of a paper by Russell Dougherty, "The Inclined Plane at Madison, Indiana." The paper discusses the rack and adhesion railroad necessary to climb the inclined plane at Madison, and the several railroad companies that used it. It also discusses the locomotive "Reuben Wells," now housed at the Indianapolis Children's Museum. The inclined plane at Madison is the steepest grade on a line haul in the world, and is one of the steepest standard gauge railroad grades ever built.

Dubin, Arthur D. Railroad collection, ca. 1847–1999. M 0818. 36 manuscript boxes, 6 photograph boxes, 1 negative box, 29 artifacts. [Collection guide online.](#) Arthur Detmers Dubin, who originally assembled the

materials in this collection, has had a lifelong interest in passenger trains and has been collecting items for more than 40 years. He collected Pullman and passenger train memorabilia, and has served on numerous advisory boards and commissions in passenger transportation. He wrote three books based on his collections: *Some Classic Trains*, *More Classic Trains*, and *Pullman Paint and Lettering Notebook: A Guide to the Colors used on Pullman Cars from 1933 to 1969*. Dubin worked as an architect at the Chicago firm of Dubin, Dubin & Moutoussamy and retired as a senior partner.

The collection consists of articles, brochures, timetables, menus, correspondence, and photographs documenting passenger train companies and routes throughout the world. It is separated into 24 series arranged by the country or area that the items are from, with the addition of a series of miscellaneous items from international publications and a series of negatives: United States; Africa; Australia; Austria–Benelux; Canada; Central and South America; China and Taiwan; Czechoslovakia; England, Scotland, and Ireland; France; Germany; India; Italy; Japan; Malaysia; Mexico; Russia; Scandinavia; Siam and Thailand; Spain; Switzerland; Turkey; Miscellaneous International; and Negatives.

Elkhart and Western Railroad Company. Indiana Railroad Collection, 1877–1951. BV 2251, OM 0182. 1 bound volume and 2 items. Cash book of the Elkhart and Western Railroad, 1893–1898; and miscellaneous transportation and other records of various railroads running through Indiana.

Elston, Isaac C. (Isaac Compton), 1798–1867. Letters, 1833–1852. SC 2028. 5 folders. Isaac C. Elston, also known as "Major," was a storekeeper in Crawfordsville, Ind. in the 1820s. He became wealthy by land speculation, banking, and investment in railroads. He laid out a portion of the New Albany and Salem Railroad, and owned much of the land on which Lafayette, Ind. now stands. The collection consists of about 50 letters (1833–1852) written to Isaac Elston, Sr., during the time he was speculating in land. The letters discuss the buying and selling of tracts of land all over Indiana, and especially in the Michigan City, Crawfordsville, and Lafayette areas.

English, William Hayden, 1822–1896. Family Papers, 1741–1928. M 0098, OMB 0002, BV 1137–BV 1148, BV 2571–BV 2572, F0595p. 103 boxes, 3 oversize boxes, 15 bound volumes, 1 microfilm reel, 76 boxes of photographs, 6 boxes of graphics. [Collection guide online.](#) English began a career in politics in 1840 as a delegate to the Democratic State Convention in Indianapolis. In 1850–51 he was principal secretary of the Indiana Constitutional Convention and served as a legislator in 1851–52. He served several terms in the national House of Representatives, beginning in 1852. English's career as a banker began in the early 1860s, during which time he helped found the First National Bank (Indianapolis). He also held a controlling interest in the Citizens' Street Railway Company and owned extensive tracts of real estate in Indianapolis. Business records include documents related to the Citizens' Street Railway Company.

Evansville & Illinois Railroad. Bonds, 1850. SC 2604. 2 items. [Collection guide online.](#) The railroad was chartered 2 January 1849 to connect Evansville, Ind., with the Ohio and Mississippi Rivers at Olney, Ill. Samuel Hall was the president and builder. The collection consists of two bonds for the Evansville and Illinois Rail Road Company that were issued by Vanderburgh County, Ind., 1 February 1850. They were paid off by the county in 1875.

Ferrall, James D. Diaries, 1851–1852. BV 2484–BV 2485. 2 bound volumes. Ferrall was a contractor who participated in building the first Indiana railroad. The collection contains Ferrall's diaries for 1851 and 1852, which include brief entries and accounts.

Gary & Interurban Railroad Company. Records, 1911–1915. 3 folders. [Collection guide online.](#) In 1907 the Gary & Interurban Railway Company was incorporated. In 1911 the Chicago–New York Electric Air Line Railroad began negotiations to purchase the Gary line, and in 1913 it reformed as the Gary & Interurban Railroad Company. The company failed in 1915, after attempting to raise funds by assessing its stockholders, and a receiver was appointed. Two years later it split back into its original parts. Collection contains legal forms, correspondence, and a real estate brochure. The forms deal with the consolidation of the company, 1911–1913. The correspondence explains why the company is asking stockholders to pay an

assessment, and announces the appointment of a receiver. The brochure is for a Gary housing development, Riverside, built by Steel City builders.

Getting There: Oral Histories about Transportation in Michigan City, 1993–1994. M 0687. 1 box. [Collection guide online.](#) The Michigan City Public Library and the La Porte County Historical Society (Ind.) received an Indiana Heritage Research Grant to document the history of railroads and aviation in Michigan City, Ind. The project resulted in a series of oral histories on video- and audio-tape, and as typewritten transcripts. This collection consists of copies of typescripts of oral history interviews discussing the railroad and aviation history of Michigan City, Ind. Complete video- and audio-tape and transcript sets are available at the Michigan City Public Library, the La Porte County Historical Society, and Calumet Regional Archives at Indiana University Northwest, Gary.

Gifford, Benjamin J., 1840–1913. Gifford-Kersey Correspondence, 1903

[Collection guide online.](#) Born in Plano, Illinois, Gifford founded the Havana, Rantoul and Eastern Railroad Company in 1873, and the Chicago and Wabash Valley Railroad in 1900. The collection contains correspondence between Gifford and Charles E. Kersey, railroad foreman, regarding gifts of Chicago and Wabash Valley Railway stock and other business matters, a handwritten "History of the Gifford Railroad," and a photograph of Gifford.

Guthrie, Joel. Papers, 1866–1867. SC 2328. 7 items. [Collection guide online.](#) Resident of Crawfordsville, Ind., who seems to have been the heir of someone with substantial holdings in land and notes in Montgomery and Shelby counties. The collection contains business letters to Guthrie from his business agents, dealing mainly with the payment of notes. Two mention railroad construction in Shelby County, Ind.

Hadley, Evan, 1816–1894. Commonplace Book, 1853–1895. 1 volume. [Collection guide online.](#) A native of North Carolina, Hadley moved with his family to Morgan County, Ind. in 1820. Hadley farmed near Monrovia, was involved with the South Western Rail Road Company, and worked as an agent for the Home Insurance Company. He was a Quaker. A commonplace book apparently kept by Evan Hadley of Monrovia, Ind., includes entries pertaining to the South Western Rail Road Company (possibly a predecessor of the Indianapolis & Vincennes Railroad), its articles of association, and a stockholder list.

Hedstrom, C. Edward. Six Decades of Service on the South Shore Line. Oral History Interviews, 1990. BV 2639–2640, CT 0572–0580. 2 bound volumes, 9 audiotapes. [Collection guide online.](#) Hedstrom grew up in Michigan City, Ind. He was employed on the Chicago, South Shore and South Bend Railroad, mainly as a motorman, from 1939 until 1982. By 1939, the South Shore Line was the only commuter rail line between South Bend and Chicago. The collection consists of tapes and transcripts of oral history interviews done by John D. Horachek with C. Edward Hedstrom. Topics include Hedstrom's family history as Swedish Americans in Michigan City, Ind., and Hedstrom's experiences as a railroad man for the Chicago, South Shore and South Bend Railroad commuter line in the Calumet region.

Hehman, Donald T. Collection, 1883–1982. M 0598. 6 boxes and 3 boxes of visual materials. [Collection guide online.](#) Hehman was a railroad dispatcher for several different companies in Terre Haute, Ind., from the 1930s to the 1960s. He was also a collector and researcher in railroad history. Records from Hehman's railroad work, particularly with the Chicago, Milwaukee, and St. Paul Railway, Terre Haute division, including manuals, dispatch information, schedules, and accident reports. Also included are general railroad records and historic research compiled by Hehman that deal with accidents, employee safety and benefits, timetables, and railroad publications. Scrapbooks, centered on Terre Haute, contain news clippings, correspondence, and photographs and include as topics routes, interurbans, and accidents. Photograph topics include engines, interurbans, track, stations, bridges, and accidents. There is also a sound recording honoring the Chicago, Milwaukee, and St. Paul Railway Company.

Henry, Charles L. (Charles Lewis), 1849–1927. Recollections, ca. 1915. SC 2120. 1 item (12 pp.),

typewritten transcript and carbon. Charles Henry was born in Hancock County, Ind., and attended Indiana Asbury College and Indiana Law School. He moved to Madison County in 1852 and to Indianapolis in 1903. He was active as a lawyer, a railroad executive, a promoter of interurban railroads, and a developer of natural gas. He served in the Indiana Senate in 1881 and 1883, and in the U.S. Congress from 1895 to 1899. The collection consists of a typescript and carbon of Charles Henry's "Recollections" of his business activities from 1889 to 1900, during which time he was mainly occupied with developing electric streetcar and interurban railroads in Anderson, Ind., Indianapolis, and Missouri. The recollections were written sometime between 1900 and his death in 1927.

Holloway, W. R. (William Robeson), 1836–1911. Papers, 1795–1903. M 0145, BV 1478–BV 1495, BV 1865–BV 1871, F 0227–F 0229. 11 manuscript boxes, 23 bound volumes, 4 reels of microfilm, and 4 folders of photographs. [Collection guide online.](#) Holloway ran the *Indianapolis Times* from 1880–1886 and became involved with the Indianapolis Cable Street Railway Company in 1887. He worked for the Republican party in the 1890s. The collection includes correspondence related to Holloway's personal and business dealings. Business records concern Holloway's activities with Indianapolis newspapers and the Indianapolis Cable Street Railway Company.

Horachek, John. Index to the *Street Railway Journal* and *Electric Railway Journal*, 1985. SC 1969. 7 folders. The collection consists of an index to the *Street Railway Journal*, vols. 9–26, 1893–1905 (missing vols. 12, 13, 14), and the *Electric Railway Journal*, vols. 27–36, 1906–1910. Included are subjects (usually state, city, or railroad line), page number, and item.

Iglehart, John E. Papers, 1853–1953 (bulk 1853–1934). M 0153, F 0232. 8 document cases, 25 bound volumes, 1 microfilm reel. [Collection guide online.](#) Evansville, Ind., lawyer and Lincoln scholar John E. Iglehart joined the law firm of his father, prominent lawyer Judge Asa Iglehart, immediately after graduation in 1866. Much of John E. Iglehart's practice throughout his career was as attorney for the Evansville & Terre Haute Railroad Company. Collection includes 25 letterbooks, dating from 1853 to 1892, of the Iglehart law firm.

Indiana Interurban and Indianapolis Streetcar Photographs ca. 1912–ca. 1926. P 0392. 6 folders of photographs. [Collection guide online.](#) The first electric streetcar railway in Indiana, the Lafayette Street Railway, opened in South Bend on 30 August 1888. By 1895 streetcar systems operated in Indianapolis, Richmond, Kokomo, Vincennes, Fort Wayne, Anderson, Muncie, Elwood, Terre Haute, Columbus, Logansport, and Evansville. Streetcars operated in Indiana cities until 1953. The Indianapolis, Greenwood, and Franklin Railroad was the first interurban line to serve Indianapolis. The service opened in January 1900. By 1910, twelve companies operated direct routes between Indianapolis and major cities within a 120-mile radius. The rising popularity of the automobile and the passage of the Public Utility Holding Act in 1935 were deathblows to the interurban railway systems. The Public Utility Holding Act required holding companies to restrict their operations to a single, integrated system. Power companies and railway companies could not be owned by the same holding company. Electric railways no longer had access to integrated and thus inexpensive sources of power. The last interurban line in the state, the Indiana Railroad (Indianapolis to Fort Wayne) closed in 1941. The collection contains twenty-five black-and-white photographs of interurban cars and streetcars on railroad lines and in stations across Indiana. Scenes in the photographs date from ca. 1912 to ca. 1926, but the actual photographs may have been made after 1950. An unknown individual identified the photographs according to the content of the image and the date and place of the scene. Railroad companies represented in this collection include: Terre Haute, Indianapolis, and Eastern Traction Company; Union Traction Company; Indianapolis and Cincinnati Traction Company; and the Indiana Service Corporation.

Indiana Railroad Stock Certificates, ca. 1854–1900. SC 1561. 1 folder (4 items). Four stock-related certificates from four Indiana railroad companies. Materials include an unissued stock scrip (ca. 1854) for the Evansville & Crawfordsville Railroad, an unissued stock dividend (1855) for the Steubenville & Indiana Rail

Road Company, a stock scrip (1896) for the Columbus & Indianapolis Central Railway Company, and an unissued stock certificate (ca. 1900) for the Indianapolis Southern Railway.

Indiana Stock Certificates, 1857–1932. M 0726. 1 box. 26 stock certificates from Indiana businesses and organizations. Businesses include railroads. Locations include Indianapolis, Kokomo, Evansville and Hammond.

Indianapolis and Cincinnati Electric Railroad Company. Documents, 1913. SC 1653. 1 folder. The Indianapolis and Cincinnati Electric Railroad Company was formed to construct an extension of the Indianapolis and Cincinnati Traction Company's electric railway line from Rushville, Ind., to Harrison, Ohio. The collection includes petitions to the Franklin County (Ind.) Board of Commissioners, filed by businessman William Noble Gordon of Metamora, businessman Louis Federmann of Brookville, and farmer William Simonson, Jr., for the appropriation of aid from the railroad company in the construction of its railroad in Brookville Township, Franklin County, Ind. Also included are the board's considerations of each petition.

Indianapolis Belt Railroad and Stock Yards Company. Records 1874–1968. M 0067, BV 0672–BV 0712. 10 boxes, 40 bound volumes, and 12 reels audio tape. [Collection guide online.](#) Official company records from its incorporation to one year beyond its sale to Eli Lilly and Company. Most of the collection deals with the company's management, capital stock, and property sales and leases. Topics include railroad rights-of-way, labor and management issues, advertising, and construction and expansion of the stockyards. Also included are papers of the Union Reduction Company of Cincinnati, Ohio, and the Indianapolis Stockyards Marketing Institute. Reel-to-reel tapes of company meetings, 1964-1967, are also included.

Indianapolis Bridge Photographs, ca. 1935. P 0354. 2 folders of photographs (14 photographs). [Collection guide online.](#) The collection contains photographs of road and railway bridges in Indianapolis, with views of College Avenue, New York Street, and Garfield Park, among others.

Indianapolis Railroad Collection, 1891–1929. M 0232. 4 boxes. [Collection guide online.](#) Twenty-seven interurban companies that served Indianapolis are represented. Indianapolis had a streetcar system by 1895, and interurbans by 1901. In 1904 an interurban terminal was built, and by 1910 Indianapolis was served by 400 trains a day. In 1920 Indiana had 2600 miles of interurban lines linking Indianapolis to Terre Haute, Richmond, Fort Wayne, Lafayette, and Louisville. Interurban trains used the tracks and electricity of Indianapolis street railways, and the city's Board of Public Works regulated this use. The collection contains correspondence along with applications to the Indianapolis Board of Public Works and board ordinances, 1891–1929. Most deal with routes and rights of way. Also included are applications for switching permits, and some general correspondence.

Indianapolis Street Railways Collection, 1899–1943. OMB 0020, BV 3038–BV 3049. 1 oversize box, 12 bound volumes, and 4 folio folders. [Collection guide online.](#) The Indianapolis Street Railway Company was founded by Hugh J. McGowan in 1899. McGowan also founded the Indianapolis Traction and Terminal Co. After his death in 1911 the companies changed hands and were renamed several times. Competition from the automobile caused the last streetcar line to close in 1953, and the last trackless trolley ran in 1957. The collection includes company records and reports, city ordinances, and a map. Oversize materials include monthly reports of the Indianapolis Traction and Terminal Co., 1906–1924; a 1939 map of the Indianapolis transit system; and a record of streetcar tracks abandoned in 1943. Bound volumes include records of transit companies, including the Indianapolis Street Railway Company, the Broad Ripple Traction Company, People's Motor Coach Company, Indianapolis Car Equipment Company, and the Suburban Bus Company; street railway city ordinances up to 1909; and an inventory of street railway property in 1919.

Indianapolis Union Railway Company, Maintenance of Way Department. Records, 1885–1956, (bulk 1885–1930). M 0780, OMB 0090. 9 boxes, 1 oversize box, 23 oversize folders. [Collection guide online.](#) The Indianapolis Union Railway Company was founded in the 1850s. The company owned and maintained Indianapolis Union Station, and in 1882 leased the railway equipment, track, and facilities of the Indianapolis

Belt Railroad and Stockyard Company. The Indianapolis Union Railway Company planned and executed the elevation of the Union Station tracks and Belt Railroad line through Indianapolis between ca. 1920 and the early 1930s. The collection includes correspondence, contracts, financial records, and blueprint drawings created and accumulated by the Maintenance of Way Department of the Indianapolis Union Railway Company. Most material dates from 1885 to 1930. The records concern the elevation of the Union Station tracks and the Belt Railroad line, track maintenance, employee relations, and the maintenance of Indianapolis Union Station. Financial records include payroll statistics, accounts payable and receivable, and inventories.

Indianapolis, Decatur and Springfield Railway Company. Statement, ca. 1875. SC 2079. 1 item. Handwritten statement (1875?) showing miles of track completed, equipment on hand, and the financial status of the Indianapolis, Decatur and Springfield Railroad.

Ingalls, Melville E. (Melville Ezra), 1842–1914. Papers, 1870–1907. M 0754. 5 boxes. [Collection guide online.](#) Melville Ingalls (1842–1914) graduated from Harvard Law School in 1863 and practiced in Boston. He married Abbie M. Stimson of Gray, Maine, in 1867. He moved to Cincinnati in 1870 and became president of the Indianapolis, Cincinnati, and Lafayette Railroad. Ingalls rescued the railway from bankruptcy in the late 1870s and formed a new company, the Cincinnati, St. Louis & Chicago Railway. This railway merged with the Vanderbilt-owned Cleveland, Columbus, Cincinnati & Indianapolis Railway in 1889 to become the Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four). Ingalls was also head of the Chesapeake and Ohio Railway, and was instrumental in developing the coal mining industry in Kentucky. The collection contains approximately 2,000 letters, mostly pertaining to the legal and financial operation of railroads, and Ingalls' personal and political life. Included is Ingalls' correspondence with the New York firm Morton, Bliss & Company (1871–1888), and with his representative and advisor Charles W. Booth (1873–1878).

Interurbans' Right of Way Deeds, 1899–1917. M 0168. 8 boxes. Right of way deeds for interurban railroad companies in Blackford, Delaware, Madison, Marion, and Wells counties, Ind.

Johnson, Robert Underwood, 1853–1937. Letter, 26–27 February 1873, Washington D.C. [to] Henry Johnson. SC 2071. 1 item. Robert Underwood Johnson served on the staff of *Century Magazine* from 1873 to 1913. The collection consists of one letter (8 pp. and typewritten transcript) from Johnson in Washington, D.C. to Henry Johnson, written from the reporters' gallery of the U.S. House of Representatives. He describes the debate on the expulsion of Representatives Brooks and Ames during the Credit Mobilier scandal. The Credit Mobilier company was formed to construct the Union Pacific Railroad.

Lake Erie and Western Railroad Company. Records, 1927–1930. BV 2595. 1 bound volume. [Collection guide online.](#) The railroad ran west from Cleveland, on an east-west line from Muncie to Frankfort, Ind., and on a north-south line from Muncie to Newcastle and on to other points in southern Indiana. The collection consists of a register of ticket sales and freight shipments at the Springport and Mt. Summit stations in Henry County, Ind. Freight shipments include coal, stone, cement, oil, fertilizer, stock, steel, and manure.

Lake Shore & Michigan Southern Railway. Bills of Lading, 1864–1870. SC 1803. 1 folder (3 items). The collection consists of bills of lading for grain shipments to Toledo (Ohio) from Wanseon Station. Two are from the Lake Shore & Michigan Southern Railway Co., and one is from the Michigan Southern & Northern Indiana R.R. Co.

Lane-Elston Family Papers, 1775–1936. M 0180, OM 0405. 6 document cases, 2 oversize folders, 1 photograph. [Collection guide online.](#) The collection contains papers of Isaac Compton Elston, a prominent merchant, banker, and land developer in Crawfordsville. Elston actively worked to bring in the railroad and became the first president of the Crawfordsville & Wabash Railroad, and his papers include letters relating to that railroad.

Love, John, 1820–1881. Papers, 1837–1886. M 0653, OM 0320. 3 boxes and 3 oversize folders. [Collection guide online.](#) A native of Virginia, Love moved to Indianapolis and married Mary F. Smith. Love became involved in railroad finance with his father-in-law, Oliver H. Smith. The collection includes correspondence, rosters, leaflets, invitations, programs, and clippings. Topics include Love's working with Oliver H. Smith and Willard Carpenter raising funds for the Evansville, Indianapolis, & Cleveland Straight Line Railroad Company.

Merrill, Samuel, 1792–1855. Papers, 1812–1934. M 0204, OM 0132. 9 boxes and 7 oversize folders. [Collection guide online.](#) Merrill came to Vevay, Ind., in 1816. In 1819 he began his political career, serving in the state General Assembly and as state treasurer. He also was president of the State Bank of Indiana and the Madison and Indianapolis Rail Road Company, and founded the Merrill Publishing Company. The collection contains correspondence, deeds, receipts, and other documents, including business papers dealing with Merrill's activities as president of the Madison and Indianapolis Rail Road Company, as well as with other business ventures, and personal and family papers.

Monon Railroad Dispatch Records, 1967. OM 0171. 1 oversized folder. [Collection guide online.](#) The origin of the Monon Railroad dates back to 1847 with the founding of the New Albany and Salem Railroad in Borden, Ind. The railroad got its nickname "Monon" from a creek near Bradford, Ind. After several mergers, expansions, and reorganizations, the Monon became an independent line in 1946. In 1971 it merged with the Louisville & Nashville Railroad, and in 1985 L. & N.'s successor, Seaboard System, removed the last of the old Monon rails. The collection consists of eight sheets of Monon dispatch records from 17–24 February 1967. Information includes weather conditions, number of cars, tonnage, crew members, and the time trains passed reporting stations.

Monon Railroad Photographs, ca. 1890s–ca. 1970s. P 0401. 8 boxes of photographs, 1 box of color photographs, 1 box of OVA photographs, 1 box of graphics, 5 negatives. [Collection guide online.](#) What began as the New Albany & Salem Railroad in 1847 would pass through several name changes and mergers with other rail companies before becoming the Monon Railroad in 1956 when the Chicago, Indianapolis, & Louisville Railroad officially took its longtime nickname as its corporate title. Monon would later merge with the Louisville & Nashville Railroad in 1971. This collection consists of photographs depicting events and people throughout most of the history of the Monon Railroad. The collection is arranged in the following series: accidents, special events, passengers and visitors, personnel, physical plant (including crossings, depots, stations, bridges, shops, and yards), rolling stock (trains), logos and uncategorized photographs, and postcards and other printed materials. The rolling stock series also includes a few drawings and some train manufacturers' specifications for engines.

Monon Railroad. Records, 1851–1971. M 0376, OMB 0046, BV 1996–2001. 6 boxes, 1 oversize box, and 6 bound volumes. [Collection guide online.](#) The Monon Railroad originated in 1847 as the New Albany and Salem Railroad in Providence (now Borden), Ind.; it soon had tracks running from the Ohio River to the Great Lakes. In 1859 it was renamed the Louisville, New Albany and Chicago Railroad. The "Monon Route" was established in the 1880s, named after a creek near Bradford (now Monon), Ind. The railroad was purchased by the Chicago, Indianapolis, and Louisville Railroad in 1897; it went bankrupt in 1933. It was reorganized in 1946 as an independent line under John W. Barriger. In 1971 it merged with the Louisville and Nashville Railroad as its Monon Division. The collection spans the history of the Monon Railroad and its predecessor companies, the New Albany and Salem Railroad; the Louisville, New Albany and Chicago Railroad; and the Chicago, Indianapolis, and Louisville Railroad until its merger in 1971 with the Louisville and Nashville Railroad. It includes published materials relating to the Monon and railroads in general, such as magazines, brochures, and pamphlets; advertisements; clippings; annual reports; shipping statements and bills of lading; expense books; timetables; bound volumes of engine mileage and passenger car records; stock certificates; employee materials including pension lists; tickets; and reports and clippings on accidents. The collection also documents the financial status of the railroad through its various mergers.

New Albany and Salem Railroad Company. Payroll Ledger, 1855–1865. BV 3428. 1 bound volume and 1

pamphlet. [Collection guide online](#). The New Albany and Salem Railroad Company was chartered in 1847 in Providence (now Borden), Ind. The railroad went into receivership in 1858 and was renamed the Louisville, New Albany, and Chicago Railroad in 1859. In 1897 the company was reorganized as the Louisville, New Albany, and Chicago Railway Company. The name was changed to "Monon" in 1956. The collection includes one payroll ledger for the New Albany and Salem Railroad Company (1855–1857), and a pamphlet titled "Douw D. Williamson, Trustee vs. New Albany and Salem Railroad." The pamphlet addresses the company's financial status and the role of receivership trustee Douw D. Williamson.

New York Central Railroad Company. New York Central System Photographs: James Whitcomb Riley Train, 1941. P 0027. 1 folder. [Collection guide online](#). Railroads that comprised parts of the New York Central Railroad system began operating in 1850. The Indianapolis, Cincinnati and Lafayette line began operations in the late 1860s and was extended to Chicago in 1873 on Illinois Central trackage. During the 1940s New York Central passenger trains made six daily round trips between Indianapolis and Chicago. The line was abandoned in early 1976. The collection contains thirteen black-and-white photographs that document the introduction of the James Whitcomb Riley diesel passenger train on the New York Central Railway line in April 1941. The photographs appear to have been made for publicity reasons, possibly by Ed Nowack, the official photographer for the New York Central system during the 1940s. Exterior photographs show the streamline diesel locomotive and dignitaries at the dedication ceremony. The dignitaries include Governor Henry F. Schricker and Governor Schricker's wife, Mari. The place of the dedication is not noted. Interior photographs show passengers and crew in the day coach, dining car, and club car.

New York Central Railroad Company. Time Books, 1937–1957. M 0734. 4 folders. [Collection guide online](#). The collection consists of eight time record books kept for the New York Central Railroad Company between 1937 and 1957. The books list information about particular trains and may have been kept at the dispatcher's office in Indianapolis.

New York Central System. Stock Certificates, 1840–1910. M 0230, OM 0119. 1 box and 1 oversize folder. [Collection guide online](#). The collection includes stock and bond certificates, mainly from railroad companies that became part of the New York Central System.

Newby, Thomas T. (Thomas Thornburg), 1834–1919. Diary, 1868–1869. SC 2526. 1 item. [Collection guide online](#). Newby's family were anti-slavery Quakers who moved from North Carolina to Ripley Township, Rush County, Ind. After the Civil War, he took an extended trip to visit family in High Point, N.C. The collection consists of Newby's trip diary, December 1868–March 1869, detailing travel, mostly by rail, from Knightstown, Ind., through Virginia to North Carolina. He discusses the number of miles traveled daily, the cost of tickets, and details of life while visiting.

Northern Indiana Historical Society. Warwick: A History of the Midwestern Rural Village, 1995–1996. M 0685. 1 box. [Collection guide online](#). This project was completed as part of an Indiana Heritage Research Grant awarded to the Northern Indiana Historical Society. The collection contains a project abstract, nine oral history transcripts, and summaries of telephone interviews. Topics include the South Bend and Southern Railroad.

Ogborn, Albert Duret. Papers, 1894–1907. M 0222. 4 document cases. [Collection guide online](#). Ogborn was a lawyer and Republican politician. He served as state senator for Fayette, Henry, and Union counties, Indiana, in the sessions of 1901 and 1903. Beginning in 1901, Ogborn was involved in the planning, financing, and building of an interurban line from Lawrence through Knightstown to New Castle, a predecessor of the Terre Haute, Indianapolis, and Eastern line, which was incorporated in 1907. The collection includes letters relating to the Knightstown-New Castle interurban line from purveyors of all kinds of equipment, from cedar poles and railroad ties to storage batteries and electrical supplies. He also wrote several letters setting forth to potential investors the prospects of the line.

Pennsylvania Railroad. Elevated Track Construction Photographs, 1918–1923. P 0383. 1 box of

photographs, 1 box of oversized photographs, 1 oversized folder of photographs. [Collection guide online.](#) Herschel G. Wray was born in Oxford, Ohio, in 1890, received a civil engineering degree from Purdue University in 1913, and began his career with the Pennsylvania Railroad in June of that year. He was in charge of grade separation construction in Indianapolis, Indiana, and Cleveland, Ohio, for ten years. The Pittsburgh, Cincinnati, Chicago, and St. Louis Railway was created through mergers in 1890. In 1917, through more mergers with the Vandalia Railroad and other smaller lines, the company was reorganized as the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad, which came to be operated by the Pennsylvania Railroad in 1921. The “elevated tracks movement” in Indianapolis was a controversial topic at the end of the 19th century, with political and legal battles going on for years between local civic and political leaders. Railroad tracks in the city, especially those surrounding Union Station and running south of the Warehouse District, created the dual problems of traffic congestion and public safety. Progress was slow, but by 1888 a tunnel was constructed under the tracks on Illinois Street, and in 1905 a temporary trestle was built at East 10th Street and Massachusetts Avenue. It was not until 1912 that the first large-scale track elevation project of the Pennsylvania Railroad began in Indianapolis. The photographs in this collection document part of that project from 1918 to 1922. This collection contains photographs that document two railroad construction projects: the construction of railroad track elevations and facilities in the mile-square area of Indianapolis between 1918 and 1922, and a track elevation project in Cleveland, Ohio, in 1923. The photographs were once owned by Herschel G. Wray. The Indianapolis photographs document the progress of the Pennsylvania Railroad’s elevated track construction between 1918 and 1922. The images have captions that identify them as either the Indianapolis or Louisville divisions of the Pittsburgh, Cincinnati, Chicago, and St. Louis Railroad. The remaining photographs omit this identification. The Cleveland, Ohio, images depict a Pennsylvania Railroad track elevation project in 1923. The images have captions that begin “Cleve. Trk. Elev.” followed by a “GR” number. These photographs illustrate only a two-week period in 1923 during this project.

Penny, Clarence. Reminiscences, 1998. SC 2670. 4 folders. [Collection guide online.](#) Clarence Penny (b. 1926) is a native of Hammond, Lake County, Indiana. After his graduation from Hammond High School in 1945, he enlisted in the United States Navy. He later graduated from college and taught school in Lake County for 32 years, retiring in the 1990s. The collection is a 252-page unpublished manuscript entitled “Abby and Me--Slow Dancing in the Twilight.” It focuses on Penny's narrative about his retirement and relocation to Arizona. Interspersed in the manuscript are stories of his early years of growing up in Lake County during the 1930s and 1940s including working for the Monon Railroad while attending Hammond High School during World War II. The narrative is told in a somewhat fictional tone by a character named Charles Sparrow and his wife, Abby.

Peru and Indianapolis Railroad. Ticket Receipts, 1859–1866. F 0024. 154 leaves (on partial microfilm reel). Microfilm. 1 reel.

Pickett, Phineas, 1850–1932. Papers, 1849–1920. M 0051. 1 box. [Collection guide online.](#) Pickett was a teacher and farmer in Howard County, Ind., and Plainfield, Hendricks County, Ind. Included in the papers is a right-of-way agreement with the Chicago & Northern Indiana Railway Company interurban.

Railroad Pattern Book, 1905. BV 2596. 1 bound volume. [Collection guide online.](#) This collection consists of a volume labeled “Pattern Book November 1905,” and contains penciled and inked entries with the numbers and descriptions of patterns for various railroad engine parts.

Railroad Surveying Letter, 1853. SC 2322. 1 item. The collection consists of one letter from “N” in Somerset, Wabash County, Ind., to his sister, while engaged in laying out a railroad between Marion and Peru, Indiana in 1853. Topics include his trip from Marietta to Peru, his surveying crew, and attitudes about his wife.

Railroadmen's Federal Savings and Loan Association. Records, 1887–1994. M 0655, BV 3015–BV

3037. 3 boxes and 23 bound volumes. [Collection guide online.](#) The Railroadmen's Building and Savings Association was founded in Indianapolis in 1887 at the initiation of William Taylor Cannon for employees of railroads operating through the Union Station. In 1939 the name changed to Railroadmen's Federal Savings and Loan Association. It merged with other savings and loans in 1981, 1987, and 1990. In 1993 it was purchased by Huntington Bancshares of Ohio and became Huntington Bank of Indiana. The collection includes bylaws, annual reports, advertising, bank statements, clippings and press releases, and photographs documenting the savings and loan from its founding in 1887 to its sale in 1993.

Raisbeck, Samuel M. Papers, 1836–1904. M 0231. 1 box. Raisbeck was an officer in the Columbus, Piqua, and Indiana Railroad, later known as the Columbus and Indianapolis Railroad (1852–62); and a resident of Piqua, Ohio, and Tuckahoe, New York. The bulk of the collection consists of letters to Raisbeck concerning Columbus, Piqua, and Indiana Railroad business, including correspondence relating to the acquisition of land and materials; construction and operation of the railroad; and company finances (1852–62). The collection also includes papers relating to Raisbeck's acquisition of property in Piqua (1836–81). Correspondents include Hervey Bates.

Rauh, Samuel E. (Samuel Elias), 1853–1935. Samuel E. and Charles S. Rauh Papers, 1900–1948. M 0406. 2 boxes. [Collection guide online.](#) Rauh emigrated from Germany to Dayton, Ohio as a child. After working in the family business there, he moved to Indianapolis in 1874 and ran a number of businesses in the areas of tanning, fertilizer production, meat packing, railroads, stockyards, banking, realty, and public utilities. His son Charles S. joined him in business and succeeded him upon his death. The collection includes personal and business correspondence and documents dealing with family businesses in Indianapolis and Dayton, including the Indianapolis Belt Railroad and Stock Yards Company.

Small, Jay, 1917–2000, Postcard Collection, [ca. 1907–ca. 1940s]. P 0391. 31 boxes (ca. 7,500 postcards). [Collection guide online.](#) Jay Small was an Indianapolis antiques dealer. His personal interests included collecting postcards and books related to Indiana history. The collection contains real photo and printed postcards from circa 1907 to the 1940s, depicting views of towns and cities across Indiana, including interurbans and railway stations.

Stereograph Collection, ca. 1860–1939. P 0402. 6 boxes. [Collection guide online.](#) A stereograph is a pair of nearly identical photographic images positioned side by side on a card intended to be viewed through a stereoscope designed to hold it. The two photographs were usually made simultaneously with a camera with two lenses. When looking at a stereograph through a stereoscope, one sees a single image that appears both three-dimensional and life-sized. The collection contains stereographs of scenes taken in various parts of Indiana. Subjects include train stations.

Thompson, Richard W. (Richard Wigginton), 1809–1900. Papers, 1838–1899. SC 1914. 3 folders. Thompson was an Indiana lawyer and politician, serving in the Indiana House and Senate, United States Congress, and as Secretary of the Navy under Hayes. The collection includes the letters of G.B. Roberts of the Pennsylvania Rail Road Company.

Trask, George Kellogg. Papers, 1855-1911. SC 1468, OM 0414. 5 manuscript folders, 1 oversize folder. [Collection guide online.](#) George Kellogg Trask was a journalist who was credited at the time of his death as being the originator of the railroad column in the American press. His first railroad column was published in the Evansville, Ind., "Evening Journal" in 1870, and he went on to write railroad columns for the Indianapolis, Ind., "Journal" and the Indianapolis "Star" from 1871 to 1911. Trask was born and grew up in Massachusetts, and moved to Indiana around 1860. He worked on the Indianapolis, Peru, and Chicago Railroad, and then for the American Express Company before becoming a journalist. Trask was married to Ellen Waite and had two daughters. He was affectionately known as "Uncle George" to generations of journalists and railroad men. He died on 26 June 1911. The collection includes correspondence of railroad executives with Trask in his capacity as a railroad columnist, two contractual agreements, and one Civil War-era letter.

Correspondents include: Elijah Walker Halford, secretary to President Benjamin Harrison; George C. Hitt, vice- and deputy consul of the United States in London, England; F. A. Murray of the Wall Street Journal; M. E. Ingalls of the Cleveland, Cincinnati, Chicago, and St. Louis Railway Company; and Harry S. New. The papers are arranged chronologically. A detailed list of the individual items is available in Folder 1.

Union Station (Indianapolis, Ind.). Records, 1852–1864. SC 2130. 1 folder. The collection contains photostats of seven items relating to the first Indianapolis Union Station, 1852–1864, including a front elevation of the building by Joseph Curzon and bill for same, two letters concerning the transportation of soldiers, a notice to sell no more tickets to Baltimore, a letter concerning the building of a bridge, and a bill.

W.H. Bass Photo Company Collection, ca. 1900

[Digital images online.](#) The W. H. Bass Photo Company Collection comprises approximately 200,000 items, including more than 144,000 black-and-white negatives and 20,000 photographic prints. Perhaps the company's 1906 Indianapolis city directory advertisement best describes the surviving collection: "Photos of Any Thing, Any Where, Any Time." Railroad-related images include: Interurban Railroads (2 folders); Railroad and Interurban Tracks (1 folder); Railroads (8 folders); Railroad Bridges (1 folder); Railroads—Illinois Central Railroad—Engines (1 folder); Railroads—Illinois Central Railroad—Pullman Accommodations (2 folders); Railroads—Illinois Central Railroad—Railroad Fair, 1948-1949 (2 folders); Railroads—Illinois Central Railroad—Publicity (2 folders); Streetcars (11 folders); Traction Railroads (12 folders); Train Wrecks (1 folder); Trains (10 folders); Trains—Interiors (1 folder); and Union Station—Indianapolis (7 folders).

Wetherhill, Thomas B. Deed, 1853. SC 2484. 1 item. [Collection guide online.](#) The collection consists of one deed, April 1853, by Thomas B. Wetherhill to the Cincinnati Western Railroad Co., for two tracts of land in Hamilton County, Ohio. The railroad was planned to run from Cincinnati to New Castle, Ind.