

Collection #
SC 3045

NORTHERN INDIANA RAILWAY AND ILLINOIS CENTRAL RAILROAD COMPANY MATERIALS, 1906–54

[Collection Information](#)

[Historical Sketch](#)

[Scope and Content Note](#)

[Contents](#)

[Cataloging Information](#)

Processed by

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COLLECTION INFORMATION

VOLUME OF COLLECTION: 1 manuscript folder, 1 photograph folder

COLLECTION DATES: 1906–54

PROVENANCE: Thomas G. Hoback, Indianapolis, IN, November 2006

RESTRICTIONS: None

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ALTERNATE FORMATS:

RELATED HOLDINGS:

ACCESSION NUMBER: 2006.0487

NOTES:

HISTORICAL SKETCH

Northern Indiana Railway

In 1895, South Bend, Indiana was joined to Mishawaka, Indiana by an electric rail line owned by the Northern Indiana Railway, which used large double-truck passenger cars. It was one of the earliest "interurban" operations in the nation, and the first in Indiana. The Northern Indiana Railway also acquired the city streetcars in La Porte, St. Joseph, and Elkhart.

Always an innovator, the Northern Indiana Railway adopted policies to conserve money, while also experimenting with new ideas. When parlor cars were introduced in the mid-1920s, the Northern Indiana stole passengers from the South Shore Line. Although the Railway reorganized in 1930 and added new light-weight interurban cars, it was not enough and the interurban lines were abandoned in 1934.

By 1938 the company wanted to phase out streetcars and buy new equipment. However, the company was reorganized again in 1940 to end receivership. Pressure from vocal civic groups and politicians caused the company to switch to "modern" buses in 1940. These continued running under the same management in 1956 when the company was sold to outside interests.

Illinois Central Railroad Company

The Illinois Central Railroad Company was chartered on February 10, 1851. Its earliest line, the West Feliciana Railroad in Mississippi and Louisiana, was proposed as early as 1828. By 1950, three railroads were embraced in the Illinois Central system and provided the public with daily transportation service. By the Civil War, nearly 1,700 miles of Illinois Central lines were in operation.

It was the first land-grant railroad, and promoted colonization on a large scale. Its line stretched from the Northern Great Lakes to the Gulf of Mexico, with east and west lines that traverse a great portion of the nation. Many of the lines are still under operation today, but under a different name: the Canada National Railway Company.

Sources:

Carlton J. Corliss. *Main Line of Mid-America: The Story of the Illinois Central*. New York: Creative Age Press, 1950.

George K. Bradley. *Northern Indiana Railway*. Chicago, IL: Central Electric Railfans' Association, 1998.

SCOPE AND CONTENT NOTE

This collection contains two folders: one of manuscripts pertaining to the Illinois Central Railroad Company, the other a folder of photographs from the Northern Indiana Railway.

The manuscript folder contains an application for employment at the Illinois Central Railroad Company filed by Andrew Lane in 1906. It also contains telegrams and documents related to Lane's applications.

The photographs consist of four photographs showing Northern Indiana Railway interurban cars, dated circa 1954.

CONTENTS

CONTENTS

Andrew Lane application materials, 1906–07.

Northern Indiana Railway interurban cars, ca. 1954.

CONTAINER

Folder 1

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://opac.indianahistory.org/>
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, SC 3045).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.