

Collection #  
SC 2739

## RAILROAD TICKETS AND RECEIPTS, 1954–69

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### COLLECTION INFORMATION

VOLUME OF COLLECTION:	2 folders
COLLECTION DATES:	1954–69
PROVENANCE:	Unknown
RESTRICTIONS:	None
COPYRIGHT:	

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ALTERNATE FORMATS:

RELATED HOLDINGS: M 0336

ACCESSION NUMBER: 1979.0328

NOTES:

## HISTORICAL SKETCH

There are many kinds of railroad tickets: tickets good for travel in standard coaches and others for travel in sleeping and parlor cars; one-way and round-trip tickets; round-trip excursion tickets which sell for less than standard fare tickets; and commutation tickets for use in suburban zones of the large cities, good for 10 or 25 rides. There are also coupon tickets—long, ribbon-like tickets, sometimes two or three feet in length. Coupon tickets are made up of a series of “coupons,” or detachable tickets, one for each railroad over which the passenger desires to travel. Coupon tickets may also include tickets for station-to-station transfers, steamboat trips or side trips by motor bus. A long coupon ticket usually denotes a long journey.

If one boards a train without a ticket—as is sometimes necessary if the ticket office is closed or if one does not that time to purchase a ticket and reach the train—the conductor will collect the fare and give the passenger a receipt which serves as a ticket.

The Central Indiana Railway Company was chartered in 1875 as the Anderson, Lebanon & St. Louis Railroad. The line was mostly unprofitable so was sold and reorganized as the Cleveland, Indiana & St. Louis Railway in 1882. It was again reorganized in 1885 as the Midland Railway Company. A Chicago attorney acquired control of the line in 1891 and organized it as the Chicago & South Eastern Railway.

In 1902 it was jointly acquired by the Pennsylvania and Big Four railroads, and was incorporated 16 March 1903 as the Central Indiana Railway Company. At this time the railroad ran a distance of 127 miles, from Muncie to Brazil, Indiana. From 1976–86 the line became part of the Conrail system, but by 1986 only the nine-mile segment running from Anderson to Lapel, Ind., survived as the Central Indiana & Western Railroad Company.

Sources:

Simons, Richard S. and Francis H. Parker. *Railroads of Indiana*. Bloomington: Indiana University Press, c1997. (General Collection: HE2771.I6 S56 1997)

## SCOPE AND CONTENT NOTE

The collection consists of two folders. In one are ticket stubs and receipts from different railway lines, including: the Pennsylvania, New York Central, Erie–Lackawanna, Erie Railroad Company, and the Baltimore & Ohio. The other folder houses forms for the Central Indiana Railway Company. One is a freight waybill and the other is a monthly

locomotive inspection and repair report from the New York Central System about a Central Indiana locomotive.

## **CONTENTS**

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Railroad receipts and ticket stubs, 1954–66	Folder 1
Central Indiana Railway Company forms, 1969	Folder 2

## **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 2739).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.