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# forward

*The information contained in this document was gleaned because of a personal desire to gain knowledge of the development and progress of railroading in the Logansport, Indiana, area rather than with a view toward formal research and writing. For this reason, documentation was not recorded in all cases. When possible, sources are credited in the endnotes or in the text. Some of the material came from reading books in the public library, as well as books and periodicals of my own and those of friends. Much of the information is common knowledge; some is a matter of public, legal records. Of value were my own thirty-three years spent with the railroads as well as knowledge and experiences shared by several other retired railroaders. Some knowledge came simply through life's process of osmosis. This material is not for publication or gain of any kind.*

*There are several aspects of my purpose for putting this information in writing. Probably first among those has been my own enjoyment of the project and my desire to keep certain facts in my memory. As with most things one enjoys, it is pleasant to be able to share with friends those interests which we have in common. I have had a special interest in sharing information with and learning from old, retired railroaders of whom I am one. It is with a certain nostalgia that we search for our roots and add meaning to our years of service together.*

— Rudy Strauch

*The building of all the railroads contributed much to the development of both Logansport and Cass County. In fact, at one time, Logansport was the second city in Indiana in transportation importance, not only because of the railroads, but also because of the extensive network of electric lines centering here.*

*The interurban lines came into general use about the mid 1890's and did a tremendous business until about 1910 when they became superseded by the automobile and bus. The Logansport interurban depot was first located in a storeroom on the north side of Broadway between Third Street and Fourth Street. But I am getting ahead of my story. Let us start at the beginning....*

## **I. Logansport's First Railroad**

Bringing the railroads to Logansport was fraught with difficulty. The process began in 1848 under the direction of Williamson Wright, James W. Dunn, George B. Walker and possibly others. A company was formed known as the Lake Michigan, Logansport & Ohio River Railroad Company for the purpose of constructing a railroad from Cincinnati to Chicago. The capital stock was fixed at one million dollars divided into shares of \$25.00 each, but the money was not forthcoming.

It was not until 1855 that the Newcastle & Richmond Railroad completed the first railroad into Logansport. It has been said that it is perhaps one Cyrus Taber, more than any other person, to whom the people of Cass County are indebted for this first railroad to pass over their territory.

Information on the background of Mr. Taber is helpful in aiding one to understand why the railroad would be so important to him and, perhaps, why he could succeed in bringing it to Logansport while others had failed. Born in 1800, he lived with his

parents in Rhode Island, New York, and finally Pennsylvania when, at the age of twenty-four, "filled with zeal and ambition for enterprise," he started west to carve out a fortune in the Indian inhabited wilderness of Indiana. Mr. Taber located in Fort Wayne in about 1824, with nothing except his good health and \$400, both of which would be gone after a short time of living under the adverse conditions of Indiana as it was in those days. It would seem that he had unusual tenacity and wisdom in business. As he slowly recuperated from the "fever and ague", he began to build rail fences and log cabins for the Indians. After a year, he was free of a debt he had accumulated and had \$100. With this, he purchased his first eighty acres of land. He cleared it, began raising corn, and was soon on his way toward massing a fortune.<sup>1</sup>

Mr. Taber was active in the Masonic Lodge in Fort Wayne where he came to know Mr. John Tipton, the Indian Agent. When Mr. Tipton moved the Indian agency from Fort Wayne to Logansport in 1828, Mr. Taber came to Logansport to establish a branch of the Hamilton & Taber enterprise which he owned with a partner. With the Indian agency in Logansport, they would be able to secure the Indian trade in furs and peltries in this area, which was large at that time. Mr. Taber's place of business in Logansport was on the northeast corner of Market and Second Streets, in a hewn log building. In 1848, Mr. Taber permanently retired with large holdings with thousands of acres of land. No one in Cass County owned more land than he.<sup>2</sup>

When Cass County was first formed, Mr. Taber was appointed its first treasurer. (All first-time offices were filled by appointment.) He was later elected to the State Legislature and in 1846 to the Senate. In politics, he was a Whig, but in later years became a Democrat.<sup>3</sup> With the wealth he had acquired, the influence he must have had in politics, the apparent ability he displayed in business, and his obvious ambition, it would seem inevitable that he would succeed in bringing a railroad to Logansport.

A depot was built on the south side of Logansport, near Burlington Avenue. Riverview, Highland, Coles and Humphrey Streets all dead-ended at what was later known as Race siding. The railroad ended on the east side of Burlington Avenue near Bungalow Drive across from the location of Dutch Mill with a turntable near the intersection of Colfax Street and Burlington Avenue. There is now nothing at this location to show that a railroad ever existed.

It seems that a line into Logansport was probably first constructed not only because of Mr. Tabor, but also because of the construction of the Wabash and Erie Canal which provided deep water for boat transportation of freight. The New Castle and Richmond Railroad Company expected to build railroad lines along the Wabash River and did much grading but never completed the road. The Logansport and Crawfordsville Railroad later acquired those rights.

## II. Logansport's First Steam Engine

In 1855 the first steam engine was shipped by way of the Wabash and Erie Canal and was unloaded at Broadway and the canal, now Fifth street. It was pulled on hewn timbers by three yoke of oxen driven by Sam Berryman down Broadway to Third Street, then south on Third Street across the Wabash River and placed on the track of the first railroad built into Logansport. At that time, The Wabash River was spanned by two old wooden bridges across which the engine was hauled by the ox team — a feat which would scarcely be attempted a few years later with the development of heavier engines. No picture of the first engine in Logansport is known to exist nor any description of it. (As a point of interest, Sam Berryman, who pulled the engine with the three yoke of oxen, is interred in the St. John's Cemetery west of Logansport.)

## III. Excitement at Taber's Prairie

The first engine was ready for its trial run by July 4, 1855. On that day local citizens were invited to a picnic two miles east of Logansport near Taber's Prairie which was located between what is now Eighteenth Street and Anoka. This was property owned by Cyrus Taber written of earlier as the one primarily responsible for bringing railroad-ing to Logansport. The trial run of the engine was made successfully, but slowly, and thus it is reported as the first railroad excursion out of Logansport.

At a later date, the Newcastle & Richmond Railroad became known as the Richmond & Logansport Division of the Pan Handle Railway. Logansport eventually became a railroad hub of this railway reaching in each direction to all parts of the United States, Canada and Mexico. The Richmond Branch eventually extended from Logansport serving thousands of people as it passed through Anoka, Walton, Lincoln, Galveston, Kokomo, Center, Hemlock, Windfall, Curtisville, Elwood, Frankton, Anderson, Middletown, Honey Creek, Sulphur Springs, New Castle, Millville, Hagerstown, Greens Fork, Newman, Richmond, and still on through other towns until it reached Cincinnati, Ohio. On April 1, 1970, the last passenger train running out of Logansport to Richmond, Indiana, was discontinued. Beyond Kokomo, the rails have been removed.

## IV. Iron Horses

Because the steam engine replaced the energy for transportation previously supplied chiefly by horses, it soon became known as the "Iron Horse". The engines were first fueled by wood and later by coal. The steam locomotive went through various phases of improvement until 1885 when the Pennsylvania Railroad designed and built, at its

Altoona, Pennsylvania shops, a new class of consolidation engine for freight service. It was so successful that a considerable number were built both by the company's shops and by the Baldwin Locomotive Works up into the 1890's.<sup>4</sup>

A cross section illustration of one such locomotive<sup>5</sup> (Figure 2) gives an idea of the locomotive's various parts. The illustration does not show the grates or firebox, but they are located above the ash pan. The sides as well as the back of the firebox have "water spaces" so that as much heating area as possible is provided. The tubes in the boiler, a few of which are shown, are for the same purpose. Steam is taken from the highest point in the steam dome, being controlled by the throttle valve. From this, the pipe takes steam to the cylinders, the slide valves in the steam chests above them controlling its admission into each end alternatively and thus acting on the pistons. The eccentrics shown on the third axle may be set by means of the reverse lever to control the slide valves for both forward and reverse motion.<sup>6</sup>

The injector is used for supplying water to the boiler. This forces water into the boiler by means of a steam jet. A steam cylinder operates the air pump which automatically maintains a fixed pressure in the air reservoir. This supply of compressed air is used for the brake system, and all the brakes on the train are simultaneously controlled with the engine brakes. Dry sand kept in the sandbox is applied to the rails if they are slippery to help adhesion when starting.<sup>7</sup>

## V. The Wabash

The next road to be completed into Logansport was one which would eventually become The Wabash Lines.

In 1852, preliminary steps were taken toward the organization of a railroad company to build and operate a line from Toledo, on the lake, westerly to St. Louis. Thus, it would connect the Mississippi River with Lake Erie passing through the rich territory of Ohio, Indiana, Illinois and Missouri. The company so formed was first known as the Lake Erie, Wabash and St. Louis Railway Company, but the name was changed several times before becoming the Toledo, Wabash, and Western Railroad, extending from Toledo to St. Louis. Later it became The Wabash, St. Louis and Pacific.

The building of this road progressed rapidly but was not completed to Logansport until 1856 with the first train running to Logansport on March 20 of that year. There was a turntable just west of Berkley Street in Logansport while the western extension was being built. No doubt, Wabash, Indiana, and the Wabash River played a part in the

naming of this railroad. The last passenger train that ran through Logansport was the famous Wabash Cannon Ball which was terminated on April 30, 1971. A lot of effort was made to save the train but to no avail.

After its completion along the entire line, an immense freight and passenger business developed, and the company was perhaps better supplied in the quantity of its rolling stock than any other of the western roads. After the name was changed to the Toledo, Wabash and Western Railroad, it finally became The Wabash Lines. At one time, The Wabash operated rather extensive repair shops in Logansport. During the middle of the 1870's, these were transferred to Peru, Indiana. Today, in 1994, this same road has a fine freight line and a good road bed with ribbon rail. The road runs west to St. Louis and east to Detroit.

## **VI. The Toledo, Peoria & Western (T. P. & W.)**

The State Line Division of the Pan Handle Railway extending from Logansport to Peoria, Illinois, was begun soon after the completion of the Wabash as a feeder to that road and ran under the name of the Toledo, Peoria and Burlington. It was completed about 1860. This later became a part of The Pennsylvania Railroad Company.

In 1893, the Pennsylvania Railroad Company, in order to obtain a more direct connection between its southwestern lines and the Chicago, Burlington & Quincy (C.B. & Q.) and other western railroads, acquired the ownership of a majority of the capital stock of the Toledo, Peoria and Western Railway. This ran two hundred thirty-one miles in length extending from one of the western termini of the Pittsburgh, Cincinnati, Chicago and St. Louis Railway at the Illinois state line, by the way of Peoria to Warsaw, Illinois. (more about P.C.C. & St. L. RWY. later)

The C.B. & Q. had a half interest in the TP&W. which proved to be an unprofitable investment for the two owning companies and was later sold under foreclosing proceedings. The sixty-five miles from Kenneth Junction (or Trimmer, as it was known in earlier days), which was four and one-half miles west of Logansport, to the Illinois state line was known as the Effner Branch and leased by the Pennsylvania Railroad, connecting with the TP&W at that point. The Effner Branch ran from Logansport to Kenneth, Burnetttsville, Idaville, Monticello, Reynolds, Wolcott, Remington, Goodland, Kentland, and on the TP&W. connecting point for Effner, IL, and Peoria. On April 1, 1976, the Pennsylvania Railroad sold this sixty-five miles to the TP&W., later to be owned by the Santa Fe Railroad. The line has been upgraded, and trains still run on it into Logansport now in 1994.



## **VII. Logansport & Chicago Railway Co.**

By resolution of the Lake Michigan, Logansport and Ohio Railway Company, dated March 12, 1853, the name of that company was changed to the Logansport and Chicago Railway Company. It was several years later before the work of new construction began. That railway between Logansport and Chicago was opened to traffic in 1861. Later this Logansport & Chicago Railway Company was to become known as the Chicago Division of the Pan Handle Railway Company. The Bradford, Ohio Division of the Pan Handle was completed in the late 1860's and ran from Logansport to Bradford, Ohio. There it connected directly with Columbus, Ohio, and ran east over the Pennsylvania lines. The Pan Handle, with The Pennsylvania Railroad as its majority share holder, will be mentioned and discussed further at various places in this document as the Pennsylvania was to play a major role in the history of railroading in Logansport.

## **VIII. Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company (P.C.C.&St.L.Rwy)**

On October 1, 1890, the principal lines forming the southwestern system (the Pittsburgh, Cincinnati and St. Louis Railway, The Cincinnati and Richmond Railroad, The Jeffersonville, Madison and Indianapolis Railroad, and The Chicago, St. Louis and Pittsburgh Railway Co.) were all merged into one company under the name of Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company (P.C.C. & St.L.RWY). It was believed that through this consolidation, a stronger financial basis could be secured upon which the capital needed for the development of these lines could be obtained and that through such unification any conflict of interest that might arise through the diverse ownerships would be avoided.

The consolidated company controlled an aggregate of 1,516 miles including leased roads. Its capital stock amounted to \$43,820,650 and the funded debt was \$41,944,500. It was one of the most important of the controlled lines west of Pittsburgh as through the Pennsylvania Railroad systems it had direct connection with Cincinnati, Louisville, St. Louis, Indianapolis, Columbus and Chicago and reached the territory south and southwest of those cities under the most favorable conditions.

Effective December 31, 1916, the P.C.C. & St. L. Rwy., Vandalia (more on Vandalia R.R. later), Chicago, Indiana & Eastern, Pittsburgh, Wheeling & Ky. R.R. and the Anderson Beltway Railway companies were all consolidated to form a new corporation under the title of The Pittsburgh, Cincinnati, Chicago & St. Louis Railroad Company. The new company assumed the lease of the Little Miami Railroad to the Pittsburgh P.C.C. & St. L.

Rwy. It also assumed the lease of the Terre Haute & Peoria Railroad to the Vandalia R.R. Co.<sup>8</sup>

On March 29, 1921, the P.C.C. & St. L. R.R. was leased to the Pennsylvania Railroad Company.<sup>9</sup> At that time this double-track railroad ran between Logansport and Kenneth Tower, up the hill to Boone Tower, on through Royal Center, Thornhope, Star City, Winamac, Denham, North Judson, LaCrosse, Kouts, Hebron, Crown Point, Schererville, Hartsdale, Maynard, Lansing, Bernice, Calumet Park, Colehour, River Branch, Englewood, and West Pullman and on to Chicago Union Station.

When the Logansport & Chicago Railway Company opened in 1861, it was a double track railroad coming south out of Royal Center, Indiana. About one mile south of Royal Center, a block tower named Boone had previously been located. Also a water tower was at this location to service steam locomotives. During that period the roadway for Indiana Highway 29 (and later IN 35) ran from Boone Junction to the top of Maple Springs Hill at Delaware Road in Logansport. One can still see part of the old road bed just to the east of Highway 35 after passing the Delaware intersection traveling south. This railroad wound around across Water Street where, on the left, one may still see the roadbed today. In 1861, the railroad was on a raised track and crossed over the old Vandalia Railroad west of Garden Street. This elevated track ran on to where D & R Fruit Market on U.S. Highway 24 West is today and merged with the main line. A block tower sat at this location and was called Peo Junction, standing for Peoria. West Broadway, Wheatland Avenue, West Linden Avenue, and West Miami all dead-ended at the railroad track. Bates Street had a crossing up and over the elevated section. After the double track from Boone to Kenneth into Logansport was built, this single, elevated track was used for passenger trains only. The running time was five minutes less than that using the double track. In the late 1920's or in the early 1930's, when trains became heavier, this track was discontinued. It would have required double headed engines to negotiate the hill.

At one time, the P.C.C. & St. L. R.R. Co., a part of the Pennsylvania system, leased and operated five lines out of Logansport all of which had been originally built by different companies before finally being leased by the Pennsylvanian Railroad. These five lines extended to Chicago, State Line & Peoria, Indianapolis, Cincinnati, Columbus, Ohio, and all eastern points.

## IX. The Vandalia Railroad Co.

Work on a line from Logansport to Terre Haute began as far back as 1853 when the Logansport Crawfordsville Railroad Co. was organized and graded part of the roadway. However that company failed, and it was many years later when the Logansport, Crawfordsville and Southeastern Railroad Company was incorporated and would complete the road between Clymers and Terre Haute. The City of Logansport made a donation of \$75,000 for use in construction extending the road on into Logansport from Clymers with a stipulation that the company shops would be located in Logansport. The company was unable to meet its obligation, however, and was afterward sold to the Vandalia Railroad at a receivers sale about 1879.

The Vandalia Railroad first ran from Terre Haute to Clymers, Indiana, in 1872. Trains from Clymers then ran over the Wabash Railroad on into Logansport. The Vandalia, at one time, had three lines running out of Logansport — one southwest to Terre Haute, one north to South Bend, and the other east to Butler, Indiana, with connections to Toledo. The Terre Haute line ran from Logansport/Van Junction to Clymers, Camden, Flora, Bringham, Cutler, Sedalia, Frankfort, Crawfordsville and Terre Haute. From Frankfort there was the I.&E Branch to Indianapolis reaching Reagan, Lebanon, Herr, Davis, Kraft, Woods, West Street, and finally Union Station in downtown Indianapolis. Connections were made there for Louisville, Kentucky.

A gas electric train called the Doodlebug first ran from Longasport to Crown Point, Indiana. I recall, as a small boy, watching for the Doodlebug each evening at 6:00 P.M. in Royal Center. It seemed like a visiting friend and was always on time. Later it ran on the South Bend Branch of the old Vandalia Railroad (by then, the P.R.R.) through Culver, Indiana. One of the Enginemen who ran the Doodlebug was the late Sam Hight who lived at that time on West Linden Avenue in Logansport.

The South Bend Division of The Vandalia Railroad was built in the early 1880's. This line ran from Logansport to Lucerne, Grass Creek, Kewanna, Bruce Lake, DeLong, Culver, Hibbard, Twin Lakes, Plymouth, Marshall, LaPaz, Lakeville and South Bend. After regularly scheduled passenger trains were discontinued, special football trains ran, from time to time, to Notre Dame games. Chartered passenger trains would come in to Logansport or Plymouth, Indiana, and transfer to the South Bend Branch.

On July 15, 1966, a serious wreck with extensive damage occurred with a T. P. & W. engine pulling a train, loaded mainly with U. S. army vehicles, on the line north of

Culver at the present site of the Chief Menominee Monument near Twin Lakes. Repairs to the line were never made, and the South Bend Branch of the Vandalia was permanently closed.

The first attempt to construct The Eel River Division of The Vandalia Railroad was made in 1855 by a company known as the Logansport and Northern Indiana Railroad Company. Considerable grading was done, but the company failed in 1856. The Detroit, Eel River and Illinois Railroad Company was organized in 1869 and succeeded in acquiring the right-of-way to the old company. This company also failed, and in the fall of 1870 was succeeded by Boston Capitalists who, in the fall of 1872, completed the road from Butler, Indiana, through Auburn, Laotto, Colombia City, So. Whitley, Liberty, North Manchester, Laketon, Roann, Chili, Denver, Mexico, Hoover and Adamsboro to Logansport.

Trains were run from Logansport to Detroit by the way of Hillsdale and Ypsilanti, Michigan. In 1881 the road was leased to the Wabash Railroad, but later the lease was annulled by suits brought by Logansport people. The road was sold to the Terre Haute and Logansport (Vandalia) Railroad on June 10, 1901. The latter company successfully operated a road which extended to Butler and there connected with the Lakeshore Road to Toledo and the East. A picture of the old Vandalia Railroad station in Logansport is shown as photograph #392 in the book *Where The Two Rivers Meet*; editors L'Dean Cornelius and R. W. Julian; The Cass County Historical Society; Logansport, Indiana, 1978.

Some excerpts from back issues of *The Culver Citizen* newspaper have been provided for us by Mr. Emory Kinney of Culver who was railroad agent there with the Pennsylvania Railroad. At the closing of the railroad station in Culver, we recall his serving as agent in Logansport until his retirement. Following are some of those newspaper excerpts which help give us insight into aspects of change in the South Bend Division of the Vandalia Railroad through the times of the Pan Handle and the Pennsylvania:

May 5, 1904 — The pit for the new 50-foot turntable north of the Lakeview Hotel (on the Indian Trail east of the town park) is being prepared.

July 20, 1905 — Last Sunday was a banner day for excursion trains: five, plus the regular trains.

January 25, 1912 — The Vandalia is expected to have its pile-driver here this week breaking ground for the new \$50,000 depot it intends to erect this season.

March 20, 1913 — There will be no new depot in Culver this year either. The new

manager of the Vandalia has inaugurated a system of retrenchment which cuts out everything except emergency repairs.

October 1, 1914 — The Vandalia depot has just been completely wired for electric lights. A number of small lights have been distributed throughout the building and one of the large 100 watt lights has been placed under each shed beside the depot. These improvements add much to the comfort and convenience of the traveling public as well as improve the appearance of the station after dark.

April 15, 1915 — The Vandalia has had men here for a couple of weeks putting the railroad properties in repair. The depot has been repainted and patched up.

August 12, 1915 — One of the biggest railroad transactions of the year is the absorption of the Vandalia Railroad by the Pan Handle which goes into effect next month. The Vandalia will be operated as a division of the Pan Handle.

January 17, 1917 — The Vandalia railroad has passed into history, but it has a successor in the so-called Pan Handle — the Pittsburgh, Cincinnati, Chicago and St. Louis — which it was merged with on January 1.

January 14, 1920 — The Vandalia station was completely wiped out in an early morning blaze Monday, January 12. It is a general supposition that coals from the open door of the stove in the agent's office fell out on the floor which started the fire.

January 19, 1921 — On January 12, 1920, the old Vandalia depot was destroyed by fire, and on January 12, 1921, the temporary shack reconsecrated to a patient public again took fire.

August 8, 1923 — Culver has been assured of a new railroad station, according to a report W. T. Parish received from the superintendent of the South Bend division of the Pennsylvania Railroad. Appropriation of funds has been made, and actual construction will begin before very long.

## **X. Logansport, the Hub**

The Vandalia Railroad, Crawfordsville and Southwestern Railroad, the Logansport and St. Joe Railroad and the old Detroit and Eel River Railroad were all completed and running into Logansport in the early 1870's. It became necessary to have a round

house and some repair shops to care for the engines and cars of these roads, and the companies erected buildings on the ground located on Water Street on the west side of Logansport where the Pepsi Cola plant and the battery factory are now located. Later, when the Vandalia gained control of these roads, larger buildings became necessary. The Vandalia eventually had commodious shops and roundhouse where they overhauled and repaired their engines and cars. About 200 men were employed in the yards and shops.

The original shops of the Chicago & Great Eastern Railroad were moved from Richmond, Indiana, to Logansport in 1863. Six years later the road was leased by the Pan Handle Company, which still later became absolute owner. Because of the inadequacy of these original shops at the time of the Pan Handle's acquisition, there was talk by this company of building new shops at Richmond, Indiana. The city of Logansport, however, made a donation of \$50,000, and the company located their shops permanently in Logansport. A roundhouse and other shop buildings were also completed and were occupied in May of 1870. They were added to and enlarged until the shops, roundhouse and yards occupied over twenty acres of ground lying west of Eighteenth Street and north of the Wabash River in Logansport. The area is now owned by TRANSCO and used for the repair of railroad cars.

The shops in Logansport were large and substantially built. They were equipped with the latest machinery which afforded them the capability of building new engines or cars. Although many engines and cars were built here, the principal activity remained that of rebuilding and repairing company engines and cars. The buildings and grounds were lighted by the electrical plant owned by the railroad company enabling them to work day and night in times of rush or in emergencies. In December of 1912, there were 1100 men employed in all departments under the direction of the master mechanic and his aides. This was undoubtedly Logansport's largest industrial institution of that day.

The record shows that in 1897 there were in service 37 locomotives built at the Logansport shops. One of these locomotives is pictured in the previously mentioned book *Where the Two Rivers Meet*. The last city in which it was in regular service was Erwin, TN., and at some time prior to 1985, it was placed in a museum in the East. Another picture of the same locomotive built by the C.C.&I.C. Logansport Shops in August, 1882, was taken on June 30, 1941, on the Black Mountain Railroad in Burnsville, N.C. A copy of the photo was provided for us by the late Don Norzinskay. The only alterations made on the engine from the time it was built was an electric headlight replacing the original oil lamp and the addition of a steam electric generator providing power for the light.

Around the turn of the century, Logansport had railroads leading out in nine different directions with three interurban lines and had transportation facilities equal to or greater than any city in the state of Indiana outside of Indianapolis. These roads traversed different sections of Cass County where towns had grown up with local merchants, grain elevators, stock yards, etc. so that not only Logansport and its immediate surroundings had convenient shipping facilities, but nearly every township in the county had its railroad station where farmers could ship various kinds of freight, and people could take passage to any part of the world. They could take modern passenger trains with sleeping and dining cars attached, recline in smoking and parlor cars, and retire at night to a comfortable sleeper.

Contrast these conditions with those of the pioneer conditions of the previous eighty years following an Indiana trail by foot or horseback, by canoe down the river or by slow ox team over mud and corduroy roads into the impenetrable forest that covered the Wabash Valley in the 1800's. The immense business of those railroads is shown by the fact that in the year of 1901, two hundred sixteen trains were registered daily in Logansport.

One may wonder if people, in the early days of railroad pioneering, imagined changes the railroads would bring to their lives. Without the wide-spread and reasonably fast transportation provided by the trains, one can scarcely suppose the automobile to have so quickly made its way throughout the heartland of America. Many small businesses as well as large corporations were stimulated, as well as new ones developed, as a result of the fast-growing transportation system of the railroads. One example of the growth of small business would be the ice house in Culver (Marmont then) which later came to Logansport and remains here as Logan City Ice, Inc. In the winter, blocks of ice were cut from Lake Maxinkuckee, packed in sawdust, and stored in an ice house. Ice would keep in a well-insulated ice house through the summer months. Trains would carry produce in "refrigerated" cars by packing ice in the front of a car in which vents in the front allowed air to flow over the ice, through crates of produce and on out the back of the car. Fresh ice would be transported to various railroad stations along the way. Farmers from the Logansport area shipped poultry to Chicago and ate lettuce from California.

The social life of small-town and rural America, as well as daily living, would be greatly changed forever by the growth of railroad transportation. Other excerpts from *The Culver Citizen*, from which we quoted earlier concerning the Vandalia Railroad, reveal to us the importance of the railroads in the recreational life of the people:

July 11, 1912 — "Vandalia's Early Days" — It was 29 years ago, June 20, 1883, that the Vandalia's rails reached Culver (Marmont then) from Logansport, and a few weeks

later a passenger service of one train each way between the two places was established. The train was a mixed one, carrying local freight, and went down to Logansport in the morning and back in the evening.... The station was a small shack on the west side of the track where the inlet to the Medbourn ice house now is. The building is now the handcar house at the east end of the depot platform.

Clemmons O. Mueller writes a letter to the editor August 26, 1959, and relates the story of his family's annual pilgrimage to Lake Maxinkuckee about 1889:

"After a four and a half hour journey via the Vandalia, they arrived at Marmont. At the station pier stood two steamboats which met all trains.... Both trains were filled with passengers.... Fond recollections indeed, the fondest of my early life."

George E. Nearpass, responding September 9, 1959 to a letter (above) written by Mr. Clemmons O. Mueller telling of his boyhood trips to Culver by train 70 years ago (1889) writes:

"Yes, things were just as he said because I was the 'Whistling Brakeman' on that train. The train in those days consisted of all open cars, no vestibules, and the windows all open with the cinders, smoke and dust coming in. There was a water cooler in one end of the car with a drinking cup chained to it, plus coal oil lamps, a stove in each end for winter use, and everybody shoveling in coal trying to keep warm. But everybody loved everybody! We did not know any different and thought the equipment was fine.

"At the turn of the century when excursion trains became so popular it was estimated that there were 5,000 people brought in by trains. Many were brought in from neighboring communities on rigs bringing the total to around 6,000 to the park. There was about a mile of side track to accommodate the passenger cars, and a turntable for the locomotives was built north of the park. Young boys were hired to turn the locomotives, 10 boys on each end. Their pay was 5 cents."

## **XI. The Pennsylvania Giant**

The act creating the Pennsylvania Railroad Company was signed by the governor of Pennsylvania on April 13, 1846. Thus was born the Pennsy, as it became affectionately called, which was destined to become the link between East and Mid-West America. Much debate had brewed in Pennsylvania over whether the state should construct a canal or a railroad. Two aggressive neighbors, New York City and Baltimore, Md., possessed better harbors and more efficient routes to the trans-Appalachian west. New York constructed the Erie Canal between 1817 and 1825 which spurred Pennsylvania