

on in their committal to construct a canal system in 1926. But just two years later, Baltimoreans began building the Baltimore and Ohio Railroad (B&O). Pennsylvania soon realized that a canal system through the Allegheny Mountains was not feasible nor was one to the Susquehanna River. Thus, the State became steadfast in its determination to develop a railroad, opening commerce to the developing west. Speed, Security, Safety, Comfort, Power — those were symbolic of the giant which emerged. Countless thousands of passengers and customers depended on the Pennsy daily. It elicited a sense of awe from Fortune magazine in 1936 which proclaimed, "Do not think of the Pennsylvania Railroad as a business enterprise: Think of it as a Nation."

Construction of railroads through the mountains was no small feat for Pennsylvania. Once J. Edgar Thompson, an engineer who later served as President of the Pennsylvania Railroad Company, stood on a slope of the Alleghenies west of Altoona, Pa., and pointed out to his surveyors the line he wanted the railroad to follow around what is now Horseshoe Curve. With only hand labor, mules and black powder, the Curve was built, linking by rail the ports of Philadelphia and Baltimore to the Ohio Valley. After a century, the Curve, substantially as first conceived, still carries the Pennsylvania's main line, and it is an engineering marvel.

It is understandable that the P.R.R. would grow to the west chiefly by merging, leasing and buying various railroad companies. The process was time consuming and sometimes had its problems.

On January 1, 1905, the Terre Haute and Indianapolis Railroad; St. Louis, Vandalia and Terre Haute Railroad; Terre Haute and Logansport Railroad; Logansport and Toledo Railroad; and the Indianapolis and Vincennes Companies were merged and consolidated under the title of The Vandalia Railroad Company. The Pennsylvania Company held a large controlling interest in the new company. This consolidation brought together lines that would form a direct connection between St. Louis via Indianapolis and the roads tributary there extending to Vincennes on the south and to South Bend and Butler, IN, on the north embracing an aggregate of 631 miles of main track.

St. Louis, Vandalia, and Terre Haute Railroad (built in 1886 by the Pennsylvania Railroad Company in conjunction with the Terre Haute and Indianapolis Railroad Company for the purpose of extending the Pennsylvania Railroad system to St. Louis) passed at that time by lease under a direct control of the Terre Haute and Indianapolis Railroad Company. The Pennsylvania Railroad Company had no ownership in this latter road so that while a majority of the capital stock of the Vandalia Line was owned by the Pennsylvania Railroad Company, it had no voice in its management. Therefore, when an opportunity presented itself in 1893, The Pennsylvania Company purchased a

large majority of the capital stock of the Terre Haute and Indianapolis Railroad Company and thus finally secured control of the direct line to St. Louis.

The latter company, in addition, operated through lease or ownership the Terre Haute and Logansport Railroad and the Indiana and Lake Michigan Railway extending from Terre Haute via Logansport to St. Joseph, MI, and also the Terre Haute and Peoria Railroad, extending from Farrington to Peoria, IL., making in all an aggregate of 637 miles coming under control of the Pennsylvanian Railroad Company.

The Eel River Railroad extending from Logansport to Butler, Indiana, a distance of 94 miles having been sold under foreclosing proceedings, was purchased on September 12, 1901, in the interest of The Pennsylvania Company. It was reorganized as the Logansport and Toledo Railway. This road furnished a desirable connection between the Vandalia system and the Grand Rapids and Indiana Railway and greatly facilitated the movement of the passenger traffic between southwestern and northern Michigan. After many names and many years, the Pennsylvania Railroad leased and operated all of the railroads into Logansport including the Wabash which still kept its name. Things went along and not much railroad history was written for a period of years.

XII. Disintegration of the Logansport Hub

The railroads played an important part during World War I in moving troops and war materials. After the war, in the early 1920's, a strike was called by the Logansport railroaders, and hard times were on. Men went home, some never came back, some stayed and were housed and fed on the railroad property. The word "SCAB" came into use. A wooden fence was built around the railroad property. It seems the root of the problem was that the Logansport employees were trying to form a union, but the P.R.R. would have no part of it. That period of time in the history of Logansport's railroading left a bitter taste and is talked about to this day.

It was during this time that Mr. William W. Atterbury was the President of the P.R.R. He had entered service with the P.R.R. on October 11, 1886, as an apprentice in the Altoona, Pennsylvania shops. He was assistant road foreman of engines from 1889 to 1892, and in 1893 he became master mechanic at Fort Wayne, Indiana. He continued on up the ladder of success until on October 21, 1925, when he received his respected position as the 10th President of the P.R.R. Mr. Atterbury had distinguished himself during World War I by winning several high military honors. He received the Distinguished Service Medal in the United States, the Legion of Honor in France, and in Great Britain the titles of Commander and Soul Companion of the Most Honorable Order of

the Bath. In Belgium he was named Commander of the Order of the Crown, and in Serbia, Royal Order of the White Eagle. Mr. Atterbury, was considered to be something of a financial wizard — a very intelligent and respected man. Of the strike going on in Logansport, he was known to have said, "I will see the grass grow on Broadway (in Logansport) before I give in."

Because of Mr. Atterbury's decision to block all attempts to unionize the Logansport shops, the P.R.R. continued to enjoy a very financially secure position. Its stockholders earned 7% dividends which at that time was the largest in the history of the P.R.R. However, another related consequence of the labor unrest was Mr. Atterbury's decision that a major part of the Logansport shops be closed. This may have been the turning point in the history of railroading in Logansport and the slow demise of the industry here. Some say this is the case. Logansport was not a large manufacturing center which would require the handling of carlots of merchandise, but rather it was a gathering point for rail traffic from other towns and cities. Cars were switched and reclassified on trains according to their east, west, north or south destinations.

The P.R.R. purchased a controlling interest in the Vandalia Railroad on the north side of Logansport — the Butler branch and the South Bend branch. On January 16, 1924, a merger between the Vandalia R.R. and the P.R.R. was officially completed. At that time the old yard office building on Water Street was moved to the yards at Eighteenth Street.

The old Vandalia yard office was originally built on Water Street about 125 years ago. It had housed not only the yardmaster with his clerks and communications workers but the crew dispatcher and car shop offices as well. After the P.R.R. moved it to its new home in Yard A of the south yards, the building continued to serve as a yard office until the offices were moved away from Logansport. One day, by chance, we visited the south yards on Eighteenth Street when Mr. Jack Warner, a director of bridges and buildings, was there. Upon inquiry as to what would be done with the old Vandalia historic building, I was told that it was to be "torched". In a tone of unbelief, my automatic reaction was, "You can't do that." It was pointed out to Mr. Warner that every other historic railroad building in town had been destroyed. It was all we had left of a page of the past.

In response to the plea, Mr. Warner replied, "If you want it, you had better get it out of here now." A quick visit was made for advice from a local attorney who recommended a consultation with the Chamber of Commerce in Logansport. Such consultation was held and ultimately led to the demise of Logansport's last historic railroad building.

The old Vandalia yard office building was sold to the City of Logansport for \$1.00 and

leased to the Chamber of Commerce for twenty-five years. Earlier in time, the City of Logansport had also acquired the old railroad depot building which stood on Fourth Street. With thought of aiding business in downtown Logansport, the depot building had then been destroyed and a parking lot put in its place. This venture had not proven very successful, and for all practical purposes, had been abandoned after the development of the mall on the east side of town.

Officials from Purdue University came to examine the old Vandalia yard office building. It was their determination that the building, being over one hundred years old, qualified for federal funding under the restoration of historic buildings program. However, they said funds were not immediately available for restoring it totally to its original condition. Railroaders became enthused about having a center where they could place historic memorabilia they had saved. There was room on the ground to place an antique caboose and a hand car. Donated items were being collected with promises of much more. All of these, along with much memorabilia and railroad furnishings of my own, might possibly have filled to overflowing an interesting railroad museum for which it was understood the building would be used.

The Chamber of Commerce was able to raise \$12,000 from public donations. On June 18, 1981, Wolfe Construction Company, for \$6,000, with Conrail donating the services of men, flatcars and an engine, moved the building to Fourth and Melbourne Streets on the former site of the old depot which, as stated above, had become a vacant lot still owned by the city.

One wonders if decisions might have been colored by a desire to improve business in town to a degree that they would overshadow the desire to preserve a historic building and develop a museum in it. By a grant obtained from the McHale Foundation, an addition was added to the front of the building, thereby removing it from the official classification of a historic building and eliminating any potential federal funding for restoration to its original state. To the disappointment of many previously enthused railroaders, the resulting building which emerged bore little resemblance to the old Vandalia office. Its original appearance was obscured from recognition. No little amount of effort had been made to prevent this loss. In the interest of placing the caboose, the handcar and signals on the grounds in lieu of an addition to the building, along with the donation of all of the memorabilia to make up a museum, visits were made to the editor of the city newspaper, to the radio station, to several directors of the Chamber of Commerce, and to the mayor of Logansport. Almost without exception, each favored the concept but later stated that they had not known the Chamber of Commerce had a different plan and would have to withdraw support. Most of the items of memorabilia were returned to donors. Some of the memorabilia was then contributed to an Iron Horse Festival board; other, including my own collection, was donated

to museums in other places and for use in a private museum in Logansport. The old Vandalia building was used for a short time to house the Chamber of Commerce, then a bus station, and more recently it has been used as a ticket office for the Iron Horse Festival functions.

The last passenger train out of Logansport on the Butler Branch was about 1918. The last freight train was about 1969. For several years a local train brought freight from Columbia City to Mexico, Indiana, on the line which had been formerly the Eel River Railroad, later the Vandalia, and finally, the P.R.R. The tracks from the Logansport light plant to Mexico, Indiana, were removed.

In 1932 rails were removed from Boone Junction at the south edge of Royal Center, Indiana, to the top of Maple Springs Hill at Delaware Road and on into Logansport. This was the former P.C.St.L.R.WY Line, single track. It was used primarily for passenger trains between 1917 and 1930. The track leading from Boone to Kenneth Junction, four and one half miles west of Logansport, was known as the cut-off. A double track was built in 1917. The roadbed from Royal Center to the top of Maple Springs Hill is U.S. Highway 35 today and was built in the early 1930's.

XIII. World War II

Note: Most of the information and quotes pertaining to the Pennsylvania Railroad in this section and also in section XIV are based upon data taken from the booklet *Visions of the Pennsylvania Railroad* referred to in the endnotes.

The beginning of World War II in Europe and our own involvement in the years to follow brought many changes for the railroad industry. For the P.R.R., 1941 freight traffic exceeded that of any year in railroad history up to that period. A new car shop was built in 1942, and according to information related to me by the late Mr. Earl Harrison, the car shop foreman, the cost was \$42,000. Mr. Harrison who was ninety years of age July, 1981, had built the building under his command. He also built up the number of employees from forty to 150 in the car department repair shops. Mr. Harrison told me that he started with the Vandalia Railroad when he was twenty years of age. When the Vandalia merged with the Pennsylvania and went to the south yards, (known as yard A east of Eighteenth Street), Mr. Harrison lost eleven years of seniority in the car shop. While on the Vandalia (former Eel River Railroad), he was the trouble shooter on the Butler branch. He lost all of this because of the merger and worked himself back up the ladder, became foreman and received many merits for running the best car repair shop on the Pennsylvania system. He was informed that he was going

to go places, but he declined the advancements because he felt he was getting too old to start moving being 46 at the time. This was a typical story of the time caused by mergers and abandonments.

During the war years, the nation's railroads handled 90 percent of all troop movements, the Pennsy had to convert some of its freight cars into passenger coaches to manage the increased passenger traffic. New employees, some of them women, joined the workforce to replace those who had entered the military. The railroad became a key partner in the nation's achievement and would enjoy that position for years to come.

In 1943 the railroads handled an unprecedented volume of freight and passenger traffic, surpassing even that of 1942. This demand for rail service bolstered the confidence. The P.R.R. annual report for 1943 proclaimed: "The railroads look to the future with conviction that they will meet successfully the competition....no other form of transportation can supplant the railroads...."

In 1944 the railroad "continued operating at a high level as it met the demands of war." It continued to struggle with a shortage of passenger cars due to wartime restrictions on acquiring construction materials. And it continued to hope that its wartime performance would pay off in peacetime as well.

During the war years, railroading was a full twenty-four-hour day and seven-day week job, with very little time to stop to repair engines, cars, roadbeds, etc. just enough work was done to keep things running with minor repairs. After the war, business declined, equipment wore out, tracks needed repair, and there was no money. This was the state of things in the late 1940's.

XIV. After World War II

Around 1944, the P.R.R. announced, "With boundless confidence in the future, the Pennsylvania Railroad is completing the largest equipment program in its history. Better and faster transportation is the goal." In 1945, with the war behind, the Pennsy declared "[The railroad] is prepared to meet the shock of reconversion, the economic impact brought about by the end of the war, and at the same time set up new standards of transportation — both freight and passenger...."

By the mid 1940's steam locomotives, donned in sleek, modern jackets, had become giants with the power of thousands of horses. But the future of the iron horses was being threatened. "The diesel engine stirred great debate within the railroad. Moving

away from coal-driving steam risked offending coal shipping customers. However, by 1958, about 2,700 diesel and electric units on the Pennsy lines had taken over the work once done by 7,500 steam engines".

In 1951, the Pennsy "felt shiny and new, having just completed the most massive equipment and improvement program in its history. It included facelifts for its roadbeds, tracks, bridges, yards and sidings, shops and engine houses, tunnels, piers and signals."

Pennsylvania Truc-Train service was inaugurated in 1954 to promote cooperation with competing trucking business. Known as piggyback or intermodal trains, they were simply truck trailers loaded on flat cars — part of Pennsy's effort to deal with the changing face of transportation.

By an agreement dated September 28, 1955, and filed in the Office of the Secretary of the State of Ohio on April 2, 1956, in Volume 728, Pages 283-330 of the Records of Incorporation, The Pittsburgh, Cincinnati, Chicago and St. Louis Railroad Company was merged into The Philadelphia, Baltimore and Washington Railroad Company, and these lines were leased by the Pennsylvania Railroad. (A copy of this lease was provided for us by the Markley Abstract Company, Inc., Logansport, Indiana.)

Conditions worsened markedly with the recession of 1957-58. To stem the tide, the P.R.R. began to reach to other avenues of endeavor such as the development of air rights and real estate. New York's Penn Station was razed to street level in 1963-68 and replaced by a new Madison Square Garden.

Use of the railroads continued to steadily decline, although the Pennsy made a valiant effort to uphold the industry's viability. At the same time, however, P.R.R. president James M. Symes declared in the 1958 annual report: "There is just no substitute for the railroads, now or in the future, for producing mass transportation at the lowest true full cost"

The P.R.R. was not alone in its struggle to survive. Especially all of the northeastern railroads were affected by the same adverse forces. The Pennsy looked to merger as a solution. Prosperous southern and western railroads refused to get involved in the eastern problems. P.R.R. was forced to sell its holdings in the Norfolk and Western and the Wabash whose dividends had helped keep the P.R.R. profitable.

As well as in most parts of the country, the number of railroad employees in Logansport progressively decreased until the present 1990's. The Consolidated Railroad has discontinued service to Logansport. Most of the track has been removed.

In April of 1947, about thirty passenger trains ran in and out of Logansport every day. In May of 1957, there were eleven each day. In this same year, the last steam engine working in Logansport was a switcher at Eighteenth Street. This engine was a H-9 or H-10 and was retired in 1958. The first diesel switcher used in Logansport was in 1952 and had a 600 horsepower General Electric diesel engine.

In 1932 the Willett Trucking Company was moving LCL (less than car load lot) freight and later on was known as the Penn Trucking Company. The motto was "door-to-door service". This was discontinued as well as the freight house in the late 1950's. The freight house, located at the east end of Wabash Avenue, was razed in 1983. The last LCL freight shipment in a box car from Logansport freight house was on January 22, 1960.

During this same period of time, the Pennsylvania Railroad contract for hauling United States mail was discontinued. The last passenger train from Chicago to Cincinnati through Logansport was on April 1, 1970, and it was not an April Fool's joke. Amtrak service between Indianapolis and Chicago was discontinued in the late 1970's. The last passenger depot in Logansport was razed in 1979. It had been located on the west side of Logansport at Van Junction back of the Trucker's Paradise, now D&R Fruit Market.

Fort Tower, west entrance to Fourth Street passenger station, was closed in about 1960. Elm Street Tower, east entrance to Fourth Street passenger station, was closed in about 1962. Anoka, Indiana, Tower closed June 2, 1969. Race Tower, just west of Eighteenth Street, closed May 7, 1979. Van Tower, at the west edge of Logansport, closed its doors forever on December 18, 1984. During 1984 all high target signals along the railroad right-of-way were dismantled. The railroad after that was run by manual block, by radio or telephone from Indianapolis.

In 1970, the last ticket office on the P.R.R. in Logansport, the claim department office, and the MBA restaurant were permanently closed. Also in 1970, the trainmaster, freight office, track supervisor's office, crew dispatcher's office, and police department were all moved from Eighteenth Street adjacent to the N & W Railroad to Yard A or what is known as the south yards. Yard A parallels U.S. Highway 35 east of Eighteenth Street in Logansport. The engine house and storeroom had been moved to the south yards previously.

By this time, Yard B and Yard C were closed. Yard B was in the area of the freight house which was east of Elm Street at the end of East Wabash Avenue. Yard C was closed when the Logansport Highway 35 bypass was built at the west side of town, and Yard X before that.

In 1887 and 1888, the Pan Handle Station was constructed of red brick at Fourth Street and Melbourne Avenue. In 1962, as previously stated, it was closed and sold to the City of Logansport by the P.R.R. A Quit Claim Deed, recorded later on November 10, 1964, states the selling price as \$32,850. As stated earlier, the city then razed the building and used the property for a city parking lot.

Three articles concerning the sale of the old Pan Handle Station appeared in the *Logansport Pharos Tribune* in early 1962. In part, the news read as follows:

Logansport Pharos Tribune: January 16, 1962, page 1

DEPOT SALE IS APPROVED

The Pennsylvania railroad notified Mayor Otto Newmann Tuesday its board of directors had approved the sale of the Logansport depot to the city during a special meeting held Dec. 26.

The building and seven parcels of land totaling 55,855 square feet between Eel River Avenue and Elm Street will cost the city approximately \$32,000.

The city plans to use the area for a new parking lot and expects to widen, straighten, and repave Melbourne Avenue, according to the Mayor.

The building will probably be torn down within the next two months by a professional wrecking crew employed to do the work, according to Newmann.

Logansport Pharos Tribune: January 31, 1962, page 1

RAZE DEPOT AT COST OF \$987 — Hope to Start in Next Two Weeks

The job of demolishing the old Pennsylvania depot at Fourth Street and Melbourne Avenue expected to start within two weeks will cost the city \$987.

The work will be done by the Wolf Construction Company which will be given all of the salvage material in the building, according to Mayor Otto Newmann.

Logansport Pharos Tribune: February 15, 1962, page 1

RAZE LANDMARK:

The work of tearing down the old Pennsylvania depot, started by the Wolf Construction Company Thursday, is expected to be completed within two weeks. Windows and plumbing and electric fixtures were removed from the building earlier in the

week. The lot on which the 74-year-old structure stands will be converted into a parking lot and Melbourne Avenue will be widened and repaved to accommodate approximately 75 additional parking spaces in the downtown area. The building and the land were purchased by the city from the railroad for approximately \$35,000. Some local residents had asked the city to preserve the building for its historic significance, but city officials thought the cost of heating and maintenance would be too great.

XV. P.R.R. N.Y.C. Merger

On February 1, 1968, the Pennsylvania Railroad Company merged with the New York Central Railroad forming the Penn. Central Railroad Company. Poor planning and internal rivalry between former Pennsy and Central men helped drive the new giant railroad into bankruptcy within twenty months. It was the largest corporate bankruptcy up to that time. After the company began bankruptcy proceedings, it continued to operate, for a time, under reorganization.

Some years later, the following article appeared in the September 14, 1989 issue of *The Wallstreet Journal* heralding the merger as one of the events of the century standing as milestones of American business history:

MERGER ON THE OCCIDENT EXPRESS, 1962

DIRECTORS OF THE PENNSYLVANIA and New York Central railroads on Jan. 12, 1962, approved the most heralded merger in the industry's history. It became the sorriest.

Its \$7 billion, 19,600-mile system blanketed the populous, industrial Northeast U.S. Eighteen unions fought it to win expensive job-protection pacts. It finally cleared the Interstate Commerce Commission in April, 1966, but that was far from the end of the line.

Nine other railroads sued to delay, seeking to be included or to gain special protection. Bondholders sued. By November, 1966, Stuart T. Saunders, Pennsy's chairman, warned that the merger "is going to collapse" with further delays. But delays continued as cases went many times to the Supreme Court, which in January, 1968, said the merger could be February 1 of that year.

Then came chaos. Feuding between "red hats," former Pennsy and "green hats," former New York Central executives, was rampant from the top down. Both Saunders and Alfred E. Perlman, former New York Central president, had hot tempers. Computer systems and other equipment were incompatible. Not helping

was the 1969-1970 winter, the worst in a century. Cash was squeezed; debt was due; a cry for federal succor failed. The board ousted Saunders and Perlman in mid-June 1970. On June 21, 1970, Penn Central Transportation filed for reorganization. The aftermath?

The former Penn Central Railroad, and five other broken roads, became part of Consolidated Rail Corp., which with heavy federal aid became a viable private railroad. Amtrak, a 1971 congressional creature, assumed running the red-ink, long-haul passenger service; local governments picked up the commuter rail burden. And Penn Central Corp., a diversified Cincinnati-based company, is the highly profitable heir of some of the early non-railroad Pennsy and New York Central assets.

XVI. Conrail and Amtrak

The Philadelphia, Baltimore and Washington Railroad Company which had been operating in the Logansport area was leased by the Pennsylvania Railroad Company on January 1, 1918, for a term of 999 years. Practically all of the stock was owned by the P.R.R. Co.¹⁰

Effective December 31, 1979, The P.B.W.R.R. Co. was merged into The Penn Central Corporation by an affidavit of merger filed with the Secretary of State of Ohio on March 11, 1980 as Document no. EO723-0374.

Both Amtrak and Conrail, along with some commuter authorities still operate over substantial portions of the old Pennsy, and much Pennsy heritage survives.

During this period and to the year 1981, the railroad in Logansport was operated from Fort Wayne offices and then from Indianapolis. On April 1, 1976, the Consolidated Railroad Corporation (Conrail) was formed which later took over the Penn Central Railroad Company. This did not help railroading in Logansport: It simply quickened its demise.

It may well be said that we have considered here the birth of railroading in the Logansport area, its golden era, and finally the deterioration of the industry. Copies of scale-drawn prints displaying the rails of the Logansport Yards A, B, C, and X in their peak years are included in this document as well as a drawing of the Pennsylvania Railroad lines. These are shown to illustrate the prominent status held by Logansport as a leading hub in the network.

The crew dispatcher's office in Logansport was closed in March, 1981, and moved to Fort Wayne. The railroad's telephone switch board, which was moved to Van Tower in 1961 when the Fourth Street Station was closed, was eliminated in 1981 and replaced by an automatic relay operated system placed in the car shop building at the south yards. The Logansport railroad police department was permanently discontinued on February 1, 1983. What was left of the engine house and car shop was moved out of Logansport to Marion, Indiana, in the early 1980's. By the early 1990's Conrail no longer existed in Logansport. Now, in 1994, all offices are in Dearborn, Michigan.

Thus came about the closing of an age. Whistles are occasionally still heard as trains thunder through our town, passing us by, scarcely noting the Queen of the Two Rivers where passengers once crowded our depots and freight rolled out in seven directions toward far-distant destinations. Those who pass by can little understand what we once were. We who spent our years on the rails, in the shops, and in the yards will always remember.

ENDNOTES

- 1 Crain, Joseph E; Historical Abridgment of Essenes and Antiquity of Free Masonry; "Organization and History of Tipton Lodge No. 33"; The Longwell - Cummings Co., Logansport, IN; page 383.
- 2 Crain; op. cit.; pp. 383 and 385.
- 3 Crain; op. cit.; p. 384.
- 4 Alexander, E. P; Iron Horses — American Locomotives 1829 - 1900; New York; W.W. Norton & Company; p. 196.
- 5 Alexander; op.cit.; p. 197
- 6 Ibid.
- 7 Ibid.
- 8 Schotter, H. W, Treasurer of The Pennsylvania R. R.; The Growth and Development of The Pennsylvania Railroad Company; Press of Allen, Lane and Scott; Philadelphia, PA.; 1927.
- 9 Agreement signed by Pennsylvania Railroad president Samuel Ray, dated March 29, 1921; recorded October 25, 1922, in Philadelphia, PA; miscellaneous record #16, page 343.
(Copy supplied by Markley Abstract Co.; Logansport, IN.)
- 10 Varalli, Ernest R., General Editor; Visions of the Pennsylvania Railroad; The Penn Central Corporation; 1992; p. 1.
- 11 Varalli; op.cit.; p. 41.
- 12 Ibid.
- 13 Schotter; op.cit.; p. 372.

APPENDIX A

Employees Working in and out of Logansport

Data from some seniority rosters of The P.R.R.; Northwestern Region
Logansport Division — 1950's, 60's and into the 70's.

July 21, 1949

Clerks, Freight Handler, Yardmasters, Transportation clerks, Express & Station employees:

Group 1	146
Group 2	178

January 1, 1950

Track Department:

Foreman, Assis't Foreman	123
Crossing Watchmen	4

January 1, 1951

Police Officers	2
-----------------	---

January 1, 1956

Carmen & Carman Helpers	304
Electricians & Electrician Helpers	16
Boilermakers & Boilermaker helpers	8
Blacksmiths & Blacksmith Helpers	2
Sheet Metal Workers & Sheet Metal Worker Helpers	9
Machinists & Machinist Helpers	30
Engine House — Assigned & Common Laborers	45

January 1, 1957

Enginemen and Firemen	382
Road Conductors	310
Yard Conductors & Trainmen	191
Workers in South Bend Yards	15

February 1, 1962

Signal Department:

Inspector Foreman, Assistant Inspector, Leading Maintainer, Signal Maintainer, Telegraph
& Telephone Maintainer, Signaller, Assistant Signaller & Signaller Helpers: 38

January 1, 1970

Plumbers	6
Masons	1
Structural & Electric Arc Welders	5
Audigage	2
Equipment repairmen	10
Welders	11

January 1, 1971

Telegraph, block & CW Operators	42
---------------------------------	----

January 1, 1973

Bridge & Building Department:

Carpenters, Carpenter Helpers, Foreman, Assistant Foremen, & Inspector	32
--	----

APPENDIX b

Railroad Slang

This information on railroad slang was selected from parts of the appendix of a book entitled *Santa Fe — The Railroad That Built an Empire*, written by James Marshall and published by Random House in 1945. We are grateful to Mr. Evert Wolfe for providing this source.

It has been said that railroaders have probably produced more slang than the people of any other industry, and some of it has become a real part of our American language. Some examples are: *Wrong side of the track*, which still today indicates a dividing line of social importance. *Red-light district* is credited to Dodge City, Kansas. One of the town's rowdiest resorts had a large pane of red glass in its door, and settlers moving in aboard Santa Fe trains often asked trainmen for advice. Those conductors and brakemen who were upright citizens would warn them to watch for the red light and stay away from that district. *Highball*, meaning a go-ahead signal, has nothing to do with liquor; it dates back to the time when a ball was raised on a staff to indicate a clear track ahead.

Age	Seniority; time in service
Alley	Clear track in a yard
Balling the jack	Speeding
Barn	Roundhouse
Beehive	Yard office
Big hook	Wrecking derrick
Black diamonds	Company coal
Block-head	Brakeman
Boomer	One who has worked for many roads
Buckle the balonies	Connect air hose
Bull head, Skipper, or Captain	Conductor

Bump	Displace a fellow-employee by exercising seniority
Car jockey, cinder cruncher	Switchman
Cat's claw	Spike puller
Cornfield meet	Head-on collision
Cow catcher	Locomotive pilot
Diamond cracker	Fireman
Gandy dancers	Section laborers
High wheeler, or Hog	Passenger locomotive
Hot shot	Fast train of any kind
Juice	Air brakes
Jungle	Loafing place; a tramps' hangout
Lightning slinger, wire tickler	Telegraph operator
Master maniac	Master mechanic
Number dummy	Yard or car clerk
Paddle	Shovel
Potbelly	Caboose stove
Rattler	Freight train
Rule G	"Thou Shalt Not Drink"
Slide-door Pullman	Boxcar used by bum stealing a ride
Speedy	Callboy
Stinker	Overheated journal box
Varnish String	Passenger train
Washout	Violent stop signal made with arms or lamp swung in wide, low semicircle across tracks
Whistle stop	Small town
Wipe the clock	Emergency application of brakes
Yard bull	Railroad detective
Yard goat	Switch engine

