

## INDIANA RAILROAD SYSTEM

Shop at Anderson, Indiana

The following information covers  
Three Passenger & Railway Post Office Steel Interurban Cars

### GENERAL INFORMATION:

Built by the St. Louis Car Co., 1926. Equipped by Westinghouse E & M Co.  
 Exterior Color Scheme: Deep orange with dark green roof and trim.  
 Interior finish: Steel finished quasi-mahogany, cream ceiling.  
 Seating capacity: 30 in stationary cross-seats, striped mohair plush in car 375, crush gray leather in 376 and 377. Seats on 36" centers, and are 40" wide with 28" high backs and 18" wide aisle.  
 Weight of car complete but without load: 101,000 lb.  
 Length over anticlimbers: 61'-6"  
 Width over side sheathing: 8'-9". Width at eaves: 8'-11½"  
 Height, top of rail to top of roof: 12'-7¾"  
 Spacing of truck centers: 38'-6"  
 Type of truck: Baldwin, wheelbase 7', track gage 4'-9½"  
 Wheels: Rolled steel, nominal diameter: 37"

### MOTORS & CONTROL:

Motors: Four Westinghouse 333 VVD6, 125 horsepower each.  
 Control: Single end, multiple unit, Westinghouse HL, 15B2 master switch.  
 Line voltage: (Nominal) 600, DC

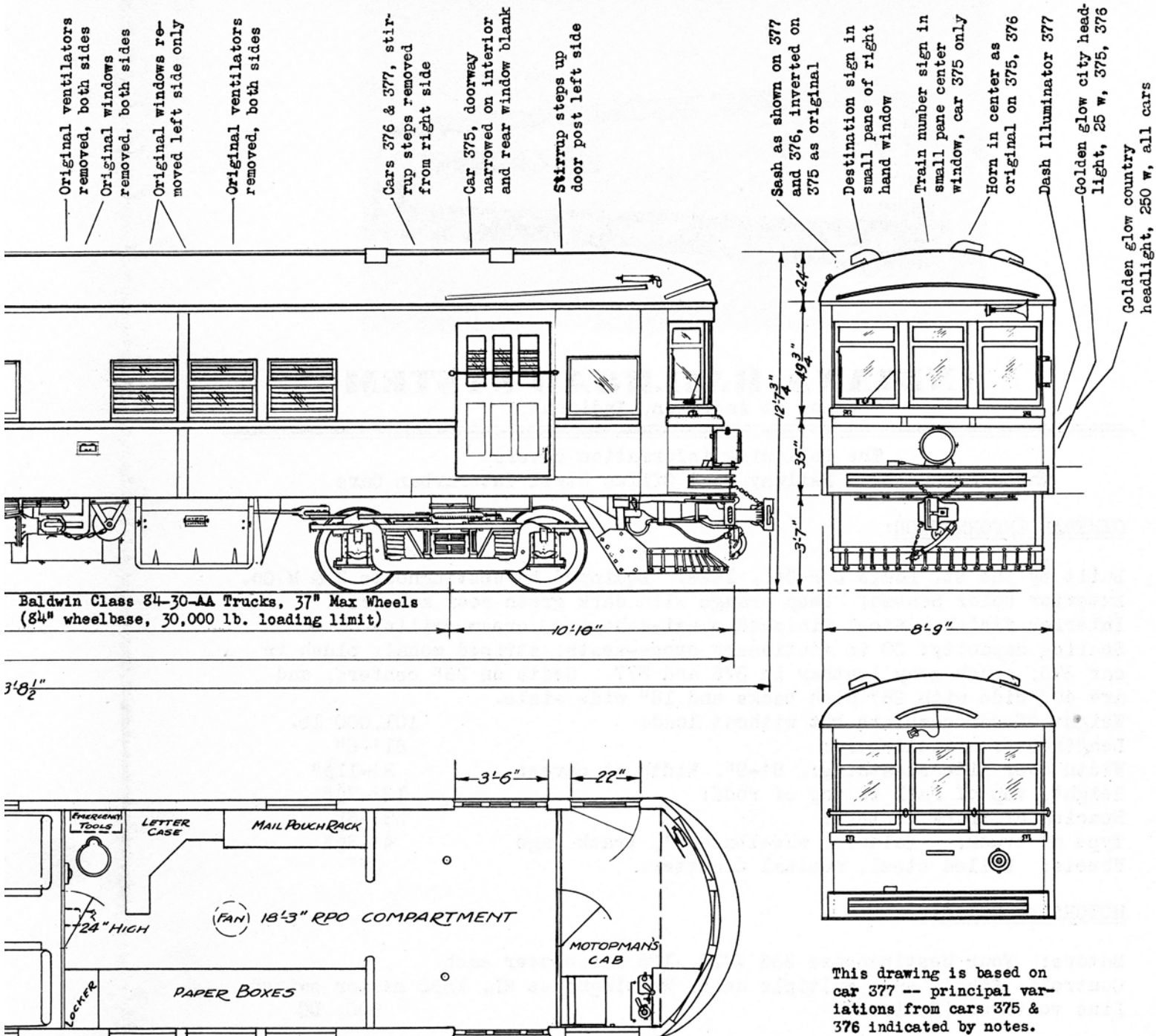
### AIR BRAKES:

Westinghouse Traction Brake automatic air with M-15 engineer's valve.  
 One CP-15 and one CP-25 General Electric compressor. Strombos horn.

### MISCELLANEOUS:

Lighting: From 32 v Edison Battery and Westinghouse 1.5 kw motor-generator set. Heating: From Peter Smith hot water heater supplemented by thermostatically controlled Railway Utility strip type electric heaters.

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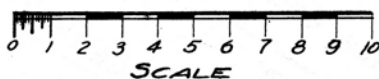
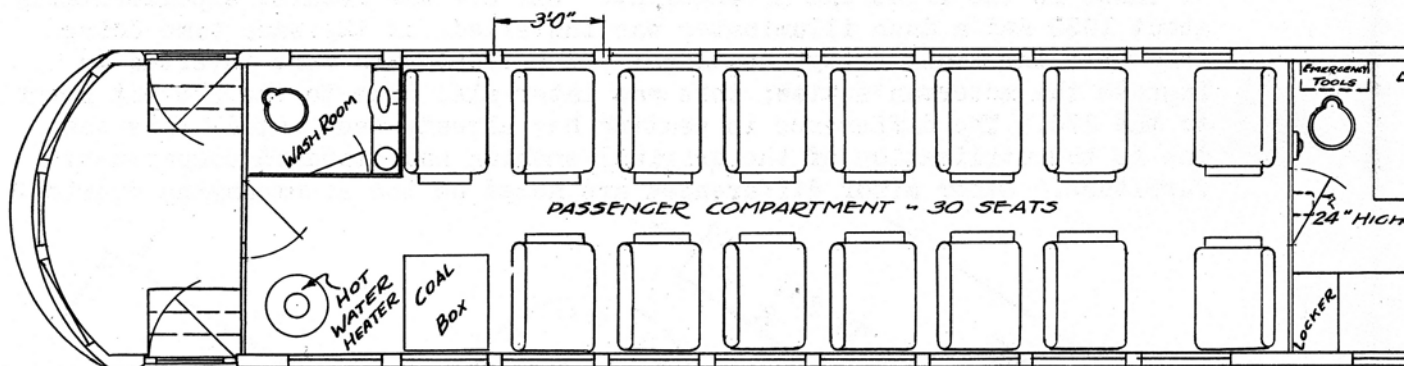
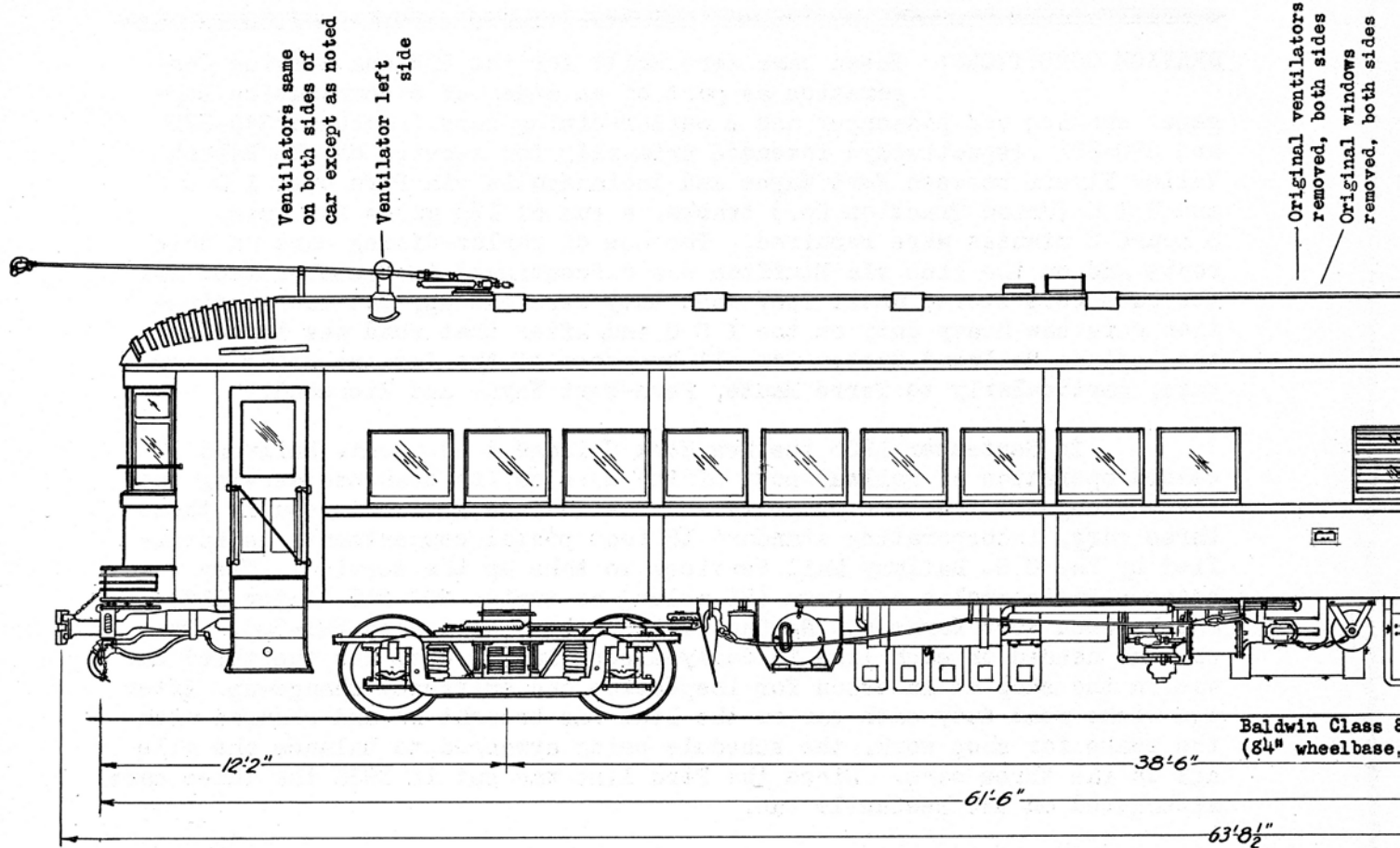


# INTERURBAN PASSENGER & POST OFFICE CAR

Built in 1926 by the St. Louis Car Company

Rebuilt with RPO Compartment 1935 by Indiana Railroad

Owned by the Indiana Service Corporation, Fort Wayne, Indiana, and operated up till September 10, 1938 between Indianapolis and Peru and up till January 19, 1941 between Fort Wayne & New Castle.



HOW TO USE THE SCALE: Place the edge of a card along the scale and copy off the demarkations. To find the dimensions in any of the elevations simply lay this card on the drawing and read off. The numbers indicate FEET and the first foot is divided into INCHES.

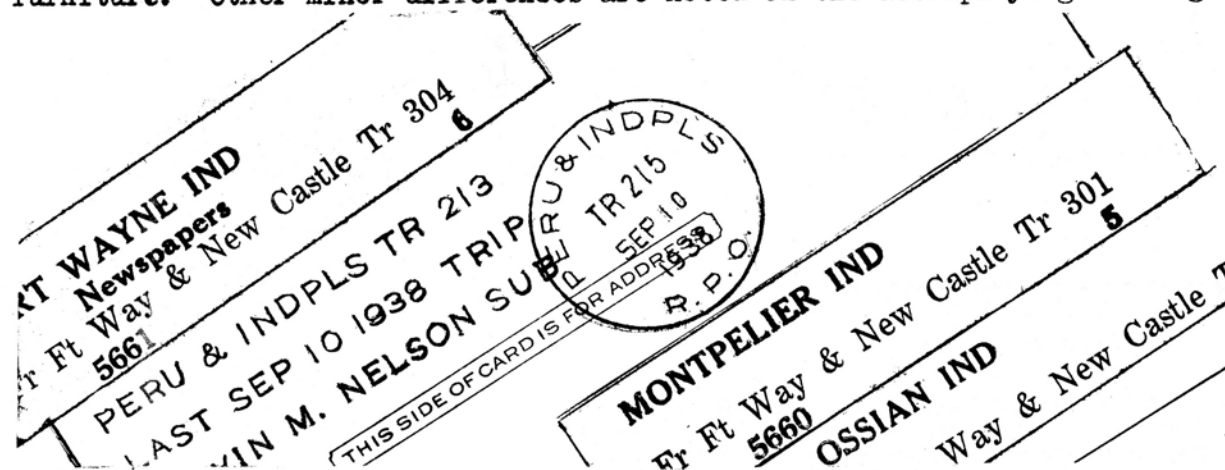
**CENTRAL ELECTRIC RAILFANS' ASSOC**

1240 EDISON BUILDING  
CHICAGO, ILLINOIS

**SERVICE CONDITIONS:** These cars were built for the Indiana Service Corporation as part of an order of 5 combination baggage, smoking and passenger and 2 parlor-dining cars (numbered 375-379 and 390-391 respectively) intended primarily for service on the Wabash Valley Flyers between Fort Wayne and Indianapolis via Peru over I S C and U T C (Union Traction Co.) tracks, a run of 135 miles for which 3 hours 5 minutes were required. The use of parlor-dining cars on this route and on the line via Bluffton was discontinued in December 1930 and the cars were stored until 1937 when they were cut up, but the combination cars saw heavy duty on the I S C and, after that road was leased by the Indiana Railroad System, on all branches of the Indiana using heavy cars, particularly to Terre Haute, Peru-Fort Wayne and Richmond.

In September 1935 the New York Chicago & St. Louis Railroad ceased operation of railway post office cars on its branches serving the towns along the traction property and the Indiana Railroad rebuilt these three cars, incorporating standard 18 foot postal compartments as specified by the U.S. Railway Mail Service, to take up the service. They ran between Indianapolis and Peru (76 miles) as trains 202-215 (later 213) and between Fort Wayne and NewCastle (85 miles) as trains 301-304. One car was needed on each line in daily-except-Sunday duty and the third car was in the shop at Anderson for inspection and emergency change-up. After two weeks road duty each car on the line was brought in and changed with the spare for shop work, the schedule being arranged to balance the mileage on the three cars. Since the Peru line was cut in 1938 the three cars alternated on the NewCastle run.

While the three cars are nominally the same there are certain minor differences that make each distinctive. Probably the most evident of these is the front end arrangement. Car 377 was rebuilt experimentally about 1932 and a dash illuminator was installed, at the same time doing away with the small "city" headlight. The front sash were inverted to improve the motorman's view; this was later also done to the 376 but never to the 375. The difference in seating has already been noted, this was due to the utilization of the original smoking and standard compartment furniture. Other minor differences are noted on the accompanying drawing.



Data compiled by Robt. Konsbruck from specifications and measurements on car. Drawing based on construction drawings of St. Louis Car Company corrected for changes made to equipment by Indiana Railroad. A number of measurements were checked on car 377 for CERA by Stewart Taylor, IR Mechanical Department.