

TERRE HAUTE INDIANAPOLIS & EASTERN TRACTION COMPANY

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CENTRAL ELECTRIC RAILFANS' ASSOCIATION
BULLETIN 31
Terre Haute, Indianapolis and Eastern
TRACTION COMPANY

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ACKNOWLEDGMENT

The painstaking job of accumulating the data used in this bulletin was done almost single-handedly by our valued CERA brother, James F. Cook, of Anderson, Ind. Mr. Cook asks that we make acknowledgment to the many THI&E veterans who contributed a scrap or two of information. If we have misrepresented any of the data you gave us, we assure you it was entirely unintentional, and probably due to the meddling of the Editors, or as we call them, the "Whittling Committee", which, for Bulletin 31 comprised, George Krambles, as Chief Hacker-Upper, with capable assistance from such noted stenos and pasters as Charles A. Brown, John F. Humiston, Robert H. Konsbruck and Allan Victor.

This edition is limited, but while stock remains, duplicate copies may be obtained from the Association at 25¢.

TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO

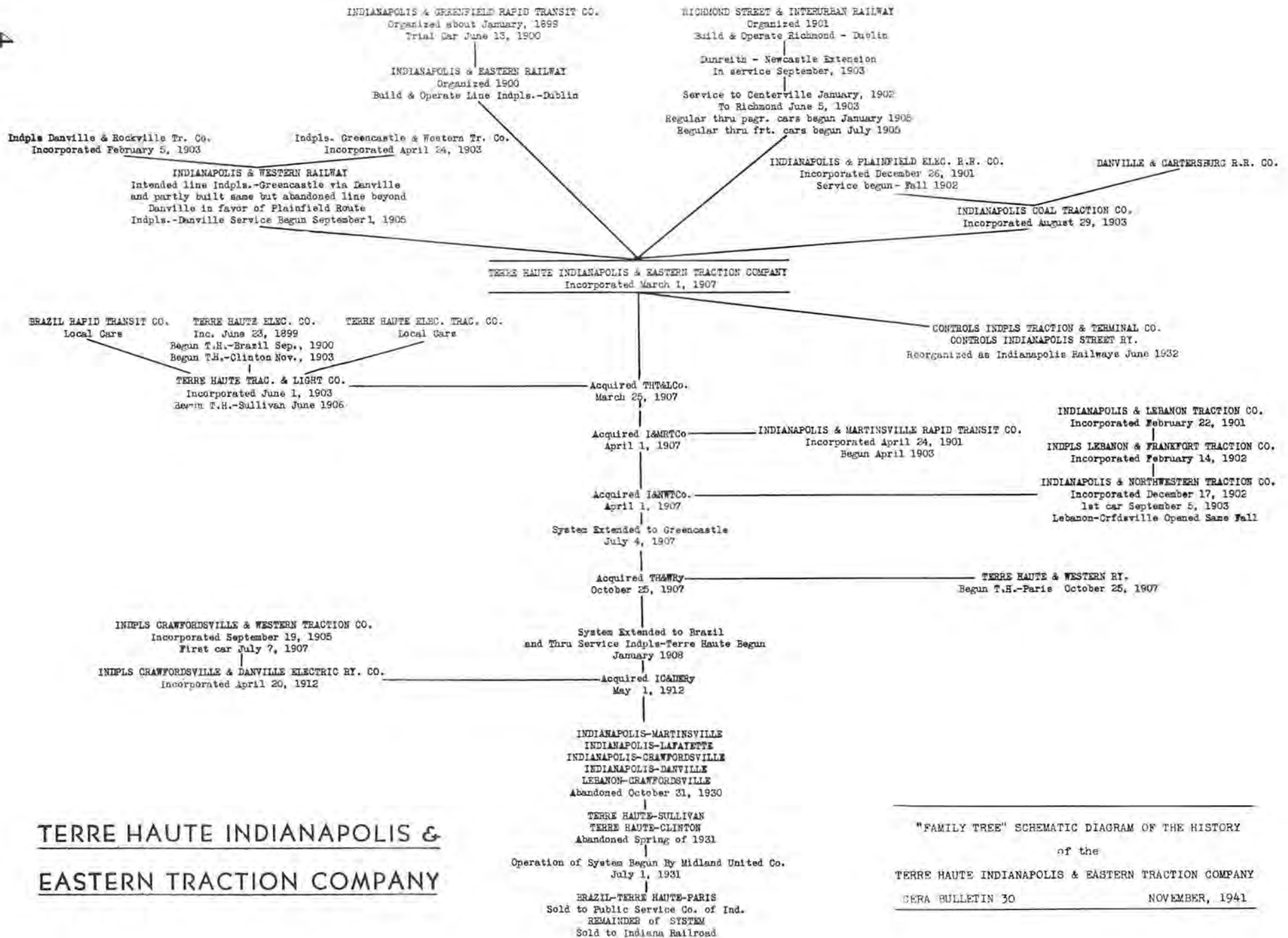


SCOPE: The Terre Haute, Indianapolis & Eastern Traction Company was a corporation operating a street and interurban railway system and a general power and lighting business, a firm that went out of business practically ten years ago, and yet one that was so well known and well thought-of that memories of it linger plainly throughout the territory it served. This has been of great help to the editors of the Bulletin, who, when THI&E was first proposed as a subject for study of CERA, anticipated a task so difficult that a complete and well-illustrated portrayal would be too much to expect. Actually, such a wealth of material was unearthed that the biggest problem was its condensation to fit our pages.

For this reason the scope of this bulletin is limited to the briefest mention of the city street railway operations and the considerable power and light business of THI&E, but with detailed reference to the interurban railway system, its history, operation and equipment. Except where otherwise mentioned, descriptions of line and equipment refer to practices prevailing during the latter years of the existence of the company, viz: 1925-1930.

GENERAL: The history of the THI&E Lines is spread thru the relatively short span of the 25 years from 1907 to 1932, and follows the general pattern of electric railway prosperity and depression. Numerous small companies were begun at the turn of the century to construct communicating interurban railroads, mostly following the highways, between the thriving middle-sized towns in the central part of Indiana. Almost before these lines were in operation the obvious advantages of efficient management and operation through consolidation became apparent, and the traction tycoons of the 1907 period undertook the job. An eastern syndicate, headed by Randal Morgan of the Dolan-Morgan combine, and represented locally in Indiana and Ohio by Hugh J. McGowan and W. Kesley Schoepf, began the organization of two great Indiana systems, the Union Traction Company of Indiana comprising the northern and northeastern lines; and the Terre Haute, Indianapolis & Eastern Traction Company, comprising the western, northwestern, and whatever other lines could be acquired. When trust-busting activities of the ensuing years caught up to the Ohio interurbans, this group of backers gradually faded from the Union Traction picture, remaining actively interested in THI&E, which was under the personal leadership of Hugh J. McGowan until his death in 1911, when Robert I. Todd, a graduate Electrical Engineer took the helm.

Of the big systems of its day -- the Ohio Electric, Illinois Traction, Cleveland Southwestern, Union Traction, Northern Ohio and the like -- THI&E seems to be something in a class by itself. Its system, instead of either connecting two very large terminal cities, or radiating mostly in one direction from a single large city, diverged in six directions from a central principal city - Indianapolis - and in doing this served territories as diverse as the four winds. THI&E had on its





lines everything from coal mines, limestone quarries and associated heavy rolling grades, to table-flat corn fields and pasture lands, with an ample share of both languid Hoosier farmers' towns and humming industrial cities, with mills, canneries, stockyards, foundries and factories dotting the route like a statistician's dream.

THI&E, in 1921, operated interurban trains over 402.43 route miles of line, only about 5 miles of which were tracks of city lines of other companies in Lafayette and Indianapolis over which THI&E ran. In addition, THI&E operated 33.21 miles of city line. Including 12.3 mi. of second main track, and 21.15 mi. of siding, industry and yard track the system comprised a total of 431.93 miles of standard gage railway.

Were THI&E running today, it would undoubtedly be the unopposed favorite of many a railfan. The pages following should give some inkling as to the why and wherefor

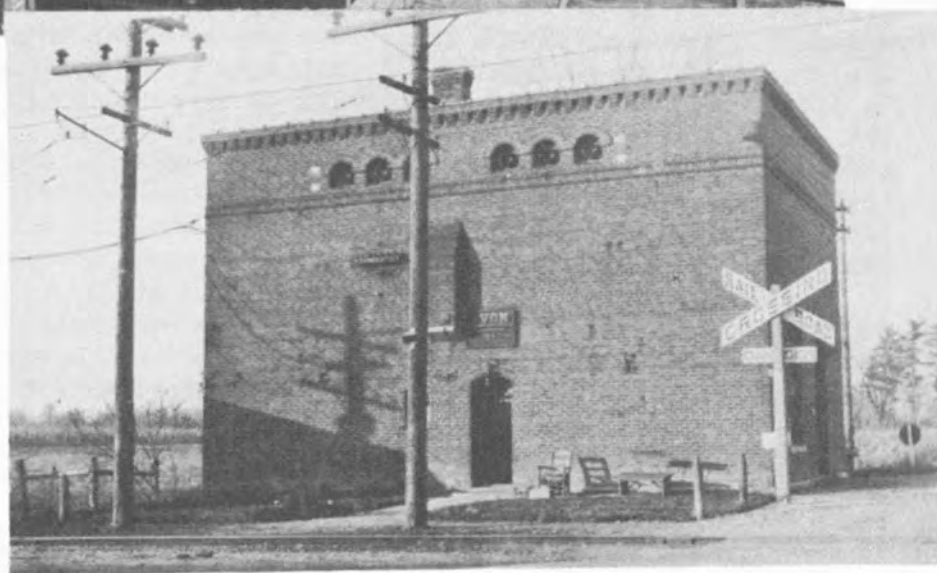
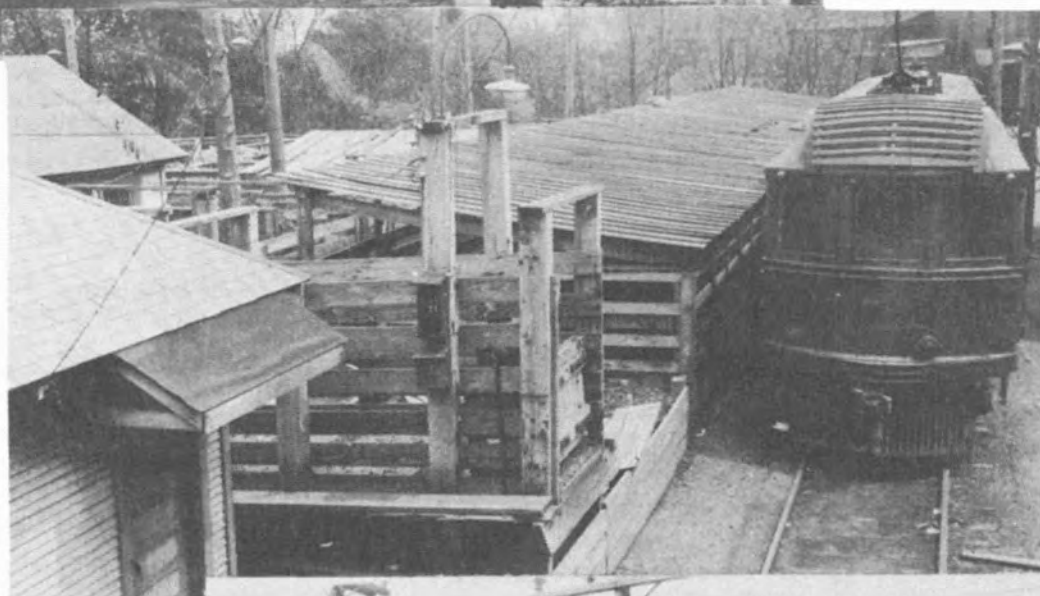
WAY & STRUCTURES: Being an amalgamation of several independently organized lines, it is to be expected that the construction of the various divisions of THI&E differed widely. Actually there was a surprising degree of standardization, due to the efficient and persistent efforts of THI&E's operating men. Track was mostly in 70 lb. steel, with crushed rock or white gravel ballast spread to a modest depth, depending on the nature of the soils encountered.

Much of the system was built adjacent to highways, or, in typically midwestern fashion, immediately adjacent to steam railroad rights-of-way, where interurban companies were able to obtain routes at low cost, if not actually free, from landholders anxious to have the interurban service at their front or back doors. In a few places, notably between Greencastle and Brazil on the Terre Haute line, track was cut across country with substantial cut and fill (in one place a cut some 30 ft. deep was made through Indiana limestone), but in general this heavy construction was avoided, since lines in rugged country were not only expensive to build, but the sparse population such areas held produced little local revenue, so vital to interurbans.

Attractive looking and well maintained bridges were characteristic of THI&E, those of the Pratt or Warren through truss type being more common than girder or concrete bridges for the principal stream crossings, altho the 5 span concrete arch bridge at Boys' School (near Cartersburg) was a notable structure of its kind. Viaducts of the THI&E system were generally capable of handling all but the heaviest steam road cars, and short coupled electric locomotives up to 50 tons in weight could work over them.

Small town stations of the system were built more nearly to steam railroad standards than those of other interurban properties, except possibly, the Illinois Traction System. Almost every town, no matter how small, had a station building, with the town name proudly emblazoned on the side in 8" letters, a baggage wagon and half-a-dozen of the inevitable cream cans neatly lined up at one end, one can with a green-and-white stop-on-signal flag propped under its handle, set at the edge of the platform.

Some of the more noticeable refinements along line of road were the painted metal signs at country stops, most of which were numbered and not named, the sheet metal "S" signs to indicate local stops



TOP - Typical thru truss bridge. On Danville, Indiana, branch.

CENTER - Stock pens at Crawfordsville, with stock motor car 137.

BOTTOM - Substation and ticket office at Avon, on Danville branch.



to motormen, and semaphores rodged to switches and fastened to poles, to give switch indications where the standard low switchstand would have been hard to see running along at speed.

Station buildings which also housed substations were substantial fireproof brick structures, and while the designs varied widely over the system, those in the larger settled areas were usually quite pleasing architecturally, altho stations in a few of the largest towns where a special type of facility for the railroad was not specifically required, were often nothing more than remodelled stores in existing buildings. Trains simply stopped in the street opposite the station, blocking traffic (usually stations had a way of being on the main town street, right near the courthouse or other center of activity) for the duration of the halt.

TRACTION TERMINAL: Promoted as a joint terminal of ample capacity for future needs, centrally located in the business and legislative center of Indiana, Indianapolis Traction Terminal was by all odds the greatest terminal ever built for the sole use of interurban lines. It was chartered in 1902 as the Indianapolis Traction and Terminal Company and completed the nine track trainshed and the 9 story office building in 1904, under the able sponsorship of H.J. McGowan. In addition to the terminal property, the I T & T controlled the Indianapolis Street Railway, until that company was reorganized in 1919, when the set-up was reversed and the Traction Terminal became a subsidiary of the Indianapolis Street Railway. Throughout this period, both properties were controlled by THI&E, and remained so until they passed to the Indianapolis Railways in 1932.

The terminal was operated and maintained by the local railway, but was used only by interurban cars, and later, interurban buses, with street cars entering the terminal only on special moves. For this, the street railway received a compensation of 1¢ per passenger in or out of the trainshed, in addition to the remuneration it received for the use of its tracks outside the terminal but within the city limits. All of the street railway tracks within Indianapolis were owned and maintained by the local railway, with the further provision that, should the limits of the city be extended in the future, the local railway should acquire, by purchase, the tracks of the interurban companies contained in the extension.

POWER SUPPLY & DISTRIBUTION SYSTEM: THI&E, from the first, generated all the energy used on its railway lines, and developed a considerable commercial power and light load on the side, particularly in the Terre Haute area. In the early days each division had its own power station; thus, there were steam generating plants of small capacity at Brazil, Crawfordsville, Mooresville, Lebanon and Richmond, with larger stations at Terre Haute and Philadelphia, near Greenfield. About 1910 a sizeable steam turbine plant was erected on West 10th Street, Indianapolis, which took over the load of most of the smaller plants and eventually permitted abandonment of all but Philadelphia, which fed the Eastern Division, and Terre Haute, which had a very heavy local load. The stations were of 25 cycle output, and while, in the earlier periods there was much variety of transmission voltage, toward the later years these had been



LAFAYETTE TERMINAL
Used by Indiana Service Corporation and THI&E



TERMINAL STATION AT PARIS, ILLINOIS
Freight House at Right



STATION (and Post Office) AT DAYTON
Northwestern Division
THI&E leased this building for \$6 a month.

fairly well standardized at 33,000 volts.

Substation equipment was similar in type and capacity throughout the system, altho manufacture varied with the division. A typical substation, well illustrated in the accompanying pictures, contained two 300 kw., 4 pole, 25 cycle rotary converters, arranged for manual operation. Where it could be conveniently done, substations were combined with ticket offices or interlocking towers (very few of these on THI&E) so that efficient use could be made of the operators' time. These subs, spaced at intervals of 10 to 16 miles, were not much more than enough to get two trains, each of one motor and one trailer, through a single section at once, although in a pinch they could be, and were often, overloaded for short periods to get extra sections of trains over the road. DC bus pressures up to 650 volts were maintained, but under conditions of overload, the feeder system and machine characteristics were such as to give momentary voltages as low as 300 at the car.

The DC distribution lines consisted of 0000 grooved trolley wire, usually hung with bracket direct suspension at about 21 ft. height from cedar poles spaced at 100 ft. intervals. Aluminum feeder, having a copper-equivalent capacity of 750,000 circular mils, was used.

The high voltage AC distribution lines were carried sometimes on the railway line poles, but quite frequently they were on separate pole lines, not always following the railway route when it was more expedient to make cross-country short cuts.

CITY RAILWAY SYSTEMS:

The foremost city operation in which the THI&E was interested was the Indianapolis Street Railway, of which it owned \$1,000,000 par of common stock, the entire amount outstanding. This wholly owned subsidiary was, however, independent in management and operation, and had a separate operating personnel.



Indianapolis

THI&E did run, under its own name, sizeable local railway properties in Terre Haute and Richmond, tiny ones at New Castle and at Crawfordsville, and, at one time, Brazil. A short shuttle line between Cambridge City and Milton was of the nature of a city line and used city type equipment.

Naturally the rolling stock of the old days was of various single and double truck types, but detailed records of these are not available. Just after the war, THI&E modernized its city lines with Birney type cars.

At Richmond, cars 800-814, built by Brill in 1918 were bought by THI&E from the Brooklyn-Manhattan Transit Co. (that sounds strange, but that's on the records) in August 1923 for \$5250 each, after a fire gutted Richmond's barn and destroyed most of its rolling stock.

Terre Haute was the first sizeable U.S. city entirely served by Birney cars. Here were cars 459-514, Brill built at the American Car Co. plant 1919; 515-524 from the same plant in 1920; and 525-534, built at Philadelphia by Brill in 1918.

A lone car gave the city service in Crawfordsville, probably a single-trucker of pre-Birney vintage, and another car comprised the stock in the Rose City, New Castle. In addition, the interurban fran-



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chises were usually such that the interurban cars making local stops were used as city cars for the convenience of local patrons. Typical city fare was 5¢.

City railways also operated in Lafayette (Indiana Service Corporation) and in Paris, Illinois, (Central Illinois Traction) but were not under THI&E management.

DIVISIONAL ORGANIZATION: For purposes of train service and equipment assignments THI&E was broken into divisions. Normally crews and equipment did not pass between divisions.

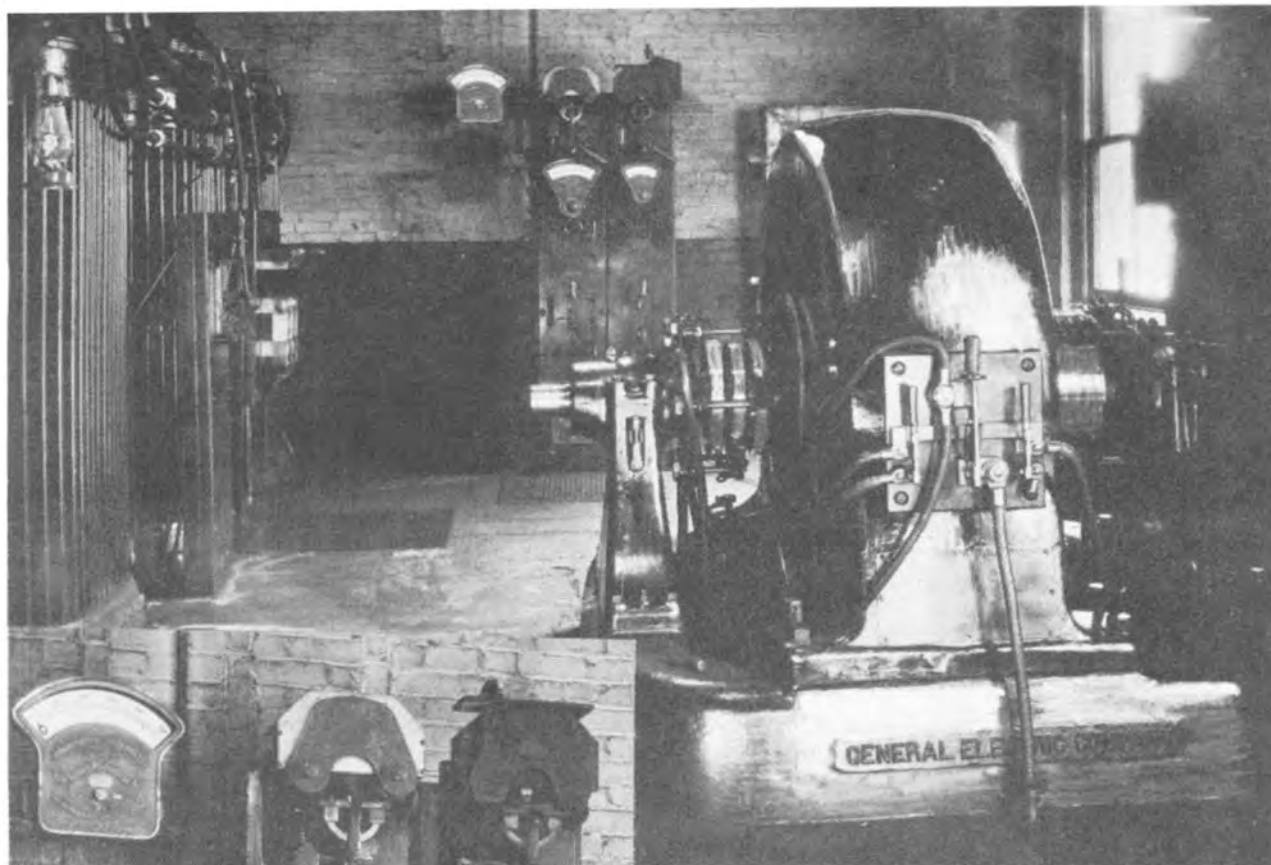
DIVISION	ROUTES	EQUIPMENT (See Roster)
Northwestern -Martinsville	Indianapolis-Lafayette	Group 1
	Indianapolis-Martinsville	"
	Lebanon-Crawfordsville	Car 18
Eastern	Indianapolis-Richmond	Groups 4, 5, part of 2.
	Dunreith-New Castle	Car 72
Brazil	Indianapolis-Terre Haute	Group 2
	Indianapolis-Danville	Group 6
Terre Haute	Terre Haute-Clinton	Group 7, 8, misc. subn. cars
	Terre Haute-Sullivan	" at Terre Haute
	Terre Haute-Paris	"
	Terre Haute-Brazil trippers	"
Crawfordsville	Indianapolis-Crawfordsville	Group 3

TRAIN OPERATION & TRAINS: Possibly the most outstanding record of THI&E operation was the fact that in its 25 years not a single passenger fatality was caused by the railroad. This might seem startling, in view of the lack of steel cars and the absence of block signaling (except for curve protection near Terre Haute, near Cartersburg and near Knightstown) and may be attributed to the high standard of safety set by the employees, the rigid enforcement of the standard rules of train operation, and the capable supervision of transportation department officials, many of whom had steam road working experience.

Train orders were issued to crews directly by telephone, and entered in a standard "fill-in-the-blanks" time saving train order form. Orders were never relayed through a third person, no matter how competent he might be.

Passing sidings were generally located frequently enough to permit half-hour train headways, altho most service was on an hourly basis. Trains were scheduled over the road at an average speed of about 25 mph. for locals and up to 35 mph. for limiteds, the former making all stops on signal, and the latter only the principal town stops.

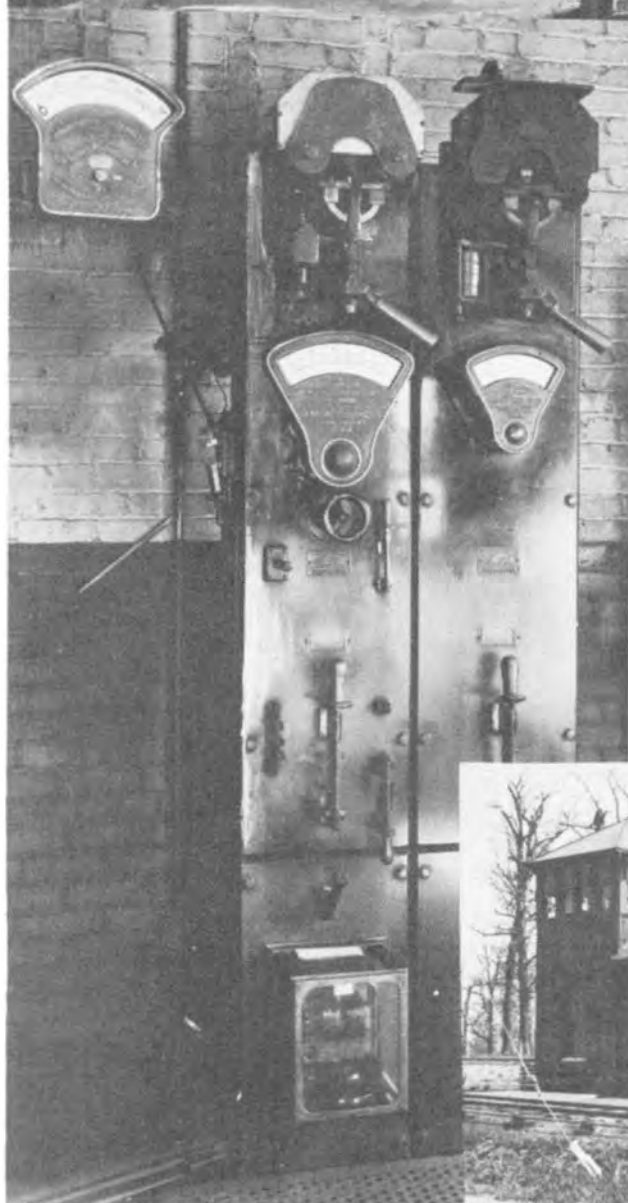
Of the limited trains, some were particularly notable and earned for themselves a place among the famous traction flyers of all time. These included the "BUCKEYE SPECIAL" from Indianapolis through to Dayton, Ohio via Richmond and the Dayton & Western Traction Company, 4:00, and its westbound counterpart, the "HOOSIER SPECIAL"; the "HIGHLANDER", 2:05 hot shot between Indianapolis and Terre Haute; the "TECUMSEH ARROW", 2:11 redball between Indianapolis and Lafayette; and, possibly the most romantic sounding of all, the "BEN-HUR SPECIAL", which made the Indianapolis-Crawfordsville run in 1:15. This train got its name from the noted book of General Lew Wallace, famed Crawfordsvillian.



TYPICAL THI&E SUBSTATION EQUIPMENT

ABOVE & LEFT - 300 kw. 750 rpm., 4 pole 25 cycle, 3 phase rotary converter, at Martinsville. In switchboard, lefthand panel contains watthourmeter, ammeter, switch and breaker for machine; while righthand panel contains ammeter, switch and breaker for feeder section ending at Martinsville.

BELOW: Combination substation and interlocking tower at Monon crossing at Frankfort, Northwestern Division.





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One promising limited of the early days, the "COLUMBIAN", did not succeed, possibly because of the difficulties attendant on interline running over three properties. This train ran the 250 miles from Traction Terminal to Zanesville, Ohio, in 8:50, for a short time about 1916.

Freight trains, both through and way, were run. The principal freights made a schedule speed of about 20 mph. and were on the timecard as second class trains.

MAINTENANCE OF EQUIPMENT: Shops were scattered over the entire system with the following arrangement of work:

CRAWFORDSVILLE	- Maintenance of freight equipment for Crawfordsville, Northwestern-Martinsville divisions. Paint shop for major painting for entire system.
LEBANON	- Maintenance and rebuilding of passenger equipment for Crawfordsville, Northwestern-Martinsville divisions.
MOORESVILLE	- Inspection and light mtce., Martinsville line only.
MIDWAY (West Washington St., Indianapolis)	- Maintenance and rebuilding of all Brazil-Danville division equipment.
GREENFIELD	- Maintenance and rebuilding of Eastern div. equipment.
RICHMOND	- Inspection and light mtce., Eastern division and city cars at Richmond. Heavy work done at Greenfield.
TERRE HAUTE	- Maintenance of Terre Haute division interurban stock, and city cars at Terre Haute.

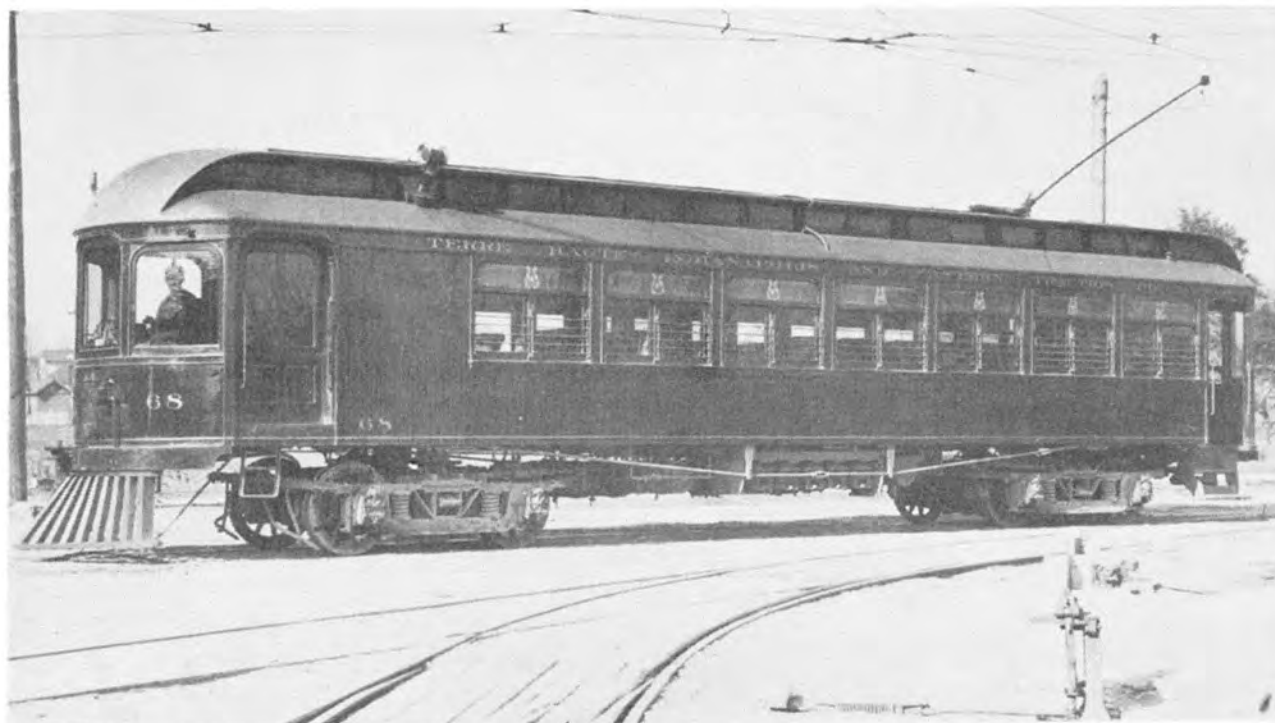
These shops were, of course, leftovers from lines absorbed by THI&E, and evidently little progress was made in centralization of main shops until the system's last years, when some plans were made, but never carried out. Locating the paint shop at Crawfordsville was probably a part of this scheme.

ROLLING STOCK: An unusual numbering system prevailed on THI&E passenger cars, in that groups were numbered in series of all even numbers or all odd numbers. This was not the case with all groups of cars, some being numbered consecutively in the usual manner, but where it does occur it makes presentation of a compact roster a difficult job. Then too, most of the cars went through the shop at least once for a major body overhaul, and this work, spread out over a long period of time, resulted in various cars of each group differing from each other by an inch or two in principal dimensions. The exact architectural treatment of the car bodies also varied slightly with each rebuilding job, some cars being steel sheathed up to the belt rail, others up to the eaves, others from belt rail to eaves, some with only "blocked-off" upper sash and wooden sheathing elsewhere, and finally some with hardly any change, except perchance to move the cab to the right side and offset the right side baggage door accordingly.

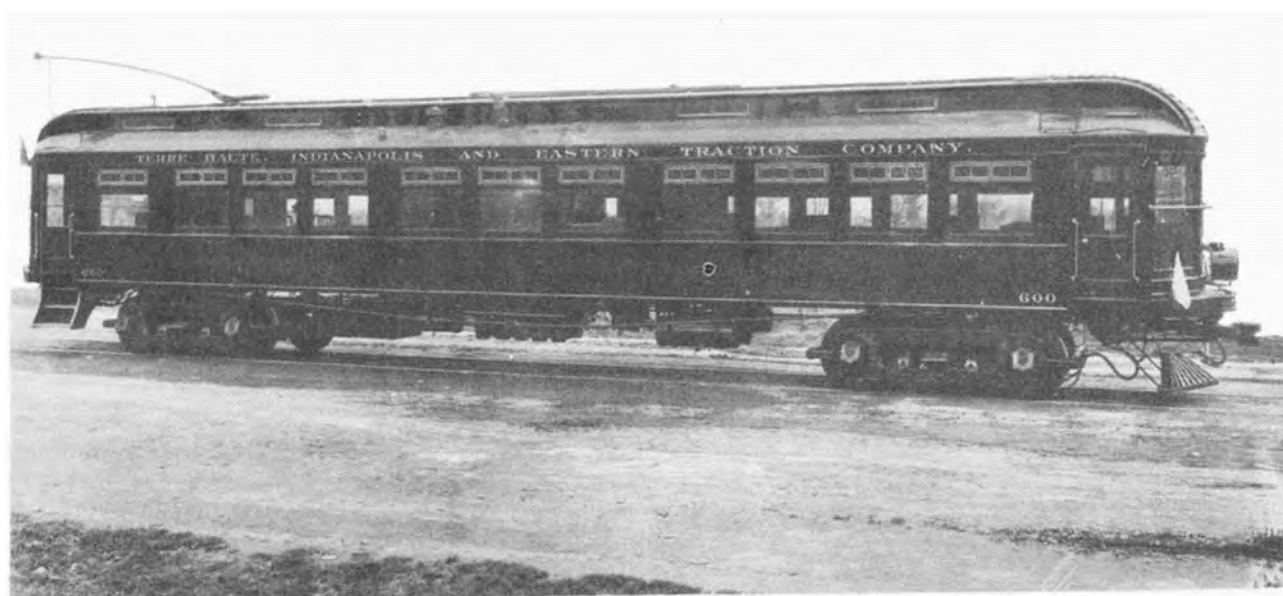
In performance, THI&E cars were very much alike, having a balancing speed of about 55 mph., seating capacity of about 50, and with a baggage compartment of about 50 sq. ft. Most of the passenger cars were equipped with multiple-unit type control, double ended, although motor cars were not trained up, and in normal use ran only from the number one (pilot) end.

For further details of rolling stock see appended roster.

Terre Haute, Indianapolis and Eastern
TRACTION COMPANY



ABOVE: Eastern Division standard type, as built.
BELOW: Luxurious business car, later also used as party car.
(Both photos: Bass Studios, Indianapolis)





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TRAFFIC: In common with most interurbans, THI&E was dependent largely on passenger traffic for its railway revenue, altho the company was aggressive in its solicitation of freight traffic. It was one of the first to build up a stock business using specially built inter-urban stock motor and trailer cars. But THI&E was limited to freight traffic which originated and terminated on its own lines or those of connecting electric railways, since clearance and curve restrictions prevented interchange with steam roads.

To offset rising costs of operation, passenger rates were advanced from 2¢ in 1907 to 3¢ in 1920, and freight rates a corresponding amount, remaining at this level until the end.

TRAFFIC CARRIED BY THI&E DURING RECENT YEARS

YEAR	PASSENGERS CARRIED	NET EARNINGS from ALL OPERATIONS
1920	29,391,226	\$ 1,510,722
1924	24,634,205	1,157,420
1925	24,055,029	1,058,181
1926	24,707,369	1,050,513
1927	22,748,604	1,045,155
1928	17,005,412	1,002,267
1929	15,965,845	1,311,227

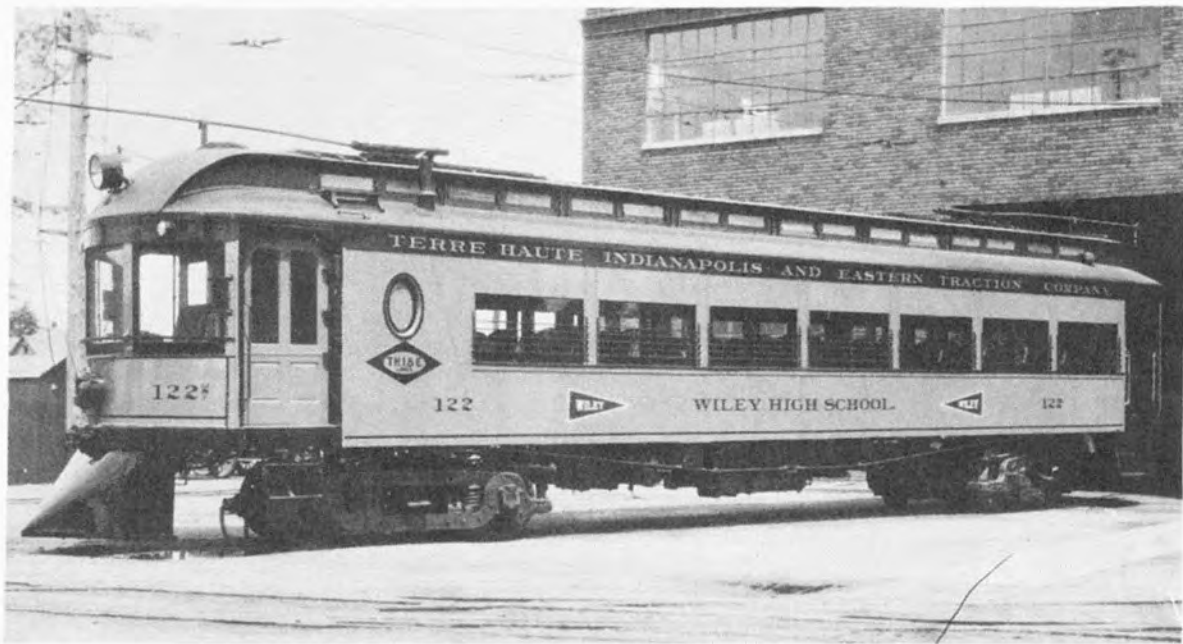
DECLINE & DISPOSITION: Glancing over the earnings column above one might wonder at the cause of abandonment, but it is to be remembered that from this figure must be deducted taxes, bond interest, rentals, and sinking funds, before dividends may be paid. Then too, the decline in passengers carried indicates a substantial decline in the demand for the railway service, due to the increased use of the private automobile and truck on public built highways. Separated statistics of the relative earnings from railway and utility operations and the relative decrease of city and interurban traffic (interurban passengers in 1920 were only 1/3 the total) are not at hand, but evidently the power and light business was flourishing while the railway was failing.

Late in the '20s consolidation plans for the creation of a vast traction property were developed, a sort of advance Indiana Railroad idea, with the company known by other names. At the same time, power and light operations were to be separated from the railways. Opposition to these plans developed a stalemate, however, and finally, in April 1930, Elmer W. Stout was appointed receiver to liquidate the property.

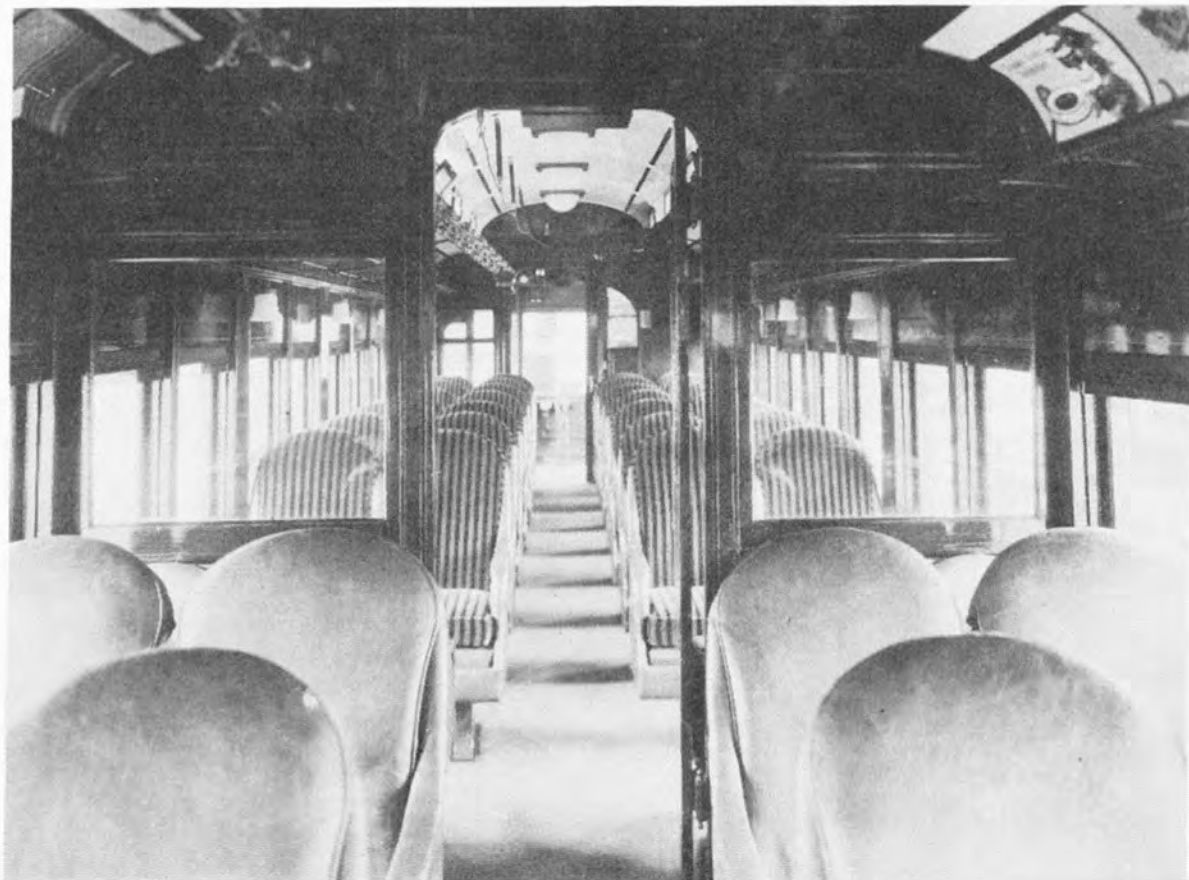
The receiver was able to consummate the consolidation idea quickly, albeit in a form different from the original. He first abandoned or petitioned abandonment of all but the Indianapolis-Terre Haute line (Indiana Railroad later altered a petition to retain the New Castle-Dunreith-Richmond portion) and then arranged the sale of the system to the Midland United Company. Supervision by Midland began July 1, 1931, who arranged disposition of parts of it to the Indiana Railroad and the Public Service Company of Indiana. In separate reorganization proceedings the Indianapolis city lines were turned over to the Indianapolis Railways.

Line and equipment were dismantled during 1933 and 1934, except for a few pieces of freight and service rolling stock that were retained by the Indiana Railroad. A few of the brick substation buildings, many miles of gravelike mounds, an occasional siding marker or stop sign are all that remain now of this great system.

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THE STYLE OF CAR 122 IS TYPICAL
OF TH&E ALTHO MODERNIZATION WAS
CARRIED FURTHER THAN USUAL ON IT





TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.



CAR GROUP NO.	BUILDER	DATE	TRUCKS	MOTORS	CONTROL	WEIGHT	CAPY	LENGTH O'ALL	WIDTH O'ALL	HEIGHT to roof	TRUCK CENTERS	NAME AND REMARKS
INTERURBAN PASSENGER MOTOR CARS - COMBINATION PASSENGER & BAGGAGE												
9	Laconia	1902	Peckham Brill	GE57	K14	50,000	40	39' 0"				Retired at Terre Haute in 1928
18	Brill	1902	Brill 271	GE73c	K35a2	50,000	35	47' 8"	9' 0"	12' 3"	24' 0"	Acquired 2nd hand 1925, believed from Aurora Plainfield & Joliet
20	1 Jewett	1903	P'kham 36b	GE73	M	80,000	56	61' 9"	8' 6"	12' 11"	38' 5"	Had original green body color
21	2 Cincinnati	1907	BLW 78-35	W121a	HL Spl	84,400	56	62' 2"	8' 10"	12' 11"	38' 5"	Rebuilt 1925 "JAMES WHITCOMB RILEY"
22	Jewett	1907	P'kham 40a	GE73c	M	80,000	51	57' 10"	8' 11"	12' 11"	34' 10"	Original car 22 like group 1 was burnt and replaced by this car, believed former Cincinnati & Columbus Traction #16, rebuilt 1920
23	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	56	62' 6"	8' 8"	12' 11"	38' 4"	Rebuilt 1927; "WHITWATER"
24	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	56	61' 10"	8' 7"	13' 10"	38' 5"	Rebuilt, "SUGAR CREEK"
25	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	61' 8"	9' 0"	13' 0"	38' 5"	"SHORTRIDGE"
26	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	56	61' 8"	8' 8"	13' 0"	38' 5"	Rebuilt "WEIDNER"
27	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	56	62' 3"	8' 11"	12' 11"	38' 5"	"DEWAS DEMING"
28	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	52	62' 1"	8' 5"	13' 10"	38' 0"	Rebuilt 1916 (& 1926?) "ANSON MILLS", equipped w/ bucket seats
29	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 3"	8' 11"	12' 11"	38' 5"	"HENDRICKS"
30	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	56	62' 0"	8' 8"	13' 6"	34' 5"	Rebuilt, "SAMUEL M. RALSTON" burnt about 1927.
31	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 3"	8' 11"	12' 11"	38' 5"	"PAUL DRESSER".
32	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	56	61' 3"	8' 6"	13' 1"	38' 5"	Had original green body color
33	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 6"	8' 8"	13' 1"	38' 5"	"FRANCIS VIGO"
34	1 Jewett	1903	P'kham 36b	GE73	M	80,000	56	61' 8"	9' 2"	13' 4"	38' 0"	"MARQUIS de LAFAYETTE"
35	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	61' 9"	9' 0"	13' 1"	38' 5"	"MANUAL"
36	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	59	61' 8"	8' 7"	13' 0"	38' 5"	Had original green body color
37	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	56	61' 8"	8' 10"	13' 0"	38' 5"	"DEPAUL"
38	1 Jewett	1903	P'kham 36b	GE73c	M	80,000	56	61' 4"	8' 8"	13' 1"	38' 5"	Had original green body color
39	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 0"	8' 9"	12' 11"	38' 5"	"WALNUT CREEK"
40	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 4"	8' 9"	13' 3"	38' 6"	"SAMUEL M. RALSTON"
41	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 4"	8' 11"	13' 0"	38' 5"	"HUGH J. MCGOWAN"
42	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 4"	8' 8"	13' 4"	38' 0"	Had original green body color
43	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	61' 7"	8' 10"	13' 0"	38' 5"	"CHARLES C. REYNOLDS"
44	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 6"	8' 8"	13' 4"	38' 0"	"TIPPECANOE", rebuilt.
45	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 1"	8' 11"	12' 6"	38' 6"	"ELBERT B. PECK"
46	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	60	61' 4"	8' 9"	13' 4"	38' 6"	"BOONE"
47	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 2"	8' 11"	13' 2"	38' 5"	"BUTLER"
48	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 7"	8' 7"	13' 4"	38' 6"	Rebuilt, "INDIANA".
49	2 Cincinnati	1907	BLW 78-35	W121a	AB	84,400	54	62' 4"	8' 11"	13' 0"	38' 5"	"PUTNAM"
50	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 6"	8' 7"	13' 10"	38' 5"	Rebuilt, "CLINTON".
51	3 Jewett	1906	BLW 285	W304c	K34d	77,400	52	58' 8"	8' 3"	13' 7"	36' 1"	"GENERAL LEW WALLACE", was IC&W 101
52	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 10"	8' 8"	13' 2"	38' 6"	Rebuilt, "PURDUE".
53	3 Jewett	1906	BLW 285	W304c	K34d	77,400	52	57' 8"	8' 3"	13' 5"	36' 1"	Original green, was IC&W 102.
54	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	59	61' 8"	8' 7"	13' 0"	38' 5"	Had original green body color.
55	3 Jewett	1906	BLW 285	W304c	K34d	77,400	52	58' 2"	8' 3"	13' 5"	36' 1"	Rebuilt, "WABASH", was IC&W 103.
56	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	60	61' 4"	8' 8"	13' 1"	38' 6"	Had original green body color
57	3 Jewett	1906	BLW 285	W304c	K34d	77,400	52	58' 11"	8' 3"	13' 4"	36' 1"	Original green, was IC&W 104
58	1 Laconia	1904	P'kham 36b	GE73c	M	85,000	56	61' 4"	8' 8"	13' 4"	38' 6"	Had original green body color
59	3 Jewett	1906	BLW 285	W304c	K34d	77,400	52	58' 8"	8' 3"	13' 6"	36' 2"	Had original green body color
60	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	58' 7"	8' 2"	13' 5"	36' 1"	"MAURICE THOMPSON", was IC&W 105
61	3 Jewett	1906	BLW 285	W304c	K34d	77,400	52	58' 7"	8' 2"	13' 5"	36' 2"	Orig. green, rebuilt. 1917, was 76.
62	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	58' 9"	8' 8"	13' 3"	30' 1"	Original green, was IC&W 106
63	5 Jewett	1906	BLW 285	W304c	K64bra	77,400	50	58' 9"	9' 2"	13' 11"	36' 1"	Rebuilt 1917, "FLAT ROCK"
64	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	55' 10"	8' 8"	13' 0"	30' 1"	Rebuilt, "BEN-HUR", was IC&W 201, limited car "ESTHER"
65	5 Jewett	1906	BLW 285	W304c	K34d	77,400	52	57' 0"	9' 1"	13' 5"	36' 0"	Rebuilt 1917 & 1925, "BRANDYWINE", had front end coupler, struck horse and was wrecked Hager, 1931
66	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	54	56' 0"	8' 8"	12' 11"	30' 11"	Original green, was IC&W 202
67	6 Kuhlman	1903	Std c80p	W121a	AB	79,000	58	62' 10"	8' 7"	12' 9"	37' 9"	Rebuilt 1917, "WAYNE"
68	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	55' 8"	8' 8"	12' 9"	31' 0"	Reb. 1910 & 1923, "EARLHAM", orig. control, motors & trucks replaced, body lengthened, was Indianapolis & Eastern Ry. #65
69	6 Kuhlman	1903	Std c80p	W121a	AB	79,000	58	62' 6"	8' 8"	13' 0"	37' 8"	Drop platf. raised 1917, steel-plated 1926, had front end coupler, name "ROSE CITY".
70	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	55' 10"	8' 8"	13' 0"	30' 10"	Note as per car 67, was I&E #70, was derailed & wrecked 1923.
71	6 Kuhlman	1903	Std c80p	W121a	AB	87,600	58	52' 5"	8' 8"	13' 0"	37' 8"	Reb. 1917, "HAWCOCK", was #78.
72	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	55' 6"	8' 8"	13' 0"	25' 11"	Note as per car 67, was I&E #80, name "GENERAL MEREDITH"
73	6 Kuhlman	1903	Std c80p	W121a	AB	79,000	56	62' 6"	8' 8"	12' 11"	37' 8"	Reb. 1917, 1929 "ROBERT I. TODD"
74	4 Cincinnati	1906	BLW 78-35	W121	AB	75,800	52	62' 6"	8' 8"	12' 11"	30' 10"	Note as per car 67, was I&E #85, name "NATIONAL OLD TRAILS"
75	6 Kuhlman	1903	Std c80p	W121a	AB	79,000	56	62' 3"	8' 7"	13' 1"	37' 8"	Reb. 1917, 1928 "GREEN FORKS"
77	6 Kuhlman	1903	Std c80p	W121a	AB	79,000	56	62' 6"	8' 8"	12' 9"	37' 8"	Note as per car 67, was I&E #75, name "OLIVER P. MORTON"
81	7 Jewett	1902	P'kham 36b	GE73c	K34d	72,800	48	54' 9"	8' 6"	13' 6"	33' 0"	Note as per car 67, was I&E #30, name "BLUE RIVER"
83	7 Jewett	1902	P'kham 36b	GE73c	K34d	72,800	48	54' 9"	8' 6"	13' 6"	33' 0"	Reb. 1917, "CENTRAL NORMAL" was Indpls. & Martinsville R.T. #61.
110	8 Jewett	1908	BLW	GE73c	M	70,000	54	53' 8"	8' 11"	13' 0"	32' 3"	Reb. 1917, "ARNER CREEK", was Indpls. & Martinsville R.T. #63.
112	8 (Specifications identical to car 110)											Reb. name "JOHN T. HAYS".
114	8											Reb. "INDIANA STATE TEACHERS' COLLEGE".
116	8											"GARFIELD HIGH SCHOOL"
118	8											"ST. MARYS OF THE WOODS"
119	9 McGuire	1906	BLW	GE73c	M	70,000	42	50' 0"	8' 5"	12' 0"	27' 1"	"CHAUNCEY ROSE"
120	9 (Specifications identical to car 119)											Reb. "WILLIAM RILEY MCKEEN"
121	9											"GERSTMEYER TECH HIGH SCHOOL"
122	9 Jewett	1908	Std c80p	W333b4	HLF	75,000	50	53' 8"	8' 11"	12' 10"	32' 3"	Reb. "SYCAMORE"
123	9											Reb. 1927, trucks, motors, and control replaced, had bucket type seats, "WILEY HIGH SCHOOL"
124	9											Rebuilt, "MARIETTA GROVER".
125	9											"WILLIAM PENN".
148	9											Rebuilt.
Car bought 1930 from Cleveland Southwestern Ry. to replace burnt car #30, never rebuilt or used on THI&E.												

P'kham - Peckham Motor Truck Co. BLW - Baldwin Locomotive Works GE - General Electric Co.
W - Westinghouse Elec. & Mfg. Co. Std - Standard Motor Truck Co.
McGuire - McGuire-Cummings Mfg. Co. A C & F - American Car & Foundry Co.
Barn & Smith - Barney & Smith Car Co. Taunton - Taunton Locomotive Works.



TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.



CAR GROUP NO.	BUILDER	DATE	TRUCKS	MOTORS	CONTROL	WEIGHT CAPY	LENGTH O'ALL	WIDTH O'ALL	HEIGHT to roof	TRUCK CENTERS	REMARKS	
INTERURBAN PASSENGER TRAILER CARS												
10	Cincinnati	1903	Peckham	trail	none	38	39' 1"	8' 7"	12' 4"	17' 4"	Name "AMY", used mainly with car 122; bought from Leb. & Thorn. Tr. Originally Indpls. Crawfordville & Western Tr. Co. 301 - 304. Originally Indianapolis & Martinsville Rapid Transit Co.	
200-203	Danville	1906	BLW 746	trail	none	45,800	44	46' 8"	9' 2"	12' 8"		
204-207	Jewett	1902	BLW	trail	none	49,800	49	46' 6"	8' 7"	13' 1"		
BUSINESS (OR PARTY) INTERURBAN PASSENGER MOTOR CAR												
600	Cincinnati	1911	Std 080p	W303a	HL	85,000	23	60' 2"	9' 0"	13' 1"	38' 6"	Front and rear solarium observation
SUBURBAN PASSENGER MOTOR CARS (Used on Terre Haute Division Interurban Lines)												
101	Indpls St Ry	'06	BLW F	W101b	K10	42	41' 1"	7' 9"	11' 11"	15' 9"		
103	Indpls St Ry	'06	Laconia 7b	W101b	K11	42	41' 1"	7' 9"	11' 9"	17' 6"		
104	Jack. & Sharp	'02	Brill 27g	W12a	K12	55	42' 3"	7' 10"			Open car. Specs given for 104, 105, 108, 109 similar except 105, 109 by Laconia, 1906.	
105												
108-109												
113, 117	Stephenson	1903	St Louis	W101b	K14	56	44' 8"	8' 5"	11' 6"	22' 1"		
126, 128, 132, 134, 138	Jewett	1902	Brill	W12a		55						
402	Indpls St Ry	'06	BLW F	W101b	K11	42	39' 7"	7' 9"	11' 8"	15' 9"		
458	Cincinnati	1917	BLW			48					Arch roof steel car.	
INTERURBAN FREIGHT MOTOR CARS												
126	Jewett	1903	Std C80p	GE73c	1-K64	(Tons) 30					TYPE FORMER BECAME	
127	Jewett	1903	Std C80p	GE73c	2-K64bra	66,800	30	50' 1"	8' 7"	13' 4"	Box I&NW #1 IR #706	
128	Jewett	1902	P'kham 36b	GE73c	1-K24d	75,000	30	50' 4"	8' 7"	13' 3"	Stock #2	
129	Jewett	1902	P'kham 36b	GE73c	1-K64bra	65,000	30	50' 4"	8' 7"	13' 3"	Box #3	
130	Cincinnati	1906	P'kham 36b	GE73c	1-K64bra	72,000	30	51' 0"	8' 6"	12' 10"	Stock #4	
131	Cincinnati	1907	BLW 78-35	W121a	1-AB	75,000	30	50' 8"	8' 8"	12' 8"	Box #5	
132	(Specifications identical to car 131)										Box #6 IR #707	
133	Kuhlman	1904	BLW 78-35	GE73c	1-K64bra	70,000	30	49' 7"	8' 5"	12' 7"	Box #7 IR #708	
134	Cincinnati	1906	BLW 78-35	W121	2-K64bra	75,000	30	50' 9"	8' 7"	12' 7"	Box #8, later 210.	
135	Cincinnati		P'kham 14	GE73c	2-M	65,000	30	50' 5"	8' 6"	12' 7"	Box #9, later 220.	
136	Cincinnati	1910	Std. C80p	W121	2-AB	78,000	30				Stock From Cin. & Cola. Tr. Co. 1918	
137	Jewett	1906	BLW 285	W304c	1-K34d, and 1-K64bra	70,000	30	50' 5"	8' 11"	12' 10"	Box IR 718, later 773	
138	(Specifications identical to car 137)										Stock IC&W #51	
139											Box	
140	A C & F	1922	BLW	GE73c	2-HL	60,000	30	56' 6"	8' 4"	12' 6"	Box	
141	A C & F	1907	BLW	W101b	2-K14		20	43' 10"	8' 8"	12' 10"	Wreck. Former Box motor.	
142	A C & F	1919	BLW	W101b	2-K14	60,000	20	41' 9"	8' 9"	12' 9"	Box	
143	(Specifications identical to car 142)										Box	
144	A C & F	1907	BLW	W101b	2-K14	60,000	15	40' 0"	8' 6"	12' 6"	Box	
150	Jewett	1906	Std C80p	W333vd	1-HL	78,900	15				Box IC&W IR #709	
151	Jewett	1906	P'kham 40a	GE73c	2-K64bra	67,000	30	50' 6"	8' 11"	12' 5"	Stock C&CT #100	
152	Jewett		BLW 78-35	W121a	1-K64bra	65,000	15	48' 3"	8' 6"	13' 3"	Wreck. Ex. box. IR #1151	
153	Jewett	1903	P'kham 36b	GE73c	1-K64bra	74,000	30	57' 4"	8' 10"	12' 0"	Former TH&E #79 Pass. motor.	
154							15				Box I&NW #10 IR #705	
LOCOMOTIVES AND WORK EQUIPMENT (Also freight motor cars in contiguous number series)												
155	TH I & E	1900	Arch bar	Trail	None		19' 4"	9' 0"	12' 8"	10' 9"	Snow plow IR #1176	
175	Cincinnati	1912	Std C80p	GE73c	1-K34d	83,600	45' 4"	9' 2"	11' 7"	25' 0"	Work loco. cab one end.	
176	TH I & E	1911	Barn & Smith	GE73c	1-K4	82,000	40' 10"	8' 8"	11' 10"	23' 7"	Work loco. cab one end.	
177	TH I & E	1913	P'kham 14b	GE73c	1-K64, 1-L4		38' 10"	8' 8"	13' 1"	23' 0"	Line car.	
179	TH I & E	1911	Std 050	W93a	1-HL	60,880	30' 6"	9' 7"	12' 0"	17' 6"	Loco. Was TH&E #3. Sold to West. Indiana Gravel Co.	
181	McGuire	1913	St Louis	W93a	2-M	60,000					Line car. IR #770	
182	A C & F		St Louis	W38b	2-						Box motor.	
183	TH I & E	1915	St Louis	W93a	2-K14						Center cab work motor.	
184	McGuire	1907	McGuire	2-W38b	2-K11		28' 6"	7' 2"	10' 9"		Single truck sweeper. IR #1172	
185	Taunton	1898	Taunton	2-W38b	2-K10						Single truck snow plow.	
189	Lew. & Fowl	1898	McGuire	2-W38b	2-K10		25' 11"	6' 6"	10' 3"		Single truck sweeper. IR #1173	
190	A S & I	1902	P'kham	GE73c	2-K35	50,000					Line car. IR #762	
191	St Louis	1902	BLW	W303	2-K34d	65,000					Line car. IR #763	
192	TH I & E	1920	Std	W333	2-HL	86,530					Locomotive IR #752	
193	TH I & E	1920	P'kham 36b	GE73c	1-K34	67,400	40' 0"	8' 7"	12' 5"	16' 9"	Work motor IR #788	
195	TH I & E	1923	StL 23a	W101b	1-K64bra	63,900	38' 10"	9' 1"	12' 0"	22' 7"	Center cab loco. IR #789	
196	TH I & E	1927	BLW	W121	2-HLBF	89,800	35' 6"	9' 2"		17' 8"	Steeple cab loco. IR #753	
198	TH I & E	1910	Std 050	2-W101b	2-K11		37' 6"	8' 0"	11' 3"	18' 2"	Welding motor	
450	TH I & E		BLW	W-93a	2-HL		20				Stock motor	
FREIGHT TRAILER CARS												
39 Box cars numbered: 222-249, 438, 1700-1709.												
39 Stock cars numbered: 252, 253, 282, 285, 400-427, 451-457.												
12 Side dump cars numbered: 350-361.												
4 Center dump cars numbered: 264-267.												
2 Dump cars numbered: 277, 298.												
18 Flat cars numbered: 250, 251, 254-258, 261, 268-270, 273, 278, 279-281, 283, 284.												
11 Side dump ballast cars numbered: 286-296.												
2 Cinder cars numbered: 259-260.												

RECAPITULATION OF EQUIPMENT:

74 Interurban passenger motor cars
9 Interurban passenger trailer cars
15 Suburban passenger motor cars
27 Interurban freight motor cars
16 Motor and one trail work cars
127 Freight trailer cars
268 (For city cars see page 9)

SUPPLEMENTARY NOTES ON CONTROL:

(Master controllers used with various types of contactor groups.)
GE Type M on group 1 - C6
" M 8,9 also car 181- C28
" M on car 135 - 1-C6 and 1-C-120
W Type AB on all types - 12b
" HL on car 140, 450 - 16B
" HL on car 600, 179 - 189d2
" HL on car 21 - 15B2
" HLF on car 122 - 15B3
" HLF on car 196 - 337D

GEAR RATIOS:

GE 73 motors (75 hp.) 24:51

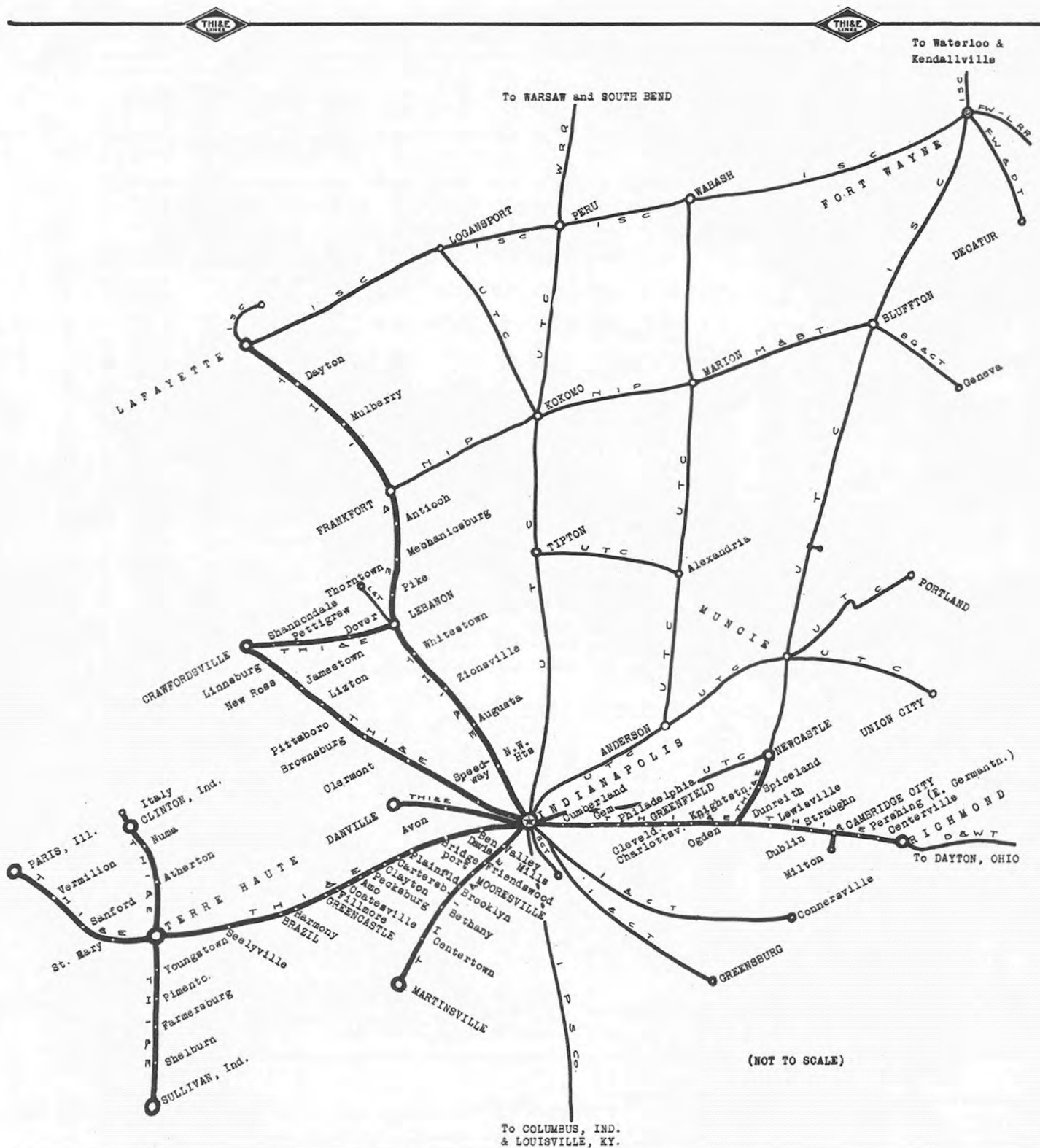
W304c motors (90 hp.) 24:63
W121a " " 24:51

AIR BRAKE EQUIPMENT:

Standard engineer's valve: M-150 (Group 3 and 5 had M-22 valves)
Standard compressor: Westinghouse D2EG or General Electric GP-28
Standard triple valve: M2a or M2b. Standard governor WABco type J.
Standard size of brake cylinder: 14" x 12".

MODERNIZATION PROGRAM:

The program of car modernization, including steel annealing, new style sheet steel pilot, new headlight arrangement (see cover), improved ventilation, orange and black color scheme with car names as well as numbers was begun in 1924 and nearly finished by 1930. The names chosen were representative of the territory served, its institutions, noted persons, and streams. Deceased executives of the company were also thus honored.



TERRE HAUTE INDIANAPOLIS & EASTERN TRACTION COMPANY

& CONNECTIONS