

ALONG THE LINE

BY RED HOWELL



INTERURBAN TO CLINTON
VOLUME I

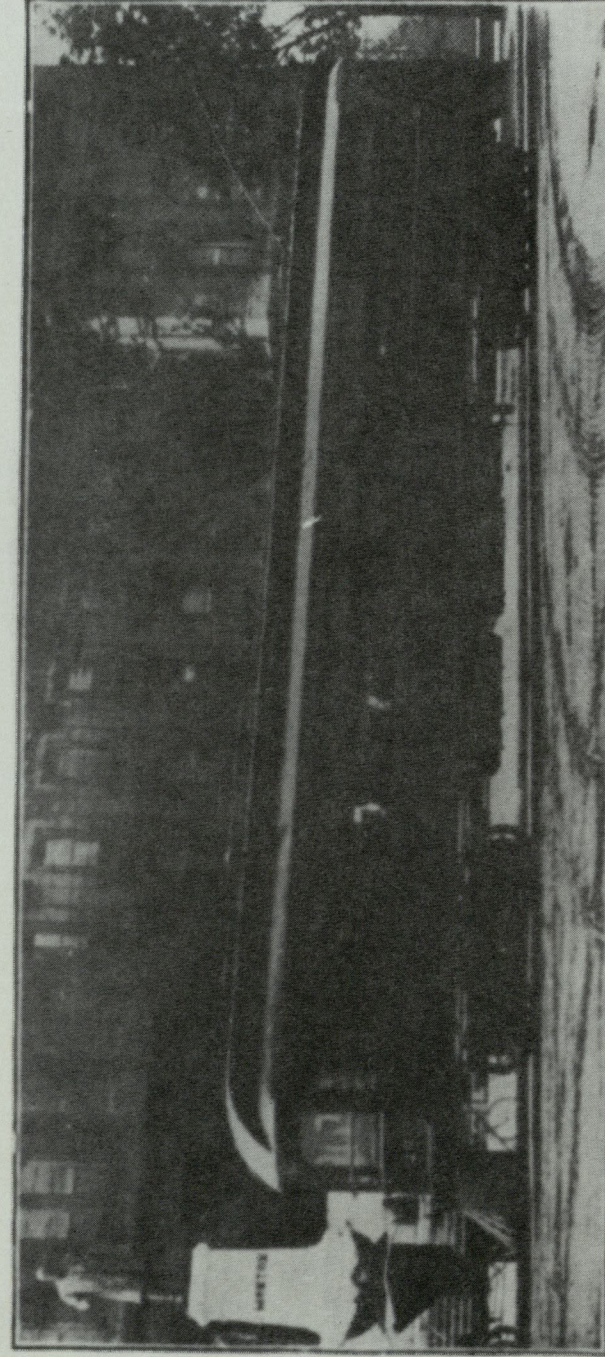
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Terre Haute, Indianapolis



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Fast Freight Service to all Points reached by Traction Lines in Indiana, Ohio and Paris, Illinois

Along the Line

Interurban to Clinton

VOL. 1

1903-1931



Author age 21 as fireman on Spirit of St. Louis—HHH

A story of people, places and happenings
along and adjacent to the T.H.I. & E. route.

Preface

"Along The Line" is a collection of my personal memories and those of others with whom I have conversed. It contains stories, incidents and historical facts. The collection of photos and the official Terre Haute, Indianapolis and Eastern Traction Company data relate to people, places, buildings and right-of-way scenes along the line between Terre Haute and Clinton, Indiana.

To those who know the author, this book will not come as a surprise. I have been an ardent lover of railroads since my early childhood. My mother once told me the first knowledgeable words I spoke were "choo choo train". Everything I did, at work or play, was geared to railroading. I swept the aisles of Crabb's and Ralph Smith's Stores on a railroad type schedule. I delivered groceries in the same manner, in fact, I seldom did anything that could not have a railroad tenor attached to it.

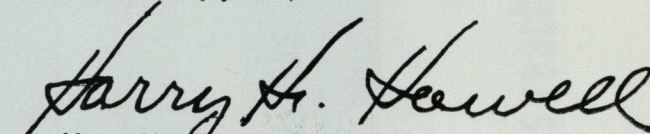
This story began during the late hours of January 22, 1974. In preparing an article for Mrs. Robert (Dorothy) Clark, Vigo Historian, I recalled the many delightful rides I had taken between the city and my home town, North Terre Haute. I typed them, and read them to my wife. Phyllis

enjoyed the four typewritten pages of the things reminiscent of that era and further reasoned that others would too. Memories of those days are very much alive, thus I went to work collecting stories, photos and information. The original four pages grew, and grew and . . . grew, into what you now hold in your hands.

During the preparation of this volume Phyllis has practically "eaten her words." The dining area table has never been completely cleared! Unbelievable stacks of papers, letters, newspapers and photos plus items of memorabilia have invaded the entire house.

It is my sincere hope that all who read this book will receive anew the "blessing of recollection" that I have found. If this publication revives the interest in "the good ole days" motivating the reader to determine to make America what it has been . . . is . . . and must continue to be, THE GREATEST NATION IN THE WORLD . . . under the direction of Almighty God, then my long hours of research, tedious collecting of materials, typing and retyping of pages, and a great amount of expense will be worth it all.

Tractionally yours,


Harry H. "Red" Howell

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Acknowledgements

"Along the Line" is the end result of many donors' photographs, stories, incidents, and information associated with the Interurban Line to Clinton, employees, businesses, families, and places of interest in areas along the line. It would be impossible to name each person with whom I have conversed, but each has added special interest to the story.

Mr. Charles "Chuck" Galloway, of Galloway Studios in Terre Haute, outdid himself in the capacity of Official Photographer for this book. It was Chuck's unquestionable ability to copy photographs that made this publication more realistic and reminiscent. My efforts would have been

unsuccessful without the photographic genius of Chuck.

Mr. David Wright, B.S. in Commercial Art, I.S.U., Class of 1975 did a wonderful job in producing the cover for this publication.

I am especially indebted to those who provided photos of rare distinction, or allowed me to copy photos in their possession. Some people prefer to remain anonymous, others have allowed me the privilege of giving them photographic credit.

To all who helped in any way, "THANKS A MILLION". This book is the end result of OUR efforts.

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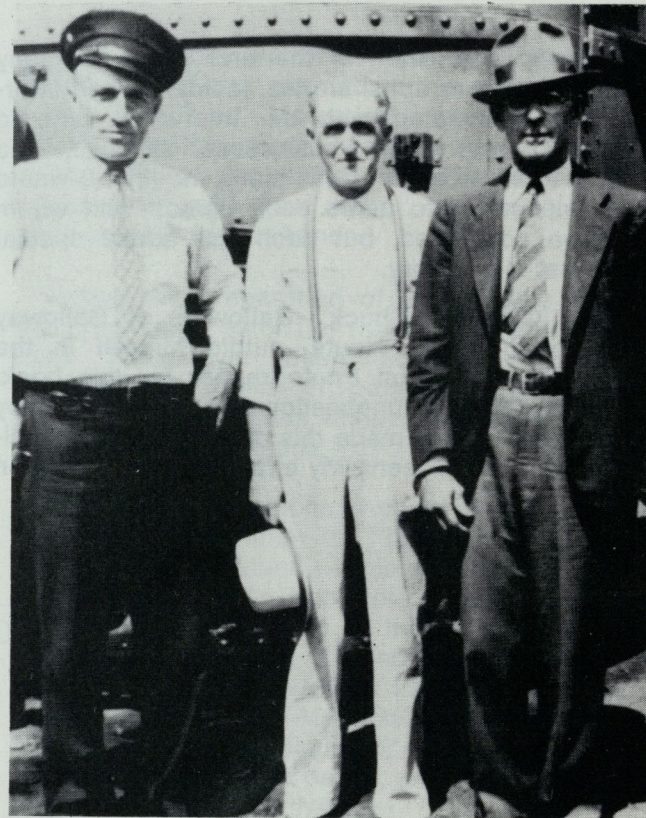
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THT Terre Haute Today
THTR Terre Haute Tribune
TRO Tommy Rusin
VF Vesta Farrow
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WMR Walter M. Reiz

Homeward Bound

Those of us who remember the traction cars have great memories as we recall incidents connected with them. I could never forget the distinguished gent who was a "Man of many jobs" serving as baggageman, janitor, and the caller-of-trains at the Terre Haute Passenger Terminal Station. So vivid in my mind is his slight hunch, articulate voice, and faithful service to the company and patrons alike. His name I have forgotten; however, his outstanding character was such that he stands out among my most noteworthy recollections.

Speaking of recollections, who could ever forget the glass showcase in the passenger waiting room, not the Arcade, north of the alley on North Ninth Street? Miniature glass lanterns with red and green globes, filled with those delicious candy pellets o'er shadow all other items in that case. Depression days limited my purchases of those lanterns, but my widowed mother did manage a few for me which I kept many years. Other items found in that showcase included a well-stocked supply of candy, gum, cigarettes and other saleables.

Clyde Rhoden, just out of high school, was a "News Butcher" for the Union News Co. Prior to departure, Clyde would pass from car to car selling "goodies" from his big basket. The "News



Motorman Giddings, Train Caller, Agent L. M. Brown, Greencastle
—LG



Inside of Passenger Station—KR



Traction Station and Yards, Terre Haute, Indiana—EPB

Aerial View of Station and Yards—THTr



Butch" would enter the rear of the car, pass through to the front calling, "Fresh buttered pop corn, peanuts, candy bars, chewing gum, fresh fruit, cigars, cigarettes, and tobacco." I always dreaded his final trip through our car as he added those terrible words, "last call . . . anyone?" I knew, when I heard that, my chances of enjoying any of his goodies would be gone if I didn't persuade my parents quickly. Later, Clyde worked for Smith & Deckard Electric Shop when it was on the south side of Eleventh and Wabash. He was fatally burned at an early age.



No. 110, John I Hays Car in the Station—GK

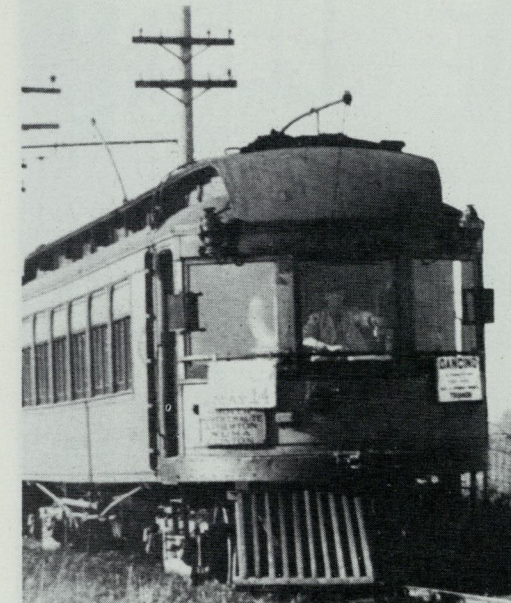
Interurbans departed and arrived, to and from, Brazil, Clinton and Sullivan, Indiana and Paris, Illinois. They also traveled between Terre Haute and that far-off metropolis called Indianapolis, wherever that was! St. Mary-of-the-Woods, I imagined, must surely be a "big place" from the number of passengers boarding that car. I had never seen the town of St. Mary's; however, I had seen the Cathedral Spire and the college water tower silhouetted in the setting sun from our home in North Terre Haute as a boy of seven years. That interurban usually sat on the track north of the Clinton car on which I rode. I often dreamed of the day when I too could ride the interurban to that fantastic town of St. Mary's.

In retrospection I still feel the same excitement of boarding one of the bright yellow-colored interurbans after a shopping trip to the city. They had numbers and names on most of them after 1924-27. Let me recall a few of them: the Gerstmeyer Tech High School, No. 120 (the largest and sometimes used "extra" on the Indianapolis run); the Wiley High School, No. 122 (this was one of the fastest and most talked about cars in traction circles); the Garfield High School, No. 114; Chauncey Rose School, No. 118; the Indiana State Teachers College, No. 112, and many more I shall not mention at present. The caller would call the destination, the departure time, and the track number. "Train for Grover, North Terre Haute, Ather-ton, Numa, Lyford, and Clinton departing at 9 a.m. now loading on track number two — Aaaa-ll-lll-lll A-booaaard".



Ladies enroute to boarding a car, trolley upper left—BN

As departure time drew near the Conductor, dressed in his blue serge suit, vest, and coat, with a gold watch chain and fob, would approach the front of the car. After conferring with the Motorman, checking watches, and walking back in a dignified manner, he would shout another loud "AIIII A-booaaard", pick up his footstool and climb aboard at the rear. Upon entering the rear vestibule, he pulled a rope cord which formed a wye from each door, stretching through the car to the Motorman's compartment. This cord was



Destination Sign on front of No. 118, Circus and Trianon Dance Pavillion Ad—SM

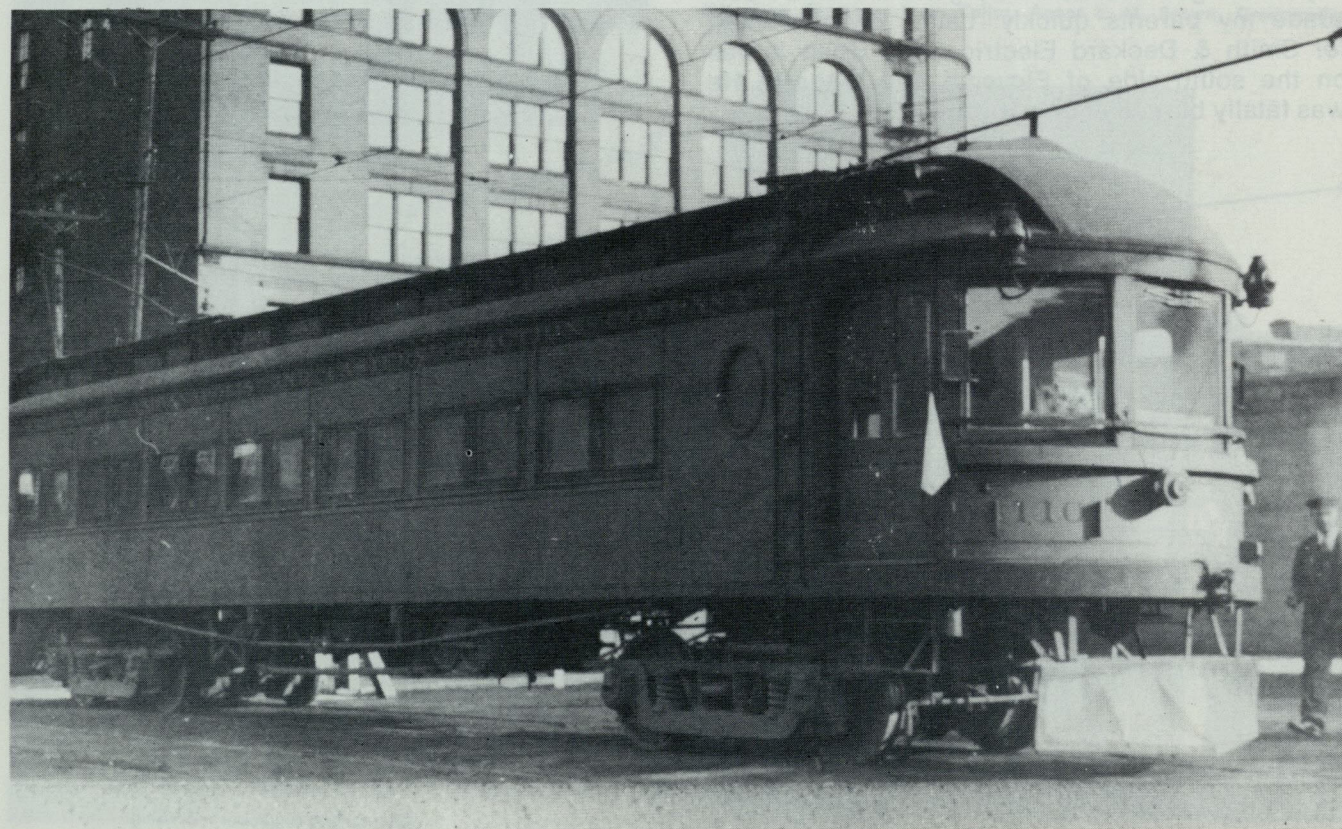


Road Trainmen, Motorman 4th from left, in passenger uniforms—BN

suspended from the ceiling by brass-holed, black leather straps. In the Motorman's compartment a bell responding from the tug of the cord brought the effect of a jockey awaiting the starting gun. A second bell caused the neatly-shined black shoe to "tromp" a piece of metal, protruding from under the car, beneath the Motorman's foot, sounding the "gong". This was in compliance with Rules 98a and 99 of the Interurban Rule Book. Opening the controller to point one caused the car to ease

ahead giving the passengers the feeling of being driven by a thousand horses.

It was a thrill from the first movement! Just ahead was the Bement-Rea & Company Building and it seemed to say, "you can't pass me". As we came to Eighth Street all four terminal tracks converged into a tangle of switches until there was only one track headed southward toward Wabash Avenue, Central Indiana's "Great White Way".



No. 110 looking from the northwest—GK



Other Trainmen posing, Will Campbell (N.T.H.) 3 from left—THR



Looking southwest from traction yards, 8th at Cherry Sts.—THR

I have often wondered how my head remained fastened to my neck as it moved rapidly to and fro trying to see so many of the sights in all directions. Stores, shops, eating establishments, offices, and 'what-have-you', the Odd Fellows Building, Zion Evangelical Reformed Church, the Hippodrome Theater, where those extraordinary vaudeville performances were given, all drew my attention. Viewing the famous glazed star in the concrete at the entrance of Kay-Bee-Star Style Store (northeast corner of Eighth and Wabash) was a last minute treat as we started moving eastward for those other delightful scenes along East Wabash Avenue.

There was nothing unusual about those quaint little four-wheeled city cars dashing madly to and from the Court House Square and other directions on the city streets. They were called Birney's or Safety Cars and gave Terre Haute the distinction



Looking west from 8th at Wabash Avenue—THT

of being the first city of any size to have a 100% Birney Type Operation.

Eastward Ho!

Having received the proper signal, and waiting frequently for a running passenger, who was about to miss the car, the sound of the gong was again heard. Wheels squeaked and squalled as the big car made a left turn heading toward Thirteenth

Street. On the left, Coney Island the home of "America's best hot dog"; Clatfeller's Shoe Store, the archway of the Terminal Arcade, which looked like buildings I had seen in one of my history or geography books at Otter Creek School. The



Looking east from 8th at Wabash Avenue—THR

arcade housed mysterious stairways that led to numerous offices, shops, and stores on both levels. Then we would pass a night club, followed



Business view from Interurban on East Wabash, Columbian Laundry Co.—THT



Terminal Arcade Bldg., Passenger & Baggage Station at rear—THT



Business view from Interurban on East Wabash, Hickman & Son—THT

by Hulman & Company, wholesalers of many fine products. To my right I recall the old American Theater, where my Dad took me to see my first talking picture; the many pool halls and recreation



Birney-type Street Car headed west at C. & E.I. Railroad on Wabash Avenue—WEJ—CERA

rooms; Owsley's Clothing Store; the Bus Station at Ninth-and-a-half and Wabash where the famous Kable Restaurant was located; and a Uniform Manufacturers Building. A stop was a MUST at the C. & E. I. Railroad Crossing. It was difficult to know which way to look as both the C. & E. I. and Pennsylvania Freight Houses provided a great source of imagination for a boy. I recall coming to these buildings with Sylvester Mattox to pick up a kerosene stove or linoleum rug my mother had ordered from Spiegel-May-Stearn Mail Order House in Chicago.

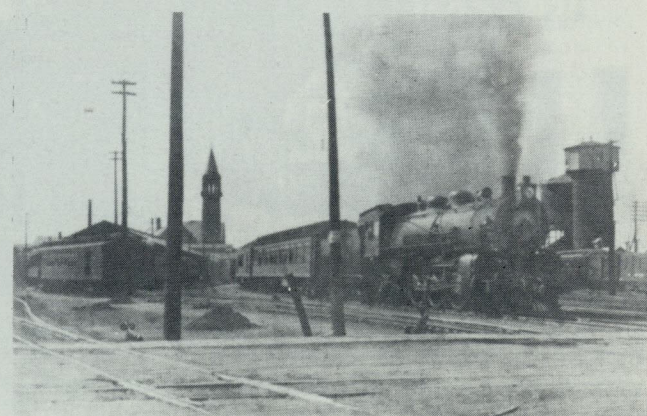
Eastward Ho! We swayed back and forth listening to the Motorman clanging the gong at every intersection and occasionally blasting the whistle at a careless motorist. Do you remember Bresett's Grocery? It was near Twelfth and Wabash. My father used to purchase a large box of groceries and catch the interurban for home from that corner. Paitson Brothers was an infant in those days, Old Columbian Laundry, J. N. Hickman & Son Mortuary, Lyceum Theater, and the drug store were marvelous attractions.

Through the City's Side Yard

At Thirteenth Street we turned north with a last-minute glance at so many interesting sites in that

vicinity. Abe Krasner's Meat Market with many glass windows across the eastside of the building and the signs listing many varieties of meats under these windows. Their meat curing process produced two things, smoke and odor, and what a mouth-watering spot it was. The Hoff Brothers' Store occupied the northeast corner with innumerable items displayed out front to allure the travelling public, and inside were aisles of fascinating surprises awaiting the shopper. This in itself is another story.

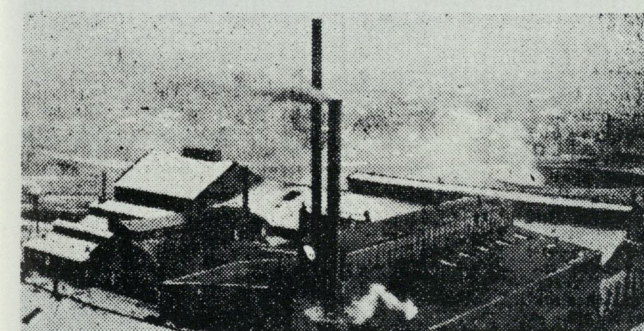
As we headed north, it gave me a feeling of passing through the city's "side yard", heading for the great fields "out back" of the town. We now picked up a little speed and I wondered and imagined what it must be like to live in the city with sidewalks, street lights, trolley cars, and even a nickel "Jitney ride" sounded thrilling. Speaking of jitneys, I knew one operator in the old Twelve Points Area, Mr. Harrison Mattox, a gentleman and fine citizen whose life blessed mine for years after the jitney days. About the time I imagined how great it must be to live in the city, we would pass from double tracks to the single-track stretch taking us over the Pennsylvania Railroad at the location just south of Spruce Street. Although the



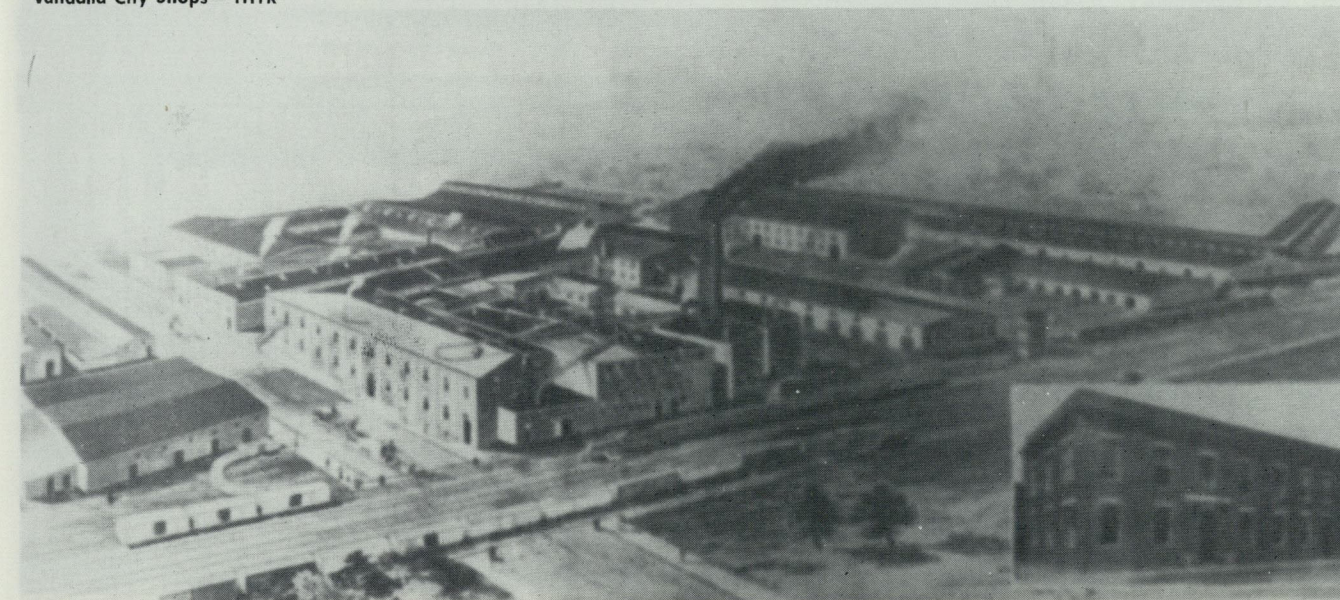
Vandalia Railroad Crossing at 13th Street—THT

noise from the interurban's air compressor was loud we could hear the big warning bell outside the crossing watchman's tower. The tower sat on four spindly legs that tapered down to just one iron mass set in concrete. They held the building up until about 1968. The big bell????? Well . . . that's a mystery except to the person who was fortunate enough to obtain it.

Our route now crossed the multiple tracks of the Pennsylvania Railroad, formerly the Vandalia Line and prior to that, the Terre Haute and Richmond Railroad of which Terre Haute Philanthropists, William R. McKeen and Chauncey Rose, played such an important role. This location provided a variety of scenes: on the southwest side, the old city back shops; on the north side of the main tracks between Tenth and Thirteenth Streets, the coach yard tracks held the equipment for extra and regular service on the trains to Decatur and Peoria, Illinois; Crawfordsville, Frankfort, Logansport, South Bend, Lake Maxinkuckee (famous resort lake in Northern Indiana); and cities in Michigan. Straight west one could see the big, black, spooky sheds over three tracks of the magnificent Union Station. This station was built from Mansfield (Indiana) pink stone. It was made famous by the late Will Rogers who said, "It is the only depot I've ever seen with a silo on top". The original tower had the appearance of an

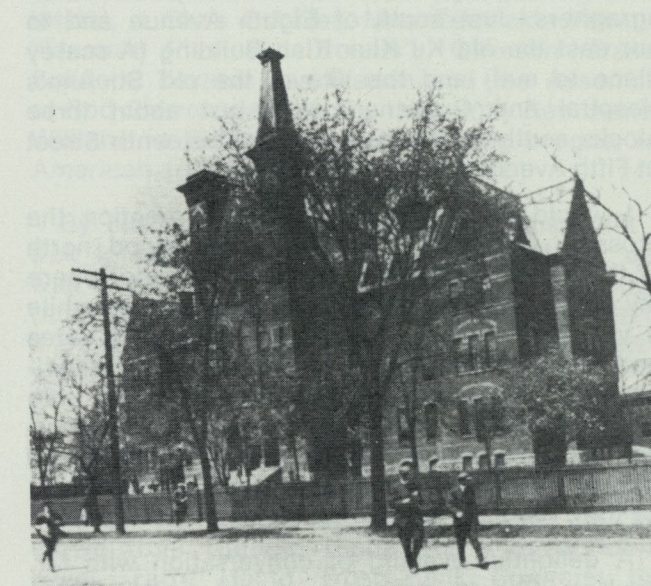


Vandalia City Shops—THTR



Standard Wheel Works, World's Largest in that day—THT

upside-down ice cream cone. Lightning struck the cone and it was later removed. My boyish mind could only imagine . . . never comprehend . . . the places to which one could travel via those large steam trains departing from the Union Station.



Rose Poly when it was located at 13th and Locust Sts.—THT

A few short blocks north provided another series of scenes at the Thirteenth and Locust intersection. The Rose Poly Technical Institute (later becoming Gerstmeyer Technical High School), the little service station once operated by Mike O'Leary, and on the east corner to the south was the large two-story building housing another of those wonderful neighborhood groceries. The northeast corner was graced by the little drug store later operated by George Skene. I conversed regularly with George after becoming a customer and found him a very interesting and accommodating gentleman.

Quality at a Substantial Saving at Krasner's

A. KRASNER

Money Dew

BACON
Sugar Cured
17c and up

Beef Pot Roast
POUND
12½c and 15c

PORK LIVER
3 lbs. 24c

Frankfurters
2 lbs. 25c

NUT

MARGARINE
2 lbs. 21c

BUTTER
Pure Creamery
1b. 23c

Dry Salt Pork
1b. 10c

Cream Cheese
1b. 19c

Headquarters for Lunch Meats
of All Kinds at Special Prices
15TH AND WABASH 4TH AND OHIO

Money Dew

Smoked Hams
Half or Whole.
16c-18½c lb.

Beef and Pork for
MEAT LOAF
1b. 12½c

BOILING BEEF
BRISKET
1b. 7½c

BEEF STEAK
1b. 14c

VEAL ROAST
and Veal Steak
1b. 19c

PURE PORK

SAUSAGE
1b. 10c

Veal Breasts
for pocket
1b. 10c

LARD
3 lbs. Net 24c

H O M E O W N E D O P E R A T E D

Krasner Ad from the Terre Haute Tribune, 1931—THT

Excitement ran high as we neared the triangle of Thirteenth Street, Eighth Avenue, and the New York Central (Big Four Route) and Chicago & Eastern Illinois Railroads. There was a fine view of Haley Tower, the back of the Standard Wheel Works, now occupied by Recipe Foods, Packard Shirt Company, and Thomson-Symon Lithographers. Just south of Eighth Avenue and to our east the old Ku Klux Klan Building (A scary place to me!) and the site of the old St. Ann's Hospital and Orphanage was just about three blocks south of this triangle, on Thirteenth Street at Fifth Avenue.

I would be remiss if I failed to mention the crossing watchman's shanty, which stood north of the tracks on the Thirteenth Street side, where my cousin George Albert Dean once worked while a very young man. This tower controlled gates and signals for numerous crossings in the immediate area. How many of you remember the little barber shop just north of the tower? I got a haircut there many times and always enjoyed it even though the trains would scare me half to death as they rumbled past so closely behind the shop.

A delightful evening of conversation with Mr. Shubert Sebree revealed an interesting story regarding this area. Mr. Sebree's cousin took employment as a "strike breaker" motorman during the late 1890's. Near this intersection someone had arranged two large bricks suspended by a

rope strung over the trolley wires. As the open-end street car arrived, the bricks were noticed, in spite of the darkness, and the motorman ducked in time to see the bricks crash into the windows at the front of the car behind the operator's position. No doubt serious injury or death would have resulted had the motorman failed to see the trap.

After returning to the double track, our inter-urban sped past the wheel works, Plum, Ash, Buckeye, Cedar, and Linden Streets. If you looked quickly you could see the little Hand Made Cigar Shop on the south side of Ash Street, where Nick and John Wagner, the owners, hand rolled cigars. The cigar factory had a wooden fence around the property and a refreshing well of water, which is operative yet today! When the trees were bare of leaves the giant Columbian Enameling and Stamping Company Building (the largest such plant in the world) could be seen.

Our speed was sharply reduced as we came to the Twelve Points area. Here one viewed the Big Boy Soda Pop Company, Hice Drug Store, Twelve Points Savings and Loan Office, with Dr. Garrigus' Office above the loan office. I recall going with my father to the Sipes Pool Room (it would have been called a recreation center today) located in the northeast corner of 13th at Maple, a favorite hangout for miners on their days off. I usually managed to receive one or more tokens (coin-shaped metal pieces) with a five cent value.



Early type City Car—AN

I always purchased one of those deeeelicious, silver-colored, tin-foil wrapped Tango Bars.

A small phone booth sat on the east side of the street near the alley at the Pop Company. From this booth the Conductor would call the dispatcher to get orders and permission to use the main line northward and to clear the line after they arrived in the city car limits.

Twelve Points was so-called because of the "Twelve Points" formed by Thirteenth Street, Maple Avenue, and Lafayette Avenue. A large



Early type City Car—HS

dwelling, which had become a business building, originally occupied the triangle. An unsolved murder mystery in that dwelling raises goose-pimples every time I think about it. Grand Avenue, although not a part of the intersection, hosted the Barker Building, Standard (Red Crown) Gas Station, Thomas Funeral Home (a fine family institution), a Shoe Cobbler, Mrs. Zendick's Famous "Mama's Pies and Donuts", Gilkeson Trailer Builders, Texaco Gas Station and the Assembly of God Church, pastored by the saintly Rev. James Williams, a Scotchman with a strong brogue, an American and Christian in every detail.

By the time our trip had reached this point a trek to that little room at the back of our car was a necessity. We always paused long enough (after coming from the little room) to drip, drizzle a drink of water from the "big jug" of ice water, also at the rear of the car.

A quick glimpse southward out the back vestibule window would provide a fine view of the Twelve Points area on Lafayette Avenue. West's Drug Store (a favorite hangout for the "in" crowd from Garfield High), The Twelve Points Hotel, Terre Haute Trust Bank (formerly the Twelve Points State Bank, now Merchants National), Nate Wallace Grocery, where Reva Thomas Sullivan served as cashier for a long while, two "yummy" bakeries, an A. & P. Store, Swander's Mens Shop, Swan Theatre and that place where the largest selection of five cent candy bars could be found in the city, "Sam the Popcorn Man's" place, the 5 & 10 Store and the establishment of congeniality, the Owl Drug Store.



Looking south at 12 Points on Lafayette Ave.—THT

Heading for the Country



Looking north down the tracks, just north of Lost Creek—BN

Staying too long at the drinking-water cooler could cause you to miss the rapid-fire thrills of speeding past the Lange School, American Barbeque, and Charlie Hudson's Service Station located just north and east of the "tummy-tickling" hump in the center of Lost Creek Bridge.

Stop 1, Woodley Avenue, was the first of forty-two stops after the Clinton interurban line departed joint city operations at 13th Street and Lafayette Avenue. Several businesses were located in the area; however the most notable reason for stopping was to receive northbound passengers or discharging of southbound students and worshippers at Sacred Heart Catholic Church and school. I never ceased questioning those few students I knew who rode the bus instead of the interurban.

Stop 2, North Street, intersected North 14th Street and Lafayette Avenue at this location. The Lange Grade School, American Barbeque Restaurant, and a large three-story business-

apartment complex building are those among my best recollections.

Stop 3, the site of Lost Creek United Brethren In Union In Christ Church, north of Hudson's Station provided a source of inspiration for me. The faithfulness of so few, one man's family in particular, impressed me that there must be something more than just possessions in this life. Of all the people who have influenced my spiritual life this man, whoever he was, certainly had his place.

A small grocery, fronted with gas pumps, located on the west side of the street, eventually gave way to Batchelor's Truck Stop. The fruit and vegetable stand north of the truck stop must have been a forerunner of the drive-in cafe. Here one could eat watermelon without fear or favor to etiquette or staining your clothing with the delicious juice that dripped from your chin.

Several business establishments graced the area bounded by Fifteenth, Carl, Elizabeth, and



Looking south from 15 1/2 St. and Lafayette Ave., note a Group of watermelon eaters—BN

Lafayette Avenues. Chance Acton, Todd Zachary, Oakley Grocery, Killion's Garage and Service Station, and an outlet store selling "seconds" from the Columbian Stamping & Enameling Company were among them.

Stop 4, Carl Avenue, was only a few feet north of the City Limits. Car fares changed at this location when traveling south from Clinton.

Stop 5, Seeburgers, raised a question in my mind for years. Why was it called by that name? Julia Hall gave me the answer by telling me there was a freak tornado hit the area November 11, 1911 approximately nine o'clock in the evening, doing considerable damage to Rankin School, Hall



Looking south from center of tracks Lafayette and 15 1/2 St. Ricauda Stages Bus coming north just south of creek—BN



Looking North from Center of T.H.I. & E. Tracks—BN



Rankin School after 1911 tornado—THS



Hall Residence after 1911 tornado—THS

residence at 1812 Lafayette Avenue, and several other buildings. The storm victims took refuge at the Seeburger home. Then I realized the stop had been named for this family, as were so many others.

Rusin's Store and Royer's Garage buildings at this stop are still standing today.



Rusins Store at Stop 5 area, Mr. Rusin and son Steve shown—TRO

Just north of Lee Avenue the interurban tracks went very near the gate to the home of Mr. and Mrs. William Hungerford. The Hungerfords have lived there through all these years.

At Ft. Harrison Road, Stop 6, it didn't take too much imagination to think you might have seen an Indian hiding behind the burr-covered sand mounds where the Plaza North Shopping Center now stands. After all . . . it wasn't too far from the Old Ft. Harrison Site, about two miles to the west. It wasn't an impossibility, in the mind of a small boy, that perhaps an Indian or two just might have survived and still be hiding there.

Whatever my fears, I soon dismissed them as the Conductor came rushing through the car to get off at the front where he would unlock the wooden gate blocking the track. It was painted black and white stripes and had a large red light located in the center section. After ascertaining that no train was approaching on the Milwaukee Railroad, he would swing the gate from the middle of the T.H.I. & E. track to the center of the steam road, and the Motorman would pull the car across, stopping at the old Grover Depot. It was in the northeast quadrant of the crossing. After returning the gate to stop position for the traction cars, the conductor would swing aboard the rear of the car, sound the gong by means of the cord mentioned earlier, and we would proceed northward.

It was interesting to note that a 1917 T.H.I. & E. Time Table shows connections with the northward Chicago, Terre Haute, and Southeastern Trains (originally The Southern Indiana Railway, now Mil-



Grover Depot in 1926 famous for miners' train stops—EPB

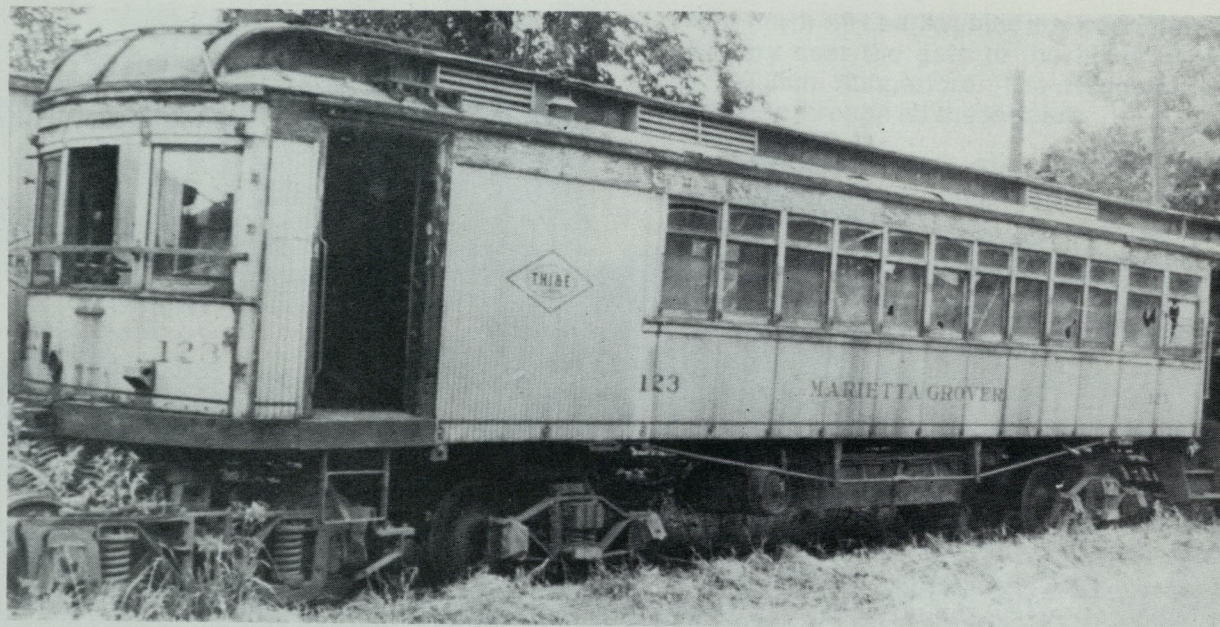
waukee Road) with interurbans departing Terre Haute at 9 a.m. and 6 p.m. also the 8 a.m. and 2 p.m. cars from Clinton. Mrs. Roscoe (Mary) Evans related that she and her two small children rode the interurban to Grover from Stop 15 then took the northbound Milwaukee Road train to visit relatives northwest of the city. This was in the early 1920's.

The Grover Depot was a very busy place and served for many years as a gathering place for the hundreds of miners who waited for the miners' trains which operated out of the box car depot-office at Grand Avenue just north of Maple Avenue. I saw three, operating with several cars, each weekday while I lived in a house near the Ft. Harrison Crossing just east of the former Lemmon's Store.

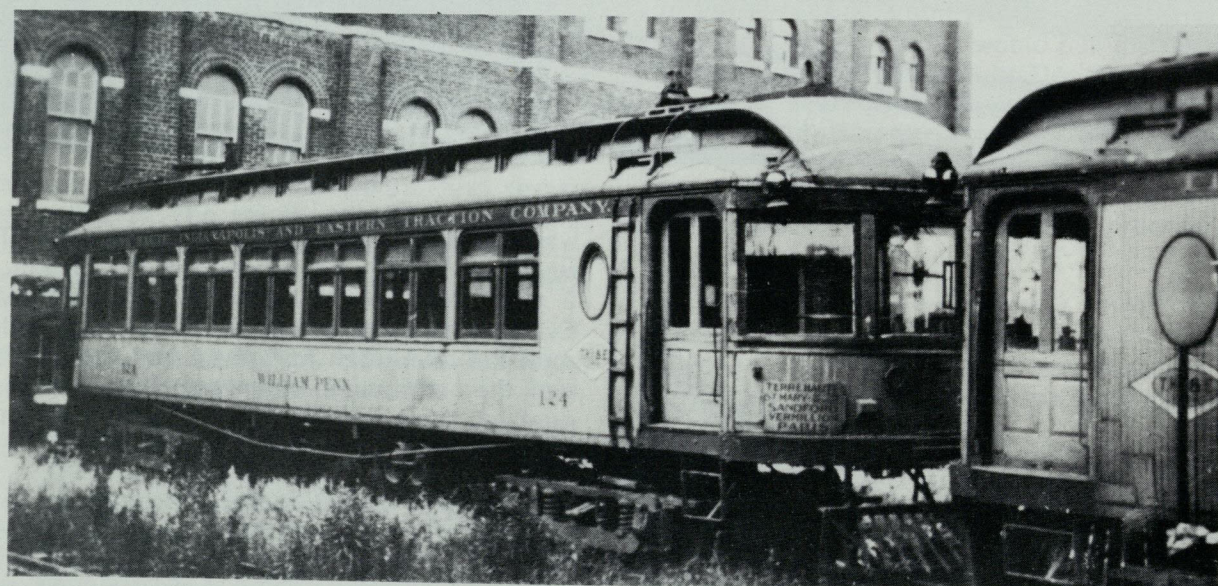
The T.H.I. & E. operated early morning cars from North Terre Haute to town and much of that business was miners traveling to Grover Depot. I was usually awake when the interurban went south. Older type cars were normally used; they were No. 123, Marietta Grover; No. 121, William R. McKeen; No. 124, William Penn. The William R. McKeen later became the original part of the Shuffle Inn. Do you recall the original name of the Shuffle? You don't? How about the name "Chat and Nibble", later "Blondy's Place"? Going back too many years? Well, what about Andy Gayso's dainty little gas station situated on the angle of the opposite corner?



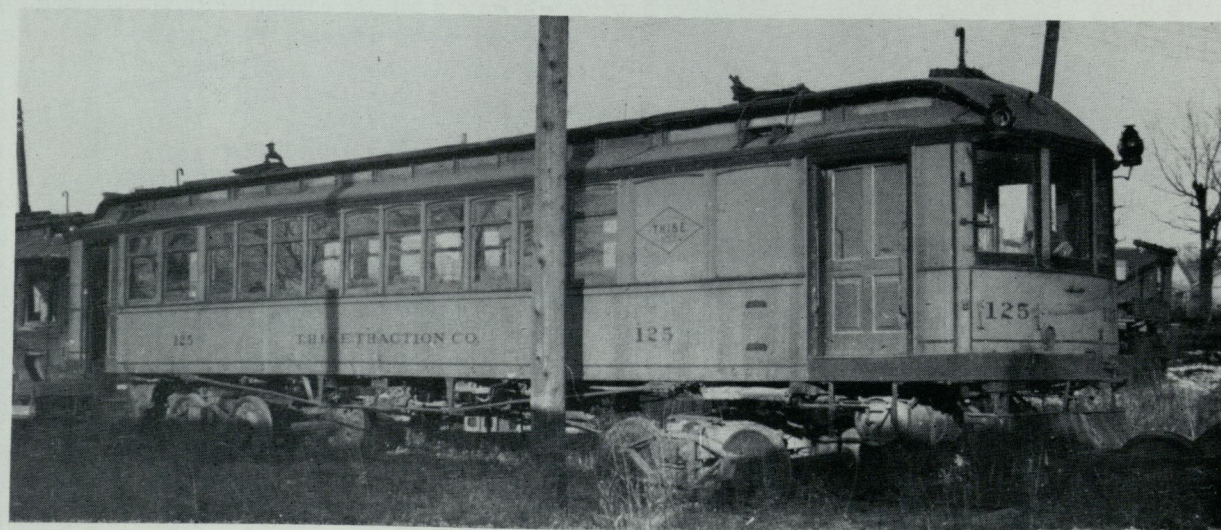
Miners' Train—H.G. Bennington Photo



No. 123, Marietta Grover Interurban—EPB



No. 124, William Penn Car—EPB



Unnamed T.H.I. & E. Car No. 125—EPB

Please permit me to pause in my story and pay tribute to one of my boyhood heroes, Andy Gayso, Sr. My mother was permitted to obtain Miner's Commodities (surplus food for unemployed miners, their widows and families) for some time. Since they were dispensed at various locations in the city, it was my duty to get them. The last place of distribution I recall was in the Barker Building, northeast corner of Grand and Lafayette Avenues. The gunny-sack I carried them in was quite heavy for a ten-year-old boy; however, I managed to carry them as far as Andy's station before stopping for a rest. Andy always invited me inside to sit and rest and on rare occasions sacrificed a bottle of pop. Things were tough for him too, as he had a family to support. I would leave the sack inside and hitch a ride, though a passing auto was a rarity, and upon obtaining a ride Andy would carry my sack to me. Andy was a great fellow and although he passed from earthly scenes several years ago, he remains in my memories.

Let us return to our trip via the interurban. Walter Reiz was a passenger on a northbound car and just as the speed was accelerated near Stop 7, a farmer pulled his hay rack and horses in front of the interurban. In a desperate effort to keep from striking the wagon, the motorman placed the car's brakes into emergency and the car bucked and rocked so badly they thought it

would derail. This is one of many incidents which show to what lengths an operator of a train or interurban would and will go to avoid an accident.

Stop 7 was unnamed; however Stop 8 was named Davis, I still remember the sign hanging on the pole in front of the residence. My good friend Eddie Hilbert relates a rather amusing story. It seems he once dated a fair young damsel near Stop 8, but due to missing the last southbound interurban frequently and being forced to walk to his home at Thirteenth Street and Second Avenue, the romance was short lived. Can't say that walking such a distance would induce romance in me either.

In the area known as Terre Town, bordered by Lafayette and Boston Avenues, Mr. Harry Musick, aviator, operated the first of three landing strips along the Clinton route. I took one ride in his two-winged plane and Roy Lewzader reminded me that Harry's name was written across the body of his bi-plane. Rides cost a lot of money in those days, two bucks or smackeroos, whichever you prefer. Musick's landing strip was of short duration; however he continued his efforts in aviation by working at the Paul Cox Flying Field at Seventh and Margaret Avenues.

Stop 9 was a few feet south of the Twenty-fifth Street crossing, the barber shop located a little south of Jimmie Stewart's Gas Station is the



Harry Musick, Aviator and his bi-plane—THTr

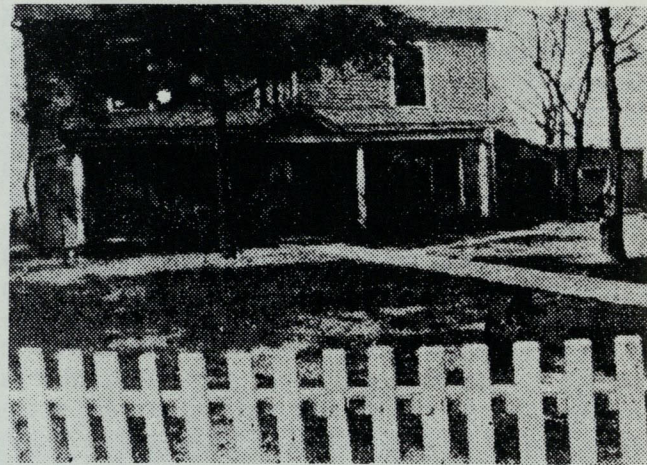
location. There was a large dwelling near this point with several out-buildings. I recall seeing the circus ads on the side of the barn many times each year.

Stop 10 was a very important location along the line. A siding holding a few cars was immediately south of the Grasselli Branch of the C. & E. I. Railroad. I don't recall seeing any passenger interurbans pass at this point; however, for a time the last two cars on Sunday night would meet at Phillips Siding instead of the usual siding, Stop 16. I remember seeing the morning freight run, which followed the 10 a.m. interurban out of the city, back up and let passenger runs go past them in the siding. There was a gate, similar to the one at Grover, blocking the C. & E. I. Branch at Stop 10.

Just a short time after the end of service by T. H. I. & E. the second and largest air strip was founded by a couple of early aviators, Mr. Albert Ewing and Mr. Harry Creasey (later owner and operator of Hamburger Handout). A hanger was built to house their planes. There was a wind-vane and they owned and operated a bi-plane. Rides in their plane were only "a buck a head" and many people took the sight-seeing ride as they waited for a "Spectacular Air Show" in the summer of 1931. The show consisted of parachute jumps, a petite girl walking on the wing of the plane in flight, loop-the-loops and other attractions. How crowded the place was the Sunday I watched with wide-eyed amazement, and I commented that it was a good thing the interurban had quit running because the crowd would not have permitted safe passing. The airport was short lived, much to my sorrow, as I liked Harry, especially, and always wanted to see him succeed. He did in many ways.

Stop 10 was also known as Hawthorne Avenue (Haythorne today) and was the site of two famous buildings. Both are no longer in existence, but their memories linger yet. I remember the Sunset Inn, on the southwest corner, with the paintings of sunset at each end on the outside. Inside was a large fireplace, tables and chairs, and a candy and cigarette case. This was a somewhat eerie place to me and I seldom went there, but I do recall buying some penny candy upon one occasion. The Sunset Inn burned rather mysteriously one Saturday night, actually early Sunday morning and was replaced by a smaller building. Dr. Fread now practices dentistry here, and prior to that Chauncey Acton had a quaint restaurant where my sister Helen and I often ate delicious Turtle Dinners.

The Watton House located in the northwest section, was an overnight stage coach stop, and has a history dating back to 1840 when it was built by the Hall family from Yorkshire, England. Later



The Watton Place for overnight stage coach guests—THR

it became the home of the Phillips family. Miss Julia Hall said her mother took her and the family to the Phillips house to stay with Mrs. Hall's father until their home was rebuilt following the 1911 tornado. I was never inside the fine old home until the late Ranson B. Phillips and wife Nettie occupied it. I always found the Phillips very gracious whether I came to sell magazines or to ask for poor relief during those terrible depression days. Dr. Wade built a lovely English brick residence on the site of the old Watton Inn.

Two other details are worth recalling about the Stop 10 area. The Winslow Government Scale Works a short distance to the west on Hawthorne; the other operation was the Victory Gardens during World War II. I don't seem to remember much about them; however, the late Earl Elliott, living north of the location, said the gardens were numerous in the area where the airport, drive-in movie, amusement park, and now the Terre Haute Sand and Gravel Company have operated in succession. During the days of the paving of U.S. 41, north of the brick pavement which ended at Stop 13, there were two tracks placed east of the Phillips Siding. They connected with the Grasselli Branch of the C. & E. I. and the gravel cars were taken by special train to a point farther north for highway concrete use.

It was always interesting to notice the sound of the motors subsiding as we approached Stop 10, if no stop was to be made. The motorman would shut the controller to off position and after crossing the steam tracks he slowly returned it to the desired position for proper speed.

I remember vaguely the wooden platform located on the west side of the road near where the Edgar Utterback home now stands. It was surrounded with small poles holding electric light wires and sockets. This provided excellent light at night. An old upright piano sat in the southeast corner and was covered with a canvas, awaiting

the time of dancing, which was usually Wednesday and Sunday nights. In my inquiry I have concluded the dance platform was a Ku Klux Klan operated business as it was on property owned by that organization.

As we neared this spot I became a little sad, knowing in a few short minutes my ride would end. If our coats were not buttoned by the time we passed Billie Osborn's Store we were given a stern reminder that we had better hurry as we would soon be reaching our destination.

Billie Osborn's Store . . . "a place of ecstatic nostalgia" . . . in my memory. It was my pleasure to go to this store on Sunday afternoon and purchase a quart of "hand packed" ice cream. Billie was a great man, very soft spoken, having the ability to make even a child an important customer. I don't think he ever packed me a quart of "hand dipped" that he failed to tell me this was the finest made, Furnace Ice Cream, made in Terre Haute. I can pause only long enough to tell you his ice cream freezer was wooden with chopped ice packed around the five gallon freezer can. Added to the ice was just enough salt to keep the ice melting and freezing the "most delicious ice cream" available on a Sunday afternoon . . . or any other time.

There was always a fear as we approached the site of the present Otter Creek Hardware Store. A blind man, by the name of Mr. Straughn,

lived there and I was afraid he might get on the track and be hit. I sensed that the Motormen knew of him and gave him extra protection. Mr. Straughn played the accordeon, another man (whose name escapes me) played an instrument, and Billie Osborn played the guitar. What a musical treat for a boy of six years to enjoy as he waited for his quart of ice cream, "hand dipped, Furnace Ice Cream" . . . if you please.

"N . . . o . . . r . . . th Ter . . . rr . . . ry Haute", the conductor would call in a voice with resonance and tempo similar to the little fellow who "called for Phillip Morris" cigarettes. I personally recall the name of only one man who served as conductor, Mr. Buskirk, he later operated the Terre Haute Advertising Company. Mr. Buskirk became a very good friend of mine through the years and I never tired of the experiences he related of his interurban career. He was the conductor on the first electric interurban train Indianapolis to Louisville, that carried a dining car. This was on the old "Interstate" Public Service Company. I remember his jovial ways with the darling teenage Riling Twins, Elizabeth and Isabel, whose father served as Postmaster from the time I was old enough to remember one, until his untimely death in the late 1930's. At "North Terry Haute" my ride was over. However glad I was to be back home, I always wished I could continue my ride to the northern limits of the line, Station 1024, Little Italy, on North Ninth Street in Clinton. The Time Table carried it just "Italy".



Cottrell Brothers Cattle Pens at North Terre Haute—THR

My Home Town



Lafayette Avenue, looking
South from Traction Station,
Ellsworth, Ind.

Interurban entering Ellsworth from the south, note T. B. Creal Livery Hack, Charlie Hart's buggy and the Ellsworth Station in place of the Red Brick now standing—CH

Choose whichever name you like: Ellsworth, Edwards or North Terre Haute; all were the name of my home town at one time or another. Ellsworth was before my time; however the sign "Edwards" was still on the depot at the northeast sector of Parke Avenue and the C. & E. I. tracks when I was in my early teens.

I would usually wait until the interurban had departed and made its way toward the private right-of-way. After seeing it disappear over the Otter Creek trestle I would start my trek home. I had two choices: the post office was the beginning of either route. The shorter route would be leaving from the east side of the post office past Thomas Benton Creal's little shack which was once a part of his giant livery stables. This site would encompass the rear portion of the present Eddie Stableton's Store. "T.B." as we all called him, once had the finest of horses, wagons, buggies and later Model T Fords and did a very fine business. His livery services were available for any spot in the "hometown area" especially that once famous Forest Park, and one could hire "T.B." to take them to those far away places like Grant (Burnett), Sandcut, or Fontanet. Two old horses and one Model T was all that remained of his once thriving business when I passed his



Look who's waiting . . . Jimmy Swaim, Elnora Lewzader, Bernice (Freers) Touchton—EL



Moore's Bakery, south of present Majestic Cafe—BJ



In front of Freers' Store, left to right (?), Clyde Riling (?), Pete (?), Rev. Jim Sherrill, Frank Adams, Tommy Goda (?)—BJ



In front of Freers' Store. Left to right ?, ?, Florence Haviland, Frank Freers, ?—BJ



Looking southeastward from Dr. Watkins residence—KF



Clinton Bound interurban No. 119, Parke at Lafayette Ave.—BJ



Tracks Cleared—BJ

abode. "T.B." still plowed garden spots, and farmed a field across from my home (across the street from the present residences of Roman Ross and Jim Burris on Linn Avenue).

It is doubtful that any public servant will render a more faithful service in any generation than did our old friend, "T.B." Creal.



Looking east from Freers' Home Place—BJ



Before the Interurban, Freers' Store—BJ



Dutch Heneman's Saloon, where Zellers Barber Shop was—EL



Heneman's Cafe across from Crabb's Store (Stableton's)—EL



Crabb's Store in 1916—CZ



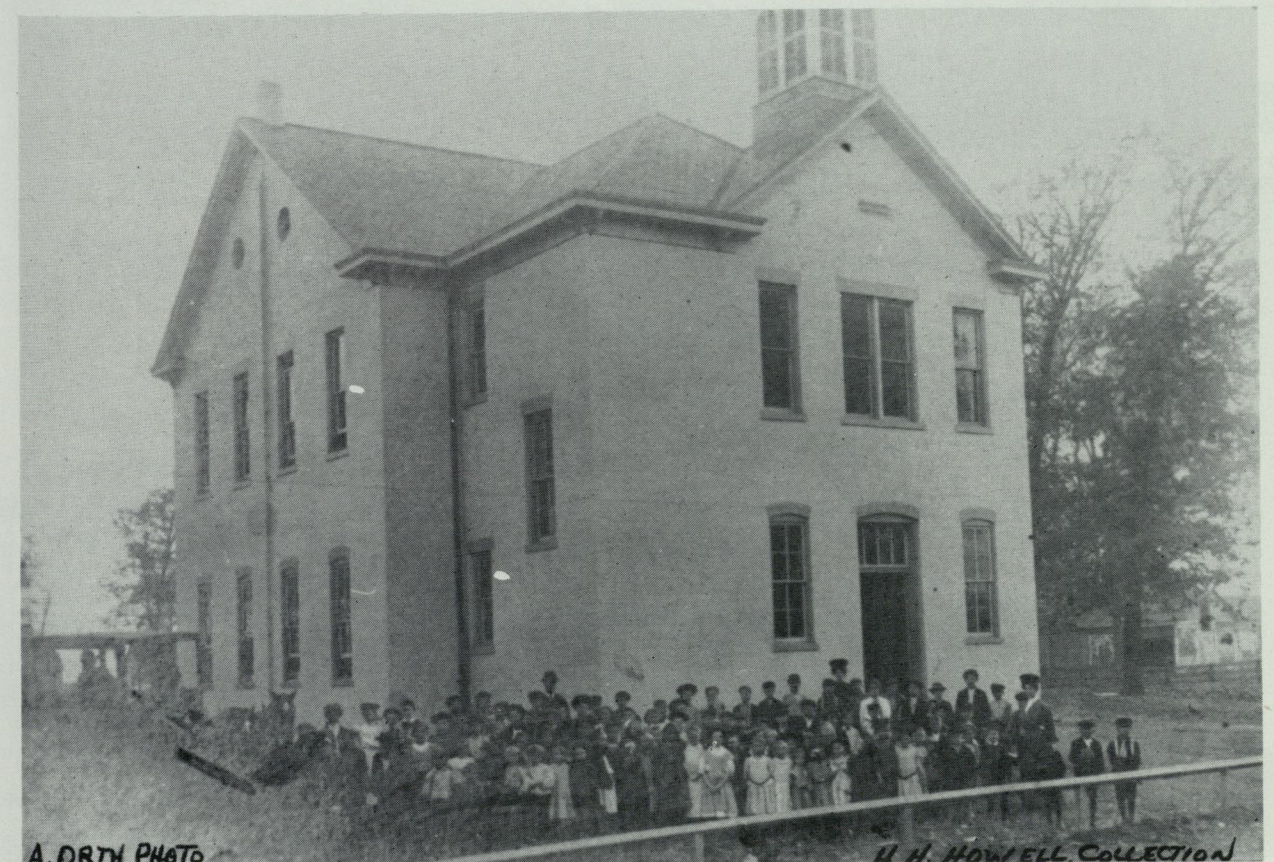
Crabb's Store prior to building of K. of P. Hall—EL



B. JOHNSON PHOTO FRANK FREERS FIRST DELIVERY TRUCK. BILL ENNIS, DRIVER
Frank Freers' first delivery truck, Bill Ennis, Driver—BJ



Otter Creek Class (?) Teacher Nellie Neal, Pupils (?)—EL



A. ORTH PHOTO
First School Bldg. in North Terre Haute (Ellsworth)—AO



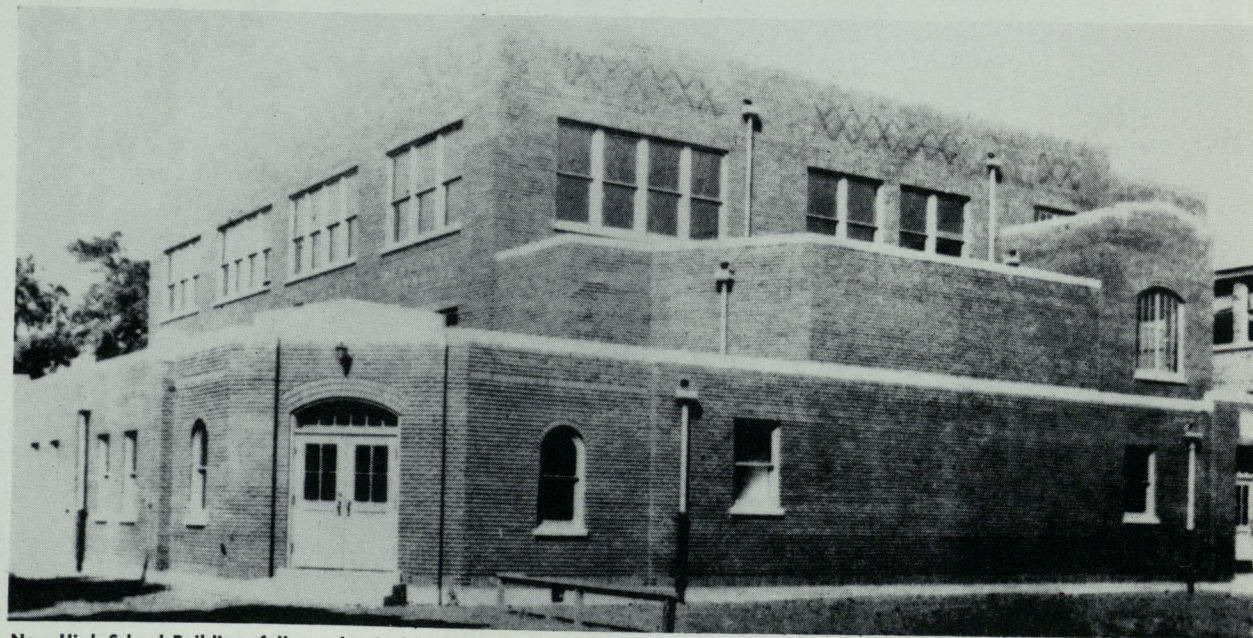
Markle Mill from downstream—THR



First Building of No. Terre Haute Baptist Church, left to right ? . ? . Rev. Silas Adams, Randolph & Flonnie Bryant (Yeager), Billy Adams, ? . ? . ?—VF



Post office—Store across from R. E. Smith, Sr. Farm. W. A. Kendrick, Postmaster. Town Ellsworth, Portmark Edwards, Oct. 1906—LP



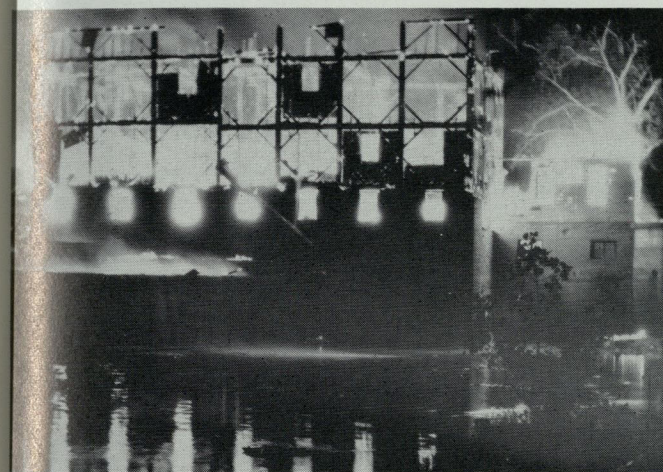
New High School Building, fall opening in 1928—THR

The longer route home would include a tour of the back of the Freers' Grocery where a pudgy little fellow operated a Shoe Repair Shop. When Charlie Kelch, the proprietor, was in the process of buffing the leather soles, a delightfully exotic odor was prevalent. I remember Charlie for several things beside the fact that he walked on two peg legs. I recall his Model "A" Ford, specially equipped due to his lack of feet, the black derby hat and cane, and what is still a mystery, the car load of beautiful young girls he used to get crowded into his car for a Sunday afternoon spin.

I could comment about them but will let Bernice Freers Touchton, Minnie Terstegge Stableton, Elnora Henneman Lewzader, Ruth Mallory Tryen, and Mabel Maxwell Tewell enlarge on that subject.

When passing through Freers' Store, one could always obtain the up-to-the-minute "scoop" on the latest happenings in the area. Sometimes I would by-pass the store route and stop at the Red Hat Gas Station, operated by Harry "Doc" Eastham.

Shortly before the demise of the interurban, Frank Freers opened up the Ice Cream Parlor



Markle Mill Burning, Sept. 1938—HHH/SS



Old Dwelling, entrance of Forest Park prior to C.C.C. Days—THS



Second Post Office Bldg. Left to right Della (Cottrell) Meadows, Postmistress; Flossie Musson, Madge Tindal & Jim—EW



Jack Arms Bldg. Aelia Jones Family, Joe Spence Family Residence at one time—BJ



Construction Train, southbound at Freers' Residence—BJ



Ellsworth Baseball Team, forerunner of No. Terre Haute Grays Ball Team—EL

LEWIS FREERS

BICYCLE REPAIRING, NEW AND SECOND-HAND
WATCHES, GUNS, REVOLVERS, BICYCLES and Sundries

Near Lafayette St., and Park Ave.

NORTH TERRE HAUTE, INDIANA.

S. C. KEITH

STAPLE AND FANCY GROCERIES, DRY GOODS,
NOTIONS, BOOTS, SHOES and CLOTHING

Made to Order.

Old Phone No. 23

North Terre Haute, Ind.

Ad from Institute Program—FI

in the north half of his store building. Next to Billie Osborn's ice cream, a Freers' orange-pineapple cone, double-dipped, was a "special" treat, that is . . . if you had one nickel.



Charlie Kelch, Master Shoe Repairman—BJ

It was not an uncommon sight to see Mr. Louis Freers, a little hunch-backed, well-dressed man getting his highly polished black Model T out of the shed behind the post office and driving it between the store and the big house just south of the store. When he arrived at the gate three of the most wonderful women, I have ever had the privilege to meet, would come out of the house and climb into the car. Brother Louie then departed to parts unknown to a nosey, little, red-headed boy. Let me name his passengers, Aunt Carrie, Aunt Mary, and Aunt Anna Freers. God bless the memory of those three lovely maiden ladies. I would like to describe other scenes involving a host of great citizens of North Terre Haute; however, I shall reserve this for another time.

It could be noted that the Forest Park Mine, Markle's Mill, Ellsworth Paper Mill, Cottrell Elevator, Ellsworth Grain and Coal Company, Tuttle Flour Mill, and John Markin's Slaughter House were some of the attractions of North Terre Haute, as well as that grand and glorious Forest Park site, now known as Hulman Park.

A few years after the opening of Forest Park, Elm Grove Park was opened in the west end of North Terre Haute. It began with the building of a swimming pool and dance hall and later expanded into an attraction of considerable size.

My early contact with Elm Grove came in the summer of 1928 when I worked for a few free swims in the pool. A portable Roller Skating Rink was placed across from the Majestic Garage (now Greenwood Pharmacy). Herman Graham and Fred Manning served as managers of the rink. At the

Announcement of Our Special Drug Service

We Carry a Complete Line of

Drugs, Toilet Articles, Paints, Oils, Glass Wall Paper and Druggists' Sundries

Our Prescription Department is at your service, Day or Night. Every prescription is carefully compounded.

We are constantly in touch with both Physicians in North Terre Haute, and the principal ones in Terre Haute. If you have trouble getting a Doctor any time, call us. Tell us what you want and we will see that you get him. Our telephone is Bell 105. Call us Day or Night.

We deliver anything to you in a very reasonable time. If you live in Spelterville, Burnett, or any part of North Terre Haute, you can get the same Drug Service as if you were next door to our Drug Store.

No extra charge for delivery. Don't forget—Bell Phone 105.

CRABB'S DRUG STORE

RAY C. WEY, Manager.

IRMER'S INSTITUTE

PROGRAM 1919

Ad from Institute Program—FI

same time, a long frame building with drop fronts, hinged at the top, was built on the east hill above the ball park. Games of chance, i.e., dart throw, roulette wheel, balloon bust, corkgun shoot, etc., were placed in five sections of this building. It was short-lived and very unprofitable.

DANCE TONIGHT! --ELM GROVE--

LOWELL TENNIS and RUSS KELLER ORCHESTRA

Come Early to Avoid the Big Rush.

Couples, 50c. Extra Ladies, 25c.

Free Bus After Dance to 7th and Wabash.

Elm Grove Dance Hall Ad



Inside Ralph E. Smith Store, left to right: Nell Smith, Annetta Smith, Otte Leachman—RES

J. O. ERICKSON BAKERY AND CONFECTIONERY

Baker of Pies, Cakes and Bread

Special Attention Given to Wedding and Party Cakes.
Estimates Furnished for Banquets.

MODEL ICE CREAM ALWAYS ON HAND

PHONE 144

NORTH TERRE HAUTE, IND

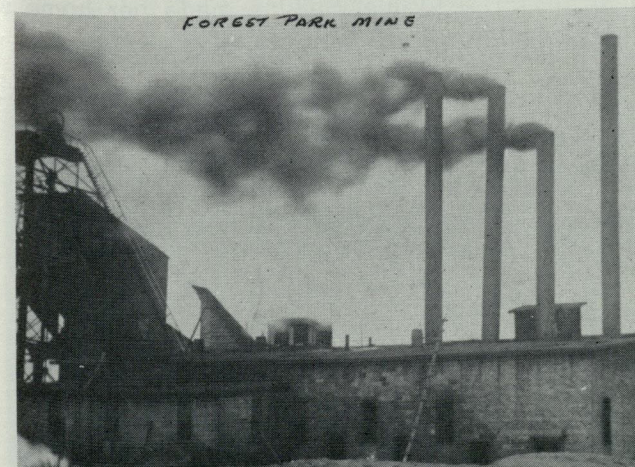
Phone Us Your Order for Special Pies and Cakes.

Ad from Institute Program—FI

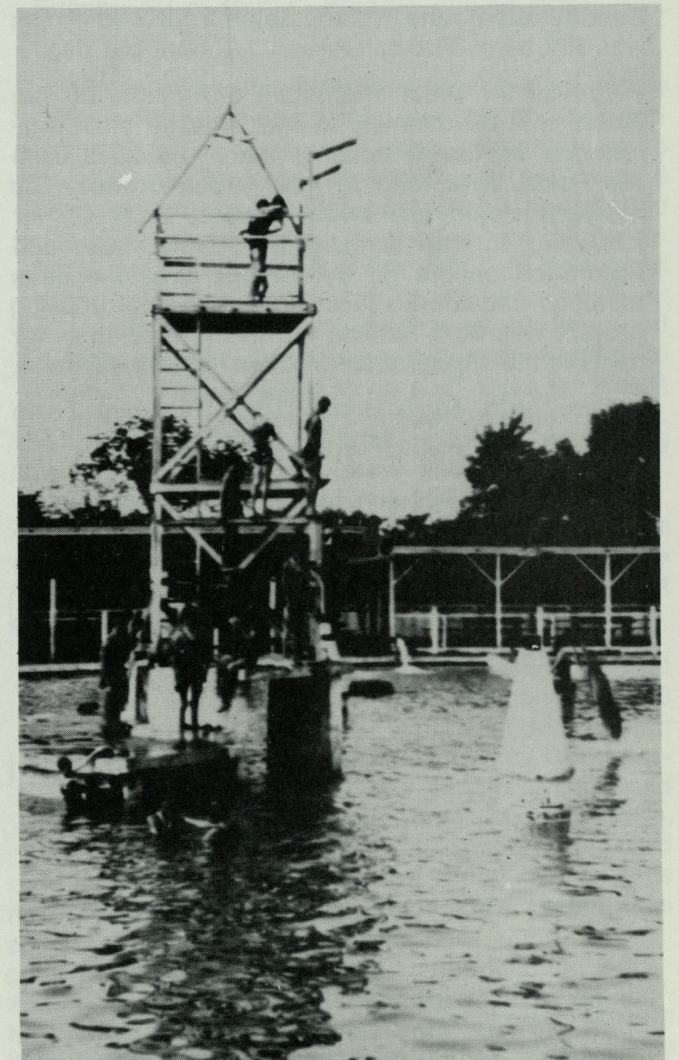
The summer of 1929 saw several additions to the park. A large permanent Roller Rink was built



Elm Grove Pool and Bernie Elder—OE



Forest Park Mine, north of Mill Site on Big Four R.R.—BJ



Elm Grove Pool

on the west hill south of the Dance Hall and was managed by the same fellows who had operated the portable rink. Music for skating was provided by a Deakin Electric Organ which played heavy paper rolls similar to "Player Piano" rolls. They were much more narrow but had a longer playing period and the sounds could be heard for well over a half mile.

A large eating stand with moveable stools around the outside occupied the space where the Elm Grove Tavern now stands. The usual sandwich menu, ice cream, candy, tobacco products were for sale and one could also purchase a rare bottle of soda bearing the Chesterfield label. Mort Junior Wright from Clinton was the manager of this eating spot for several seasons (Memorial Day through Labor Day).

Another addition was a smaller building west of the food stand, about 12 x 12 in size. Here you could buy an 8 oz. bag of scrumptious fresh buttered (real butter) popcorn for 5 cents. Margaret Martin, Lillian Baxendale (Chaney) were two of the regular sales gals here. I sold popcorn around the ball park, pool, and skating rink on

Sunday afternoons. My top sales from 2 to 4 p.m. was 102 bags. The salary was 1/2 cent per bag.

One of the most interesting attractions of Elm Grove was the Monkey Island. A large moat surrounded an island housing many monkeys from the Reiss, Java, and African Green breeds. The monkeys could use swings, ropes, trees (2), or just relax in the "fantasy-land" type house and watch the people go by! At one time the Java monkeys became so mean that a special housing project was built outside the island area in order to solve the "integration problem" of monkey-land.

The North Terre Haute Grays Baseball Team attracted many in sand-lot baseball circles. Diz Trout and Bildilli were two of the players who later received acclaim in the professional fields. Great crowds arrived via interurban, bus, or private auto around 1 p.m., each Sunday to watch Blanford, Clinton, Highland (Black Team) Shephardsville, and many others who challenged the Grays at the Elm Grove Diamond.

Beyond the Trestle

Listen! Yup, you're right. It is the interurban whistling . . . perhaps Mr. Lawrence drove his big, solid-wheeled Nash too close to the crossing as he was leaving his home just across the creek from our fair town. Mr. Lawrence and his wife were fine people. He was a large man, slightly overweight, ordinarily dressed in a suit, and she was a rather short, slightly plump lady with what appeared to be braided hair curled around her head. She was a very quiet lady and always kind to this writer when he was a boy. They moved to an apartment building bearing their name located in Terre Haute, I felt we had lost two of the nicest folks our town ever claimed. Larry Long, grandson of the Lawrences, lived with them for a while and during this time he gave me a prized possession, a tin-plated locomotive made in Germany, this I still have. It is nearly fifty years old. Mr. Lawrence owned and operated the Terre Haute Casket Company at one time. A wooden sign on an electric pole just above the driveway of the Lawrence home bore these words: "Stop 11 1/2".

The whistle also could have been in response to a wave from Lewis or Albert Orth whose home, was at that time the first house north of the bridge on the west side of the road. Harry Frey, W.T.H.I. Television newscaster now resides there.

Stop 12 called Watkins, was an interesting place. Mr. and Mrs. Harley Watkins opened a very delightful Tea Room on the north side of their home. I must not dwell here except long enough

I remember some of the employees at Elm Grove. Bernie Elder, to whom much credit was given for his performance in operating the pool, Old "Cooney" the dance hall watchman, and Royal Adams for general chores. Early contact at Elm Grove permitted by acquaintance with Carl Myers, Mr. and Mrs. Ira Church, Mr. and Mrs. Al Milward, their daughter Eleanor Jane, and Jack Daugherty. Several employees came from Clinton as most of the owners were Clintonians. Eddie Gosnell was connected with Elm Grove for years, but I never knew in what capacity. Danny Lenhart was the last owner of the pool.

Otter Creek became violent at times from flash flooding and finally took its toll on the swimming pool by undermining it until it was closed forever.

Oh, my! What a grand and glorious place Elm Grove was in those days. Crowds of people enjoyed many happy hours here, and in reminiscing we are saddened at its passing out of existence so soon.

to say that her (Agnes) voice in answering the phone was amusing to me. She would pick up the receiver and say, "Hellooooo . . . North 3-1-3-1, Mrs. Wat . . . kins speaking". I am sure her Scotch brogue added to her gracious manner of speech. A few years after the tracks were removed, Harley built and operated a neat little Standard Oil Station just south of the house. I worked for him at least once a week while he went to the city. In a recent conversation with Dr. Wayne Schomer, Vice President of Indiana State University (now retired) he reminded me of the big cookie jar Grandma Watkins (Aunt Carrie, as she was affectionately called) always kept filled and readily opened to any and all who came into her kitchen. Needless to say, the home-made cookies of Grandma Watkins made her home a very popular place in those days.



Old Union Church, Stop 13—THR

Stop 13, was called Union Church Road. Passengers from the interurban visited the church, but more than that, the graves of their loved ones in the cemetery behind the church. Old Union Church Road ran east from Highway 41. The first house was that of the dignified Mrs. Trinkle, a home of historic value. I delivered groceries from Crabb's Store to her regularly. Dr. Schomer told me he remodeled the home of his grandmother, Mrs. Trinkle, for his family to live in prior to the building of his own home. They cut through a blackboard on the west wall bearing the names of several prominent citizens. It was a school-house before it became the Trinkle home.

Brentlinger, Reiz, Ostrander, Schomer, and Wagner were prominent family names of the area. I recall the little vegetable stand which stood on the northeast corner, later becoming a bachelor quarter for Charlie Reiz. Bill Huntley recalls that each time the conductor called "Stop 13" for Charlie Reiz, Charlie's response was: "The castle of broken dreams, the home of aching hearts". At one time "Brownie" of the famed Schomer-Brown Vaudeville Troupe lived in this structure. Upon several occasions Brownie would perform the old routine of Vaudeville days for the "pop-drinkers" in Charlie Orth's gas station. The last occupant of this building was Otto Rosser.

Some years later my good friend Russell Adams, now of Jasonville, Indiana resided in another small home nearby. Russ was a "Great" guy spelled with a capital "G". He did much to help keep the younger set of my day busy and out of trouble by directing plays, bands, and serving as Interlocutor of those famous "OTTER CRICKSIE DIXIE MINSTRELS". I can still hear Endmen Ed Cundiff, Paul Overpeck, Bill Clark, Charlie Cline, and

Eugene "Bro. Genie" Weddle calling Russ, "Mr. In-ta-lock-i-tuh".

Walter Reiz tells an interesting story. His Uncle Charlie Reiz had come from the city on the interurban shortly after sunset when a neighbor came to visit. As the two conversed, the southbound car came along, having passed the northbound car at Stop 16. Charlie noticed a look of horror in the facial expression of his visitor. As he looked at the reflection of the southbound car's headlight in a large mirror on the south wall, he imagined it was another northbound car and shouted to Charlie, "There's going to be a #*Q#&#* wreck in about thirty seconds if those cars don't stop". Needless to say, this error caused a lot of laughs and kidding later.

I could write about many fine people along the Stop 13 road, including my favorite Coconut Pie Baker, Mrs. Walter (Kathleen) Reiz, however that is not the primary purpose of my writing.

The Official T.H.I. & E. Station List Book and Distance Book lists no stops between Stop 13 and Stop 14, River Road, which led to the rich river bottom farm lands of the first lady Congresswoman I recall, Mrs. Virginia Jenckes. This road also passed the Hazelrigg Farm. Mr. Hazelrigg, so I've been told, believed in reincarnation and always kept his fences in top repair just in case he should return as a horse in his next life. Horses were never mistreated on his farm.

At one time, the residences of Mr. and Mrs. Jack Huntley, Sr. and the Bill Dennis Family were the only houses on the east side between Stops 13 and 14. On the west side Charles Orth, Sam Biggs, Fred Orth, Hopkins Family, a smaller home and the large house, Will Orth Place, (later be-



Interurban in background, Mr. & Mrs. Inar Thompson, Mr. & Mrs. Fred Orth, Mr. & Mrs. R. E. Smith—HB

came Cider City) home of the Claude Laney family. These were the only dwellings. Others who occupied the latter house through the years were William Hillis, Charlotte Creal, and the Runyon Family.

Paul and Gladys Malone built a "show piece" home on the northwest corner of Stop 14 and I recall seeing Gladys boarding the northbound interurban to go to her teaching position in the Clinton School System. I seldom saw her detrain at the evening hour as I was too busy playing at my favorite pastime . . . you guessed it . . . TRAINS.

Stop 14 1/2 has a degree of nostalgia attached to it. I remember Fred Downey's stucco home, a Phillips 66 Gas Station in front sometime later, a house about a block behind it, the Salmon Family, the Richey's, Grimes, Eddie and Mary Sommers, the Morgans, Gobins, George and Gladys Steel, and Gladys' brother, Tom Smith, the Haltoms, Bob Easter, Hazel Schell, and the Leslie Riddle Family (the home of continuous excitement). I helped deliver groceries on that stop with George Washington Taylor Brown, from Crabb's Store, beginning at the age of nine and one-half years.

Stop 15 was only a Stop, not a road as it is today. Kenny Woods and parents lived in a house on the east and all that I remember was the odd looking auto they drove, Kenny's small-tired bike and his trumpet. A fire destroyed their first home.

On the west sat the large Everett Evans home with a variety of farm buildings and a large fruit orchard north of the house. Grandpa Evans and his sweet wife Belle are precious in my memories. One of their sons, Roscoe and his family lived with the elder Evans and my father was once an employee of Roscoe. Dad worked part of his time with a fellow simply known as "Old Mack" when Mr. Evans was the Supervisor of Otter Creek Township Roads. I often went with my father to do grading, dragging, and regravelling, and recall one extremely cold day when he placed me in care of the operator at Atherton Depot, C. & E. I. Railroad and left me there for several hours until he completed his work. The power for the road equipment was "horse-power" in those days.



Weber Floral Co.—IM



IRIS WEBER MILLER PHOTO

The Edgar Weber Residence—IM

H. H. HOWELL COLLECTION

Mrs. Roscoe (Mary) Evans was a lovely lady. She ignored the feelings of a bashful boy when I went to their home, and what a way of doing so . . . with a piece of homemade pie, cake or cookies usually "hot from the oven". Mrs. Evans said she remembers at least one time when the water was so high in Otter Creek that the interurban couldn't cross. Passengers would ride to the north side of Otter Creek, walk the trestle to the car waiting on the south side to take them on to Terre Haute. Mr. Sebree related two occasions, as did the late Mr. Earl Elliott of Haythorne Avenue.

Passing Weber's Greenhouse (later Gehring, then Wells), the hard application of brakes on the downhill grade sent forth a blue smoke from the brakeshoes as it ground to a stop at Stop 16 or slowed to enter Crabb's Siding, to pass the regular southbound car. The siding was always lined for the northbound to take siding and was so indicated by the use of a fish-tail banner easily seen from the main track. The name of that siding shall never be erased from my memory, as it is the same as the name of the man I worked for from 1930 until his death in March 1937, Jarvis

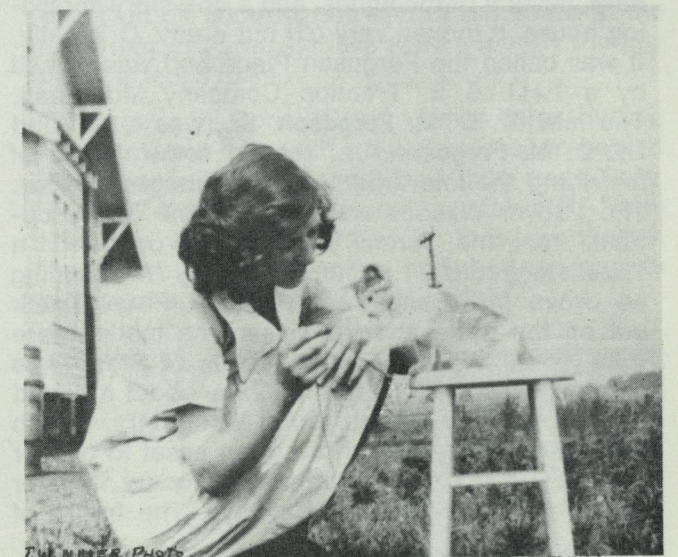


Iris' Aunt and Collie (Note Tracks, Field now Sky King)—IM

Arnold Crabb. I also remember the wooden sign located on a pole at the west side of the track, split horizontally and bearing the name "Crabb's Siding".

Iris Weber Miller wrote me from Florida and related some items of interest. Car No. 110, the John I. Hays, frequently ran on the Clinton Line. One terrible day it ran over her half-grown collie. The dog's tail was cut off, other injuries too, and even though it meant being late to school, Iris refused to ride the interurban that hour if car No. 110 was southbound. This lasted only a short time, but the feeling for old No. 110 lingered for years.

While the late Bill Miller dated Iris Weber, they returned to her home on the last Clinton-bound interurban, getting off in front of the Weber house. Bill had just enough time to see Iris to the door, run back out front, and catch the last Terre Haute-bound car. On Sunday the last cars would pass each other at Phillip's Siding (Stop 10) instead of Crabb's Siding (Stop 16). Yup, you guessed right, poor Bill walked back to town. It surely was worth the effort as Bill and Iris married and lived a very wonderful life together following those dating years.



Iris (Weber) Miller and prized kitten—IM

Stop 16 was the detraining place if you planned to attend the old Rose Hill Methodist Episcopal Church, a walk of about one mile east. A very stately building with louvered wooden shutters to cover each window on the outside of the building. If you failed to attend a service there, especially at night, you truly missed a treat. The unique location of the pulpit, stained-glass windows, strategically located, and the gas lights all added to the sacred atmosphere. This was a highlight experience of my life. I went several times in Bertha Johnson's big, high-wheeled Buick.

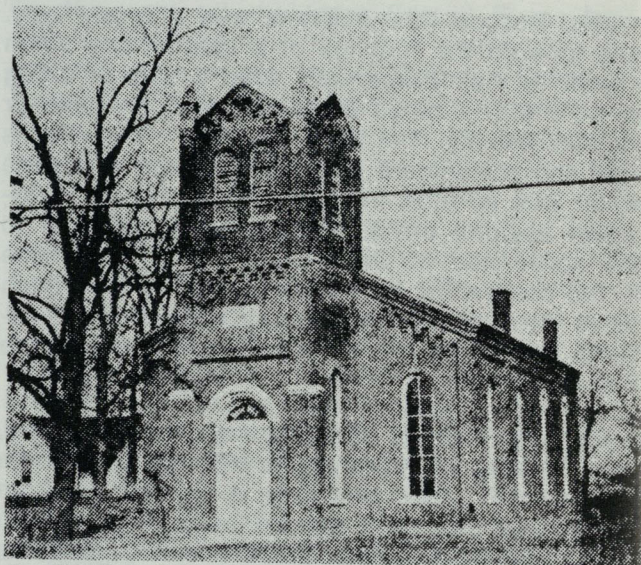
My cousin, Mrs. Bill (Thelma) Hamilton and her family lived in the house now occupied by the Fox Store when it sat in the opposite direction and at the back of the present site. I used to deliver groceries to the William Lannings prior to the Hamilton family's occupancy.

I wonder how many readers remember Doctor Frisz? He looked like I expected an old country family physician to look. His home on the west side of Stop 16 was attractive in many ways. The large sun porch, oversized garage, his sister Clara, nephew Charlie Duffin, and later his widowed sister, Lena, all added to the attractiveness of that home. Doc's brother George also lived here for some time.

Only four houses were located on the west side of U.S. 41 between Stop 16 and 17 for a long time: Doc Frisz, Stockmasters, Hansens, and the last one I don't recall the occupants' names prior to the Hilberts.

Stop 17, Crabb's, was the location of two rather large farms. The George Overpeck Farm (the present site of Rose Lawn Memorial Park Cemetery) was later occupied by the Sowers family.

The Ferguson Farm house was in the general area of the C. L. Bartley home and displayed a barn, several outbuildings, and a one-story sprawling house. It looked very old but pretty. Originally, it was called the Ferguson Place and was owned by a T.H.I. & E. Traction Company Motorman. The late Dr. D. M. Ferguson, Sr., was a son and Dr. D. M. Ferguson, Jr., related some details of his riding the interurban car with his grandfather. The Grover Wilsons were one of the last occupants of this farm. Mr. Wilson operated a "huckster route". I remember vividly the morning he drove his brand new Model A Panel Truck out on the route and the remark he made, more than once, to Mrs. Robert Jacobs of Stop 14 is just as vivid: "Alright Mrs. Jacobs, about a pound of minced ham . . . the round kind." Mrs. Wilson was a smiling person and a great asset to Grover when they ran a neighborhood grocery in later years near Fifteenth and Buckeye. The tracks of

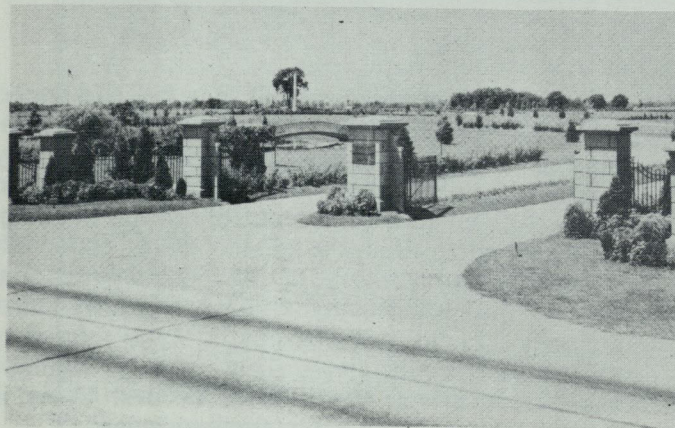


Rose Hill M. E. Church—THR

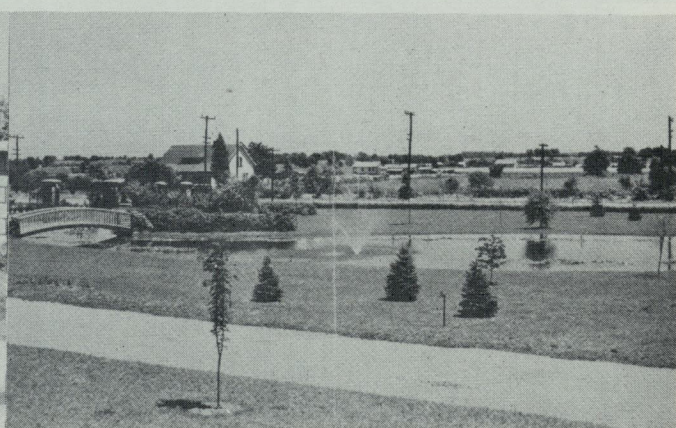
the interurban line were so close to the Wilsons that the gate to the front yard had to swing inward to keep from going over the east rail of the tracks.

Stop 18, Strong's Crossing, was claimed by two roads. The westward road on the north side of Rose Lawn and the eastward road a few feet north of the westward road. Ernie Smith, retired Penn-Central Trainman, told me that the square brick house on the southeast corner of the north road was the dwelling of the Zinklers. The present home and business office of Smith Photographers was the barn and wagon shed of the Zinkler farm. The Zinklers had a very troublesome "Billy" goat. Following the closing of Number Two School the children waited for the school bus in front of Zinkler's. One cold morning the waiting students were invited into the Zinkler home and given sandwiches. After eating, they were told they had just eaten a part of "Old Billy".

One night about ten o'clock my family and I were returning from my Aunt Nellie Dean's home north of Atherton. Approaching the site of the present lily pond in the cemetery, we witnessed a "firey cross" being burned. I was petrified and slid down to the floor in the back seat of Dad's



Roselawn Memorial Park Scene—RMP



Roselawn Memorial Park Scene—RMP



Looking South from north of Stop 18—BN

old Model T Ford. Rose Lawn was a corn field in those days.

Stop 18 1/2 has been both an official and unofficial stop according to the Traction Company records I have in my collection. This was the site of many memories in my life. Barney Pinson, the Payton kids (David, Mary Ellen, and Jack), a family of girls named James, the Hodsons, Elizabeth Shelburne, Betty Mae Laney, Max Conrad, Norma Jane Stubbs, Delores and Doris Chambers were all schoolmates. The Chambers family lived a few feet south of Stop 18 1/2 had also occupied the Wilson residence at Stop 17.

Three business establishments in the area come to my mind. Each was a contender for early transient business when automobiles were coming into

prominence. The Red Raven Inn was first. Here Mr. and Mrs. George Myrick sold gas, oil, some staple groceries; however their specialty was barbecue sandwiches, the coldest pop, and ice cream. They sold other restaurant items too. I well remember Mr. George Brown and I stopping after delivering a full load of groceries all the way from Crabb's Store to the end of our route at the John Ruszler Farm. Myricks were superbly friendly and courteous folks.

George and Doris (Gray) James later built a service station-cafe with a dwelling section behind the business. It was called the White Rose Cafe. The third business of like nature was built some time later and was operated by the Jess Cartys. They were very out-going and had a favorite "hang-out spot" for many local people.



Looking North from north of Stop 18—BN

Several auto accidents took place in the Stop 18 1/2 area due to the downhill southward lane of U.S. 41. Harry H. Fredricks, retired agent for Life Insurance Company of Virginia, smiles when telling of a southbound motorist falling asleep. The auto was headed toward the Fredrick's car and at the last moment turned and straddled the interurban tracks. The rough road awakened the motorist. He later admitted to Mr. Fredricks that long hours of driving had caused him to fall asleep. Fortunate for the driver that no interurban was due . . . collisions were usually won by the interurban.

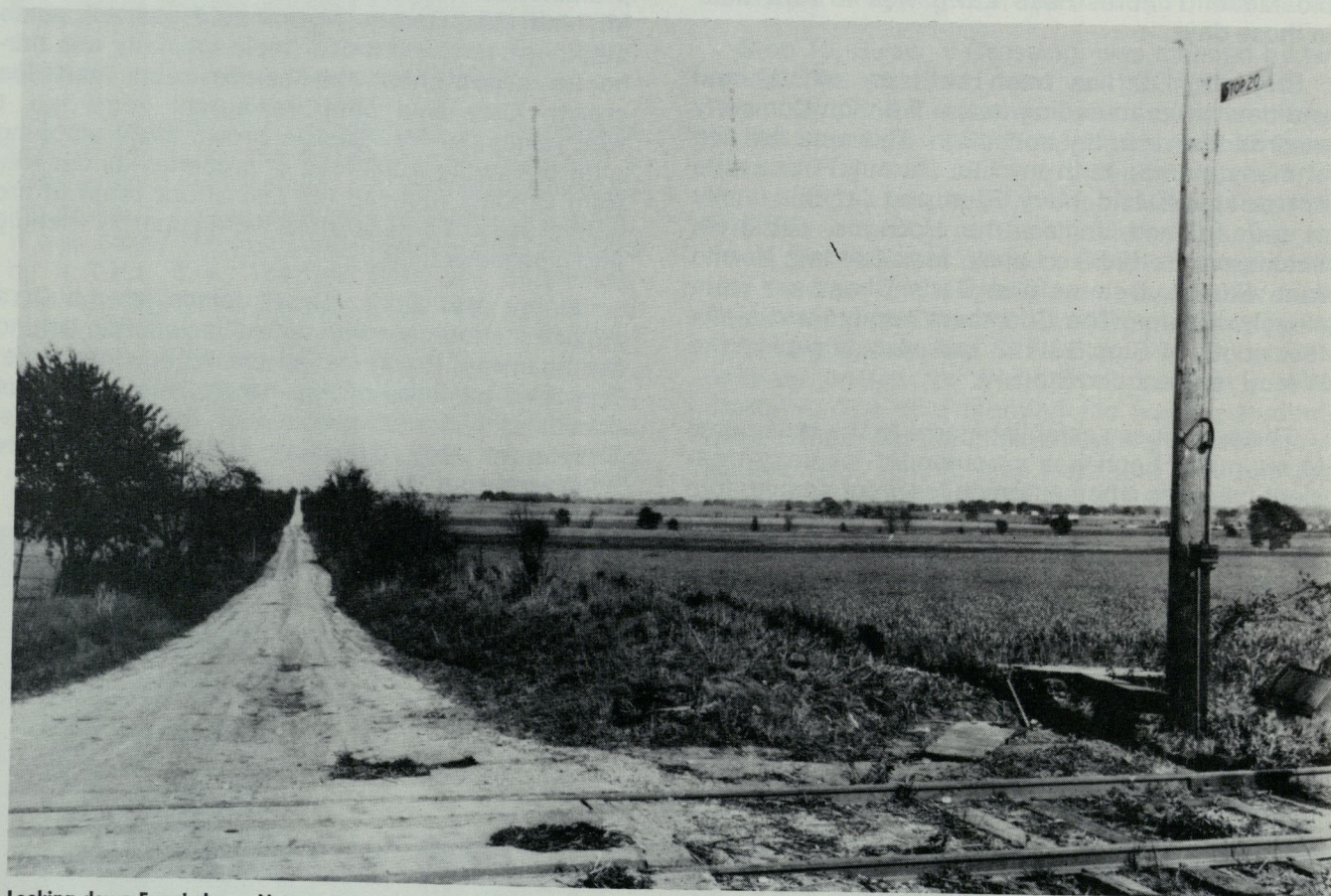
An old one room school is still sitting in the area and Jack Schneider can tell of his family dwelling in the building prior to remodeling the

structure. It was known as the Number Two School of Otter Creek Township.

An aged woman lost her life one evening trying to save the little Payton girl from being struck. The effort was notable, but fatal to both the aged woman and girl.

Stop 19, Modesitts, was approximately three-tenths of a mile north of Stop 18 1/2 and sat immediately in front of the Charles C. Modesitt Farm. A road ran westerly from this location to the Wabash River Bottoms. I can recall three dwellings behind the Modesitt home: the Shubert Sebree residence, another frame house and a two-story brick sitting out in a field. I attended the Otter Creek Sunday School Convention picnic in an open tabernacle type building on the bluffs overlooking the river bottom lands.

Evan's Lane to the County Line



Looking down Evan's Lane, Note stopping button and sign—BN

Stop 20, Evan's Lane, was just two-tenths of a mile north of Modesitts. I have often been asked about the naming of the road and Lloyd Ruszler provided the answer. When the C. & E. I. made a deal with his great-grandfather Evans to build a railroad through his farm land there was a stipulation that he have a station to be named Evan's Lane. Stop 20 is approximately a mile long,

extending from U.S. 41 to the Rose Hill-Atherton Road in front of the Stevenson Cemetery.

When the Cottrell Brothers, Bert and Dan, decided to form a grain elevator chain they chose the site on Stop 20 at the C. & E. I. Railroad (southeast section) as their "number one" business. One night in the late twenties my father

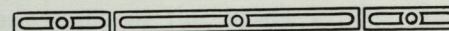
TO FARMERS

When You Have Grain To Sell

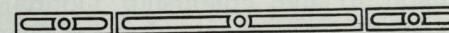
SEE

Cottrell Bros.

Buyers and shippers of grain, wagon or car lot.



We are equipped at our plants and have out-lets that we can handle any **grade** of grain. Our specialty is handling off **grade** grain. We buy wheat, corn, oats and rye.



Elevators and Warehouses

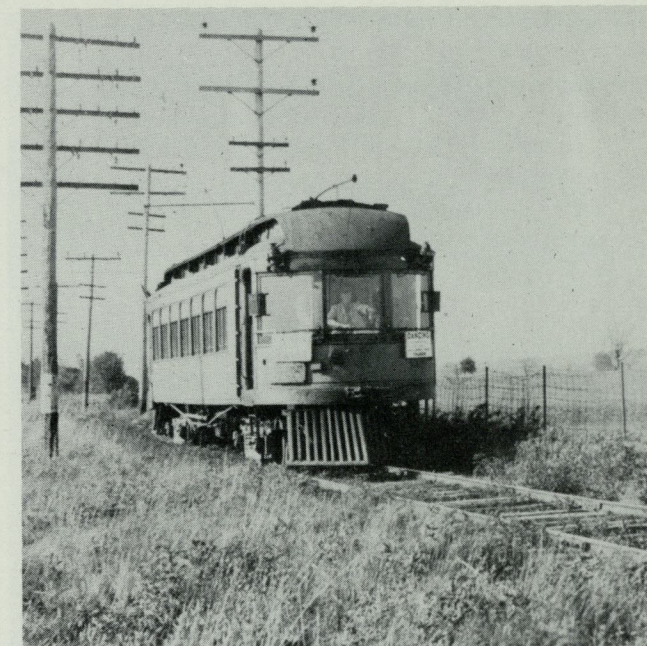
At Terre Haute, North Terre Haute, Evans Lane, Clinton, Dickason and Cottrell Switch, Ind.

Cottrell Brothers Elevator Ad—FI

called mother to the back portion of our house on Stop 14 road. They discussed the bright reflection of a fire to the northeast of our home. It was almost certain to be the Cottrell Brothers' Elevator at Stop 20 and the morning Terre Haute Star revealed this to be true. I felt that a part of the tradition of my day passed away even though I was only a small boy.

Stop 20 was a rather well-known stop on the Clinton Line. I am sure the people of the area and incidents connected with them made this so. I remember that for quite a period of time only one house was built on the Evan's Lane Road, Mrs. Zula Flynn, a widow and her children (Carrie, Wayne and Homer) lived in that house. The Stanley Sampsons built later and I used to wonder why anyone would build on such a muddy road!

Stops between Stop 18 1/2 and the Clinton Terminal were short distances apart: Paine's, Stop 21, was two-tenths of a mile from Evan's Lane and the late George Paine owned one-half section of land on the west side of U.S. 41. His brother



No. 118 southbound a few feet north of Stop 20—BN

occupied a dwelling at the north edge of the property on Wabash Lane.

An interesting story comes from this general area. A young girl, age twelve, was walking north on the highway to her girl friend's home north of Wright's. Walking was rather difficult as the highway was a gravel road from Stop 13 northward. When the work car came past, the conductor, "Ole Billy", stopped and asked the girl if she wanted a ride. Her reply was, "Yes, I do" and from that day until summer vacation ended she rode to Ida Gregg's home and back via the interurban. I cannot mention her name; however she was the first female to ride the T.H.I. & E. Clinton Line. There had been much speculation as to who this would be.

Stop 22 was named Wabash Lane. Older folks say they remember three houses between the highway and the bluffs of the Wabash River. I recall only one, last occupied by the Coy Funkhouser family. The first family I remember was named Fox. Allegedly Mr. Fox would come home in a drunken condition and mistreat his family. A teen-age son warned what he would do if such treatment didn't stop. Eventually tragedy developed! Although the court exonerated young Fox for the slaying, the boy died at an early age.

Stop 23, Steven's Crossing, was at the approximate location of the Jay Dennis Farm. Little is available regarding this stop or its naming.

Stop 23 1/2, unnamed, was between Stop 23 and Stop 24 near the present entrance to Central Nitrogen Company.

Stop 24, Wrights, brings several thoughts to mind. First, the Link Wright home, a "show piece"



Wright's Private Waiting Station—KNS

and one of the most mansion-like places along the Clinton Line. The private waiting station, a unique structure also, sat on the east side of the traction tracks. It was octagon-shaped and had a telephone jack for interurban trainmen to plug in and talk with the dispatcher. The top of the building looked like an ice cream cone turned upside down, with a large ball on the tip top of it. I saw Mr. Wright a few times and felt very important when he spoke to me.

Stop 24 was also the third air strip location along the Clinton Line. Mr. Noble D. Green operated his bi-plane regularly from that field and instructed student pilots. The short sight-seeing tours, small scale air shows, and parachute jumps were a part of the routine business of the field.

Roy Hastings tells about his first airplane ride which was from this field. One Sunday morning prior to his baseball game with the Shephardsville Club, Roy, his brother Claude, John Shulte and Abe Stark decided to take a flight around the countryside. All went well until the landing, when a metal pointer under the tail hit the ground. Roy said he was sure the plane was coming apart at the seams. In spite of this, they landed safely, and Roy hit a home run in the afternoon game. Roy never ventured another ride in that plane.

When my school chum, Harry Harrison, age ten, was killed in this vicinity by a run-away team in the plowing area near the river bottoms, his par-

ents felt that the team had been frightened by one of those scary flying vehicles in the sky. Harry was a great aviation enthusiast.

On January 15, 1929 the Terre Haute Newspaper headlines read: "Noble D. Green and Robert Sappington Killed in Plane Crash". The story relates the crash of the plane a short distance from Mr. Schell Harrison's farm. It is believed that the student and instructor would have crashed in the Harrison field, but seeing Mr. Harrison plowing, they maneuvered their craft, thereby missing him and crashing nearby.

Another schoolmate, Vern Ray Sullivan, lived in the Wright Place for a while and moved shortly after his younger brother was struck by an auto after alighting from an Otter Creek School Bus.

Hickory Grove is listed next on the old Station Number List. I never heard the road called anything except, Stop 25.

The road led to a little community known as Joppa. Joppa boasted a common school, a few houses and farms with a host of wonderful people in addition to the Friendship (Joppa) Baptist Church. When I was ordained to the Gospel Ministry in this church, September 28, 1948, the Stableton Boys, Mack and Eddie had not yet placed the lovely wrought iron gate at the entrance of the cemetery.

Joppa School graduates were included in commencement exercises when I was an eighth grade graduate at Otter Creek, Class of 1934.

Stop 25 was the residence of one of the finest Basso Profundos I have ever heard, Mr. Clifford O'Brian, Sr. The veteran trucker, Mr. John Prather also lived near the traction line on Stop 25.

Hickory Grove School was situated in the northeast corner of the highway at Stop 25 until it was moved to Atherton after the sinking of the Keeler Mine in the area. As the population increased an addition was built on to the school which stood for several years. Mrs. Clarence (Edith) Hart began her teaching career in the Atherton School after coming to this area.

What was known to me as the Johnson Farm was originally known as Zack Hasting's Place located in the northwest quadrant of this intersection I remember the Malooley family living in this house at a later date.

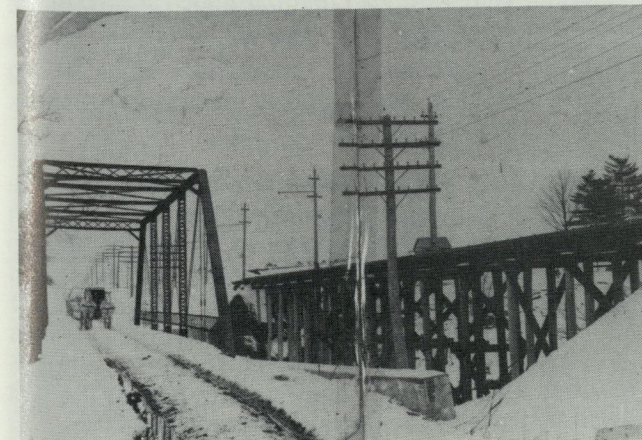
Stop 26, Starks, was always a lovely spot and is even more beautiful today since the remodeling done by the Kenneth Doty Family. Mrs. Harold (Sollars) Crane told me that her father worked for Mr. Stark in the greenhouse and orchard for many years. Mrs. Stark is still living in one of the southern states and says she longs to see the old home area again. The Starks were known

for their reliable hot-house plants and orchard products and had a profitable business at the farm along the T.H.I. & E.

The large dwelling on the west side of the highway was a "sight for sore eyes" when the roses were blooming along the front yard fence. Marjory Brooks, a schoolmate, was the only resident of this home that I can remember.

Stop 27, Spring Creek, so named from the creek on the north of the farmhouse, was known originally as the Emory Brown Farm. Michael Lauterbach moved his family from the Stark place to the Brown place after resigning as a Locomotive Engineer for the Vandalia Railroad. This house was dismantled in the fall of 1974. The original property consisted of several acres of land and extended south of the creek to the Vigo-Parke County Line.

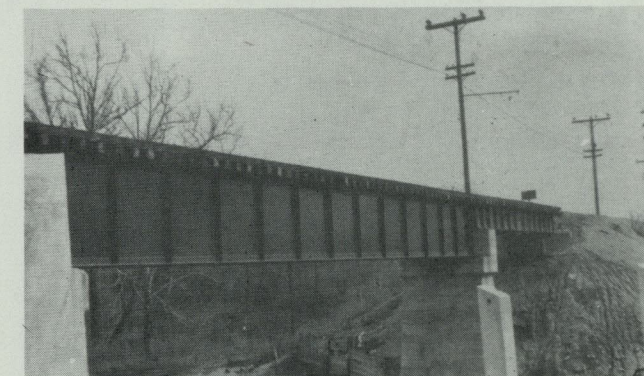
Mr. William Lauterbach tells me that he saw the T.H.I. & E. line being built when he was a small boy. Workmen lived in tents which were easily moved as construction progressed. Teams with scoops, wagons, and drags were used to build the right-of-way and hand shovels weren't novelties in those days either. Integration was yet to become an accepted custom, so the giant black man with his snow white wife was a rarity to the folks who saw them during those construction days.



Highway Bridge and Interurban Trestle—BN

I was fortunate in finding a photo showing both the iron wagon bridge and pole type trestle over

the Spring Creek stream. I also have shown the last trestle constructed at this site, a steel span type, which remained for a long time after the demise of the interurban line.



Southeast view of Interurban Span Bridge—EPB

Stop 28, Spring Creek Farm, was notable for many reasons. As you entered the farm property, you passed beneath a large, curved, wooden sign bearing the name of the farm. The sign was mounted on two large concrete posts, which was in itself outstanding.

A tuberculosis sanitorium located at the rear of this farm was proposed by Dr. Frisz and other practicing physicians of the Terre Haute area. It never fully developed in spite of the fact that numerous little open air cabins were built with drop sides to permit air and sunshine to enter the cabins for the patients requiring this treatment.

The Austburger Concrete Block Plant was also located on these premises. Mr. Benjamin Payne was an employee of the company for quite a while.

Mr. and Mrs. Virgil (Bessie) Conover once farmed this location. The Arthur Bryant family, William "Two-gun" Hart and John Sparks families also occupied the dwelling at Spring Creek Farm throughout the years. Hart and Sparks were fellow Pennsy employees.

High on the hill, west of U.S. 41, sat the Eddie Gosnell home. A little to the south of this house was a road leading to the Rod and Gun Club which was located on the north bank of Spring Creek some distance west of the Dixie Highway (U.S. 41).

That Interesting County Line

Stop 29, Atherton, was at the west edge of the community bearing that name. West of the traction line at the county line road was the only substation

(power booster) along the Clinton Route. It was in Vigo County. A waiting room also shared the sub-station building in the north section.



South Section of Atherton Sub-station and Depot. Left to right: Kathleen Nurnburger, Rex Cottrell, Frank Stark, Faye Causey—KNS

Cattle hauling business began to boom and the traction company built a stock pen to collect and ship cattle to the Union Stock Yards in Indianapolis. The Parke-Vigo County Line was immediately to the north of the station and segments of the Old Wabash-Erie Canal were noticeable some distance to the west of the depot site. The old Centenary Methodist Episcopal Church was built just south of the county line road, directly across the highway from the Sub-station.

There were some notable memories of the town of Atherton proper situated approximately one mile to the east of the sub-station. The Cottrell Brothers Grain Service buildings, Mary Cloretto's General Store, Fred Cottrell's Barber Shop, another General Store operated at one time by a Mr. Buckley, made Atherton a busy little town. A good sized combination Block Office, Freight and Passenger Departments Waiting Rooms which were operated by the C. & E. I. Railroad stood on the Parke County side of the town of Atherton. There were several nice houses and a school house in the area south of the Grain Service Buildings.

I have not heard all the sub-station's employees names; however, some that I remember are Mabel (Cash) Kessler, a club-footed gentleman by the

name of Roy (?), Lloyd Dial, Rex Cottrell and Ortie Kispert. Ortie and I made a date to tour the area and record his stories when he returned to Clinton in the Spring of 1975; however the sad news reached me that he had passed away shortly after their fiftieth wedding anniversary in Florida, I was sorry that our acquaintance was so short.

Bill Lauterbach and some other local area boys were employed when an extension to the sub-station was necessary at Atherton. When I was a lad I witnessed my father, Uncle Harry Dean, and cousin Donald helping load cattle on a stormy night at the stock pens. They were employed by Mr. Chester Modesitt, not the Traction Company.

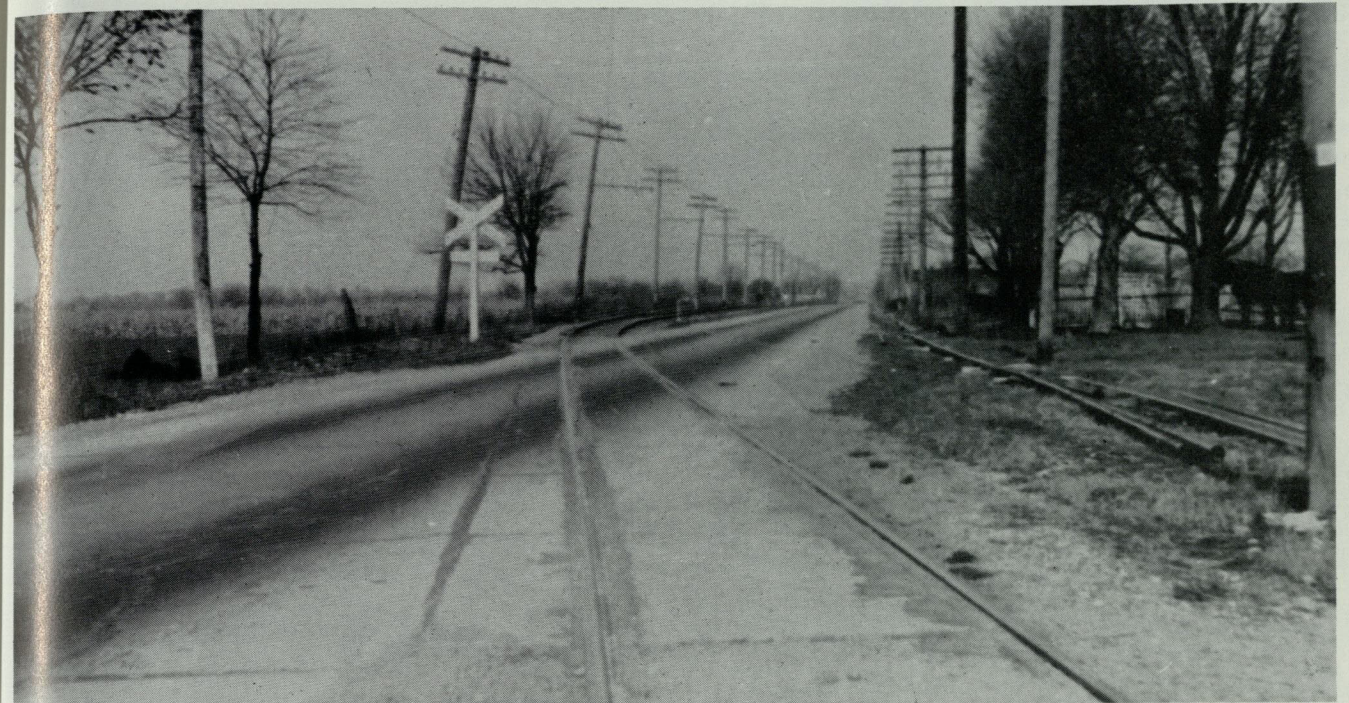
Let me hesitate a moment to mention again the austere building known as the Centenary Church. It was also known as Walker's Church as the land was donated by the Walker Family. The building was located in the southwest corner of the Vigo-Parke County Line. I was in attendance one time with my cousins, the Dean children, at two o'clock in the afternoon for a Sunday School Service.

Names shall not be mentioned; however, one lady related an experience enjoyed by herself and other young folks of the community. During a "protracted meeting" (revival) they responded to the pastor's invitation to kneel at the altar and confess their sins. After a true heartfelt confession, they accepted the Lord Jesus Christ into their hearts (Romans 10:9-10) and followed their Lord in Christian baptism. She said they were baptized in a deep hole southwest of the bridge over Spring Creek. She says it still makes her happy to think back on that experience.

Mrs. Laura Payne Gummere began riding the interurban regularly between Atherton and Ash Street as she was an employee of the Columbian Enameling and Stamping Company at the age of fifteen. Mr. Lawson, her foreman, learned of her age and made her return to school until she was seventeen, at which time she regained employment as a tank dipper and became one of the first regular riders of the interurban from Atherton.

Stop 30, Ansteads, was in front of the one-and-a-half-story brick house at the north end of the curve. Mr. Anstead had a fine threshing rig, operated by a steam engine, and farmed this place. One fellow reminded me that he was always amused and intrigued at the gold tooth in Mr. Anstead's mouth.

Stop 31, Ayers, was across the highway from the large two-story frame house on top of the knoll. Mr. Ayers walked to and from his employment as the Block Operator of the C. & E. I. Depot at Atherton. It is estimated that he walked the equivalent of around the world in the many years he worked.



Only complete Crossing of U.S. 41, Walkers Siding—EPB

The farmland between Stops 29 and 32 carried a two-fold record. In early 1900, Mr. Chester Modesitt took employment with a St. Louis, Missouri Stove Company. In his travels he met the "girl of his dreams" in Montana territory. They married and returned to the Atherton community bringing with them the "first known" alfalfa seed in the area. The reknown, Dr. O. B. Reed, County Agent, later an instructor and professor at Purdue University, was taught to raise alfalfa.

Mr. Modesitt also became the first and one of the largest shippers of sheep along the T.H.I. & E. system.

Stop 32, Walkers, was in front of the Walker farm. The William Lauterbachs occupy a lovely bungalow at that location. I first met Mr. Lauterbach when he called on Crabb's store as a salesman for Rottman and Company, wholesalers of tobaccos and sundries. He later became the postmaster of the Rosedale office where he served faithfully until retirement. I stood in front of their house and had a long look in both directions at the still visible right-of-way. It seemed I could almost hear an interurban coming!

I learned recently, that the large red barn behind their home was dismantled and moved to the present location from the old Charles Orth farm at Stop 13. Quite a feat for that day I'd say!

Stop 33, Walker's Siding, was a short auxiliary track where all types of trains could pass when necessary. U. S. 41 made the only complete crossing of the tracks at the north end of Walker's Siding. From this location to where the tracks went west of the C. & E. I. Railroad (at the under-

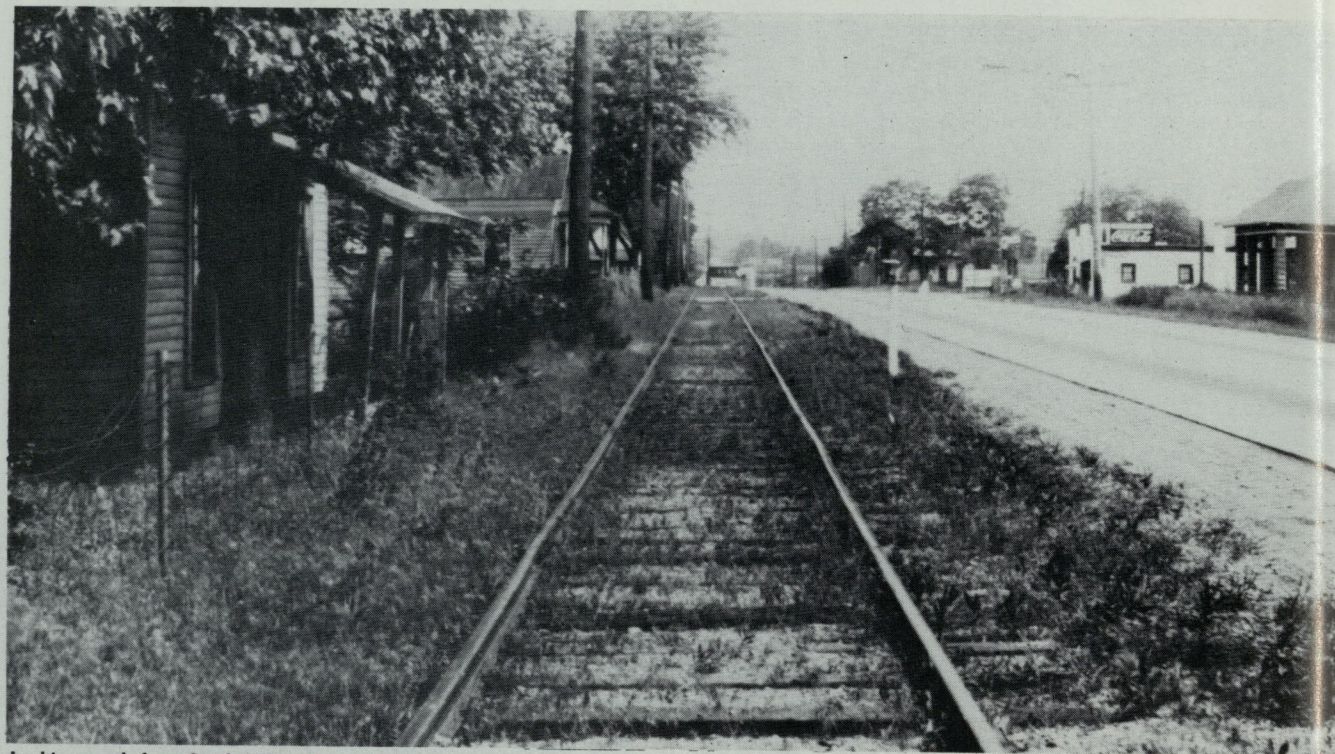
pass) the tracks were very close to the highway and houses. The Numa School still stands to the west of the crossing and has been occupied as a residence for years.

Stop 34, Walkers, has been the location of a lovely farm and dwelling with complimentary farm and service buildings for many years. It was viewed very easily from the traction cars, and was originally known as the Lake Farm. I recall one family, the Mostellers, living there and at the present the VanDyns are the occupants. Interurban business must have been good at this farm in order to merit a "stop" directly in front of the home.

Stop 35, Numa, was the last station on U.S. 41. Numa boasted a lean-to type waiting station, located west of the tracks and north of the only street in Numa intersecting U.S. 41. It took a photo to refresh my memory of the station.



Numa Waiting Station in 1926—EPB



Looking north from South Side of Numa—BN

An enlightening conversation with Mr. Emmett Bennett gave some welcomed insight to the fact of Central Park's exact location. He gave me several Maintenance of Way employees' names, including his and his father's. Time passed quickly as he told of other experiences along the line. "Numa" was carried on the Destination Signs at



Central Park, Stop 35 1/2, Majestic Band in 1906, Joe Voto Drummer—JV

the right front side of each traction car operating over the Clinton Line.

Stop 35 1/2, Central Park, was carried on the 1911 Official Distance Chart of the T.H.I. & E. It was with considerable difficulty that I finally stopped trying to prove its existence. Joe Voto, of Clinton loaned me a photo taken at the Central Park Band Stand in 1906. It was of the famous "Majestic Band" of Clinton. Mrs. Voto traveled regularly to the band concerts each Sunday of the summer season. Joe smiled as he told how his wife carried their newborn son on a pillow while traveling to the concerts via the interurban. A skating rink (roller) and sundry other money-making attractions were all reached via a stile (double step ladder type) over the fence as there was no entrance way provided.

Mrs. Kathleen (Nurnburger) Seybold once attended an "all church" skating party at Central Park with the entire group from Centenary Church.

I felt that after three witnesses and the traction company data I had sufficiently proven there WAS a Central Park . . . once upon a time.

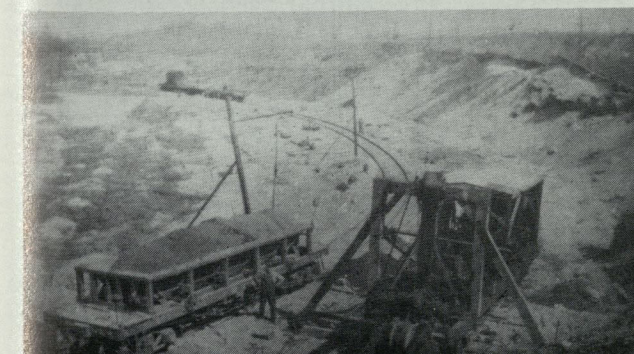
Goodbye Route 41

Stop 36, Bennets, was so named for a family whose residence was situated on the west side of the tracks at that location. This was the last stop prior to the line departing from the Dixie

Highway, U.S. 41. From this location it followed the C. & E. I. Railroad to the community known as Lyford, and then on to the near east bank of the Wabash River.



No. 113 at Lyford Station—HG



Lyford Gravel Pit—GM

Stop 37, Lyford, was a busy place. A passing siding, a gravel pit siding, plus a platform for passengers to board and detrain. The late Opel Cox, motorman and dispatcher for the line and its predecessor, the Indiana Railroad, gave me a detailed description of the gravel loading device operated by interurban train crews at the pit. The pit is still available and a guided tour in 1974 was declined by me as I hear there are NUMEROUS snakes in that area. No thank you!

Hank Graham says the old car number 113 stopped at Lyford in the photo was the same car which took him from Clinton to serve Uncle Sam in 1917.

Some excellent photos show a variety of scenes of the 1913 flood devastation. They also reveal the difference in track levels of the C. & E. I. and the T. H. I. & E. in the Lyford-Clinton Wabash River Bottoms.



ANN. PHOTO
H. H. HOWELL
COLLECTION



ANN.
PHOTO



©1913 G.S.

©1913

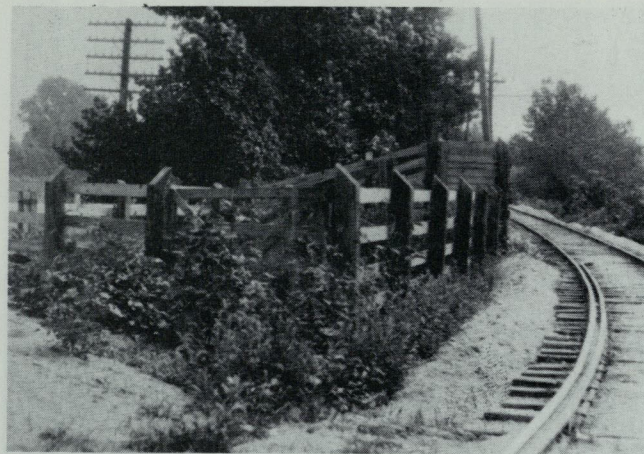


1913 Flood Scenes involving T.H.I. & E. Right-of-Way—(Annon)

The Clinton Stock Pens, Station No. 1021 was situated near the east end of the "S" curve beginning immediately at the east of the Wabash River

Bridge. I found one man who vaguely remembers seeing these pens.

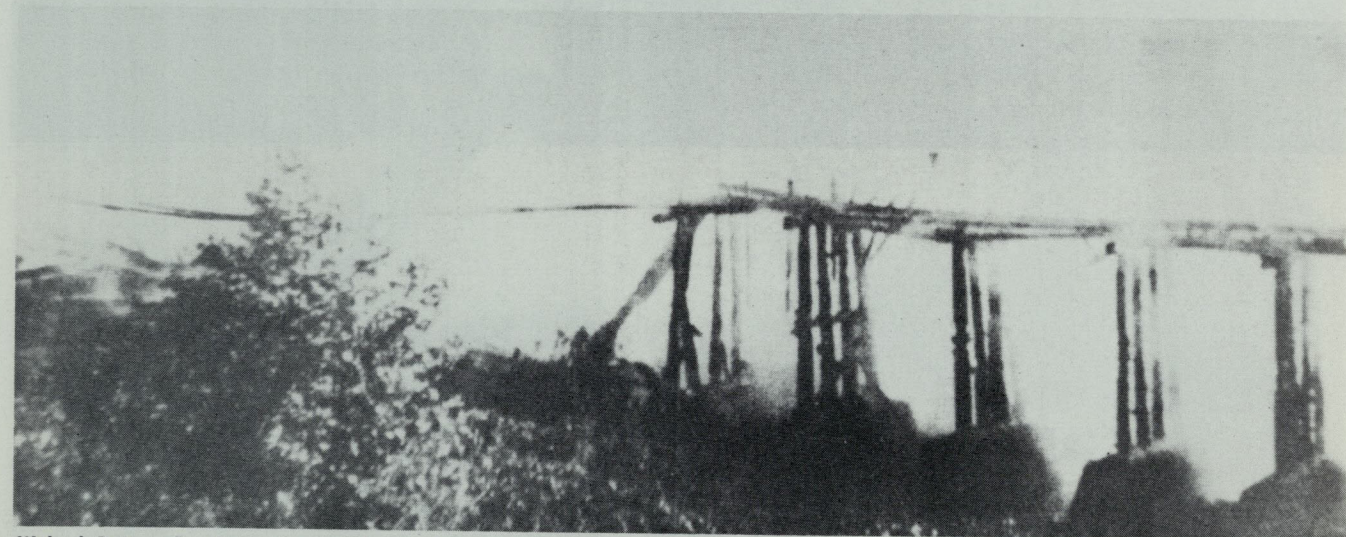
Stop 38, was located near the east end of the



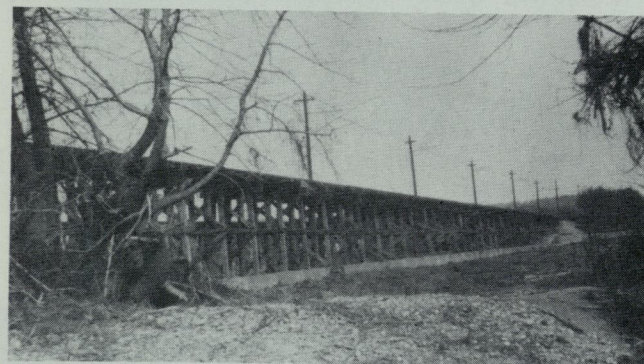
Clinton Stock Pens—EPB



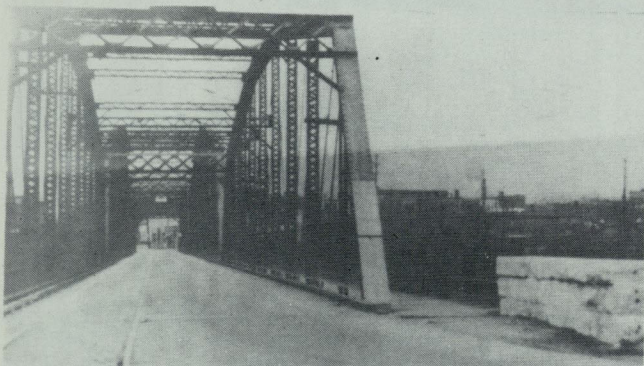
Wabash Bottoms Trestle and 1929 High water—THS



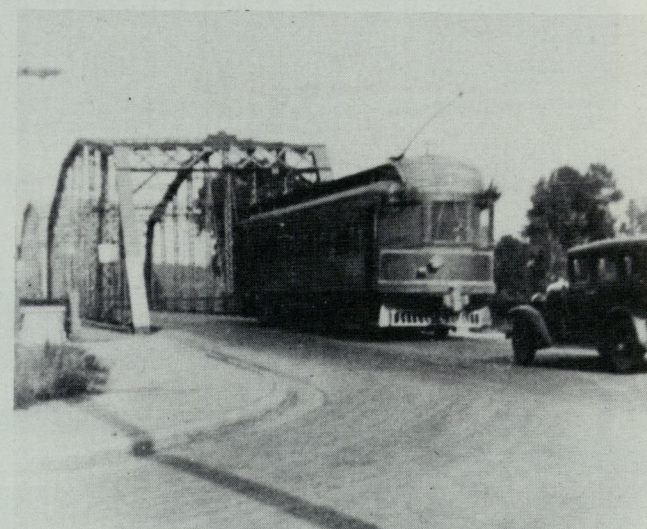
Wabash Bottoms Trestle Burning in 1933—THR



T.H.I. & E. Trestle near Clinton Bridge—EPB



Wabash River Wagon Bridge at Clinton—THR



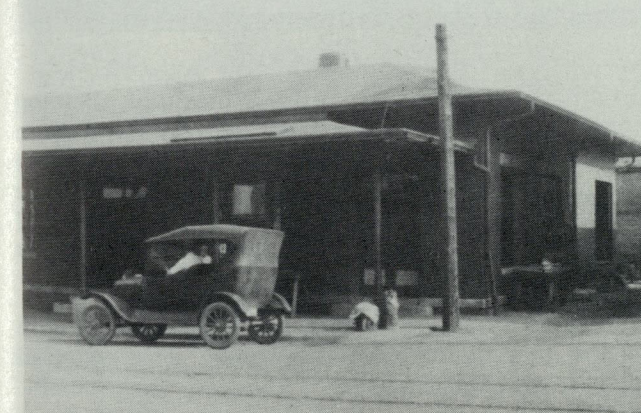
Terre Haute Bound Interurban Entering Bridge—JK

Wabash River Bridge. I can only imagine who might have used this stop, perhaps a sportsman.

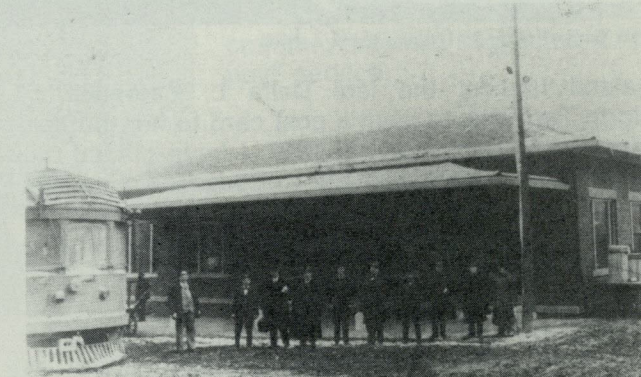
Early in the business great sources of income were derived from freight. The first station at Clinton was for freight and a spur track held box cars of freight. Later, the combination freight-passenger station was built (1914).



Freight Depot at Clinton—BN



Passenger & Freight Depot and Model T Auto—EPB



Passenger & Freight Depot Combination. Billy Gerion 2nd from left and Mr. Kord first from left—HA



Various Ticket Seals from Clinton Line—EPB

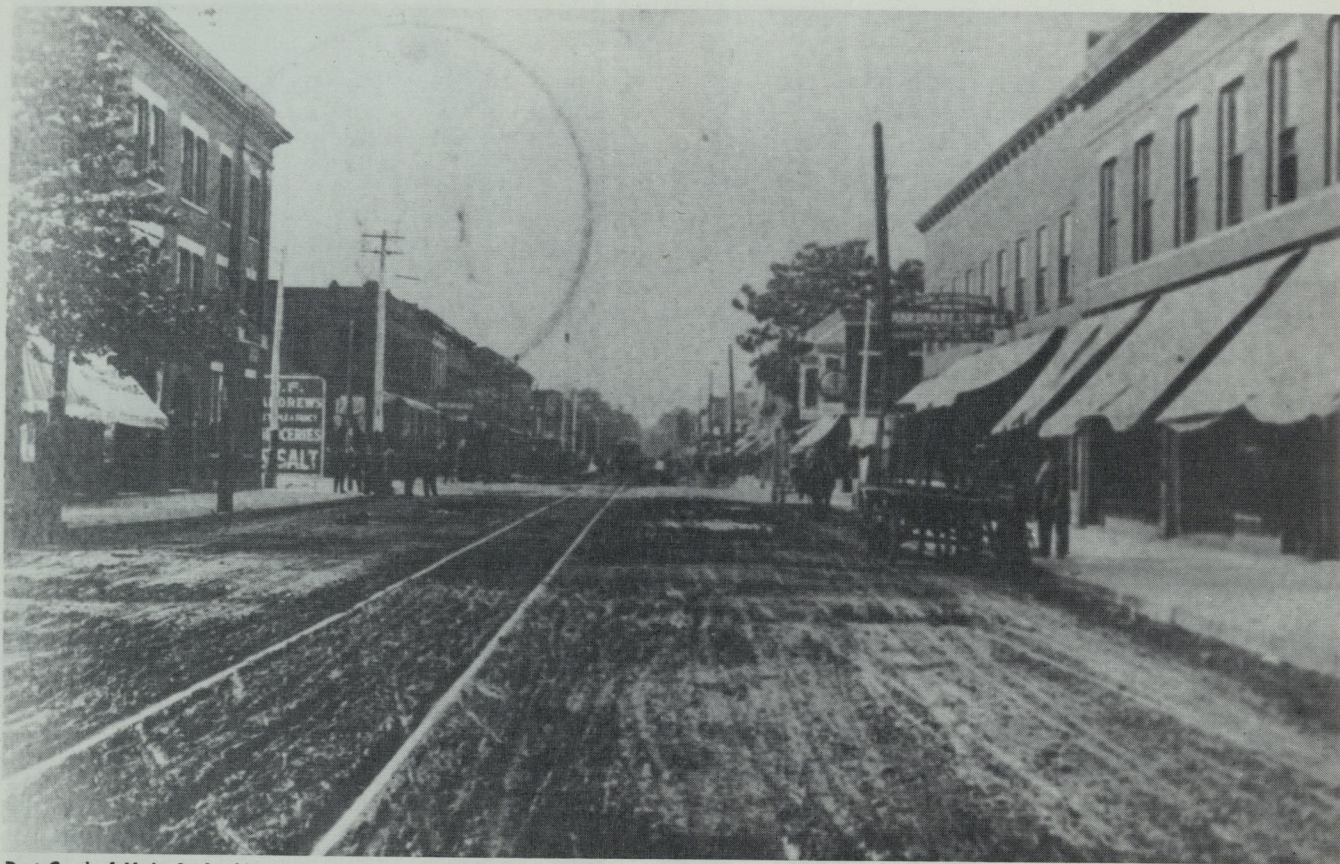
The photo supplied by Mr. Ben Nash reveals an outstanding group of dray horses, wagons, a Reed & Luce Furniture Store Wagon with a load of merchandise, and a freight interurban with several men and a young boy of twelve years standing on the rear of the car. The boy was Mr. Ben Nash.

We've Reached Our Final Terminal

Stop 39, the Clinton Passenger Station built in 1914 was of red brick construction, located a few feet west of the former freight station. It boasted a ticket office, waiting room, parcel and freight compartments, and a long porch over a portion of the front side (north) where passengers could be protected when walking outside to the inter-

urban cars. The amount of L.C.L. freight, passengers, notable personages . . . yes . . . even hobos will never be known; however, the numbers would probably be astounding.

Stops were made along the city streets of Clinton at various locations. One of my most



Post Card of Main St. Looking South —HHH

valued friends, the late Della L. Campbell of North Terre Haute, sent a post card to her mother, Mrs. Sarah Humphrey, in 1907. I have placed the photo in this book, but the message on the back of the original card mentions the interurban car coming north on Main Street being the car she rode to work each morning.

Stop 40 was at the corner of Main at Vine Street. The cars always made a hair-raising sound as they made the sharp-corner turn there.

Early one morning Mr. Harold Moss was a passenger on a car destined for the miner's train on the Jackson Hill Branch at North Ninth Street. As the car made the turn from Main into Vine Street, a trolley wire broke and fell on the inter-

urban causing it to catch fire. The quick thinking conductor ordered the passengers to jump from the car, instead of using the metal steps, when panic developed among the riders. No doubt these instructions averted a possible electrocution of someone. The interurban car was totally destroyed.

Stop 41, Vine and Ninth Streets was the location of the last curve until the "wye" was reached at Ninth and Oak Streets.

Stop 42, was known as Italy, the final stop. Cars headed into the wye, backed out northward to the Jackson Hill Branch of the C. & E. I., and then started the trip back south toward Terre Haute, sixteen and twenty-five hundredths miles away. Italy was station No. 1024.



Post Card of Old Hotel, Looking north down Main St.—HHH



Post Card of Main St. Looking North—HHH



1912 Columbus Day Parade on No. 9th in Italy—JV



interesting item in which it exploded "the myth" that the line would be extended. The traction company officials suggested a "jitney" service.

And this finishes our journey!

North Ninth Street riders could have seen some spectacular parades in those days, especially the 1912 Columbus Day Parade and the 1913 Fourth of July Parade. These parades always fouled the tracks and the traction line was inoperable during those hours.

I had often wondered why the boulevard type street from the C. & E. I. branch tracks northward on Ninth Street in "Little Italy". Ray Gosnell, local historian and writer, answered that question for me. He states that it was always a hope that the line would be extended to Fairview Park. An old newspaper from Clinton gives an



Joe Yoto Photo

1913 Fourth of July Parade on No. 9th in Italy—JV

What is an Interurban?

In responding to this oft asked question, let me answer in this manner. "Interurban" was a word coined by Mr. Charles L. Henry, Attorney, in 1893. It was, in simple terms, "an electric railway between towns". The cars varied in size and services. This mode of transportation began in the 1800's and had practically disappeared by 1940.

Indiana was well blessed with interurbans and boasted "the largest interurban terminal in the world" during the 1920's. The Indianapolis Terminal served as terminal for eleven different routes with hundreds of cities being reached through connections at other towns. One could board a car at Clinton and arrive at distant cities as far away as Niagara Falls, New York. (Note the service map in this book.)

Interurban cars and trains used city trolley tracks, and frequently laid tracks down the streets of cities, villages, and towns. It must be noted that much of the T.H.I. & E. mileage was operated over private right-of-way trackage. The same was true of most traction lines.

The *Terre Haute Evening Gazette* under several different datelines carried articles relating to the Clinton Line. These I will list for you in brief form:

November 11, 1902—Mr. Charles A. Stone and Mr. Edwin S. Webster of Boston, Mass., say things are well in hand for the proposed line to Clinton. A sizeable amount of right-of-way has been purchased and a franchise stating the tracks may be laid on the east side of Lafayette Road.

The franchise provided the following acquisition of property: from the intersection of Maple Avenue and Lafayette Rd. to a point 1200 feet south of Ft. Harrison Rd. and 1100 ft. south of Otter Creek, also a distance of 300 ft. in front of the premises of Mrs. Lebus Watkins, 400 ft. in front of the premises of Edward M. Johnson, 800 ft. in front of the premises of Mrs. James E. Palmer, 800 ft. in front of the premises of Edward R. Crabb and John Denny, 500 ft. in front of the premises of Fred Stevenson, 500 ft. in front of the premises of Michael Lauterbach, and such portions of such road from the north boundary of Terre Haute and the Parke County Line as may in the opinion of said petitioners, their successors, grantees, and assigns, become necessary or expedient in

order to successfully construct and operate such proposed interurban railway, etc.

December 31, 1902—Mr. Harte and Mr. Rogers, engineers for Mr. Stone and Mr. Webster, arrived today to begin the survey of the Paris and Clinton Interurbans.

March 11, 1903—Active work commenced on the Clinton line today. Fifty men and sixteen teams were put to work and the force is being increased as rapidly as possible until 500 men are working. They are engaged in grading on the farm of Simon Peck about a mile and a half north of Lost Creek on Lafayette Road. Stone and Webster figure on making a 12% profit on the money invested.

April 9, 1903—The T.H.I. & E. has settled with Dr. J. H. Baldrige for right-of-way through his property along the line of the Clinton Interurban. The company now has all of the right-of-way to Clinton. Two of the three new cars for the Clinton line arrived from the John Stephenson Co., New York, yesterday.

Cars Numbers 113, 115, 117 were used, but there is no certainty as to which two arrived first.

May 25, 1903—Citizens owning property on North 3rd St. are circulating a petition asking the T.H. Electric to bring its Clinton Line into the city on that street. The company says it has 3 streets in mind—13th Street, Lafayette Road, and 3rd Street.

June 29, 1903—The Clinton Bridge finished just a few years ago is to be rebuilt as to strengthen it to take the interurban cars.

July 15, 1903—A change in plans by the Traction Company (at the insistence of involved land owners) provides for tracks to be laid in the center of the road instead of along the east side from North 13th Street to a short distance north of Lost Creek. The rest of the route will be on its own grade.

July 28, 1903—The formal opening of the Interurban line to Ellsworth (North Terre Haute) will take place Sunday when two new interurban cars will run to Ellsworth on a half-hour schedule. The cars will run an hour apart on the weekdays. The fare will be 10¢. The occasion of the first run will be the opening of Forest Park.

July 30, 1903—G. M. Wells said today a trial trip of a streetcar would be made on the new Ellsworth line starting from 6th and Main at 2 p.m. The line will not be completed clear to Ellsworth, but it is hoped that by Sunday it will be finished. At any rate, cars will be run next Sunday on a half-hour schedule and Forest Park Company says it will have hacks at the end of the line on the arrival of each car. Mr. Wells said the 10¢ fare is for the 6th and Main crowd. If a person got on at South 3rd he would pay 5¢ fare and 5¢ for a transfer good on an Ellsworth car at 6th and Main operating via city car lines to North 13th Street and Lafayette Road and north to Ellsworth on the private interurban right-of-way.

It is very interesting to note a great entertainment center was opened in the Ellsworth area on Sunday, August 1, 1903. The "Grand Opening" of Forest Park was observed with a variety of attractions!

August 1, 1903—Formal Opening of Forest Park. Opening program included a balloon ascension by Professor Dwyer of Terre Haute, High Dive from a ladder by Lighto the High Diver, Boat and Tub Races, Aerial Act, and music to be furnished by the Big Four Band. Admission 5¢.

September 19, 1903—The Clinton Line is nearing completion. Rail is all in place, but it will be at least a full month before cars can run the full distance.

September 20, 1903—Trial Trip to Clinton. Special car left 6th and Wabash at 1:30 p.m. Car No. 113 was used and went as far as possible. Mr. Nash said it was about 4 or 5 miles south of Clinton. Mr. Nash, Mrs. J. M. McCampbell, and Mrs. E. O. Ward made the trip. The Motorman was Mr. Richmond and Conductor Rigo. The company has two more cars besides the 113 and has two more ordered. The ties and rails are in place as far as the river bridge in Clinton and wire has been stretched to a point 4 or 5 miles south of Clinton. Some ballasting is left to be done.

September 26, 1903—Interurbans ran on an hourly schedule today to Numa (14 miles north), and on half-hour schedules to Brazil. The provocation was the Barnum's Show in Terre Haute.

September 30, 1903—The bridge over the Wabash is ready according to Thatcher Parker the man who rebuilt the bridge for the Clinton Line.

October 3, 1903—Mr. Wells says the Interurban Line will operate as far as Numa during Street Fair Week at Terre Haute.

November 30, 1903—After many premature notices the T.H.I. & E. is now operating as far as the Clinton Bridge. It will be some weeks before the cars operate into Clinton. Fare to the bridge is 25¢. Beginning December 3rd the first cars on the Clinton line will start at 5:45 a.m. instead of 6:00 a.m. This is to accommodate miners.

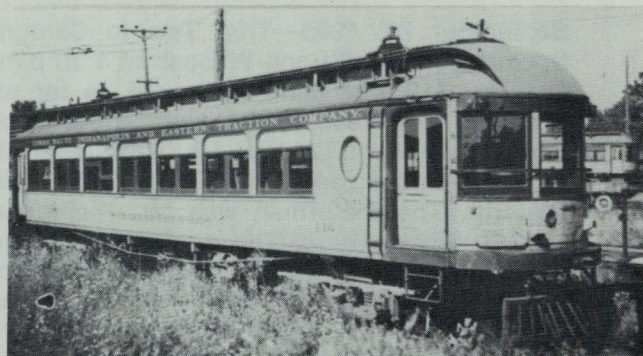
Types of Equipment and Service

PASSENGER CARS first purchased for the Clinton Line are described in *The Terre Haute Evening Gazette* on April 9th as built by the John Stephenson Company. They measured 45 feet long, which is 5 feet longer than those on the Brazil Line. These new cars seated 55 passengers and every seat had a push-button to signal the motorman.

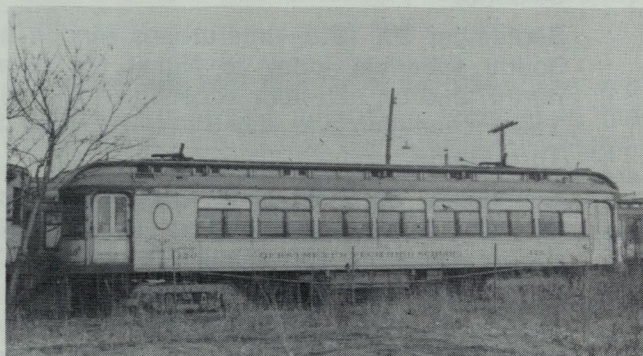
The last cars operating on the line were combination baggage-passenger cars, seating fifty passengers in the smoker and regular passenger compartments. They were fifty-three feet, eight inches in length; eight feet, eleven inches wide; and thirteen feet high. Their weight was 75,000 pounds, and each car had four 75 horse power motors, originally. The cars were very pretty with their arched windows.

Mr. Clarence Graf, retired forty-two year veteran Master Painter on the Milwaukee Road, related an interesting account of his activities with the T.H.I. & E. Line. He began working at Bedford, Indiana, later coming to the Terre Haute Car Shops. Since the Milwaukee Road was primarily a coal hauling road, the annual miners' strike caused a massive furlough of employees in all departments. Early the next morning, Mr. Graff headed toward the T.H.I. & E. Car Barns on Wabash at Oakland Avenues.

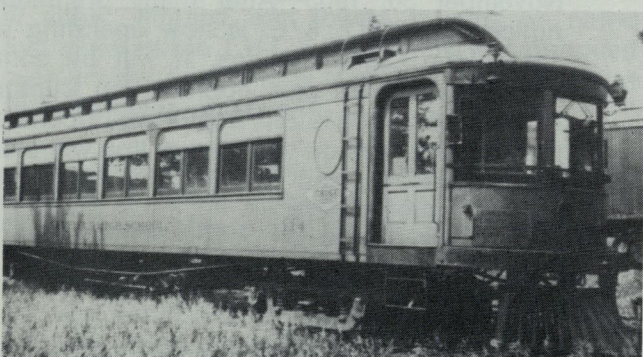
The superintendent, Mr. Flinn, said a man with Mr. Graf's ability was badly needed; however he wouldn't hire a steam-road man on a bet, as they always went back to the steam road for higher wages. Mr. Graf was somewhat put out and asked, "Wouldn't you do the same thing?" Mr. Flinn



No. 116, St. Mary-of-the-Woods Interurban—EPB



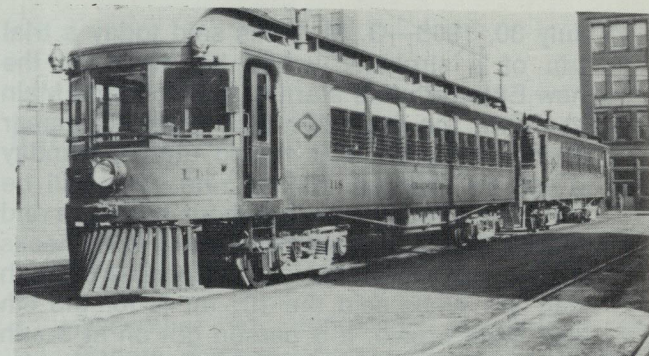
No. 120, Gerstmeyer High School Interurban—EPB



No. 114, Garfield High School Interurban—EPB

had to admit he would and told Mr. Graf to report for duty the next day. His first assignment was to get the Garfield High School and the Wiley High School cars relettered and renumbered for service on the same day. There was so much rivalry between the two schools that failure to return these cars to service simultaneously might result in blotched paint in retaliation. The task was accomplished as ordered.

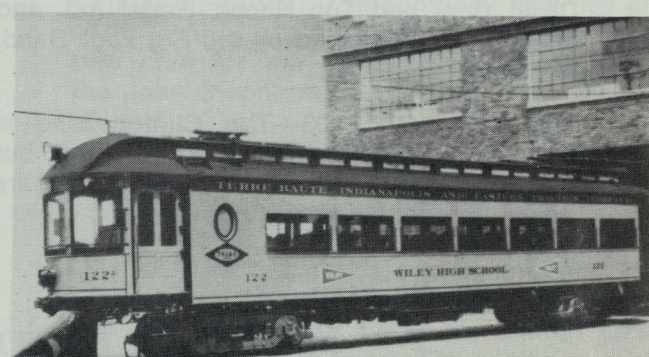
The interurban cars used last on the Clinton, Sullivan and Paris, Illinois lines were numbered from 110 to 125 and earlier the 133 through 139 cars served. I mentioned before that these cars were named after prominent officials, schools, legislators and teachers, as well as businessmen of the areas. The naming of cars began some time between 1924 and 1927 and the greatest improvement of cars was by the Rose Poly students who revamped the number 139 car to be the Wiley High School, No. 122.



Nos. 118 & 119, Chauncey Rose School & Wm. R. McKeen—EPB



No. 124, William Penn Interurban—EPB

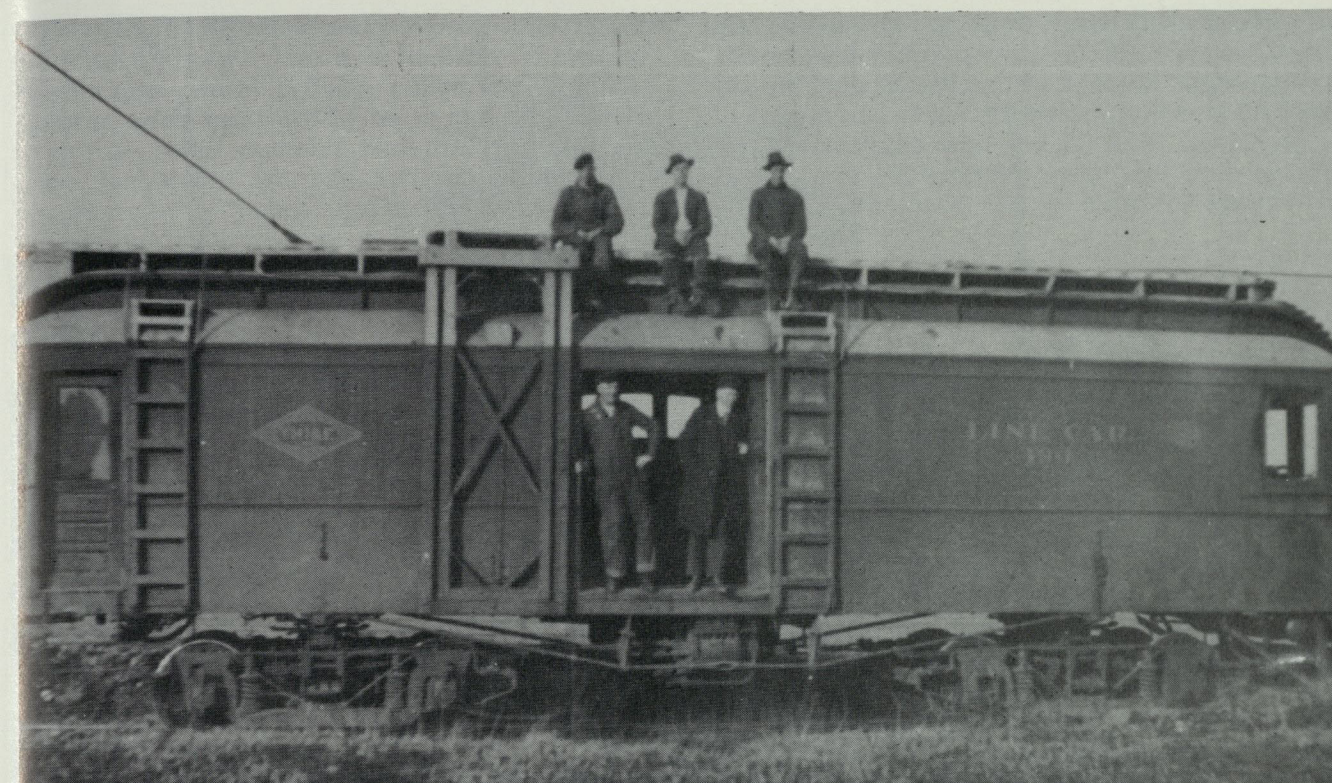


No. 122, Wiley High School Interurban—EPB

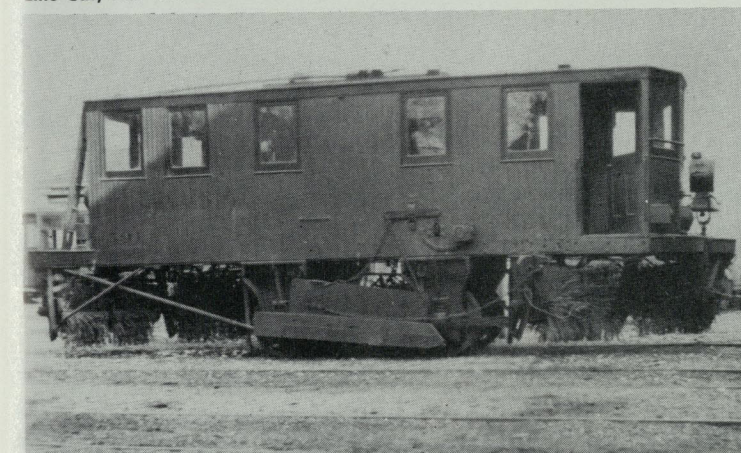
Originally the cars were painted green with gold lettering and numbering. The new color was chrome yellow, black lettering and numbering, with Tuscan Red roofs. Steel plates were installed on the sides of some cars and steel pilots were also installed on some equipment. A "pilot" is the same as a "cow catcher" and was attached to the lower front of each car. Most of the Terre Haute to Clinton interurbans were built by Jewett Car Builders of Newark, Ohio; and McGuire-Cummins of Paris, Illinois.

In addition to passenger cars the T.H.I. & E. also owned and operated many other types of equipment. Pictures of these are being included.

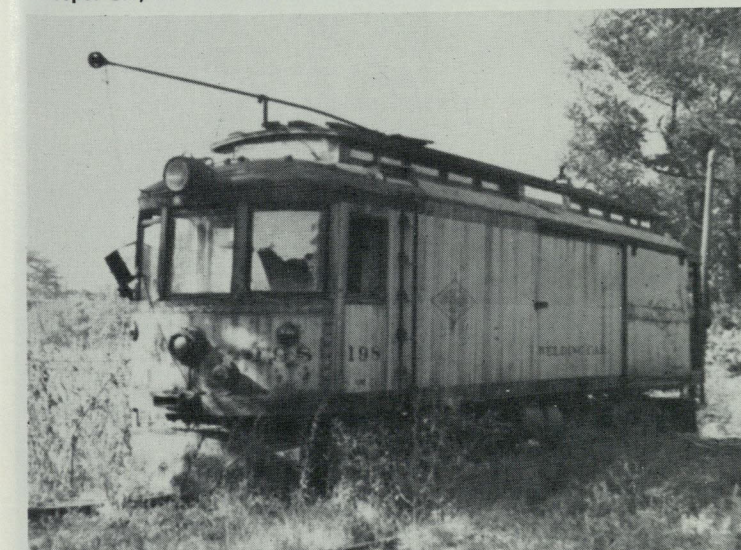
MAINTENANCE CARS such as sweepers, washers, line and tool cars were used in city and interurban operations. Winter witnessed the snow plow when needed.



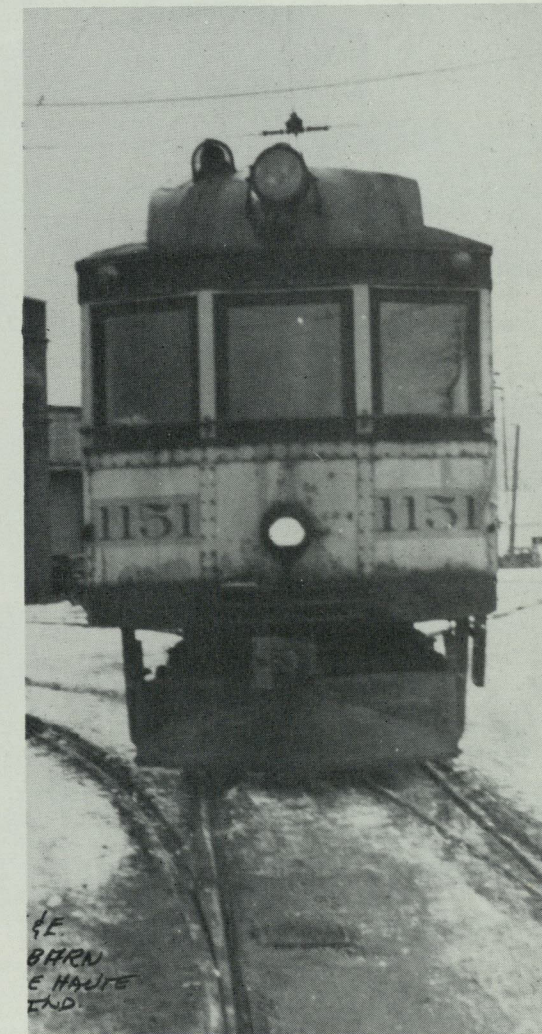
Line Car, No. 190—EPB



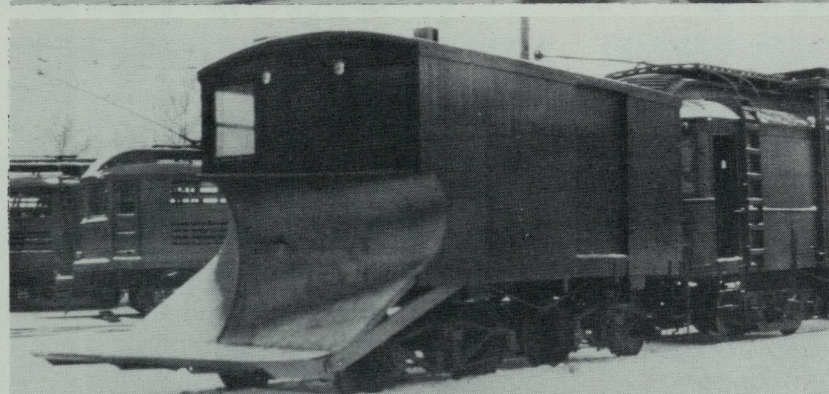
Sweeper Car, No. 591—EPB



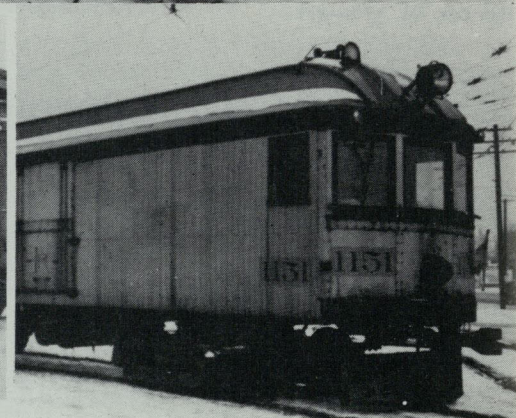
Welding Car, No. 198—EPB



Tool Car, No. 1151—EPB

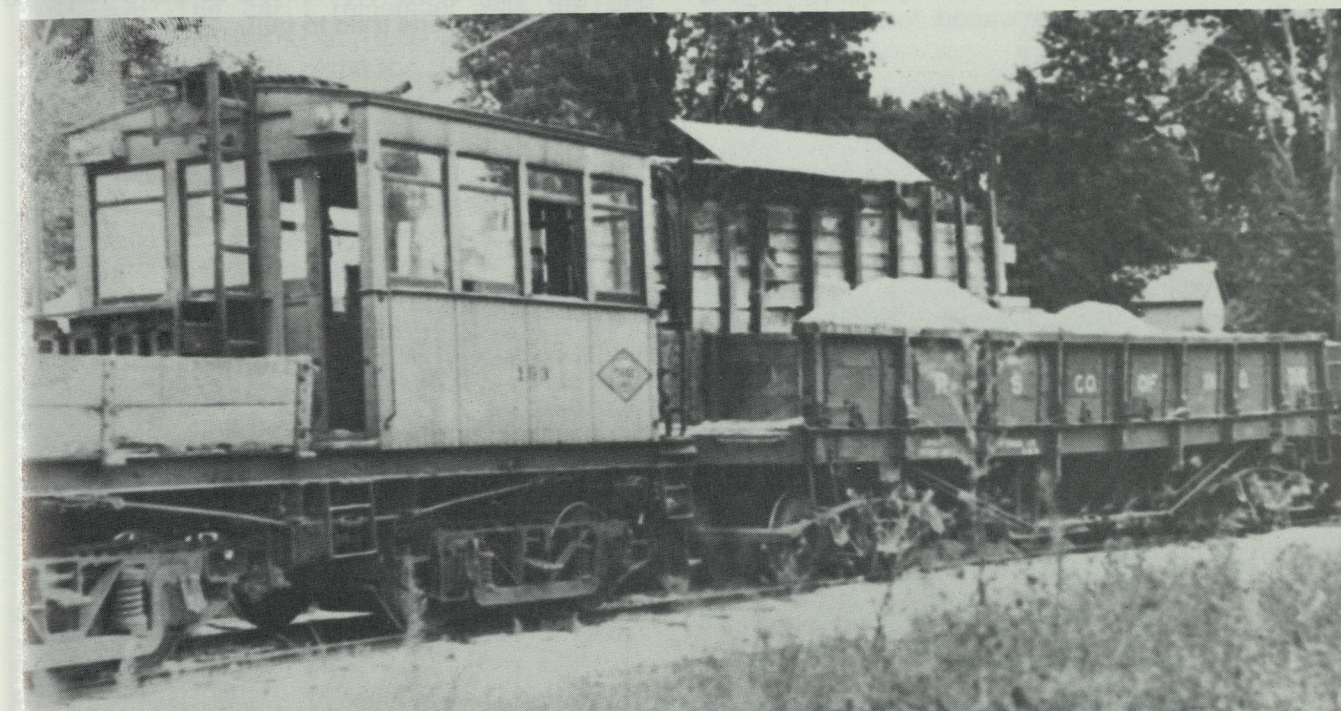


Snow Plow being pushed by No. 190, also Cattle Car—EPB

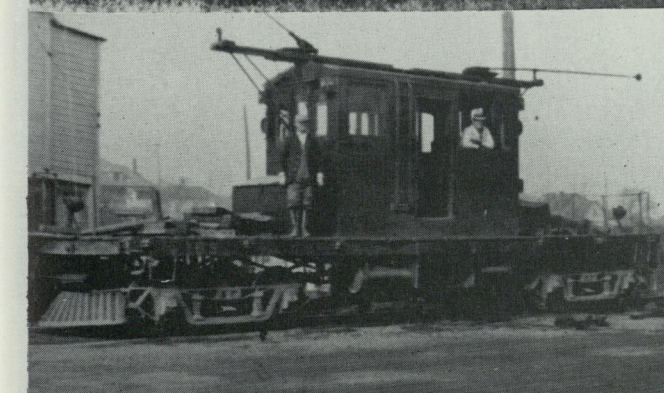
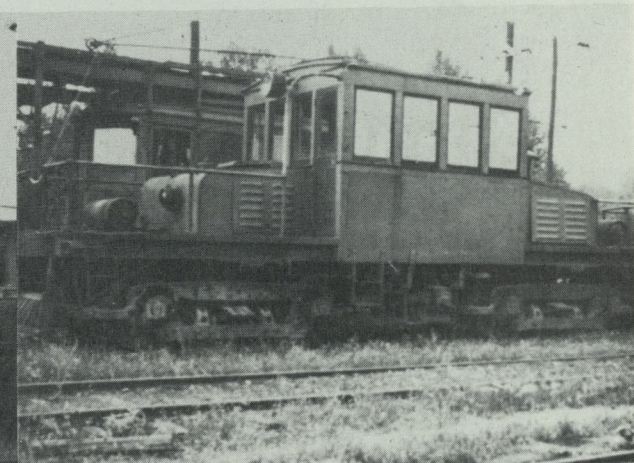
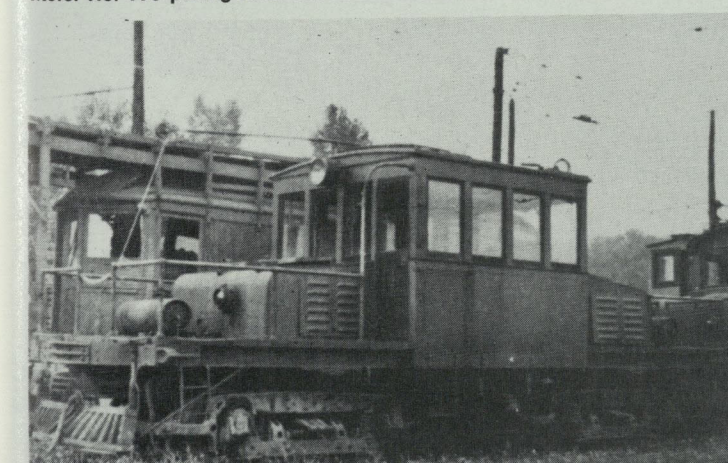


GRAVEL CARS were used to keep the ballast on road beds, trestles, and highway crossings. These cars were usually pulled by electric-motored cars and were to be found in a variety of styles, some dumped like the horse drawn gravel wagons. It was common for these cars to be seen on the Clinton Line as the Lyford Gravel Pit was the main source of supply for sand and

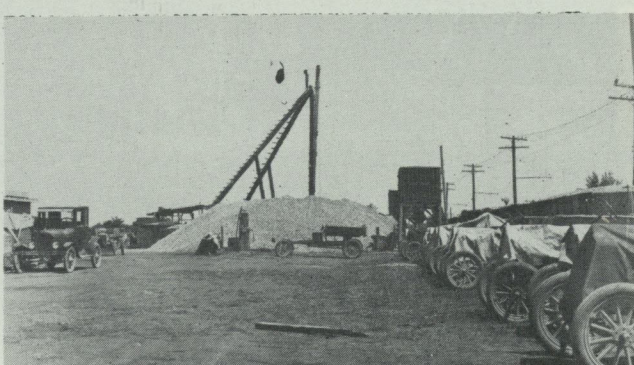
gravel used on the Terre Haute Division. This pit shows 29.8 acres owned by the Public Service Co. of Indiana. When the U.S. 41 highway was being paved in 1926, a special switching arrangement was made with the C. & E. I. at Phillips Siding, and extra tracks were built (temporarily) for switching loads and empties for the paving project.



Motor No. 193 pulling P.S.I. Gravel Cars—EPB



Various types of Cab Motors—EPB

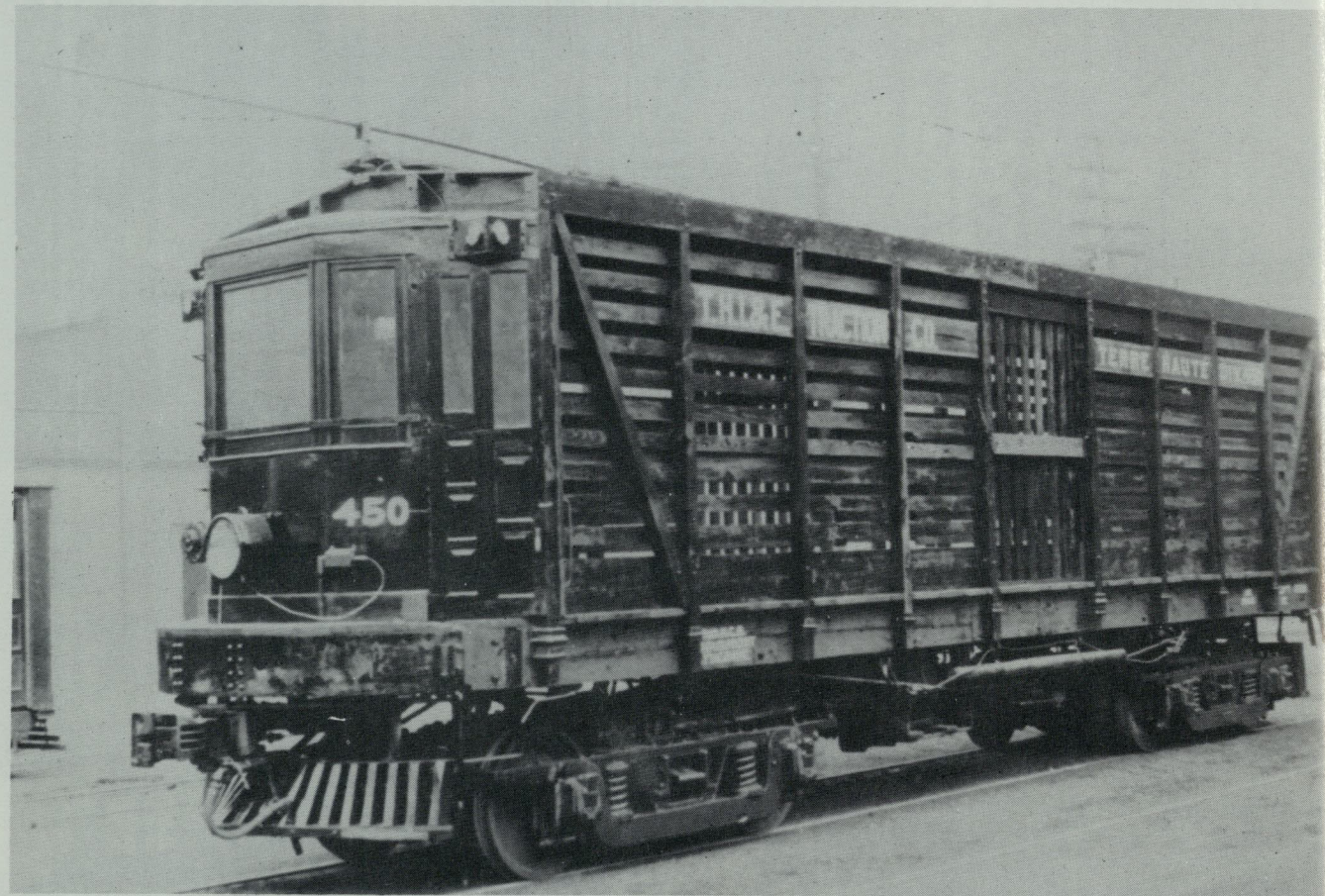


Gravel Via T.H.I. & E.—EPB — Jack Schneider Photo

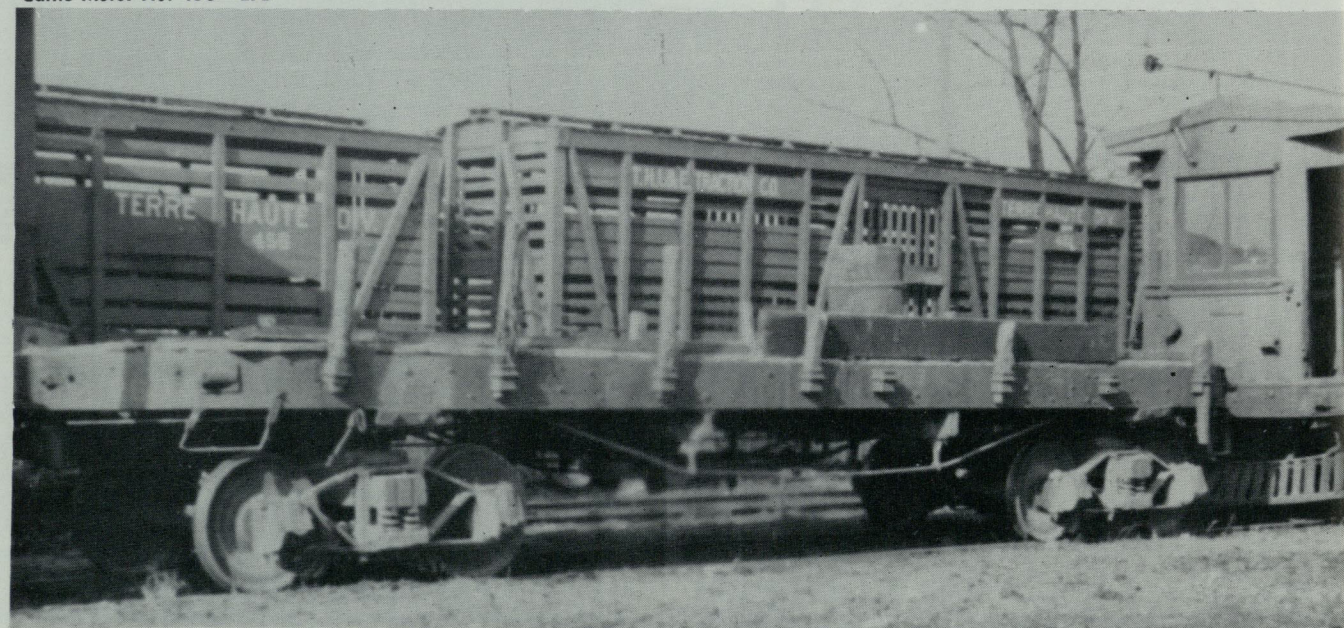
STOCK CARS were very popular on the lines and stock pens at Clinton and later Atherton provided a substantial source of income on the Clinton Branch. The Terre Haute Division had a very fine Cattle Motor; however, my recollections of Stock Trains are with box type motors pulling cattle cars or trailers as they were called.

One Saturday night our family was shopping in Terre Haute. As we waited for a traffic light

at Seventh and Wabash a stock train was turning east from Seventh into Main Street. I recall the ladies scrambling to get back from the mess that was splashing and bouncing from the cattle cars onto the city streets as the car swung around the corner. How could a kid forget such a sight? It was often necessary to run extra stock trains to the Indianapolis Stock Yard as there were too many loads for one train to pull.



Cattle Motor No. 450—EPB



Cattle Cars behind a Motor and Flat Car—EPB

BOX CARS hauled both full loads and L.C.L. (Less than Car load). There were several motorized box cars and many trailer type cars. There were two FREIGHT RUNS on the Clinton Branch in 1927. A train departed Terre Haute at 4:45 a.m. arriving in Clinton at 5:30 a.m. and pulled a solid loaded car for Clinton from Indianapolis. This run returned from Clinton at 11:15 a.m. The car I remember was the one departing Terre Haute at 10:00 a.m. doing work at North Terre Haute, Atherton, Clinton and Italy arriving at Italy at 11:30 a.m.

I must relate some of my memories regarding the 10 a.m. train. I usually managed to be in front of Freers' Grocery (it wasn't difficult to manage) when the nice yellow box motor arrived. I do not remember names but the crew was unforgettable. The Motorman wore blue and white striped overalls and jacket, heavily starched white hat, high-cuffed gauntlet gloves (Apple Brand) and had a shiny identification badge on his bib and carried a 21 jewel railroad watch (standard for that day) attached to a spiffy chain and fob. He always kept close check on the time and frequently reminded the conductor that they must

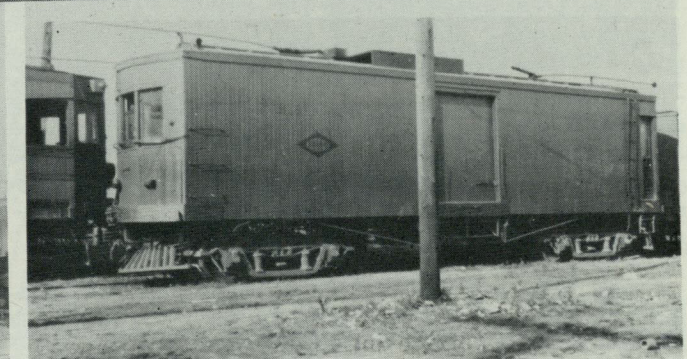
be clearing for the passenger train. This was usually done at Stop 16 unless the Conductor waited too long and then Mr. Motorman would say in a very commanding tone of voice, "we have to clear up NOW!" To this the conductor remarked, "alright, let's go" and they would make a quick reverse move to Phillips Siding at Stop 10.

Groceries, hardware, furniture, tires and sundry items were delivered via the FREIGHT TRAINS along the traction line. I would sit quietly and watch longingly, as the FREIGHT disappeared over the trestle at Otter Creek. I often returned to play trains using sticks, ropes, string, and sometimes my coaster wagon for the various make-believe equipment. My sisters cooperated frequently and I used them for passengers, crewmen or pedestrians at my imaginary crossings. An old alarm clock made a dandy crossing bell and my youngest sister, Thelma (Howell) French usually served as crossing watchman.

I must not fail to mention that one of the BOX MOTORS was built by the Terre Haute Plant of the American Car and Foundry Company.

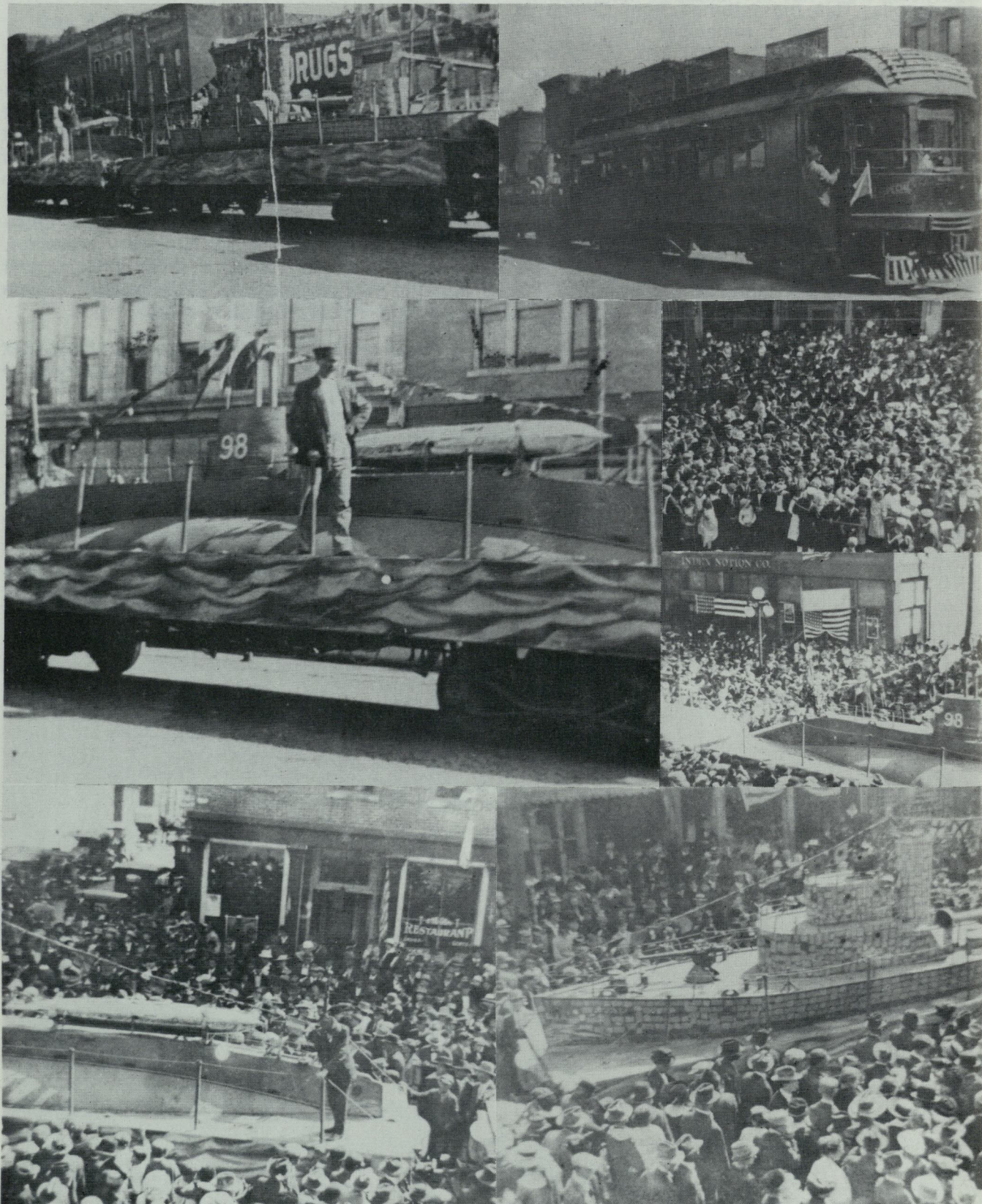


Box Motors—EPB



SPECIAL SHIPMENTS comprised of extra heavy loads were pulled by the Box Motors and were loaded on flat cars. I have shown one very rare shipment of this type. Mr. Hank Graham provided several photos of his own photographic genius portraying a passenger interurban pulling

two trailer cars on which 1918 Liberty and Bond Floats were built. Hank's photos show some very fine views of the cars, crowds of people, and the names of some of the old business houses and restaurants of that era.



World War I, Liberty Bond Floats on Main St.—HG

CIRCUS DAYS were always a delight and hardship for both the traction company and its riders. To my knowledge there were never any CIRCUS TRAINS pulled on the traction line; however, the unloading of circus trains at Terre Haute drew crowds of spectators at a very early hour. I can still see the Ringling Brothers, Barnum & Bailey (these three having merged many years ago): Hagenbach & Wallace (this circus suffered tragic results when a C. & E. I. derailment dropped one section of their train into the Kankakee River at Mokence, Illinois); Sells-Floto and many others of the day. The Big Four Road unloaded between Lafayette Avenue and Seventh Street, north of the main tracks. The Vandalia (Pennsylvania) unloaded at the East Yards near Twenty-first Street.

Circus Parades used the Wabash Avenue route from the east to the Court House and around the square and return to the "Fair Grounds," so called, located near the corner of Twenty-fifth and Wabash Avenue, southeast corner. The location was nothing more than a sand-burr covered lot in those days, but who cared about a few sand burrs, (a million or so) when the circus came to town? The circus grounds used to be at 18th Street and Wabash Avenue.



Circus Parade on Wabash Avenue, Terre Haute, Ind.—THR

Every available interurban and city street car was pressed into service for those days when over-capacity crowds came to see the circus unload, parade, perform, and reload late at night.

SEMI-ANNUAL DOLLAR DAYS held each and every year in February and August were always a taxing experience for the traction company. People came from far and near for those famous dollar day sales. An old 1931 newspaper gave me a thrill recently as I viewed those unbelievable prices . . . but wages were unbelievable in those days also.

SPECIAL MOVEMENTS were made for athletic groups, booster groups, bands, orchestras, and chorus groups. Fraternal and political organizations as well as church groups used these movements to take advantage of keeping travelers in one group; and fares were always lower on these special trains.

NEWSPAPER transportation was an important task for the interurban. John Winn of Burnett called attention to this fact and sighted his Star Route from the interurban stop at North Terre Haute to the northeast sector of Vigo County and portions of Parke and Clay Counties. He loaded his papers upon arrival of the interurban and delivered them to the newspaper carriers in his model T Ford. I can recollect seeing the Flak brothers, and other carriers at the south side of Freers' Store porch preparing to deliver the papers in North Terre Haute and surrounding area.

COMPANY PAYROLLS were carried on the interurban line. I have been given vague accounts of the Powder Mill Payroll robbery in the Clinton area. The robbery was either on the interurban or shortly thereafter, enroute to the Crompton Hill installation.

Before passing on to other categories of T.H.I. & E. service, I should tell you that on several branches Milk Trains were operated regularly. This was never done on the Clinton Line to my knowledge.

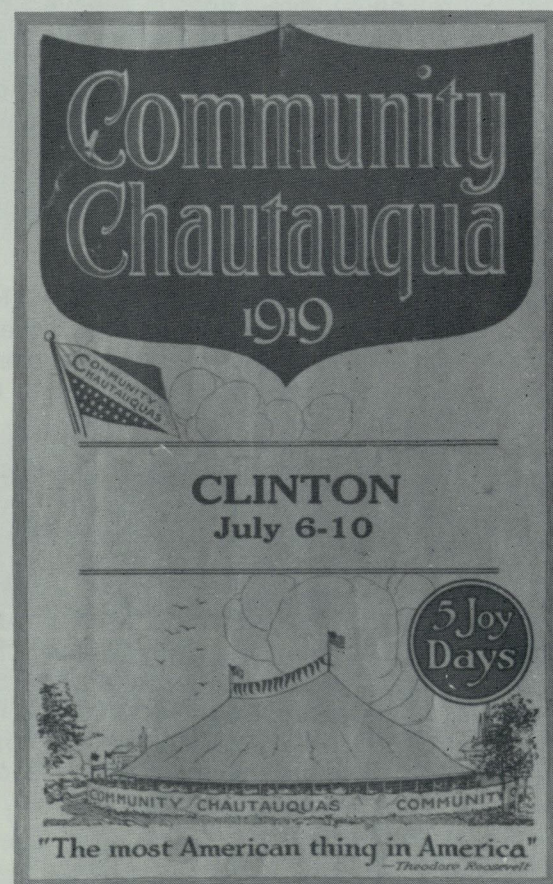
STUDENTS rode between Clinton and Terre Haute to attend the Clinton High School, Terre Haute High Schools, and the three colleges in the area.

EMPLOYMENT, BANKING, SHOPPING AND ENTERTAINMENT (note the 1919 Clinton Chatauqua Program) provided many patrons for the T.H.I. & E. The interurban made available dependable transportation to the working public. People along the line had a convenient access to social events and entertainment features, as well as shopping facilities.

MINERS TRAINS depended upon the interurban passengers to fill their trains at Clinton,



Clinton's First Band—JV



1919 Clinton Chautauqua Program—AO

Grover and Terre Haute. At one time there were four trains in each direction at Italy via the Jackson Hill Branch of the C. & E. I. (Ray Gosnell reports) and the Perucca Store was opened at 5 a.m. for miners riding the train into the New Goshen and Clinton Coal fields from Maple Avenue and Grover in Terre Haute. The Vandalia and Big Four Routes also operated Miners Trains into the Macksville (West Terre Haute), Sandford, and Seelyville Fields.

It was my happy privilege to spend a few hours with the Tom McWethys and view their scrapbook and converse with them about the various historical items in the Clinton area. I was very interested in reading the names of some of the mines of bygone days. I remember my father working in many of them. The scrapbook listed:

CLINTON FIELD

Bogles 1 & 2
Crown Hill 1, 2, 3, 4, 5, 6
Deering 6
Jackson Hill 5 & 6
Miami 4, 6, 8, 9, 10
Monkey
Oak Hill 1, 5, 8
Submarine
Vermillion
West Clinton

Jackson Mine Branches—Terre Haute District

| Southward—SOUTH BRANCH—Northward | | | | | | Southward—NORTH BRANCH—Northward | | | | | | |
|----------------------------------|---------------------|-----|-----------------------------|--|---------------------|----------------------------------|--------------------|-----------------------------|--|-------------|--|--|
| FIRST CLASS | | | Distance from Jackson | TIME TABLE No. 15 September 26, 1926 | FIRST CLASS | | | Distance from Jackson | TIME TABLE No. 15 September 26, 1926 | FIRST CLASS | | |
| | 231 | | | | 232 | | | | | | | |
| | Miner Train | | | | Miner Train | | | | | | | |
| | Daily Ex. Sunday | | | | Daily Ex. Sunday | | | | | | | |
| | | | STATIONS | | | | | | STATIONS | | | |
| | LEAVE 6.00 AM | 0.3 | JACKSON—NINTH ST. | ARRIVE 4.40 PM | | 0.0 | JACKSON | | | | | |
| | | 1.1 | | | | 0.4 | | | | | | |
| | | 1.4 | MAPLE VALLEY | \$ 4.35 | | 0.4 | NINTH STREET | | | | | |
| | | 0.1 | | | | 0.4 | | | | | | |
| | \$ 6.06 | 1.5 | No. 7 STATION | | | 2.1 | KLONDYKE JCT. | | | | | |
| | | 0.3 | | | | 0.4 | | | | | | |
| | | 1.8 | HIGGINS LANE | \$ 4.29 | | 2.8 | WHITCOMB JCT. | | | | | |
| | | 1.3 | | | | 0.8 | | | | | | |
| | 6.17 | 4.9 | END D T | 4.14 | | 3.6 | WHITCOMB MINE | | | | | |
| | | | | | | | | | | | | |
| | \$ 6.18 | | MIAMI 10 | \$ 4.13 | | 4.1 | C. M. & ST. P. RY. | | | | | |
| | | 0.4 | | | | 0.4 | | | | | | |
| | \$ 6.20 | 5.6 | MIAMI JCT. | \$ 4.11 | | 4.5 | KELLER No. 2 | | | | | |
| | | 2.3 | | | | 2.7 | | | | | | |
| | | 7.9 | MIAMI 9 | | | 2.1 | KLONDYKE JCT. | | | | | |
| | | 1.1 | | | | 0.8 | | | | | | |
| | | 9.0 | VERMILION | | | 2.9 | CROWN HILL 2 | | | | | |
| | | 0.2 | | | | 0.5 | | | | | | |
| | \$ 6.28 | 6.8 | JACKSON HILL | \$ 4.08 | | 5.1 | CROWN HILL 7 | | | | | |
| | | 0.1 | | | | | | | | | | |
| | \$ 6.32 | 6.9 | DERING JCT | \$ 4.03 | | | | | | | | |
| | | 0.9 | | | | | | | | | | |
| | 6.40 AM | 7.8 | SUBMARINE | 4.01 PM | | | | | | | | |
| | ARRIVE | | | LEAVE | | | | | | | | |



Clinton Coal Field Miners. Dutch Heneman on left—EL

NEW GOSHEN FIELD

Beckett-Shirkie
Blanford
Bunsen
Clinton Coal Company
Interstate
Keller 2
Klondyke
New Goshen

Shirkie 1 & 2
Tighe
West Union 4 & 5

TERRE HAUTE FIELD

Bicketts 1 & 2
Bardyke
Clover Valley
Deep Vein
Freeman
Grant
Hall-Zimmerman
Lower Vein
National
Pine Ridge
Speedwell
Tallydale 2
Wabash

I can recall others; among them Black Betty, Snow Hill, Viking, Green Valley, Victory, and Eagle.

Mr. Joe Voto will provide a detailed description of many mines in the immediate area of Italy and Geneva. In spite of the fact that Joe can be a very fine mine-story teller, his favorite subject is the Clinton Fire Department of which he has been a member for over sixty years. I asked him to tell me something of his interurban memories and this is how he sneaked into his favorite subject. When a young man of eighteen Joe was watching the interurban construction crews lay rail on Vine Street near the telephone company site. His attention was drawn to a great amount of smoke in the area of Mr. Baumsteins farm about four o'clock. Joe ran to the station house, hitched the horses to the wagon, and the "paid" firemen took off with Joe—only to see the barn burn down. My interviews with Joe Voto have been "highlight experiences" in my interurban research.

School Days via the Interurban

Students attending schools and colleges in Clinton, Terre Haute and Otter Creek found the interurban a wonderful way to travel. Indiana State Normal (changed to Indiana State Teachers College in 1927), Rose Polytechnical Institute, St. Mary-of-the-Woods, Wiley High, Garfield High, Terre Haute Industrial School (later called Gerst-meyer Technical High) and many private and business schools received their out-of-town students via the dependable T.H.I. & E. Traction Com-pany's interurban cars.

Wiley High received several from the North Terre Haute area, among them were Ralph E. Smith, Russell E. Smith, Sr., and Nola (Smith) Shores Lockerbie. A group of others attended Garfield High including Lloyd Ruzsler from the Stop 20 area; May (Myer) Ruzsler, Olive (Myer) Havens from Stop 10 area. Iris (Weber) Miller rode the cars to Terre Haute Industrial School (12th at Chestnut Streets) and Evelyn (Mattick) Funkhouser walked two and one-half miles each way from her home near Joppa to Stop 25 to catch an interurban to Otter Creek High after its opening in 1918.

Kathleen (Nurnburger) Seybold had a brisk jaunt as she walked from her home north of Atherton to the Sub-station for her daily trip to the Clinton High School and later to Indiana State in Terre Haute.

Lloyd Ruzsler is the only person I have heard of who rode a horse to the interurban line for his ride to school. Marjorie Stevenson Morrow remembers that Mr. Arthur Orth, brother of the late John Orth, would arise early, milk five cows, ride his bike to Stop 20 and board the interurban for his studies at Rose Poly when it was located at 13th and Locust Streets. He would retrace his steps at the close of school and perform the same chores prior to studying for his next day's classes. It paid, as he received his degree from Rose Poly and pursued this field until his retirement.

It would be impossible to list every student who traveled to the various schools via the interurban; however I must name two personal acquaintances who traveled to school on the T.H.I. & E. Dr. Wayne Schomer, Retired Vice President of Indiana State University, and the late Joseph Wagner, who did so much in promoting athletics in the Industrial areas and especially some very fine girls' teams in the soft ball sports. Dr. Schomer gave me some good stories which involved the interurban and

Stop 13 areas; however I dare not print some of them for fear of embarrassment. I think I see an ex-I.S.U. official blushing somewhere. (Thanks much, Wayne, for that one delightful story . . . "mum" is the word.)

It would be interesting to know just how many teachers traveled to their assignments at Otter Creek School via interurban. I remember several.

I asked Lloyd what the school fares were in his riding days. A fifty-four ride book of tickets cost \$3.25 in 1913 and increased to \$5.00 by his 1917 graduation. Laughingly Lloyd reminded me that by detraining and reboarding at Carl Avenue he could save five cents in each direction. It's true that walking provided exercise, but more important was the ten cents it allowed for the extras at school.

Women's Lib, although unheard of in that day, was coming upon the scene in the 1914-1917 era, at least, that is what Lloyd thinks. Why? Well, May and Olive Myer (cousins) would try and run to catch the interurban at Thirteenth and Maple, but due to slipping on the ice they were forced to move to the grassy areas for greater traction and speed. One conductor, Mr. Jimmie Adams, would call to the girls and say, "Don't run you might fall . . . we'll wait." The fellows all agreed that this was a "women only" favor. The fellows would just have to miss the car if they weren't on time.

My interview with the Ruzslers was one of my favorites while collecting materials for this book. I can see the smile on May's face and hear her soft "snickering" as she glanced at her husband of over fifty-six years and reminded us of one young gentleman rider. It seems that a "Prince Charming" surrendered his seat to May after letting several older ladies stand from the Station to Maple Avenue where May got on board. I'll bet "Prince Charming" wouldn't have been so accommodating had he known of Lloyd's affec-tions for the fair young maiden.

Conductor Billy Gerion, affectionately known as just "Ole Billy", with his Motorman, Mr. Kord, were a very popular train crew on the Clinton Line. All passengers seemed to love them and, had a popularity contest been conducted among the school kids, this crew would have won by a great margin. Few now living have had the thrill of riding the interurban to school; however, the many

stories told me regarding this usage of the T.H.I. & E. makes me sad that I never knew Mr. Gerion and Mr. Kord as they did.

School days via the interurban had some draw-backs, to say the least, but it surely must have

been that the hardships were far exceeded by the memories of those majestic days. The mention of those days always brings a smile of "nostalgic delight" upon the faces of those who feel that the T.H.I. & E. played an important role in their education.

Transportation Costs

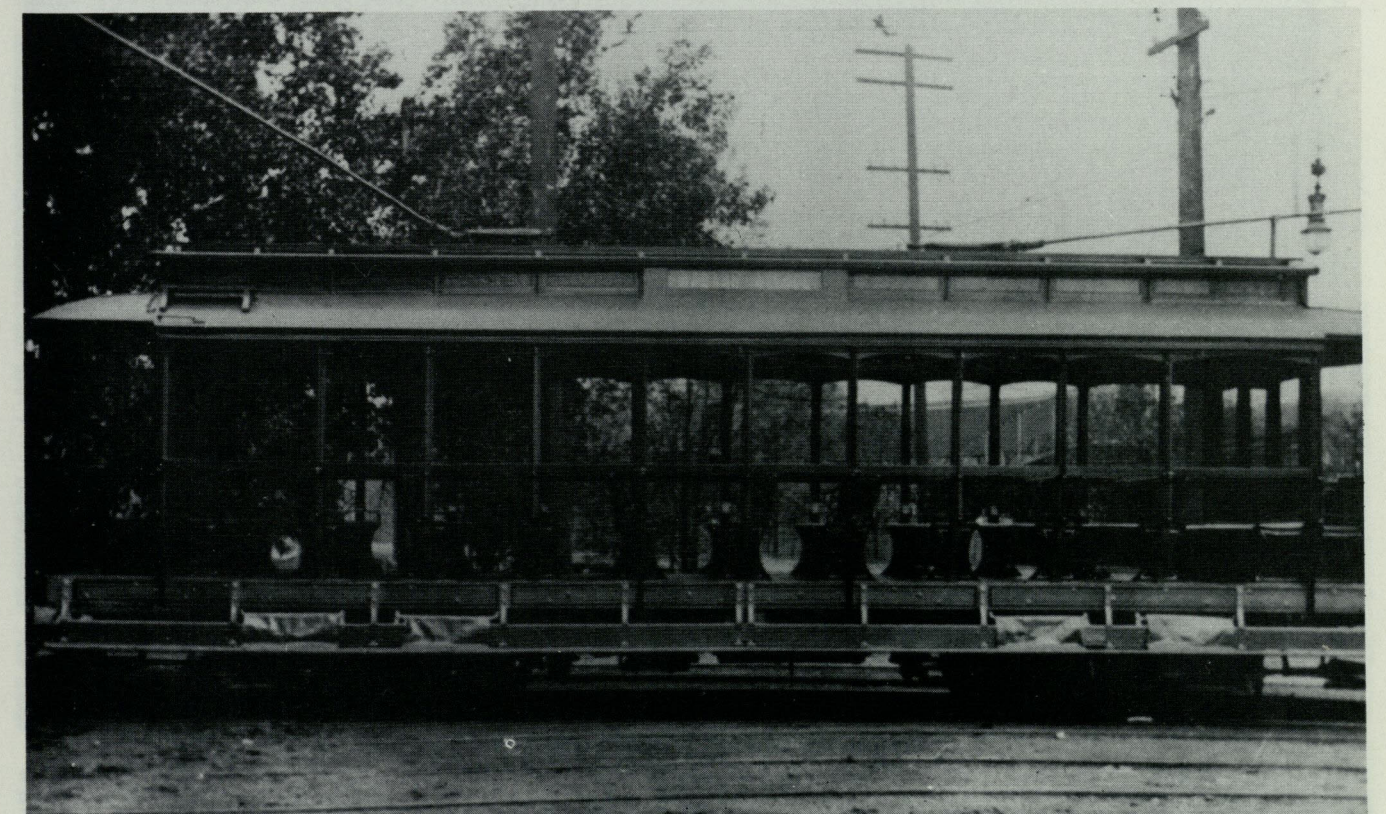
Fares on the T.H.I. & E. are very interesting and I have copied those in effect on the Clinton Branch for your consideration:

| From | To | Fare |
|-------------|-----------------|------|
| Terre Haute | Ellsworth | 10¢ |
| " | Paine's Stop 21 | 15¢ |
| " | Atherton | 20¢ |
| " | Clinton | 25¢ |

| From | To | Fare |
|---------|-------------|------|
| Clinton | Numa | 5¢ |
| " | Atherton | 10¢ |
| " | Ellsworth | 15¢ |
| " | Carl Avenue | 20¢ |
| " | Terre Haute | 25¢ |

One could get a free transfer from the Inter-urban Conductor good for a continued trip on any city Street Car or bus, including the route to West Terre Haute. Tickets could be purchased at either the Depot on North Ninth Street in Terre Haute or at the Clinton Station, otherwise cash fares were collected and receipts given by the Conductor.

Special groups traveling in a private car or train received a reduced rate. One ticket was made out for the entire party with a minimum of 55 passengers. The rate was figured at 1¢ per mile per passenger round trip, and a minimum charge of \$25.00 per car was made. Cars used only one way paid 75% of the round trip mileage.



Various types of city trolleys which interurban passengers might have seen in that era—AN & BN

Dogs small enough to be held on your lap were carried free of charge. Larger dogs wearing strong collar and chain, were transported in the baggage cars at owner's risk. The cost for this animal was one adult fare.

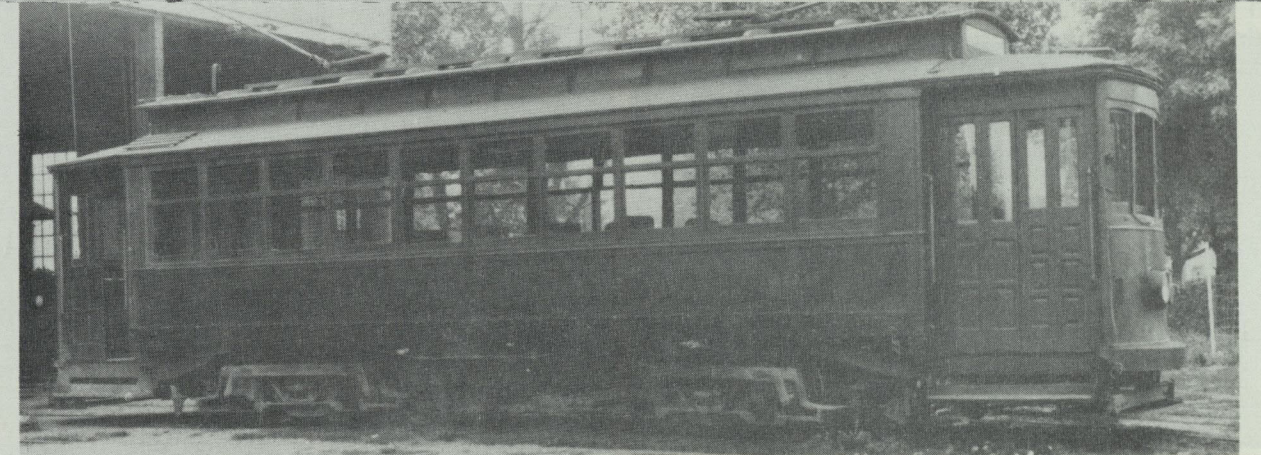
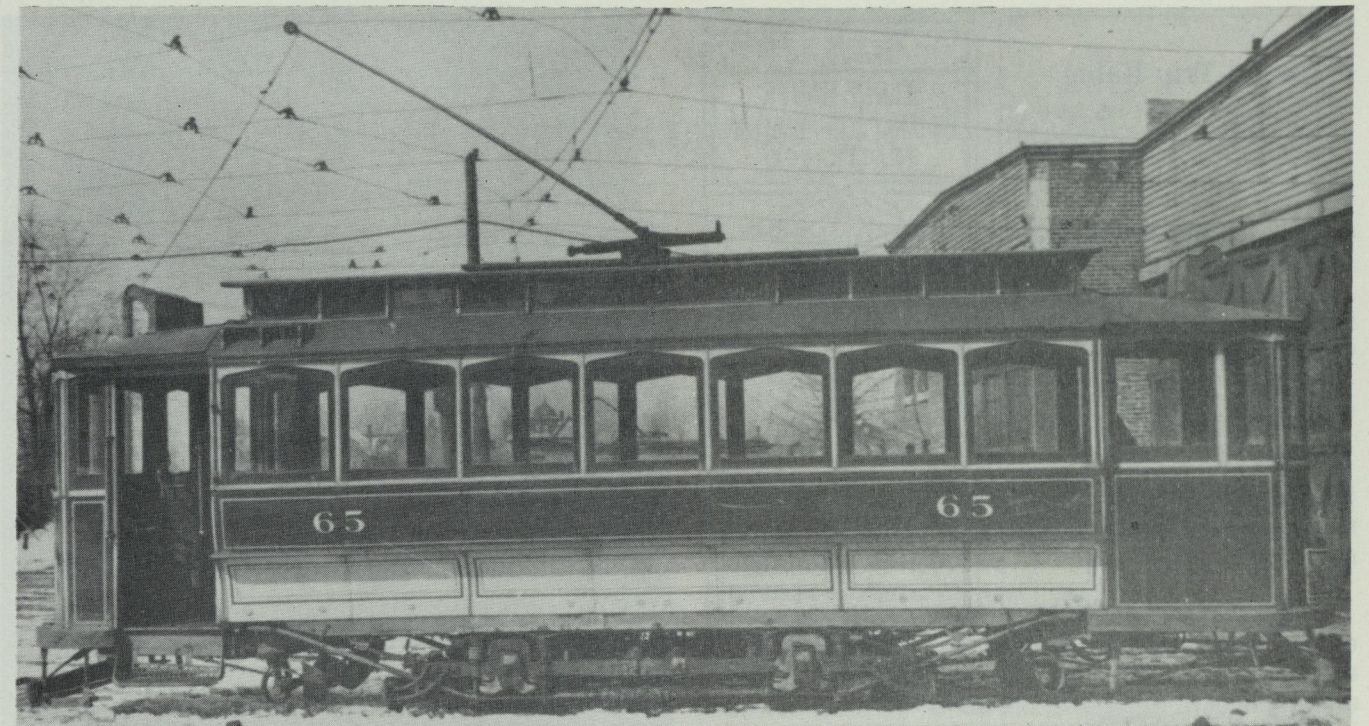
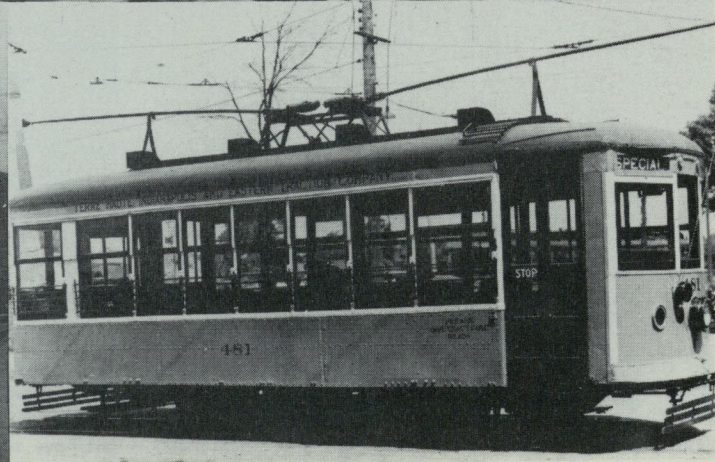
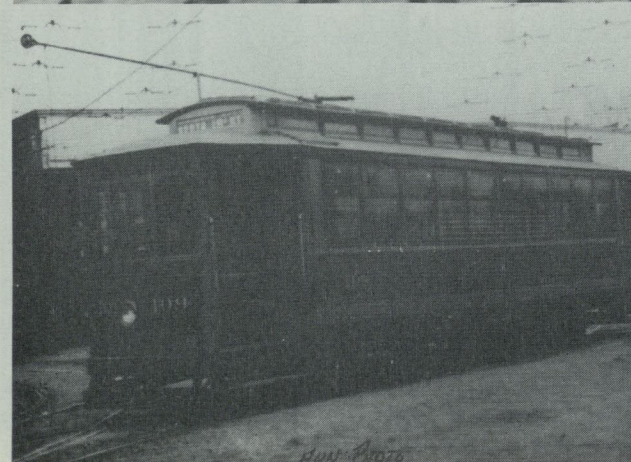
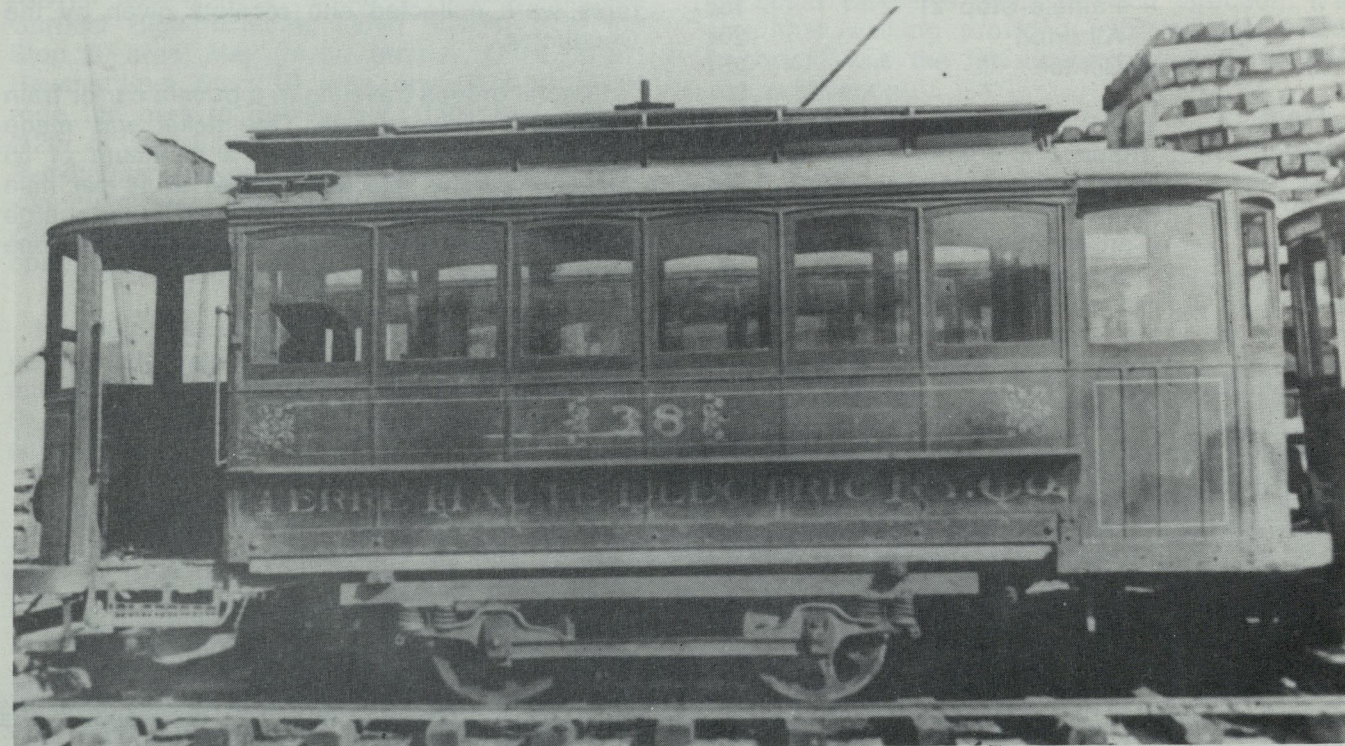
Agents sold "Corpse" tickets at regular local rate of fare, with a minimum of \$1.00. A corpse must be accompanied by an attendant holding a health certificate fully complying with the rules of the State Board of Health.

Each adult ticket was entitled to 150 lbs. of baggage shipped free and each child's ticket 75 lbs. Over this weight, a special charge was made.

Live Stock rates varied from 10 1/2¢ per 100 lbs. 5 miles or less, to 22¢ per 100 lbs., 160 miles. Lambs were the only type of live stock hauled in double-decked stock cars. Minimum car load rates (Stock) varied from 17,000 lbs. for calves, cattle, hogs, lambs, sheep in single decked cars to 25,000 lbs. for racing horses, stallions and other higher priced animals including traps.



PHOTO
Rare Photo - HS



Round Trip Rates

By purchasing round trip tickets at stations a 10 per cent reduction is given on all fares of 23c or more.

500 Penny Coupon Books

\$5.00 Transportation books, good on all divisions, sold for \$4.00. Good for bearer or party. Time limit one year.

12-Ride Commuter Books

1 1/4 cents per mile. Good for twenty days between points named on ticket. Minimum, \$1.20 for 12 rides.

Special Low Week-End Rates

One fare plus 10 cents for the round trip. Good going-all day Saturday and Sunday. Return limit, Monday.

MAP AND INDEX TO STATIONS SHOWN INSIDE

TERRE HAUTE, INDIANAPOLIS & EASTERN TRACTION CO.
ELMER W. STOUT, RECEIVER

THI&E LINES

TIME TABLES BETWEEN

INDIANAPOLIS,
LEBANON, FRANKFORT,
LAFAYETTE,
CRAWFORDSVILLE,
GREENCASTLE, BRAZIL,
TERRE HAUTE, SULLIVAN,
CLINTON,
GREENFIELD,
NEWCASTLE, RICHMOND,
MARTINSVILLE, DANVILLE,
DAYTON, O., PARIS, ILL.

J. G. Naughton, Gen. Pass. Agt.
Indianapolis, Indiana.

OCTOBER, 1930.

| TERRE HAUTE DIVISION CLINTON LINE | | | | | | | | | |
|--------------------------------------|------------------------------|------------------------------------|----------------------------------|---------------------------|------------------------------|------------------------------------|----------------------------------|--|--|
| Stations and Stops | | | | Stations and Stops | | | | | |
| | Distance Between Stops | Distance From Terre Haute | Distance From Indianapolis | | Distance Between Stops | Distance From Terre Haute | Distance From Indianapolis | | |
| Terre Haute.....Ind. | 0 | 0 | 46.0 | Stop 22 Wabash Lane, Ind. | 3 | 8.6 | 7.4 | | |
| City Limits..... | 2.7 | 2.7 | 13.3 | " 23 Stevens Crossg. | 4 | 9.0 | 7.0 | | |
| Stop 4 Carl Ave..... | 2.9 | 5.6 | 13.1 | " 24 Wright..... | 2 | 9.1 | 6.9 | | |
| " 5 Seeburgers..... | 3.2 | 8.8 | 12.7 | " 25 Hickory Grove..... | 3 | 9.6 | 6.4 | | |
| " 6 Ft. Harrison Rd..... | 3.4 | 12.2 | 12.4 | " 26..... | 3 | 9.9 | 6.1 | | |
| Grover Station..... | 3.5 | 15.7 | 12.5 | " 27 Spring Creek..... | 2 | 10.1 | 5.9 | | |
| Stop 7..... | 3.6 | 19.3 | 12.4 | " 28..... | 2 | 10.3 | 5.7 | | |
| " 8 Davis..... | 3.8 | 23.1 | 12.2 | " 29 Atherton..... | 3 | 10.5 | 5.4 | | |
| " 9 25th St..... | 4.1 | 27.2 | 11.9 | " 30..... | 2 | 10.8 | 5.2 | | |
| " 10 Phillips Crossg..... | 4.5 | 31.7 | 11.5 | " 31..... | 2 | 11.0 | 5.0 | | |
| " 11 N. Terre Haute..... | 5.1 | 36.8 | 10.9 | " 32..... | 2 | 11.3 | 4.7 | | |
| " 12 Watkins..... | 5.5 | 42.3 | 10.5 | " 33..... | 2 | 11.5 | 4.2 | | |
| " 13 Union Church Rd..... | 5.6 | 47.9 | 10.4 | " 34..... | 2 | 11.9 | 4.0 | | |
| " 14 River Road..... | 6.1 | 54.0 | 9.9 | " 35 Numa..... | 4 | 12.2 | 3.8 | | |
| " 15..... | 6.4 | 60.4 | 9.6 | " 36 Bennets..... | 3 | 12.7 | 3.3 | | |
| " 16 Crabbs Siding..... | 6.7 | 67.1 | 9.3 | " 37 Lyford..... | 1.0 | 13.7 | 2.3 | | |
| " 17 Crabbs..... | 7.0 | 74.1 | 9.0 | " 38 Clinton Bridge..... | 1.0 | 14.7 | 1.3 | | |
| " 18 Strong Crossg..... | 7.3 | 81.4 | 8.7 | " 39 Clinton Station..... | 2 | 14.9 | 1.1 | | |
| " 19 Midway..... | 7.9 | 89.3 | 8.1 | " 40 Italy..... | 1.1 | 16.0 | 0 | | |
| " 20 Evans Lane..... | 8.1 | 97.4 | 7.9 | | | | | | |
| " 21 Paines..... | 8.3 | 105.7 | 7.7 | | | | | | |

A VACATION TRIP TO NIAGARA FALLS

ON THE GREAT SHIP
"SEEANDBEE"

AROUND THE FALLS
AND
THROUGH THE FAMOUS GORGE

EXCURSIONS

Special Low Excursion Fares From
Indianapolis, Terre Haute, Brazil, Green-
castle, Crawfordville, Greenfield,
Knightstown, Lebanon, Martins-
ville, Lafayette and Danville

To

Toledo, Put-in-Bay, Cedar Point, Cleve-
land, Buffalo, Niagara Falls,
Toronto and Detroit

Special Saturday and Sunday Rates beginning
June 10th and 11th, 1922, up to and including
August 26th and 27th, 1922. Return Limit
15 Days. Daily Rates beginning July 5th,
up to and including August 27th, 1922. Return
Limit September 4th.

Address Gen. Pass. Agent, 208 Terminal Bldg.,
Indianapolis, for further information.

**Terre Haute, Indianapolis & Eastern
TRACTION COMPANY**

G.P.D. No. 702 (Pass. Dept.) I.P.U.C. No. 26 (Pass. Dept.) I.R.C. No. 393 (Pass. Dept.) I.C.C. No. 376
G.P.D. No. 105 (Frt. Dept.) I.P.U.C. No. 36 (Frt. Dept.) I.R.C. No. 70 (Frt. Dept.) I.C.C. No. 74

Terre Haute, Indianapolis & Eastern Traction Co.

THI&E LINES

TRAFFIC DEPARTMENT

Official Distance Table No. 13
(CANCELS OFFICIAL DISTANCE TABLE NO. 12)

Showing Actual Distances in Miles between all points on the Lines
of the Terre Haute, Indianapolis & Eastern Traction Co.

Stations and Stops Arranged Geographically

For Use of
AGENTS AND CONDUCTORS

Issued June 25, 1921. Effective July 28, 1921.

Approved by:
ROBERT I. TODD,
President,
INDIANAPOLIS, IND.

Issued by:
J. H. CRALL,
Gen. Pass. & Frt. Agent,
INDIANAPOLIS, IND.

Terre Haute, Indianapolis and Eastern TRACTION COMPANY



TO HOLDERS OF ANNUAL AND TERM PASSES:

On each presentation of your Pass the
Conductor is required to obtain your sig-
nature hereon to accompany train report.

I have read and accept the conditions
on the back of Pass issued in my favor.

Signature of Holder.

Pass No.

FROM

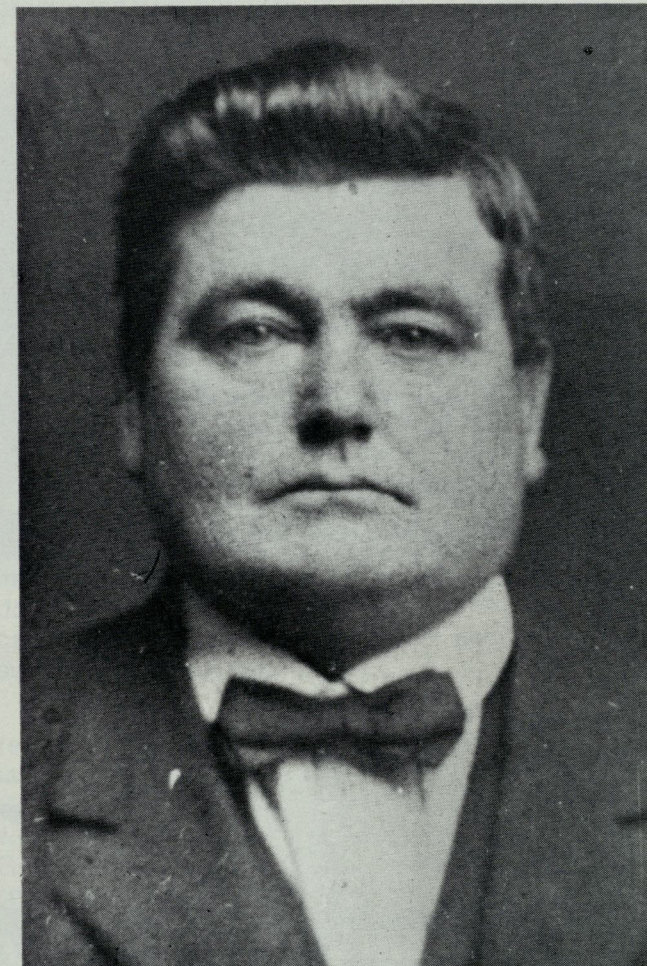
TO

TRAIN

DATE

FORM 166

I've Been Working on the Railroad



Harve Kirby, No. 1 man in Maintenance of Way Foreman—CK

Maintenance of Way was a very necessary department of any railroad and the T.H.I. & E. utilized this department to the fullest extent. It seems each new day brings a new name to my list of M. and W. employees on the Clinton Inter-urban Route. I must state that I believe the line had a record established in the fact that a father and three of his four sons were employees of this department.

Mr. Harve Kirby was the foreman, his son, Allan also became a foreman when the company instituted a second section crew. Harlan and Blaine Kirby were also employees of their father. Harve began with the opening of service to Clinton and remained until the "near end" of traction service when he became an employee of the C. & E. I. Railroad until his retirement.

MEN WHO (REPORTEDLY) SERVED IN THE
M. & W. DEPARTMENT: Bulen Bennett, Em-
mett Bennett, Sr., Emmett Bennett, Jr., Roy

Hastings, Adolph "Dutch" Henneman, George Hudson, Aelia Jones, Charles Jones, Allan Kirby (Foreman Section No. 1), Blaine Kirby, Harlan Kirby, Harve Kirby (Section No. 2 and the only Foreman when there was just one section crew), Frank "Pop" Lawson, Andy Pitman, Leonard Rosary, William Smith and Herb Kessler.

Crews numbered three and four men until summer rehabilitation work began and then a number of men were employed. At times eight or ten men were in a crew.

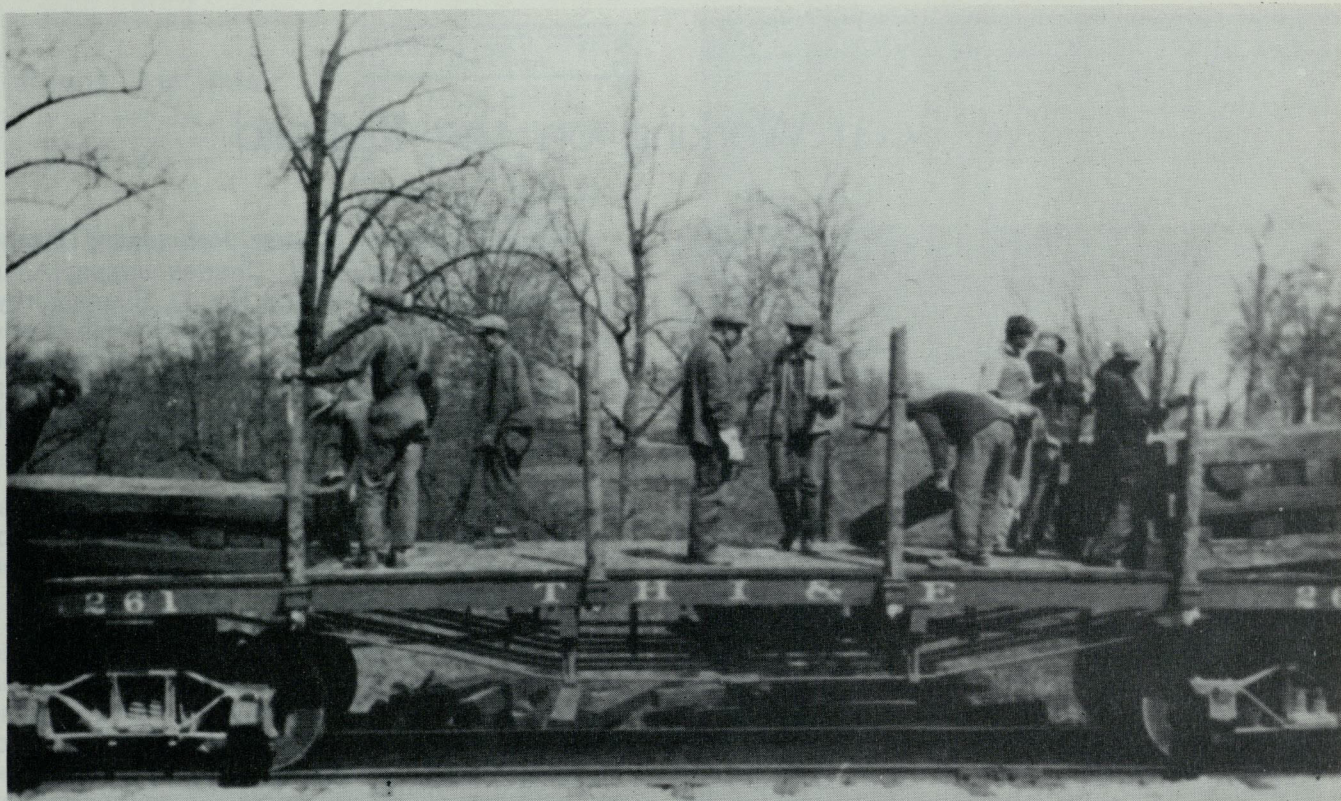
I can recall seeing only one of these people going to work. In my mind I can still see Aelia Jones walking rather nonchalantly from his home located in the Jack Arms Building toward the Tool House north of his home. Many times as I walked northward to pick berries in the early morning hours I would see the men, two on each side, pumping the old hand car over Otter Creek trestle or farther up the line.

It was rather surprising to learn the weights of the rails used on the T.H.I. & E. Weights varied from sixty to one hundred and two pounds per yard. Welded rail was used over the Wabash River Bridge and was comprised of the one hundred two pounds weight. Welded rail is being installed extensively today (1975) by "socalled" steam roads.

Siding Tracks were an auxillary track for the purpose of passing or storing cars adjacent to the main line tracks. Stop 16, Crabbs', was the only siding using "spring switches". A spring switch permitted a car to run through the points of the switch without derailing even though the points were aligned for a different movement. "Fish-Tail" banners were used to designate movements other than the normal route and could be seen some distances down the tracks when approaching them. Switches were always set for the northbound car to enter the siding at Stop 16 and the crews never had to re-align them for trains of the opposite direction.

Roadbed maintenance was only a part of the M. and W. departments job. Loading and unloading materials, clearing the tracks and right-of-ways of snow, ice and debris was a part of their assignment also.

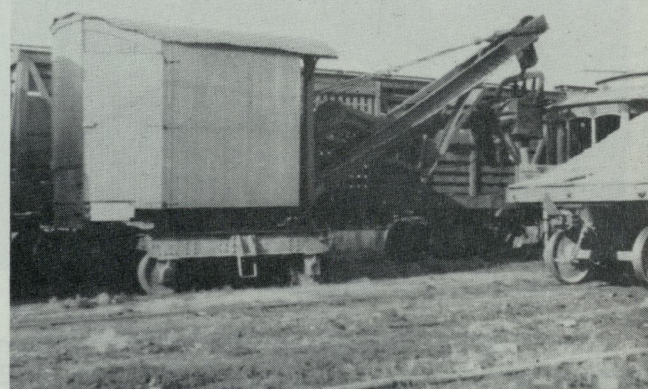
Mrs. Aelia (Gladys) Jones recalls that the M. & W. employee received twenty-seven cents



M. & W. Employees on Flat Car, No. 261—EPB

per hour during the depression days, but as she says, "any job was better than NO JOB during those terrible days." The tour of duty for the M. & W. employee was nine hours. Aelia and Charlie Jones were another brother team on the T.H.I. & E. line to Clinton.

Herb Kessler, a section employee, was an excellent example of the integrity of some of the maintenance of way men. While waiting at the Interurban Depot on North Ninth Street, he found a tobacco pouch with a sizeable sum of money in it. Being an honest person, he turned the sack and contents over to the company, after no one claimed the bag within the prescribed waiting period, Mr. Kessler received it. Again, honesty proved the best policy.



Cement being Dumped from Special Machine—EPB

Unscheduled Stops

UNSCHEDULED STOPS began rather early in the Clinton Interurban history, in fact, the first northbound car in regular operation, failed to negotiate the curve at the north end of Ellsworth (North Terre Haute) north of the Robert's Tavern. When the car stopped, it had struck the dwelling section of a combination Blacksmith Shop and three-room house. Mr. Carl Osborne and Mrs. Ellen (Osborne) Englehart both told me the blacksmith was their grandfather Osborne. Ellen's

dad, Billy Osborne, and his new bride Ella lived in the house. After the crash Billy said, "Come on Ella let's get out of here." They did pronto!

Walter Reiz talked with an interurban conductor who told a story on himself. It seems that the car had stopped in front of Freers' Store and the dirt and gravel had been carried onto the tracks keeping the car from moving when the power was applied. Not thinking of the results, the conductor

took the canvas bucket (standard equipment on all cars) and got it filled from the old well near the store. You can imagine the outcome. An UNSCHEDULED STOP was made due to the ill effects heaped upon the conductor when the water and the current made contact under the wheels. After regaining his composure the car proceeded.

Another story of an UNSCHEDULED STOP was interesting. A business man and his wife had been having a spat. "Wifey" left the house and was hiding in a friend's home when hubby found her. He immediately dragged her onto the tracks in front of a departing interurban at Sycamore Street (North Terre Haute) and held her down with his feet. A terrible argument raged between the villain and the Motorman. Hubby finally helped his wife up and they walked arm in arm to their place of business permitting the car to proceed toward the city.

Mrs. Darrell McKillop told me of a relative being the object of an UNSCHEDULED STOP. Mr. Orion Biggs, a highway employee, was working a few feet south of the Vigo-Parke County line one afternoon. A Clinton bound interurban passed and a mentally unstable acquaintance of Mr. Biggs got down on the rear steps and shot Mr. Biggs fatally causing an UNSCHEDULED STOP and tragic results for all concerned.

Mrs. Florence (Burk) Miller of Shephardsville recalls two UNSCHEDULED STOPS involving her late father, Mr. Lewis Burk. Mr. Burk was a Conductor-Motorman for the traction company working primarily on the Clinton Line. He and Mr. George Jones worked as a crew and would often swap around in their duties. One night a late Clinton bound car carried a full load and some, to the disgust of all, had imbibed to heavily. An argument ensued across the aisle between two fellows and as Mr. Burke approached to try and settle the men, one fellow took a "pot shot" at his opponent narrowly missing Mr. Burk. You may be sure there was an UNSCHEDULED STOP until the weapon was confiscated.

Upon another occasion Mr. Jones was working as the Conductor when a passenger, full of old John Barleycorn, became abusive to all on the car. Mr. Jones was a man of small stature therefore necessitating an UNSCHEDULED STOP until Motorman Burk could assist in detaining the drunk man. They placed him over a right-of-way fence and proceeded to their destination. Mrs.

Miller and I agreed that if this incident had been today a lawsuit would have been forthcoming against the traction company, perhaps company and men would have had to pay through the nose.

Mrs. Elsa (Campbell) Ross smiled as she told of her grandfather getting a "snoot full" many years ago and walking into a passing interurban. As you can well imagine, he got the worst of the bargain. His wife was so disgusted with his drinking that she refused to give him first aid treatment when he arrived home and told her what had happened. Of course, his daughter, Della L., came to his rescue. Elsa said that it cured her grandpap's "drinking habit". A rather hard way to stop imbibing. In spite of the non-hospital accident it still caused an UNSCHEDULED STOP.

Elnora (Henneman) Lewzader well remembers the day that her father was injured in the Bunsen Mine. Her dad and several other miners had a camp and came home only on the week-ends. After the mine accident the company employed a team and wagon to bring "Dutch" to the interurban at Clinton. The muddy roads made the trip hard and added to the injuries. A phone call was received by Mrs. Henneman telling her the interurban bringing her husband to a Terre Haute Hospital would be stopped at the Sycamore Street Crossing in North Terre Haute in order for her to talk to her husband a few minutes. Elnora was taken instead and recalls that she was lifted up into the baggage compartment and talked to her dad on the stretcher. After telling her to be a good girl he gave her a kiss and a nickel before she was taken off the car. "Dutch" was in the hospital for nearly a year and suffered ill effects of the accident until his death. Elnora has the nickel in her possession today. This was one UNSCHEDULED STOP that has paid off in more ways than one.

I was in the fifth grade at Otter Creek when an auto from Parke Avenue, came roaring into the side of the southbound eight-thirty p.m. interurban. The driver was not seriously injured in spite of the fact that a rather lengthy UNSCHEDULED STOP was made to untangle the car from the wheels.

Perhaps the most frequent UNSCHEDULED STOPS came when the boys would pull the trolley rope and disengage the trolley pole from the wire overhead. This was a favorite pastime for some boys . . . much to the disgust of passengers and crew alike.

Tragedies

To my knowledge there was never a passenger fatality aboard a T.H.I. & E. Interurban car due to a collision. If this statement is correct . . . it is a

remarkable record. History has recorded several tragedies along other lines and every line of the T.H.I. & E. The Clinton Branch was no exception.

Let me begin this section with the accounts of two "near tragedies". I had an informative conversation at the Book Nook with the proprietor, Mr. Shubert Sebree, and learned of these happenings. Mr. Sebree and his two older children were enroute to the city and made a stop at the Vaughn Grocery near Lange School. While Allan and Miriam waited in the family auto a bakery truck driver raced an interurban car. As the driver attempted to cross the tracks to the opposite side of the street, he lost control and smashed into the Sebree auto. The auto was demolished, but fortunately the children were only injured slightly. In spite of their loss the family was thankful that the children had not been fatally wounded. They never did recover the damages of their auto!

Mr. Sebree's cousin was a gardner on North Sixteenth Street and upon one occasion took some vegetables into the city market on North Second Street. As he neared the Sixteenth Street intersection with U.S. 41 he got the wagon wheels into the tracks. The driver of the team had been overtaken by old "John Barleycorn" and was having difficulty in getting the team to pull off the tracks as a fast interurban car was approaching. He finally made the team do his bidding, but lost his balance and fell directly in front of the oncoming interurban. A negro man rushed to his side and pulled him from the tracks only seconds before the car passed this point. All at once the driver began cursing the man who had saved his life. Mr. Chance Acton, grocer, rebuked the driver and told him he should be ashamed for cursing the man who had saved his life. The driver replied, "I don't want any *&†#%&#* nigger saving me." This attitude was "tragedy" in itself.

Roy Lewzader remembers a tragedy near his home at the farm near the Twenty-fifth Street crossing. He was just a boy but Roy says he can still see the auto being struck by the interurban. Several were injured and killed.

All of my boyhood days I had heard of a complete family being "wiped out" on the Stop 10 crossing. Some have doubted my memory, others have halfway recalled the incident, but Roy Hastings cleared the story for all. Roy was playing baseball for the Shephardsville team and they had traveled to Sandford via the T.H.I. & E. and on the return home, Roy and his teammates were riding in the baggage compartment (lack of showers made them uncomfortable in the coach section!). As the Terre Haute car departed Sandford the motorman related the terrible story, but couldn't supply any names. After Roy arrived home he was told that his uncle, two second cousins, cousin, grandmother, and a neighbor had been killed outright at Stop 10.

I was talking with Elnora and Roy Lewzader and the subject was discussed. Elnora said that she, her dad and brother Bill were coming home

in an auto and saw the entire accident happen. Dutch and Bill Henneman aided in getting the bodies out of the wreckage. During the night Bill had nightmares and had to be given a sedative to quiet him down to sleep.

Stop 10 1/2, Phillips, was the site of another tragedy when two carpenters were struck and killed by an interurban. Only a short while later the cars quit running on the line.

Stop 13 records a mysterious tragedy. Mr. Charles Reiz and Mr. Charles Orth, Sr. got off the interurban from Terre Haute and decided to talk a while. The Clinton-bound car passed the southbound one at Crabb's Siding and in approximately ten minutes was nearing the two talking men. At the very second the car arrived at the crossing, Mr. Orth made a mad dash in front of the interurban and was killed instantly as the stunned Charlie Reiz watched. No reason was ever known for this last minute decision of Mr. Orth.

Mr. Harry Lawson of the Sulphur Springs area was struck and fatally injured at Stop 20 in the late 1920's. A friend said no one could understand why Mr. Lawson was crossing at this location. Roy Hastings was a regular passenger of Mr. Lawson and rode both directions from the house to the mine west of Clinton. On the evening of the accident, Roy stayed in Clinton for a while and Mr. Lawson took a quicker route than the regular Vigo-Parke County Line road. Thus Roy had provided the answer to a mystery among family and friends of Mr. Lawson.

I have been asked repeatedly if I was aware of the tragedy at Fred Stevenson's Farm. Excerpts from the Terre Haute Tribune of April 20, 1913 regarding the accident can best tell the story:

"One person, a 14-year-old girl is dead; her mother is seriously injured, and her younger sister is considerably bruised as the result of a collision between the buggy in which they were riding near their home at Stop 22 and a Clinton interurban car, at 5:40 o'clock yesterday evening."

"It is supposed that the mother, whose vision was obscured by the closed buggy, did not see interurban car No. 123, running as second section of train No. 25, and as she turned east to cross the tracks the crash came."

"The horse was instantly killed, and the buggy hurled about fifty feet. Coroner F. H. Jett was among the first at the scene. A Special car was rushed from Terre Haute to the scene by the traction company to take the mother to Union Hospital, where her condition was pronounced serious."

Marjory related to me that her mother shoved her from the buggy, or she too may have perished with her sister Florence. There was a question

whether the second interurban car was closer than the required five minutes from the first car. Sullivan County Court declared negligence on the part of the T.H.I. & E. and awarded the Stevenson family a settlement due to the advanced operation of the second car the evening of the accident.

Lloyd Ruszler said he could recall the two interurban cars sitting in front of the residence awaiting the task of taking the funeral cortege to Highland Lawn Cemetery and then returning the passengers to the Stevenson Farm. May Myers, a schoolmate, served as a flower girl and rode in the first section with the family.

Mr. Emmett Bennett of Numa was one of the many to remind me that another tragedy happened at the crossing of the interurban tracks at Lyford, Indiana. Mr. Harley Newton was hauling gravel from the Lyford Pit and was fatally injured as well as one of his team horses late one afternoon. Mr. Newton was surely a well-known person as many have related their sorrow at his tragic death.

U.S. 41 ran very close to the traction line and the fences were as close as permissible in front of the property to the south of the town of Numa. I often wondered how people kept from being struck in that area. One day it happened! A small child wandered from the yard and into the path of an interurban car. I seem to remember the child was killed instantly by the interurban.

Approximately twelve miles north of Terre Haute the interurban tracks crossed U.S. 41 at the only place on the entire Clinton Line. Old-fashioned signs known as "cross bucks" protected the crossing until many accidents forced the company and state to install electric flasher type warning signals. Southbound traffic paralleled the roadbed and the highway northbound was on a slight decline approaching the crossing. In clear weather there was no problem; however, a careless motor-

ist was in trouble especially northbound if rain, fog, or snow prevailed. I remember many accidents there; however the worse accident involved a car load of travelers from the Brazil area. An interurban struck their auto one dark night and several were killed, and later other injuries proved fatal.

There are so many pleasant memories connected with the interurban that I have been hesitant regarding a section on tragedy. Because several questions have been asked, I have included the preceding accounts, and I will close with a story in which Mrs. Florence Miller's father, Mr. Burke, was involved.

On Christmas Eve, 1917 six young men were moving southward from Italy and struck a northbound interurban head-on. When the noise, dust, and agonizing sounds ceased only a mass of twisted steel remained, but one young man survived. He had been spared from serious injury or death by leaping from the auto just seconds before the crash.

When Motorman Burke arrived home he was deathly sick and reported the horrible scene at North Ninth and Sycamore Street (Clinton) as the most sickening experience in his many years as an employee of the T.H.I. & E.

No one actually knew what happened that night. Many thought a shortness of electricity to the headlight from the excessive power use of the traction motors had dimmed the headlight.

A lawsuit was initiated by one of the young men's parents and fate, shortly after this, brought Mr. Burke and the father together as fellow employees of a mine in the Clinton Field. They became great friends and remained so until the "grim reaper" ended the friendship many years later.

Funeral Processions via Interurbans

In earlier chapters I have discussed the "special movements" offered by the traction company. Funeral Trains were another part of special service provided by the interurban. I do not want to sound morbid; however, facts are facts and I must tell the entire story of the T.H.I. & E.

Mrs. Rex (Helen) Bryant informed me that her great-grandfather, Will Orth, was the first corpse to be taken to the final resting place via interurban, at Highland Lawn Cemetery.

Lloyd and Lorenzo Ruszler's grandmother, Mrs. Ritter, was embalmed and laid in state by the Isaac Ball Mortuary at her father's home. At the close of the funeral service, conducted in the

Evans' home, the body of Mrs. Ritter was taken to the traction line, Stop 20, and placed aboard a chartered interurban. With her many family members, relatives and friends the car departed for Highland Lawn. I asked Lloyd what the cost was and he thought it cost Grandpa Evans twenty-five dollars.

I have previously mentioned the Stevenson funeral cars from Stop 22.

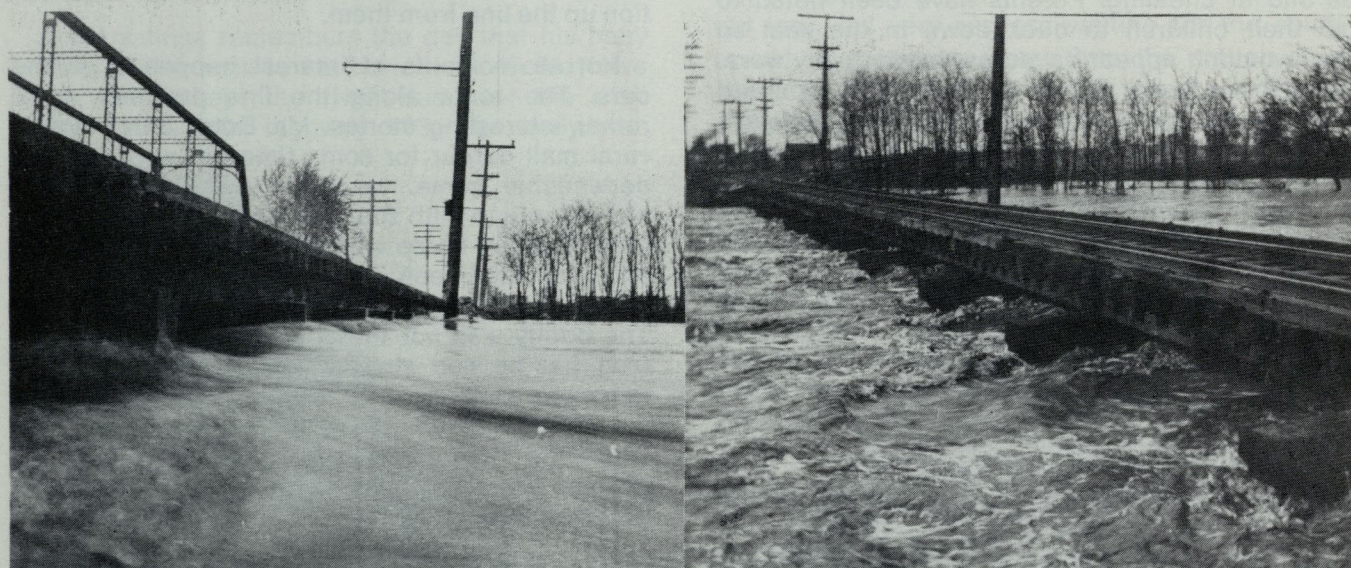
On Wednesday, March 13, 1913 at 1:30 p.m. the Rev. Fontaine conducted the funeral service for Mr. Michael Lauterbach. Following the service in the home, family and friends followed the casket to the "special car" waiting in front of the house.

brought about a cessation of service occasionally. The Lyford Grade was very easily covered with flood waters and pedestrian and auto traveling was curtailed when this condition existed. Mrs. Gladys Jones can recall two occasions when their

family doctor had to walk the trestle to attend sickness in their home at Lyford.

To my knowledge the waters of Spring Creek never effected the service on the T.H.I. & E.;

Otter Creek Flood Scenes — WMR



however, Otter Creek has been very rambunctious upon several occasions and I have proof of at least three times the service was interrupted temporarily. The late Earl Elliott remembers the occasion of my first day of school in September 1926. He and my Dad both had to use a route from the Stop 16 area to Sandcut and Markle's Mill to get to work and to take me to school. I rode home in a Model T School Bus driven by Theodore Haase and we passed through water just north of the old iron bridge spanning Otter Creek at the mill site. T.H.I. & E. pilings played their part in the flooding; however, the construction of the U.S. 41 concrete bridge did the most damage in raising the flood waters.

Mr. Shubert Sebree, a frequent rider, said he remembered three times when the waters of Otter Creek forced riders to detrain on the north bank, walk to the south bank and take another car to Terre Haute. Mrs. Roscoe (Mary) Evans remembers the 1926 flood and did make the car change at North Terre Haute.

The traction lines were a great asset to many communities and the T.H.I. & E. surely was one of the greatest of servants during the years it operated in central Indiana and eastern Illinois. I will readily concede that the auto, truck and bus made a dent in the business of the interurban and trolley. I think it only fair; however, to place a great amount of the blame on the fact that the "anti-trust laws" played quite a role in closing many of the traction companies railroad lines. When the great Samuel Insull Empire gained control of several of the Electric Railways they also obtained the Power Transmission Lines that usually paralleled the railways. Anyone could well understand that the future was more profitable for these empires to retain the High Tension Lines than fooling around with the Electric Railways and their potential demise. The "Interurban to Clinton" fell in this category and was scrapped in favor of the electric power lines which are still operating in this day.

On May 8, 1931, Court Order Number 10473 gave the T.H.I. & E. Traction Company permission to abandon both the Sullivan, Indiana and Clinton, Indiana Interurban Branch Lines. May 24, 1931 saw the last interurban car depart Italy (Sullivan too) bringing to a close almost twenty-nine years of faithful service on the Clinton Branch.

A Birney Type Trolley was a regular sight on Tuesday afternoon of each week for a few weeks as it made its way to Italy and return for the purpose of maintaining the franchise. This car usually ran in the early afternoon. Petitions were circulated by interested citizens of the North Terre Haute area (thanks to Anna Halter Ridge) one

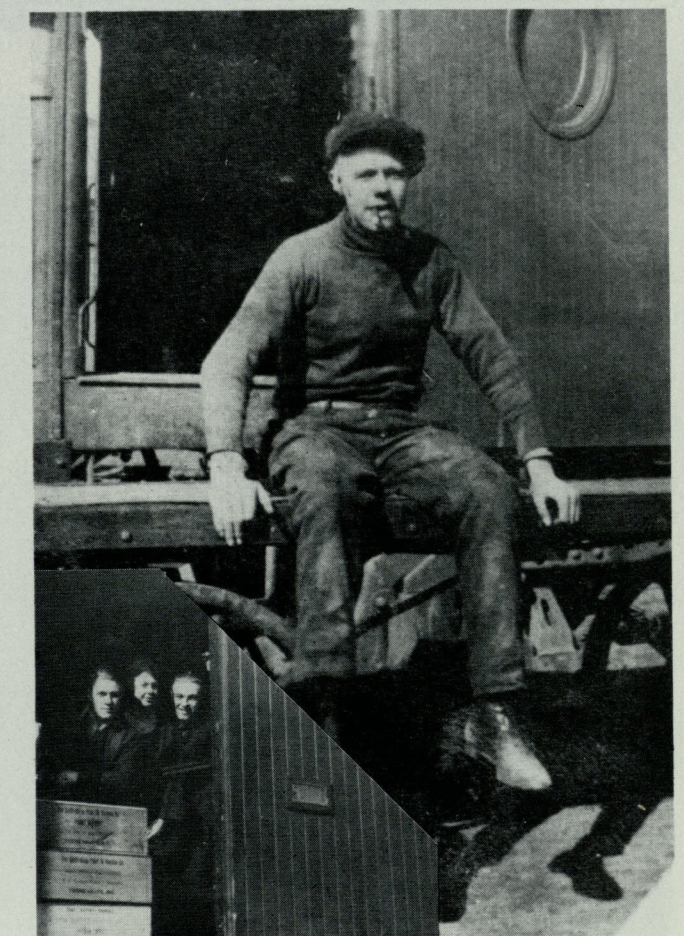
was placed on the counter at John Markins Store; however the Public Service Commission of Indiana never forced the resumption of service, even to North Terre Haute.

Shortly after discontinuance of service on the Clinton line many suggestions and proposals were made to various civic and governmental agencies regarding future service . . . all to NO avail.

A keen sense of loss was felt by patrons and non-patrons alike as they saw the last interurban depart from the end of the line.

May 24, 1931, a fatal day, brought to a close the history of the "Interurban to Clinton".

It makes little difference now what we thought of the interurbans. They will never return in the same style in which they operated in those former years. It still becomes a thrilling experience to sit back and talk about the cars, employees, and services of the traction companies. Indelible impressions have been formed in our minds and hearts and in spite of the fact that the ride to Clinton was rather wobbly at times. Who couldn't stand a "lot of wobbling" just to ride those wonderful, yellow interurbans . . . just one more time, huh?

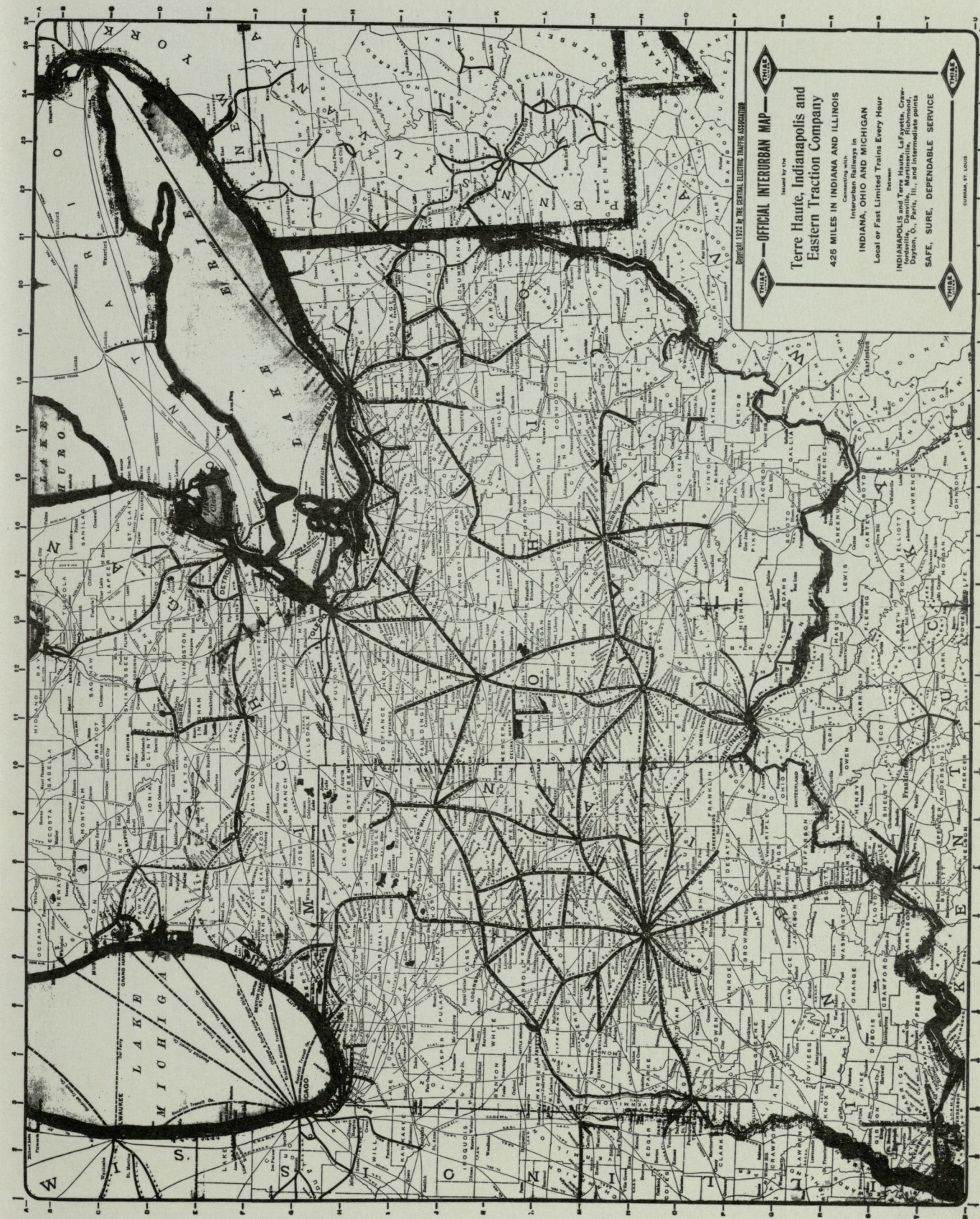


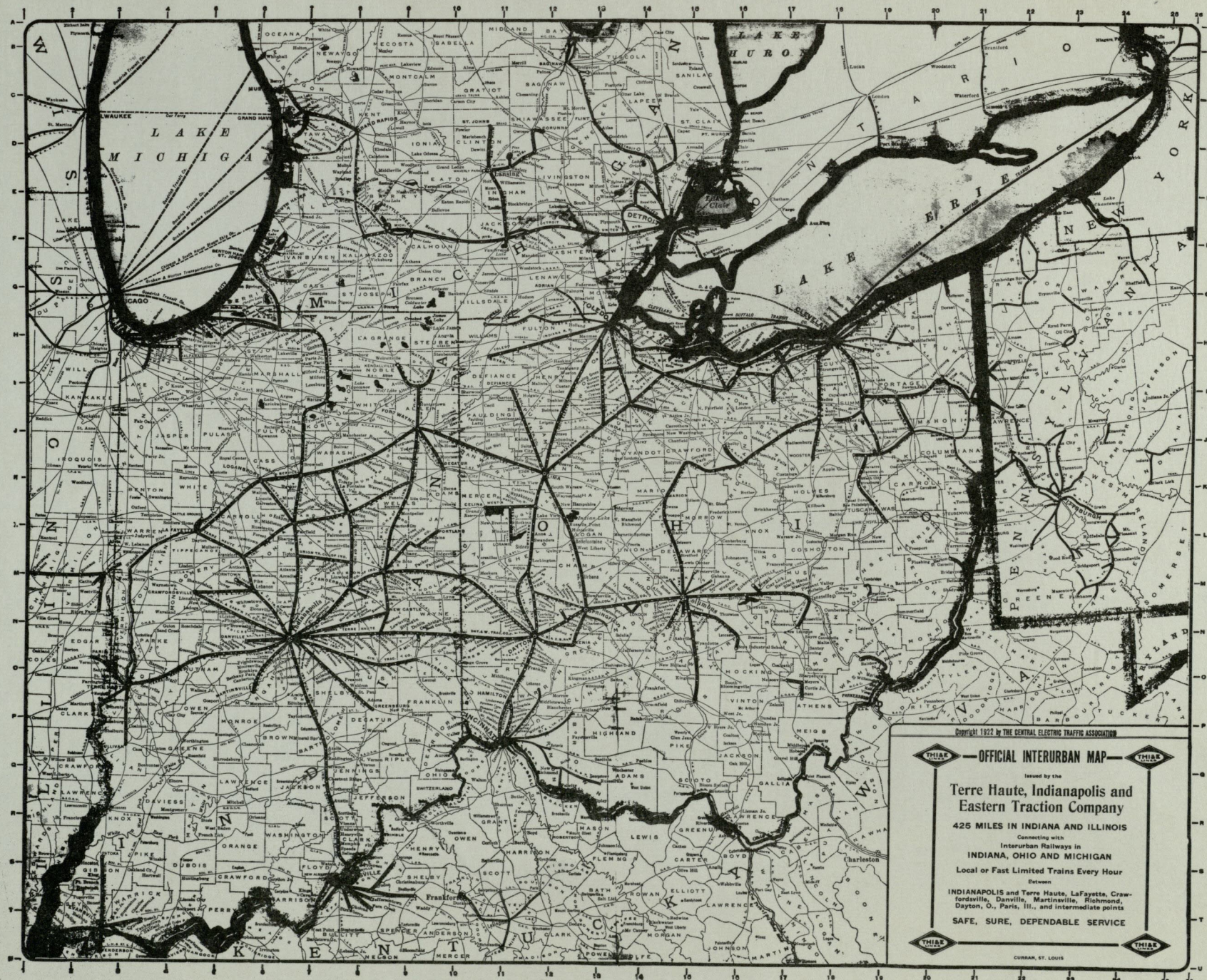
Freight Depot Employees — BN



Photo — TR

Photo — BN





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THIAK

— OFFICIAL INTERURBAN MAP —

THIAK

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