



COPY FROM ORIGINAL DOCUMENT

In the heyday of St. Louis service, North Vernon, Indiana, was a major stop for mainline trains. Here Pacific Number 5214, converted to a P-5a in 1928, takes water at the west penstock during a stop with, probably, Number 3, the St. Louis-bound Diplomat, which had that RPO car added west of Cincinnati between 1938 and 1941. The express car immediately behind the RPO is another tipoff. The Diplomat got into North Vernon at 10:21 a.m. and departed at 10:29. This would allow time to take water and for the yard engine to switch out a 10-3 sleeper from New York and a coach from Cincinnati for Train 51, which was due out at 10:35 and into Louisville at 11:50 a.m.

(Photographs from the author's collection except as noted; train information courtesy Tom Greco)

The B&O Railroad in North Vernon, Indiana

By Edward Young

Three main lines of the Baltimore & Ohio Railroad ran across the state of Indiana. The Chicago Division ran along the northern tier. The Indianapolis Division began at Cincinnati and crossed the central part of the state. The St. Louis Division also began at Cincinnati and ran across the southern part of the state and on to St. Louis.

There also was a line of the B&O on the St. Louis Division that ran south from North Vernon, Indiana, to Louisville, Kentucky. North Vernon is at the center of Jennings County, approximately 70 miles west of Cincinnati, 60 miles south-

east of Indianapolis, and 55 miles north of Louisville. In addition to the Cincinnati-St. Louis main and the Louisville Branch of the B&O, the Pennsylvania Railroad and the New York Central ran through North Vernon, which, despite the relatively small size of the town, made it a significant railroad center.

The Beginning

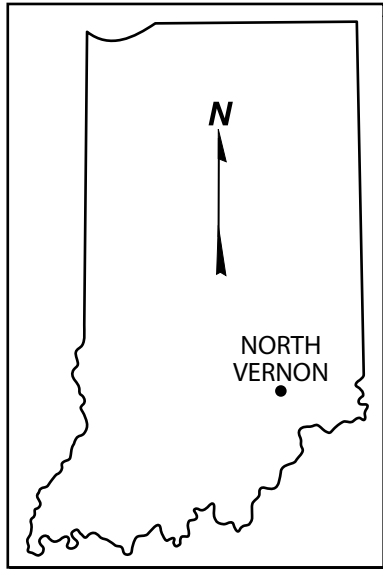
In 1832, long before the B&O reached North Vernon or the town itself even existed, the first railroad in the state of Indiana, the Madison & Indianapolis, was chartered. This road would later

merge with the Jeffersonville Railroad to become the Jeffersonville, Madison & Indianapolis Railroad. The JM&I was consolidated into the Pittsburgh, Cincinnati, Chicago & St. Louis (PCC&StL) Railroad, which eventually became part of the Pennsylvania Railroad.

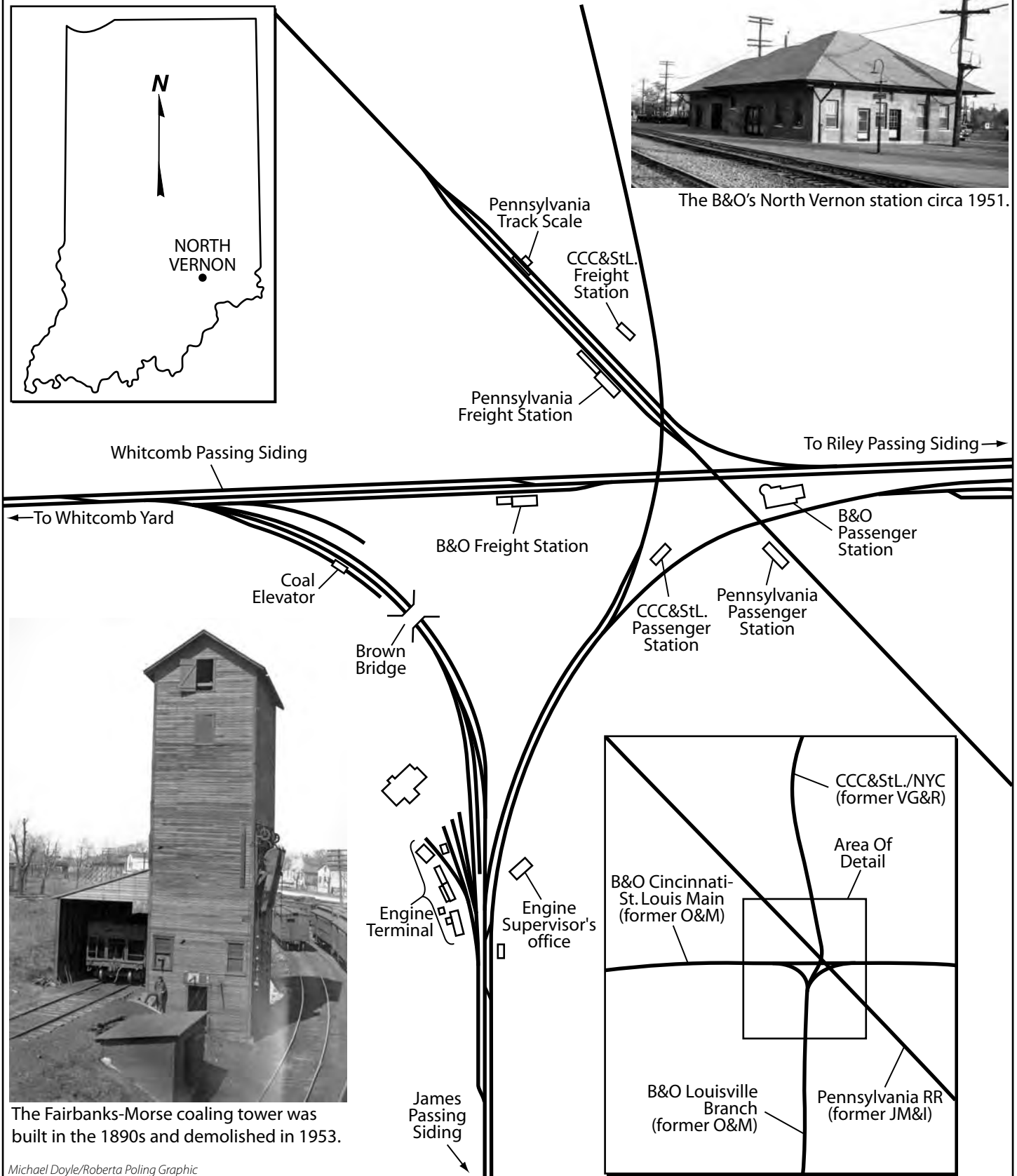
The M&I reached the future site of North Vernon in 1838; what was probably a construction camp became the hamlet of Lick Skillet. Hagerman Tripp, an enterprising and influential resident of the area, envisioned another railroad under construction in Indiana crossing the M&I at that point, making it a major junction.

North Vernon, Indiana

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The B&O's North Vernon station circa 1951.



The Fairbanks-Morse coaling tower was built in the 1890s and demolished in 1953.

Michael Doyle/Roberta Poling Graphic

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The North Vernon steam facilities in the 1950s, with a cache of Q-3s—you can count at least five—awaiting their next assignments. They were the mainstay of Louisville Branch service.



Q-3 Number 313, nee 4513, at North Vernon in 1957. Retirement looms for the 1918 Baldwin product.



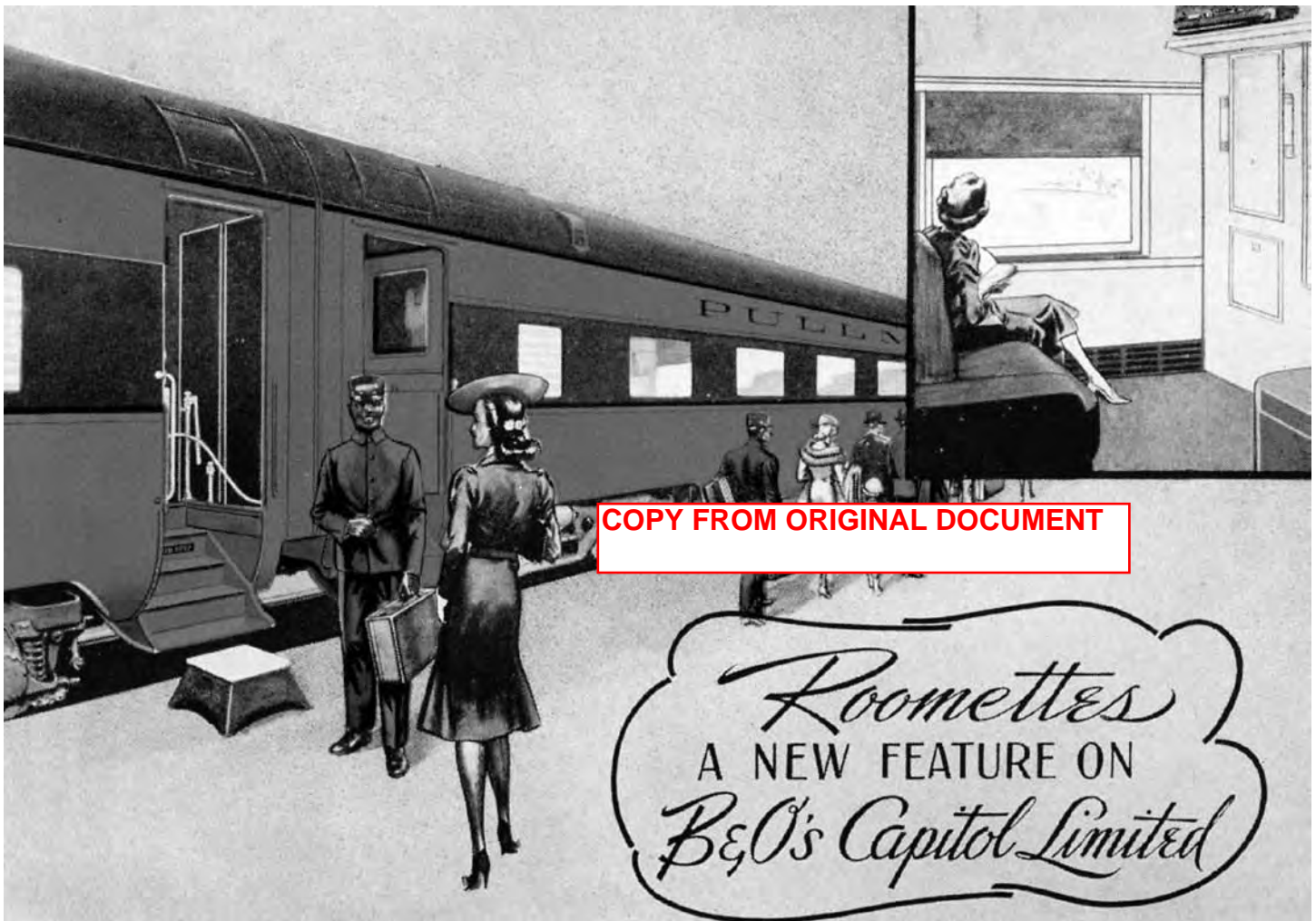
A pair of renumbered Q-3s had gone a long time since their last thorough servicing by the time the photographer caught up with them. A lot of rust and a lot of streaking on the boilers indicate they fell well short of maintenance standards from the glory days of B&O steam.



Q-3 Number 313 (*above*) gets a passenger train for Louisville on the road in early 1958. (*Soph Marty photograph*).



Another Q waits by the sandhouse in the winter sunshine for its next job.



Never shy about touting improvements to service, the B&O's publicity department was quick to trot out advertisements for the *Capitol Limited's* expanded roomette service in the post-war era. The first order received from Pullman after the war was a series of 14-roomette-4-double-bedroom cars. (Frank Wrabel collection, courtesy RABO)

The Capitol Limited

Part 2: Peace, Prosperity—and the Interstate

EDITOR'S NOTE: This article first appeared in the July, August and September 1975 issues of *B&O Railroader*, published by Neil Wood.

By Ross Pollock

With the return of peace, the railroads began a massive program to replace their war-worn equipment. The B&O's plans called for a complete re-equipping in the four years following 1948. Post-war shortages severely retarded implementation of the plans, however, as car builders' books listed back orders stretching for years. The *Cap* had to wait her turn.

In the meantime, the B&O negotiated through-car agreements with several railroads. Among them was the Santa Fe, for a Pullman route from

Washington to Los Angeles. Service on the 3½-day coast to coast trip began in 1946 with Santa Fe-owned 6-section-6-roomette-4-double bedroom lightweight equipment. Cars left Washington daily in the *Capitol Limited* and were transferred from Grand Central to Dearborn Station the next morning in time for a noon departure from Chicago on the Chief (AT&SF 19), returning in AT&SF 20/B&O 6. They initially continued on to San Diego in ATSF trains 51-54. These cars were replaced with pool 10-roomette-6-double bedroom

equipment in 1951. After 1953, the westbound car was moved to the *Columbian* (B&O Number 7), but the eastbound car remained in the *Cap* until the end of the service in 1958.

From late 1945 until early 1946, an 18-roomette car drawn from the Pullman NYC-PRR pool ran in the train. A single 17-roomette car, *Roaring Camp*, ran on alternate days between Washington and Chicago from 1946 to 1950. It was paired with a 10-roomette-5-double bedroom car.

(Continued on page 23)

From the camera of George Stant



George was at Union Station in Washington on April 30, 1971, to record the consist of the last run of Number 5. The E-8s on the front pulled, among other cars, two of these A-41 83-seat dome coaches.

COPY FROM ORIGINAL DOCUMENT



Two A-40 coaches reflected the change from the Cap's original all-Pullman status. They were added in 1959, off the Columbian.



5-3 Tygart was a 10-roomette, 6 double bedroom sleeper from a group built in 1951.