

The Rail History
of Elwood, Indiana

Elwood Passenger Trains

TRACK 3

Richmond – Logansport (PRR/PC)

Added: October 24, 2013

CINCINNATI NIGHT EXPRESS/CHICAGO NIGHT EXPRESS

Est. 3/22/1914 from **CHICAGO MIDNIGHT SPECIAL** and **MIDNIGHT EXPRESS**; **#9-12**; overnight train Cincinnati-Logansport-Chicago; renumbered **#236-237** 5/28/1916; **#236** renamed **THE SOUTHLAND** 7/1/1917; restored as **#236** 11/25/1917; renumbered **#202** (12/1918-2/10/24); renumbered **#200** and renamed **CINCINNATI MIDNIGHT EXPRESS** (2/10/24-4/24/27) (**#236** assigned to **SOUTHLAND** 5/22/19-2/10/24); old name and number **#236-237** restored 12/2/1928; name dropped 4/27/1951; last trip 6/28/1952; reduced to Richmond-Logansport local. (NOTE: **SOUTHLAND** runs as separate train, winter-only in 1918-19)

THE SOUTHLAND

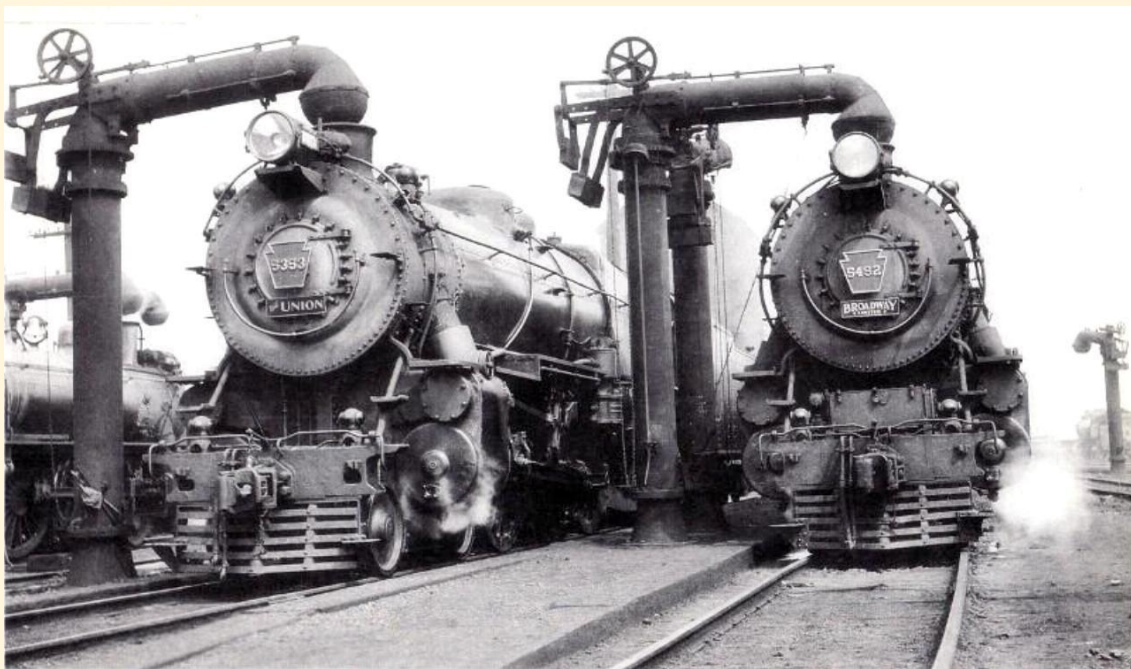
Est. 11/21/1915 by renaming **THE SOUTH ATLANTIC LIMITED** and extending it to Chicago; PRR **#16-17**; through train Chicago-Fort Wayne-Ridgeville-Richmond-Cincinnati-Atlanta-Jacksonville via L&N-CofG-ACL; renumbered PRR #206-207/L&N #32-33 5/28/1916; renumbered #236-207 7/1/1917; renumbered #206-207 11/25/1917 - prob. separate train only in winter; renumbered #307-336 (7/1/17-7/18); (last trip for war 6/22/1918; revived ____); renumbered #201-236 12/14/1922; revived as year-round train, Cincinnati-Atlanta 4/30/1922 (?); through cars to St. Petersburg added 12/16/1922; through cars to Miami added 12/1/1923; through sleepers to Tampa via Ft. Wayne and Detroit-Ft. Wayne-St. Petersburg added 12/2/1928; renumbered #200-201 11/1/1928; called THE NEW SOUTHLAND 12/11/1935-11/6/1938; west coast section combined with DIXIE FLYER south of Albany, Ga., 12/12/1946; shifted from route via Fort Wayne to via Logansport and Ridgeville 9/26/1948; shifted to direct route between **Logansport and Richmond** 4/30/1950; east coast cars combined with DIXIE FLYER south of Atlanta 7/15/1952; renumbered #74-75 4/29/1956; discontinued 11/29/1957 including last Chicago-Florida sleepers; PRR portion of train renamed **THE BUCKEYE** 12/1/1957.

INDIANA ARROW

Est. 9/27/1936 by naming #319-320; Chicago-Louisville and **#219-220** Logansport-Richmond; last trip 4/24/1937; replaced by unnamed local **#319-320**.

THE UNION

Est. 4/2/1933; **#207-208**; day train Chicago-Cincinnati via Fort Wayne and Ridgeville; rerouted to direct line via **Logansport and Richmond** 4/27/1937; renumbered **#71-72** 4/29/1956; last trip Logansport-Columbus connection #80-81 10/27/1956; name dropped eff. 10/25/1959; Chicago-Dayton coach discontinued 7/29/1959; #72 discontinued Chicago-Crown Point and Richmond-Cincinnati 10/25/1959; #72 discontinued Crown Point-Richmond 7/6/1960; **#71** renumbered **#65** 4/28/1968; last trip **#65** 4/30/1971.



The UNION on the left

THE RED BIRD

Est. 12/12/1952 by renaming **CHICAGO/CINCINNATI DAYLIGHT EXPRESS**; **#215-216**; Chicago-Cincinnati via Logansport; renumbered **#70-73** 4/29/1956; name dropped and #73 discontinued Chicago-Crown Point and Richmond-Cincinnati, last trip 10/24/1959; #73 discontinued Crown Point-Richmond 7/6/1960; **#70** retained as unnamed local; renumbered **#66** 4/28/1968; discontinued 4/30/1971.

THE BUCKEYE

Est. 12/1/1957 by renaming PRR section of the former **SOUTHLAND**; **#74-75**; Cincinnati-Chicago via Richmond and Logansport; renumbered **#67-68** and name dropped 4/28/1968; last trip 2/19/1969; connecting train #86-87 between Richmond and Columbus last trip 2/4/1969.

The Rail History
of Elwood, Indiana

Elwood Passenger Trains

TRACK 4

Muncie – Frankfort (LE&W/NKP)

Updated: October 24, 2013

What's in a Name?

Probably the least heralded **Nickel Plate** long-distance trains were the **Cleveland - St. Louis** Nos. **9/10**. Inaugurated **February 19, 1928**, the trains went unnamed until **October 28, 1956**, when they became the **Blue Arrow** (westbound) and the **Blue Dart** (eastbound).

The only **Nickel Plate** passenger trains to operate over all three predecessor railroads, Nos. **9/10** ran on the New York, Chicago & St. Louis, the **Lake Erie & Western**, and the Clover Leaf. Consequently, Nos. **9/10** were the last scheduled Nickel Plate passenger trains to operate on the Clover Leaf and the **Lake Erie & Western**.

NKP **#9 "Blue Arrow"** last arrival in STL and **#10 "Blue Dart"** last departure STL on 3-14-59.

*Over on the St. Louis - Cleveland route, the unnamed trains **9/10** received names beginning October 28, 1956; westbound was named the **BLUE ARROW** and its eastbound counterpart was named the **BLUE DART**. The westbound **BLUE ARROW** made its final run March 13, 1959, and the following day, the eastbound **BLUE DART** made its final run.

3/21/1959 Trains **9/10** discontinued in Indiana 10/17/1959. Last runs in Ohio for Trains **9/10** known as the **Blue Arrow** and **Blue Dart**.

***Blue Arrow:** (Cleveland - St. Louis) – **Blue Dart:** (St. Louis - Cleveland)