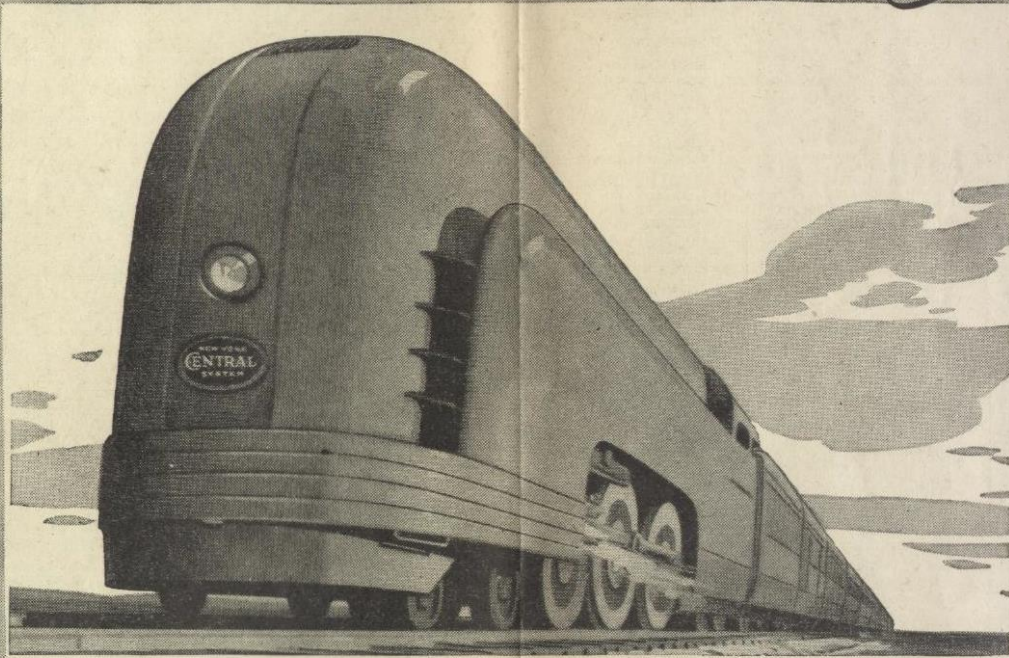


# POPULAR ALL-COACH DAYLINER

THE

*James Whitcomb Riley*



## Between Cincinnati, Indianapolis, Lafayette, Chicago

Popular? No wonder it's popular!  
 Fastest service between Chicago and Cincinnati.  
 Convenient morning departure from Cincinnati and latest afternoon  
 departure from Chicago.  
 Individual reclining seats, reserved without any extra charge.  
 New from its streamlined engine to its gorgeous observation solarium car.  
 And all this for these low fares:

	One Way	Round Trip
Chicago to Cincinnati . . . . .	\$5.90	\$10.65
Chicago to Indianapolis . . . . .	3.70	7.10
Indianapolis to Cincinnati . . . . .	2.20	4.20

### ROUND TRIP SCHEDULE

<i>(read down)</i>	<i>(Daily except Sunday)</i>	<i>(read up)</i>
8:15 A.M. Lv. Cincinnati (E.T.) . . .		Ar. 10:55 P.M.
9:00 A.M. Ar. Indianapolis (C.T.) . .		Lv. 8:10 P.M.
9:05 A.M. Lv. Indianapolis (C.T.) . .		Ar. 8:05 P.M.
10:05 A.M. Ar. LaFayette . . . . .		Ar. 7:04 P.M.
11:20 A.M. Ar. Kankakee . . . . .		Lv. 5:45 P.M.
12:15 P.M. Ar. Chicago (63rd St.) . .		Lv. 4:50 P.M.
12:30 P.M. Ar. Chicago (Central Sta.)		Lv. 4:40 P.M.

(Michigan Ave. & Roosevelt Rd.)

# The James Whitcomb Riley

By Seth Lakin

“BRILLIANT! Colorful! Luxurious! A masterpiece of modern streamline design, the James Whitcomb Riley offers the finest in daytime travel comfort. New York Central has scheduled this sleek new day-liner to your maximum business convenience. Like its popular poet namesake, the "Riley" is destined to become a favorite of the Mid-West. Every de luxe travel luxury for 2c a mile or less ... stainless steel reclining seat coaches ... exquisite diner ... scenic observation with smart cafe and radio.” exclaimed a 1941 New York Central advertisement.

Inaugurated on April 28, 1941, as a daytime, all-coach streamlined train between Chicago and Cincinnati by way of Indianapolis. It was named after Hoosier poet James Whitcomb Riley (1849-1916), who was known for his humorous and sentimental writings, typically in dialect. Characters still loved today including Little Orphan Annie and Raggedy Ann and Raggedy Andy were inspired by his writings.

The schedule for New York Central's James Whitcomb Riley called for train #3's departure from Cincinnati Union Terminal at 8:15am Eastern running nonstop the 108.9 miles to Indianapolis Union Station arriving one hour-45 minutes later at 9:00am Central. After a five minute stop, it was 64 miles to the next stop at Lafayette. Then 75-miles to the stop at Kankakee Illinois, where trackage rights over the Illinois Central was utilized for the 54-mile run to Chicago. After a quick stop at 63<sup>rd</sup> Street in Chicago, the schedule called for an arrival at Central Station in downtown Chicago at 12:30pm. The afternoon departure from Chicago's Central Station called for train #4 departing at 4:40pm Central time, stopping at 63<sup>rd</sup> Street, Kankakee, Lafayette, Indianapolis arriving at Cincinnati Union Terminal at 10:55pm Eastern. Both directions of the 302.5-mile were carded for five hours fifteen minutes, a 57.6-mph average on a mostly single tracked line. As a comparison, the 1941 schedule for the 961.2-mile 16-hour run for the 20<sup>th</sup> Century Limited averaged 60.1-mph between New York and Chicago with multiple main tracks to use.



*James Whitcomb Riley c.1913 Library of Congress*

The 1941 train



*Leading the train in its daily round trip between Cincinnati and Chicago was either K-5b #4915 or #4917. Built in 1926 and streamlined in 1936 originally for Mercury service. NYCSHS WR290001*



*Baggage car 8551 was rebuilt at Beech Grove in 1941. It was originally built by American Car & Foundry in 1927 as NYC 3078 and renumbered c. 1935. NYCSHS WR280642*



*Coaches 2560 and 2561 were both 1938 products from Budd seating 52 each. NYCSHS WR280640 and WR280639*





*Diner 576 was streamlined in 1941 at Beech Grove, originally built at West Albany in 1924 as CCC&StL 1127. It would be renumbered to 576 c. 1935. NYCSHS PB701010*



*Coaches 2562 and 2563 built in 1939 and 1940 by Budd seating 60 in each car. NYCSHS WR280637 and WR280641*





*Bringing up the rear was lounge-observation #52. It was originally built by Pullman in 1927 as coach #746. It was rebuilt to observation-coach #52, then streamlined at Beech Grove in 1941.*

The Riley's paint scheme differed from NYC's passenger cars at the time and since. The baggage, diner and observation were painted gray with orange window band and stainless steel letterboard. The four coaches were stainless steel with orange window bands.

The Riley would be reequipped several times over the 27 years of New York Central operation. In the 1950's through sleepers were added connecting with the Southern Railway and Chesapeake & Ohio at Cincinnati operating between Chicago and the Mid Atlantic/Southeast. The Riley would eventually take train numbers #303 and #304 and continued through the first years of Penn Central. Amtrak took over of most United States' intercity passenger trains in 1971 and the Riley continued. It gained through coaches from the former C&O George Washington, eventually fully integrating with the George Washington running all the way to Washington DC, becoming trains #50 and #51 and being renamed the Cardinal in 1977. Today Amtrak's three-day-a-week Cardinal still calls on Cincinnati, Indianapolis, Lafayette, and Chicago although only about a total of two miles of the original Riley route is used in two spots. James Whitcomb Riley still is relevant in Indiana today, being the namesake for Indianapolis' children's hospital and several schools, but NYC's James Whitcomb Riley still rings in the hearts of today's Hoosiers railfans.

