



WALKING TOUR

HALEY TOWER:

The first tower here was built in 1898 by the Evansville & Terre Haute Railroad and used a mechanical interlocking machine similar to what is in Spring Hill. It was upgraded to a Taylor style electric machine in 1904 by E&TH successor C&EI when the current tower was built. The current General Railway Signal Company Model 2 Unit lever interlocking machine was installed in 1926.

Railroads that crossed here were the Chicago & Eastern Illinois (C&EI), CCC&St.L (Big four) and Vandalia Lines (Pennsylvania). Haley is named for the local family which once owned the land where it sat.

Haley tower was removed from service October 22, 1999

SPRING HILL TOWER:

Constructed in 1899 by the Southern Indiana Railway, it uses a Saxby & Farmer mechanical interlocking machine. The original tower caught fire in 1911. It was rebuilt in 1912 by S.I. successor Chicago, Terre Haute & Southeastern (C.T.H.&S.E., later Milwaukee Road).

Railroads that crossed here were the Chicago & Eastern Illinois (C&EI), Evansville & Indianapolis Railroad (C&EI subsidiary which was later sold to the Big Four) and C.T.H.&S.E. (subsidiary of the Milwaukee Road).

Spring Hill was removed from service January 21, 1999.

TURNER DEPOT

Turner, Indiana (a.k.a. Newberg) is a small hamlet in Clay county southwest of Brazil that was a gateway to coal mines in the area and once boasted some 20 plus taverns!

Constructed in 1893 by the Terre Haute & Indianapolis Railroad (a.k.a. Vandalia Lines & Pennsylvania Railroad) the little depot was used by coal miners who worked those coal mines to get on and off trains that served the little town.

The little depot fell into disuse when the Pennsylvania Railroad rerouted the mainline about a mile north of the town. It was saved from demolition by PRR railroader Denver "Bo" Callahan who moved it to his property.

In 2005 the society purchased the depot from Robin and Larry Fox who now own the land once owned by Mr. Callahan.

PRR Caboose (Cabin):

PRR Caboose 981741 was built by the Vandalia Railroad as an all wood 4-wheel "bobber" style caboose in 1903. It was upgraded with a steel under frame and 8-wheels by Vandalia's Terre Haute shops as part of a Pennsylvania Railroad safety improvement plan.

It was saved from the scrap line by local Doctor Wayne Crockett who moved it to his home for use as a pool house. In the early 1980's he donated it to the City of Terre Haute for display at Dobbs Park. In mid - 2006 the City of Terre Haute Parks Board donated the car to our organization.

Pullman Troop Sleeper:

Defense Plant Corporation (aka US Army) car number 7118 was built in 1943 for the war effort and carried the PULLMAN name. It was sold as surplus to the C&EI railroad in 1949 where it was renumbered A-1147 and assigned to a signal gang. When the C&EI was broken up, the car was sold to the L&N in 1969 where it was again renumbered 43573 and assigned to a bridge gang. In the mid-1980's CSX donated the car to the North Alabama Railroad Museum in Huntsville Alabama. The car was then sold to the Haley Tower Historical & Technical Society and moved to the museum in 2014.

NYC crossing watchman's shanty:

The watchman's shanty once stood across the tracks from the Terre Haute Big Four depot. The watchman operated the crossing flashers for the busy US 41/N7th street highway crossing. When the railroad tore the shanty off its pedestal and left it abandoned, a local man rescued it from demolition. It changed hands and was acquired by Terre Haute businessman Brian Cottom who moved it to his residence where it used as a backyard playhouse. Brian donated and delivered it to the Haley Tower Historical & Technical Society in 2007.