

# His Own Private Railroad Car Now Weekend Home

By CARL McINTIRE  
Sunday Editor

His railroad car is no longer parked on some siding, spotlessly cleaned by the porter while

the cook prepares dinner for his guests.

But it is really his own railroad car now, parked on the side of a hill, a mile and a half

from the nearest tracks.

Out the windows he has one of the most beautiful scenes he could imagine, a far cry from the rushing blurs he became

accustomed to viewing through those same panes as he whizzed up and down the Illinois Central system at the rate of 3000 miles per month for a decade.

When E. H. Buelow was general manager of the IC, he had his own car. When he stepped out of that post to become assistant vice-president for wood and wood products, he just bought the car.

And since he was sent to Jackson for the new post, and since Jackson is just 40 miles from a 40 acre track of land his father gave him 35 years ago, it was only natural that the rail car would go with him to the farm.

Buelow was born over in Louisiana, but Vicksburg is his home. It was there his father moved the family when Buelow was a small boy. He went to school there and began his railroad career with a summer job with the A & V (Alabama and Vicksburg); and VS & S (Vicksburg, Shreveport and Pacific) Railroad.

## STARTED AS CLERK

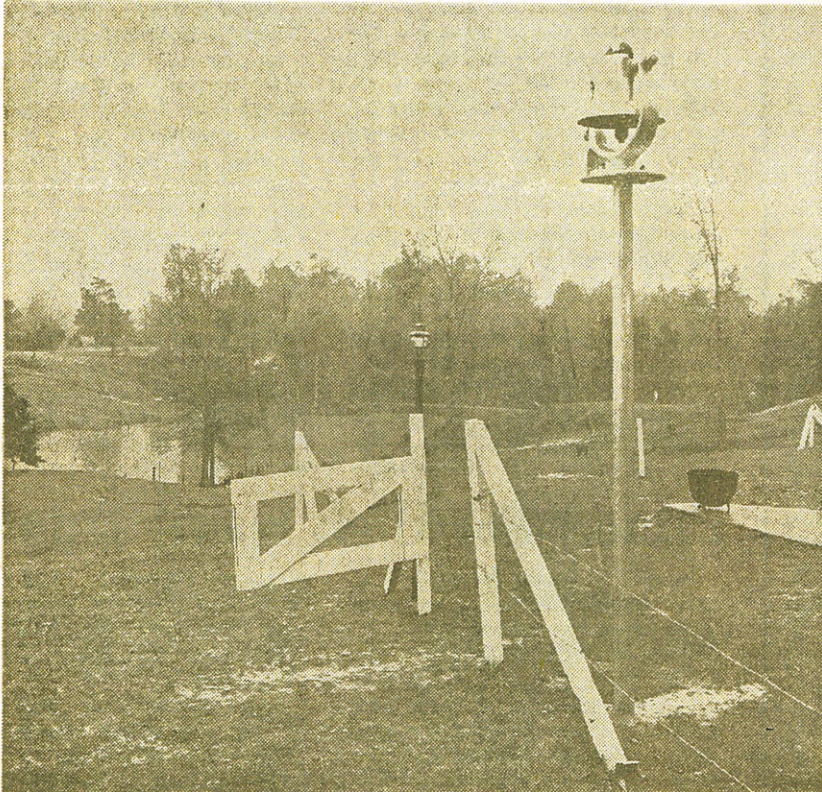
In 1924 he started as a clerk in the office of the general superintendent of transportation. That was in the summer. The other months of the year he worked with his dad, E. A. Buelow, in the cotton business. Two years later the Illinois Central bought the Vicksburg line and young Buelow put his cotton picking hands on the railroad for good.

Moving up in various positions with the railroad, Buelow became general manager for the 6,000 mile line in April 1956. It called for him to be first here and there. It was easier just to live on the road.

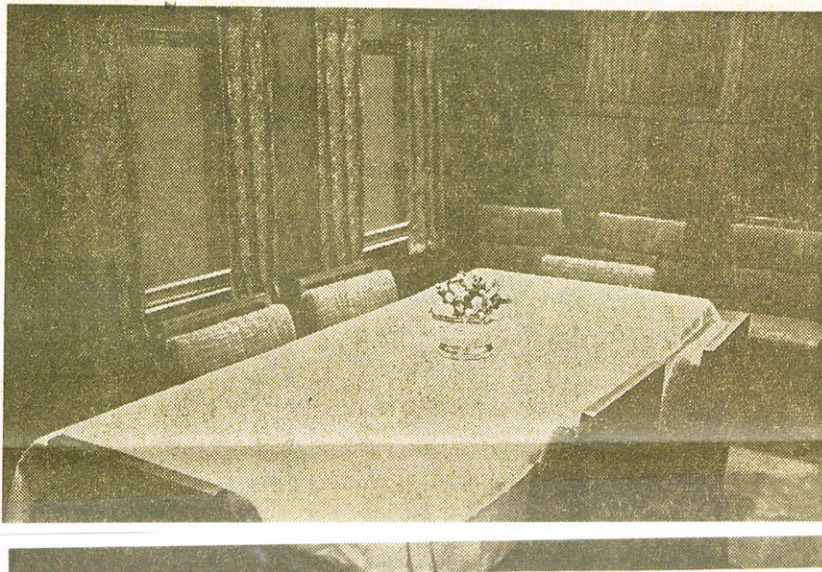
Assigned his own office car, he traveled the route two to three weeks every month, covering about half the territory each time. The other week he was in his Chicago office.

However, the car was his real office, since he was there most were served by a capable porter and "the best cook in the world".

They would have the car



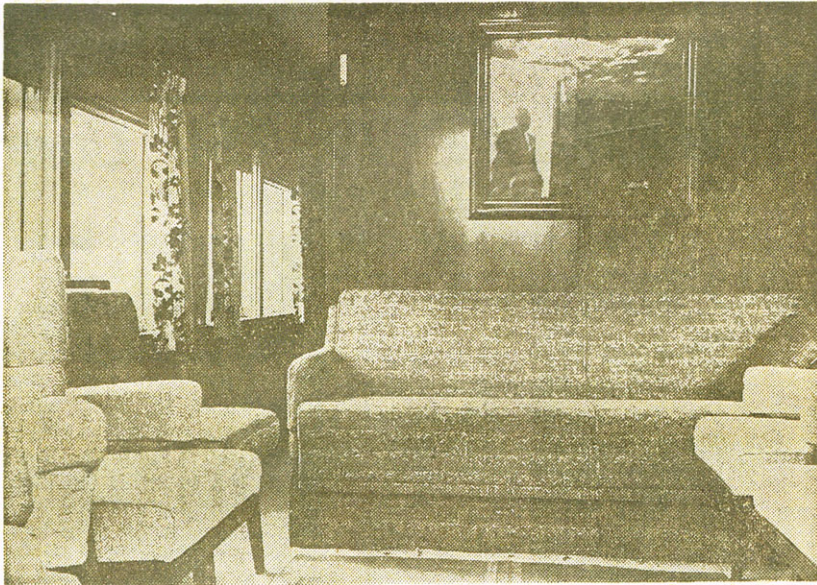
SCENE FROM FRONT OF CAR  
Lakes and Hills Present Peaceful, Country View



DINING TABLE WILL SEAT 10



**DINING TABLE WILL SEAT 10**  
China, Silver From Original Car Are Still Used



**LIVING ROOM WAS THE OFFICE**  
Over Couch Is Lighted Photo of Chicago Skyline



**COMPACT KITCHEN**  
Stove, Left, Burns Charcoal; Refrigerator Adequate

However, the car was his real office, since he was there most were served by a capable porter and "the best cook in the world".

They would have the car hitched to a train—passenger or freight—to pull them to their next destination. There, they would be put on a siding and were open for business, and for guests.

#### DINNER GUESTS

Since the dining room would seat 10, and the cook's abilities were appreciated, there were usually guests for meals. They were often railroad men who were in to see the "boss" on business, but there were frequent visits from businessmen who were doing business with the railroad.

Usually they managed to make their moves at night in order to be set up and open for business in the daylight hours. When it was necessary, they could sleep nine persons on board—five guests besides the crew of four.

The observation room was used as the office and in it was Buelow's desk. Beside it were dials that included a clock, speedometer and a break pressure gauge. At the side was a lever he could throw that would stop the train—a deed he never had to do.

Easy chairs were along two walls and the sofa, which could make into a bed, was on the third wall. Over it was a lighted picture of the skyline of Chicago, especially made for the general manager.

The next room was for the secretary and it included a desk, lavatory, commode, built-in dresser and a bed that folded into one wall.

Behind this was the bedroom compartment, two compact bedrooms connected by a bathroom that included a shower stall.

The large dining room, with a big table that could seat 10, was near the back, just ahead of the galley. In cabinets in the walls were the special linens for the car, the complete silver service, china for 12 and crystal goblets in sets of all sizes.

#### CHARCOAL STOVE

Though small, the galley was quite complete. A stove burned charcoal—for the cook would use nothing else. A refrigerator was built into one corner and there was a work table and sink just across the stove. A pantry held the two bunks that were folded down at night to make beds for the porter and cook.

Ten years and probably a half million miles had endeared the



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**E. A. BUELOW AND HIS PRIVATE RAILROAD CAR**  
**He Traveled In It 10 Years. Now Its Weekend Home On Farm At Bovina**  
 — Photos by Claude Sutherland

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car to Buelow's heart. He might change jobs, but the car just had to go along. Could he buy it intact, with all the linens, silver, china, etc.? He could. And did.

Then came the job of moving it to where he wanted it. This was not a simple hook-up to an engine, freight or passenger. One did pull it as far as the Bovina siding, but that was the end of the line.

From there on the job was up to W. J. Runyan of Vicksburg, with whom Buelow contracted for the task.

All Runyan had to do was to jack up the car, take off the

was added in 1939 when the car was renumbered as IC No. 12 and was used by G. C. Christy, general superintendent of motor power.

It was christened IC No. 5 in September 1940 and the streamline was painted across its side in 1956, when issued to Buelow.

**PLOT FOR HOUNDS**

Nearly 50 years ago, Buelow's father purchased the 40 acres he later gave to his son. He had picked this plot as the place to keep his hounds, since he was a great fox hunter. He wanted the dogs to be kept away from traffic and out in the open.

For years the acreage was

ny two years ago and last year the daughter-in-law and granddaughter came for a stay here from Turkey.

However, Capt. Buelow has an agriculture degree from the University of Illinois and he

plans, when he is discharged, to take over the farm operation. Currently there are about 100 head of cattle grazing in the pastures, and new acres are being cleared each year from the timber.

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# FEATURES

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# AND EDITORIALS

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wheeled trailer under the other. That's quite an "all".

Moving along the one and one-half miles of the blacktop west of Bovina, the route led to a scenic spot near the top of a hill, overlooking a valley in which two ponds are nestled. Pecan trees dot the landscape and pines have been planted as a break in the back.

#### REACHED 'AT LAST'

A heavily reinforced concrete stand had been prepared for the car and it was set down in place. It had reached "At Last", which is going to be the name of Buelow's farm.

Weighing 180,000 pounds, the office car measures 82 feet, 4 3/4 inches in outside length. The interior is 72 feet long.

When it was built by Gilbert Car Co., in 1888, IC No. 9 was made with wooden siding over a steel underframe. It was rebuilt in Chicago in 1917 and in 1937 the early air-conditioning (ice with fans blowing over it) was added.

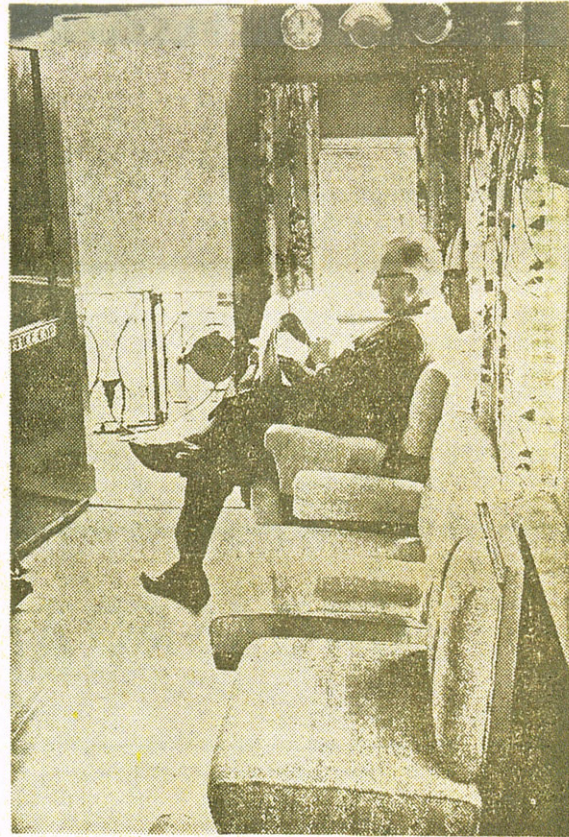
In 1937 the car was assigned to Floyd Mays, another former Vicksburg man who had been general superintendent at the Hill City, then became the railroad's vice-president and general manager. The steel sheeting which encloses the car today

and saw a chance of coming back to Mississippi, he added about 400 acres that connected to the original acreage. Now the old plot is the "back 40" for the B&B ranch, as it is known.

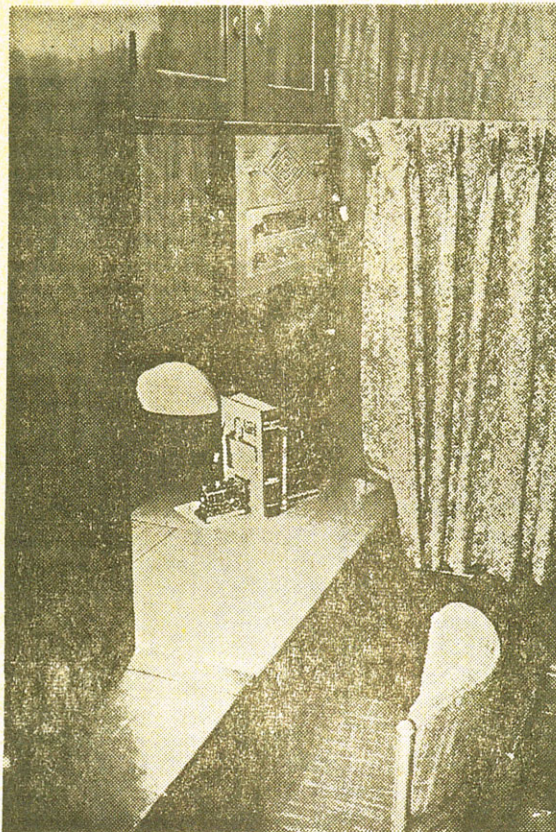
Mr. and Mrs. Buelow have built a concrete patio at the front of the car and they have added a utility room and a covered patio in the rear. In the ceiling of the patio roof is an old ceiling fan reminiscent of many a depot waiting room, and the lights are switchmen's lanterns that have been wired for electricity.

A sidewalk connects the front and back, and another switchman's lantern lights the way. There is a large bell from an old locomotive at the front. Electric air-conditioning and heating have been added, and a water line has been extended from Bovina's city lines.

It is the Buelow's weekend home, and a place that is naturally a magnet for their grandchildren. Their daughter, Mrs. Harvey Rodgers of Clarksdale, and her husband and three children, get there often. Visits up to now have been few from their son, Capt. Ed Buelow Jr., his wife and daughter. The Army officer has been stationed in Europe for five years. The Buelows visited him in Germa-



**AT HIS 'DESK'**  
As General Manager, He Ran Business Here



**SECRETARY'S OFFICE**  
Now It Is Bedroom For Guests on Weekends



**WITH PET DEER**  
Tame Playmate Begs for a Cigarette