

**January 10, 1940**

*Hammond Time*

## Monon Plans No Tower Changes

The Monon railroad does not propose to move towers from Fayette, Russell, Clinton and Douglas street crossings in Hammond.

This was indicated by A. Anderson, chief engineer, who notified board of works and safety-members that the line will not undertake a project which the city will not approve, nor will the railroad violate any city ordinances in changing crossing protection.

Residents became aroused recently when it was reported that the railroad planned to operate gates on two crossings from a single tower erected midway between the crossings.

The company now is installing a compressor that will furnish air at a central point. Pipe lines are near completion. They will carry air to different towers and will spare towerman the job of operating hand pumps.

Combining the operation of gates at more than one crossing has been marked with success in numerous cities, officials said.

## Monon Hearing On Trains Ends

The Indiana Public Service Commission concluded evidence in the Monon railroad company's petition to discontinue two train runs between Chicago and Indianapolis at a hearing yesterday in Delphi, Ind.

The commission announced it would take the petition under advisement and release a ruling in the near future.

Most of the evidence consisted of remonstrances against the proposed discontinuance. The company presented its case to the commission at a hearing held in December.

**February 11, 1940**

*Hammond Times*

## Obit

Joseph M. Stephens, 42, resident of Hammond for 30 years and employed as a clerk by the Monon railroad, died at St. Margaret's hospital yesterday morning after an operation.

Funeral services will be held at 2 p.m. tomorrow at Oexmann's Chapel with Rev. Young officiating. Burial will be in Elmwood cemetery. The body lies at the chapel.

Stephens, married but three months, is survived by his wife, Lillian, and a brother, William, of Hammond.

Employed by the Monon railroad for 16 (?) years, the deceased was a member of the local Odd Fellows Lodge. He was a native of Ontario, Canada.

**February 13, 1940**

## Rail Crossing Deaths Hit By Council Plan

Aroused because Hammond traffic accident records are blackened by three fatalities in nine train-vehicle collisions this year, common councilmen last night made these proposals for greater safety at crossings;

1. Installation of railroad gates and posting of a watchman at the Maywood avenue crossing of the Michigan central, New York Central and Indiana Harbor Belt railroads.
2. Attachment of red electric lights on all crossing gates in the city to replace red lanterns.
3. Improvement of the Brunswick and Wabash Avenue crossings of the South Shore electric railroad.
4. Construction of a foot path over the Columbia avenue railroad crossings just south of Michigan Street.

### **Delay Monon Ordinance**

Passage of an ordinance requiring gates at the Maywood crossing was halted under suspension of rules by a dissenting vote by Councilman Frank Piper. The bill will be passed at the next council session it was indicated. A woman driver was killed and her mother was critically injured in a train-auto smashup at the crossing.

Action for safety measures was requested by Councilman Roy Sweitzer who cited the numerous crossing crashes and said that necessary crossing improvements could be made at small cost to safe-guard lives of pedestrians and motorists.

Councilman Sweitzer proposed that electric red lights be utilized on all crossing gate arms because lanterns in use on the majority of crossings are not distinguishable in rain, snow, mist or fog. Attachment of the new lights was recommended by Hammond Safety council committeemen, Clarence Neidow and Police Chief Thomas J. Martinson.

Councilwoman Hattie Weiss proposed the improvement of the Brunswick and Wabash avenue crossing of the South Shore railroad.

### **Plan Air Compressors**

Changes in the maintenance of crossing gates at the crossing of the Monon railroad in Fayette, Russell, Clinton and Douglas streets have been proposed according to a letter turned over to the council by City Engineer Clarence A. Mason. The railroad proposes to construct an air compressor in its freight house and pipe the air to towers at the Fayette and Russell streets crossings.

Gates at Fayette and Russell Street will then be raised and lowered by compressed air operated by a towerman in one of two towers at the Fayette Street crossing.

The gates at the Clinton and Douglas crossings will be operated by a towerman located at the Douglas street crossing. The railroad stated:

“This method will insure more efficient operation of the gates because the towerman at the crossing will be relieved of the duty of pumping the gates and can devote his entire time to observing the traffic while simply pressing a button which automatically operates the gates. The city ordinance as now constituted simply requires that the railroad maintain safety gates at those four crossings and does not specify the method of operation or require a towerman at each crossing.

### **City Will Investigate Plan**

“The company’s air system has already been installed and the railroad is awaiting approval of the board of public works and city council before proceeding with the plan as proposed.

“While the plan will necessitate the removal of six men now employed in operation of the gates, the men laid off will be those who are entitled to pensions.”

The street, alley and franchise committee of the council was instructed by the council to make an investigation of the plan and to report its findings.

## **February 20, 1940**

*Hammond Times*

### **Schulte Fights New Rail Bill**

Criticism of the Wheeler-Les transportation bill, now pending in congress, was voiced by Rep. William T. Schulte several days ago in a 20-minute speech on the floor of the House of Representatives.

Schulte took exception to the consolidation features of the measure because, he said, if it was enacted into law it would mean depriving more than 200,000 railroad men of their jobs.

“We in Lake County would certainly suffer, as there is no question in my mind but what it would mean the elimination of the Monon railroad, and the consolidation of the C and O and Erie railroads, where they parallel each other coming out of Chicago,” Schulte stated.

## **March 20, 1940**

*Hammond Times*

### **Tech Alumni, Chayken Will Sponsor Special To Finals**

Plans for a special train to the state basketball tournament in Indianapolis on week from Saturday were announced today by Irving Chayken, proprietor of Armstrong’s Jewelers, working in conjunction with the Hammond Tech Alumni Association.

Following a conference with Monon railroad officials, Chayken said that Hammond Tech boosters would be able to buy round trip tickets to and from Indianapolis for \$4.

Reservations for the “Tiger Special” may be made at Armstrong’s Jewelers in the Parthenon theater building in downtown Hammond. The special train, which will be limited to 350 passengers, first come, first served, will leave the Monon station on Sibley street at 7 a.m. on March 30 and arrive in Indianapolis at 10:30 a.m. The return trip will start at 1:30 a.m. Sunday, March 31, and arrive in Hammond at 5 a.m.

Two of the five coaches tentatively reserved for the “Tiger Special” will be set aside for adults. Chaperones will be stationed in each of the other three cars with representatives of the Tech Alumni association on hand to see that a good time is had by all.

Chayken announced that music would be available in each of the five cars.

The deadline for reservations will be Wednesday, March 27.

## **March 25, 1940**

*Vidette Messenger*

## Trucks Crash Into Trains

Chesterton, March 25—Two truck train collisions occurred in north Porter county Sunday within the short space of two and one-half hours. Both trucks were badly damaged but no one was seriously injured.

The first of these smash-ups occurred at 11:45 a.m. on route six, one half mile south of Westville. Ernest Williams, of Kansas City, Missouri, driving a truck for Safeway Lines, of Chicago, told Indiana State Police who investigated the accident that he was traveling west on a slippery grade, which prevented him from bringing his truck to a halt when he applied his brakes, as he approached the Monon railroad tracks.

His truck continued over the grade and ploughed into the tenth car of a freight train, the impact knocking the wheels off the track. Traffic was delayed until workmen righted the derailed car. Damage to the truck was estimated at \$200.

Members of the Dunes barracks state police post also investigated a collision which occurred at 2:35 p.m. Sunday on US Route 20 near Glass House, east of Chesterton. A semi-trailer truck driven by Robert Grimm, 29, of Benton Harbor, Michigan, smashed into a Nickel Plate train. Grimm told police that the flashers were not in working order.

The truck was badly damaged, and Grimm was slightly cut, but was not treated by a physician. Four or five other cars slid together following the collision, causing considerable delay in clearing the lanes for traffic.

**April 28, 1940**

*Hammond Times*

## Monon Profits Increase Again

Further indication of improvement in the railroad industry was reflected yesterday in the quarterly report of the Monon railroad which was operating "in the red" for a number of years.

The railroad which employs a number of Calumet district residents in its South Hammond roundhouse and yards, reported a net income of \$225,120 for the first quarter, against a net loss of \$260,721 for the first period in 1939. The carrier showed a gain in gross revenue, reporting \$2,359,839, compared with \$2,078,255 last year.

March net operating income was \$73,309 against net loss of \$41,886 in March, 1939.

**July 15, 1940**

*Hammond Times*

## Retired Monon Machinist Dies

Charles Francis Murphy, 66, retired Monon railroad machinist, died last night in his home in Calumet City. He had been in failing health since February and was forced abed two weeks ago.

The deceased resided in Calumet City for 22 years. He was a member of the Louis Lodge 191 of the Masonic Order in Louisville, Ky.

Surviving are his wife, Elizabeth, two daughters, Mrs. George B. Derner and Mrs. Frank P. Christianson; three sons, Charles, Marvin and James, all residing in the Hammond-Calumet City community, and a sister, Mrs. Mary Monahan of Louisville.

The body lies at the funeral home. Funeral arrangements are incomplete.

## **August 21, 1940**

*Hammond Times*

### **Monon Ends 2 Trains Today**

With the Indiana Public Service commission investigating the action of the Monon railroad in discontinuing two passenger trains without the commission's permission, officials of the railroad today had only one explanation to make. They said;

"We waited eight months for a decision by the commission. Since the hearing last December we received no word and as the trains were losing money it was decided to discontinue them."

The trains, No. 32, northbound and No. 33, southbound, operated between Chicago and Indianapolis. The former arrived in Hammond at 11:23 a.m. (CST) and the later at 12:09 p.m.

Discontinuance of the two trains, it was learned, has caused some inconvenience to persons going to the state capital or other towns along the route.

William A. Stuckey, commission member, said the railroad acted without approval from the regulatory body. A hearing was held last December on the carrier's petition to discontinue the trains, one each way between the two cities, but no action had been taken.

From Indianapolis came news dispatches that Alex Gordon, legislative representative of the railroad brotherhoods, said the railroad had contended the trains were losing \$47,000 annually. The brotherhoods and the commission's lawyer, Ralph Hanna, introduced evidence to show that the loss was only a few thousand dollars and that public convenience required continued operation of the trains.

## **August 23, 1940**

*Hammond Times*

### **Ask Ruling On Monon Action**

The public service commission today asked Attorney General Samuel Jackson for an opinion in connection with the abandonment by the Monon railroad, without authorization of the commission, of two scheduled trains, according to a United Press report from Indianapolis.

The railroad had filed a petition for commission authorization, but no action had been taken when the railroad dropped the trains Monday. The rail firm said it waited eight months for

the decision, received no word after a hearing last December and decided to discontinue the trains because they were losing money.

The trains were No. 32, northbound, and No. 33, southbound, operated between Chicago and Indianapolis.

### **August 28, 1940**

*Hammond Times*

#### **Crushed To Death By Auto After Saying Daily Prayer**

Indianapolis, Ind., Aug. 28—Raymond Joseph McQueen of Indianapolis was crushed to death by a coal truck today, a few minutes after he had given thanks in prayer for the opportunity to care for his family.

After praying for protection for his family and himself, which was his custom twice daily, he left for work at the Monon railroad roundhouse. Enroute he was struck by the truck driven by Fred Baudendistel, 27, Indianapolis.

### **September 10, 1940**

*Hammond Times*

#### **Press Monon Repairs**

To foster better railroad crossing protection for walkers and drivers, common councilmen last night began pressing enforcement of a newly enacted ordinance which require three electric lights on each railroad gate arm at crossings. A councilmanic edict recently bore fruit in the improvement of various crossings in the downtown section.

The city council was unanimous in support of motions by Councilman Daniel Bieker, for improvement of the Monon railroad crossing in Standard Avenue, and by Councilman Frank Piper, for installation of flasher signals at the Kenwood street crossing of the railroad.

### **October 18, 1940**

*Hammond Times*

#### **Unions Fight Abandonment Of Two Trains**

Ralph Hanna, public service counselor, and five labor unions have filed with the Indiana Public Service Commission a petition for a rehearing on the discontinuation of two Monon railroad trains formerly operating on a regular schedule through Hammond, according to advices from Indianapolis.

The commission recently granted the railroad permission to withdraw trains 32 and 33, operating between Indianapolis and Chicago from service.

Hanna's petition charges that the trains are needed for public convenience, that the railroad is making a "steadily increasing profit," and the company did not prove that it is losing money in the operation of the two trains at the hearing held before the commission.

The petition further alleges that reduced fares indicate an increase in profits for the company and that the Monon railway car-loadings and freight business has increased during the past year.

Unions appearing as plaintiffs in the action include the Brotherhood of Locomotive Fireman, Brotherhood of Locomotive Engineers, Brotherhood of Steamship Clerks, Steamship Employees, Freight Handlers and Express Employees of America, Brotherhood of Railroad Trainmen and the Order of Railway Conductors. All of the unions are affected by the discontinuation of the two trains.

### **November 12, 1940**

*Hammond Times*

#### **Monon To Face Wage-Hour Suit**

The Monon railroad was charged in a suit on file in federal court of Hammond today with violation of the federal hours' service act.

According to Luther M. Swygert, assistant U.S. district attorney, the railroad worked its engineer, two brakeman, conductor and firemen "more than 16 consecutive hours" on a train which ran from Lafayette, Ind., to Michigan City, last July 10.

H.D. Pettibone, trustee of the road, is named party defendant.

Under the law the railroad is liable to a fine of \$500 upon conviction.

### **November 14, 1940**

*Oshkosh Daily Northwestern*

#### **Second Jackson Trial For Conspiracy Opens**

Chicago—The state prepared to present to a criminal court jury today the first testimony in the second trial of Harold Jackson, Chicago attorney charged with conspiracy to defraud the Monon railroad of \$50,000 in a personal injury suit.

In the first trial Jackson was convicted and sentenced to six months in the county jail. He won a reversal in the appellate court.

Prosecutor James A. Brown contended Jackson was responsible for perjured testimony by witnesses in behalf of Rosemary Kieffer of Michigan City, Ind., for whom Jackson obtained the damage judgment.

The girl was injured seriously by an automobile near her home in November, 1937, and in the circuit court civil case witnesses testified the automobile was thrown out of control by a faulty crossing maintained by the railroad.

### **November 17, 1940**

*San Antonio Light*

## Snow Causes Train Wrecks Inside Chicago

Chicago, Nov. 16—Snow-packed switches were blamed today for two train wrecks on Chicago's South side in which two passengers were injured.

Mrs. Mary Stephenson, 38, of Toledo, Ohio and Mrs. Ludella Crawley, of St. Louis, Mo., were injured slightly yesterday when a St. Louis-bound express of the Wabash railroad was brought to a sudden stop by the derailment of a day coach.

Ten minutes later, an Indianapolis bound express of the Monon railroad, was derailed on a track nearby. The locomotive and tender of the train left the tracks but no one was hurt.

## **December 30, 1940**

*Hammond Times*

## Lowell Woman Hurt In Crash

Lowell—Mrs. Frank Malloy, wife of the Monon railroad agent here, is recovering at Terre Haute from injuries suffered when the auto driven by her husband crashed into a bridge abutment near Sullivan, Ind., last Thursday. News of the accident was received here today.

The accident occurred in a fog while the couple was en route to Florida for a winter vacation. They had just left Terre Haute where they spent Christmas with their son, John Malloy and family.

Mrs. Malloy suffered a broken shoulder and was badly bruised, while her husband, Lowell station agent for 30 years, escaped with minor bruises. She was taken to her son's home in Terre Haute.

Carl Runyon of Shelby is in charge of the Monon station during Malloy's absence.

## **February 4, 1941**

*Kokomo Tribune*

## Railroad Man Fatally Hurt

Monticello, Ind., Feb. 3—Woodrow Wilson Hughes, 27, a Monon railroad employee, suffered fatal injuries today in a fall from a tree he was trimming. He fell 20 feet fracturing his skull and both legs and both arms.

## **July 7, 1941**

*Vidette Messenger*

## Fire Destroys Oil Refinery At Westville

A disastrous fire and series of multiple explosions which for a time threatened the town of Westville swept through the plant of the Westville Refinery Inc., on the north edge of Westville, Saturday evening causing damage estimated at \$30,000.

The fire originated in the boiler room and was discovered around 7:45 o'clock by George Link, an employee. Link tried to smother the fire with an extinguisher, but a wall of flame drove him from the building. He was not burned, but suffered from shock.

Today smoke was still curling from the ruins of the establishment located on State Road 2. The McCoy interests of Detroit, Mich., owners, announced the company plans to rebuild. He said the cause of the fire was due to a leak in a pipe line in the boiler room.

### **Blown 200 Feet**

As the 10 tanks, varying from 1,000 to 34,000 gallons capacity, came into contact with the flames, explosions resulted. One of the larger tanks was blown a distance of 200 feet, the twisted mass of steel crashing within a short distance of a knot of 10 persons who fled in terror of their lives when the ground about them shook like an earthquake.

A number of persons suffered damaged clothing when acid from an exploding tank sprinkled them as they were watching the fire.

Hundreds of persons were attracted to the scene by the flames which leaped 200 to 250 feet in the air at times and made the sky livid for a considerable distance. Persons at Wauhob lake reported the fire was easily discernable at that point.

### **Traffic Halted**

Traffic on State Road 2 was completely bottled up. Ten state troopers were detailed to the scene to reroute motorists around the fire zone.

The Westville fire department sent its pumper truck and a rural auxiliary truck to protect homes and a filling station across the highway from the refinery. So intense was the heat that a hose at the filling station was melted. Water was sprayed on homes to prevent igniting. LaPorte department also sent a pumper to the scene. The Westville firemen remained on duty 12 hours.

Refinery officials stated that 100,000 gallons of gasoline was consumed by the flames. Several automobile trucks were also lost, but four trucks were saved.

A fire proof safe containing valuable papers came through the flames intact, but other records were burned. Then thousand pounds of grease in a storage shed back of the fire was salvaged.

### **Wind Saves Town**

Only because the wind was blowing from a southeastern direction carrying the flames to the north prevented possible destruction of the town.

Westville officials today stated that steps will be taken to have the company locate the plant on a site further north of the town as a matter of safety.

Twenty persons are employed by the refinery, including the salesmen. Andrew Carson of Westville is general manager of the plant.

Several hundred thousand gallons of oil which was in a storage building along the Monon railroad tracks escaped the fire.

Thousands of persons visited the fire when it was at its height and all day Sunday. Westville has never seen such crowds, according to Burdette Slater, editor of the Westville Indicator.

**January 15, 1942**

*Kokomo Tribune*

## Father, 2 Sons Killed In Crash

Rensselaer, Ind., Jan. 15—A farmer and his two grown sons died in an automobile train crash at the state highway 53 crossing of the Monon railroad in this city.

Claude Spencer, 64, of near Gifford; Gerald Spencer, 40, and Harold Spencer, 33, were killed last night by the northbound Hoosier Limited.

Gerald Spencer, driving, and his father were carried two blocks in the wreckage. Harold was hurled out.

## February 26, 1942

*Kokomo Tribune*

## Railroad Yard Clerk Killed

Lafayette, Ind., Feb. 25—Andrew C. Neyhart, 65 year old yard clerk at the Monon railroad shops here, was killed today by an engine, Coroner Lowell Smith reported.

## March 9, 1942

*Kokomo Tribune*

## Obit

John E. Miller, 75, native of Ervin Township, died at his home, one and one-half miles southeast of Bennetts Switch, at 8:35 p.m. Saturday. His health had not been good for some time, but death was sudden and unexpected. Death was due to a heart attack.

Mr. Miller was born in Ervin Township, Howard County, Aug. 5, 1866, and was the son of Corbin and Barbara Miller. He was united in marriage to Mary Towe, Oct. 25, 1890. One daughter and three sons were born to them.

Mr. Miller was employed as a car builder by the Monon railroad for about 20 years. For the past 34 years he has engaged in farming in Howard and Miami Counties.

Several years ago he united with the United Brethren Church. He was held in high esteem by all who know him and leaves a large circle of friends.

Surviving with the wife are four children, Chauncey Miller of Bedford, Ind., Harry Miller of Kokomo, Mrs. Barbara Pickett, Logansport, John Miller of Lafayette, eight grandchildren, two brothers, Isaac Miller, living on Galveston rural route and Jesse Miller of Kokomo.

Funeral services will be held at the Ladd funeral home Tuesday afternoon at 2 o'clock, with the Rev. Claire Brooks officiating. Burial will be in Bell Mound cemetery, near Young America. The body will be taken from the funeral home to the family residence Monday at 6 p.m. and will be returned to the funeral home at 10 o'clock Tuesday morning.

## April 16, 1942

*Kokomo Tribune*

## Woman Killed Trying To Save Automobile

Indianapolis, April 16—After four occupants had escaped from an automobile that had stalled in the path of an inbound Monon railroad freight train today, one of them, a 30-year-old Indianapolis woman, ran onto the tracks to signal the train and was crushed to death.

The dead woman was Mabel Huffman. Her companions who escaped are Roy Geyer and Mr. and Mrs. Donald Growe.

Growe said he helped the occupants out of the car and that the Huffman woman ran back onto the tracks waving to the engineer.

**April 29, 1942**

*Kokomo Tribune*

## Retired Railway Worker Expires At Frankfort

Frankfort, Ind., April 28—John Wilson Rogers, 76, retired Monon railroad shop employee, died early Tuesday morning at his home, after a serious illness of four weeks.

The son of Wilson and America (Lamarr) Rogers, he was born June 25, 1865, in Cedar Rapids, Ia., and was married Sept. 12, 1889, to Elizabeth Crum. Coming to Indiana when a small child, he was engaged for many years with farming in the Beard community, later going to Lafayette where he remained until nine years ago when he moved here. He was a member of the Hopewell Methodist Church near Beard, where funeral services will be held Thursday afternoon at 2 o'clock with the Rev. Ora McDaniel officiating. Burial will be in the church cemetery. Friends may call at Aughe and Son funeral home after 7 o'clock Wednesday evening.

Surviving are the widow; one son, Lawrence A. Rogers of Lafayette; six grandchildren, and two great-grandchildren.

**May 8, 1942**

*Kokomo Tribune*

## From the Hospital Items section

Noble Cornwell of Rossville, an employee of the Monon railroad, suffered a back injury Wednesday while at work at the Rossville depot, and was brought here in an ambulance for x-ray examinations.

**October 26, 1942**

*Hammond Times*

## 2 Get Drunkometer Tests

Pearl Crowder, 36, was released on bond after submitting to a drunkometer test following an accident in which his car struck a safety gate standard at the Hohman Avenue crossing of the Monon railroad tracks. The drunkometer test revealed a .160 alcoholic count, police records indicate.

Ira L. Hilton, 51, of Hammond, also was given a drunkometer test, police said.

## **November 30, 1942**

*Hammond Times*

### **Burned In Fire**

Lafayette—Roscoe Pierson, 42, assistant railroad section foreman, was burned severely Sunday when fire destroyed a Monon railroad section crew house.

## **December 9, 1942**

*Vidette Messenger*

### **From the Indiana Briefs section**

Lafayette—Roscoe M. Pierson, 42, assistant section foreman of the Monon railroad died Monday night of burns suffered in an explosion

## **December 24, 1942**

*Edwardsville Intelligencer*

### **Youth Dazed From Railroad Crash Is Drowned In River**

Lafayette, Ind., Dec. 24—John Frank DeWitt, 16, drove his car into a Monon railroad engine at a crossing here yesterday.

With the terrific crash as the car crumpled a crowd gathered and was amazed to see DeWitt step from the wreckage apparently unhurt.

The youth staggered a bit, then, with a dazed expression, charge dizzily toward the Wabash river 1000 yards away. Startled onlookers pursued DeWitt but none could catch him before he had waded deep into the icy river.

Shocked back to his senses by the cold water, DeWitt screamed for help and struggled to swim ashore. Whit rescuers only a few feet away, he slid beneath the waters and drowned.

## **December 24, 1942**

*Hammond Times*

### **Recommend Cut In Capital Of Monon Railroad**

The interstate commerce commission yesterday received a recommendation from Examiner Milo H. Brinkley for a plan of reorganization for the Chicago, Indianapolis and Louisville Railway company (the Monon route) which would wipe out equities of holders of secured notes and claims and of preferred and common stockholders, cutting its capitalization to \$30,079,940 from \$45,344,943 and its annual fixed charges from \$1,513,028 to \$162,547.

The plan would become effective Jan. 1, 1943. The new capitalization would provide fixed charges only for equipment obligations. Interest on other proposed new obligations would be contingent upon earnings.

These would include \$8,736,209 of first mortgage 45 percent bonds; \$7,856,949 of second mortgage 45 percent contingent interest bonds; \$8,440,325 of class A common and \$4,975,610 of class B common stock.

Examiner Brinkley also recommended that a trust be established consisting of 50 percent of the new class B common and that three trustees be empowered to transfer this stock to the Louisville and Nashville Railway company.

The trustees would have power for three years to transfer the stock to the Louisville and Nashville and the Southern railroads in exchange for a traffic agreement and other considerations.

The Monon filed plans to reorganize in the federal court at Chicago in 1937. A protective committee for bondholders filed another plan in 1938. The ICC rejected both proposals, in 1939. Then bondholders filed a modified plan last January.

The present proposal is a modification of the program advanced by the protective committee.

## **December 27, 1942**

*Hammond Times*

### **Fight Efforts To Cut Monon Train Service**

Lake County chamber of commerce joined other civic groups yesterday in preparations to battle a Monon railroad petition, filed with the office of defense transportation, to discontinue passenger service on the railroad's midnight train to Indianapolis, according to E.C. Hackett, executive secretary of the Hammond chamber.

"If the petition is granted," Hackett declared, "it will leave but one train connecting Hammond, Lake County and the northwest corner of Indiana with the state capital and this is not adequate service in light of gasoline rationing and the increasing number of potential passengers who must conduct vital business in Indianapolis.

"During the period from June to December, a total of 3,188 passenger tickets were sold at the Hammond depot which serves as a point of departure for virtually all of the Calumet region. The next stop after Hammond is Rensselaer.

"Our interests at a hearing tentatively set for Tuesday will be represented by C.O. Hollopeter, traffic manager for the Indiana chamber of commerce."

Hackett further indicated that Alex Gordon, chairman of the legislative committee in the railroad brotherhood, also will battle the proposed service elimination because of the loss of employment to workmen.

He further charged that the railroad petition has been filed before the ODT to circumvent the Indiana public service commission and the interstate commerce commission.

The railroad is the principal means of sending inductees to the receiving center at Fort Harrison and other army men to Camp Atterbury in southern Indiana. It also was used frequently by Lake County residents in returning from Chicago, leaving the Dearborn street station at 12:10 a.m.

### **January 13, 1943**

*Hammond Times*

#### **Derailed Freight Car Causes Traffic Tie-up**

Traffic was tied up approximately 30 minutes last night along Highland, Detroit, Waltham, and Elizabeth streets in Hammond when a Monon railroad freight car derailed at 5:25 o'clock.

South Shore buses were rerouted off Highland street to Conkey Avenue and then to Blaine street. The Monon had its line cleared within 30 minutes according to company officials.

### **January 19, 1943**

*Hammond Times*

#### **This Crossing Watchman Is Not Out In The Cold**

Harold Clemens, 44, of Hammond, was arrested early today by William Stone, a Monon Railroad watchman at the Hohman Avenue crossing and later booked at the Central police station for alleged public intoxication, disorderly conduct and assault and battery.

Clemens' occupation is listed as a watchman on his arrest sheet.

### **January 29, 1943**

*Hammond Times*

#### **Obit**

Edward E. Harris, 63, succumbed following a heart attack at 9 a.m. today in his home where he had been confined for several days with the heart ailment.

Hammond firemen, equipped with a pulmotor, worked over the body for 30 minutes in a vain attempt to revive the victim.

A resident of Hammond for 27 years, Harris was employed by the Monon railroad and held memberships in the Brotherhood of Railroad Trainmen and the Moose lodge No. 570 of Hammond.

Survivors include his widow; a daughter, Eleanor; and three sisters, Mrs. Charles Bush of Hammond, Mrs. Thomas Watts of Winchester, Ind., and Mrs. Glenn Shoemaker of Elmyra, O.

Rev. P.B. Smith will officiate at funeral services in the Snyder chapel, Hohman Avenue and Warren Street, Sunday at 7:30 p.m. The body will be removed to St. Louis, Mo., for services and burial Tuesday.

**February 24, 1943**

*Hammond Times*

From the Lowell news section

Charles Sherard has been transferred from Indianapolis to South Hammond as a fireman on the Monon railroad, a position he has held for 10 years. He will live with his mother, Mrs. Mac McDowell and husband.

**March 19, 1943**

*Hammond Times*

Blame Towerman For Train 'Holdup' Of Monon Freight

It always seems like an hour has past when you're waiting for a slow freight at one of the Hammond crossings.

Yesterday, however, motorists who felt they were stranded by a Monon railroad freight at the Hohman avenue crossing for an hour where nearly correct, for, according to Patrolman Edward Palmateer of the Hammond department, a Monon freight kept the downtown crossing blocked for exactly 52 minutes.

Failure of the tower man to signal the train from the yards caused the unnecessary delay on railroad man said.

**March 28, 1943**

*Hammond Times*

Warning!

A warning is being issued to stop boys from riding the gates at the Commercial Avenue Monon crossing. The Monon railroad installed the gates for protection of the public, and in swinging and riding the gates, gears are broken in the mechanism, which makes the play a dangerous as well as expensive practice. It is hoped further action beside this warning will be unnecessary.

**April 12, 1943**

*Hammond Times*

Boy Injured As Train Hits Car

Donald Cassady, 12, of Black Oak, suffered a possible brain concussion late yesterday afternoon when a car operated by Forest Cassady, 52, was struck by a Monon railroad passenger train at the Waltham Street crossing in Hammond, police say.

Young Cassady's condition was listed as "fair" this morning by St. Margaret's hospital attaches. The driver, who sustained minor bruises, told police he didn't notice the crossing's flasher signals working.

### **May 2, 1943**

*Hammond Times*

#### **Obit**

A retired car repairer of the Monon railroad, John Cuchy, 69, of Calumet City, died Friday night at St. Margaret's hospital. Last rites will be held Tuesday at 8:30 a.m. from the funeral home and at 9 a.m. from St. Andrew's church, with Rev. Joseph Schnke officiating. Burial will be in Holy Cross cemetery. The body lies at the funeral home.

He is survived by one son-in-law, Edward Fleming and one grandchild, Leona Fleming.

### **November 20, 1944**

*Hammond Times*

#### **Obit**

Jacob C. Boecker, 57, of St. John, died Saturday afternoon at his home following a long illness. Funeral services will be held at 9 a.m. from St. John's church with Rev. Fred Rothermel officiating at requiem high mass. Burial will be in St. John cemetery.

Boecker has been a life resident of St. John and a member of the Holy Name society of St. John's church and was a retired towerman for the Monon railroad. He is survived by his wife, Susan; two sons, Thomas of St. John and Stewart in the US Navy somewhere in the South Pacific; three daughters, Mrs. Estelle Schilling, Mrs. Ruth Keilman and Miss Alice Boecker, all of St. John; eight sisters and one brother. The Geisen funeral home at Crown Point is in charge.

### **February 22, 1945**

*Hammond Times*

#### **Monon Lists Time Changes**

The Monon railroad today announced schedule changes, effective Sunday.

Train facilities, strained since the beginning of the war, have been put under a heavier burden following the opening of the state legislature.

The No. 31 Monon, formerly scheduled to leave Indianapolis at 5:37 p.m. will depart at 8:52 a.m. and No. 5 which formerly left at 8:57 a.m. will leave at 8:10 a.m.

**March 5, 1945**

*Hammond Times*

### Curtailed Monon Passenger Service (Editorial)

There is a growing demand by business men and other patrons of the Monon railroad for restoration of passenger service recently discontinued. Six of their 10 daily trains were permanently cancelled which leaves Lake County without a night Pullman train to Indianapolis, cuts it off entirely from French Lick by rail and for Lowell to depend on movement of its mail and parcel post by freight. The famous Hoosier Limited which left Hammond for Indianapolis at 7:37 p.m. has been discontinued. The Hoosier Special has been substituted, it departs for the state capital at 8:52 a.m. and arrives at its destination during the noon hour. To say the least this change is a great inconvenience as half the business day must be spent in travel.

The withdrawal of trains was based on an ODT order that trains that didn't operate to 35 percent capacity during the month of November, 1944, had to be taken off. The order was issued in January and stipulating the November average made it impossible for any railroad to doctor it up.

There was some justification for the general order as throughout the country there are many trains operating with half empty coaches while others are so crowded to be considered. We cannot find cause to quarrel with the order except that where its application works an undue hardship, as it does in Lake county, an exemption should be made.

A public petition for restoration of any or all of the trains should be made first to President DeRamus of the Monon railroad whose office is at 500 S. Dearborn street, Chicago. If his is unable to put the trains back on in violation of the ODT order, Mr. DeRamus might be of help in bringing the protests to the attention of the public service commission of Indiana, who in turn could petition the office of defense transportation to modify the order as it affects the Monon railroad.

Surely, Lowell is entitled to relief from the order. We doubt there is a community in Indiana the size of Lowell that does not have passenger train service.

The business men who are demanding the trains be put back on would know after talking with Mr. DeRamus just how far apart the management of the railroad and the people of Lake County are on the matter. If the Monon was glad to take the trains off in order to expedite the movement of freight and has no desire to restore the passenger trains, then the business men could do what they wanted to from there on.

At least give Mr. DeRamus a chance to have his say.

**March 6, 1945**

*Hammond Times*

### Poor Old French Lick (Editorial)

With the coming of early March in the gold old days there was an inspiration on the part of many Lake County people to proceed to southern Indiana, where spring comes earlier than it does in these austere parts.

Remember the bygone times when French Lick Springs and the Monon railroad would run advertisements urging you to take a late winter rest at the famous Spa? There you would meet at this time of the year many folks from home who had spent the winter in Florida and were drinking the water at the famous springs before resuming their northward journey.

Well, if you have the urge to go to French Lick Springs now, the problem is how to get there. OPA says you can't have gas to French Lick, or any other gas to speak of, and now comes ODT and says you can't ride on a train direct to that favorite Indiana resort because it has compelled the Monon to cut out the trains that took folks to Tom Taggart's kingdom.

If Pluto won't, the old ODT won't either, and so you have to board a bus or a bicycle if you are to be Mr. Taggart's guest.

**March 29, 1945**

*Hammond Times*

## Poll Monon Service

How the public is reacting to the curtailed service now being offered by the Monon railroad is being sought in a poll of public opinion sponsored by the Hammond and Indianapolis Chamber of Commerce bodies. Questionnaires are now available for this poll as the civic bodies want to know whether or not more train service is needed and wanted between Hammond and Indianapolis.

The change of schedule was the result of suspending previous service. The order, railroad officials explained, provided that no rail carriers shall operate over its 35 percent average for the calendar month of November 1944.

It was issued due to increased shipment of war material plus overloaded cars during war time travel necessitating the changes in schedule, the company announced at that time.

Through the questionnaire the chamber of commerce endeavors to ascertain how many have been using the Monon and get their expression on the schedule change and recommendations they might have on this subject.

The questions asked are:

Have you or your business used the Monon to or from Indianapolis?

Have you or your business used the Monon for intermediate stops between Indianapolis and Hammond?

Is the new schedule—one train daily from Hammond at 8:52 a.m., arriving at 12:10 p.m., leaving Indianapolis at 3:10 p.m., arriving at Hammond at 5:27 p.m.—satisfactory with you?

To the manufacturers, wholesalers and retailers the question is asked; Have you had any customer reaction regarding this change of curtailed service?

These questionnaires are available for anyone that is interested at the Hammond Times or chamber of commerce offices. Residents in East Chicago and Whiting may call at their chamber of commerce office.

Following the tabulation of the questionnaires, the chamber of commerce will meet with Monon officials to determine how many used the old schedule of the discontinued service.

**May 3, 1945**

*Hammond Times*

**Obit**

Funeral services for William J. Mengel, Hammond, who died at his home yesterday will be held at 2 p.m. Saturday from the Emmerling funeral home, Hohman Avenue and Highland street, Hammond. Rev. L.L. Chamness of the South Side Christian Church will officiate with burial in the Elmwood cemetery.

Mengel, a resident of Hammond for the past 24 years, is survived by his wife, Hazel; three daughters, Dorothea, Betty and Mary Lee; one son, Sgt. Bill Mengel of the US army stationed at Fort McArthur, Calif.; his father John, of Brookston, Ind.; one brother, John of Anderson, and a sister, Mrs. Chester Johnson of Benton Harbor, Mich.

The Hammond man formerly was employed as conductor on the Monon railroad for 35 years and was a member of the Tippecanoe Masonic lodge No. 492 at Lafayette and the Brotherhood of Railway Trainmen No. 692 of Hammond.

**June 3, 1945**

*Hammond Times*

**Monon Buys \$80,000 Block**

The Monon railroad allotted \$80,000 to its Lake County offices to purchase corporation war bonds in the current Seventh war loan drive, E.P. Vernia, vice president of the railroad, announced yesterday.

The \$80,000 bond purchase, which will be added to the county drive total, will not be officially registered until after June 15, the opening date of the Seventh war loan's corporation campaign.

**August 31, 1945**

*Hammond Times*

**Improved Monon Service (Editorial)**

The Monon railroad, which almost ruined its passenger service, has now made some improvements even though they are far from the fine pre-war service.

For this much, people who have to go to Indianapolis, must feel grateful.

The very first civic body to protest against the cutting of the Monon schedule and taking steps to get some corrections was our own Hammond Chamber of Commerce which appointed a committee of civic leaders to bring the matter to the attention of the officials of the railroad.

The chamber and the members of the committee are to be commended for what has been accomplished.

**October 17, 1945**

*Vidette Messenger*

### Rail Employee Found Drowned

LaPorte, Ind., Oct 16—The body of John Huber, 51, Monon railroad telegraph operator, was found floating face downward in four feet of water in a ditch near the Pere Marquette-Monon railroad tower in Michigan City at 8 o'clock Monday morning.

Michigan City police said they found a note at Huber's home, indicating he intended to take his life. He had walked into the ditch and drowned himself, police declared.

The body was found by a fellow operator who investigated when Huber did not appear at the tower at 7 a.m.

Huber's wife died some time ago and he had been despondent over that happening, it was learned. He is survived by one son.

**November 13, 1945**

*Hammond Times*

### Obit

A railroad worker for the past 15 years in Hammond, Hiram Mose, 67, died early today in his home. Funeral services will be held at 8 p.m. Wednesday at the Dalton Funeral Home with the Rev. Edward Hamilton officiating. Burial will be in Beardstown, Ill.

Surviving are his widow, Ethel; one daughter, Irene Stowe of Las Angeles, Calif.; one son, Frank of Lansing, Ill.; five granddaughters; two brothers, Harvey of Independence, Mo., and Bert of Taylorville, Ill.

Mr. Mose was employed by the Monon railroad in Hammond and a member of the Modern Woodman of Hammond.

**November 29, 1945**

*Hammond Times*

### Obit

Charles Roderick, 75, of Hammond, who died at St. Margaret Hospital Wednesday night, will be buried at Elmwood Cemetery on Saturday, Dec 1. Funeral services will be held at 2 p.m. from Oexmann's Funeral Home. The body can be viewed there after 7 o'clock tonight.

Mr. Roderick who was a former watchman for the Monon railroad, has been ill for the past four years. Born in Pennsylvania on Dec. 20, 1869, he had been a resident of Hammond for 40 years.

He is survived by his wife, Emma; two daughters, Mrs. Rueben Gogg and Mrs. John Phillip, both of Hammond; 10 grandchildren and four great grandchildren.

**December 13, 1945**

*Hammond Times*

### All-Diesel Monon To Set Railroad Pace

The Monon railroad will soon be the only completely diesel-equipped carrier in the country with three streamline passenger trains and 15 freight locomotives, all at a cost of \$5,500,000.

Federal Judge Michael L. Igoe yesterday authorized the equipment purchases on petition of the attorney for the trustees of the line.

The attorney, Harold Smith, told the court that the purchase was recommended after a five-year study that showed it to be necessary to meet present-day competition.

Mr. Smith said the road bed had been re-ballasted and tie-plated and in condition for the new equipment.

The road, one of Indiana's principal routes, serves four large schools—Indiana University, Purdue University, Wabash College and DePauw University—with only old style heavy equipment.

It is in addition, the most direct route to Indianapolis from Chicago through Hammond. At Monon, the main line becomes two main lines, one going to the Capital and the other to Louisville, Ky.

Monon officials said the new streamlined service, which is contingent, however, upon the outcome of proceedings pending before the Indiana Public Service Commission, will give Indiana travelers and shoppers the most modern service possible.

In its petition to Judge Igoe, the Monon stated it now has sufficient cash on hand for the purchase and it indicated that it had already obtained approval of the Interstate Commerce Commission to make the improvement.

The railroad already has a number of diesel locomotives which are in use in its South Hammond freight yard.

**December 15, 1945**

*Hammond Times*

### Says Monon May Abandon All its Indiana Routes

Indianapolis, Dec. 15—The Monon Railroad may find it necessary to abandon all its Indiana routes if it is forced to restore pre-war service, Russell P. Harker of Frankfort said today.

Harker appeared before the Indiana Public Service Commission yesterday as a spokesman for the Monon. He pleaded against restoration of six trains which were discontinued last March. The trains ran between Chicago and Louisville, Chicago and Indianapolis and Orleans and French Lick.

The Monon spokesman said the company already was in bankruptcy and could not afford to operate trains at a loss. He said trustees in bankruptcy might abandon the Indiana lines if forced to resume service.

**December 18, 1945**

*Hammond Times*

**Obit**

Daniel Morrissey, 59, station agent for the Monon Railroad in Dyer, died yesterday morning at his home. The deceased may be viewed at the Fagan Funeral Home.

Mr. Morrissey, born Feb. 24, 1886 in New York, was a member of the Knights of Columbus. Surviving are his widow, Barbara; two sons, Frances of Chicago and Emmett in the US Army in Montana; four sisters, Mrs. Mike Conlin, Mrs. Harry Bentley, Mrs. Ernest Kail and Mrs. Nicholas Hitages, all of New York; one brother, John of Pennsylvania and two grandchildren.

**January 14, 1946**

*Hammond Times*

**The Monon (Editorial)**

After being in bankruptcy since 1933, the Monon railroad has been given the final stamp of approval in its reorganization plans. This was done by the Federal Court in Chicago and applies to 541 miles of trunk lines, all of which are in Indiana.

Under the reorganization plans the Monon officials envision an era of profitable operations and renewed freight and passenger service. Among other things the railroad management plans to purchase diesel and stream-lined equipment, and possible, provide an entirely daytime fast passenger service.

The biggest news the Monon can give the people of Hammond and Lake County—for that matter the rest of Indiana—is a statement that as soon as possible it will restore the excellent passenger service it used to maintain between Chicago, Indianapolis and Louisville and intervening points, such as Cedar Lake and French Lick.

It can hardly call itself a Hoosier railroad until it reverts to the status of serving the traveling public as it once did.

**January 18, 1946**

*Vidette Messenger from the Indianapolis Star*

**Brighter Days For Monon**

Prospects for early rehabilitation of the Monon Railroad have been advanced by final Federal Court approval of reorganization plans. This all-Indiana line emerges from the voluntary bankruptcy of 1933 with a financial reserve. The reorganization plan reduces capitalization, wipes out the common stock and provides for issuance of new securities. Control of the road will be determined by the most advantageous sale of this issue.

Improvement of passenger service calls for purchase of Diesel-propelled streamlined trains. Schedules would be restricted to daytime runs, eliminating unprofitable sleeping-car operations.

The Monon is valuable for its link with Chicago and Southern lines running out of Louisville. Much of its revenue is derived from limestone and coal shipments. Financial difficulties were due to the sharp drop in freight shipments of these commodities.

Hoosiers always have had a deep sentimental interest in the railway, due to the fact that it operates exclusively in this state. At one time it carried much of the Indianapolis to Chicago passenger traffic. Its "inter-collegiate" branch serves Purdue, Wabash, DePauw and Indiana.

The court's magic wand and the practical benefits of general business activity may make the Monon the principal of another "rags to riches" railway romance.

### **January 25, 1946**

*Hammond Times*

#### **Obit**

A retired foreman of the Monon Railroad, Henry Niebling, 74, died today in his home. Funeral arrangements are incomplete.

Surviving are the widow, Theresa; six sons Joe, Emil, George, Albert, Andrew, and Vincent; a daughter, Mary, and a granddaughter.

### **January 26, 1946**

*Vidette messenger*

#### **Okays Plan For Monon Railroad Improvements**

Chicago—Federal Judge Michael L. Igoe Wednesday authorized trustees of the Chicago, Indianapolis, and Louisville Railroad Company known as the Monon line, to purchase for cash \$5,500,000 worth of new operating equipment.

Purchase of the equipment was authorized previously after Judge Igoe approved a reorganization plan designed to take the line out of bankruptcy. The action was on the cash phase of the purchase which attorneys for a committee of security holders opposed on the contention that it would leave the line with too small an operating fund.

Equipment to be purchased includes 15 diesel locomotives and three streamlined trains of not more than four cars each and a diesel locomotive for each train. The 15 diesels will cost \$3,200,000 and the streamlined trains a total of \$2,350,000.

The trustees also asked for permission to buy for cash \$2,517,000 worth of freight cars. Purchase of the freight cars was approved previously but not for cash. A hearing on this request was set for Feb. 20.

### **February 3, 1946**

*Hammond Times*

## Monon RR Managers Will Meet

Three managers who will reorganize the Monon Railroad that passes through Hammond will meet next week with Federal Judge Michael L. Igoe in Chicago to discuss the terms of their appointment.

Judge Igoe, who made the appointments, selected John W. Barriger III, an executive of Fairbanks-Morse Co., Arthur T. Leonard, executive vice president of City National Bank, and John E. Dwyer manager of the Chicago office of Otis & Co., securities house.

The three Chicagoans were named under the reorganization proceedings ordered by Judge Igoe as the presiding jurist over the railroad receivership.

Judge Igoe paved the way for the appointments by denying the motion of L.F. DeRamus, railroad trustee and chief executive officer, to hold the reorganizations proceedings open pending congressional action on bankruptcy remedial legislation.

The Monon Route, officially known as the Chicago Indianapolis & Louisville Railroad Co., has been in receivership. Col. Walter J. Riley, East Chicago banker, served on the board of directors for many years.

## Indiana's Own Railroad (Editorial)

Vice-President Tom Marshall once said that what America needed was a good 5-cent cigar. Maybe if Tom were living today he would decide that what Indiana needs is to have the Monon railroad run like it used to be.

There was a day when Indiana's own railroad was well worth the ride thereon. Even the menu cars of the Monon diners proudly boasted what George Ade said—that as a boy he looked forward to the golden days when he could take a ride on the Monon.

In the gold old days the Monon maintained a comfortable and adequate train service between Chicago and Louisville, French Lick and such intervening points as Hammond, Lafayette and Indianapolis, not forgetting passenger service for Dyer, Cedar Lake and Lowell in Lake County. And the railroad served well the two great universities of the Hoosier state, Purdue and Indiana.

For some years the Monon has been in receivership but is now being reorganized and the management has been authorized to purchase modern equipment, including big Diesel locomotives to replace the present steam engines.

In recent years the Monon has curtailed passenger service, discontinuing its famous Hoosier Limited between Chicago and Indianapolis. It cut off one of its original routes, the line from Monon to Michigan City and quit serving French Lick and West Baden. As time went on this or that train disappeared and late last winter things became worse than ever.

Now this is the kind of service Indiana people are getting on the few trains that are available. Take for instance the Hoosier Special, leaving Chicago for Indianapolis each morning. A Hammond passenger en route to the state capital can enjoy breakfast on the train but when it comes time for lunch the diner has vanished. Returning on the same train in the evening he discovers the diner will be picked up at Monon with coaches of the Louisville train. The diner will be packed when it is hooked the Indianapolis and Lafayette passengers are lucky if there is anything left to eat or drink.

Some time ago the Hammond Chamber of Commerce stepped into the situation and enlisted the cooperation of the Indianapolis and other chambers of commerce, including the state organization.

Would it not be well for the Hammond chamber to revive the fight to compel the Monon railroad to restore creditable passenger service along the lines followed when it was managed by men who knew the railroad business?

**February 9, 1946**

*Hammond Times*

### Monon Railroad Receiver-Trustees To Sell New Stock

Three new trustees who will reorganize the Monon Railroad will act only in the sale of the new stock, an official of the line said today.

Appointed by Federal Judge Michael L. Igoe of Chicago last Friday, the trustees will direct the disposal of the new stock in an orderly manner, rather than throwing it on the market.

After the stock sale is completed, a new board of directors will be selected by the stockholders, and the directors, in turn, will name the operating officers.

The railroad has been in receivership since 1933 and the reorganization plan finally was approved late last year.

**March 8, 1946**

*Vidette Messenger*

### Killed By Monon

Bedford, Ind., Mar. 8—Rites were arranged today for Charles Rout, 60, who was killed yesterday when he was struck by a Monon railroad train as he walked along the tracks.

**April 12, 1946**

*Hammond Times*

### Monon Plan Is Approved

Chicago, April 12—Federal Judge Michael J. Igoe today approved a 10-year reorganization plan for the Chicago, Indianapolis & Louisville Railroad and appointed three trustees to interest a buyer or user.

Igoe named as trustees Homer J. Livingston, executive vice president of First National Bank; Arthur T. Leonard, vice president of the City National Bank, and John D. Dwyer, of Otis & Co.

Igoe set May 1 as the effective date of the reorganization plan recommended by the Interstate Commerce Commission. He denied a motion to delay the reorganization and scheduled a hearing for an order on the turnover for April 24.

The 328 mile railroad, known as the Monon Route, runs from Chicago to Louisville through Evansville. Under the reorganization plan the trustees will seek to interest major railroads in using the trackage or to find a purchaser of the railroad's securities.

### **April 15, 1946**

*Hammond Times*

#### **Reopen Monon Hearings Today**

Bedford, Ind., April 15—A hearing on the proposed reinstatement of night passenger trains on the Monon railroad was scheduled to reopen here today.

A March 29 hearing was postponed when members of the Indiana Public Service Commission were called back to Indianapolis for an emergency session.

### **April 17, 1946**

*Hammond Times*

#### **Witnesses Plead For Monon Rail Service**

French Lick, Ind., April 17—French Lick and Paoli citizens, from bank president to hotel porter, had added their testimony today to the plea for the return of Monon railroad passenger service discontinued last March on a war order.

The Indiana Public Service Commission, which is holding the public final arguments at the commission office in Indianapolis.

James M. Tucker, of Paoli, former Indiana secretary of state, conducted the French Lick hearing, at which witnesses told of the difficulties caused in communication and transportation of discontinuance of a Monon spur line from Orleans.

Attorneys for the railroad contend that losses in passenger operations do not permit replacing the trains. The Monon is being reorganized after bankruptcy procedures.

### **May 3, 1946**

*Vidette Messenger*

#### **Long Bankruptcy Period For Monon Railroad Is Ended**

Chicago, May 3—A 13-year bankruptcy period ended yesterday for the 99-year-old Monon route and new directors of the reorganized railroad said it would modernize with diesel power.

Since 1933, the federal court through its trustees has operated the Chicago, Indianapolis and Louisville railroad.

The Monon's New President, John W. Barriger, chief operating officer of the Toledo, Peoria and Western railroad, said new directors for the Monon include; W.L Lyons Brown, Louisville, president of Brown-Forman Distillers Corp.; Howard Greer, Indianapolis, vice-

president of Kingan and Company and George W. Henley, Bloomington, Ind., Lawyer and University of Indiana trustee.

**May 12, 1946**

*Hammond Times*

### Monon Rail Hearing Monday

Bedford, Ind., April 12—The Indiana Public Service Commission will resume its hearing on Monon railroad passenger train schedules Monday at Bedford.

The Monon contends it should not be required to restore six war-abolished night passenger trains, while cities along its routes are demanding that the services be resumed.

**May 31, 1946**

*Hammond Times*

### New President Of Monon To Bid For Freight Business

John W. Barriger III, elected president of the Monon railroad on May 1, learned long ago that a railroad makes money chiefly because of having heavy freight traffic.

Therefore, the 46-year-old son of a railroad pioneer is expected to modernize the Monon's freight-carrying system first and go after that end of the business with gusto.

The Monon, just emerged from a 13-year-old federal receivership, now has a president who at one time was probably responsible for forcing it into bankruptcy.

The story, as told in Finance magazine, is this; Barriger, as chief examiner for the Reconstruction Finance Corporation, was charged with the study of railroads that applied for RFC loans, and on his recommendations, the loans were granted or refused.

Several years ago, the Monon applied for a loan.

"At that time," says Finance, "its plight seemed so hopeless that he turned thumbs down on the application for a loan. Little did he think at that time that years later he would be named as president of the railroad..."

When Barriger came to the Monon, he did not bring a staff but retained the crew of officials and workers that was in.

"All I brought with me was my hat," he said.

Barriger impressed upon the staff that "safety" should be the corner stone of Monon policies and that the future of the line depended upon every officer and employee becoming "traffic minded."

The Monon starts out in a strong financial condition with more than \$13,000,000 and relatively little in the way of fixed charges, Finance states.

Barriger, a native of Dallas, Tex., decided at the age of 15 to make railroading his life's work. While living in St. Louis, he was editor of his high school newspaper and wrote a story about the Pennsylvania railroad.

A copy eventually reached the president of the railroad who offered young Barriger a job. He accepted a summer job while attending Boston Tech and on graduating at the age of 21, he

went with the railroad. He handled nearly every kind of railroad job while with the Pennsylvania.

After a few years he made up his mind to learn the financing end of the business. He took a position with a large New York banking house, and later with an investment trust composed of rail securities.

He later became chief of the railroad division of the RFC, and resigned in October, 1941, to go into private business. In 1942, the ODT drafted Barriger to serve as federal manager of the strikebound Toledo, Peoria & Western railroad. He straightened out its affairs in a surprisingly short time and returned to his own business on Jan. 1, 1943.

## **June 14, 1946**

*Hammond Times*

### **Monon Chiefs Plan Better Service Here**

John W. Barriger III, newly elected president of the reorganized Monon railroad, stopped briefly in Hammond today and predicted better things for the line as soon as new equipment can be had.

Barriger and the railroad's board of directors paused at the Monon station for 10 minutes during the course of a "look-see" tour of the line in a special train.

Planned by Barriger;

1. Resumption of afternoon service to and from Indianapolis on the Hoosier Limited, as soon as existing equipment can be conditioned. Present morning service will continue.

2. Eventual midnight service to Indianapolis.

3. Resumption of service to French Lick, Ind.

4. Use of Diesel-powered locomotives, now on order, expected to be delivered in October or November.

5. Streamline passenger trains, depending on when they can be bought.

"In the meantime," said Barriger, "we'll try to do the best we can with what we have. On this trip, we're taking a look at our problems and opportunities."

The dynamic little financier bounced off the train's rear platform ahead of the rest of the party and shook hands warmly with a Hammond welcoming group headed by Mayor G. Bertram Smith and James S. DeLaurier publisher of The Hammond Times.

The Hammond group which included E.D. Anderson, Frank Gorsline and Ed C. Hackett of the Hammond Chamber of Commerce, Don Beam Monon general agent in this district and Fred Crumpacker attorney joined the Monon officials on the train and went as far as Rensselaer with them.

A.T. Leonard, chairman of the Monon board of directors said the company is immediately concerned with improving passenger and freight service with existing equipment and facilities.

The railway inspection group today is touring the line from Chicago to Indianapolis with Hammond and other depots along the right of way included as stopover points. Tomorrow they will tour from Michigan City to French Lick Springs to termination of the tracks at Louisville.

Others besides Leonard who are conducting the inspection are J.E. Dwyer, chairman of the executive committee, H. J. Livingston chairman of the stock trustees and P.D. Armour, W.L.L. Brown, E.L. Grady, H.C. Greer, G.W. Henley, J.J. O'Lanhim(sp) and H.A. Smith.

**June 17, 1946**

*Hammond Times*

## Revival Of The Monon

All true Hoosiers will welcome the announcement of John W. Barriger, II, new president of the Monon Railroad, that he will restore to that line some of the passenger trains that disappeared in recent years, especially during the war. The first to be put back will be the 5 o'clock Hoosier Limited, famous for its food and hospitality.

On May 1, Mr. Barriger became head of the all-Indiana railroad after it had emerged from several years of court control due to financial difficulties. He comes to the railroad with extensive experience and a fine record. For instance, he was chief examiner of the railroad division of RFC and prepared the reports that cleared the way for the granting of one billion 300 million dollars in loans' to railroads in distress or requiring funds for rehabilitation. Prior to that he had a splendid railroad background.

The Times joins with the rest of the people of Lake county in wishing Mr. Barriger and the rejuvenated Monon a successful and prosperous career.

**July 2, 1946**

*Hammond Times*

## Repair Damaged Railroad Track

English, July 2—Some 400 feet of damaged track of the Monon railroad were repaired today after a southern railroad freight train derailed and caught fire early yesterday. Damage was estimated at several thousand dollars.

**July 11, 1946**

*Kokomo Tribune*

## Honored At Basket Dinner

Forest, Ind., July 11—Mr. and Mrs. O.L. Lewis of Los Angeles, who are visiting relatives and friends in Indiana and Ohio were honored with a basket dinner Sunday, July 7, at the home of Mr. and Mrs. Harry Mann near Forest.

Mr. Lewis also celebrated his 85<sup>th</sup> and Mrs. Lewis her 69<sup>th</sup> birthdays.

Mr. Lewis, a retired Southern Pacific railroad engineer, was formerly of Indianapolis, living in Lafayette, and was employed by the Monon railroad as an engineer.

**July 22, 1946**

*Hammond Times*

### Cities Advised On Monon Service

Indianapolis, Ind., July 22—Lieut. Governor Richard T. James, director of Indiana's Commerce and Public Relations department, advised officials of 16 Indiana cities today that the one-year-trial period of improved service by the Monon railroad was their opportunity for enlargement.

Under the public service commission order, the added train schedules are to be made permanent unless the trains are found to be operating at a loss at the end of a year.

Letters were sent by Lt. Gov. James to the following cities;

Hammond, Rensselaer, Monon, Monticello, Delphi, Frankfort, Sheridan, Lafayette, Crawfordsville, Greencastle, Bloomington, Bedford, Mitchell, Orleans, Salem and New Albany.

### Trains To Stop At Cedar Lake

Train stops at Cedar Lake have been arranged by the Chicago, Indianapolis & Louisville Railway—the Monon Route—it was announced today.

H.B. Willis, general passenger agent, said two daily trains and one Sunday will add the Cedar Lake stop to their schedules "when there are passengers to get on or off."

The daily trains are No. 11, southbound leaving Chicago at 7:30 a.m. and Hammond at 8:40 a.m., arriving and No. 6 northbound, leaving Cedar Lake at 4:36 p.m. arriving in Hammond at 5:08 p.m., and Chicago at 5:45 p.m.

No. 14 northbound will stop at Cedar Lake on Sundays and Labor day starting July 28 and including Sept. 8.

**September 19, 1946**

*Vidette Messenger*

### Weed Cutter Killed

Bedford, Ind., Aug. 27—Rites were planned today for Kenneth Johnson, 25, who was killed yesterday when struck by a Monon railroad freight car while cutting weeds along the track.

**September 23, 1946**

*Kokomo Tribune*

### Misses First Sunday's Work

Orleans, Ind., Sept. 23—Yesterday was the first Sunday in 43 years that Azro Moss, a Monon railroad employee, was not at work. A change from a seven to six-day work week was responsible for the day of idleness.

**November 12, 1946**

*Mansfield News Journal*

From the general news section

Bucyrus—Frank E. Cheshire, former army colonel in command of Camp Millard here, has been appointed general manager of the Monon railroad system in Indiana, it was learned here today.

**November 13, 1946**

*The Sheboygan Journal*

Monon Route Executives In City Tuesday

John W. Barriger, Glencoe, president of the Chicago, Indianapolis and Louisville Railway company, the Monon Route, and other executives of the railroad visited Sheboygan Tuesday while en route to Oshkosh where Mr. Barriger addressed the Fox River Valley Traffic club Tuesday evening.

The railroad officials, a number of shippers from Sheboygan and Manitowoc, and members of the Association of Commerce traffic department had lunch at Wegner's Haldelberg club at noon. Monon representatives, in addition to Mr. Barriger, were F.W. Kuhn, general freight agent; Walter F. Smith, assistant general freight agent, and A.G. Manake, general agent. I.W. Whitaker, traffic manager of the Aluminum Goods Manufacturing company, Manitowoc, R.H. Craddock, traffic manager of the Rahr Malting company of Manitowoc, and T.J. McElligot, head of the grain department of the same company, were other guests of the luncheon.

Mr. Barriger, 46, is the youngest railroad president in the country, and practically his entire life has been devoted to work within the railroads or positions that are directly connected with various phases of rail transportation. During the thirties he was with the Reconstruction Finance corporation and considerable of his time was spent working on the Prince plan for the consolidation of railroads. During the war he was in full charge of the operation of the T.P. & W. railroad and prior to his appointment as president of the Monon, Mr. Barriger was connected with the Fairbanks Morse company at Beloit.

Mr. Barriger is a strong advocate of reducing grades to a minimum and widening of curves to permit high speed operations. Freight schedules on the Monon recently were revised so as to cut four to five hours from the time on runs between Chicago and Louisville, a distance of 325 miles.

The Monon will put high-speed, streamlined passenger trains in service late in 1947 or early in 1948. It is expected to have a running time of four and a half hours for the 325 mile route.

**December 27, 1946**

*Vidette Messenger*

## Monon Plans To Replace Locomotives With Diesels

Indianapolis—A \$13,000,000 program to replace all Monon railroad locomotives with diesel-powered engines has been announced by President John W. Barriger, III.

Barriger said the 68 remaining steam locomotives would gradually be abandoned and the road would be “dieselized” by mid-1948.

He said six new freight diesels would be added next week. Eventual completion of the program depended, Barriger said, on the extent of work necessary to roadbeds, many of which might not be capable of carrying diesel engines.

No new passenger trains were planned immediately, he said, but would depend entirely on business on present passenger runs.

**January 5, 1947**

*Logansport Press*

## Monon Railroad Purchases 20 Cars

Indianapolis, Jan 4—Frank E. Cheshire, general manager, announced today purchase by the Monon railroad of twenty surplus army hospital cars which he said will be converted into passenger cars to replace some of the old rolling stock now in use.

The cars cost \$16,500 each and about \$15,000 more will be spent on each to convert them to civilian use, Cheshire said.

**January 8, 1947**

*Logansport Press*

## Inaugurate Diesel Power On Monon

Indianapolis, Jan. 7—Inauguration of diesel power on the main line of the Monon railroad was celebrated today at an Indianapolis Chamber of Commerce luncheon.

Monon president John W. Barriger said the line hopes to complete the Dieselization program by early 1948.

C.R. Osborn, general manager of the Electromotive Division of General Motors Corp., told the luncheon group that all persons interested in railroad progress will be watching the Monon decision to convert all motive power to diesel equipment.

**January 9, 1947**

*Kokomo Tribune*

Obit

Windfall, Jan. 9—Robert “Bob” S. Sholty, 74, who was born and reared in this community, died Wednesday morning at his home in Anderson, according to a message received here by his brother, W.E. Sholty. No details of his illness were learned.

The deceased was a son of George and Rebecca Sharrett Sholty and was born March 12, 1872, west of Windfall. As a young man he went to Carroll County and took employment with the Monon railroad, later going to the Big Four road, where he was employed as a conductor at the time of his retirement a few years ago.

Surviving are the widow who was Elizabeth Downs of Delphi before their marriage, a son, William Edward Sholty of Pendleton and two brothers, W.E. Sholty of Windfall and John H. of Indianapolis.

Funeral arrangements have not been learned.

### **January 12, 1947**

*Logansport Press*

#### **Double Parks And Train Clips Auto**

Lafayette, Ind., Jan. 11—Roscoe Brown Jr., of Brookston, found it expensive to double park on a Lafayette street. While purchasing a pair of shoestrings, he left his car double parked on a street through which the Monon railroad tracks run. A switch engine side-swiped the car, causing damage estimated at \$48.

### **January 15, 1947**

*Vidette Messenger*

#### **Runs Diesel Locomotive**

The Monon Railroad Co. pioneered its first diesel powered locomotive over its branch through San Pierre last Thursday at 12:30 p.m. It was a beautiful streamlined affair, cream colored and bearing the inscription, “Hoosier Lines.” It is rumored that the company will be using diesel power on all its lines in the very near future. It is also rumored that we have new steel rails on the branch line to better accommodate this type of locomotive.

### **January 29, 1947**

*Logansport Press*

#### **Full Crew Law Argued In Assembly**

Indianapolis, Jan. 28—The Senate Railroad Committee listened today to two hours of testimony for and against repeal of the 1937 Indiana “Full Crew” Train Law and then deferred until tomorrow action on a bill wiping out that statute.

Half a dozen representatives of railroads assailed the full crew law as “unnecessary and costly” and pleaded for passage of the bill which would repeal it.

Before sympathetic galleries which cheered after each speaker, representatives of the railroad brotherhoods termed the law “reasonable and practical” and urged that the repealer be defeated.

Senator Hoyt Moore (R-Indianapolis), ranking committee member who presided in the absence because of illness of Chairman Senator J.W. Atherton (R-Indianapolis), said the committee would meet tomorrow to act on the bill.

John W. Barriger, of Chicago, president of the Monon Railroad, told the committee “mere numbers of men on a train do not increase safety.”

“Excess brakemen do no more to stop accidents that back seat drivers,” Barriger asserted. He described the 1937 statute as “an excess crew law.”

Ray C. Gilbert of Indianapolis Indiana, representative for the Brotherhood of Railroad Trainmen, asserted that twenty other “progressive states” have full crew laws.

“The extra brakeman is a necessary man,” Gilbert said, “Necessary for the safety of the train.” He denied categorically that the law “worked a financial hardship on the railroads.”

## **February 6, 1947**

*Dixon Telegraph*

### **Lunch Time**

Bedford, Ind.—Crew members of a Monon railroad passenger train decided their passengers would rather be five and one-half hours late and well fed than five hours late and hungry.

The train was five hours behind schedule because of bad weather when the crew stopped the dinerless train in the public square. The 30 passengers dashed into nearby restaurants for quick meals.

## **March 12, 1947**

*Vidette Messenger*

### **Wins Essay Contest**

In the recent contest conducted by the Monon Railroad Company in all counties through which the road passes, Miss Barbara Clawson’s essay was pronounced the winner for Starke County. The contest was titled “Monon’s Contribution to 100 Years of Indiana’s History.” As a reward for her achievement, Barbara, along with winners of other counties in the contest was given a three day’s trip to French Lick, with all expenses paid. Each winner was also entitled to take a friend with her, the friend’s expenses also being paid by the railroad. Miss Catherine Hickman accompanied Barbara. They left from Chicago Friday morning and returned Sunday evening.

## **March 17, 1947**

*Logansport Pharos-Tribune*

## Price Final Rites Today

Monticello, Ind.—Funeral services for Charles William Price, 73, of Burrows, will be held at 2:30 o'clock Monday afternoon at the Miller funeral home at Idaville. The Rev. Virden Graham will officiate and burial will be in the Idaville cemetery.

The late Mr. Price, formerly a resident of Idaville, died Friday night at his home in Burrows. He was a retired Monon railroad conductor.

Born Jan. 19, 1874, in Idaville, he was the son of Aaron and Sarah Rutherford Price. He had spent his entire lifetime in White and Carroll counties. For 18 years he served as conductor on the Monon Railroad and was retired after suffering an injury.

Surviving are; the wife, Daisy; a son, Lacy Price, of Lafayette; a daughter, Mrs. Laura Albright, of Lafayette; five step-children, Clay and Arnold Hufford of Lafayette, Mrs. Ivan Minthorn of Lucerne, Mrs. Clifford Elder of Kokomo; a sister, Mrs. Guy Moore, of Idaville, and three grandchildren.

The body remains at the Miller funeral home at Idaville where friends may call.

## March 17, 1947

*Vidette Messenger*

## Two Gift Books

The Wanatah Public Library has received two copies of the book "A Pioneer Indiana Railroad." These were presented by J.W. Barriger, president of the Monon railroad, through the local agent, Mrs. B.F. Shaw. Both copies are autographed by Mr. Barriger. The book was written by Frank F. Hargrave, professor of Economics at Purdue University and the gift is especially appreciated because they were received during the Centennial Anniversary year of the Monon Railroad.

## March 24, 1947

*Logansport Pharos Tribune*

## John Gray Succumbs

Delphi, Ind.—John M. Gray, 80, a retired claim agent of the Monon railroad, died at 6:45 o'clock Sunday morning at his residence at Battle Ground.

The son of John K. and Elizabeth Trueblood Gray, he was born in Racine, Wisconsin. He was a member of the Masonic Lodge and the Knights Templar at Chicago.

Surviving are; the wife, Pauline; a son, Frank L. Gray, Gary, Ind.; a sister, Mrs. Jennie Fratz, of South Bend, and several grandchildren.

The body will be removed to the residence Monday morning from the Grimm Funeral Home here. Friends may call after noon Monday.

Funeral services will be held at 2 o'clock Tuesday afternoon at the residence in Battle Ground with the Rev. Roberts of the Battle Ground Methodist Church officiating. Burial will be in the Greenview cemetery at Lafayette.

### **March 25, 1947**

*Logansport Press*

#### **Farm Train Visits Delphi**

Delphi, March 24—Labor saving and improved living accommodations will be featured in the Purdue Farm and Home Special train coming to Delphi via the Monon railroad Tuesday morning, March 25, from 9 to 12 a.m.

The 14 car special train will have eight cars filled with 23 Purdue University exhibits. More than specialists from the University will explain exhibits and answer questions of farmers and home makers.

Residents of Carroll and surrounding territory are invited to come to Delphi to see this unusual educational exhibit including model farmstead layout, farm water system, garden planting, chemical weed killing, farm stock pond, controlling rodents, soil conservation, models of mow hay driers and many others.

The special was in Monticello Monday evening. This is the final week of a four week over state by train.

### **March 26, 1947**

*Logansport Pharos Tribune*

#### **Switch Engine Kills Worker In Monon Yards**

Monon, Ind., March 26—Orville B. Smith, 48, of Lowell, was killed in the Monon railroad yards here Tuesday when he was struck by a switch engine during the snow storm.

He was cleaning the snow off the switch in the yards and did not see or hear the engine which was switching a coal car. Although a fellow workman called to him, Smith could not hear him because of the high wind.

His right leg was almost severed.

The deceased was born in 1899, in Jasper County, the son of Theodore and Geralda Long Smith. He had been working in the yards only about a week. Surviving are the widow and several children, including a son in the military service.

The body was removed to the Henry Funeral Home in Monon and then was taken to the Sheets Funeral Home at Lowell for final rites.

### **April 2, 1947**

*Logansport Press*

#### **Delphi Man Hurt At Monticello In Fall From Bridge**

Paul Randolph, 34, of Delphi, is in Cass County hospital, in serious condition following a 30 foot fall from the Monon railroad bridge at Monticello at one o'clock Tuesday.

A steel worker, he is employed by the W.J. Howard Construction Company, of Chicago, which is working on railroad bridges in nearby counties.

He is said to have a possible fractured skull, neck and chest injuries.

The Prevo ambulance of Monticello brought the injured man here.

## **April 16, 1947**

*Logansport Pharos Tribune*

### **Services Thursday For Bernard Roadruck**

Brookston, Ind., April 16—Final rites for Bernard Elden Roadruck, 49, of two and a half miles southwest of here, who died at the Home Hospital, Lafayette, will be conducted at 2 o'clock Thursday afternoon at the Thompson Funeral Home at Brookston.

The Rev. R.S. Dougherty will officiate. Burial will be made in the Odd Fellows cemetery at Brookston.

The deceased was born June 12, 1897, on the farm home where he resided at the time of his death. He was employed at the Monon railroad shops in Lafayette and was a member of the Methodist Church and the Brotherhood of Railway Trainmen.

The widow, the former Elizabeth VanCamp, to whom he was married on Oct. 23, 1920, survives.

Friends may call at the Thompson Funeral Home until this evening when the body will be taken to the Roadruck residence, where friends may call. The body will be returned to the funeral home at noon Thursday.

### **Final Rites Thursday For Ira A. Gray, 77**

Monon, Ind., 16—Funeral rites for Ira A. Gray, 77, who died at his home here, will be conducted at 2 o'clock Thursday afternoon at the Henry Funeral Home. Burial will be in the Monon cemetery.

Born May 11, 1877, in Monon, the son of Robert M. and Mary Gray, he attended the Monon schools and spent all his life in White County. He was a retired Monon railroad conductor, having served on both branches of the Monon railroad for forty-three years. He retired October 1, 1937. He was a member of the Brotherhood of Railroad Trainmen, lodge No. 402 of Lafayette. He was united in marriage in 1892 to Mary Emma Kline of Rensselaer. She passed away in January, 1942. He later married Jennio P. Gray on December 29, 1943, in Los Angeles, California.

Surviving are the widow residing in Monon; two sons, Ralph B. of Monon, Gerald Kenneth, of Monticello; four daughters, Mrs. Madaline Bailey, of Columbus O., Mrs. Frances Coleman of Indianapolis, Mrs. Dorothy Carney, of Logansport, and Mrs. Virginia Hughes, of Indianapolis; eleven grandchildren: two great grandchildren and a sister, Mrs. C.E. day, of Chicago.

The body was removed to the Henry Funeral Home where it will remain and where friends may call.

**April 24, 1947**

*Logansport Press*

Hit By Train

Rensselaer, Ind., April 23—Leslie Geest, 26, of Fair Oaks, was killed today when a Monon railroad train hit his truck in Pembroke.

**May 1, 1947**

*Berkshire Evening Eagle*

College On Wheels

New York—The New York Central railroad and Purdue University have joined hands to give Indiana's farmers a taste of college.

The Monon Railroad is helping, too. The Central offered Purdue a free train to teach the latest agricultural saving methods. The university agreed to fill it up with down-to-earth exhibits of farm and home short cuts, take along specialists to answer questions. The train stopped at 43 towns on the New York Central, 13 more on the Monon. The "short course on wheels" attracted 66,415 rural folk. Its ultimate purpose: to help teach farmers how to make more money—and thus more business for the railroads.

**May 13, 1947**

*Logansport Pharos Tribune*

Services Wednesday For George McKinley

Monon, Ind., May 13—Funeral rites for George McKinley, 63, retired Monon Railroad lineman, who died at his residence two miles northeast of Buffalo, will be conducted at the Henry Funeral Home here at 3 p.m., Wednesday, Rev. Alvin Hall officiating. Burial will be in the Buffalo cemetery.

The deceased was born Oct. 15, 1883. He was a member of the Buffalo Christian church and was employed by the Monon railroad for twenty-eight years, retiring two years ago.

Survivors are the widow, Lottle; two daughters, Mrs. Paul Mavity, Monticello, rural route, and Mrs. Herman Eastwood, Griffith, Ind.; eight grandchildren, a brother, Stephen McKinley, Francesville; two sisters, Mrs. Edward Grass, Francesville, and Mrs. Aron White, Winamac; and his 93-year-old father, Alfred C. McKinley.

The body is at the Henry Funeral Home where friends may call.

**May 27, 1947**

## Services Wednesday For Fred H. Baker

Monticello, Ind., May 27—Funeral rites for Fred H. Baker, 50, of Monon, who died at his home in Monon, will be conducted at 2 o'clock Wednesday afternoon at the Guernsey Methodist Church, Rev. George Thompson officiating. Burial will be in the Bedford cemetery.

Prayer services at 1:30 p.m. at the residence will precede the funeral.

Born Sept. 27, 1896, at Reynolds, the deceased was the son of Henry and Martha Darrow Baker. Seven years ago he moved from the Guernsey neighborhood to Monon, where he had been employed in the freight transfer platform of the Monon railroad. He was a member of the Monticello Encampment and the Monon Odd Fellows Lodge.

Surviving are the widow, Nell; two daughters, Mrs. Carl Dahlenberg, Jr. Monticello, Mrs. Keith Culp, Rensselaer; two half-brothers, Frank Baxter, Reynolds and Mark Gray.

Friends may call at the residence.

## **June 2, 1947**

*New Castle News (PA)*

### “Train Of Tomorrow” Formally Unveiled

Chicago, June 2—The “Train of Tomorrow” was formally unveiled here recently.

General Motors put on public exhibition its four-car diesel powered train designed to give the traveling public greater traveling comfort and enjoyment.

The train was conceived and built with an eye on the railroads' problem of wooing the traveler to the steel ribbons criss-crossing the nation. This despite GM's position as a manufacturer of automobiles and busses.

GM's “Train of Tomorrow” was placed on public exhibition in Chicago's Soldiers Field today, after a “Shakedown” run to French Lick, Ind., over the Monon Railroad.

The train has some 30 railroading “firsts” incorporated into its four required types of cars—diner, sleeper, coach and observation.

The most radical innovations are the “astra-dome” on each car, a new method which eliminates side-sway and the four floor levels.

The varying floor levels make possible the astra-dome, and the method of suspension makes riding in the astra-dome possible for passengers who might possibly suffer sea-sickness from a side-sway.

Each of the four astra-domes is actually a glass-enclosed penthouse, seating 24 persons in comfortable and adjustable lounge chairs.

The traveler is afforded a view in all directions, including straight up. The windows are made of heat-resistant, non-glare glass, protecting passengers from a hot glaring sun.

The train is sound-proofed, and each car has its individual air-cooling system.

No matter what it may or may not be to the traveling public and to the railroads, the “Train of Tomorrow” is a housewife's dream of modernity and comfort and efficiency. It is streamlined inside as well as outside.

Curved surfaces are utilized to eliminate dark, sharp, dust catching corners.

The floor and wall coverings are of a surface so treated that finger prints, and ink and lipstick stains and other marks easily be washed away.

Flourescent lighting is used throughout, and virtually all windows are "picture windows."

The galley is all-electric.

The train has a public address system, and a telephone over which passengers may make and receive calls to and from home or office.

After being down in Chicago, the train will be taken to Detroit, where it will be placed on exhibit June 2. It will be shown throughout the nation in the summer and fall months, and eventually will be sold to a railroad.

## **June 3, 1947**

*Vidette Messenger*

### **Brakeman, Fireman Die; Others Hurt**

Lafayette, Ind., June 3—Two trainmen were killed and two others injured badly when two diesel powered Monon railroad freight trains collided head-on 10 miles north of here before dawn today.

The bodies of a fireman on one of the trains and a brakeman on the other were pinned in the wreckage of the engines and buried under tons of twisted metal, coal and farm machinery.

Fuel oil from the locomotive's tanks soaked the debris. It kept rescuers from recovering the bodies with acetylene torches.

The dead were identified as W.K. Young, Lafayette, a fireman on one of the trains, and J.K. Robinson, Lafayette, a brakeman on the other.

The engineers of both trains, R.B. Tully and H.E. Meeker, Lafayette, were taken to St. Elizabeth's Hospital. There they were reported in serious condition.

The accident happened a mile north of the village of Battle Ground, Ind., about 10 miles north of Lafayette.

Locomotives of both trains were demolished by the force of what appeared to be a terrific impact.

The bodies of Young and Robinson were pinned in the wreckage. Rescue workers could not remove them immediately because oil drenched the bodies and the debris, preventing the use of acetylene torches to cut away twisted metal.

Robinson and Tully were members of the crew of the southbound freight. Young and Meeker were on the northbound train.

Robinson's body was not found until sometime after the crash. Later it was located in the wreckage.

Six crew members, three on each train, escaped injury. State police listed the uninjured on southbound train No. 75 as Fireman Ross A. Manne, Conductor William A. Burns and Brakeman D.F. Hicks, all of Lafayette.

R.W. Baker, chief clerk in the office of the superintendent of the railroad's Lafayette office, said an investigation would open "immediately."

Ten or 12 freight cars, all except one of them loaded with coal, were derailed. Some of the cars overturned and their cargoes were scattered over the rails and the railroad right-of-way.

One of the cars was loaded with farm machinery.

The locomotives were diesel powered engines reported to have been added to the railroad's rolling equipment only recently.

The Monon is an "all-Indiana" line running between Indianapolis and Chicago. It is a division of the Chicago, Indianapolis and Louisville Railroad.

State police said the locomotives were "a total loss." They said the track was torn up so badly that it would be two days before traffic could be resumed.

## **June 4, 1947**

*Kokomo Tribune*

### **Finds Body Of Brother-In-Law In Train Wreck**

Phillip Opperman, a deputy internal revenue collector assigned to Kokomo, identified the body of his brother-in-law, James K. Robinson, 46, when it was found at 3:20 o'clock Wednesday morning in the wreckage of a Monon freight train near Battleground in Tippecanoe county.

An official of the Monon railroad blamed failure of a train crew to comply with written orders for the wreck which involved two diesel powered trains and killed three trainmen.

Frank E. Cheshire, vice-president in charge of operations, said crews of both diesel powered trains held written orders to meet at Ash Grove, 1 ½ miles north of the scene of the wreck.

"The train and engine crews of the southbound train failed to comply with that order, Cheshire said.

Killed in the accident were Hayden E. Meeker, 53, and William K. Young, 52, engineer and fireman on the northbound train, and Robinson, who was head brakeman on the southbound train. All lived in Lafayette.

Ray E. Tully, 62, also of Lafayette, engineer of the southbound freight, suffered a dislocated shoulder.

Opperman, who has lived in Kokomo about a year, participated in an all-night search for Robinson's body. The body was buried beneath one of the wrecked locomotives and Opperman said his brother-in-law apparently had jumped in a vain effort to escape.

Cheshire estimated damage in the 25 car pile-up at \$650,000 and termed it one of the worst freight wrecks in the Monon's history. He said at least 24 hours would be required to clear the wreckage from the Chicago-to-Louisville main line right-of-way.

## **June 21, 1947**

*Logansport Press*

### **Crossing Death**

Frankfort, Ind., June 20—A Monon railroad passenger train hit a car at a crossing a mile north of here today, killing the driver, Hamer Werts, of Frankfort.

**July 8, 1947**

*Logansport Press*

From the Monticello news section

Honoring the Centennial of the Monon Railroad, a banquet will be held July 11, at Roy Conrad's Sportsman Hotel. The Business Men and Business Women of Monticello will be the guests.

**July 11, 1947**

*Kokomo Tribune*

Net Player Killed

Bedford, Ind., July 11—Burchel Gilbert, 18, of Oolitic, former Needmore High School basketball player was injured fatally yesterday when his automobile was struck by a Monon railroad passenger train north of here.

**July 14, 1947**

*Kokomo Tribune*

Southeastern Indiana Hard Hit By Storm (Excerpt)

Flood waters washed out the Monon railroad right of way near Salem and two units of a three unit diesel freight locomotive were derailed and overturned. Seventeen freight cars also left the track. Monon railroad officials said traffic would be restored in 24 hours.

**July 14, 1947**

*Logansport Pharos Tribune*

From the Monticello news section

Business and professional men and women of Monticello were entertained by the Monon Railroad at the regular Friday noon meeting of the Monticello Luncheon club at the Sportsman Hotel, on the occasion of its 100<sup>th</sup> anniversary. Here for their birthday party were John Barriger, president of the Monon Route; F.E. Chesire, vice-president of operations; Paul Sullivan, manager of the real estate department; V.C. Golden, general mechanical assistant to the vice-president; D.H. Steiner, superintendent of signals and communications; C.C. Shoulty, superintendent of transportation; John McGee, Centennial director.

Attending the special occasion were also officials from the Pennsylvania railroad, Logansport division, A.L. Hunt, superintendent; H.D. Armstrong, supervising agent, who

attended with S.O. Anderson, local agent who retires August 1<sup>st</sup> after 49 years service with the Pennsylvania, 29 years as Monticello agent.

The group of songs written especially for the Centennial by Mr. McGee, were introduced featuring “Up and Down The Monon” and “Monticello Moon.” The series of eight special Centennial musical compositions were first introduced at the Monon Centennial show of the Indiana Society of Chicago held in Chicago recently.

### **July 15, 1947**

*Kokomo Tribune*

#### **State Flood Damage Near Million Dollars (Excerpt)**

C.C. Shoulty of Lafayette, superintendent of the Monon railroad, estimated another \$70,000 damage resulted from a roadbed washout along the Blue river near Salem, that derailed a 17 car Monon freight train. Monon officials said rerouting over the Pennsylvania railroad might be necessary for several days while the wreckage is being removed and the line repaired.

### **July 15, 1947**

*Logansport Press*

#### **Monon's Oldest Train To Be Put On Display**

New Albany, Ind., July 14—The Monon railroad will put its past and present on display in an elaborate centennial celebration here July 27-30.

The four-day whirligig will include fireworks, dancing in the streets and band music. The railroad will display its oldest trains, its newest trains and \$75,000 worth of model trains. Those who find trains boring can browse through exhibits of photography, industrial developments, or antiques.

### **July 16, 1947**

*Logansport Press*

#### **Body Of Man Found In Railroad Gondola**

Michigan City, Ind., July 15—The body of a man about 38 years old was found today in a gondola car of a Monon railroad freight train here and authorities said he apparently had been crushed by the shifting of the steel cargo in the car.

In the victim's clothing officers found papers bearing the name Willie Lee Kelly and the address, Chattanooga, Tenn.

The coroner said the man had been dead about 48 hours.

### **July 26, 1947**

*Logansport Pharos Tribune*

## Wreck Caused By Engineer

Washington—A drowsy engineer yesterday was blamed by the interstate commerce commission for a recent Monon Railroad freight train wreck near Lafayette, Ind., in which three crewmen were killed.

**July 27, 1947**

*Logansport Press*

## Monon To Show Old Engine As Part Of Birthday Program

New Albany, Ind., July 26—The oldest serviceable locomotive in the United States will come ‘round the bend here Wednesday, signaling the climax of a four-day celebration commemorating the 100<sup>th</sup> anniversary of the Monon Railroad.

The locomotive, the William Mason, is a 91 year old Baltimore and Ohio engine which will make a four-day pilgrimage along the Monon’s right of way, starting at Hammond tomorrow.

Center of the celebration—a whirligig of fireworks, speeches, dances and exhibitions—will be in New Albany, where in 1847 the Monon, corporately known as the Chicago, Indianapolis, and Louisville Railroad, was founded.

During the celebration the railroad will display its oldest trains, its newest trains and \$100,000 worth of model trains. Exhibits of photography, antiques and industrial developments during the Monon’s century of service also will be shown.

Road officials, headed by President John W. Barriger, will be on hand at the opening of the ceremonies and the chief executives of Indiana, Illinois and Kentucky will arrive during the course of the celebrations.

Riding in honor on the William Mason will be Miss Ida Lou Stein, named “Miss New Albany,” and six New Albany high school girls who will serve as her court.

Entertainers will perform at each of the scheduled stops the train is to make on the pilgrimage, and local “queens” from each community will board the train along the route.

Monday will be “exhibition day,” with a dance, antique fair and model train display. “Youth day” is scheduled Tuesday, highlighted by a concert and a fireworks display. Climax of the celebration will come Wednesday—“Transportation day” at the old Monon station. Events will include addresses by the governors—Gates of Indiana, Green of Illinois and Willis of Kentucky—a parade and a meeting of the William Mason and a new Monon diesel streamliner.

The celebration will be held with the railroad back in the hands of its owners after 13 years in receivership.

**July 27, 1947**

*San Antonio Light*

## Monon Marks Centennial

Chicago, July 26—The Monon railroad, which bears an Indian name meaning “swift running,” tomorrow will mark its one-hundredth birthday, and will use a 91-year-old Baltimore and Ohio engine in the celebration.

The locomotive, the William Mason, and two ancient coaches will leave the Dearborn station on a four day pilgrimage through the Monon’s Chicago-Louisville territory.

**August 1, 1947**

*Logansport Pharos Tribune*

From the Delphi news section

Col. Frank Cheshire, vice president and operations manager of the Monon Railroad Company, will be the speaker at the 92<sup>nd</sup> annual Carroll County Old Settler’s picnic here on August 9, according to Atty. George Obear, president of the association. The afternoon program which is to furnished by the Monon company in celebration of its 100<sup>th</sup> birthday, will be held at the Delphi armory instead of the city park as in the past. A carnival in connection with the picnic will start Wednesday evening, August 6. The Baker Shows will stage the carnival as in past years.

A contest to secure the name of the first person to ride on the Monon through Delphi is being held. Also a story contest, “The Monon Story,” in which residents of the community are asked to jot down in 300 words or less their most interesting experience with the Monon. C.T. Amick and George McCain have been named as judges of the stories, which must reach Mr. Obear by Friday morning, August 8.

**August 11, 1947**

*Logansport Pharos Tribune*

Settlers Elect Ben Jackson (Excerpt)

Col. Frank E. Chesire, vice president of the Monon Railroad Company, was the guest speaker at the armory Saturday afternoon. He told of the earliest history of railroads and of the construction of the Monon in 1847-57.

Mr. and Mrs. John McGee of Florida had come the greatest distance, Mr. McGee is the author of the Monon songs sung by the Monon Melody Men.

Prizes given for the most interesting Monon story were won by Mrs. Elizabeth Jane “Jennie” Wolf, first; Mrs. George Cartwright, second; Dr. C.C. Crampton, third. Honorable mention went to: Frank Rees, C.H. Orr and Mrs. James Obear.

Those who won on their first trip on the Monon were; Frank E. Rees, who went from Francesville to Michigan City in 1875; Dr. Crampton to Monticello in 1879; Mrs. James Obear to Monticello in 1879 or 1880.

**August 26, 1947**

*Logansport Press*

## Monon To Have 350 New Freight Cars

Lafayette, Ind., Aug. 25—J.W. Barriger, president of the Monon railroad, said today orders have been placed for 350 new gondola freight cars. He said 300 high-side 50-ton cars for coal and stone will be made for Monon by the Pullman-Standard Manufacturing Company and 50 mill-type, 70-ton cars will be built by the Greenville Steel Car Co.

**August 29, 1947**

*Logansport Pharos Tribune*

## From the Delphi news section

J.C. Bussey, chief engineer for the Monon Railroad, was the speaker at the Rotary luncheon meeting Tuesday. He spoke of the Monon Company's plan to launch a huge improvement plan in the near future. One of the three major plans will include the elimination of grades and curves on the track here and the construction of new crossings over Deer Creek and the Wabash River. Survey parties have been in the field here and have laid out a number of reroutings and others may be made later. They will strive to eliminate heavy grades from both sides of the Wabash River near here and straighten the double curves which bring the tracks into and out of Delphi. The company also plans improvements at Cedar Lake and Lafayette, the total engineering costs of the several projects will amount to approximately \$9,000,000 Mr. Bussey said.

**September 17, 1947**

*Logansport Pharos Tribune*

## Crumbo Funeral Rites To Be At Lafayette

Monticello, Ind., Sept. 17—Final rites for George Franklin Crumbo, 70, who resided on the west side of Lake Freeman, south of Monticello, will be held at 2 p.m. Thursday at the Rogers-Henderson funeral home at Lafayette. Burial will be in the Springvale cemetery there.

Born in New Albany, May 31, 1877, he went to Lafayette when the Monon railroad shops were moved there and was associated with the Monon railroad for 47 years. He retired seven years ago.

He was a member of the Odd Fellows, K. of P., and Machinist lodge and belonged to the English Lutheran Church at Lafayette.

Surviving are the widow and the following children; Mrs. Roy Harper, of Muncie; Mrs. William Weaver, of Lafayette; Carl, of Lafayette and James Neat, of Winslow, Arizona; also seven grandchildren and two great grandchildren.

**October 14, 1947**

*Kokomo Tribune*

## 7 Are Arrested In Strike At Salem

Salem, Ind., Oct 14—Seven persons charged with attempting to prevent switching of freight cars into the strikebound Smith Cabinet company plant were free on bonds of \$50 each today pending a court hearing.

They were arrested yesterday by W.U. Stitzler(sp?), special agent of the Monon railroad, who charged the seven stood on the tracks in an effort to prevent freight cars from going onto the siding at the factory.

Stitzler said the railroad was “not taking sides” in the strike, but was forced by interstate commerce laws to fulfill its contract with the Smith firm.

**October 23, 1947**

*Logansport Pharos Tribune*

## Monon Man Passes Away

Monticello, Ind.—Jasper Alvin Carney, 68 years old, retired Monon Railroad Telegrapher, passed away at the family home in Monon Tuesday afternoon at 2:50 o'clock. Death was attributed to a heart ailment.

He was born July 24, 1879 in Cass County, the son of Soloman and Mary (Vernon) Carney, deceased, and was married to Effie M. Berkshire. He was a member of the Christian Church (Neulite) at Monon, the Bradford lodge 592 F and A.M. of Monon and of the Francesville Chapter 150 of the Royal Arch Masons.

Surviving are the wife, Effie M.; two sons, Clarence (Bill) Carney and Robert Carney both of Hammond; two daughters, Mrs. Ruth Winkley of Monon and Miss Mary Alice Carney at home; one brother, Julius Carney of Logansport; two sisters, Mrs. B.B. Eikelburner of Royal Center and Mrs. Sarah Powlen of Logansport; six grandchildren and two great-grandchildren; one son, John B. died four years ago.

The body is at the Henry Funeral Home in Monon where friends may call after 7 o'clock Wednesday evening until funeral services at the funeral home Friday at 2 o'clock with the Rev. Wm. M. Litterell of Frankfort officiating. Burial will be made in the Monon cemetery.

**October 28, 1947**

*Kokomo Tribune*

## \$10,000 Damage Suit Continued

Because of the absence, due to illness, of A.W. Bolton as local defense attorney in a \$10,000 damage action, the case was continued until January 27 in circuit court Tuesday. The jury had reported for duty but on the petition for continuance by defense counsel, Judge Cleon Wade Mount set January 27 as the trial date. The action involves the death of a five year old boy who was killed in a train-automobile crash near Horton on April 19, 1942. Gurney M. Clark is

plaintiff and the Monon railroad and Ralph Hutton, alleged driver of the automobile, are defendants.

## **November 1, 1947**

*Logansport Pharos Tribune*

### **Monon Railroad Will Help To Collect Food**

Monticello, Ind.—The coast tour of “The Train of Friendship” which will collect goodwill gifts of grain and other non-perishable food for hungry Europe will begin November 7<sup>th</sup> when it pulls out of Los Angeles, Cal.

In co-operation with the train, the Monon railroad desires to give the people along its right-of-way an opportunity to contribute their share of food for relief. To accomplish this aim the Monon will operate special cars in connection with this “Friendship Train.”

Warren W. Brown, vice president in charge of traffic, announces that the Monon’s special cars will operate on the following schedule starting from Louisville, Ky., going through Indianapolis and traveling over the route through Monticello and White county to Hammond.

The train will be at the Monticello passenger station on Wednesday afternoon, November 12<sup>th</sup> from 4:30 until 5 o’clock.

At Brookston the train will be at the Monon station Thursday, November 13<sup>th</sup> from 9:30 a.m. until 10:30 a.m.; at Reynolds, 11 a.m. to 11:30 a.m., and Monon 12 noon until 12:30 p.m.

## **November 4, 1947**

*Logansport Press*

### **Pick Up Food Nov. 10 – 13**

Indianapolis, Nov. 3—Special cars of the Monon railroad will make food pickups at passenger depots along its Indiana routes Nov. 10 – 13 for contributions for the train of friendship sponsored by the citizens food committee, Railroad officials announced today.

The contributions will be sent to Chicago to be transferred to the friendship train, which will make a cross-country trip from the west coast. The contributions will be sent to Europe.

Initial Monon pickups will be made Nov. 10 at French Lick and Paoli.

Other contributions will be picked up Nov. 11 at Indianapolis, Bloomington, Bedford, New Albany, Salem, Orleans and Mitchell.

Stops on Nov. 12 will be made at Greencastle, Crawfordsville, Lafayette, Michigan City, Westville, Lacrosse, Medaryville, Francesville, Ellettsville, Gosport, Cloverdale, Bainbridge, Roachdale, Ladoga, Linden, Sheridan, Frankfort, Delphi, Wanatah and Monticello.

On Nov. 13 stops will be made at Brookston, Reynolds, Monon Rensselaer, Lowell and Hammond.

## **November 12, 1947**

*Logansport Press*

## Bad Fire At Lafayette

Lafayette, Ind., Nov. 11—Newly arrived Christmas merchandise and the three-story Moore and Kemple Hardware store damaged by fire here early today, tying up traffic on the Monon railroad for two and a half hours.

Clifford J. Todd, manager of the store, owned by Mrs. Helen Baxter of Evansville, said damage to the building and stock would be between \$75,000 and \$100,000.

The blaze, apparently starting near an elevator shaft, shot upward and did most damage to the upper floors, where stock is stored.

Flames prevented rail traffic along the track in front of the store.

## December 2, 1947

*Logansport Pharos Tribune*

## Railroader Killed At Gosport

Gosport, Ind., Dec. 2—Two maintenance cars of the Monon Railroad collided near here yesterday, killing one man and injuring five other workers. The victim was George Neibel, 40, Gosport, who suffered a skull fracture when he jumped from one of the cars

## December 20, 1947

*Salt Lake Tribune*

## Engineer Receives New Appointment

L.F. Racine, divisional engineer for the Union Pacific Railroad Co., in Salt Lake City for the past 5 ½ years, has been appointed chief engineer for Chicago, Indianapolis & Louisville (Monon) Railroad.

Mr. Racine will take the new position Jan. 1. He will have headquarters at Lafayette, Ind.

## March 8, 1948

*The Daily Courier*

## New Heating Wrinkle

Chicago, Mar. 8—A railroad car with heated walls will be put in service soon between Chicago and Louisville. A Chicago firm developed radiant heating panels for the car, built for the Monon Railroad at Lafayette, Ind.

## April 12, 1948

*Logansport Pharos Tribune*

## From the Delphi news section

Dr. Charles C. Crampton is the most decorated physician in these parts.

The veteran Delphi physician has received many honors and much publicity for his more than 50 years of service to sick, injured and suffering in this community.

But, his latest recognition came recently at Lafayette when the Monon railroad presented him with a beautiful, diamond-studded "50-year pin" for a half century of service as the road's surgeon in Delphi.

The pin was presented by John W. Barriger of Chicago, president of the Monon at a huge banquet staged at Purdue when others from this section were honored for outstanding work with the company.

Another 50-year Monon employee is Charles Harner of Delphi.

### **August 7, 1948**

*Logansport Pharos Tribune*

#### **John Hicks, 89, Of Monon, Retired Railroader, Dies**

Monticello, Ind.—Services will be held at 3 p.m. Sunday at the Nickler Funeral Home in Monon for John Jarvis Hicks, 89, who died Friday morning at his home at the corner of Fourth and Linden streets in Monon after a six months' illness.

Friends may call at the funeral home. Burial will be in the Bedford cemetery.

Mr. Hicks was born October 11, 1859, in Martinsville, and married Elizabeth Gibbs December 27, 1880. He was a member of the Brotherhood of Maintenance of Way employees, and was a retired Monon railroad supervisor of track workmen. He had lived in Monon about 60 years and belonged to the Baptist church.

Surviving are the wife; a son, The Rev. Roy J. Hicks of Monon; a daughter, Mrs. E.W. Hufford, Gary; six grandchildren, and nine great-grandchildren.

### **August 21, 1948**

*Kokomo Tribune*

#### **Passengers Escape Injury**

Bedford, Ind., Aug. 21—Passengers on a city bus escaped with only seconds to spare yesterday when a Monon railroad freight train smashed the bus at a crossing here.

Driver ray Alien said the engine on the bus stalled on the crossing and he ordered the passengers out. They ran up a hill as the train struck the bus.

No one was injured. The train was delayed for several minutes.

### **September 4, 1948**

*Logansport Press*

## Monon To Speed Up Its Chicago Trains

Indianapolis, Sept 3—The Monon railroad expects to clip from 10 to 30 minutes from its Indianapolis-Chicago and Louisville-Chicago schedules, starting Sept. 26.

**December 7, 1948**

*Vidette Messenger*

## Dies In Freak Mishap

Bedford, Ind., Dec. 7—One man was still in critical condition today from injuries suffered in a freak accident in which a Monon railroad train struck a truck and overturned it onto a restaurant. Arthur Arney, 19, Bedford, a passenger in the truck was killed, and Robert Kelly, 19, also of Bedford, was critically injured.

**May 17, 1949**

*Vidette messenger*

## Named Vice President

Indianapolis—Howard C. Greer is vice-president for finance of the Monon railroad. Greer, an Indianapolis accountant, until recently was vice-president and general manager of the Kingan Packing Co. here.

**June 8, 1949**

*Oelwein Daily Register*

## Former Oelweinite To Help Korean RR Construction

A former Oelwein man, Lt. Col. Paul Oakes, Lafayette, Ind., has taken leave of absence from the Monon railroad to help his old commander in Europe, Gen. Clarence L. Burpee, in setting Korean railroads back on their feet.

Oakes was superintendent of motive power on the C.G.W. railway when he lived here.

Lt. Col. Oakes entered the Army Transportation Corps in 1943, and served with the Second Military Railway service in England, France, Holland and Germany. General Burpee, as commissioner of transportation in Korea, has called upon him to be his chief mechanical officer for all Korean railroads.

He left for Washington, D.C., on May 31 and then flew to Korea. His wife will follow at a later date.

**July 2, 1949**

*Logansport Pharos Tribune*

## Rites Tuesday for Amos Palmer, 71, Native of Logansport

Final rites will be held at 2 p.m. Tuesday at the Bradshaw funeral home in Lafayette for Amos J. Palmer, 71, a native of Logansport.

Mr. Palmer, a retired Monon railroad civil engineer whose home was at Dayton, Ind., died Friday morning at the Home hospital in Lafayette.

He was born in Logansport May 8, 1878, the son of George and Catherine Palmer, and graduated in 1898 from Logansport High School and then in 1903 from the Purdue University School of Engineering.

**July 7, 1949**

*Vidette Messenger*

## New Mental Hospital At Westville Will Be Among World's Best (Excerpt)

A Monon railroad spur has been extended from Westville into the hospital which is situated one mile south of Westville.

**July 19, 1949**

*Logansport Pharos Tribune*

## Rites Held At Monon For William A. Orr

Funeral services were held Tuesday afternoon at 2 o'clock at the Nickler Funeral Home at Monon for William Arthur Orr, 76, retired Monon railroad locomotive engineer, who died Sunday at the St. Elizabeth hospital after an operation. Burial will be in Indianapolis.

Surviving are the widow, Ellen; two sons, Arthur J. Orr, Indianapolis; one daughter, Mary Virginia, at home; and one sister, Mrs. Maude Woolery, Bloomington.

**July 25, 1949**

*Logansport Pharos Tribune*

## From the Delphi news section

W.J. Dooley, Monon railroad agent here who suffered a severe heart attack was taken to the St. Elizabeth hospital, where he remains in a serious condition. He suffered the attack at his room at the Frank Zinn residence.

**July 28, 1949**

*Vidette Messenger*

## Blaze Destroys Coal Stocks

Bloomington, Ind., July 28—An emergency tower containing 200 tons of coal burned early today at the Monon railroad yards. The loss was estimated at \$25,000.

**August 6, 1949**

*Logansport Pharos Tribune*

From the Delphi news section

Bert Reed, 46, of Poling, Indiana, suffered a broken leg, compound fracture of the right ankle, and a broken thigh bone when he fell Tuesday evening from the Monon railroad bridge at Pittsburg which is under construction. He was working on the cement piers when he fell. He was taken to the St. Elizabeth hospital in the Patrick ambulance.

**September 2, 1949**

*Logansport Press*

## Eliminate Trains

Indianapolis, Sept. 1—The Monon railroad today announced it will discontinue its overnight trains between Chicago, French Lick and Louisville Sept. 25 because of rising costs and declining revenue.

**October 22, 1949**

*Logansport Pharos Tribune*

## Death Calls Delphi Man

Delphi, Ind., Oct. 22—William D. Burroughs, 66, retired Monon railroad round house foreman, died at 11:15 o'clock Friday evening at his home north of Delphi, where he had resided for the past six years.

He was born on June 23, 1883 in Lafayette and married the former Blanche Zallman. Before coming to Delphi, he was stationed at Bloomington.

The deceased served in World War I and active in the American Legion. He was a member of the Masonic chapter of Delphi, Shrine and Eastern Star and the Elks of Lafayette. He also was a member of the Delphi Methodist Church.

Survivors include: his wife; one son, John, of Lafayette; three sisters, Mrs. W.O. Finnegan and Mrs. L.C. Stevenson, of Lafayette; Mrs. A. Dane, of Evanston; three brothers, Clarence, Clayton, and George, all of Lafayette.

Funeral services will be held at 2 p.m. Monday at the Patrick Briggs officiating. Burial will be in Springvale cemetery, Lafayette.

Friends may call at the funeral home after 6 p.m. Saturday.

**October 25, 1949**

*Logansport Press*

### Rites For "Don" Berry Former Local Resident To Be Held At Chicago

Funeral services will be held Wednesday in Chicago for Orlan M. "Don" Berry, 41, former local resident, who died Sunday evening in a Chicago hospital of a cerebral hemorrhage.

Born in this city December 4, 1903, he lived here until 25 years ago when he moved to Chicago. He was employed there as a mail clerk on the Monon railroad.

Survivors are his wife, Marjorie and two sons, Donald and Charles, also; three sisters and two brothers; Mrs. Lillian De Weese, Mrs. John Wiser, Mrs. Russell Coven, all of this city; Walter, Chicago; Everett, Denver, Indiana.

**October 29, 1949**

*Logansport Pharos Tribune*

### From the Monticello news section

The Monon railroad has laid a new asphalt platform and walk at the Monon depot.

**November 9, 1949**

*Logansport Pharos Tribune*

### Officers Seek Murder Of Railroad Man

Winamac, Ind., Nov. 9—State and county officers today sought the murderer of John Felz, 65, of Monon, retired Monon railroad brakeman, who was brutally beaten on the head and left dead in a ditch next to state highway 43, 500 feet north of the White-Pulaski county line.

Robbery was believed to have been the motive for the murder since both his wallet and railroad watch were missing when his body was found Tuesday morning by Frank Pearson of the Monticello state highway garage and two White county REMC employees.

Felz apparently was struck on the head by a blunt instrument and dumped from a car into the ditch where his body was found. There was no identification on his body and it was not until Tuesday night that the body was identified by Frank McCauley, proprietor of the hotel in Monon where Felz resided. McCauley said Felz had been missing from his room all day.

Dr. Harold Halleck, Winamac, serving as acting coroner, said death was caused by a blood clot on the brain. The victim had a deep cut on his chin and a gash on his head. He apparently died sometime late Monday night.

State Detective Sgt. Arthur Keiler said the elderly bachelor was seen in three taverns at Monon Monday between 4 and 7 o'clock, and that he flashed several bills in his wallet at the time, changing a \$10 bill at one tavern.

One witness, whose identity was not revealed, told officers that he saw an old model car parked near where the body was found Monday night and stopped to learn if the motorists were in trouble. The witness was told by one of the two men in the car that they were lost, Keiler said.

Felz had never been in any trouble and had a good reputation at Monon, it was reported. He had been retired two years and had resided in the hotel since Oct. 27, 1947.

Harry Querry, Francesville mortician, who had known Felz for 20 years, failed to recognize him when the body was taken to his undertaking establishment because of the head injuries Felz had sustained. There were no body bruises on the victim except for light scratches on his legs. His green trousers were ripped at the left hip.

Officials had only meager clues in their search for the murderer of Felz. A cousin residing in Monon is the only known survivor.

## **November 9, 1949**

*Logansport Press*

### **Murderer Seen In Death Of Resident Of Monon**

Winamac, Nov. 8—John Felz, 65, retired Monon railroad worker, found dead on state highway 43 in Pulaski County at 9:30 this morning, was apparently the victim of a robber and murderer, investigation was being continued tonight after Dr. H.J. Halleck, acting coroner, stated death was due to a blood clot on the brain. Injuries were bruises on the face and a three-inch cut on his head.

Apparently dead from ten to twelve hours, the victim's body was found in a ditch, ten feet from the pavement, three miles north of Monon by Frank Pearson, Monticello, Orville Gilmore and Leslie Cox of the White County REMC.

Taken to the Querry Funeral Home, Francesville, identity of Felz was not learned until in the evening when it was made by the proprietor of the Monon House, the hotel at which Felz had lived for the past two years.

Sgt. Arthur Keiler, state police detective, said Felz had been seen in three taverns at Monon Monday and had flashed several large bills in his wallet. The wallet and railroad watch he carried were missing.

Felz, a bachelor, had been a freight conductor on the Monon railroad for approximately 35 years, according to Ross Thompson, telegraph operator there. He retired about eight years ago on a disability pension and had lived at the hotel for the past two years. His only relative, Frank Felz, of Reynolds, a nephew, said last night he had not seen him for some time.

The hotel proprietor said the last he had seen of Felz was at 4:30 Monday afternoon. He was a man of regular habits and was generally in his room by ten o'clock every night. That made his absence Monday night particularly noticeable and was one reason the hotel man went to check the identity of the victim.

Felz, body was almost covered by leaves, with only the feet being exposed. Several people told state trooper Delvie Masterson that they had noticed the man lying there, but thought it was someone sleeping.

Sheriff Hubert Bollhauve, assisted by the state officers, is conducting the investigation.

## **November 10, 1949**

## Arrest Monon Slayer

Michigan City, Ind., Nov. 9—A 21-year-old Michigan City man was arrested for questioning today in the death of a 70-year-old retired Monon Railroad worker, and police said he admitted striking the older man.

Lt. George Miller, a city policeman, said he arrested Ralph F. Pritchett at his home at the request of State Police Sgt. Arthur Keller, who was investigation the case in Pulaski County.

Lt. Miller said Pritchett told him he left here Monday intending to visit his mother at Jasonville. He stopped at a tavern in Monon and met the railroader, John Felz.

Miller said Pritchett related that Felz invited him and they left the tavern in Pritchett's car. The officer said Pritchett said Felz made an improper proposal and he struck the old man, who fell out of the car.

Miller quoted Pritchett as saying he did not know Felz was dead. He returned to his home with his brother here instead of continuing to Jasonville.

Miller said he found a bloodstained shirt and sweater in a suitcase under Pritchett's bed. He said Pritchett explained that he got the bloodstains in the scuffle with Felz.

Felz's body was found yesterday morning beside state road 43 north of Monon in Pulaski County. Dr. Harold Halleck of Winamac said he had died of a skull fracture, at least 12 hours before he was found.

Sgt. Keller said Felz's wallet and watch were missing and he apparently had been robbed. He said the elderly man had been seen in three taverns at Monon Monday and had flashed several large bills in his wallet.

Andy Bollhauve, Pulaski County Sheriff, at Michigan City jail last night told The Press the following account of the apprehension;

The sheriff, state trooper Delvie Masterson and state police sergeant Arthur Keller, went to Monon Tuesday. There they obtained from a bartender a description of the youth who had been seen drinking with Felz, and the boy's name, but no information on his address.

A Monon woman gave them a lead to a Pritchett home in Jasonville, Indiana, where they went Wednesday morning, and there located Ralph's brother. The brother said Ralph would be at Michigan City at the home of another brother.

Michigan City authorities were advised by phone and found him there.

Checking on the car that Pritchett was driving, officers found the 1934 Pontiac had been left at San Pierre, forth miles south, when a rod blew out, but later had been picked up again by the suspect.

Pritchett, late last night, according to Sheriff Bollhauve, had not admitted the robbery, stating only that he had kicked and hit the older man. He was still being questioned.

Pritchett, they said, had no explanation for the absence of Felz' wallet and watch, the fact that his body was teen feet away from the road, and that it was covered with leaves excepting the feet. A diamond ring remaining on one of Felz' fingers was said to have fit so tightly that it couldn't have been taken off. Whether an effort to do so had been made was not evident.

Pritchett has no record in Michigan City, but is said to have served time at the penal farm from Indianapolis for drunkenness.

Since the death occurred in Pulaski County, he would be returned there for trial.

Final rites for Felz have been set for Friday at one o'clock at the Nickler Funeral Home, Monon, with burial in the Monon cemetery. The body remains at the funeral home.

## **November 15, 1949**

*Logansport Press*

### **Pulaski Jury Hears Testimony**

Winamac, Nov. 14—Pulaski grand jury, investigating the death of John Felz, retired Monon railroad man is expected to hear testimony Tuesday from Sheriff Hubert Bollhauve, Pulaski County; state police Sergeant Arthur Keller and Herman Erb, Pulaski County farmer.

Felz was found dead along highway 43 near the White County line last week. Ralph Pritchett, 26, of Michigan City, is being held in the Rochester jail in connection with the slaying.

Monday morning testimony before the grand jury called by Judge Robert Thompson was given by Delvie Masterson, state trooper and Dr. Harold Halleck, acting coroner.

Prosecutor George Collins stated the grand jury is expected to make its report Wednesday to Judge Thompson.

## **November 20, 1949**

*Logansport Press*

### **Indictment For 2<sup>nd</sup> Degree Murder**

Winamac, Ind., Nov. 19—Ralph F. Pritchett, 26-year-old Michigan City man, was indicted on a charge of second-degree murder today in the death of John Felz, 66, Monon.

Pulaski county grand jury returned the indictment at 3 o'clock this afternoon. No bond has been set. As soon as the warrant is prepared, it will be read by Sheriff Hubert Bollhauve, to Pritchett who is a prisoner in the jail at Rochester. Conviction on the charge could mean a life sentence.

Felz, a retired Monon railroad conductor, was found dead Nov. 8, beside highway 43, near the Pulaski-White county line. He had been beaten and death was due to a blood clot in his head.

Pritchett has not changed his original story, given the day of his arrest, one day after the murder. Questioned again Friday by Pulaski County Sheriff Bollhauve and State Trooper Delvie Masterson he re-iterated that he struck Felz, after the older man made an improper proposal.

Pritchett said he had left Michigan City the morning of Nov. 7, to visit his mother in Jasonville. He stopped at a Monon tavern and met Felz. Later he returned to Michigan City instead of going to Jasonville.

Charles Nugent, Monon bartender, remembered the younger man had given his name in the tavern. Sgt. Arthur Keller, state police detective, and Pulaski authorities, found a Monon woman who remembered a man named Pritchett from Jasonville.

They drove there, contacted Ralph's brother, and then ordered the arrest at Michigan City, driving there later that night to hear Pritchett's statement.

**December 6, 1949**

*Logansport Pharos Tribune*

## Rites In Monticello For William Douglass

Monticello, Ind., Dec. 6—Final rites for William U. Douglass, 77, Spanish-American war veteran, were conducted at 2 o'clock today at the Prevo Funeral Home, Rev. Blaine Kirkpatrick officiating. Burial was in Riverview cemetery.

Mr. Douglass was born April 24, 1872, in Norway, White County, the son of Alexander and Barbara (DeVol) Douglass. He attended the Monticello schools and for 42 years served as telegraph operator and dispatcher for the Monon Railroad until he retired 12 years ago because of his failing health.

The well known man first began work as a telegrapher with the Pennsylvania railroad at Winamac, and a short time later transferred to the Monon Railroad, serving with them at Monon, San Pierre, Medaryville and Hammond. Mr. and Mrs. Douglass were residing in Hammond when he retired from active duty and came to Monticello for residence at that time.

Mr. Douglass served in the Spanish American war, enlisting with the 7<sup>th</sup> Cavalry in 1898 in Denver, Colorado.

Mr. Douglass was married to Leota Clyde Wasser in 1900 in White County. He was a member of several organizations, the Veterans of Foreign Wars, Masonic Lodge, Order of the Eastern Star, Odd Fellows, Rebekahs, and Monticello Methodist church. The deceased was the last of a family of six children. Surviving him are the widow; two daughters, Mrs. Irene Rowe of Gary and Mrs. Barbara McMillian of Ipswich, South Dakota; one son, Ralph Douglass, superintendent of Lake View Home near Monticello; three grandchildren and many nieces and nephews.

**December 28, 1949**

*Vidette Messenger*

## Flood Blame

Crown Point—The Monon railroad relocation project near Cedar Lake has been blamed for the flooding of a residence—forcing a family out of its home. The Cornell Carlsons said the flooding of their basement, which ruined their oil furnace, was a direct result of the rail relocation which causes water to run off the railroad right of way into their yard and basement. Carlson is seeking to take his troubles to court.