

MONON

The  
Hoosier  
Line

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— SCHEDULE —  
of SPECIAL  
◊ INSPECTION TRAIN ◊

—o—

NOVEMBER 7-10 1946



MONON ROUTE

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY  
Office of General Manager

Lafayette, Indiana  
November 5, 1946

ALL CONCERNED:

Account official inspection trip over this railroad, please arrange to operate special train on the following schedule:

Lv. Chicago	- - - - -	9:45 AM	November 7.
Lv. Englewood		10:00 AM	" 7.
Ar. Indianapolis		2:30 PM	" 7.
Lv. Indianapolis		9:45 PM	" 7.
Ar. Michigan City		2:50 AM	" 8.
Lv. Michigan City		6:30 AM	" 8.
Ar. Lafayette		9:30 AM	" 8.
Lv. Lafayette Jct.		10:40 AM	" 8.
Ar. Crawfordsville		11:20 AM	" 8.
Lv. Crawfordsville		11:50 AM	" 8.
Ar. Wallace Junction		1:35 PM	" 8.
Ar. Midland		3:15 PM	" 8.
Ar. Wallace Junction		4:40 PM	" 8.
Ar. Bloomington		5:25 PM	" 8.
Lv. Bloomington		7:40 AM	" 9.
Ar. Louisville (Youngtown)		10:40 AM	" 9.
Lv. Louisville		4:10 PM	" 9.
Ar. French Lick		6:55 PM	" 9.
Lv. French Lick		9:15 AM	" 10.
Ar. Greencastle		12:30 PM	" 10.
Lv. Greencastle		1:00 PM	" 10.
Ar. Chicago		5:15 PM	" 10.

The Management may make some slight changes in the schedule, in which case you will be duly informed.

Consist of the train from the head end is as follows:

1 tourist sleeper - for dining car help  
1 C&EI diner - #503  
3 Pullman room cars - lettered A, B and C.  
Monon Business Car #1

Sleeping cars will be occupied nights of November 7, 8 and 9.

All meals will be taken in the dining car with the exception of dinner November 7, dinner November 8 and dinner November 10.

Frank E. Cheshire

General Manager

CC- JWB CCS EFT FWK FVM EHH WEM  
CTF JEP FRB FCB SOB ECB VAH DRG  
JBK

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY  
 Maintenance of Equipment Department  
 Office of Chief Mechanical Officer  
 Lafayette, Indiana November 4, 1946.

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OWNERSHIP OF WORK EQUIPMENT AS OF NOV. 1, 1946

<u>No. of Cars</u>	<u>Kind</u>	<u>Average Age</u>	<u>Underframe</u>	<u>Body</u>
3	Loco. Shop Cars	17	(1-Wood (2-Steel)	(1-Wood (1-Steel (1-Composite)
2	Wrecking Derricks	26	Steel	Steel
1	Pile Driver	53	Composite	Composite
1	Scale Test	29	Steel	Steel
1	Board Tool	23	Steel	Wood
1	Oil Tank Car	24	Steel	Steel
1	Bridge Derrick	32	Steel	Steel
3	Locomotive Cranes	30	Steel	(1-Steel (2-Wood)
2	Store Dept. Cars	24	Steel	Wood
20	Air Dump Cars	18	Steel	Steel
7	Diners	49	(3-Steel (1-Composite (3-Wood)	(6-Wood (1-Steel)
14	Bunk	34	Steel	(11-Wood (3-Composite)
41	Pool	34	(36-Steel (4-Wood (1-Composite)	(10-Steel (6-Wood (25-Composite)
3	Business Cars	50	Steel	(1-Wood (2-Steel)

100 Units

Avg. Age - 31 Yrs.

P A S S E N G E R T R A I N C A R S

(Ownership, Characteristics, Status and Programs)

Kind	Owner- ship 11-1-46	Construction	Avg. Age (Yrs)	Air Condi- tioned	Proposed Retire- ments	Proposed Installa- tions	Est. Owner- ship 3-31-47
Coaches	4	All Steel	23	Yes	-	11	15
	7	Steel underframe					7
		wood superstructure	37	Yes			-
	4	Ditto	44	No	4		
	3	Wood & Steel u frame					
	3	wood superstructure	39	No	$\frac{3}{7}$	$\frac{11}{7}$	$\frac{-}{22}$
	<u>18</u>						
Club- Lounge	2	Steel underframe					
		wood superstructure	34	Yes	2		-
Dining- Lounge	2	Ditto	34	Yes	2	2	2
Dng-Lge- Parlor		All Steel	3	Yes		2	2
Dining	1	Steel underframe					
		wood superstructure	35	Yes	1		-
Parlor	1	Ditto	37	Yes	1		-
"	1	All Steel	19	Yes		1	2
Coach-Bag.	1	Composite u frame					
		wood superstructure	43	-	1		-
" "	2	Steel underframe					
		wood superstructure	34	-	2		-
" "		All Steel	3	Yes		1	1
Mail-Bag.	1	Composite u frame					
		wood superstructure	57	-	1		-
	2	Steel underframe					
		wood superstructure	47	-	2		-
	4	All Steel	33	-		3	7
Baggage	8	Composite u frame					
		wood superstructure	43	-	8		-
	1	Steel underframe					
		wood superstructure	53	-	1		-
	3	Ditto	45	-			3
	<u>7</u>	All Steel	5	-			<u>6(a)</u>
	54				28(c)	20(b)	46

(a) One under conversion to Mail-Baggage.

(b) 19 to be converted from USA Hospital cars; 1 from steel baggage.

(c) Average age of cars to be retired - 41.4 years.

Office of Chief Mechanical Officer  
November 4, 1946.



STATUS OF FREIGHT CAR OWNERSHIP, NOV. 1, 1946.  
(with changes therein since August 1, 1946 and future program)

Kind	Ownership as of (1946)				Retirements Scheduled By 12-31-46	Estimated Ownership 12-31-46	Orders Placed 1st.qtr. 1947	Specs. Under Prepar- ation for bids on	Esti- mated Owner- ship 7-1-47
	8-1	9-1	10-1	11-1					
Box	871	857	805	746	268	478(f)	500	200	1178(f)
Hopper	444	444	444	444	-	444	-	100	544
Covered Hoppers	20	20	20	20	-	20	100	-	120
Gondolas									
Hi-Side	751	729	533	350	225	125	-	-	125(e)
Lo-Side	468	468	465(a)	454	15(b)	439	-	100	539
Ballast	20	20	20	20	-	20	-	-	20
Flat	145	144	144	124	54	70	-	100	170
Stock	15	15	15	13	13	-	-	25	25
Coke	47	47	51	43	18	25(c)	-	-	40(d)
Quarry to Mill	0	0	0	15	0	-	-	-	-
	<u>2781</u>	<u>2744</u>	<u>2497</u>	<u>2229</u>	<u>593</u>	<u>1621</u>	<u>600</u>	<u>525</u>	<u>2761</u>

(a) 15 already converted to coke cars.

(b) 0 of current authority yet to be converted.  
15 additional to be recommended for such conversion.

(c) Includes all of those listed in (a) & (b) above.

(d)

(e) For "quarry to mill" transportation in the limestone district.

(f) Includes 30 cars retained for transportation of company materials.

Office of Chief Mechanical Officer  
Nov. 4, 1946

COST OF LOCOMOTIVE REPAIRS, PER LOCOMOTIVE MILE

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	<u>1944</u>	<u>1945</u>	<u>1946</u>
January	.373	.390	.378
February	.377	.384	.424
March	.409	.489	.543
April	.371	.511	.544
May	.368	.461	.546
June	.392	.509	.451
July	.354	.424	.474
August	.407	.354	.396
September	.342	.254	
October	.360	.400	
November	.444	.396	
December	.428	.441	
Average	<u>.385</u>	<u>.417</u>	<u>.469</u>

Office of Chief Mechanical Officer  
November 4, 1946

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY  
Maintenance of Equipment Department  
Office of Chief Mechanical Officer

Lafayette, Indiana.

November 4, 1946.

COST OF FREIGHT TRAIN CAR REPAIRS EXCLUDING DEPRECIATION, BY YEARS, 1936 - 1946.

<u>YEAR</u>	<u>COST PER CAR</u>	<u>COST PER 1000 GROSS TON MILES</u>
1936	\$ 119.25	.6773
1937	130.83	.6399
1938	96.39	.6366
1939	118.43	.6388
1940	65.47	.2832
1941	88.60	.3119
1942	111.76	.4172
1943	120.53	.4383
1944	135.71	.4453
1945	156.03	.2863
1946 (8 Months)	105.86	.2510

SCHEDULED FREIGHT CAR REPAIRS

<u>Kind</u> <u>Series</u>	<u>Heavy Repairs</u>		<u>Conversion</u>	<u>Painting</u>		<u>Total</u>	<u>Cumulative</u>
	<u>Lo-Side</u> <u>Gondolas</u>	<u>Composite</u> <u>Hoppers</u>	<u>Coke</u>	<u>Box</u>	<u>Steel</u> <u>Hoppers</u>		
	<u>31800</u>	<u>40000</u>	<u>1000</u>	<u>9000</u>	<u>41500</u>		
<u>1946</u>							
Nov.	18		8	26	20	72	72
Dec.	17		7	24	10	58	130
<u>1947</u>							
Jan.	7	19		26	10	62	192
Feb.	10	14		24	10	58	250
Mar.		26		26	10	62	312
	—	—	—	—	—	—	—
	52	59	15	126	60	312	-

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Office of Chief Mechanical Officer  
Nov. 4, 1916.



DIESEL LOCOMOTIVES ON ORDER

For 1946 Delivery

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<u>H.P.</u> <u>Rating</u>	<u>Type</u>	<u>No.</u> <u>Loco.</u>	<u>Rated</u> <u>Tractive Power</u>		<u>Expected Delivery</u>
			<u>Unit</u> <u>(lbs)</u>	<u>Group</u> <u>(lbs)</u>	
3000 H.P.	Frts.	2	65000	130000	Dec. 7th to 15th.
4500 "	"	4	97500	390000	Ditto
1000 "	Sw.	4	62500	250000	Dec. 15th to 20th.

STEAM LOCOMOTIVES SCHEDULED FOR RETIREMENT

B-8	Sw.0-6-0	1	34670	34670
H-6	Frts.2-8-0	2	42300	84600
J-1	Frts.2-8-2	$\frac{13}{16}$	58700	$\frac{763100}{882370}$

ESTIMATED OWNERSHIP 1-1-47:  
59 Units

3,372,900

Average Unit TE  
Average Age

55304 lbs.  
19.5 Yrs.

Office of Chief Mechanical Officer  
November 4, 1946

