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A
STORY OF THE MONON
1847-1971

PIONEER HOOSIER RAILROAD

Earle Connette

A "crooked" road of many grades and sharp curves south of Greencastle, the Monon nevertheless had a tangent of 91 miles. This long haul without a curve was notable in the 543 operating miles the Monon enjoyed as a public carrier, disregarding many miles of spur track that serviced the great quarries of Monroe and Lawrence Counties and the coal fields of Clay, Owen, and Green Counties. This tangent, between Brookston and Michigan City, remains one of the longest in the country.

While Chicago and Louisville were two-thirds of the corporate name, the Monon did not own a foot of track outside the state. At New Albany, it went onto the tracks of the Kentucky & Indiana Terminal Railroad, and at a signal station west of Hammond, it went onto the tracks of the Chicago & Western Indiana.

The Monon was born as the New Albany & Salem Rail Road, of purest genealogy that was to metamorphose into the Chicago, Indianapolis & Louisville Railroad that now, after merger, is but the Monon division of the

Louisville & Nashville Railroad. Regardless of its four corporate names, it was known with great felicity as the Monon Route. Train callers announcing passenger departures in the Chicago Dearborn or Louisville Union stations called, "Monon Route! CI&L! Chicago, Indianapolis, Louisville, West Baden, French Lick Springs, Track Four." Calendars and menus in the 1920's depicted a smart, modern train running the Indiana countryside, looked upon by an American Indian on horseback, and labelled "Swiftly Moving," a translation from the Potawatomi, of their name for the swift Big and Little Monon Creeks in White County.

The Monon was conceived and incorporated in 1847 and then developed by citizens of Salem and New Albany as a rail connection between that village of 2,223 residents and Indiana's largest city, New Albany, with a population of 8,181. With the river connection, this railroad would assure Salem's growth.

Merchant James Brooks, the leader of this group, was 37 years old when he incorporated the railroad. Right at the beginning his vision projected the line up through Indiana to the shore of Lake Michigan, 288 miles from New Albany.

President Brooks began construction in 1848. One of his principal duties was to persuade farmers to permit right-of-way across their land without demanding damages ruinous to the infant corporation.

Two years after construction began, the NA&S had completed 27 miles of track and was the third longest railway in Indiana. There was the Madison & Indianapolis, 88 miles, and the Indianapolis & Belfontaine, 28 miles. Total rail mileage in Indiana was 212. At this point in history, railroads were "catching on" and in five years the rail net in Indiana would resemble a web.

After reaching Salem, President Brooks obtained a remarkable charter from the Indiana legislature that gave the NA&S authority to extend the line to all other points in the state that the railroad wished to go. Making most of this, the NA&S by its own construction and by a purchase, reached Lake Michigan in 1854 and connected with the Michigan Central Railroad.

The first rolling stock was secondhand. Engineers regarded the Atlantic type 4-4-0 locomotive assigned to them with a marked sense of personal ownership. The fuel was wood. An average mixed freight-passenger train could run 28 or 29 miles on one cord that could be cut and delivered trackside for \$1.41.

In the beginning, water was mostly taken at likely places by a crew bucket brigade and later from gravity tanks erected when the company could afford this expenditure.

When the initial, used passenger cars were soon replaced, the new ones cost \$2,000. Each seated 50-60 passengers. Lard oil and stoves supplied light and heat. Westinghouse air brakes were yet to come in the 1870's so the braking was done by hand - brakemen running through the train from vestibule to vestibule, jumping from car to car across a chain-and-link-pin that coupled the cars of varying deck heights.

For a number of years, one car served for the baggage, mail, and express. The last car on the train was the Ladies' Car into which no male dared to enter unless accompanied by a woman, who might or might not be a lady. All other males sat in the smoking car.

Conductors and engineers were paid \$83.33 per month; brakemen and firemen, \$30.

The NA&S was "hard put" to meet payrolls on time and it was a regular practice to issue meal and lodging tickets to the singles and grocery, fuel, and rent script to the married. These were redeemed when presented by anyone not an employee. Mostly, employees' other expenses were met at such times the pay car might arrive.

Crew wages were bolstered by berries, eggs, and chestnuts that were bought along the way and then sold at the stations in the larger towns.

Operating schedules were established but rarely honored, as we shall see.

It is fortunate that the conditions of travel north of Lafayette, and especially through the Kankakee region is graphically portrayed by the pen of no less a personage than Horace Greeley, editor of the great *New York Tribune*.

Greeley attended the Indiana State Fair held in Lafayette on October 12, 13, and 14, 1853. It had been arranged that he was to leave Lafayette on Saturday morning for LaPorte, Indiana where he was to speak that evening on the subject of temperance. To reach LaPorte, it was necessary to travel north over the incompleated NA&S as far as Westville. Taking the advice of a friend, Mr. Greeley went to a spot a half-mile from the station near the public square, expecting that the train would start from that point. He waited in vain for some time and finally went to the Salem Street Depot where he arrived just in time to see the train disappearing in the distance. There was no alternative but to return to the Brambel House and remain until the next day. The railroad made up a special train the following morning to help him on his way. The description of this train and its trip northward is told in a dispatch telegraphed to the *New York Tribune* from Chicago on October 17. It surely made good reading.

"How we were delayed on our way back from Lafayette, and how, on reaching that small, young village, I was misled by the kind guidance of a zealous friend into waiting for the northbound cars at a place half a mile distance from where they would actually start - how I at last broke over all assurance that they *always* started from this point, and *must* come here before leaving; and made for their out-of-the-way station just in time to be too late, it was a fruitless vexation to recall.

"I wandered back to the village in no amiable mood to telegraph my mishap to LaPorte and have the privilege of cooling my heels for an hour and a half on the steps of the office while the operators were leisurely discussing and digesting their dinners.

"I was at the depot in ample season next morning; but the train that was to start at ten did not actually leave until noon, and then with a body entirely disproportionate to its head. Five cars closely packed with hogs, five ditto with wheat, two ditto with lumber, three or four with livestock and notions returning from the fair, and two or three cattle cars containing passengers, formed entirely too heavy a load for our asthmatic engine which had obviously seen its best days in the service of other roads before that from New Albany to Michigan City was constructed. Still we went ahead, crossed the Wabash, passed the Tippecanoe Battleground, ran our engine partly off the track and got it on again; then about 3 o'clock it reached Brookston, a station about fourteen miles from Lafayette, with a fair prospect of traversing our ninety odd miles by the dawn of Monday morning.

"But here we came to a long halt. The engine was in want of both wood and water, and though woods and sloughs were in sight in various directions, neither were accessible. So our engine was detached and run ahead some five miles for water and still farther for wood, and a weary two hours wore away before its return. It came at last, hitched on and started us. But before it had moved another half mile, the discharge-cock of the boiler blew out, letting off all our water and steam, and rendering us hopelessly immovable for hours to come.

"Our conductor had started a handcar back to Lafayette in quest of the only engine there - a weak, old one, needing some repairs before it could be used. It was calculated that this engine would be up about eleven o'clock and then would drag us back to Lafayette to spend the remainder of the night, and make a fair start in the morning. This, I for one, had resolved not to submit to, though the only alternative was a camp-fire on the prairie. But now a bright idea struck the engineer, for which I think he was indebted to *my* good angel. He recollected that a *good engine* was stationed at a point named Culvertown, forty-three miles ahead, and he decided to take a handcar and make for this, so that our bow should have two strings to it.

"The handcar was dragged over the rough prairie around our long train and launched. I followed with my carpetbags on the lookout for chances. In a trice it was duly manned; I had to coax my way to a seat upon it, and we were off.

"The full moon was bright over the eastern woods as with the north star straight ahead we bid adieu to the embryo city of Brookston. We were seven of us in the handcar, four propelled by twos, as if turning a heavy, two-handed grindstone; but we left off one passenger after traveling a few miles. The engineer and I made up the party; and the car about equal in size to a wheelbarrow and a half, just managed to hold us and give the propellers working room. To economize space, I sat a good part of the time facing backwards, with my feet dangling over the rear of the car, knocking here and there on a tie or bridge timber and often tickled through my boots by the course, rank weeds growing up at intervals between the ties and recently stiffened by the hard October frosts. As a constant effort to hold on was required, the position was not favorable to slumber, however it might to cogitation. Our Irish steam was evolved from Yankee muscle and proved to be of capital quality. We made our first five miles, heavily laden as we were, in twenty-five minutes, our first ten miles in an hour, but our propellers grew gradually weary. We stopped twice or thrice for oil, water, and perhaps one other liquor so that we were five hours in making the forty-three miles, or from seven o'clock until midnight.

"I only tried my hand for a short mile, and that experience sufficed to convince me that, however it may be as a business, this species of exercise cannot be conscientiously commended as an amusement.

"The night was chilly, though clear; the dead ahead breeze, though light, was keen; and I, by no means dressed for such an airy ride, felt it most sensibly. Our course lay across the east end of Grand Prairie which stretches westerly from the bank of the Wabash across Indiana and Illinois to the Mississippi, and thence through Iowa and Nebraska, perhaps to Council Bluffs and the Rocky Mountains. The ground we traversed was nearly level, often marshy, and for the most part clear of wood; but we frequently crossed belts or spurs on higher, dryer soil, of the great forest on our right, with occasional clumps of sturdy oaks - isles of timber in the prairie sea - to which the belts of the aforesaid served as promontories. Four prairie fires - two on either hand - at intervals of miles, burning brightly but lazily, for the wind was not strong enough, nor the vegetation dry and crisp enough, to impel a rapid roaring, sweeping fire. Now a flock of wild geese flew by mummering subduedly; then a great heron rose before us and flew heavily over the marshes; an opossum was frightened by our noisy approach, and fled eagerly into the prairie, under an evident mistake as to the nature of our business; and again an odorous skunk, keeping his carcass unseen, gave a pungent evidence

of his close proximity. Finally, a little before midnight, chilled and weary, we reached the one-horse village of Culverton and found the engine missing - run down to Michigan City for repairs - so that my companions had their rugged ride for nothing.

"The landlady of the only house in sight got up and made a fire; the engineer decided to wait for the fugitive engine; and I began to drum up the means of further conveyance, for I was still twenty odd miles from any public conveyance that would speed me on my way. Horses, I learned, were not easily to be had, and if at all, probably a mile or two away, and not till morning; and if I had a team the roads across the great marsh and just north of us were rather shy. But the engineer lent me the handcar which had already done so much good service, and I waked from slumber two Dutchmen, who were persuaded to act as my crew, and by one o'clock I was again under headway northward, the air keener, and I more vulnerable to its assaults in my loneliness, than when six of us were so closely huddled together. But my Dutchmen propelled with a will, and my good craft sped briskly onward.

"From Culvertown, a prairie marsh stretches thirteen miles northward, and I think no building and hardly a cultivated acre was visible through all the distance. The dense fog beaten down by the cold air, lay low on the marsh and was heavily charged with prairie smoke for a part of the way. Three miles from Culvertown we crossed on a pokerish bridge of naked timber. The slough-like bed wherein the Kankakee oozes and creeps sluggishly westward to join the Fox from the Illinois.

"They say that the Kankakee has a rapid current and dry, inviting banks from the point from where it crosses the Illinois line, which might tempt one to regret it did not cross that line forty miles higher up. Happily the keen air had done for the mosquitos, so we had no more music than I had fairly bargained for, but Bunyan might have improved the description of the Slough of Despond, had he been favored with a vision of the Kankakee marshes.

"At four o'clock A.M. my good craft brought up at Westville, and I was gratified with the sight of half a dozen houses at once for the first time since leaving Lafayette, seventy-five miles below. I doubt that all the houses visible on that seventy-eight miles would amount to one hundred, and I am sure they would be dear at \$200 each, on the average. Yet there is much fine timber and excellent land on that route, and he who passes ten years hence will see a different state of things. If efficient plans of drainage can be devised and executed, that region will yet be one of the most productive in the world. Still, financiering which conjured up the means of building that New Albany and Michigan City railroad is worthy of a brazen monument.

"At Westville I was but eleven miles from LaPorte and four miles from the crossing of the Great Northern Road from Chicago; so having accomplished sixty-four miles by handcar since dark, and arrived within striking distance of a civilized railroad, I went to bed until breakfast time, took passage by wagon at seven; was in LaPorte by nine, spoke for temperance at one; took the railroad at three, and came here to fulfill my engagement to lecture last evening; and thus, having reopened my communications, I closed this hurried recollection of that Night's Ride across the prairie."

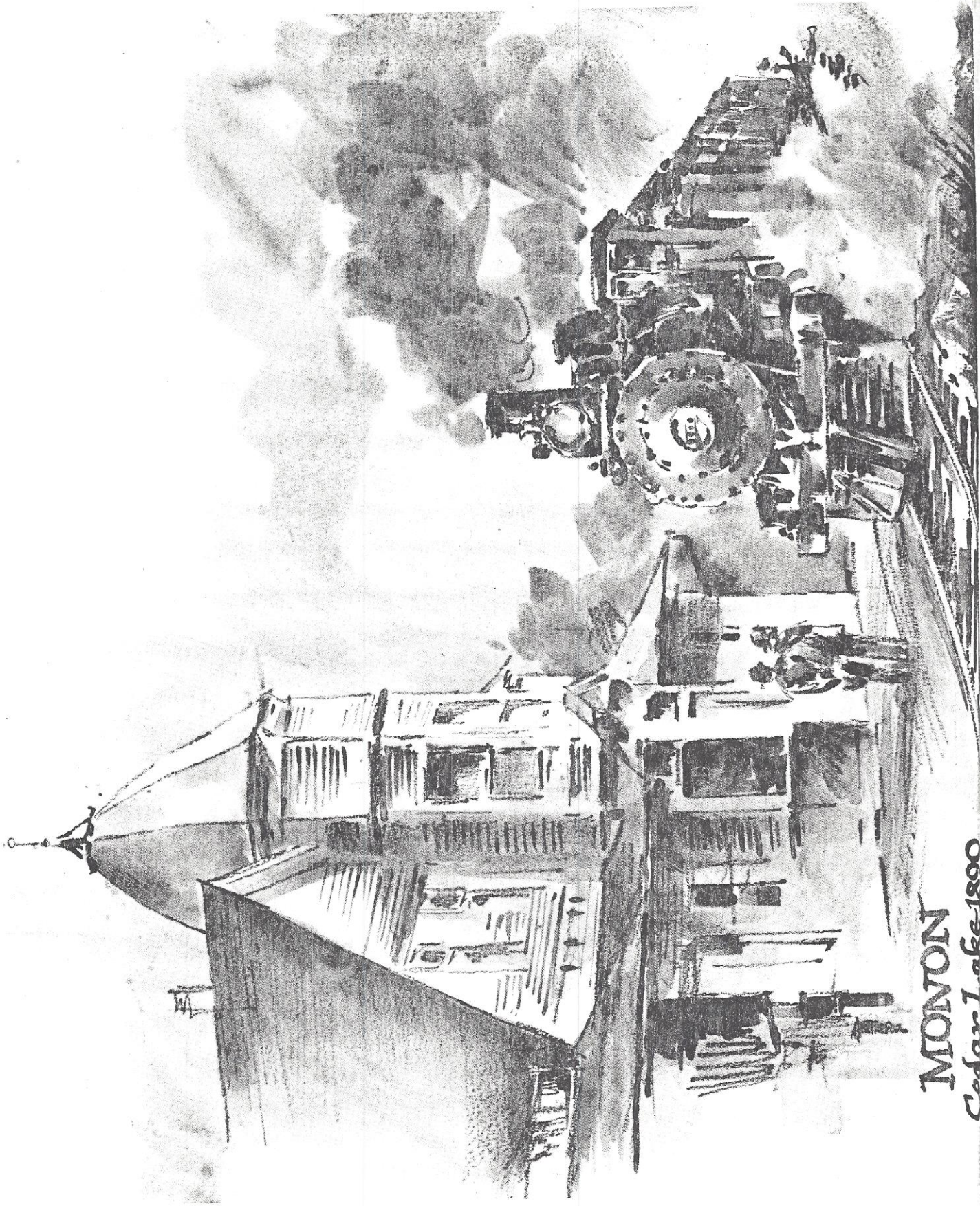
Free passes were issued by the NA&S in great number and for every reason that human ingenuity could think up. A whole family might receive free transportation for the privilege of stacking wood on its land. Public officials, even those no longer in office, and preachers, and well-to-do persons were given passes that were expected because of their status. Regular shippers of freight demanded passes for no other reason. The difficulties and losses from this practice were critical to the fledgling NA&S.

Excursions were rampant. These specials with reduced round-trip fares were popular and often the NA&S could not muster sufficient rolling stock to carry the crowds. Almost every political meeting called for an excursion train, plus an ox barbecue. Monon excursions were still alive in 1920 when Democratic presidential candidate James Middleton Cox and running mate Franklin Delano Roosevelt spoke from the same platform at Mitchell, attended by the author, then ten years old.

Both the Adams and the American Express companies were using the NA&S by 1853. All express placed in the baggage car was in the care of an express agent who rode at half fare. Mail service on the line was established in the same year and the mail went into the baggage car along with the express and the berries, eggs, and chestnuts.

During the first six months of operation the government paid the NA&S \$5,759 for mail service, which came in mighty handy. Telegraphic service along the line was not available until 1859, when the company made a contract with a concern that was soon to become a part of Western Union. The NA&S was given exclusive control of the telegraph line for \$9,000, but Western Union reserved the right to do all of the paid business at four of the principal stations.

Regardless of continuing expansion of the line through construction and a purchase, the NA&S managed to make a small yearly profit until the end of 1856. This profit on paper was hardly net; the company always owed back wages to its employees. The Panic of 1857 was catastrophic. Brooks was dismissed and the road put in charge of a trustee. This was the story of early railroads; when the builders had served their purpose, the bankers and the financiers stepped in and took over. This was almost an immutable law.



MONON
Cedar Lake 1890

The reorganized NA&S became the Louisville, New Albany & Chicago Railroad and it did little better under this new name and trusteeship. Even the Civil War that temporarily saved many ailing railroads, failed to help the LNA&C and in 1870 it was thrown into involuntary receivership. Then, as we shall see, a third reorganization took place in 1872, and yet another in 1897.

To Gosport

Right at the outset in 1847, the New Albany & Salem Rail Road had a bright outlook. Beginning in 1836 the state of Indiana had laid out and attempted to execute extensive plans of internal improvements. In that year, the General Assembly undertook to finance and construct an extensive system for transportation consisting of macadam roads, railroads, and canals. Up north, the Michigan Central was a railroad so built by the State of Michigan and there were state-owned railroads elsewhere. This Hoosier endeavor, however, was a dismal failure and broke down completely in 1839, leaving the state a debt of \$13 million.

The state was forced to seek some way to dispose of the various unfinished projects so that these would not be a complete loss to citizens and others who had purchased construction bonds. Consequently, in 1842 an act was passed that enabled private companies to continue the work that the state had begun and paid for. The state retained the right, however, to purchase back the improvements providing the private corporations were completely compensated for their expenses plus 6% interest. This "buy-back" provision required a special act of the legislature to clear it from the charter of the NA&S Rail Road.

The NA&S right-of-way to Salem was closely identical to that created by the state as a macadam road, proposed to connect New Albany and Crawfordsville. Twenty-five miles had been graded before the state abandoned it. This right-of-way was a gift worth about \$150,000, half of what it had cost the state. Up the line from New Albany towns and villages and persons living along and near the railroad were expected to purchase stock and bonds in proportion to population and the economic potential of the countryside. Individuals could do this in amounts as small as \$10 until the subscription had been completed. While even a hundred dollars worth of stock, payable monthly if desired, would not be easy for the majority of the residents along the line, there was much enthusiasm and wide-spread interest in this railroad that was to come. Many of the people had never seen a railroad or a locomotive but they were greatly elated about the possibility of this new thing that held such promise for prosperity.

The right-of-way donated by the state was not precisely suited for a railroad due to impossible grades and curves. Early construction progressed well. The work of regrading had to be done by hand and with teams of horses and fresnoes. The cuts and fills were made by men and animals. Wheelbarrows and picks and handshovels were the tools of the day. Where fills were to be made, trestles were erected on which planks were laid and over these passed endless streams of men and wheelbarrows, and animals and fresnoes, dumping the dirt through the deck and on either side. The work was long and hard. The hours were sunrise to dusk. The wages were low. The first labor was done by local men in the vicinity of the rail-head but construction had not gone far before the Irish made their appearance. With a great famine rampant in Ireland, thousands of Irishmen migrated to the United States in search of work. Not many brought their families until later. So, northward from Salem great camps were set up along the line. Newspapers told of a wild one in Putnam County not far from Limesdale and another in Montgomery County a few miles south of Crawfordsville, and in other localities as the line was extended. These camps posed real problems, especially on payday when whiskey flowed freely and ladies of the night appeared on schedule.

There was pride among the local gentry for when the NA&S was three miles out of New Albany, a special excursion train was set up for July 4, 1849. At the end of the track there was a patriotic celebration and a barbecue of huge proportions.

From this point northward, the railroad was confronted with the Knobs in Floyd County, necessitating some cuts 34 feet deep, 22 of which had to go through solid rock. In addition, there was Springer Hill that is to this day the steepest gradient on the line: 1.76%, or rising one foot each 57 feet. And here is also maximum curvature: 5° 30", a radius of 1,042 feet. Very "sharp." This achievement was noble for these men with strong backs and arms and legs.

After topping out Springer Hill the work of extending the line to Salem went on more rapidly and reached that place on January 14, 1851, with the first train passing over the entire distance of 35 miles. The original intention of the NA&S had been carried out successfully, more or less: the railroad was there but it was not really built. There was no ballasting on this initial stretch. The method of construction was simply to place the ties on the grade four feet apart and spike down the rails.

Iron T-rails from England reached New Albany via New Orleans and up river. There were many railroads being constructed and these river boats provided the iron in the great Mississippi Valley to build railroads that would emasculate river traffic. This NA&S T-rail that supplanted the bar iron used on the first 23 miles of track, came from Liverpool. These shipments reached the NA&S up the Mississippi and Ohio rivers to New

Albany for the extension of the line to Gosport. The iron used on the central sections was shipped to New York, sent up the Hudson River to Albany, then through the Erie Canal to Lake Erie, to Toledo, from which it reached Lafayette by way of the Wabash & Erie Canal. Rail used on the northern section reached Lake Erie in the same way, then through Lake Huron and Lake Michigan to Michigan City, the northern terminus of the road. Every rail made a sea voyage of 3,000 miles and then a cover distance of another 1,000 over rivers, canals, and lakes, sometimes on board steamers and sometimes towed in slow barges before finally reaching its destination. Orders for these rails had to be placed far in advance and paid for in cash through securities sold in England. Even so, there was often further delay due to freezing of canals, scarcity of boats or barges to move the cargo, and wrecks at sea. There was one costly capsizing right in the harbor of Michigan City.

Eighty tons of iron were required to lay one mile of track, at a cost of about \$50 per ton. Including the bar rail that was replaced for the initial 23 miles, the cost to the NA&S to reach Michigan City was \$933,000, not counting the 26 miles of road built by the Crawfordsville & Wabash Company that was purchased already "built." If this C&W short-line is counted, a grand total of approximately \$1,037,000 was paid for iron to equip the main line from end to end.

At the time the railroad reached Salem, it was the intention of the corporation and its promoters to extend the road from Salem to Columbus and from Gosport to Indianapolis in addition to tapping the great coal fields in Clay County. The Columbus branch was never attempted. The Indianapolis branch was actually begun in 1852 before the main line reached Gosport but work was suspended in 1854 after the line arrived. This property was sold to the Indianapolis & Vincennes Railroad that was to become known as the Vandalia Railroad and became subsequently a part of the great Pennsylvania Railroad that is now the Penn Central Transportation Company, and who knows what next.

At this time, plans were developed to extend the railroad from Salem through Orleans, Bedford, and to Bloomington and possibly, with expected financial resources, farther north to Gosport. The corporation had mustered \$520,000 in subscriptions and investment and arrangements were made to put the work under contract as far north as the east fork of White River, thirty miles beyond Salem and within four miles of Bedford. Trouble was, population northward was more sparse. Fewer citizens and towns could be solicited.

By July 1, 1850, 113 miles of road were under construction contracts or in operation, extending from New Albany to the west fork of White River at Gosport. It was from stream to stream, hill to hill, that the grading proceeded and the bridging completed for a distance of 65 miles. Twenty-one miles of this distance beyond Salem was "completed" and opened to



1925

*Orleans - 3rd Trick on a cold winter's night
In the bay, watching for No. 4 to show, running 33 minutes late*

traffic. At this juncture in time, the NA&S was sufficiently promising as an investment that President James Brooks was amply successful in selling bonds in New York and in England. Albeit, the financial resources of this early Hoosier railroad were never out of jeopardy.

Progressing north of Salem to the east fork of White River, the rails reached Orleans 21 miles north of Salem on January 1, 1852, and on June 1 of that year the first train reached what is now Yokey, a village nine miles farther north. This left a distance of about six miles to reach Bedford on April 18, 1853. The arrival occasioned an excursion from New Albany to the end of the line, with festive beverages, prize fights, horse races and a great ox barbecue and bean-bake.

It was truly a great day for Bedford. All the people of the town and surrounding country were there to meet the train. Pioneer and isolated conditions in Lawrence County were passing away and Bedford could now reach the Ohio River by rail. The town welcomed the track down the middle of a main street and donated land for a station at the northwest corner facing the courthouse square. There was nothing like having everything in the business area with the track on a main street! This would be prestigious and something to behold everyday.

Likewise, Bloomington rejoiced October 11, 1853, when the first train pulled into the home of the great Indiana University that up to that time could be reached only on poor highways, using animal-powered transportation. Now Monroe County could reach New Albany and then even ship to Indianapolis via the connecting Madison & Indianapolis Railroad. All the better, the NA&S crossed the new Ohio and Mississippi Railroad at what is now Mitchell, making possible eastern and western markets and it would later cross the Terre Haute & Indianapolis Railroad at Greencastle, adding breadth and depth east and west.

Work was pushed as fast as possible to Gosport, sixteen miles distant. From Bloomington it was seven miles to Ellettsville that was reached December 15, 1853, and, at the rate of three miles per week, the first train reached Gosport in January, 1854.

Yes, the railroad was there and in operation south of Gosport; but built? No. The facilities necessary to operate a railroad were yet to come, and slowly. Needed were buildings to replace shanties; needed were sidings, yards, shops, wood yards and water supply; the tracks had to be refined, fencing built, grade crossings planked or filled with dirt or gravel, and X crossing warnings erected; signals, switch stands and communications were lacking; additional power and rolling stock were imperative; trained personnel were scarce; business and legal procedures, printing and supplies, and promotion of traffic and public relations were yet to be established in adequate quantity and quality.

Power was provided by American type 4-4-0 locomotives that were then named, not numbered. These light locomotives ran on rails that weighed 56 pounds to the yard, supported by ties four feet apart and without tie plates. The measurement accepted for safe operation would later be fifteen inches center to center.

In addition to the original locomotive three were in use, having been contracted for purchase at \$7,000 each at a meeting of the Board August 4, 1848. William Norris and Company of Philadelphia supplied these locomotives that arrived at New Albany via New Orleans and the Mississippi and Ohio rivers.

Trains ran only in daylight hours and on a printed time schedule. If one train was late, all were late. When nighttime operations came, there would be kerosene lamps for switch stands and semaphores that would replace the ball on a cable that was lowered or raised at the stations - the "highball," and the telegraph would improve operations. Fares were paid to the conductor; baggage might or might not be loaded by the passenger. Later, agents would sell tickets and collect freight and express revenue.

When freight cars were spotted they were released to consignees by the conductor; if not on hand, the car was spotted and sealed or carried on up or down the line and returned the next run. You want to ship hogs to New Albany? All right, pay half fare for yourself, one dollar for each animal and get them on and off damn quick. When the first interchange with the Madison & Indianapolis Railroad was possible it was a touchy affair - neither road had an adequate number of cars and certainly none to spare. As often as not the consist was transferred.

Nearly all of these refinements and improvements would come slowly because all revenue and other monies were needed to complete the line from Gosport to Michigan City. At this time, all trains were mixed passenger and freight. It would be quite a few years before these mixed trains would be eliminated.

One story of this era that has survived concerns a tradesman riding his doctor's pass. All the men were shooed out of the Ladies' Car because a birth was about to take place. Quickly, the Conductor summoned the "doctor" who hastily explained, "I ain't no real doctor. I'm a book doctor at the University."



Lake Michigan to the Ohio River

This story is now concerned with the construction northward from Gosport and southward from Michigan City. To follow the chronological progress of the Monon, it is necessary to omit at this time the fifty-seven miles of line between Gosport and Crawfordsville, and consider the things that were going on at the projected northern terminus, Michigan City, and from there southward to Lafayette.

There were ninety-one miles between the lake and Lafayette. About thirty miles of this distance was through the Kankakee Marshes, a great swamp that in the rainy season was mostly inundated. At the best, the NA&S would penetrate an area sparsely populated where much of the land was still owned by the Federal Government and inexpensive. But there were no towns of any size beyond Medaryville in Pulaski County and there was not even a village worthy of the name northward from there for thirty miles except Michigan City, a town of nearly 2,000 residents. These conditions did not have promise for raising construction funds by solicitation and sale of stock along the line. The NA&S needed other sources. All was to end well, to the mutual benefit of two railroads.

Now enters the Michigan Central Railroad Company inseparably into the early life and affairs of the NA&S. The MC had constructed its line to the Indiana-Michigan border six miles from Michigan City with Chicago projected as its western terminal. Forty-odd miles of Indiana soil in LaPorte, Porter and Lake counties lay between the border and Chicago. The MC was refused a charter to enter the state. The General Assembly probably declined due to strenuous opposition by the Northern Indiana and Michigan Southern railroads, each already racing for Chicago. Neither wished to have another rival, of course!

The Michigan Central turned to the NA&S, whose unprecedented "roving charter" permitted it to go anywhere in the state that it wished. These two railroads agreed on October 22, 1851 that the NA&S would ostensibly build a line from the MC railhead to the Illinois border. This line was legally NA&S property but in 1859 the MC wrested ownership by a legal process that ended all NA&S interest.

When work began, the Northern Indiana and Michigan Southern railroads obtained an injunction forbidding construction, creating a long and bitter contest that is perhaps the most important railroad litigation ever carried to conclusion in the whole of Indiana. This controversy became inbedded in politics and resulted in conditions that were not forgotten for a quarter of a century. The suit was terminated by the U.S. Supreme Court that upheld the Indiana Supreme Court decision and the Northern Indiana and Michigan Southern lost the case for all time. The NA&S-MC "partnership" could now go westward full blast, and did.

As agreed upon, the MC purchased NA&S stock in the amount of \$500,000. When the line from New Albany to Michigan City would be completed, the MC would gain an interline traffic connection on the Ohio River; the NA&S would gain access to Chicago, and traffic exchange eastward into Michigan.

Four-hundred thousand of the half million dollars were used to grade and bridge the right-of-way between Michigan City and Lafayette. The remaining \$100,000 was reserved to build between Greencastle and Crawfordsville. At this juncture, Bainbridge and Ladoga purchased stock at \$50,000 and the NA&S put that section under contract.

Upon reaching the Illinois border by authority of the NA&S charter, the MC was unable to obtain a charter from the legislature of Illinois, although its case was ably presented by Attorney Abraham Lincoln. As nearly always with railroads, where there is a will there is a way. The new Illinois Central Railroad received an amendment to its Illinois charter to build northward right on the Lake and Cook county border, permitting the MC to legally connect and enter Chicago over the IC track.

Prior to the "partnership" arrangement, the NA&S had completed its survey of the route from Michigan City to Lafayette in July, 1851. It was a very favorable route, comparatively inexpensive to construct, with light grades and almost on a straight line the whole distance. Having contended with the topography of southern Indiana it now seemed a simple thing to put down track at an exceptionally rapid rate of speed.

Yet, it was not all that easy - the Kankakee swamp had to be trestled and right-of-way converted to an earthen roadbed. Much of this work could be done only in the winter when the swamp was frozen.

Track layers began putting down iron south of Michigan City about the middle of July, 1852, and by the middle of November, twenty-three miles had been laid. There were no bridges of any considerable size except those that must span the Kankakee River, the Wabash & Erie Canal, or the Wabash River. In order to provide for passenger and mail traffic, the NA&S established stagecoaches that operated between the railheads coming southward and proceeding north from Gosport. The work progressed so steadily and rapidly that by July 1, 1853, there was only twenty-one miles between Lafayette and the finished portion of the main line coming southward. Southbound trains, mostly MC rolling stock, reached the Lafayette corporate line October 3, 1853.

Now we consider construction of the NA&S from Gosport to Crawfordsville and the purchase of the Crawfordsville & Wabash Railroad that was built by Crawfordsville citizens north to the Wabash River, one mile downstream and south of Lafayette.

In 1850, Crawfordsville was a town of less than 2,000 inhabitants. Not situate on any navigable water there was great difficulty marketing the crops that grew in abundance on the exceptionally fertile soil of Montgomery County. Likewise, it was difficult to receive manufactures from Eastern markets. Also, rival Lafayette was getting fat, too fat!

It was commonly believed in those days, that a few miles of track could be laid almost anywhere and made to return a revenue from purely local traffic that would be sufficient to defray original cost and yield a substantial return on the investment. So, why not build a railroad?

A group of citizens of Crawfordsville and Montgomery County applied to the General Assembly for a charter on January 13, 1844 and this was granted without protest and stands as an interesting example of early railroad charters. This charter was never used and another application was made on January 19, 1846 by a second group. This charter authorized construction of a railroad from a convenient point in the town of Crawfordsville to some convenient point on the Wabash River at or below the city of Lafayette, or at or near the town of Covington, or at any point between. Construction was begun early in 1850 and was completed by June 1, 1852, terminating at a point on the river one mile south of Lafayette, well away from its business district. There was an additional design in this scheme; the people of Crawfordsville were envious of the trading center that had built up at Lafayette. Crawfordsville citizens thought this railroad would shift the trading center to Crawfordsville, and the whole of Montgomery County would prosper, compromising Lafayette.

The first locomotive was built by Norris and Company of Philadelphia. This locomotive was delivered by canal and public roads to Pittsburgh, then down the Ohio River to Cincinnati where it was placed on a barge and towed north through the Miami Canal to its junction with the Wabash & Erie west of Toledo. The W&E connected with the Wabash River at Lafayette.

The outcome of this rivalry culminated when the businessmen of Lafayette built a plank road to within one mile of Crawfordsville, hoping to counteract the influence of the railroad and keep the trade of Montgomery County for themselves.

The competition was terminated when the NA&S purchased the Crawfordsville & Wabash Railroad and extended it into Lafayette. The line south from Michigan City was at the north Lafayette corporate line. As planned, the Crawfordsville & Wabash railroad, now the NA&S, terminated on the river one mile downstream from Lafayette. There had to be some agreements before the NA&S would proceed to connect these railheads.

First, the town should purchase stock in the amount of \$50,000; second, the town should provide a right-of-way on any street the railroad might select. Unlike the town of Bedford, this latter requirement was objected to by many citizens who feared that damages would result for which they would not be recompensed. There was also the feeling on the part of some that the stipulated amount of stock to be purchased was unreasonable since the NA&S would gain much by establishing its station and facilities within the corporate limits. Others felt that the \$50,000 was excessive considering that they had already drawn heavily on their financial resources helping to build the Lafayette & Indianapolis Railroad that was under construction at this time.

The situation became so intense that the town was divided into two opposing factions. The NA&S confronted this situation by declaring its intention to cross the Wabash River near the former Crawfordsville & Wabash station a mile south of town. This decision was not without another advantage for the railroad owned 150 acres of land around the station that would become valuable if the shipping activities were centered there. In due course, an ordinance was passed allowing the railroad to build on Missouri Street (now Sixth Street), and exempting Wabash, Illinois and Ohio streets. This action greatly aroused the ire of the property owners on Missouri Street and it was openly declared that certain streets had been omitted simply because of the number of well-off and influential citizens residing on them. The NA&S still held the upper hand, refused to enter on the proffered street, and began making preparations to cross the river downstream below town.

The citizens were not without one more weapon. The Wabash River was considered a navigable stream as far north as Lafayette. In the event a crossing was made downstream below the city, it was claimed that it would be necessary to build and operate an expensive drawbridge, and the NA&S would not want to do that, would they? If the railroad came directly to Lafayette there would be no problem because the navigable water ended at the corporate line. But the NA&S stood firm and continued its preparations. The citizens became alarmed lest matters should go so far that their cause would be lost entirely. So, after a number of public meetings, the town council honored a petition signed by property owners requesting it to pass an ordinance "tendering the right of way through any street or alley the railroad may select." But there remained the problem of the \$50,000 worth of stock. A canvas began at once and within a very short time \$20,000 had been raised. President James Brooks arrived in town and was so adroit in his speech to a public gathering, attended by well-nigh the entire adult population, that a different feeling was at once created and a guarantee for the sale of the remaining amount of stock was provided. The NA&S immediately began buying real estate for its facilities. The average cost of the town lots was \$231.

Now there is rail service from Crawfordsville to Chicago and via the Lafayette & Indianapolis Railroad connection, from Indianapolis to Chicago.

There remained the fifty-seven miles between Gosport and Crawfordsville to be completed so that Chicago traffic could be chug-through from New Albany. Track layers began working south of Crawfordsville in June, 1853, putting down tracks at the expected rate of one mile per week. The town of Ladoga was reached about September of that year and the arrival of the first train again was a great event and the usual celebration was staged with much enthusiasm. The middle of November saw the work completed as far south as Bainbridge, within nine miles of Greencastle. There was no great difficulty in reaching Greencastle but it was not accomplished for some reason until early in 1854, now leaving a gap of twenty-six miles from there to Gosport. Track laying proceeded simultaneously from Greencastle and Gosport and met seven miles south of Greencastle at Putnamville where the last spike was driven at 4:00 P.M. June 24, 1854. Today this notable event is probably unknown to persons residing in Putnamville but it was certainly an historical occasion in the history of Indiana, and a kind of event never to be claimed by any other corporate town in the whole state. Completion of the line within seven years of its inception was a great achievement, entailing the expenditure of about \$7,000,000, a tremendous sum in those days.

The work had begun in 1848, the last spike driven June 24, 1854, and the first train ran over the entire 288 miles of line from Michigan City to New Albany in sixteen hours on July 3, 1854. The formal ceremonies opening the line from Lake Michigan to the Ohio River were appropriately held on the morrow, Independence Day.

Completion of the NA&S brought an end to the difficulties of financing construction, but financial problems of operation quickly followed because this Hoosier railroad served only an area yielding small revenue. True, it traversed counties rich in agricultural resources, lumber, and minerals, and initiated world distribution of the finest natural building stone in the United States, yet it threaded but few important communities. There were advantages: the Indianapolis & St. Louis Railroad (Pennsylvania) was in operation at the time the NA&S crossed its line at Greencastle; completion of the Ohio & Mississippi Railroad - the B&O St. Louis extension in 1857 crossed at Mitchell, and the L&N connection at Louisville in 1859 provided interline traffic. Even so, the principal allies of the NA&S were the Cincinnati, Indianapolis & Lafayette and the Michigan Central railroads (both later New York Central), that together provided a direct line between Cincinnati and Indianapolis and Chicago.

Accumulating financial difficulties were climaxed in the Panic of 1857, leading to a receivership on October 1, 1858. The receivership ended in a foreclosure and reorganization transferred the property to the newly-formed Louisville, New Albany & Chicago Railroad Company on October 24, 1859. Certainly, the new name was more representative of the geographical scope of the railroad.

Civil War

Right from the outset, the Great Lakes and the Ohio River as routes of commerce were vitally important to the Monon, Indiana's first big business. This was especially true of the river that gave it an on-line connection with the Mississippi River and the gulf. When the two were connected by New Albany & Salem rail in 1854, President James Brooks little realized how very important the railroad would become in a civil war that lay seven years ahead.

It was inevitable that this railroad should play an important role in military transportation during the Civil War and its strategic importance made it an object of Confederate action.

From the beginning of the war in 1861, streams of military freight and war-time traffic moved over the tracks. Vast stores of food stuffs and other supplies were stored at Jeffersonville and New Albany. These moved south over the L&N and down the Ohio and Mississippi rivers. Revenue from military freight would have been greater had there been sufficient rolling stock. An attempt to reduce this shortage was made in a contract with the Michigan Central Railroad to rent seventy-five cars for two years. But this was only partial relief, and beside, use of these cars was restricted to the line between Lafayette and Michigan City. However, this arrangement released most of the LNA&C cars for use on the Southern Division. As the demands of war increased, a more extended contract was made with the Michigan Central. It was agreed September 1, 1861 that the MC should provide all freight and passenger service on the Northern Division for fifty per cent of the gross earnings. The LNA&C agreed to keep the road and bridges in good running repair. This was, for the time being, a fortunate arrangement since it now was somewhat possible to meet the demands of the War Department and the public.

Passage of troops greatly added congestion. These trains carrying military personnel ran in long sections, frequently following each other in rapid succession. Some trains were of such length that three always-scarce locomotives had to be used - at each end and in the middle. The limited number of passenger cars owned or rented by the LNA&C was sorely

inadequate, so livestock cars were provided with temporary seats. This was done to such an extent that the railroad felt required to notify the public it was unable to supply carriage "owing to so many freight cars engaged in passenger service." After the close of the war the LNA&C was still overburdened carrying returning soldiers to their homes in Indiana and in other states to the north and west.

These troop trains usually carried a band that played bright military music when passing through or stopping at towns. Crowds gathered at the stations to see the soldiers pass or to see those of the neighborhood entrain amid vigorous patriotic demonstration.

By military definition, the raid into Indiana by cavalry troops under the command of Confederate General John Hunt Morgan is an incident, but to contemporary Hoosiers it was a personal and exciting event. The sole military action in Indiana, the raid certainly was an expensive chapter in the life of the LNA&C! A Mexican War soldier and peace-time Lexington, Kentucky woolen and linen merchant and miller, the bold and dashing Morgan carried out his mission cleanly and effectively and escaped Indiana with impunity.

In both Indiana and Ohio, residents in small towns and on isolated farms experienced a time of self-inflicted terror that often approached the comical in its absurdities. The 200 citizens of Fredericksburg were thrown into a panic one night when a charivari party serenaded newly-weds with horns and tin pans. The entire population ran helter-skelter in their night clothes to hide in the cornfields until daybreak. As Bennett Henderson Young of Louisville, an officer under Morgan and later a lawyer and a historian put it in his *Confederate Wizards of the Saddle*, 1914, the raiders in gray were pictured as "real sure enough devils, horns, hoofs and all." Even rhyme was put under conscription to help tell how awful Morgan's men were.

I'm sent to warn the neighbors, he's only
a mile behind;
He's sweeping up the horses, every horse
that he can find.
Morgan, Morgan, the raider, and Morgan's
terrible men,
With Bowie knives and pistols are galloping
up the glen.

Morgan's force of 2,000 crossed the Ohio River on July 8, 1863 from Brandenburg in direct and explicit violation of orders issued by General Braxton Bragg. The raiders proceeded immediately to Corydon where they met ineffective resistance from a small contingent of militia. The town was looted and tribute of \$300 was laid on each of the two stores and

\$700 on each of the two mills. On leaving Corydon July 9, Morgan sent the larger part of his men north to Greenville in Floyd County and thence to Palmyra. The remainder proceeded northwest, swooped into Paoli and plundered it!

Morgan probably intended that this part of his force should proceed from Paoli to Mitchell where the Ohio & Mississippi Railroad crossed the LNA&C, and where both could be damaged in one fell blow, but there is no account of any destruction of railroad property at Mitchell, nor at Orleans.

Leaving Paoli, this detachment joined the other body near Salem. The troopers entered the town at a gallop, yelling and flashing blades, at 10:00 A.M., July 10. Salem was already wild with a bedlam of church-bells and shrieking whistles. Here, tribute was levied on businesses with the promise that if such were forthcoming the town would not be burned. The stores were thoroughly pillaged and, as elsewhere, many horses were taken to replace jaded mounts that were then destroyed. At Saltillo, a man named Wiley Elliott owned four exceptionally fine horses and a beautiful covered wagon. This citizen defied the raiders whereupon his wagon was burned and his horses taken anyway. It is recorded that the redoubtable Morgan was present in person at the sack of Salem. According to newspaper accounts, he courteously promised on his hasty departure that he would visit the town again at a future date.

Basil Duke, a brother-in-law of Morgan and one of his officers, later recorded in his *History of Morgan's Cavalry*, 1867, that "the pillage at Salem was a celebration aimed at paying off all scores that the Federal Army had chalked up in the South. Nothing short of mass court-martial would have been effective on that hot July day. The troopers literally cleaned out every dry goods store, saddle shop, saloon, and liquor supply." The mad celebration was stopped by Morgan's order to move out and the raiders vanished as quickly as they had come, leaving Salem its one day of Civil War to be talked about for years to come.

While Salem town escaped the more violent losses of war, the LNA&C was not so fortunate. Several hundred yards of track were torn up, water tanks and bridges destroyed, and the new depot burned. A favorite method of delaying repair was to place the light rails on intense fires of cross-ties, warping the rails and making them useless. This the raiders did. Sidings up and down the line had to be taken up for replacement on the main. Telegraph lines were cut and escape routes blocked to prevent messengers sounding the alarm. Freight trains were suspended for five days. Passenger trains did not run for three days at a cost of at least \$1,200 per day. It cost \$2,000 to build temporary bridges, culverts, and water tanks and the entire physical damage to the road and buildings was estimated and sworn to by competent persons at \$22,726. Taking into account

the canceled trains and salaries of idled employees, the loss business-wise was estimated to be at least an additional \$20,000. After the war was ended, the government paid in full for the physical damage.

Morgan did not tarry at Salem because Union forces were known to be on the way. One contingent, made up of men from Lafayette and nearby counties, were ordered to move southward over the LNA&C. On reaching Bloomington the train halted, no one knowing if the track south was still intact, nor did anyone know the whereabouts of the Confederate force. The soldiers left the train and scattered over the town. They were told the engineer would blow the whistle as a signal to bring them back in time for departure. But the soldiers apparently were not content with this assurance, and when they were recalled it was discovered that all coupling pins had been withdrawn and hidden. After these were retrieved, the train got under way and proceeded slowly, with scouts ahead on hand-cars. When the train reached Orleans, the citizens spread a generous feed and the band played on. What then happened is not recorded but it seems probable that this contingent became a part of the other forces mustered to pursue Morgan eastward.

Certain it is that the Confederate leader moved on, crossing the Jeffersonville Railroad at Vienna in Scott County, burning bridges and inflicting much other damage. At Vernon and Dupont in Jennings and Jefferson counties, there was great damage to the Madison & Indianapolis Railroad. The Ohio & Mississippi Railroad suffered extensive damage as the raiders moved toward Ohio. There at Libson, the war's farthest northern Confederate penetration, the force was scattered and Morgan was captured July 26, only to escape November 27, return to the South and continue his military service before being killed in a gooseberry patch, clothed in his nightshirt, nigh a year later at the age of thirty-nine on September 4, 1864 at Greenville, Tennessee, the home of Andrew Johnson, soon to become the seventeenth President of the United States.

Then, almost eight months later to the day, came the surrender at Appomattox Court House April 9, 1865 and the horrible war was ended. But an event that became a great tragedy lurked in the hearts of a band of revengeful evil conspirators. John Wilkes Booth fatally wounded President Abraham Lincoln at Ford's Theatre April 14, and Lincoln died the next day.

After lying in state in the Capitol, funeral services were conducted in the White House and Lincoln was then taken home.

Preceded by a pilot locomotive with traveling engineer and fireman and a caboose with a supporting traveling crew, the Lincoln exequial train of nine immaculate new cars left Washington at 8:00 A.M., April 21. The locomotive and all cars were draped in mourning throughout the journey to Springfield. The train stopped at Baltimore, Harrisburg, Philadelphia, New York, Albany, Buffalo, Cleveland, Columbus, Indianapolis, and Chicago.

This 2,000-mile journey took twelve days. At each of the scheduled stops, the body lay in state and thousands passed the open casket, paying respect to their deceased leader. Along the line, solemn and weeping people were at every town, village, whistle and flag stops, and wooding and water stations. In the countryside, grieving people stood beside the track bidding farewell to the train that disappeared in the distance.

The day before arrival at Indianapolis, the body lay in the rotunda of the Capitol at Columbus. The train departed that place at 8:00 P.M., on what was then the Columbus & Indianapolis Central Railway - later the Pennsylvania. Arrival in Indianapolis was at 7 o'clock the next morning, Sunday April 30, and the casket was taken reverently to the State House and there placed on a noble catafalque. Indiana had been Lincoln's home from the time he was seven until approaching his twenty-first birthday. He had always received strong Hoosier political support and when in the state enroute to or from Washington was given much ovation. Now the expressed affection and respect was more pronounced than ever. Rain that fell continuously did not deter a multitude from turning out en masse. Present was a Kentucky delegation headed by Governor Thomas E. Bramlette. Shortly before midnight the body was taken to the Union Depot and entrained for Chicago.

Governor Oliver Hazard Perry Throck Morton and his suite, and a group of dignitaries, had met the funeral train at Richmond and remained aboard as far as Michigan City.

Although this sad trek has been described in detail in many accounts of Lincolniana, the railroad operational facets have been overlooked or ignored. In the case of the Monon, extant records document the honored role of the railroad between Lafayette and Michigan City - another Civil War chapter in its history.

The funeral train left the Union Depot at Midnight over the Lafayette & Indianapolis Railroad, was transferred to the Monon track at Lafayette Junction, and arrived at Lafayette at 3:45 A.M., May 1. Even at this early hour a large crowd had gathered at the station and a hundred or so lined the street down which the track ran. The train moved by slowly, the whole scene dimly lit by bonfires kindled at intervals. It arrived at Michigan City at 8:35 A.M., where a brief stop was made with the funeral car spotted under a draped memorial arch that had been erected for the occasion.

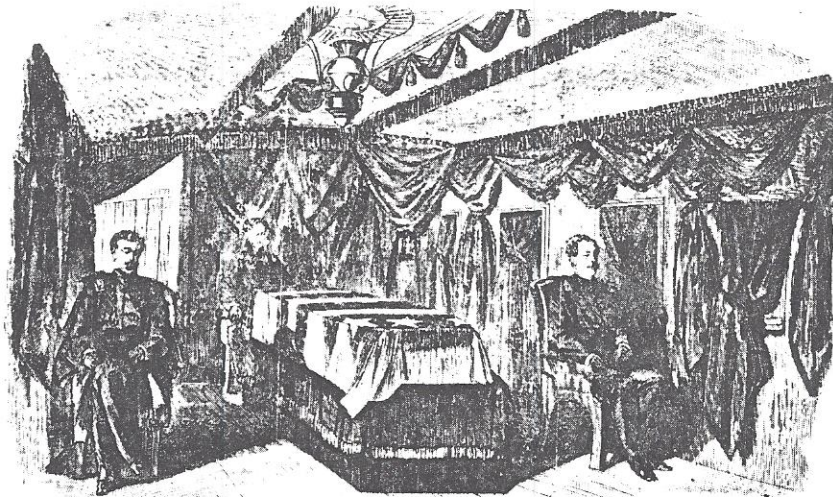
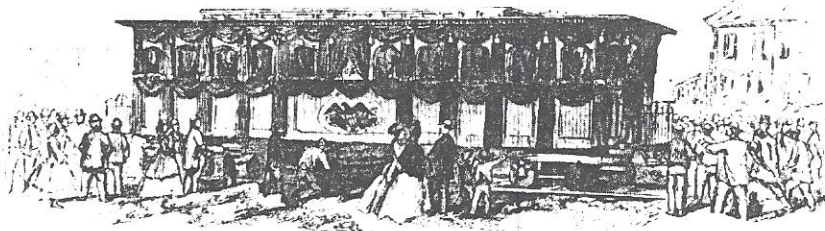
The good women of the city served a hot breakfast of corn-fed ham, bacon, eggs, fried potatoes, gravy, biscuits, and berry pie. There was milk, coffee, English and sassafras tea. Tables were spread for four hundred people, including a delegation from Chicago.

After this traditional Hoosier hospitality, the train proceeded on its way, reaching Chicago at 11 o'clock over the tracks of the Michigan Central and Illinois Central railroads from whence, after two days, it would go to Springfield over the Chicago & Alton Railroad.

From Lafayette, the train traveled slowly - 25 miles per hour. The published timetable and special regulations for this carriage were issued by the Director and Manager of Military Railroads, Brevet Brig. Gen. D.C. McCallum. The train departed each station ten minutes behind the pilot. It passed through towns with tolling bell at a speed not exceeding five miles an hour. Telegraph offices were kept open during the entire passage; when a station was cleared the operator at once gave notice to the next station up the line. The pilot was not permitted to pass any station without first getting information of the funeral train having passed the last station, coming to a full stop if necessary.

An attended signal was shown at every switch and bridge, and at the entrance upon every curve. Each attendant personally had to know that all was safe. The track signal from Lafayette until broad daylight was a white light and from that time to Michigan City, a draped white flag. During darkness the pilot carried red markers and a draped American flag during daylight. Both the pilot and funeral train had absolute right to the line during this passage; opposing trains were sided.

Eighteen sixty-five was an important year in the life of the LNA&C. A new era began - an era of successful expansion, development, and refinement that also was at once an era of trial and trouble.



The remainder of this story will be published in *The Record* 1976, telling of the formation of the Monon System, the construction and service of the French Lick Branch, and the heyday of the railroad.

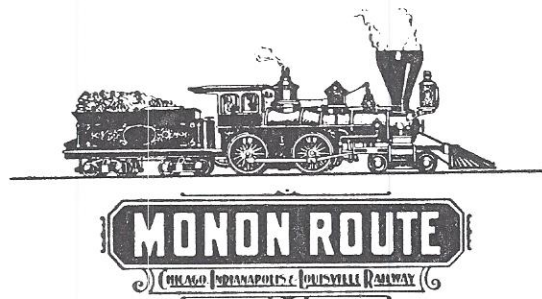
Eighteen sixty-five began an era of expansion, development, and refinement that was also an era of trial and trouble. The line was completed from Indianapolis to the town of Monon and from there to the state line in Lake County. Trackage rights on the Chicago & Western Indiana Railroad, gave the Monon access to Chicago in its own right. Trackage rights and owned or leased lines brought the total operating miles to 623.

The French Lick Branch was initially extended in 1886-1887 from Orleans to secure passenger, mail and express revenue. At the same time, freight was potential in the construction and operation of the great hotels in The Valley and on-line revenue from manufactures in Paoli. Later, in 1907, there would be passenger, mail, express and freight exchange with the Southern Railroad.

Finally, the heyday - 1950. This was the peak year of the presidency of John Walker Barriger III (1946-1952) whose brilliant railroad career was capstoned by the total modernization that effected upgrading of line, facilities, and new rolling stock and motive power. The Monon was the first Class I railroad to be completely dieselized.

Then, alas, the merger with the L&N in 1971. The integration of these two roads into a single-line service was effected by the resurgence in agriculture traffic for the L&N. Both railroads tapped rich sources of corn and soybean production that was being shipped into the South in rapidly increasing quantities. The two roads operating separately were unable to provide equipment and sufficiently profitable rates but acquisition by the L&N, with its access to the grain- and feed-hungry markets of Georgia and Alabama, promised a distinct change for the better.

If you close your eyes, you may hear the train blow; but the Monon don't run here anymore.





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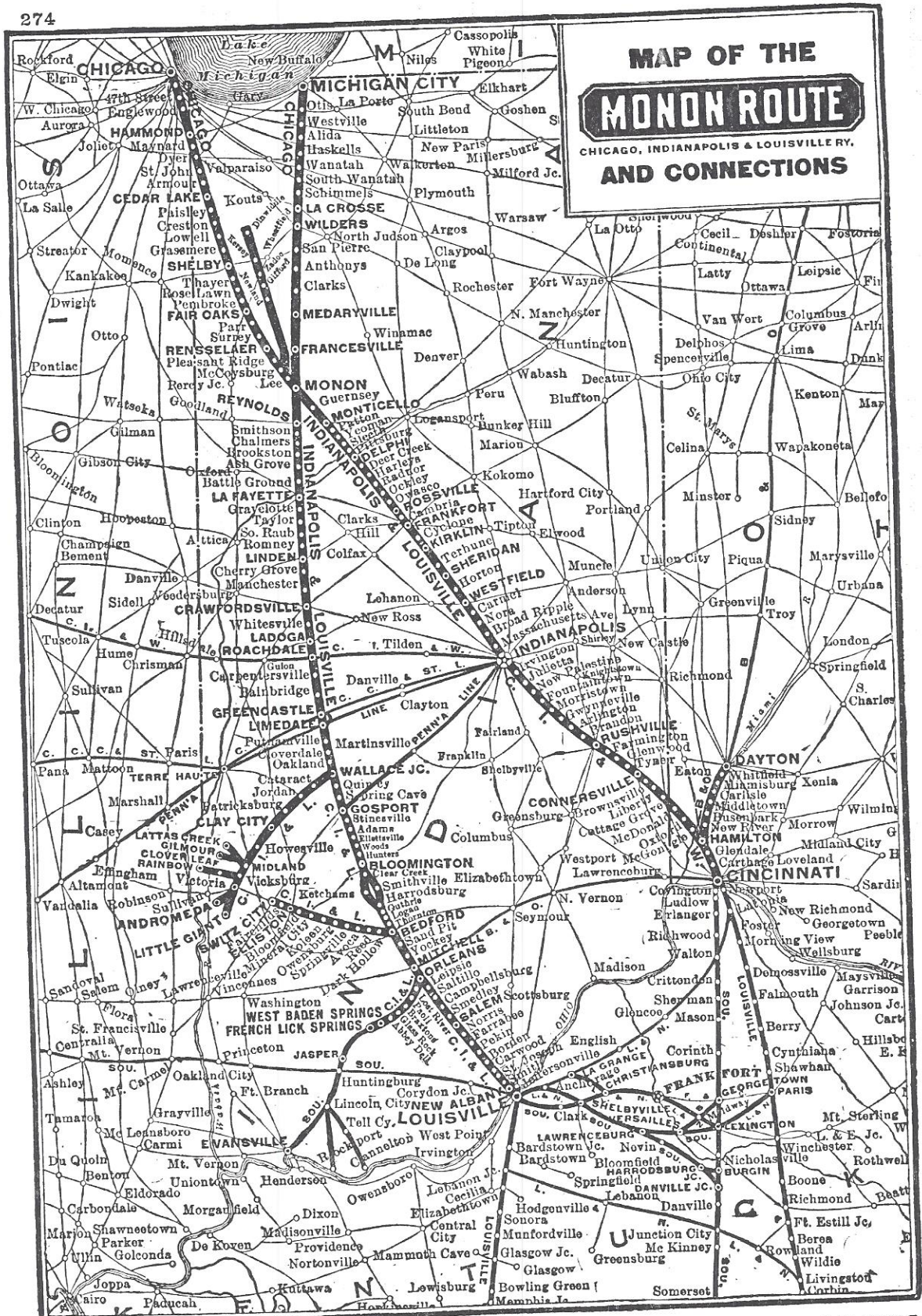
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MAP OF THE
MONON ROUTE
 CHICAGO, INDIANAPOLIS & LOUISVILLE, KY.
AND CONNECTIONS

THE OFFICIAL GUIDE
 APRIL, 1925