

**March 5, 1852**

*New York Daily Times*

**Interesting Legal Opinion—Hon. Greene B. Bronson on Railroad Charters (Excerpt)**

The Michigan Central Railroad Company incorporated by the State of Michigan, having a road in operation from Detroit to Michigan City, applied to the Legislature of Indiana, at their last session, by petition, signed by their Superintendent, for the passage of 'a law, by and under which it could extend its road to the Illinois line in the direction of Chicago.' This application failed of success, and subsequently that Company made a contract with the New Albany and Salem Railroad Company, under which it claims a right to extend its road from Michigan City to the Illinois line. This road, if built, would be, for about forty miles, nearly parallel with the route of the Northern Indiana Railroad Company, which latter Company denies entirely the legal right of the New Albany and Salem Company, and of the Michigan Central Company, acting under said contract, to build any such road.

**April 17, 1852**

*Janesville Gazette*

No Title

The Michigan City News, of the 9<sup>th</sup> inst., learns that the New Albany and Salem Railroad Company have lately negotiated a large loan in New York—two million three hundred thousand dollars, on the most favorable terms. The News reports the road as progressing very rapidly.

**October 5, 1853**

*Weekly Wisconsin*

**The Wabash And Lake Michigan United**

The Chicago papers are rejoicing over the running of the first train of cars on the New Albany and Salem Railroad from Michigan City to Lafayette on the Wabash, in Tippecanoe Co., Indiana. Chicago is now connected, via Michigan City, with Indianapolis, Louisville and Cincinnati. The railroad distance to Louisville is now 310 miles; to Cincinnati 323 miles. The completion of the road is to be celebrated by an excursion at half price to Lafayette, on the occasion of the Indiana State Fair, October 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup>. Passengers leaving Chicago by the morning train of the Michigan Central Railroad, will arrive at Michigan City in time for the express train to Lafayette; and thence can proceed, without detention, to Indianapolis and other points south and east. The Lake Shore Railway will be completed to this city during the course of the ensuing year, and then Milwaukee will obtain a daily connection with Indianapolis and Cincinnati.

**October 12, 1853**

*Alton Daily Telegraph*

## New Route To Cincinnati

It is expected that the railroad from Alton to Chicago will be completed today—at all events, it will be open this week—and the little gap to Bloomington, which has been a source of so much annoyance will be closed. Once at Chicago, or at the junction of the roads, the traveler to Cincinnati can determine his route. By the completion of the New Albany and Salem Railroad, from Michigan City to Lafayette, Ind., a communication is complete from Chicago to Cincinnati, via Lafayette and Indianapolis. Passengers leaving Chicago at eight o'clock by the morning train of the Michigan Central Road, take the 10 o'clock train at Michigan City, and the 2:30 o'clock at Lafayette. For the present, they lie over at Indianapolis until 5 o'clock, a.m., next day, when they can proceed to Cincinnati or Cleveland. We understand that the fare from Chicago to Cincinnati by the route named is \$8.75; by the route via Toledo, \$11.50. On the completion of the Lawrenceburg road, arrangements will be made to pass between Chicago and Cincinnati on the same day.

Passengers leaving Indianapolis in the morning, reach Chicago at 7 p.m. After the gap is closed at Bloomington, this route will be clearly the shortest from St. Louis to Cincinnati. It ought not to require more than 2 ½ days to make it, though it will be cost more than is ordinarily paid by the river.

**January 7, 1854**

*Janesville Gazette*

## Railroads Centering At Chicago (Excerpt)

The New Albany and Salem Railroad, two passenger trains leave and arrive daily. Also, one freight and one construction train—making seven trains employed.

**April 6, 1854**

*Alton Weekly Courier*

## Sad Railroad Accident—Engineer And Fireman Killed—Another Person Dangerously Injured

About one week since the managers of the New Albany and Salem Railroad had a paper drawn up, to which the signatures of the various employees of the road was demanded, absolving the Company from any suit for damages in case an accident occurred, resulting in the death or injury of any of the persons engaged in service on the line. The assent of most of those employed, was secured. The engineers, however, or a majority of the number refused. New men, incompetent for the duties of the position, and not aware of the responsibilities of the post, were taken up, and we have at this early period to record a disaster that is chiefly attributable to the dismissal of the experienced engineers.

Yesterday morning, the boiler of one of the locomotives exploded, making a complete wreck of the machinery and tender, and casting the wood, iron, etc., in every direction. The engineer was instantly killed, as was also the fireman. Another individual, a brakeman, we believe, was very severely injured by the force of the explosion.

We trust that the Directory of the New Albany road are now satisfied with its experiment.  
(From the Louisville Courier)

## **August 2, 1854**

*Weekly Wisconsin*

No Title

The railroad strike of the engineers on the New Albany and Salem Railroads has been settled. There need now be no more detention of passengers of freight.

## **July 16, 1855**

*The Fort Wayne Daily Times*

New Albany & Salem Railroad—Summer arrangement, 1855—Until further notice, passenger trains will run daily, Sundays excepted, as follows;

Trains North—through express train will leave New Albany at 3:00am, southern Railroad crossing at 7:08am, Lafayette 3:30pm, and arrive at Michigan City at 7:30pm, connecting directly with special train on Michigan Central railroad for Chicago, arriving there in time for night trains on the different roads, and connecting also at Michigan City with trains for Detroit, arriving there next morning, connecting directly with Canada Railroad for Niagara Fall, &c.

Accommodation trains will leave New Albany at 8:30am and arrive at Bloomington at 6:00pm; leave Bloomington at 4:00am and arrive at Lafayette at 2:00pm.

Pittsburgh and Chicago express will leave Lafayette at 11:15am, Southern Railroad crossing at 4:00pm and arrive at Michigan City at 3:30pm, connecting directly with trains for Chicago and Detroit, arriving at Chicago at 7:30pm and at Detroit at 3:00am.

Trains South—Through express train will leave Michigan City daily, Saturdays excepted, at 11:30pm, after arrival of trains from Chicago and Detroit; southern Railroad crossing at 11:55, Lafayette at 4:15am, Greencastle at 7:55, connecting with trains for Indianapolis and Terre Haute, arriving at New Albany at 4:30 and Louisville at 5:00pm.

Cincinnati express will leave Michigan City at 3:00, after arrival of special train from Chicago, and trains from Detroit; southern Railroad crossing at 3:20, arriving at Lafayette at 11:55am connecting directly with trains for Indianapolis and Cincinnati, arriving at 9:00pm.

Accommodation train will leave Lafayette at 7:30am, arriving at Bloomington at 5:40pm; leave Bloomington at 5:30am, and arrive at new Albany at 2:45pm.

Also a train will leave Lafayette at 3:30pm, for Crawfordsville, and Crawfordsville at 4:30am for Lafayette.

The arrangement is such that direct connections are made at Michigan City with Michigan Central Railroad for Detroit and the east, and for Chicago and the west. At Lafayette with Lafayette and Indianapolis Railroad for Cincinnati, Columbus, Wheeling, Pittsburgh, Baltimore, &c; and at Greencastle with Terre Haute and Richmond Railroad for Indianapolis, Terre Haute, Vincennes and Evansville, and southern Railroad crossing for Toledo, Cleveland, &c.

Through tickets over the connecting roads to the different cities, east, west, and north, can be obtained at different stations on the line.

This road with its different connections, presents to the traveler unequalled facilities for speed, comfort, and cheapness of route

Freight trains daily between New Albany and

Michigan City

Freights will be forwarded with promptness

C. Knowlton, Superintendent

Michigan City, July 16, 1855

### **October 9, 1855**

*The Fort Wayne Daily Times*

(Excerpt from an article on the Junction Eating House at Lafayette. The author seemed rather displeased with the food there. KG.)

We have heard it said that the New Albany and Salem Railroad Company has an interest in this eating house. We hope that is not true. That company has about as much weight of indignation to load it for its mismanagements, delays and discomforts as it can well bear. We should be sorry to think any one company were responsible for the iniquity and atrocity of the Junction eating-house at Lafayette.

### **March 26, 1857**

*The Fort Wayne Weekly Times*

On the New Albany & Salem Railroad on Friday evening 13<sup>th</sup> inst., the Express train with 150 passengers fell through a bridge over the Muddy Fork of Silver Creek 15 miles north of New Albany, and did much damage besides tearing one man into pieces.

### **May 7, 1857**

*The Fort Wayne Weekly Times*

No title

The New Albany and Salem Railroad is now laid with T rail from New Albany to Michigan City. It is now a smooth and easy road, and trains run with regularity and make good time.

**July 30, 1857**

*Alton Weekly Courier*

From the Items Of News section

The bond holders of the New Albany and Salem Railroad Company have taken initiatory steps to foreclose their mortgage and obtain possession of the road. A whole year's interest is now overdue and unpaid. The bonds are largely held in Germany, through a Cincinnati house.

**May 20, 1859**

*Weekly Gazette and Free Press*

No Title

The Chicago night express train on the New Albany and Salem Railroad, ran into a drove of cattle that were lying on the track, near Reynolds station, on Wednesday night, killing fourteen head, and throwing the engine bottom side up in a ditch. No person was seriously injured.

**March 16, 1860**

*New York Times*

Suit Against The Messrs. Leland

The New Albany and Salem Railroad Company vs. Shameon(sp?) Leland, Warren Leland and Charles Leland—The Plaintiffs in this action, which is on trial before Justice James, in the Supreme Court, Circuit, are a corporation, constituted under the laws of the State of Indiana, and the defendants are the well known proprietors of the Metropolitan Hotel. The plaintiffs allege that their agent, James Palton (or Patton?), on the night of the 30<sup>th</sup> August, 1857, arrived at the hotel of the defendants and asked for a room. That having in his pocketbook \$326, he desired that the night clerk in attendance should place it in the safe provided for this purpose. That the clerk responded to him saying that the clerk having the safe in charge had retired, and that he had no key and could not place the money in the safe. That their agent then retired to a bed provided for him in one of the parlors of the hotel, and placed his coat containing his pocket-book, under his pillow and retired. In the morning the money was gone, but the pocket-book

remained. The plaintiffs bring this suit to recover of the proprietors of the Metropolitan Hotel the sum so lost, as the plaintiffs allege, in the defendant's hotel.

The defendants admit that a person, purporting to be the agent of the plaintiff, came there on the night in question, and that as the hotel was crowded, they gave him a cot in one of the parlors, in which others were sleeping. But they deny that their agent refused to put his money in the safe, or said anything in response to it. The case is still on.

### **September 12, 1861**

*Oconto Pioneer*

### **Railroad Leased**

The Michigan Central Railroad has leased the Northern Division of the Louisville, New Albany & Chicago Railroad, extending from Lafayette, Ind., to Michigan City, and will equip and run it. This section is ninety-three miles in length. The Central road pays a percentage for its use, keeps it in running order and furnishes the equipment. Possession was taken on Monday last.

### **March 12, 1863**

*Janesville Daily Gazette*

No title

Large numbers of refugees from Southern Kentucky and Tennessee arrive in this city daily, having been compelled to abandon their homes, owing to the cruelties of their rebel oppressors. The New Albany Ledger says that 18 or 20 of these refugees passed over the Louisville, New Albany and Chicago railroad yesterday.

### **December 23, 1864**

*Janesville Daily Gazette*

No title

The Post Office department learns that mail going east was burned by a railroad collision near Detroit on the 15<sup>th</sup>, and other mail on the New Albany and Salem Railroad on the 16<sup>th</sup>.

### **January 4, 1866**

*Madison County Courier*

No title

Last Monday evening a passenger train over the Louisville, New Albany and Chicago Railroad was fired into 12 miles from New Albany, the shots striking the ladies' car, but fortunately hitting no one. The train was stopped, and one of the gang, named Jacob Boyles, was caught and taken to New Albany. His comrades will no doubt be arrested, as they are known.

**January 11, 1866**

*Cedar Valley Times*

### A Railroad Train Fired On—Arrest Of One Of The Assailants

The New Albany (Ohio) Ledger says; One of the most diabolical outrages we have been called upon to record, in these days of violence and disregard of law, was committed Monday at the Twelve Mile Switch on the Louisville, New Albany & Chicago Railroad. As the train passed this station three men were seen near the track, who, without the slightest provocation, and actuated by the most fiendish spirit, fired into the ladies' car with revolvers. Fortunately no one was hurt by this fiendish act; but this was not owing to the scoundrels who did the shooting. The train was stopped after it had preceded about one mile from the action, and Mr. Thomas Hanlin, the conductor, Rodger Martin, Peter Ryan, James Ryan, and Chas Lanford, started back to attempt the capture of the villains. After an exciting race they succeeded in capturing one of them, Jacob Boyles, just as he was in the act of firing upon the party. Boyles was knocked down and pretty severely beaten by some of those in pursuit. He was then secured and brought to this city, where he arrived on the train last night. He was placed in jail, and as the offense was committed in Clark County, will, we presume, be removed to that county for trial. The confederates of Boyles in this damning crime will no doubt be arrested today, as they are both known. We sincerely hope they may not escape. Their offense is a most heinous one, and calls for the severest punishment. The safety of the community demands that such villains should be incarcerated for life in the penitentiary.

**April 25, 1867**

*Fort Wayne Daily Gazette*

No title

It is reported that Mr. Schuyler, of New York, is to take the Trusteeship of the Louisville, New Albany, and Chicago Railroad, Mr. Williamson resigning.

**July 10, 1868**

*Fort Wayne Daily Gazette*

No title

A fire at New Albany destroyed the car shops of the Louisville, New Albany and Chicago Railroad Company, together with seven cars and a large quantity of material, involving a loss of

\$24,000, with no insurance. The fire is supposed to have been communicated by a spark from the locomotive.

**February 3, 1869**

*Fort Wayne Daily Gazette*

No title

Thomas Murray, a small boy from Madison, who was arrested at New Albany about two months ago, charged with robbing the ticket office of the Louisville, New Albany and Chicago Railroad in that city, was tried by a jury in the Court of Common Pleas, of Floyd County, Friday morning. The jury returned a verdict of guilty, and sent him to the State House of Refuge for a term of five years.

**June 10, 1869**

*Fort Wayne Daily Gazette*

No title

Robert Jennings, of New Albany, David Freeman, of Ladoga, and Mr. Mahan, of Monroe County, have been appointed by the Postmaster General as route agents on Louisville, New Albany and Chicago Railroad between this city and Lafayette, and will assume their positions in a few days.

**December 15, 1870**

*Cambridge City Tribune*

No title

Gen. Geo. H. Chapman has been appointed receiver for the Louisville, New Albany and Chicago Railroad.

**June 24, 1871**

*Fort Wayne Daily Gazette*

**Saved From Death**

Wanatah, Ind., June 23—A culvert on the Louisville, New Albany & Chicago Railroad, about fifty miles south, was so seriously damaged by the recent heavy rains as to make it unsafe for trains to pass over, but the northern bound express, due there about three o'clock this morning, not knowing of the danger, dashed on to it at full speed. The structure, unable to support the heavy weight, sank with the engine and first baggage car into the yawning abyss of

the surging water, nearly fifteen feet in depth; but in an unaccountable manner the remainder of the train, with its load of living freight, became uncoupled and remained on the embankment, thus saving a frightful loss of life. The fireman, Ed Whitcomb, however, who was unable to escape from the engine, was carried down and instantly killed. Engineer Grimstead (sp?) escaped with some serious if not fatal cuts on his person and some serious burns. The baggageman was also badly hurt. Several of the passengers received severe cuts. One lady whose name could not be learned had three ribs broken besides dangerous internal injuries, but it is thought that she will recover. The work of rebuilding the bridge is going on rapidly and will be finished by morning. Until then the transfer will be made.

**November 28, 1872**

*Cambridge City Tribune*

No title

A decree of sale has been ordered in the case of the Louisville, New Albany & Chicago Railroad, and J.D. Howland appointed commissioner thereof. The road has been in the hands of a receiver for the last two years.

**March 13, 1873**

*Elyria Independent Democrat*

No title

Last Friday evening, in New Albany, Indiana, while several little children were playing on the track of the Louisville, New Albany and Chicago Railroad, a switch engine, backing onto a siding, ran over three of them. One, named Franklin Scott, three years old was horribly mangled. His head was entirely severed from his body, and crushed into a dozen pieces.

**March 15, 1873**

*Newport Daily News*

**A Law Breaker Shot Dead**

In New Albany, Ind., Wednesday, Lou James, engineer on the Louisville, New Albany and Chicago Railroad, while his brother Matt was under arrest in a magistrate's office for shooting a man started out telling Matt to follow him. City marshal John Southerland laid his hand on Matt's arm and told him not to go as he was under arrest, when Lou struck Southerland in the face and followed up the blow with ten or fifteen others. Southerland warding off the best he could, and telling James to stop or he would shoot. Southerland, at length, drew a revolver and shot James in the breast, but the wounded man continued to strike him, knocking him into a large wood box in the corner. Southerland then placed a revolver to James's head and warned him again to quit, but the warning was unheeded and Southerland fired killing him instantly.

Southerland then gave himself up, but no one would make an affidavit against him and he was released.

**May 16, 1873**

*Ohio Democrat*

## Railroad Accident

Louisville, May 5—Advices from Princeton, Ind., last night, state that an excursion train left that place Saturday on the Louisville, New Albany and Chicago Railroad for Mount Carmel, Ill., carrying about 75 persons. While backing the train from Mount Carmel to Princeton a number of cows suddenly ran on the track. Conductor Henry T. Haynes, who was on the rear platform, promptly signaled the engineer, but it was too late. The train ran over the cows, and plunged down an embankment eight feet high, turning the cars bottom upward. The passengers were thrown into a terrible state of confusion, and a number of them seriously injured, some probably fatally. The conductor leaped into a ditch and escaped unhurt. He afterwards broke the glass in the doors and rescued the passengers.

Among the wounded are; Miss Louisa West, of Princeton, who was injured in the head and had two ribs broken; Nathan Buckner, of Princeton, severely injured in the head, back and hips; E.R. Penny, collar bone and right arm broken; Miss L. Dorsett, of Princeton, head and jaw seriously injured; Richard Ingle, of Cincinnati foot badly hurt.

Some thirty others were more or less injured.

**April 22, 1874**

*The Fort Wayne Daily Sentinel*

## Horace Greeley's Ride

An amusing anachronism is going the rounds of the press of the country, originating, we believe with the Journal of this city, to the effect that in 1831 Horace Greeley was under an engagement to deliver a lecture in LaPorte, and an accident to the train on the New Albany and Salem road; which was to take Mr. Greeley from Indianapolis, detained him; the fact was telegraphed to LaPorte and the audience determined by a vote to wait, etc. There are several unimportant inaccuracies in this little story which somewhat mar the otherwise pleasant romance. In the first place, Mr. Greeley, at the time mentioned was only twenty years of age and was nothing more than a poverty-stricken printer, not yet entered upon his public career. Secondly, Mr. Greeley had never been in the state of Indiana at the time spoke of. Thirdly, the New Albany and Salem railroad was not in existence in 1831. Fourthly, no other railroad existed in the state of Indiana at that time. Fifthly, it would even at this day, puzzle the old philosopher, if he were yet alive, to go from Indianapolis to LaPorte by the New Albany and Salem railroad, as its nearest approach to this city is forty miles. Sixthly, the electromagnetic telegraph was not invented in 1831, and consequently the good people of LaPorte could not have received their information that way. Seventhly, no such an occurrence ever took place. With the exception of these trifling inaccuracies, the story is well founded.

**May 7, 1874**

*Paxton Weekly Record*

No title

It has been lately asserted that a lady lecturer who was delayed somewhere in the West by the breaking down of a train, and did not reach the platform until 10:30 o'clock, was the first speaker for whom an audience was ever known to wait so patiently. This is said to be a mistake. The Hon. Horace Greeley was once to lecture at LaPorte, Ind., and an accident to the train on the New Albany & Salem Railroad was to bring Mr. Greeley from Indianapolis compelled him to make the last seventy-two miles across an unsettled prairie by a hand-car manned by four Irishmen. The fact was telegraphed to the people at the Presbyterian Church at LaPorte, and the audience determined by a vote to wait. They waited, and greeted the old white coat at 11:10 p.m., and listened to a long lecture, retiring from the church at a little after one o'clock in the morning.

**November 13, 1874**

*Fort Wayne Daily Sentinel*

No title

Says the Lafayette Courier; "The name of the defaulting agent of the Louisville, New Albany & Chicago Railroad, at Michigan City, is James R. Bryant (or Dryant?). He was formerly stationed at Bloomington, and had been heretofore considered a reliable man. The amount of his defalcation has not been ascertained.

**August 8, 1875**

*Ohio Democrat*

No title

A freight train going north from Terre Haute, on the Louisville, New Albany & Chicago Railroad, Wednesday afternoon of last week, went through a trestle forty feet high between Putnamville and Cloverdale, killing the engineer, conductor and head brakeman. The fireman had one leg and one arm broken. The rear brakeman only escaped.

**June 14, 1877**

*Jackson Sentinel*

No title

Another claimant for the honors of telephone discovery. This time it is Indiana that is heard from. Mr. G.B. Havens of the Louisville, New Albany & Chicago Railroad is the inventor. He makes his telephone by wrapping wire around a common tin can, such as is used for preserving fruit. The can is set upon a block of wood. Near the bottom of the can is a piece of brass, attached to another wire. The description is not very clear, but the sounds produced are said to be, and the latter means of tin cans at each end, were sent over ninety-two miles of wire, and included several pieces of music, one of which, of course, was the inevitable "Home, Sweet Home," which seems to be the staple material of the most telephonic transmissions. Improvements on the tin cans are promised by the inventor.

**December 3, 1878**

*Fort Wayne Daily Gazette*

No title

A switch engine on the Louisville, New Albany & Chicago Railroad, at Lafayette, ran over and horribly mangled John Miller, an old resident of this city. The accident occurred on a curve.

**November 6, 1879**

*Waukesha Freeman*

No title

At Michigan City, Ind., the depot of the Louisville, New Albany and Chicago Railroad was destroyed due to fire. A loss of \$20,000 reported.

**December 20, 1879**

*Daily Constitution*

### Rumored Express Company Changes

Lafayette, Ind., December 19—The change in the control or management of the Louisville, New Albany and Chicago Railroad has opened a new subject of comment in another direction, and express circles are somewhat concerned in anticipated developments. It is rumored here, and stated by well-authenticated authority, that the above mentioned change will result in the retirement from the road of the Adams Express Company, which runs over that division from Louisville to Greencastle, and the American Company over the northern division. These are to be displaced by the Union Express Company. The latter is said to be a new organization, in which the same parties who have recently obtained controlling interest in the LNA & C road are identified, and who after the manner of Jay Gould propose to run their own express company over their own road, and if any money is to be made out of the business they will be the parties who will profit thereby. It appears that this company desires a route north and

south that will enable them to compete with the other companies. The rumor seems to be pretty well defined and is generating considerable talk in express circles.

### **February 16, 1880**

*Decatur Daily Review*

No title

John McLeod has been appointed superintendent of the Louisville, New Albany & Chicago Railroad. He was formerly president of the Louisville & Cincinnati short line.

### **March 28, 1880**

*Logansport Journal*

No title

The section hands of the Louisville, New Albany and Chicago Railroad went into a strike last Monday. The superintendent ordered an increase of one hour in the time of work without any additional compensation. This the employees refuse to accede to, and hence the strike.

### **July 27, 1880**

*Galveston Daily News*

#### **An Express Company's Trouble**

Indianapolis, July 26—The Louisville, New Albany and Chicago Railroad company having threatened to eject the Adams Express Company from its line, the express company applied to the United States Court for an injunction, which was granted on a preliminary hearing of the case in May last. Judge Harlan issued a restraining order until the final hearing. Recently the railroad company have annoyed the express company in various ways, and finally refused to receive its safe chests unless the railroad company were permitted to open and examine the contents, whereupon the express company moved an attachment against the railroad company and its various officers for contempt. The greater part of the last week was occupied in argument. Today Judge Grasham delivered an opinion which is interesting as affecting the transportation interests of the country. He holds that the railroad company and its officers were in contempt, but as they were acting under the advice of counsel he dismissed the attachments at their core. A railroad company has no right to charge an express company for carrying packed parcels if sent separately, but may charge a reasonable rate for carrying safe and chest containing parcels as on single package only. It cannot demand an inspection of the contents of such parcels unless it has reason to believe the contents to be dangerous to life or property. The decision defines the right between parties to be the same as before the suit was commenced, and directs that the state of affairs existing then be maintained until the final hearing.

**September 1, 1881**

*Fort Wayne Daily Gazette*

### Railroad Extension

Jeffersonville, Ind., August 31—The Louisville, New Albany & Chicago Railroad will be run into Jeffersonville on an independent track within a few weeks. The work of constructing the road bed will be begun as soon as surveys can be made.

**January 12, 1882**

*Fort Wayne Daily Sentinel*

### Arrested For Robbing Cars

New Albany, Ind., Jan. 12—Thomas Renshaw, a young man of respectable parentage, was arrested yesterday on a charge of being connected with Charles Williamson, arrested last week for breaking into the cars of the Louisville, New Albany and Chicago Railroad and carrying off a large quantity of goods. The case goes over to the circuit court.

**February 7, 1882**

*Logansport Pharos*

No title

W.G. Sala, our Will, we suppose, has been appointed master of transportation of the Louisville, New Albany and Chicago Railroad, with headquarters at Lafayette. The young man is rising.

**August 10, 1882**

*Logansport Journal*

No title

The Louisville, New Albany and Chicago Railroad Company, for a gift of real estate and a bonus of \$25,000, have decided to move their machine and repair shops from Louisville to Lafayette, Ind.

**August 11, 1882**

*Logansport Journal*

No title

The citizens of Lafayette are very jubilant over having received official notice that the Louisville, New Albany & Chicago Railroad Company have decided to locate their new and extensive shops in that place. In consideration of the location in that city, sixteen acres of land and \$25,000 are to be donated to the railroad. The buildings will be at once erected, and when the shops are completed a large number of men will be employed.

**August 27, 1882**

*Logansport Journal*

No title

Miss Anna E. Fowler, who sustained the loss of one hand by the accident on the Louisville, New Albany & Chicago Railroad near Bedford, in June last, has been paid \$5,000 cash by the company, to save a lawsuit.

**October 11, 1882**

*Logansport Journal*

No title

At a meeting of the Common Council of Lafayette last Tuesday night, that body pledged the Louisville, New Albany & Chicago Railroad, the sum of \$29,500, with the understanding that the car shops of this road be located and operated at that place.

**February 3, 1883**

*Evening Gazette*

An Air Line

The Crawford Syndicate has surrendered to the Louisville, New Albany & Chicago Railroad Company 158 miles of new track, forming an air line between Chicago and Indianapolis, on which trains will commence running at once.

**March 2, 1883**

*Review*

Convict Labor and Rejected Claims—Midnight Session Of The Senate (Excerpt)

Mr. Willard's bill to authorize railroad companies to guarantee the bonds of any railroad company organized under the laws of another state was read the second time by title; passed by yeas, 39; nays, 9; Mr. Willard explaining that the bill will only apply to the Louisville, New

Albany & Chicago Railroad, allowing it to indorse bonds for a railroad to connect with the Cincinnati Southern Railroad.

**March 4, 1883**

*Review*

**Insurance Bill Passed—A Sensation In The House (Excerpt)**

Both houses of the legislature have now passed the bill to allow the Louisville, New Albany & Chicago railroad to guarantee the bonds of the Louisville Southern Railroad, its new southern outlet, to the amount of two-thirds of its capital stock.

**April 1, 1883**

*Fort Wayne Sunday Gazette*

No title

A telegram from Monon, Ind., says that the Louisville, New Albany & Chicago Railroad Company has located their general machine shops at Monon, it being the crossing of their lines from Louisville to Michigan City and Chicago to Indianapolis. Monon is beautifully situated upon the banks of the stream which bears the name of the town. The town will furnish the amount of money required, and with this and other enterprises that will follow, it will be one of the most flourishing places in northern Indiana.

**April 20, 1883**

*Fort Wayne Daily Gazette*

No title

Lafayette, Ind., has given twenty-two acres of land and \$25,000 to secure the general railway shops of the Louisville, New Albany & Chicago Railroad.

**May 7, 1883**

*Decatur Daily Republican*

No title

Col. Bennett H. Young, president of the Louisville, New Albany and Chicago Railroad Company, has issued an order directing the cessation of all unnecessary work on Sunday. The order states that efforts will be made to abrogate mail contracts that involve the necessity of Sunday trains, and that in future no excursion trains will be run on Sunday's even to camp

meeting grounds, and promises all possible consideration to such of the employees as have conscientious scruples against Sunday work.

**May 7, 1883**

*Winnipeg Free Press*

### A Religious Railway Company

A dispatch to the Chicago Tribune of 2<sup>nd</sup> inst., from Louisville, Ky., says;--Yesterday Col. Bennett H. Young, President of the Louisville, New Albany & Chicago Railroad, issued an order that so far as possible no work be done or trains be run on that road on the Sabbath day. Only passenger trains will be run on that day in carrying mails, and efforts be made to arrange for their discontinuance. In cases of perishable goods or livestock freight trains will run when necessary only. The order further says; "You will in future run no excursion trains of any kind for any purpose during the Sabbath. This order applies to camp meeting trains. If the Christian people cannot find other places for worship, this company will not violate divine and civil law, and deny its employees the essential rest of the Sabbath to carry them to the camp meeting ground. I am also informed that a number of the company's employees have conscientious scruples against any work on the Sabbath day. There are likely others who do not feel so strongly on this subject. Under no ordinary circumstances must any employee who objects on the ground of his religious convictions be ordered or required to do any service Sundays. If any difficulties arise in the execution of this regulation you will please report them to me for consideration, and you will also notify the employees of their right on conscientious grounds to be fully protected in the observance of the day of rest.

**May 8, 1883**

*Fort Wayne Daily Gazette*

No title

C. Brockenbrough, of Lafayette, passenger and ticket agent of the Louisville, New Albany & Chicago Railroad, was in the city yesterday making arrangements for a coach from Lafayette to Nashville, for visiting friends of the new bishop of that city during the coming month.

**June 7, 1883**

*Logansport Journal*

No title

The Louisville, New Albany & Chicago Railroad Company is said to be about to recede from the position recently assumed in hostility to the running of trains on Sunday.

**June 9, 1883**

*Atlanta Constitution*

No title

J.T. Harahan, superintendent of the Mobile division of the Louisville and Nashville railroad, declined the appointment he had received of general superintendant of the Louisville, New Albany and Chicago railroad. His own people properly appreciating his services induced him to remain, and they never showed more wisdom than in this instance.

**July 5, 1883**

*Atlanta Constitution*

No title

Mr. John B. Wrenn, formerly of Atlanta, has resigned the position of southern passenger agent of the Louisville, New Albany and Chicago Railroad to accept a position with the Pennsylvania railroad at Philadelphia.

**August 1, 1883**

*Trenton Times*

### It Pays To Keep The Sabbath

The two months which have passed since President Young issued an order forbidding the running of Sunday trains, except those carrying mail, on the Louisville, New Albany and Chicago Railroad, have been the most prosperous of any in the history of the road. President Young recently telegraphed; "Our June business has been larger than ever before, and the aggregate earnings the largest on record." While the experience of one railroad for two months is by no means conclusive of the question at issue, yet it certainly tends to refute the position taken by so many managers that a single railroad or a portion of the railroads of the country cannot afford to cease Sunday work, and that Sunday observance is not practicable unless all railroads unit in it. The Louisville, New Albany and Chicago road has discontinued Sunday traffic, and has increased its business, and there is no indication that earnings for May and June are \$1 less than they would have been if its employees had been worked seven days in each week.

**August 11, 1883**

*Logansport Journal*

No title

The Louisville, New Albany & Chicago Railroad refuses to run Sunday passenger trains from Lafayette to Battle Ground, whereat many vigorous howls came from the camp meeting people. They expressed their gratification, however, at the efforts of a corporation to practice morality and Sunday observance, but regard it a failure, since the road does run freight trains and also two passenger trains slip through every Sunday morning early, one for Louisville and the other for Chicago. They cannot see wherein the theory and practice of the road are consistent.

**August 13, 1883**

*Galveston Daily News*

From the Railroad Notes section

The Louisville, New Albany and Chicago Railroad Company adhere to its resolve not to run Sunday trains, and as a consequence the attendance at the Battleground camp meeting on Sunday last was decidedly slim. In fact, it has seemed to be a cold blanket on the entire time the camp meeting has been held. The attendance for years has not been so small.

**August 22, 1883**

*Atlanta Constitution*

No title

The Louisville, New Albany and Chicago Railroad closed a trade yesterday with Judge John D. Cunningham, attorney for the Austell Refrigerator Car Company, for five cars to be used on their line.

**September 1, 1883**

*Review*

No title

We acknowledge, with thanks, the compliment of an invitation from Murray Keller, esq., general passenger and ticket agent of the Louisville, New Albany and Chicago Railroad, to join an editorial excursion from Chicago to Louisville exposition, by the popular "Monon Route." The invitation is beautifully gotten up, and the trip promises to be a very pleasant one.

**September 13, 1883**

*Winnipeg Free Press*

No title

Reports from the west say the Grand Trunk Railway today made an open cut of \$2 between Chicago and Buffalo, and that the Nickel Plate Railway company were selling tickets at reduced rates, with rebate. The Wabash and Rock Island roads are cutting rates to \$5 and \$4 respectively from Chicago and Council Bluffs and the Rock Island and Chicago & Northwestern are cutting rates \$2 between Chicago and Cedar Rapids. The Pan Handle road began a cut of \$3 Saturday from Chicago to Louisville. The Louisville, New Albany & Chicago road will meet it, and it promises to be an energetic fight. The Pan Handle's object is to step the cutting of rates through scalpers. Late in the afternoon the Pan Handle made a further cut in the rate to \$5 until further notice. This was at once met by the Kankakee line, and the Louisville, New Albany & Chicago Railroad, or Monon Route.

### **September 21, 1883**

*Atlanta Constitution*

#### **Sunday Trains Denounced**

Cynthiana, Ky., September 20—The Kentucky conference of the Methodist Episcopal church south, indorsed the action of the Louisville, New Albany and Chicago Railroad, in withdrawing Sunday trains. It also adopted resolutions opposing Sunday trains to camp meetings, and all traffic on camp grounds on Sunday, not absolutely necessary. The conference appointed a committee to attend a camp meeting, to report with the understanding that if the Sabbath desecration does not cease the church will prohibit the holding of camp meetings.

### **September 21, 1883**

*Daily Nebraska State Journal*

No Change

Chicago, Sept. 20—There was no change today in the passenger rate war between Chicago and Louisville, Sidney B. Jones, of the Louisville, New Albany & Chicago line, said to an associated press reporter; "We are like the Irishman at Donnybrook fair. Whenever the head shows up, we will hit it."

### **September 24, 1883**

*Oshkosh Daily Northwestern*

#### **The Railroad War**

Chicago, Sept. 24—The Louisville, New Albany & Chicago Railroad inaugurated a cut to Indianapolis, Cincinnati and other points in competition with the Panhandle this morning. Thus far the cut has not been met by the Panhandle and others, for the eastern Illinois & Kankakee lines have not come into the fight, but its conceded they can't stay out if the fight lasts.

During this forenoon, scalpers have been selling tickets to Indianapolis & Louisville at \$5 to 90 cents, and a rate of 50 cents by the roads themselves is anticipated before the night.

### **September 27, 1883**

*Eau Claire Daily Free Press*

#### **Another Move In The Pan Handle-“Monon” Fight**

Chicago, Sept. 27—The Pan Handle people made a direct attack on the Louisville, New Albany & Chicago Railroad Company by cutting to all local points that they can reach. They sell tickets to Lafayette, Ind., for \$1.25, to Gosport for \$1.50, to Crawfordsville for \$1.25, to Reynolds for \$1, to Mitchell for \$1.50, to Greencastle for \$1.50, and give the same reduction to all points in Indiana, Ohio, and to the south and southeast.

At the 5-cent rate to Indianapolis the Danville road filled every seat in its train, and refused to carry a number of passengers. One man made application at the company's office for a half ticket for a child, and another wanted a pass.

The action of the Pan Handle brings the Pennsylvania Company against the Monon people. The former claims that they want a traffic agreement, and will probably continue to fight against the Monon until the latter consents to such an arrangement.

### **October 5, 1883**

*Atchison Globe*

No title

The railroad war on passenger rates to Chicago ended at 12 o'clock last night. A compromise has been affected, by which the new air line division of the Louisville, New Albany and Chicago railroad will be admitted to the Union passenger depot, and all the privileges of the Union tracks in the city.

### **November 23, 1883**

*Janesville Daily Gazette*

#### **Water Everywhere**

Bedford, Ind., Nov. 23—It has been raining incessantly since Monday night and one of the most fearful storms that ever passed over this section visited the northern part of this county and Monroe. The greatest damage was done at a station about twelve miles north of this place. The flood came down from the hills like an avalanche, carrying away fences, hay stacks, corn cribs, hogs, sheep and cattle. About one mile of track of the Louisville, New Albany & Chicago Railroad was lifted off the roadbed and deposited fifty feet beyond in a corn field. About ten miles of the road's track is badly damaged. As far as the eye can reach there is nothing but water, with here and there a drowned hog, sheep, or steer. The road bridge across Clear Creek

was carried nearly one mile down the creek and thrown into a cornfield. The Bedford & Bloomington Railroad has suffered severely, several trestles being washed away. Not over one-sixth of the corn crop has been gathered. The loss of stock cannot be estimated until the water subsides. The rains will certainly bring White River out of its banks, and in this even the loss will be very heavy, as there are thousands of acres of ungathered corn in the White River bottoms. It is still raining and the worst is feared. Eleven miles of the Bedford & Bloomington Railroad has disappeared. Several bridges and trestles are also gone. Many stores along the line of the road are flooded. The loss cannot be ascertained at present.

**December 15, 1883**

*Independent*

No title

What is known as the Kankakee Route is about to be consolidated with the Louisville, New Albany and Chicago Railroad, placing 800 miles of track under one management.

**December 25, 1883**

*Daily Nebraska State Journal*

Through A Bridge

Chicago, Dec. 24—Information has been received that the Louisville passenger train over the Louisville, New Albany & Chicago road, which left here last evening, was ditched near Salem, Indiana, but further particulars are not obtainable.

Later—It has been ascertained that the train went through a bridge near Salem, and that eight or nine persons were injured, but no one was killed.

**December 25, 1883**

*Daily Kennebec Journal*

A Bridge Washed Away And A Train Wrecked—Seven Persons Killed

Indianapolis, Ind., Dec. 24—A New Albany, Indiana, special says the bridge over the Blue River of the Louisville, New Albany & Chicago Railroad Company, about a mile and a half south of Salem, washed away this morning. A southbound train ran into the washout and killed Charles Sanford, train baggage-master, and a lady named Dora Eddings, of Lafayette, and four passengers, names not learned. The wounded are John Vaughn, engineer, and his fireman and eight passengers, names unknown yet.

The train consisted of a baggage car, two coaches and one sleeper, with baggage and express matter. A special train with officers and assistants left Louisville about 11:30 a.m. for the wreck.

Among the killed was Jacob Heilfiech, the father of the master car builder of the Louisville, New Albany & Chicago Railroad.

Later—Additional details have been obtained relative to the railroad accident this morning near Salem. The train was running at the rate of forty miles an hour when it reached the bridge, the abutments of which had been undermined by the swollen stream. The locomotive crossed safely, but the baggage and mail cars, the express car and gentlemens' car plunged into the stream. The ladies and buffet car remained on the track. The portion of the train not submerged caught fire and in less than half an hour the whole train was consumed. John Vaughn, engineer, of this city, was so seriously injured he cannot live. Charles Sanford, baggage master, of this city, was wedged into his car by the baggage and drowned. Jacob Helfriech, aged 70, a German minister of this city, was burned to death. A passenger from Quincy, Ill., who got on at Salem, and two others from Chicago who were going to Louisville to work, are among the missing. Four unrecognizable bodies have been taken from the wreck. Miss Dora Eddings, who was reported killed, is safe. The wounded were taken to hotels, but their names could not be ascertained. Two others are believed to be fatally injured. The loss to the company is estimated at \$35,000.

**January 2, 1884**

*New York Times*

From the Notes Of Various Interests section

Indianapolis, Ind., Jan. 1—The appointment of A.B. Southard as assistant to the President and Traffic Manager of the Louisville, New Albany and Chicago Railroad, is taken to mean that President Young feels confident of re-election, notwithstanding the Standford(sp?) talk, and has been able to convince Mr. Southard of the soundness of his backing. Mr. Southard had an excellent position with the "Big Four" and Lake Shore Lines at Saginaw, which he would not sacrifice for an uncertainty. During the four years of Mr. Southard's connection with the road as Freight Agent, from 1877 to 1881, its business was doubled, and his return to the road is received with satisfaction by its friends.

**January 7, 1884**

*Galveston Daily News*

Railroad Cars Burned

New Albany, Ind., January 6—A fire yesterday, which started from an overheated stove in a passenger car in the switching yards of the Louisville, New Albany and Chicago Railroad destroyed four passenger cars and damaged one sleeper. It also damaged the president's car, Monon. Total loss, \$50,000; fully insured.

**February 2, 1884**

*Evening Gazette*

## Into White River

Indianapolis, Ind., Feb. 1—The Chicago & Indianapolis Air-Line division of the Louisville, New Albany & Chicago Railroad, known as the Monon Route, which has been opened for business only a few weeks, was baptized in fire and blood at Broad Ripple, eight miles north of Indianapolis.

The accommodation train from Monon due here at 10:30, had made its last stop before reaching Indianapolis, and was just getting under headway when it began to across the bridge over White River. The train consisted of an engine, baggage and express car, smoking car and ladies coach. Conductor W.S. Losey was in charge and John Bremar was engineer. The later, after leaving the station, however, had gone into the baggage car for a drink of water, leaving James Nonan, fireman, in charge of the engine. The bridge was of ordinary Howe Truss pattern, consisting of two spans, each 150 feet in length. A speed of about fifteen miles per hour had been attained, and the train had pulled its full length on the bridge, when Nonan felt the baggage car sinking. He had his hands on the throttle valve at the moment and instinctively pulled her wide open. As the engine shot forward the baggage car plunged downward, and the tender was separated at both ends from its connections, and the engine fairly climbed into a position of safety on the remaining span. The jerk lifted the tender off the rails, and it ran a short distance on the ties and stringers without leaving the bridge. The first break in the bridge occurred directly under the baggage car, which seemed to be pressed down by some supernatural power, and it dropped like lead into the water below. The smoker forged ahead a few feet and dropped squarely upon the forward cars. The rear coach went down through a second break in the span, and the channel being choked with the debris of the bridge and of the forward part of the train, all the occupants escaped death. The wreck immediately took fire.

Six formless and almost unrecognizable trunks and other portions of the human body were taken from the smoldering pile. The names of these dead, together with their residences, were; John Brewer, engineer, of Lafayette; J.E. Ricketts, baggage master, of Monon; E. Smith, express messenger, of Madison, Ind.; George Lowry, brakeman, of Buena Vista, Ind.; Thomas Parr, superintendent of bridge repairs, of Delphi, Ind.; John Bray, passenger, of Deming, Ind.; Lynn Clark, passenger, of Westfield, fatally injured.

The injured are; W.P. Hawk, of Westfield, head badly cut; W.O. Lemons, ex-Sheriff of Hamilton County, Indiana, arms and ribs broken; W.T. Swiggart, Carmel, skull fractured, hip dislocated; B.J. White and Charles Parker, bridge-repairers, cut and bruised; Mrs. Sullivan and her baby, wife and child of a section boss, bruised; J.B. Horton, burned and bruised. In all seven dead and eight wounded.

The relief train left this city only thirty minutes after news of the accident was received. The scene at the wreck was horrible. The wreckers formed in line, and buckets of water were rapidly thrown upon the blazing cars and surrounding debris of the bridge, so that the work of recovering the bodies was soon begun. The dead were in the ruins of the smoker, piled one on top of another in deep water. When the car took fire those who had not escaped were speedily consumed or drowned. A skiff was pressed into service for ferrying the remains to the banks of the river. It was sickening work. Six charred trunks, formless and unrecognizable, were dug from the ruins. The conductor says; "Within five minutes after the train went down it was wrapped in flames. Frightful screams were heard by those standing on the pier, but with no boat

or axes we were powerless to render aid, and all we could do was to close our ears and pray for death to relieve our comrades from their agony.”

The bridge was nearly new, having been in use less than a year. It broke in two places. A freight train had just passed over, and the men who were repairing one of the spans drew some bolts, but they claim that they had temporary rods and bolts in place, but this is not believed. It will cost \$15,000 to repair the damage.

### **March 1, 1884**

*The Daily Journal*

#### **Traffic Agreement**

Indianapolis, Ind., February 28—An important traffic agreement has been entered into between the Cincinnati, Indianapolis, St. Louis and Chicago and the Louisville, New Albany and Chicago Railroad Companies with especial references to the business of the Chicago Air Line Road, which is under control of the last named. By the terms of the agreement the Air Line is to give all its Cincinnati business to the Big Four which the Cincinnati, Hamilton and Dayton has previously had. The business from Cincinnati to Chicago is to be carried by the Big Four over its line as far as Lafayette Junction, and thence transferred to Louisville, New Albany and Chicago, which will take it into Chicago, the tonnage of freight and number of passengers being equalized. The Air Line thus ceases to be a Chicago line, and will devote the greater part of its business to the Michigan lumber tariff. This arrangement will not affect the Ohio River pool, and the Big Four will take its own business via Kankakee, as usual.

### **May 7, 1884**

*Daily Nebraska State Journal*

#### **Mortgage Filed**

Louisville, May 5—The Louisville, New Albany & Chicago Railroad filed a mortgage in the county court today in favor of the Farmer's Loan & Trust Company of New York, to secure the payment of 3,000 six percent bonds of \$1,000 each due 1914.

### **June 2, 1884**

*Daily Gazette*

#### **Significant Changes**

Chicago, May 31—It is reported that James Roosevelt, president of the Louisville, New Albany & Chicago Railroad, has resigned and that he has been succeeded by John B. Carson, late general manager of the Hannibal & St. Joseph Railroad. Later advices state that Carson will assume the duties of the position mentioned next Monday.

**October 23, 1884**

*Richwood Gazette*

### The Entire Train Consumed By Fire—A Number Of Persons Seriously Injured

Louisville, Ky., October 18—Meager particulars of a disastrous accident at Putnamville, on the Louisville, New Albany and Chicago Railroad reached this city this morning. Putnamville is a way station, with no telegraph office, located 134 miles from this city. The *Courier-Journal's* special says; “The Louisville Express, No. 4, going south on the Louisville, New Albany and Chicago road, at 2:30 o'clock, was thrown from the track at Putnamville, going down an embankment seven feet. The engine was badly wrecked, the baggage car rolled over one and a half times, and the passenger coaches went on one side. The front trucks of the sleeper left the track. Engineer James Church had three ribs broken. Express messenger Charley Cutler had his right hand mashed. The baggage-man was buried under baggage and bruised. One hundred passengers were bruised and scratched, but not otherwise injured. Conductor Frazee(sp?) and the brakeman escaped injury. The baggage car took fire at once, and in half an hour the entire train, including the engine was burned. The loss is \$75,000. The messenger saved some of the valuables from the safe, and the bedding and cushions were saved from the coaches. People of the town extended hospitality to the passengers. The accident is thought to have been caused by a tramp drawing a bolt out of a switch and throwing it open.”

**February 19, 1885**

*Calliope Independent*

### From the Matters In The West section

A train on the Louisville, New Albany and Chicago Railroad, on account of a misplaced switch, ran upon a sidetrack at Bloomington, Ind., and collided with a freight car. Two passenger coaches were thrown from the track and all the passengers more or less injured.

**March 13, 1885**

*Fort Wayne Sentinel*

### The Louisville, New Albany & Chicago Elect Officers

New York, March 12—At a meeting of the directors of the Louisville, New Albany & Chicago railroad today the following officers for the ensuing year were elected; President, William Dowd, of New York; Vice-President and General manager, John B. Carson; Secretary and Treasurer, W.H. Lewis; Assistant Secretary and Treasurer, William Dulles, Jr. The executive committee is composed of John Jacob Astor, Samuel Sloan, Robert Lenox Kennedy, William Dowd, R.G. Rolston and Robert Rhitt.

**May 1, 1885**

*The Trenton Times*

From the Happenings Important And Interesting At Home And Abroad section

A train robber entered the baggage car of a train on the Louisville, New Albany and Chicago Railroad yesterday, shot the express messenger and stunned the baggage man, and made away with several thousand dollars.

**June 4, 1885**

*Evening Observer*

From the Literary Notes section

Mr. William S. Baldwin, Gen Pass. Agent of the Louisville, New Albany & Chicago railroad, has just bought back "Baldwin's Railway Guide," which he had formerly sold to the Am. Industry Press, of Buffalo. He will continue to publish it at Buffalo, Mr. N.E. Clark, of B., N.Y. & P. continuing in charge of the time tables, as heretofore. Mr. Baldwin proposes to make the guide more valuable than ever to people who travel.

**March 13, 1886**

*Fort Wayne Sentinel*

From the Local Chat section

Fire of an unknown origin destroyed the freight and passenger depot of the Louisville, New Albany and Chicago Railroad at Mitchell. A large amount of freight and baggage was destroyed.

**April 17, 1886**

*Reno Evening Gazette*

From the Jottings section

The private car "Monon," from the Louisville, New Albany and Chicago Railroad, containing officials of that road, arrived from the west last night and was this morning attached to the east-bound express.

**April 27, 1886**

*Xenia Daily Gazette*

Horribly Mangled By A Train

New Albany, Ind., April 26—Today Henry J. Trunk, of this city, a paper hanger, with a wife and two children, attempted to jump upon a freight train of the Louisville, New Albany and Chicago Railroad at Spring and East Fifteenth Streets, and missing his foothold on the car stirrup, fell under the train and literally cut in two across the abdomen, his heart being also torn out and thrown twelve feet from the track. The train men did not see him when he approached the train. The Coroner held an inquest, and returned a verdict of accidental killing. Deceased was highly esteemed.

**August 13, 1886**

*Fort Wayne Sentinel*

From the Choice Bits section

D.E. Finley, late chief train dispatcher of the Louisville, New Albany and Chicago Railroad, was drowned yesterday while bathing in Eel River, at Worthington, Ind.

**October 28, 1886**

*Trenton Times*

Train Wrecked And Burned

Cedar Lake, Ind., Oct. 28—A disastrous freight wreck occurred on the Louisville, New Albany and Chicago Railroad. A heavy train of mixed freight for Chicago principally coal and cattle, was rounding an abrupt curve when a lighter freighted train overtook and crashed into it. The caboose in the rear of the first train was wrecked, and quickly commenced to burn. Two men were burned to death in the ruins and several others seriously injured. The dead are supposed to be stockmen.

**December 13, 1886**

*Oshkosh Daily Northwestern*

Railroad Strike

Lafayette, Ind., Dec. 13—The freight conductors on the entire line of the Louisville, New Albany and Chicago Railroad went on strike today demanding an advance in pay from two and a half to three cents per mile and allowance for lost time which the manager refused. Freight trains from one end of the road to the other are tied up.

**December 14, 1886**

*Newark Daily Advocate*

No title

The strike on the Louisville, New Albany & Chicago railroad has caused considerable trouble about Lafayette, but one freight train having gone out.

**December 14, 1886**

*San Antonio Daily Light*

No title

Freight conductors on the Louisville, New Albany & Chicago Railroad have tied up every freight car on the road, pending the settlement of their demand for more wages. The boys did not take much stock in the southwestern strike, but when their own pockets suffer they are not far behind in the kicking act.

**December 16, 1886**

*Evening Gazette*

Adjusted

Chicago, Dec. 16—The difficulty between the freight conductors on the Louisville, New Albany & Chicago railroad and the management of the road, was amicably settled this morning, all conductors returning to work.

**December 21, 1886**

*The News*

An Engineer's Terrible Fate

Lafayette, Ind., Dec. 21—A wreck occurred at Woodyard station, on the Louisville, New Albany and Chicago Railroad Sunday, which resulted in the killing of Engineer Daniel Heaphey. Two sections of a south bound train had arrived at Woodyard, the first pulling into the switch, followed by the second, which did not clear the main track. A north bound train broke in two about two miles south of Woodyard, and the engineer was trying to keep out of the tail end. He came into the station at a lively speed and crashed into the second section, smashing his engine to pieces and demolishing a large number of cars. Heaphey jumped from his engine, but as he did so struck a switch stand which cut his head open. He was thrown back under the cars and both legs were cut off. The fireman, who also jumped, was seriously injured.

**February 26, 1887**

*Hamilton Daily Democrat*

No title

The employees of the machine shops of the Louisville, New Albany and Chicago Railroad, at New Albany, Ind., refused to work unless over-due pay was given to them at once.

### **March 11, 1887**

*Logansport Journal*

### **Railway Earnings**

New York, March 10—At the annual meeting of the Louisville, New Albany & Chicago Railroad Wednesday the old board of directors and officers were re-elected. The gross earnings for the year 1886 were \$1,919,189; increase over those of the previous year, \$238,734; operating expenses, \$1,278,527; decrease \$53,502; net earnings, \$640,681; increase \$292,243.

### **April 7, 1887**

*Marion Daily Star*

### **Fatal Wreck**

Bloomington, Ind., April 7—Yesterday afternoon at 2 o'clock a terrible wreck occurred on the Louisville, New Albany Chicago Railroad, at Horseshoe Bend, about twenty miles south of Bloomington. Two local freight trains were following each other some distance apart. Horseshoe Bend is upon a heavy grade, where the road makes almost a complete circle around a hill. Here, for some reason, the first freight had stopped and the conductor claims had put out the proper signal. The stop had only been made a few minutes when the roar of the second train was heard, and in an instant the engine plunged into the cabooses, jamming a number of box cars together with tremendous force. Several persons were in the car—Conductor Ealy and other passengers. The terrible force against the cabooses mashed it to pieces, and it is remarkable that any escaped.

Mrs. Pritchett had her left hand mashed and was otherwise bruised, the tank of the engine falling on her. Miss Pritchett was hurt on the right arm. Mrs. Maccarden had a thigh broken, head badly hurt, and is hurt inwardly. She will die. Conductor Ealy was hurt in the abdomen and hips. He was unconscious about five hours, but is better, and will get well. Conductor Crysdale was bruised on the face and head by jumping. The engineer and fireman escaped injury by jumping.

The road is badly blockaded. A wrecking train gathered up all the section men, and left Bloomington for the scene at 5 o'clock in the evening. The fault is hard to place. Conductor Ealy's crew on the first train claim when they stopped the rear train was flagged, and Engineer Byrne, of the rear freight, says he could see nothing of the signal. The loss will amount to many thousand dollars, besides the damage to lines.

### **August 12, 1887**

*The Independent*

## Reduced Passenger Rates

Chicago, Aug. 5—A new form of mileage tickets reducing the passenger rates to two cents per mile has been issued by the Louisville, New Albany & Chicago Railroad. The tickets can be used by a firm or by a man and his family.

**September 21, 1887**

*Oshkosh Daily Northwestern*

## Railroad Men On An Outing

Neenah, Wis., Sept. 21—John B. Carson, president of the Louisville, New Albany & Chicago Railroad, with a party of New York and Chicago friends left here yesterday for a fishing and hunting trip up the Lake Shore Railroad. Otto Jorgenson and John Roberts of this city accompanied them.

**October 3, 1887**

*Newark Daily Advocate*

No title

An express train on the Louisville, New Albany & Chicago Railroad struck a cow near Salem, throwing a passenger coach over an embankment, injuring about fourteen persons.

**October 13, 1887**

*Ohio Democrat*

No title

The ten year old son of Chief of Police Marrs, of New Albany, Ind., was killed by a train on the Louisville, New Albany & Chicago Railroad. Fifteen months ago a fifteen year old brother of yesterday's victim, was killed by a Jeffersonville, Madison & Indianapolis train in the same city.

**October 26, 1887**

*Atlanta Constitution*

From the Railway Intelligence section

Mr. J.J. Champion, passenger agent of the Louisville, New Albany and Chicago Railroad, has been in the city several days. He left here last night for Jacksonville, Fla.

**June 4, 1888**

*Logansport Pharos*

From the City News section

Lafayette Jamison, the Monon railroad agent and operator at Monticello, is only fourteen years old, but has an astonishingly good head for business.

**July 9, 1888**

*Dunkirk Observer Journal*

A Bad Railroad Wreck

Lafayette, Ind., July 9—A frightful wreck occurred Sunday afternoon on the Louisville, New Albany & Chicago Railroad, three miles south of this city. An extra freight, running at high speed to make the grade, dashed into a land-slide which covered the track for nearly one hundred feet. The engine was completely demolished and fourteen cars piled up to a height of thirty feet. David Julian, a brakeman, met instant death. Morris Hartnett received fatal injuries, and Fireman Blackwell was badly hurt internally that recovery is improbable. The loss to the company is heavy.

**August 23, 1888**

*Logansport Pharos*

From the Additional Items section

Colonel Friedley, attorney for the Monon railroad, was in the city a short time today. The Colonel has been a prominent Republican worker for several years.

**August 24, 1888**

*Logansport Pharos*

Natural Gas

Colonel Friedley, the general solicitor of the Monon railroad, went to Royal Centre yesterday to look over the oil and gas field. He was accompanied to that place by Mr. John Lux and T.J. Wise, the latter the general manager of the Chicago natural gas and oil company. The Colonel stated that he felt satisfied that there is plenty of gas around Royal Centre, and he left for

Chicago last evening with the intention of securing a large block of gas and oil stock as a permanent investment.

**September 3, 1888**

*Newark Daily Advocate*

No title

Mrs. Robert McClintock was killed and her husband was seriously injured while attempting to cross the Monon Railroad in front of a passenger train at Patton Station, Indiana.

**October 29, 1888**

*Logansport Pharos*

From the City News section

A Monon railroad brakeman named Davis at Lafayette, was killed on Saturday night in a quarrel over a nickel. He bought a snack of peanuts from a street vendor and claimed to have no money to pay for them. The vendor thereupon struck him with an instrument of some kind, and the injured man lived by a few moments. The murderer, W.I. Chambers by name, has escaped.

**November 17, 1888**

*Logansport Pharos*

From the City News section

The strike of brakemen on the Monon railroad is over, a compromise having been effected on the basis of two cents per mile for through freight and \$2.10 per day on local trains. The blockage along the road has been raised.

**November 22, 1888**

*Elyria Democrat*

No title

The brakeman's strike on the Louisville, New Albany & Chicago Railroad was compromised on the 16<sup>th</sup>, the company agreeing to pay through brakeman two cents a mile and local brakeman \$2.10. The strikers' demand for a third brakeman on each train was dropped.

**February 7, 1889**

*Decatur Daily Republican*

## Went Down An Embankment

Bloomington, Ind., Feb. 7—Two cars and a caboose went down an embankment on the Louisville, New Albany & Chicago Railroad yesterday morning, killing Everet Cory, and injuring Conductor Charles Wilson and an unknown man. A broken frog is through to have been the cause of the accident.

**March 12, 1889**

*Daily Independent*

## Matson's New Job

Lafayette, Ind., March 12—C.C. Matson, late candidate for Governor on the Democratic ticket, has been appointed general solicitor of the Louisville, New Albany & Chicago Railroad. His headquarters will be at Lafayette, and his salary is understood to be \$10,000 a year.

**March 14, 1889**

*Logansport Pharos*

## The Louisville, New Albany & Chicago

New York, March 14—The annual meeting of the stockholders of the Louisville, New Albany & Chicago Railroad Company was held yesterday. The report for the past year showed the gross earnings to be \$2,202,782; operating expenses (not including rentals and taxes), \$1,424,676; net earnings, \$868,105; increase over previous year, \$62,180. The following directors were elected for the ensuing year; John J. Astor, Samuel Sloan, R.G. Rolston, James Roosevelt, William Dowd, Elihu Root, H.H. Cook, Joel B. Oehardt(sp?), of New York, George F. Postlewait, of London; Robert P. Hitt, C.R. Cummings and John B. Carson, of Illinois, and J.M. Fetter, of Kentucky. William Dowd was re-elected president.

**August 16, 1889**

*Sandusky Daily Register*

## One Cent Mile To Milwaukee

Chicago, Aug. 14—The Louisville, New Albany & Chicago Railroad Company (Monon Route), made the first break in rates to the Milwaukee Grand Army Encampment. The result of yesterday's meeting in Cincinnati of the passenger agents of Chicago and Ohio River Lines, at which they failed to agree, the Monon this morning gave notice that it would make a rate of one cent a mile over the whole line to the veterans attending the encampment. The Kankakee joined hands with the Monon in the one cent a mile rate. The Panhandle will probably be forced to meet it.

**October 7, 1889**

*Logansport Pharos*

From the City News section

How the mighty have fallen! Dick Keating, the pugilist, is now a brakeman on the Monon Railroad.

**December 28, 1889**

*Logansport Journal*

**Killed At A Crossing**

Chicago, Dec. 27—Another railroad crossing accident, in which one man was crushed to death and another fatally injured, occurred last evening at 5:15 o'clock. The accident happened on Archer Avenue, at the crossing of the Western Indiana tracks. Joseph Newman and Ernest Lomberg are the names of the victims. They were on the rear platform of an Archer Avenue car going west, and in stepping off the car were struck by an engine of the Louisville, New Albany & Chicago Railroad, which was backing south. Newman was thrown a distance of thirty feet and when picked up was unconscious. The blood was flowing from a deep wound in his head, and he also received internal injuries. He was removed to the county hospital, where he died within two hours.

Lomberg's right leg was broken between the hip and knee, and he is also injured internally. The physicians at the hospital say that his recovery is doubtful.

**January 4, 1890**

*Logansport Pharos*

From the City News section

Dick Keating, who defeated Ed Corey in a prize fight near Crawfordsville a few mornings ago, is a brakeman on the Monon. His railroad friends say he trained down by catching hold of the hand rail of the caboose and running along behind the train, thus working off the surplus fat.

**January 28, 1890**

*Newark Daily Advocate*

**Seven Persons Killed**

Indianapolis, Jan. 28—The fast express on the Air Line division of the Louisville, New Albany and Chicago Railroad was wrecked at the trestle over Wilson's creek, sixteen miles north of this city, shortly before 8 o'clock yesterday morning. Seven persons lost their lives, and over twenty were injured, several of the latter fatally.

The train left Chicago at 11:55 o'clock Sunday night, and was due in this city at 8:20 yesterday morning. Good time was being made when the truck of the tender jumped the track, just as the edge of the trestle was reached. In this condition it was dragged over the trestle which was safely cleared by the engine, baggage car and smoker, the ladies coach and the sleeper making up the rest of the train.

The pulling of the trucks across the trestle is supposed to have unloosened the rails, and when the ladies' coach reached the center, the structure gave way and it fell with a crash to the creek below, a distance of forty feet. The sleeper followed and completed the destruction of the ladies' coach by falling upon it. It then rolled to one side.

Almost simultaneously with the falling of the first coach, it took fire and added the terror of the flames to the awful condition of the women, children and men, who had been caught and wedged in the wreck.

After clearing the trestle the baggage car and smoker also left the tracks, and rolled down the embankment. Everything was in the greatest confusion, and the cries of the persons pinioned in the burning wreck of the day car seemed to paralyze those who had escaped without injury. It was several minutes before any assistance was attempted, and then it was too late to be effective, as the flames had enveloped the entire car, and many of the voices that had cried in piteous tones for help were already silenced by the devouring flames.

As soon as the flames had subsided the work of recovering the dead bodies began. The train which leaves here for Chicago at 7:30 a.m. reached the scene soon after the accident and was immediately connected with a relief train, the passengers aiding those on the ill-fated train in the work of recovering the bodies of the dead and caring for the injured. The charred bodies were taken from the wreck, and arranged alongside of each other on the bank, presenting a most horrible sight.

The list of the dead is as follows;

Mrs. Nellie Eubank, of Broad Ripple, Ind., burned to death, 38 years old.

C.O. Deming, of Frankfort, Ind., skull crushed, 35 years old, died after rescue.

Mrs. Octavia Oldham, and her two twin girls, 2 years old, of Sheridan, Ind., burned to death.

An unknown woman supposed to be a Mrs. Cox, of Indianapolis, who had been visiting her brother at Westfield.

The injured are;

Engineer Windell Swope, slightly hurt.

A.L. Clark, traveling man, of Westfield, Ind., cut in forehead.

Henry Slushey, jeweler, of Indianapolis, body cut and bruised, not seriously hurt.

Abe Angle, conductor, cut on head, arms sprained, and believed to be injured internally.

Charles Angle, son of the conductor, bad cut on leg, cut on forehead, and perhaps injured internally.

B.C. White, of Indianapolis, cut on head in several places and body badly bruised.

Julius D. Pearson, of Sheridan, Ind., traveling man, badly cut on the head and injured internally.

G.W. Stringle, of Rossville, Ind., right arm broken and body bruised.

Lewis Nauman, of Cleveland, commercial traveler, right leg injured, head face and arms considerably burned.

Henry Miller, of New York, traveling man, hurt about the head and large gash in region of each temple; fears of internal injuries, supposed to be fatally hurt.

Express Messenger Munger, of Indianapolis, injured internally by the safe falling on him.

Henry Clark, of Engletown, Ind., badly bruised about the head and breast.

Horace Carey, of Westfield, spinal injuries.

Thomas Cadwallader, of Chicago, severely bruised.

Jackson, colored porter, Pullman car, injured about the head and hips.

W.B. Ingersoll, of Chicago, head and face bruised.

George Good, of Frankfort, Ind., side hurt.

(No first name) Cowles, traveling salesman of Chicago, collar bone broken and scalp cut.

Miss May Fitzpatrick, of Indianapolis, spinal injuries and head cut, condition serious.

George Miller, of Frankfort, Ind., leg hurt, but not badly.

Mrs. Ella Douglass, of Frankfort, Ind., injured internally.

J.P. Atteizer, of Chicago, badly bruised and cut in face.

The scenes around the company's depot in this city were hardly less harrowing than at the fatal trestle. Persons whose relatives and friends were on the train were running about in all directions, but no one could give any information. As the train bearing the wounded stopped at the station, the crowd became denser and more excited, and the police found it impossible to keep them from boarding the car. Frantic men attempted to climb on the cars to look for the missing friends, but were pushed back. Women with tear-stained faces stood with clasped hands and watched each injured person taken out.

When Conductor Angle with his pale face swathed in bandages was placed in a carriage, his daughter clasped him about the neck and sobbed violently, applying all endearing names to him. Another man, whose name could not be ascertained, fought his way through the police guard and gazed at each wounded person, moaning, "Oh, Eddie, Eddie." He appeared to be searching for his son, and when a friend assured him that the boy was not on the train the father became almost frantic lest his boy was left among the unidentified dead at Carmel.

Engineer Swope, one of the oldest men on the road, was taken to his home on Pine Street, suffering, it is feared, with a fractured skull. A number of traveling men, more or less hurt, were taken to the hotel in carriages. One fine looking man had a big gash across his face that will disfigure him for life. Another carried his arm in a blood stained sling. One man, as he stepped from the car, exclaimed, "Thank God, I escaped without a scratch; never mind me; look after others."

## **February 15, 1890**

*Decatur Daily Despatch*

### **A Fatal Crash**

Louisville, Ky., Feb. 15—There was a collision yesterday morning on the Monon Railroad north of Bedford, Ind. Two men were killed, including Charles Wright, a mail agent of Orleans, Ind., and two others injured.

**February 26, 1890**

*Decatur Daily Despatch*

### From the Railroad Rumbblings section

The wild rumors of a frightful wreck on the Monon railroad near Monon were greatly exaggerated. No one was killed. Early Monday morning a special train of twelve Pullman sleepers and two emigrant coaches, while attempting to make a switch at Pleasant Ridge, ten miles beyond Monon, came to a standstill on the track. A north-bound freight overtook the special and dashed into it, smashing the two rear coaches into kindling wood. The only occupant of the coaches was one colored porter, who was buried in the debris, but was not seriously injured. The engineer and fireman of the freight train escaped by jumping. A heavy fog prevailed at the time of the wreck.

**March 13, 1890**

*Logansport Pharos*

### Gobbled By The Panhandle

The New York Times says; "The Pennsylvania Railroad is reaching out in more than one direction. Yesterday it surprised Wall Street by unexpectedly acquiring control of the Louisville, New Albany & Chicago Railroad, comprising 700 miles of railway, hitherto popularly known as 'the Astor railroad.' John Jacob Astor and his friends owned it. Up to almost the hour of the annual meeting yesterday, the old directors are said to have known nothing of the changes which have been arranged through the quiet purchase of a majority of the stock by the Pennsylvania. There was practically no contest. The old board had no desire to continue itself when it was discovered that the new party held the stock.

The road will run as an independent property. It will not be merged with the Pennsylvania, but a Pennsylvania general manager will be put in charge. The Louisville & Nashville is to share in the benefits of the new deal. The Pennsylvania is credited with reaching out for Southern traffic, and the Louisville, New Albany & Chicago will bring the Louisville & Nashville and the Pennsylvania systems into close relationship.

**March 15, 1890**

*Logansport Pharos*

### The New Monon Management

Chicago, March 15—Mr. H.H. Campbell, of Boston, a member of the executive committee of the Louisville, New Albany and Chicago Railroad, is in the city and says that the change in the management of the "Monon" line was brought about by a mutual coming together of the heavy holders of stock of the road who were dissatisfied with the course of the existing management. This course had precipitated antagonisms with the Pennsylvania Road and the

Louisville and Nashville which prevented the "Monon" from being as good a property as it should be. Neither the Louisville and Nashville, nor the Pennsylvania had secured control.

**April 7, 1890**

*Logansport Pharos*

From the Hoosier News Notes section

James B. Safford, who has been in the employ of the Jeffersonville, Madison and Indianapolis Railroad for thirty-four years, working himself up from the position of telegraph operator to master of transportation, at Columbus, has resigned that position to accept the superintendency of the Louisville, New Albany and Chicago Railroad, with headquarters at Louisville.

**May 9, 1890**

*Logansport Pharos*

From the Additional Items

A deaf and dumb woman was struck by a fast train on the Monon railroad at Delphi, yesterday afternoon about 2 o'clock, and hurled quite a distance from the track. Although badly bruised, it is thought she will recover. She was walking on the end of the ties, and was struck by a cylinder of the locomotive.

**May 21, 1890**

*Logansport Journal*

From the Railroad Rumbings section

Under its new financial plan, the Louisville, New Albany & Chicago Railroad increases its bonded indebtedness to \$15,000 a mile on its 512 miles of main line, but decreases its fixed charges through the refunding of its present bonded indebtedness at a 2 percent per annum lower rate of interest.

**June 2, 1890** (or may be June 24, archive had it listed twice with both dates. KG)

*Logansport Pharos*

A Narrow Escape

George Lane, operator for the Monon railroad at Delphi, left the office yesterday morning just before the 1:30 night express was due and started to walk up the railroad toward home. While crossing the trestle he was struck by the express train which he noticed coming from the

rear and hurled from the track. Both arms were broken in several places and his body terribly bruised. He lay there for some time before discovered. It was found necessary to amputate his right arm at the shoulder. His left arm was broken in two places below the elbow. He also suffered slight internal injuries. The doctors are of the opinion that Lane will recover, as he is said to be a young man of wonderful nerve.

**June 5, 1890**

*Logansport Pharos*

From the City News section

The Monon railroad has purchased several acres of ground at Cedar Lake and will build a fine depot there this summer.

**June 24, 1890**

*Logansport Pharos*

A Narrow Escape

George Lane, operator for the Monon railroad at Delphi, left the office yesterday morning just before the 1:30 night express was due and started to walk up the railroad toward home. While crossing the trestle he was struck by the express train which he noticed coming from the rear and hurried from the track. Both arms were broken in several places and his body terribly bruised. He lay there for some time before being discovered. His left arm was broken in two places below the elbow. He also suffered slight internal injuries. The doctors are of the opinion that Lane will recover, as he is said to be a young man of wonderful nerve.

**July 15, 1890**

*Piqua Daily Leader*

Smashup On The Monon

Louisville, Ky., July 15—A collision occurred on the Monon Railroad yesterday morning between the Gosport accommodation going north and a southbound freight. They came together near Smithland, Ind., and a bad wreck resulted. It was first reported that twelve persons had been killed, but this lacked confirmation. Six persons, however, are known to have been injured, some of them fatally.

**July 26, 1890**

*Galveston Daily News*

Resigned

Louisville, Ky., July 25—Chief Train Dispatcher Cassell of the Monon Railroad, with headquarters at Bloomington, Ind., resigned today.

### **July 26, 1890**

*Salem Daily News*

#### **Conductor Arrested For Murder**

Louisville, Ky., July 26—Conductor Charles Arnold, of Lafayette, conductor of a freight train on the Louisville, New Albany & Chicago Railroad, was arrested yesterday at Bloomington, Ind., charged with murder. The charge is that some days since, during a quarrel with brakeman William Hilbert, Arnold knocked him from the train, causing his death. The explanation given at the time of Hilbert's death was that he became insane and jumped from the train, being instantly killed.

### **August 4, 1890**

*Atlanta Constitution*

#### **Two Men Killed**

Louisville, Ky., August 3—There was another wreck on the Louisville, New Albany and Chicago Railroad this morning. Two men were killed and several severely injured

About seven miles north of Bedford, Ind., the outbound passenger train from Chicago came in collision with the north bound passenger train from Louisville. Several of the cars were completely telescoped. The dead are Arthur Burus, of New Albany, engineer, southbound train, George Cole, New Albany, fireman, southbound train. Both are still under the wreck. It is stated that another man was in their engine and is under the wreck. Nine were injured.

Conductor McDonald of the southbound train says he and his engineer agreed to side track at Guthrie three miles north of the wreck but he went to sleep and did not wake till the trains struck. Engineer Bent says he was half asleep when the crash came and when he did open his eyes, he saw the baggage car coming right through the parlor car, and it struck him in the forehead stunning him for a moment.

Engineer Muir(sp?) says that he was two minutes behind time while the northern train was about six hours behind.

Doctors were sent out at once with the wrecking train and the wounded were taken to Bedford and New Albany. John Tilford, brother of Postal Clerk Tilford, called on the sheriff to arrest McDonald, saying "I will kill him if you don't." A New Albany report says a passenger named Ashcroft was killed.

### **August 9, 1890**

*The Fort Wayne Sentinel*

Supt Loomis, of the southern division of the Monon railroad, extending from Lafayette Ind., to Louisville, Ky., has resigned and has been succeeded by John O. Owen, master of transportation. The resignation of Mr. Loomis was caused by the numerous Disastrous accidents occurring on his division of the road lately.

**August 22, 1890**

*Logansport Pharos*

From the City News section

Ross Sherman, of Richmond, who has been visiting friends in the city for several days, has accepted a conductorship on the Monon railroad and will begin work Monday.

**September 7, 1890**

*The Herald*

Reported Purchase Of A Railroad

Chicago, Sept. 6—It is reported that the Central Railroad of Georgia and East Tennessee have purchased the Louisville, New Albany & Chicago Railroad, “The Monon Route,” and will make it a part of their great southeastern system.

**September 8, 1890**

*Newark Daily Advocate*

The Monon Not Sold

Chicago, Sept. 8—Dr. William L. Breyfogle, president of the Louisville, New Albany and Chicago Railroad, the “Monon Route,” denies the reported sale of the road to the Central Railroad of Georgia and East Tennessee, and says there has been no negotiations by either side looking to the sale of the property.

**November 14, 1890**

*Logansport Journal*

Will The Change Be Made!

The Lafayette Courier says; “The officials of the Monon Railroad have about completed their plans for the Monon shops which they contemplate removing here, and in a short time will submit a proposition to Lafayette by which the city can secure the shops. President Breyfogle and several other officials have been here from time to time measuring the grounds at the Salem street depot with the understanding that if their proposition was accepted the shops would be

removed. Next week, in the early part, John F. McHugh, local attorney for the road, goes to Chicago by appointment to confer with President Breyfogle and other officials in regard to the removal of the shops to this city, and the proposition to be submitted to the citizens of Lafayette. This matter has often been talked about and written of in the newspapers, and nothing has ever resulted from it, but Mr. McHugh this morning stated that Lafayette was going to secure the shops. He would use his utmost endeavors to accomplish that end, and had much assurance that he would be successful. All the Monon officials are a unit in agreeing that Lafayette is the proper and only location for the shops.

**December 13, 1890**

*Sandusky Daily Register*

### A Lively Rate War

Chicago, Dec. 12—There is a lively little tilt on between the Erie and Louisville, New Albany & Chicago Railroad (Monon). The Knights of Pythias of Dayton, Ohio, will give a banquet tomorrow night and about 200 members of the order from this city proposed to attend it. They are going in a body and have been negotiating for special rates. The Monon, Baltimore & Ohio and Pennsylvania lines made them a round trip rate of \$6.35 by regular passenger trains. The Chicago & Atlantic's recent acquisition—the Erie—made a rate of \$5 and agreed to give them a special train. This was satisfactory and a contract was signed for the party at that rate. This morning the Monon offered a \$2 rate for the entire party or any portion of it. The Erie people began to hustle to retain the business. Its representatives say they succeeded and that the Knights committee called this afternoon and increased the deposit they had before put up to secure a special train and stated their determination to adhere to their contract in good faith.

**February 11, 1891**

*Evening News*

### Will Senator Brice Buy The Monon?

Lafayette, Ind., Feb. 11—Calvin S. Brice, president of the Lake Erie and Western Railroad, Columbus E. Cummings, of New York, General Manager Bradbury, of the Lake Erie and Western, and President Breyfogle and General Manager Black, of the Louisville, New Albany and Chicago Railroad, were in the city yesterday. The presence of Mr. Brice was supposed to have something to do with the rumored purchase of the Monon road by the Lake Erie. In an interview, Mr. Brice denied the report that he was about to purchase the "Monon."

**February 14, 1891**

*Fresno Morning Republican*

No title

Dr. Breyfogle, president of the Monon Railroad, today denied the stories about the sale of his road to Brice or anybody else. He also said the road was not for sale.

**February 19, 1891**

*Salt Lake Tribune*

## The "Monon" Conspiracy

Chicago Feb. 18—Director Hughes of the Louisville, New Albany & Chicago Railroad Company made a statement to the Associated Press in regard to the suits for a receiver for that road begun by W.S. Alley of New York. He declares that the general charges in the bill are false, and that the specific charges amount to nothing. He says the animus of the bill lies in the fact that the present management refused to pay a claim of Alley, for commissions for the sale of bonds of the corporation some years ago, on the ground that there was no agreement with him touching the matter.

New York, Feb. 18—Information was received by the *Evening Post* yesterday that at a meeting of the directors of the Louisville, New Albany & Chicago Railroad, held at the company's office in this city, an additional issue of \$2,500,000 of the company's stock was authorized, President Breyfogle stating to the directors that he had arranged with someone to load the company money on them.

The *Evening Post's* informant said the issue was part of an attempt to defraud the company out of so much money. The directors, it was also asserted, did not understand anything about the company's business; that they did just what the president wanted them to do, and that all they knew about the matter was that the stockholders voted to make some extension in Indiana, all of which it was expected would cost much less than \$1,000,000.

In a talk with a *Post* reporter, Breyfogle denied the above story. He declared that there had not been any such meeting of directors, and no additional issue of stock had been authorized or even suggested. About a year ago the bonded debt was increased by \$2,500,000 to \$12,000,000, and with the proceeds of the additional bonds some floating indebtedness had been paid off and a saving effected on interest charges. Breyfogle also declared that no company was in easier circumstances financially.

In the affidavits in connection with his suit for receiver in Chicago, Alley alleges a conspiracy existing between Breyfogle and Henry S. Ives of Cincinnati, Hamilton and Dayton fame, to wreck the Monon Company. Mr. Breyfogle, when seen today, made the following statement; "I have been informed that such suit is brought and have been repeatedly told since Henry Crawford severed his connection with this company that he was preparing a sensational suit. The charges are fictitious and sensational."

Another officer of the Monon said; "The cause of this difference and controversy lies in the fact that Henry Crawford was formerly general solicitor of a railway (The Indiana Midland) which he desired to unload on the company at an excessive valuation. Had the management consented to take the road, the present suit would never have been brought. Crawford is behind the proceedings."

Henry S. Ives would not talk on the subject.

**February 20, 1891**

*Galveston Daily News*

## Testimony For A Receiver

Chicago, Feb 19—Master in Chancery Boyeson began taking testimony today on the application of W.L. Alley for the appointment of a receiver for the Louisville, New Albany and Chicago Railroad. Before the investigation was fairly commenced, however, it was agreed to suspend the proceedings until next Monday in order that the Monon people may have a chance to file an answer to Alley's sensational bill. President Breyfogle is still in New York, but is expected to arrive here as early as next Monday.

Among the interested railroad men, the opinion prevails that the filing of the bill is simply an initial move in a preconceived plan that has for its object the ousting of the present management of the Monon. The next annual meeting of the company will be held March 11, and it is said to be the hope of the dissatisfied stockholders to secure control of the meeting by waking up a feeling against President Breyfogle and the present board of directors.

Gossips say that if the movement is successful it will result in the reinstatement of John D. Carson as president of the road.

**February 20, 1891**

*Logansport Pharos*

## Found Naked In A Cornfield

Lebanon, Ind., Feb. 20—A gang of section men of the Louisville, New Albany and Chicago Railroad Thursday found a man lying unconscious in a cornfield some miles from this city. He was almost naked and in a wounded condition. Bloody tracks were seen all over the field and through a quagmire. It is supposed that he must have left his bed while laboring under a hallucination. His name was found to be Thomas Ward. He is 60 years old and well to do.

**February 20, 1891**

*Waterloo Daily Courier*

## Terminal Not In The Deal

New York, Feb. 19—In reference to the rumor that the Richmond Terminal people had agreed to take \$2,000,000 of the bonds of the Louisville, New Albany and Chicago Railroad, John Inman said; "Nothing of the sort has occurred as far as we are concerned. I do not know what Brice may have done for his Lake Erie and Western. There was some talk, I believe, about a traffic arrangement with the Louisville, New Albany and Chicago, but that we should assume any indebtedness of the company has not been spoken of."

**February 21, 1891**

*Logansport Pharos*

From the City News section

Chas Maurice and Quincy Keys have gone to Lafayette to take positions on the Monon Railroad.

**February 25, 1891**

*Galveston Daily News*

A Victory Won For The Road

Chicago, Ill., Feb. 24—There was a fight before Judge Collins this morning in reference to the master in chancery of a hearing in the bill for a receiver filed by William Alley against the Louisville, New Albany and Chicago Railroad. President Breyfogle won a victory, the court staying further hearing of the matter until an answer is filed and the issue made.

**March 20, 1891**

*Democratic Standard*

No title

Poor & Greenough, of New York, have bought the \$2,800,000 treasury bonds of the Monon Railroad and will reorganize the company in the Lake Erie & Western interest, dropping President Breyfogle.

**April 1, 1891**

*Newark Daily Advocate*

Breyfogle Still In It

New York, April 1—The committee appointed by the syndicate to examine the condition of the Louisville, New Albany and Chicago Railroad has submitted its report to the directors of the Monon road. The committee found the condition of affairs as represented and was satisfied to execute the contract already drawn for control of the property. President Breyfogle and Vice Presidents Hunt and Puselethwaite(sp?), together with eight of the present directors, then resigned. The new management selected a new board of directors which chose General Samuel Thomas as president and John Greenough as vice president. Mr. Breyfogle was made assistant to President Thomas. It was stated after the meeting that the road would be continued as an independent system, and that its alliances with friendly connections would not be disturbed. Nothing in the way of forming a new agreement was done at the meeting, but the resolution authorizing the classification of directors was rescinded.

**April 4, 1891**

*Centralia Enterprise and Tribune*

### Sale Of The Monon Perfected

New York, March 30—The control of the Louisville, New Albany & Chicago Railroad was transferred today.

**April 18, 1891**

*Stevens Point Daily Journal*

### Congressman Hitt Gets A Verdict

Delphi, Ind., April 9—Congressman Robert R. Hitt, of Illinois, has been awarded a judgment in the circuit court for \$33,000 against the Louisville, New Albany & Chicago Railroad. The claim was for services rendered as agent in the sale of the road's bonds.

**April 27, 1891**

*Fort Wayne Sentinel*

No title

General Manager McDoel, of the Louisville, New Albany and Chicago Railroad, has ordered the shops of the company at New Albany to be fully equipped with men and full time is to be made until every engine and car on the system is in good condition. The road's coal and stone traffic is improving daily, especially the former, and its stone traffic this year promises to be the heaviest in the history of the line.

**April 30, 1891**

*Winnipeg Free Press*

### Serious Accusations

New York, April 29—The Times prints the following; A letter containing very serious accusations against Wm. L Breyfogle has been placed in the hand of Gen. Samuel Thomas, president of the Louisville, New Albany & Chicago Railroad. Mr. Breyfogle was president of the road named until a few weeks ago when his administration was turned out by the Thomas Greenough syndicate. In the reorganization Mr. Breyfogle was made assistant to the president. The letter now in President Thomas' hands was written by Henry Crawford, at one time connected with the law department of the Louisville, New Albany & Chicago Railroad. He was deposed by Mr. Breyfogle. He makes specific charges against the ex-president, most of them relating to financial irregularities and some of them of a character that should lead to the criminal

prosecution of the accuser. Gen. Thomas proposes to lay the matter before Mr. Breyfogle and institute an investigation at once. Mr. Breyfogle is a partner in a bank house in Louisville, Ky. He is now in the west. Mr. Crawford was in Wall Street yesterday but declined to say anything about this matter.

**May 22, 1891**

*Lima Daily News*

### Jumped The Track

Lafayette, Ind., May 22—A fast mail and passenger train on the Monon Railroad, bound for Chicago, and due here at three o'clock, jumped the track a mile and a half south of this city this morning. The entire train tumbled over into a deep ditch, the engine alone keeping the track. None of the passengers were hurt to speak of, but express messengers Charles Cutler and Joseph Blistor and Conductor Brown were severely, but it is not though fatally, injured.

**July 16, 1891**

*Winnipeg Free Press*

### Sensational Suit Begun

Louisville, Ky., July 14—In the federal court this morning a long expected sensational suit was brought against the heirs of the Standiford estate. Judgment is asked for \$550,000 which the late Dr. Standiford, as vice president, is alleged to have appropriated to his own use, instead of turning the same over to the stock holders of the Louisville, New Albany and Chicago Railroad. The plaintiffs in the suit are New York stock holders.

**December 22, 1891**

*Logansport Reporter*

No title

Michigan City Dispatch—The largest fee ever received by the secretary of state for filing a document was paid last Friday by M. W. Kinnan, assistant counsel of the Louisville, New Albany & Chicago railroad, for the filing of its increase in capital stock from \$6,400,000 to \$12,000,000, in order that it might proceed to make extensive improvements. The fee charged for filing this document was \$5,600, or one-tenth of 1 percent of \$5,600,000, the increase over the former capital.

**January 4, 1892**

*Oshkosh Daily Northwestern*

## John B. Carson Dead

Chicago, Jan. 4—John B. Carson, ex-president of the Chicago & Western Indiana Belt Line Railroad, ex-president of the Louisville, New Albany & Chicago Railroad, and who had held many important railroad positions, died this morning at the Hotel Metropole, after an illness which compelled him to retire two years ago.

### **January 12, 1892**

*Bismarck Daily Tribune*

## Three Persons Killed

Indianapolis, Ind., Jan. 11—A passenger train on the Monon Railroad was thrown from the track and down an embankment this afternoon, near Crawfordsville. Three passengers were killed and twenty injured. The cars were burned.

### **January 14, 1892**

*The Fort Wayne Weekly Gazette*

Near Crawfordsville, Ind., a passenger train on the Monon railroad was thrown from the track by a broken rail and four cars, tumbled down a 50 foot embankment. Five passengers were killed and fifty-five were injured, some fatally.

### **January 30, 1892**

*New York Times*

## Charges Of Fraud Made

Louisville, Ky., Jan. 29—A sensational suit against Dr. William L. Breyfogle, ex-president of the Monon Railroad, was brought by Attorneys Farleigh and Straus in the Court of Common Pleas this afternoon. The plaintiff is the Union Pavement Company of New Jersey, and all sorts of frauds are charged against the Louisville financier.

The suit grows out of the organization of a company to develop the mineral lands owned by Dr. Breyfogle in Edmonson, Hardin and Grayson Counties. He was to turn over these lands to the company in exchange for the entire capital stock of the company, which it was agreed should be organized under the laws of New Jersey, with a capital stock of \$300,000. The petition, after setting forth an alleged state of facts, recites;

“The plaintiff further states that solely by reason of the fraudulent acts and omissions and intentional refusal of said defendant in not carrying out and performing his contracts, promises and agreements, and his fraudulent and intentional concealment and suppression from this plaintiff of the material facts heretobefore mentioned, and with the intent to cheat and defraud this plaintiff, the said defendant did obtain from this plaintiff \$100,000 of its capital stock and the sum of \$56,000 in cash, aggregating \$156,000, for which stock and money this plaintiff has

never received any consideration whatever, nor has the said Breyfogle ever paid any value therefor.

“Wherefore, the plaintiff prays judgment against the said William L. Breyfogle for the sum of \$726,000 damages, with interest, and for all general relief.”

James M. Flak of New York of counsel for plaintiff drew up the papers.

### **May 3, 1892**

*Piqua Daily Leader*

#### **Three Killed**

Westville, Ind., May 3—A northbound freight train on the Louisville, New Albany & Chicago Railroad was wrecked at a point one mile north of Otis at 12:30 Monday morning.

Train No. 56, with John Murray engineer, dashed through a bridge. The engine and eight cars went down, the caboose and two cars remaining on the track.

The bodies of the engineer, fireman, and brakeman, who were in the cab of the engine when it struck the bridge, are buried in the water beneath an immense mass of wreckage. Supt. Collins with the wrecking train and a large force of men are at work clearing the debris. Traffic has been abandoned north of Otis.

The heavy downfall of rain which set in about 6 o'clock Sunday night washed away the foundations of the bridge, leaving the top portion of the bridge intact. There was no warning and the train dashed headlong into the waters beneath the sinking structure.

(Note; The Oshkosh Daily Northwestern lists the fireman as James Bowen and the brakeman as Elmer Brown. KG)

### **May 17, 1892**

*Logansport Pharos*

#### **From The Railroads section**

Miss Nellie Hanley, a member of the “City Burlesque” company, injured in the Monon wreck near Crawfordsville, which injuries resulted in the curvature of the spine, has sued the Monon railroad company for \$20,000 damages.

### **June 2, 1892**

*Logansport Pharos*

#### **The People Not Fighting The Law**

The Monon railroad is the foremost in the fight against the new tax law. Why? Simply for the reason that under its provisions it is compelled to pay its just proportion of the taxes. The valuation of the property of that company, in Organce alone, was increased, for purposes of

taxation \$210,183. Republican newspapers, however, have the effrontery to say that the law is in the interest of the corporations and against those of the people.—Paoli News

**August 1, 1892**

*Hamilton Daily Democrat*

### The Monon Gets A Big Lift

Lafayette, Ind., on Saturday voted on the proposition to donate \$130,000 to the Monon Railroad Company, as a consideration for the location of the main buildings (repair shops) of that company, in that city. The company made a written agreement to locate the shops there and employ about 600 men as a return for the voting of the subsidy. The shops are to cost about \$350,000. The vote was almost unanimous in favor of the proposition. The total vote cast was 2,417 and the number against the proposition was 435.

**August 5, 1892**

*Daily Gazette*

### Derailed By A Cow

Indianapolis, Ind., Aug. 4—The vestibule train on the Louisville, New Albany and Chicago Railroad, which left here for Chicago at 12:40 o'clock this morning was wrecked at a cattle guard eight miles north of this city when running at a rate of thirty miles an hour. A cow had become fast in the guard, and when the engine struck her it left the track and fell over on its side, Harry Metzger, the engineer, was caught under the engine and crushed to death. Fireman Charles Hill received a severe cut on the head and suffered internal injuries that are very serious. The first car of the train was thrown across the track but did not go over, and beyond a terrible scare the passengers suffered no injury.

**August 18, 1892**

*Hamilton Daily Democrat*

### Killed While Boarding A Train

LaPorte, Ind., Aug. 18—The coroner of this county received a telegram here yesterday announcing that a man named Albert Scott was killed while boarding a passenger train at Riverside, below Wanatah, on the Monon Railroad.

**September 1, 1892**

*Logansport Journal*

### Man And Wife Killed By A Train

Rensselaer, Ind., Aug. 31—Nicely Bennett and wife, while driving across the Louisville, New Albany & Chicago Railroad track, on their way home from this city, were killed by an express train Tuesday evening. Their daughter was on the train which struck them. She was on her way home to pay the old couple a visit.

### **September 11, 1892**

*Logansport Journal*

#### **Tramp Killed In A Freight Wreck**

Lafayette, Ind., Sept. 10—On the Louisville, New Albany & Chicago Railroad Friday afternoon, 3 miles south of this city, a freight train and a gravel train came together. About twenty cars were piled up. The trainmen escaped with a few bruises, but a tramp stealing a ride was killed. Trains were delayed several hours. The damage was heavy.

### **October 7, 1892**

*Logansport Pharos*

#### **Killed While Coupling Cars**

Delphi, Ind., Oct. 6—Dewy Hall, assistant civil engineer of the Monon Railroad Company, was instantly killed here Wednesday. He was engaged as superintendent in the extension of bridge and repair work with a construction train and a large force of men. In the absence of a brakeman, he attempted to make a coupling, when his foot caught in a frog, and he was thrown to the track, the engine and tender passing over his body. He was the son of Dr. Hall, a practicing physician of Chicago, and the remains were shipped to that city Wednesday afternoon.

### **November 17, 1892**

*Decatur Daily Republican*

#### **A Terrific Collision**

Indianapolis, Ind., Nov. 17—A special to the news from Brazil, Ind., says; “Yesterday morning the south-bound train on the Louisville, New Albany & Chicago Railroad, due in this city at 7:40 a.m., while running at high speed, crashed into a flat car on the track at Logan, seven miles north of this city. The engine of the passenger train was badly broken and all the passengers were severely shaken up. As far as known no one was killed, but it was a miraculous escape. Traffic on this division of the Monon is greatly delayed.”

### **January 20, 1893**

*Decatur Daily Republican*

## A Bad Gang Run In

New Albany, Ind., Jan. 20—For several months United States Detective Bauer, of the secret service, whose headquarters are at Louisville, has been on the outlook for a gang of counterfeiters who have been industriously shoving bogus silver dollars in Indiana and Kentucky, but without succeeding in their capture. This gang has operated in several of the towns in the gas belt of Indiana, at Louisville and on at three occasions in New Albany. But they will operate no longer.

On Wednesday evening, members of the gang visited New Albany and went immediately to work, very industriously passing a lot of bogus dollars of the date 1889 and 1890. Detective Thomas Smithwick learned of some of the operations of the gang, and immediately went to work for their arrest. At the Vincennes street passenger station of the Monon railroad he found three suspicious looking men, who had just purchased tickets for Louisville, and immediately placed all three under arrest. They gave their names as John Riley, John Smyth and Harry Williams, and all three are very tough looking young men.

After the arrest Williams placed his hand in the right-hand pocket of his coat and attempted to draw his revolver, but Detective Smithwick knock him down and before he could do so and secured the pistol, and then held the three men until the arrival of Officers Winn and Reister, who assisted him in taking the trio to the county jail, where they were locked up.

United States Detective Bauer and Detectives Ben Fow and James Gauley, of Louisville, came to the city yesterday afternoon and examined the prisoners at the county jail. Detective Fow at once recognized them as William McCombs, who lives near Jeffersonville, and Thomas White and Edward Amos, of Louisville, all counterfeiters. McCombs is also a hotel and railroad office thief. All of them have been previously arrested for counterfeiting. It is believed the counterfeit factory is in Louisville. McCombs' father was convicted for counterfeiting Amos, who gave his name as Williams, is an all around thief and desperado as well as counterfeiter.

## February 16, 1893

*The News*

## Charged With Crooked Land Deals

Chicago, Feb. 16—William L. Breyfogle, formerly president of the Monon Railroad, is charged with irregular dealings in land matters in a bill filed in the circuit court. The complainant is William G. Wilson, formerly of the Wilson Sewing Machine Company, and his wife, Harriet A. Wilson. The bill charges the defendant with defrauding them out of \$200,000 worth of Cook County property and of conveying to them a vast tract of Tennessee land to which he had no title.

## February 25, 1893

*Fort Wayne Gazette*

## Repeating Its Own Acts

Senator McHugh is making a fragrant name for himself this year. It has now been discovered that his preferred stock bill, which has been passed and signed by the governor, and so has become a law—is a most mischievous piece of legislation. It is in these words;

Be it enacted by the general assembly of the state of Indiana that for the purpose of exchanging the same for its common stock, or for such part thereof as the directors of such company may determine, any railroad company heretofore or hereafter organized may issue preferred stock to an amount not exceeding one-half of the amount of its capital, with such priority over the remaining stock of such company in the payment of dividends as the directors of such company may determine, and shall be approved by a majority of stockholders. Provided, that the total capital of such company shall not be misled thereby.

Senator Boyd, upon introduction his repealing bill, began some remarks, which were cut short by the senate. What he started to say is here given;

“The act that this bill is designed to repeal passed the house and was signed by the governor day before yesterday. It passed both houses as an apparently harmless measure, but its provisions are designed to completely destroy and render valueless all the stock of railroad companies that a minority of holders may own. It authorizes the board of directors, with the approval of a bare majority of stockholders, to give such priority in dividends, as they may deem proper, to the part of stock that they may issue to themselves in exchange for their common stock. A bare majority has it in its power to absorb all the earnings and dividends of the company by appropriating it in paying themselves.

“As it now stands, it is one of the most vicious measures, in my judgment, that was ever enacted. It permits the entire destruction of the vested right of minority stockholders and permits the confiscation of their money by those who may succeed in getting control of corporations as officers. There is no limit to the powers of the majority to use the funds of the corporation as they see fit. The matter should be acted upon at once, so that if the legislature is not disposed to repeal it entirely it should be at once so amended as that the consent of all stockholders shall be required before preferred stock can be issued and it should be acted upon promptly in whose interest it was passed from carrying out the design intended. This can only be done by this bill, as the act is now in force. I, therefore, move that the bill be referred to the committee on railroads, with instructions to report upon it tomorrow morning.”

Afterward Mr. Boyd said that the McHugh bill was in effect a bill to authorize the majority stockholders in the Monon Railroad to steal the property. He had not discovered its true import and though he himself had innocently voted for it, as he had for many others. An attorney for some of the stockholders of the Monon road was in the lobby, and he intimated that the bill had been sanctioned and urged by Harry Crawford. When Senator McHugh was asked to explain it was on its passage he stated that its provisions did not discriminate against any class of stockholders and preferred stock could not be issued except with the consent of the holder of every share of stock.

Senator McHugh, the author of the bill, was told that Mr. Boyd had been informed by interested persons that the bill in question was “a bill to steal the Monon Railroad.”

“Tell Mr. Boyd,” said the man from Tippecanoe, “that he does not know what he is talking about. The object of the bill—and it does not apply to the Monon alone—is to enable railroad companies to obtain additional funds for equipments and other extraordinary expenses. Suppose a company’s capital stock (common) amounts to \$12,000,000, worth 25 cents on the

dollar, or \$3,000,000 in all. To pay dividends on that stock the earnings would have to be very large. It pays none at all. Now, if the road can issue preferred stock, this bill authorizing, but not compelling, the common stockholders to exchange, upon their own voluntary desire, their common stock at its market value for the preferred stock. Suppose the owners of four millions of common stock surrender it voluntarily and obtain a million preferred stock. This million of their money, earning dividend would draw dividends.

“In the particular case in view it is expected to issue four millions of preferred stock, and the object and desire is to keep the interest in common, and the common stockholders, those having four millions, let us say, might exchange that at its market value for preferred stock. At 25 cents they would get one million preferred stock and the road would get three million additional, out of the proceeds of which necessary improvements for roadbed and equipment might be made.”

“Will the majority stockholders be able to freeze out the minority under this act?”

“No more than they would under the law already on the statute books. If the ...just were to freeze them out, it might be accomplished under that statute, but there is no such purpose, as I have explained.”

“Do you know what railroad company secured the passage of the act, or at the instance of what company the bill was introduced?” was asked of Mr. Boyd.

“Senator McHugh introduced the bill, as I understand, and no doubt he will tell you whether it emanated from any company or not. I may say, however, that he stated this morning that it only affected the Monon, and was passed to enable that company to put its railroad in condition for the World’s Fair. It occurred to me that to divide the earnings of the road among preferred stockholders, mainly, such men as Cal Brice, Sam Thomas and Harry Crawford, would not be improving the property for the World’s Fair. While I do not impugn Senator McHugh’s motive, nor those of any other senator, and believe many voted for it under a misapprehension, and I may have done so myself, I regard the bill as one equivalent to legalizing larceny, as the majority plainly have the right under it to steal from the minority. In my judgment the act is unconstitutional also, because it permits the destruction of vested rights of stockholders in moneys already earned.”

Frank Trissal, of Chicago, came here from Greencastle last night. He has been interested in the suits entered against the Monon railroad at that point. He is here with the object of having the McHugh railroad bill repealed. He says, “This is the most vicious piece of legislation I ever saw. When a majority of stockholders may, by a vote, make the stock held by them preferred, and thereby take the entire earnings of the road, it appears to be on the face of it, wrong. It was stated by my clients that General Thomas, president of the Monon, said in the presence of H.M. LaFollette, of this city, that he would contest this suit as long as possible in the courts, and then turn the road over to a receiver. Maybe this is a part of the scheme.”

## **March 8, 1893**

*Oshkosh Daily Northwestern*

### **For A Receiver**

Indianapolis, March 8—The application for a receiver for the Louisville, New Albany & Chicago Railroad (Monon Route) was filed in the superior court today.

The application was made by W.J. Craig on the ground that while the charter provides for an annual election of thirteen directors, this is only nominally complied with and that the road was left entirely in the hands of Thomas and Brice.

The claim is made that under the Indiana law, Brice and Thomas were undertaking to change the preferred stock of outsiders into common stock, thus destroying its value, and in effect freezing them out. This law will be tested at the same time.

New York, March 8—There was a break in the Louisville, New Albany & Chicago Railroad stock this morning on the report that an application would be made for a receiver on the ground that the directors were attempting to freeze out the minority stockholders.

### **March 9, 1893**

*Logansport Pharos*

#### **Receiver Wanted**

Indianapolis, March 9—Wednesday morning William J. Craig, a stockholder in the Louisville, New Albany and Chicago Railroad Company, went before Judge Bartholomew and through his attorney, F.M. Trissal, of Chicago, filed a petition for the appointment of a receiver for the road. He alleges that since 1891, the directors, who he says are unlawfully elected body, have declared no dividends, although there are over \$1,900,000 undivided net earnings on hand. He alleges that the directors have conspired to enrich themselves and their friends by issuing preferred stock in exchange for their common stock under a law passed Feb. 22, 1893, by the Indiana legislature, which, it is alleged, the directors lobbied through.

The bill alleges that this law is unconstitutional in that it deprives the minority stockholders of their rights in the dividends of the company. The case hinges on the allegation that it is necessary to elect thirteen directors every year and that this has not been done since May 1891, although the original charter of the road provides for such election. The complaint alleges that the directors have so classified the tenure of the office of directors that they are perpetuated in office and that the records and offices of the directors are in New York and inaccessible. Immediate steps were taken in the case, the writs being made returnable March 20.

### **March 23, 1893**

*Logansport Pharos*

#### **The Monon Litigation**

Indianapolis, March 23—Argument was heard by Judge Bartholomew, of the Supreme Court, Wednesday on the application of William J. Craig, plaintiff, in the proceedings for the appointment of a receiver for the Louisville, New Albany and Chicago Railroad for an order to require the defendants to bring their books and records within the jurisdiction of the court. Judge Bartholomew took the case under advisement.

### **March 24, 1893**

*Decatur Daily Republican*

## Motion Overruled

Indianapolis, Ind., March 24—Judge Bartholomew, of the superior court, yesterday overruled the motion of the defendants in the receivership suit against the Louisville, New Albany & Chicago Railroad, to dismiss the former's motion for an order requiring the road to produce their books in court.

**May 31, 1893**

*Marion Daily Star*

## Passenger Train Wrecked

Indianapolis, May 30—A blind horse caused a disaster on the Louisville, New Albany and Chicago Railroad. Vestibuled passenger train No 46, from Cincinnati to Chicago struck the horse in a culvert at Broad Ripple, nine miles from Indianapolis.

The engine was thrown from the track rolled 50 yards and landed in a gravel pit. Engineer George T. Plank of this city was killed and Fireman Williams was injured. The baggage car was entirely destroyed. Two day coaches and one sleeper were dragged from the track and damaged but the other four sleepers held to the track. Many passengers were rudely disturbed, but escaped serious injury.

**July 5, 1893**

*Daily Advocate*

## From the Railroad Ties section

Frank J. Reed has been appointed general passenger and ticket agent of the "Monon" (Louisville, New Albany and Chicago Railroad) in place of James Barker, resigned to take the position of general passenger and ticket agent of the Missouri, Kansas and Texas Railway.

**July 12, 1893**

*Wellsboro Agitator*

## From the Points For Busy Readers section

The Monon Railroad has made a one fare for a round trip to the World's Fair from Louisville and Indianapolis. The low rates, it is believed, will spread east.

**July 18, 1893**

*Daily Nevada State Journal*

## A Cent A Mile

Chicago, July 16—The action of the Monon Railroad in putting in operation rates of little over a cent a mile for the round trip from Louisville and Indianapolis has practically knocked the bottom out of rates all over the Central Traffic Associations territory. It is more than probable that a one-cent basis will be adopted, and rates may go even lower, but it is doubtful. From present indications there is no way in which a demoralization of rates throughout the territory can be avoided.

**July 21, 1893**

*Logansport Journal*

From the Railroads section

The suit for \$10,000 damages against the Monon railroad has been taken to Delphi for trial on a change of venue from Clinton County. While coupling cars, November 19, 1892, Arthur F. Douglass was killed in Frankfort, and his administrator, Alonzo G. Bates alleges that his death was the result of a defective draw bar. He has brought suit for \$10,000 damages and the case will be tried at the next term of the Carroll Circuit Court.

**October 24, 1893**

*Logansport Pharos*

From the Railroad News section

The suit of Thomas Sears against the Monon railroad for \$25,000 damages was decided at Delphi yesterday. A year ago the five-year-old son of Sears lost both legs on the railroad at Lafayette. The complaint alleges that at the time the accident occurred the Monon people were repairing their tracks inside the city limits of Lafayette, and had thrown up dirt several feet high along the tracks. The little boy was playing on the dirt when a passenger train came along. The lad stepped aside, but the train was going at such a high rate of speed that the suction drew him beneath the wheels. It is alleged that the speed of the train was greatly in excess of the rate prescribed by ordinance. The jury found that there was negligence in allowing the boy to play on the street and railroad, and expects the court to find, from the facts, in favor of the railroad.

**December 2, 1893**

*The Evening News*

Louisville Railroad Stock Sold

New York, Dec. 2—The Louisville, New Albany and Chicago Railroad Company gives notice that the 15,000 shares of new preferred stock offered to the stockholders have all been sold.

#### **April 4, 1894**

*Logansport Pharos*

#### The Monon Shops

On Monday night, W.H. McDoel, general manager of the Louisville, New Albany & Chicago Railroad, signed the contract binding his company to put in the big shops at Lafayette. These shops are to cost \$300,000 of which the township furnishes \$100,000. The whole is to be completed in two years.

#### **April 19, 1894**

*Logansport Reporter*

#### Suit For \$15,000 Damages

The case of Julius Domike against the Monon railroad company for \$15,000 damages, has been sent here for trial on a change of venue from Carroll county. The case was originally filed at Lafayette, where plaintiff lived and followed his trade of railroad carpenter. He was hurt in a collision on July 6, 1891.

#### **May 29, 1894**

*Logansport Pharos*

#### From The Railroads section

The old Midland Road, together with the new extensions connecting the Lake Erie at Muncie with the coal fields, has been sold to the Monon railroad company. This will make an important acquisition to the Brice system.

#### **June 18, 1894**

*Logansport Reporter*

#### The Domke Case

The suit of Julius Domke vs. the Louisville, New Albany & Chicago Railroad for \$10,000 damages was placed on trial in the circuit court here today. Domke was employed on a Monon work train and was injured in a wreck near Lafayette in '91. After considerable legal fencing the case was sent here on a change of venue from Tippecanoe County. A strong array of

talent is engaged on both sides. R.P Daidson, W.R. Coffroth, and Nelson & Myers appear for the prosecution. E.A. Field, John T. McHugh, J.R. Kretzinger and McConnell & Jenkines for the defense.

The case was continued this afternoon by mutual consent to Sept. 18.

## **June 29, 1894**

*Daily Gazette*

### **Monon Is Told To Cut Pullmans From Mail Trains**

Indianapolis, Ind., June 28—The officials of the Monon applied to Judge Baker of the Federal court here for relief against the Pullman boycott, which had interfered with cars at Hammond, pleading that the train carried the United States mail. Judge Baker told them if the company would not haul Pullman cars on the mail trains that there would be no need to take the matter to court, as the trains would not be stopped. Trains on other lines have not been interfered with and were running on time.

Hammond, Ind., June 29—The railroad crossing near the business center of the city is crowded with strikers and several hundred determined men are guarding the Erie and Monon bridges over the Calumet River. Every train is inspected before it is allowed to pass. The Monon Railroad Company has agreed to run the Pullman cars held back to Chicago.

## **June 30, 1894**

*Delphos Daily Herald*

No title

The depot of the Monon Railroad at Frankfort was struck by lightning early Sunday morning and burned down. A large number of the company's valuable papers and books were destroyed.

## **July 10, 1894**

*Evening Herald*

### **Rioters Burn A Bridge**

Hammond, Ind., July 10—A bridge of the Monon Railroad near this city was burned early this morning.

## **August 29, 1894**

*Lima Times Democrat*

No title

The officers of the Louisville, New Albany and Chicago Railroad are going over the line on an inspection tour. Samuel Thomas, president of the company, is with the party. The trip is preparatory to the meeting of stockholders to be held in Indianapolis next month.

**December 13, 1894**

*Logansport Journal*

### It Is With The Jury

The case of Julius Donke vs. the Monon railroad company brought here on a change of venue from Carroll County, went to the jury at 5 o'clock last night. The suit is for \$25,000, and is brought by Donke, a former brakeman, because of injuries received some time ago in a wreck.

**April 12, 1895**

*Cedar Rapids Evening Gazette*

No title

William Goken has been given a verdict against the Monon Railroad at Delphi, Ind., of \$2,000 for being ejected from a train.

**April 13, 1895**

*Logansport Journal*

### From the Your Name In Print section

Judge M. Winfield came up from Indianapolis last night where he was in attendance at the Supreme Court in a case against the Monon railroad company, in which a decree of \$390,000 was entered against the corporation.

**May 26, 1895**

*Atlanta Constitution*

### They Were Indicted

Louisville, Ky., May 25—Nineteen indictments were returned by the New Albany, Ind., grand jury against Dr. William Breyfogle, J.S. Winstanley and Clarence J. Frederick, charging them with embezzlement, in connection with the embezzlement, in connection with the failure of the New Albany Banking Company. Dr. Breyfogle is well known in business and railroad circles, and was at one time president of the Louisville, New Albany and Chicago Railroad.

Dr. Breyfogle was not an officer of the banking company, but borrowed a large amount of money from it through the influence of his brother in law, J.S. Winstanley, who was the cashier. Clarence Frederick, one of the indicted men, was a clerk in the bank.

The depositors, who had over \$100,000 in the bank, have received 25 cents on the dollar, but were promised much more by Dr. Breyfogle, who agreed to turn over a certain land to them. The feeling is particularly strong against Dr. Breyfogle, because it was thought he caused the failure of the institution.

All the leading lawyers in New Albany, except two or three, were engaged by the defense. There are about 400 depositors of the bank in New Albany assisting in the prosecution, and they are determined to prosecute to the fullest extent of the law.

## **June 11, 1895**

*Logansport Journal*

### **Recover Damages From The Monon**

Winamac, Ind., June 10—The case of Michael Lynch, of this county, against the Monon Railroad company was decided in his favor for \$7,000 damages. Two years ago a Monon locomotive at Francesville exploded her boiler and a flying piece of iron struck him in the groin, rendering him a helpless cripple for life. The railroad company offered to compromise for \$5,000, but Mr. Lynch would not accept and forced the railroad company to trial.

## **July 31, 1895**

*Logansport Reporter*

### **Killed By The Cars**

Lafayette, Ind., July 31—Charles Lucas, brother-in-law of William McDoel, general manager of the Monon railroad, was killed by a train in this city.

## **April 14, 1896**

*Logansport Reporter*

### **K.P. Reception**

Division No. 26 U.R.K. of P. gave a farewell reception to Right Guide L.E. Shafer, last evening, at Castle Hall. Mr. Shafer and family will remove today to Lafayette, where he has secured a profitable position with the Monon railroad. Sir Knight Shafer was presented with a charm from his brother Knights as a token of esteem and friendship. The ladies were present and refreshments were served. The evening was spent at dancing and music.

## **April 14, 1896**

*Logansport Reporter*

## A Fatal Plunge

Bedford, Ind., April 14—Five killed, three wounded and one miraculous escape from death was the result of an accident on the Belt road near here Monday morning. The dead are Charles Ogden, conductor; James Shere, fireman; M.J. Masterson, bridge carpenter; Ed Rivens, Bridge Carpenter; Warren S. Lormond, bridge carpenter; Henry Devault, brakeman. A freight train composed of a road engine and flat cars was coming to the city from the quarries, near here. Just west of the Monon railroad tracks, about a mile distant, is a trestle, about 70 feet high. This trestle is said to have been defective.

As the train ran onto the structure there was an ominous creak, then a great crash, and in an instant the engine and first car had topple over and gone crashing to the ground, from where, with the sound of escaping steam, came the cries of men who were being scalded to death or were having their lives crushed out by heavy debris. Henry Devault, a brakeman, saw the engine totter, and leaped from the car just in time to avoid being carried down with his less fortunate companions. Devault, though injured, gave alarm, and a wrecking train with physicians was at once sent to the scene and the work of rescue begun. The five dead bodies were taken from the twisted and distorted mass of wood and iron, some of them being almost unrecognizable.

**April 22, 1896**

*Logansport Pharos*

From the Railroad News section

Gus Goyer, of the Panhandle machine shops has resigned and gone to Lafayette where he has taken a position with the Monon railroad.

**May 16, 1896**

*Logansport Journal*

Secured A Verdict

At Monticello, yesterday, a jury in the Circuit court returned a special verdict awarding Clarence M. Brown, colored, damages in the sum of \$5,000 against the Monon railroad company. Magee & Funk, of this city, were attorneys for the Plaintiff. Brown was a member of the "Passing Show" company which stranded at Chicago. He was stealing a ride from Chicago to Indianapolis, and upon being discovered by the conductor was ejected from the train in such a manner that one of his feet was crushed beneath the wheels of a car.

**August 6, 1896**

*Logansport Journal*

## Killed By The Cars

Crawfordsville, Ind., Aug 5—John Tobin, for ten years track foreman of the Monon railroad at this place was instantly killed by a fast freight. Tobin had been working night and day since the recent storms, and it is supposed fell asleep while sitting on the track.

**August 15, 1896**

*Fort Wayne Gazette*

## The Monon

New York, August 14—Regarding rumors of impending receivership for the Louisville, New Albany & Chicago Railroad, President Thomas , of that company, is of the opinion that the depression in the company's securities is traceable entirely to alarm over the recent decision of Judge Taft removing the injunction against the Beattyville Railroad bondholders, which allows them to again sue upon the alleged guarantee of the Kentucky company's bond by the Monon, although seventeen such actions have hitherto been decided in favor of the Monon. The effect on quotations of the securities, however, seems to Gen. Thomas excessive and indiscriminate. He says that the bonds of the New Albany company ought not decrease in value even if the Beattyville litigants should succeed to the full extent of their hopes, and that the stockholders would also find means to defend themselves, but legal defenses against the unjust claims have not been exhausted by the New Albany management. Gen. Thomas says, "the lawyers of the Monon deem the defense of the company to be impregnable, but should the litigants attain finally to a judgment in their favor, the claim would rank only as an unsecured debt subsequent to all the existing mortgages and it would be extinguished by an assertion of the rights of the mortgagees. Should it ever become necessary for the mortgagee to take action to extinguish the claim there seems no doubt that the road will be ultimately restored to the shareholders and that there is no danger of their stock being wiped out." The equity in the road is valuable and the board of management will be directed to maintain it in the present stockholders.

**August 15, 1896**

*Logansport Journal*

## May Mean A Failure

Louisville, Ky., Aug. 14—It has been rumored in this city for the past 24 hours that the Louisville, New Albany & Chicago Railroad is about to be placed in the hands of a receiver. Friday morning William Newman, general agent of the road in this city, received the following telegram, dated Chicago From W.H. McDoel, vice president.

"There is nothing in the report. We do not owe a dollar we cannot pay."

**August 15, 1896**

*Logansport Reporter*

## A Dam Swept Away

LaPorte, Ind., Aug. 15—The western portion of this county was deluged by a cloudburst. North of Otis, on the Louisville, New Albany & Chicago Railroad, a dam was swept away and several hundred feet of track washed out. Reports received from other localities indicate that losses from buildings struck by lightning and damage to crops will be heavy.

**August 24, 1896**

*Reno Evening Gazette*

## Receiver Appointed

Indianapolis, August 24—W.H. McDoel has been appointed receiver of the Monon Railroad. Attorney Field of the company admitted the justness of the complaint and consented to the receiver's appointment.

**August 25, 1896**

*Newark Daily Advocate*

## Why The Monon Road Went Into Hands Of Receiver

Chicago, Aug. 25—The filing of the receivership bill for the Louisville, New Albany and Chicago Railroad at Indianapolis was followed later by the filing of an ancillary bill in the United States circuit court in Chicago. The order confirming the appointment of William H. McDoel as receiver in the court for Indiana was signed by Judge Woods, who made the original appointment. The allegations in the ancillary bill are the same as in the original.

John T. Mills, Jr., of New York, is the complaint, and he asserts that he is the holder of a judgment against the railroad to the amount of \$494,911.35, and that he files the bill for the benefit of all creditors.

The total amount of the road's liability is given as \$15,985,000. The annual fixed charges, interests and taxes is stated at \$1,200,000, and the revenues of the road have fallen off \$60,000 a month compared with the business of last year.

**September 15, 1896**

*Dubuque Daily Herald*

## Their Trials Begun

Jeffersonville, Ind., Sept. 14—The cases against Dr. W.L. Breyfogle, ex-president of the Louisville, New Albany & Chicago Railroad, Clarence Fredericks and Isaac Winstandley, officers of the defunct New Albany Banking Company, were placed on trial Monday morning.

They were charged with embezzlement and grand larceny. There are 21 indictments against them. They are defended by the most prominent legal counsel in Indiana.

**October 26, 1896**

*Logansport Pharos*

Condition Of The Monon

Indianapolis, Oct. 26—William H. McDoel, receiver of the Louisville, New Albany and Chicago Railroad, has filed his monthly statement with the United States district court. It shows the receipts to have been \$384,645.82 and disbursements \$377,503.69, leaving a cash balance on hand of \$54,551.90.

**October 31, 1896**

*Fort Wayne News*

From the Tri-State Brevities

The Monon Railroad yesterday forwarded 102 loaded cars from the Bedford, Ind. stone quarries.

**December 11, 1896**

*Oakland Tribune*

Railroad Agent Arrested

Chicago, Dec. 11—At the instance of the Inter-State Commerce Commission a warrant has been issued for the arrest of A.J. O'Reilly, commercial agent of the Louisville, New Albany and Chicago Railroad Company at Indianapolis on the charge of violating the inter-state law by discriminating in rates.

**December 15, 1896**

*The Fort Wayne Journal*

Receiver For The Monon

INDIANAPOLIS. Dec. 14.—Attorneys for the Central Trust company, of New York, and James Murdock, of Lafayette, Ind. filed a bill of complaint this morning with the clerk of the federal court, asking for the appointment of a receiver for the Louisville, New Albany & Chicago (Monon) railroad, and the foreclosure of the mortgages held by the complainants. The complaint states that Sept. 1, 1894. The road executed a mortgage on the property in favor of the Central Trust company. Dec. 7. 1894. The road issued \$1,000,000 in bonds. On Dec. 1, of this

year, the complaint recites, the road failed to pay interest due. Amounting to \$17,725 for that reason the appointment of a receiver is asked for to take possession of the road and operate it for the profit of the trust company, until such a time as it shall be sold.

## **December 18, 1896**

*Cedar Rapids Evening Gazette*

### **Desperate Escape**

Indianapolis, Ind., Dec. 18—A prominent Monon Railroad official was walking along the streets in Michigan City three months ago when he met a young woman who grabbed at his watch chain. A struggle ensued between him and the woman, and when he released himself he found that a \$20 bill had disappeared from his pocket. The woman was arrested on a charge of highway robbery and proved to be Anna Bedker. She was tried, convicted several days ago and sentenced to the female reformatory for two years. Yesterday morning the sheriff of LaPorte County boarded a Monon train and started to this city with his prisoner. When the train reached a point six miles north of the city, Miss Bedker left her seat and entered the closet. The train was running forty miles an hour and the sheriff had no thought of attempted escape, but her continued absence caused him to go in search of her. When the door was forced open the closet window was raised and through this the prisoner had jumped to freedom. The train was stopped and the sheriff began a search, but at 8 o'clock last night telephoned that he had found no trace of the missing woman.

## **December 19, 1896**

*Newark Daily Advocate*

### **Fatal Railroad Accident**

Monticello, Ind., Dec. 19—A fatal accident occurred on the Louisville, New Albany and Chicago Railroad by the derailment of a wrecking train. Cecil Douglass of this place was killed and three other members of the crew are reported fatally hurt.

## **January 23, 1897**

*Salt Lake Tribune*

### **New Railroad Combination**

Indianapolis, Jan. 22—The news tonight says the Louisville, New Albany & Chicago Railroad will soon be a thing of the past, and when it goes out of existence the Bedford & Bloomington and the Orleans, West Baden & French Lick roads will go with it. What was once those roads will be the Chicago, Indianapolis & Louisville.

## **January 25, 1897**

*Logansport Reporter*

## From the Railway Affairs section

Judge Woods, in the Indianapolis circuit court, Saturday, entered a degree of foreclosure in the suit of the Farmers' Loan and Trust Company, of New York, against the Louisville, New Albany and Chicago (Monon) Railroad Company, under a mortgage bearing date of Jan. 1, 1886. The date of the sale has not been arranged. The upset price is \$2,500,000 on railroad property and \$500,000 on equipment. Cash deposit is required from bidders of \$25,000 on railroad property and \$25,000 on equipment. Q.A. Van Buren was appointed special master to make the sale.

**January 26, 1897**

*The Fort Wayne Gazette*

## The Monon to be Sold in March

Indianapolis, January 25.—W. A. Van Buren, appointed special master to sell new Monon railroad, has fixed the date on March 10. The sale is to take place in the federal building, in this city.

**January 27, 1897**

*Logansport Pharos*

## Sale Of The Monon Railway

Indianapolis, Jan. 27—W.A. Van Buren, appointed as special master to sell the Monon railroad, has fixed the date as March 10. The sale will take place in the federal building in this city. So far as can be ascertained the only bidder will be representatives of the present holders of the bonds and stock, and he will have little more case to buy than the amount required to be deposited, which is about \$30,000.

**January 28, 1897**

*The Fort Wayne Gazette*

## Report of Monon's Receiver

Indianapolis, Ind., Jan. 27.—W. H. McDoel, receiver of the new Monon railroad, has filed his report for December. It shows: Receipts, \$556,630.88 disbursements, \$391,566.45; balance on hand, \$165,064.43.

**March 11, 1897**

*The Fort Wayne Weekly Gazette*

## Joline Buys the Monon

Indianapolis, March 10.--The Monon railroad was sold this morning in this city. It was bought in by H. H. Joline of New York, who bid for the reorganization committee, consisting of Frederick P. Olcott, H. C. Rouse and Henry. W. Poor, all of New York. The price was \$3,001,000. There was no other bid.

The railroad will be reorganized about May 1, and will be known as the Chicago, Indianapolis and Louisville railroad.

**April 1, 1897**

*Fort Wayne News*

## Monon Reorganized

Indianapolis, April 1—Articles of incorporation of the Chicago, Indianapolis and Louisville Railroad Company were filed yesterday with the secretary of state. The roads covered in the incorporation are the Louisville, New Albany and Chicago, the Orleans, West Baden and French Lick, and the Bedford and Bloomfield. The trade mark hereafter will be the “Monon Route.” The new board of directors authorized the issuance of \$5,000,000 preferred stock, \$10,500,000 common stock and \$15,000,000 in bonds. The latter is to take up the consolidated mortgage bonds, the equipment bonds and the general bonds under which the foreclosure was had. The incorporation fee paid the secretary of state was \$15,000, the largest fee ever collected for a single incorporation.

**June 12, 1897**

*Logansport Pharos*

## Excursion Tickets

The Appellate Court yesterday reversed the judgment for damages recovered by Stephen Wright, of Lafayette, against the Monon Railroad Company for ejecting him from its train. Wright had bought a special excursion ticket to Paisley, a little town of fifty inhabitants, good only when signed by the ticket agent on the day of his return. He went on to Chicago and came back on a train which passed through Paisley after the ticket office had been closed for the night, and was put off the train at the next station because he had not had his ticket properly signed by the agent. The court holds that he was properly ejected under the circumstances.

**June 17, 1897**

*Logansport Pharos*

## Monon Will Die June 30

Indianapolis, June 17—On petition of the Chicago, Indianapolis and Louisville Railroad Company, filed in the United States court, Judge Woods yesterday ordered W.H. McDoel to turn the property of the Louisville, New Albany and Chicago Railroad over to the former company on the night of June 30, 1897, and on this date the L.N.A. and C. will go out of existence.

### **July 26, 1897**

*Piqua Daily Call*

#### From the Telegraph Taps section

A head-end collision occurred between two freight trains on the Monon Railroad near Bloomington, Ind. Fireman Miller was injured and both trains were badly wrecked.

### **September 25, 1897**

*Portsmouth Daily Times*

#### Monon Reaching Out

Indianapolis, Ind., Sept. 25—It is understood here on authority that the Monon Railroad will through foreclosure proceedings shortly assume control of the Chicago & Southeastern Railroad. The Monon will practically rebuild the road from Anderson to Brazil.

### **October 30, 1897**

*Logansport Journal*

#### Monon Receiver Makes Final Report To The Court

W.H. McDoel, receiver of the Louisville, New Albany & Chicago Road, yesterday filed his final report in the United States district court. The road was thrown into the hands of a receiver March 24, 1896, and Judge Woods appointed Mr. McDoel to the position. The history of the case is well known, the receivership being forced to rid the company of certain obligations that had been inherited from a former management. On Jan. 23, 1897, the court ordered a foreclosure sale of the property on March 10, and it was bid in by a company incorporated as the Chicago, Indianapolis & Louisville Railroad Company. The receiver makes an itemized report of receipts and disbursements during the period the property was in the hands of the court, which was a few days over one year. During his receivership he expended \$4,337,778.01 in improvements, pay rolls, rentals and other obligations of the company. As receiver he disbursed a grand total of \$3,411,594.27. Judge Woods allowed him as compensation for his services during the time the road was in the hands of a receiver \$15,500. The new company took charge of the property June 30, 1897. At the time of the sale of the road, it had an indebtedness of \$286,501.38, which the new company assumed. The receiver now has no assets, money or other property belonging to the trust in his possession. Under the reorganized company the road will

continue to be known as the Monon. The receivership will be remembered for its brief duration. In fact, it is stated that there has never been a case where a road of any importance has been placed in the hands of a receiver, foreclosed, sold and put into the hands of a reorganized company in so short a time.

### **December 9, 1897**

*Logansport Pharos*

#### **Costly Wreck On The Monon**

Frankfort, Ind., Dec 9—The Monon railroad suffered a costly wreck one mile south of this city, freight and working trains colliding on a bridge. The engine and four freight cars were demolished and fell in the stream. Brakeman E.L. Moore, of Monon, an oiler and Fireman Crowley, of Indianapolis, were seriously injured. The rest of the two crews escaped. The damage is about \$18,000.

### **July 27, 1898**

*Logansport Reporter*

#### **From the Railway Rumblings section**

A special from Crown Point states that John and Carringer Brown, of that city, two of the largest ranch owners in the Kankakee valley have filed a \$50,000 damage suit in the Lake Circuit Court against the Monon railroad company, claiming that the big fire which burned over one thousand acres of land last fall was started by a spark from an engine on their line. Should the Browns be successful in their suit, it is said several other ranch owners will file similar proceedings.

### **August 11, 1898**

*Oakland Tribune*

#### **Monon Absorbed By The Big Four**

New York, Aug. 11—A controlling interest in the Chicago, Indianapolis and Louisville Railroad, better known as the Monon, has been acquired by the Big Four, says the Herald, and negotiations are under way for the acquisition of the Cincinnati, Hamilton and Dayton. The latter deal, however, has not been perfected, although it is believed in Wall Street that it is only a question of a few days before an agreement will be reached.

The Big Four, or Cleveland, Cincinnati, Chicago and St. Louis Railroad, is controlled by the Vanderbilt's, and this road is operated in such close connection with the Chesapeake and Ohio that gossip has intimated that it is a part of the deal that the Chesapeake road shall be eventually take into the enlarged Big Four system.

Strictly speaking, a majority of the Monon stock has been acquired by the financial interests that control the Big Four, not by the railroad proper, although the effect is the same, and it is understood to be the intention to turn the property over to the Big Four at no distant date.

The acquisition of the Monon will give the Big Four an entrance of its own into Chicago, over the Chicago and Western Indiana track. The Big Four has been dependent upon the Illinois Central for an entrance into Chicago, having to pay for the use of fifty-six miles of tracks.

The acquisition of the Monon will add 535 more miles to the Big Four's system of 1,838 miles, and if it secures the Cincinnati, Hamilton and Dayton, which has 641 miles, it will have a combined mileage of 3,015 miles. In addition to this the Big Four operates nearly four hundred miles of other tracks.

The Cincinnati, Hamilton and Dayton traverses most of the territory of the Big Four, but it would add much new territory to the Vanderbilt system.

It is calculated that a combination of the two systems would lead to greater uniformity of rates and that both companies would be a gainer. The Big Four has no line into Toledo, and if it acquires the Hamilton and Dayton road, the latter will afford a short and convenient connection between the Big Four and Lake Shore and connections between Michigan points.

## **September 6, 1898**

*Logansport Pharos*

### **Track Walker Run Down**

Crown Point, Ind., Sept 6—C.C. Van Pelt of Monticello, a track walker for the Monon railroad, was run down and instantly killed at St. John. Invitations had been issued for his marriage next week.

## **December 10, 1898**

*Logansport Pharos*

### **Wall Has Been Dynamited**

West Baden, Ind., Dec. 10—Serious trouble is expected here as the outcome of a fight that is now being waged by some citizens of this place against the Monon Railroad company. The facts stated are that the company was using some ground opposite its station here that belonged to a man by the name of Burton, which they were forced to abandon by Burton. As a means of retaliating the company then built a wall seven feet high along the line of this property.

The property, however, is only forty feet long, and the company extended the wall 200 feet and within two feet of the front of several stores and saloons, claiming that they did so as a protection to the pedestrians. The people think differently and the feeling has grown so bitter that an attempt was made to dynamite the wall several days ago. The company offered a reward for the arrest of the dynamiters. All kinds of threats are now made against the officials of the road.

## **April 30, 1899**

*New York Times*

## G.J. Grammer To Manage Monon Road

Cleveland, April 29—It is said here that G.J. Grammer, General Traffic Manager of the Lake Shore Railroad, is to be General Manager of the Monon Railroad. Mr. Grammer was formerly President of the Evansville and Terre Haute, which is now a part of the Monon system.

**May 17, 1899**

*Cedar Rapids Evening Gazette*

No title

The directors of the Louisville, New Albany and Chicago Railroad Company, an Indiana corporation, desiring to secure a southern connection, guaranteed the payment of bonds issued by a Kentucky corporation, the proceeds of which were to be used in constructing a road as desired. This action of the directors was irregular and unauthorized under the Indiana law, and it was repudiated, and the obligation created thereby denied by the stockholders at their first subsequent meeting. In the interval certain of the guaranteed bonds passed into the possession of third parties who purchased them in good faith. As to these holders, the United States Supreme Court, speaking through Justice Gray, said the bonds were a valid obligation against the railroad company.

**July 3, 1899**

*Lincoln Evening News and Daily Cal*

## Tsks For Receiver For Monon Railroad

Louisville, Ky., July 3—The Kentucky National Bank filed suit at Indianapolis today praying for the appointment of a receiver for the Monon Railroad.

**July 7, 1899**

*Oshkosh Daily Northwestern*

## Receiver For Monon Road

Indianapolis, Ind., July 7—Judge Woods of the federal court today took under advisement the application for a receiver for the Monon Railroad. James M. Winters was appointed a special master to take testimony, to ascertain whether or not there had been an agreement between the stockholders and bondholders of the L.N.A. & C. to throw the road into the hands of a receiver and thus defeat the claims of unsecured creditors.

**July 7, 1899**

*The Fort Wayne Evening Sentinel*

### Trouble for the Monon

Louisville, Ky., July 3.—The Kentucky National bank today filed in the United States clerk's office at Indianapolis, a suit against the Louisville, New Albany and Chicago Railway company and its successor, the Chicago, Indianapolis and Louisville Railway company, and others, asking for a receiver. Col. St. John Boyle represented the bank. The complaint alleges that the recent reorganization of the Monon Railroad company was brought about for the purpose of preventing the collection or enforcement of the guarantee of \$600,000 of Beattyville bonds and that the decree of sale was obtained by a fraudulent agreement for the purpose of cutting out the debts held by the guaranteed bondholders, and that the United States circuit court at Indianapolis was misled and deceived in granting the decree. Among other things the bill alleges that the sale was wholly unnecessary. The complaint prays, after citing the supreme courts on the subject, that the decree be set aside and a receiver be appointed. The suit is against the Louisville, New Albany and Chicago Railway company, Farmers' Loan and Trust company and John H. Barker trustees, Central Trust Company, of New York and John M. Stutenburg, trustees of the Central trust company, of New York and James Murdok, trustee; John T Mills, jr., Frederick P. Olcott, Henry W. Poor, Henry C. Rouse and the Chicago, Indianapolis and Louisville Railway company.

**July 8, 1899**

*The Fort Wayne Sentinel*

### Monon Receivership Case

Judge Wodds, of the federal court, took under advisement at Indianapolis yesterday the application for a receiver for the Monon railroad. James M. Winters was appointed a special master to take testimony to ascertain whether there had been an agreement between the stockholders and bondholders to throw the road into the hands of a receiver, and thus defeat the claims of the unsecured creditors. The court's action is believed to indicate the application for receiver will not be granted.

**July 29, 1899**

*Stevens Point Daily Journal*

### Was Killed In Indiana

Mrs. Ellen Leahy, received the following telegram at 3:30 Wednesday afternoon;  
"Indianapolis, Ind., July 26, Mrs. Michael Leahy—Your son, William J. Leahy, killed this morning at Fosters, Indiana. What disposition do you desire made of the remains. Answer quick. J.W. Riley."

Mrs. Leahy was downtown at the time. The message was delivered to her son, John, who was at work at Shafton's. He met his mother on the street and broke the news as gently as possible to her, but she was quite overcome and was taken into Green's market until she was able to go home.

No details as to the accident have been received. Will started to work for the Monon Railroad a week or so ago as a brakeman and it is supposed that he met death in the discharge of his duties.

Will was born on December 9, 1878, and always lived in this city or vicinity until about three years ago, when he left home and has been employed in various states east and west ever since. He worked in the paper mills near this city, and near Grand Rapids for several years. He had recently been employed in a like capacity at Michigan City, Ind., but gave up his position on account of his health. He leaves a mother and two sisters and two brothers, Misses Nellie and Kate, and Michael and John. His father died when he was a child. He was home for a short visit a year ago this spring.

**August 15, 1899**

*Logansport Pharos*

**Returned The Pass**

Judge Beeman of the Starke-Pulaski Circuit court recently returned to the Monon railroad company a pass that had been sent him. In doing so he made the following reasonable explanation of his course;

"Passes over railroads given to members of legislatures and judges are granted for the same purpose, and that purpose is to influence those who accept them. I deem this wrong for a judge to accept a free pass from a railroad company, which may be a part to legislation in the court of the judge who accepts the free pass. If a farmer would enclose \$100 to a judge and it was accepted and afterward a suit was instituted by the farmer against a railroad company in the court of the judge who had accepted his hospitality and knowledge were brought to the defendant railroad company of the farmers hospitality and its acceptance, the railroad company would make haste to seek a change of venue from the court on account of the bias of the judge.

"But, upon the other hand, a railroad company places a railroad pass worth to him \$100 per annum in a judge's hand as a mere matter of courtesy and the judge tries to educate himself to believe that he is not influenced by accepting the railroad pass. I have failed to so conclude, and believe that it is as unwise for a judge to accept a railroad pass as it would be to accept \$100 from a farmer who expected to be a party to litigation in the judge's court who accepts the money.

"The trend of events indicates that during the next five years many of the important cases that will come up for trial before the courts in this judicial district will be determined from a standpoint of public policy, and I do not think a judge would be true to his duty to determine questions between railroad corporations and the people while under the smallest obligations to corporations."

**December 18, 1899**

*Waterloo Daily Reporter*

## Company Will Take An Appeal

Bedford, Ind., Dec. 18—In a suit for \$10,000 damages against the Monon Railroad Company, for the killing of her husband, Homer Ferguson, six months ago, Mrs. Minnie Ferguson was awarded \$2,500 damages by the jury. The company will take an appeal.