

January 16, 1910

The Indianapolis Star

Monon Reservoir Gives Way

Bloomington, Ind., Jan. 15—A serious loss to the Monon Railroad Company occurred today when the big reservoir owned by the road at the old fair grounds in the western edge of Bloomington gave way, draining the lake. During the past summer the road spent a large amount of money in building a high stone wall to conserve the water supply which is pumped to the Monon yards for the engines. When the dam gave way residences in the lowlands south were surrounded by water and hundreds of fish escaped. One man found a bass weighing nine pounds.

February 6, 1910

The Indianapolis Star

Finishes Eleventh Bridge

Bloomington, Ind., Feb 5—At a cost of \$85,000 the Monon Railroad Company has just completed the construction of the last bridge over Clear Creek, between Clear Creek station and Harrodsburg, in the southern part of Monroe County.

The road crosses the stream eleven times within a distance of five miles and when the road was constructed wooden bridges were put in. The creek which ordinarily is little more than a small branch, in wet weather is a raging torrent, and every year has damaged or carried away some of the wooden bridges until finally the company decided to replace them with heavy iron structures.

February 9, 1910

The Indianapolis Star

Pour Black Oil On Stone

Bedford, Ind., Feb 8—Some time Saturday or Sunday night vandals poured black oil upon a car load of cut stone in the local yards. The Monon Railroad paid the bill for the stone. The work, it is thought, was done by persons in sympathy with the stone cutters who are on strike.

When questioned this morning regarding the matter, an official of the road stated that if they were compelled to protect the property placed in their care they would go to any extreme to do so.

February 15, 1910

The Indianapolis Star

From On Railroad Row

Frank Reed, general passenger agent of the Monon lines, has called his passenger officials together to talk over business matters in Chicago today. Local Ticket Agent Alexander went last evening to Chicago to attend this conference.

February 17, 1910

The Indianapolis Star

Will Bridge Bad Crossing

Bloomington, Ind., Feb. 16—Judge J. F. McClure of Indianapolis, representing the Indiana Railroad Commission; general manager B. E. Taylor, and Civil Engineer W. A. Wallace of Chicago, representing the Monon Railroad, met with the Monroe county Board of Commissioners at the Court House today and agreed upon an overhead steel bridge, having a fifty foot span, to be built over the Harvey Stephenson crossing, northwest of the city. This grade crossing is recognized as the most dangerous in this part of the state, as heavy embankments on either side obscure the view of approaching trains. The proposed cost of the bridge is \$3,500, the cost to be borne half and half by the railroad and the county.

February 20, 1910

Nebraska State Journal

Four Persons Injured In A Wreck In Indiana

Chicago, Feb. 1—Train No. 6, on the Chicago, Indianapolis & Louisville Railroad, was wrecked near Wilson, Ind. The train left Louisville at 8:06 a.m. and was due here at 5:40 p.m. Only four persons were slightly injured and none seriously hurt, according to information received by F. G. Reed, general passenger agent of the road. Mr. Reed denied that the wreck was caused by a collision with a freight train, and said it was the result of the train leaving the track.

March 24, 1910

The Fort Wayne Sentinel

New Commission Organizes

Springfield, Ill., March 24—The Illinois employers' liability commission, created by the legislature in special session last winter and appointed by Governor Deneen (sp), met in this city today and organized, electing as chairman I. G. Rawn, of Chicago, president of the Monon Railroad, Edward R. Wright, of Chicago, president of the Illinois State Federation of Labor, was chosen as secretary. Considerable time was spent in discussion of the scope of the work that is before the commission.

March 25, 1910

The Indianapolis Star

Farmers Become Firemen

Crawfordsville, Ind., March 24—Farmers residing four miles north of here were forced to become firemen today when sparks from a Monon Railroad engine set fire to the dry grass, causing one of the most disastrous field fires ever recorded in this county. Fanned by a high south wind, the flames swept across a twenty-acre clover field to the barn of Henry Long, which was destroyed. Altogether the flames swept across four farms of a total acreage of 350 acres. Fences were burned and it was only by plowing around the home of Charles Walter and the barn of William Thomas that these structures were saved.

Charles Chasteen, a farm laborer, was overcome with heat while fighting the fire. The loss caused by the fire will be heavy, as much of the field acreage was of clover. The barn destroyed is valued at \$600.

May 7, 1910

The Indianapolis Star

New Stone Firm Forms

Anderson, Ind., April 28—(Special)—The Twin Creek Bedford Stone Company is the title organization being formed by Anderson men to develop stone quarries at Campbellsburg, Ind., in Washington County. Frank Johnson and Lewis Henry are promoting the enterprise, and have procured a lease on ninety acres of stone land. They have arranged with the Monon Railroad Company for a switch to the property. The Anderson capitalists will spend \$50,000 in opening the quarries. An examination by the state geologist shows their field to be one of the most promising in the state.

June 1, 1910

The Fort Wayne Sentinel

Mrs. Barker's Funeral

Michigan City, Ind., June 1—Old servants and workmen were the pallbearers in the funeral today of Mrs. John H. Barker, wife of the president of the Haskell & Barker Car company. Mr. Barker is in London on his way home, he having been summoned from Europe by the news of Mrs. Barker's death, following a surgical operation in a Chicago hospital.

W. H. McDoel, former president of the Monon railroad, and other friends of the Barker family were the honorary pallbearers. The funeral services were held at St. Mary's Catholic Church. Mrs. Barker's body will rest in a vault until the return of her husband.

June 13, 1910

The Fort Wayne Sentinel

Found Dead in Bed

Lafayette, Ind., June 13—Louis H. Parker, formerly superintendent of the Monon railroad, was found dead in bed at Delphi this morning. He had gone there from Chicago to visit a friend and had been dead eight hours when the body was discovered. He was president of the Consolidated Stone Company.

June 16, 1910

The Indianapolis Star

Junk Dealers Arrested

A. Levinson and Leo Levinson, junk dealers, 605 West Washington Street, were arrested yesterday by detectives Haley and Shine, charged with receiving stolen property. It is alleged the men were buying from August Gallimore (sp?) brass he is charged with stealing from the Monon Railroad.

June 16, 1910

The Indianapolis Star

Fire Destroys Elevator At Town Near Lafayette

Lafayette, Ind., June 15—The Crapps-Reynolds-Taylor Grain Company elevator at Ash Grove, a small village ten miles north of Lafayette on the Monon railroad, was destroyed by fire tonight. The loss is \$22,000. The fire started in the cob room and was caused by spontaneous combustion. The elevator was valued at \$20,000, and was practically a new structure. It had a capacity of 50,000 bushels of grain, but there was only about 4,000 bushels of wheat, oats and corn in the building, and valued at \$2,000. The building and grain were partially covered by insurance. The fire department at Battle Ground was called, and with the help of a bucket brigade, managed to save the few other buildings in the village. The elevator will be rebuilt at once.

June 27, 1910

The Indianapolis Star

Switchman Is Heat Victim

Lafayette, Ind., June 26—John P. Cosgrove, a switchman employed on the Monon railroad, died suddenly in the yard office here today. He had just finished his lunch and threw himself down on a bench. The coroner attributed his death to heart trouble, and said it was super induced by the intense heat. Cosgrove was 38 years old.

July 17, 1910

The Fort Wayne Journal-Gazette

Floods Stop Traffic At Bloomington

Bloomington, Ind., July 16—Heavy rains in this section last night crippled the Monon railroad, tying up its service completely. A cloudburst between Bloomington and Ellettsville cut off all northbound passenger trains, which eventually were detoured to Indianapolis by way of the Indianapolis Southern this morning. The southbound passenger trains which started during the night are stopped at Gosport. The Indianapolis Southern's through service is crippled by a washout between Bloomington and Bloomfield. The section of Monon track washed out is a long one. The storm did great damage to crops and farm property.

July 20, 1910—*Ira G. Rawn, president of the Monon is found dead. See Ira G. Rawn PDF.*

July 22, 1910

Newport Daily News

Every Wheel To Be Still

Chicago, July 22—The board of directors of the Monon Railroad has ordered that every wheel on the entire system shall cease turning for five minutes this afternoon at the beginning of the funeral of the late President Ira G. Rawn, at 3:30 o'clock. In addition to stopping all trains where ever they may be at that hour, all work on the railroad in the shops, offices and stations will pause.

August 1, 1910

The Fort Wayne Sentinel

Ackert to Succeed Rawn

S. H. Ackert has been named for president of the Monon railroad, succeeding Ira G. Rawn, the same to become effective in September. Mr. Ackert is vice president of the Chicago and Alton road, with jurisdiction over the operating and maintenance of way departments. The election will be held in September and it is authoritatively reported that Mr. Ackert will be elected.

August 5, 1910

The Fort Wayne Sentinel

More Suits Against B & O

Indianapolis, Aug. 5—On behalf of the interstate commerce commission, United States District Attorney Miller yesterday filed suits against the Baltimore and Ohio Railroad Company and the Chicago, Indianapolis and Louisville Railroad Company for \$10,000 in each case on the charge of having endangered the lives of passengers by obliging trainmen and telegraph operators to work more than eight hours a day.

August 17, 1910

Nevada State Journal

Harrison Made President

New York, Aug. 16—Fairfax Harrison, vice-president of the Southern Railway, was today elected president of the Chicago, Indianapolis and Louisville Railroad Co. at a meeting of the board of directors of that company, called to fill the vacancy caused by the death of I.G. Rawn.

September 20, 1910

The Indianapolis Star

Gravel Rates Reduced On Haul From Lafayette

The rate on gravel from Lafayette over the Lake Erie & Western, Cleveland, Cincinnati, Chicago & St. Louis and the Wabash roads was reduced 25 percent yesterday following the hearing of a petition of the Lafayette Gravel and Concrete Company before Judge John F. McClure of the Railroad Commission of Indiana. The petition also involved the Monon Railroad, and that company was given until Oct. 4, when representatives of the road and the gravel company are to meet with Judge McClure for the purpose of reaching an agreement concerning rates.

The gravel pit from which the gravel of the company is taken is located about four miles south of the Lafayette junction on the Monon. Formerly a joint rate on gravel from the pit prevailed, but the Lafayette Gravel and Concrete Company filed complaints with the commission and the four-mile Monon haul was put on a switching basis, the charge now being made by the car.

In the hearing of the petition of Bert B. Baker against the Monon Railroad yesterday before Judge W. J. Wood, chairman of the commission, the petitioner stated that 300 car loads of stone are needed to improve the roads of Whit County. Mr. Baker asked the commission to establish the mileage scale of 1907 as the rate basis on shipments of crushed stone from Monon to Chalmers and Monticello. Judge E. C. Field of Chicago, solicitor for the Monon Railroad, appeared in the company's behalf and resisted the position taken by the petitioner. Judge Wood has taken the case under advisement and will give his decision later.

The Railroad Commission was engaged for several hours yesterday with Mark H. Hovey, an expert in block signals. They were considering the block systems in use in this state.

October 22, 1910

The Indianapolis Star

Compromise Rate Dispute

A Compromise has been reached between the plaintiff and the defendant company on the petition of the Monon Crushed Stone and Gravel Company against the Monon Railroad for lower freight rates on gravel and crushed stone from the plant of the former company to Lafayette, Delphi and Battle Ground. Some time ago a petition was filed with the Railroad Commission of Indiana against the Monon Railroad because of the existing rate of 45 cents a net ton. The railroad company applied for an injunction in the Lake County Superior Court against the enforcement of the order and the case was being heard when the compromise of 37 ½ cents was reached. The Railroad Commission has agreed to this settlement on condition that the Monon Railroad pay the expenses of litigation, including the commissions attorney's fees.

October 30, 1910

The Indianapolis Star

Retires as Manager of Monon Railroad

Chicago, Oct. 29—B. E. Taylor, general manager of the Monon (Chicago, Indianapolis & Louisville) Railroad, has resigned. His position will be filled beginning Nov. 1 by A. H. Westphal, now general superintendent of the Chicago & Alton road. Mr. Taylor, as general manager, had personal charge of the operation of the road, which department on the Alton was under supervision of Mr. Westphal. Vice President C. E. Field, who also is general solicitor of the Monon, said today; "The change has no particular significance, except that the Monon is making its operating force the best it can.

November 2, 1910

The Indianapolis Star

Joint Coal Rate Upheld

The reduction of joint coal rates from the mines on the lines of the Southern Railway Company to Paoli by way of French Lick and the Monon Railroad, was denied yesterday in an order issued by the Railroad Commission of Indiana. The order was made on a petition of the town trustees of Paoli against the Monon and the Southern Railroads. The present rate is 75 cents a ton, net, and of this amount the Monon Railroad gets 50 cents on each ton. The length of the haul is ten miles and the average total haul is sixty miles.

The commission, in the opinion written by Judge W. J. Wood, chairman, and Frank E. Payne, commissioner, did not think the joint rate excessive and remarked that the statute gives the carriers the right to make the division of the joint rate.

“It is to be noted,” says the commissioner, “that while the Monon has exacted the lion’s share for the short mileage, it probably could retain all the revenue from this business by hauling the coal from mines on its own lines. If this rate is lowered the effect practically will be to stop any movement from mines on the Southern to this territory, for the proportional part of the rate received by the Southern for the distance hauled by that carrier pays little if any more than cost of transportation. The Monon, we may assume, rather than consent to a lower percentage will name a lower rate from its own mines.”

The Railroad Commission, however, retained jurisdiction of the case for further order or modification of the order granted in anticipation of any change of conditions that might arise.

Monon Head To Retire

Lafayette, Ind., Nov. 2—Announcement was made today that William B. Jones, superintendent of the Monon railroad, would retire, that office having been abolished and the duties added to those of the general superintendent.

December 2, 1910

The Indianapolis Star

Coal Rates Go Up; No Increase here

The Railroad Commission of Indiana was informed yesterday by O. C. Carter, general superintendent of the Monon Railroad and representing all the roads affected, that the advance of 10 cents a ton net on coal from Indiana and Illinois fields to Chicago and other points governed by the same rate became effective on that date—Dec. 1. So far as the advance concerns Indiana there will be an increase in rates only on shipments of coal from points south of Indianapolis to points north of Indianapolis. The advance will not apply to any shipments of coal from the Indiana fields to Indianapolis.

For this reason Indianapolis coal dealers anticipate no increase in the price of coal in Indianapolis because of the new schedule. A. M. Ogle, president of the Vandalla Coal Company, said he does not look for any change in prices of coal in Indiana and said, in all probability there will be no rise in price after Jan. 1. A. B. Meyer, president of A. B. Meyer & Co., coal line and cement dealers, asserted there will be no appreciable change in prices of coal in the near future so far as he knows. He said the increase in freight rates will apply only to the Chicago market, and that he anticipates no fluctuation during the coming month at least.

Mr. Carter in his letter to the commission said that the advance of 10 cents a ton would remain in effect until Dec. 10 or 12, when a decrease of 3 cents a ton will be effective. The Indiana commission had wired Mr. Carter as representative of the railroads, giving him the authority required for such action.

Authority similar to that granted the railroads by the Indiana commission was granted by the Illinois and Interstate Commerce Commission.

The advance which became effective yesterday not only included the 10-cent Chicago standard increase, but advances of 5 and 8 cents a ton on coal in car load lots from the mines in Indiana and Illinois to other points not governed by the Chicago rate. The Indiana commission has not been advised whether the 7-cent advance effective Dec. 10 or 12 applies to these rates or

not. The 7-cent advance, so far as it pertains to the tariffs of the railroads announcing a 5-cent increase is 2 cents more than roads asked.

M. T. Brady, traffic clerk to the Railroad Commission of Indiana, yesterday sent the following telegram to Mr. Carter;

“Commission authorizes publishing on one day’s notice rates on coal from Indiana mines to points in Indiana providing a reduction of 3 cents in rates which were advanced to become effective today 10 cents. Can you advise what action will be taken with regard to rates that were advanced 5 and 8 cents a ton, also rates on manufacturers’ coal? Will reduction be made in such rate and to what extent?”

The advances in the freight rates on coal do not apply to shipments from the Indiana mines to Indianapolis. In fact, the advance of 10 cents, with a reduction of 3 cents Dec. 10 or 12, does not apply to shipments from the mines to any point south of Indianapolis.

When the franchise was given the Indianapolis Southern Railway Company by the city of Indianapolis it was provided that the company should not charge more than ½ cent a tone for each mile. Since none of the mines from which the Indianapolis supply is obtained is located more than 100 miles from the city, the rate is practically limited by law to 50 cents a ton. This provision of the franchise also affects other coal rates from the mines to points south of Indianapolis, since the Indiana commission strictly enforces the law with reference to the long and short haul. A rate from Ayrshire to Columbus, for example, would have to correspond with a rate from Ayrshire to Indianapolis, the difference being measured by the distance in miles.

December 3, 1910

The Indianapolis Star

Announces Coal Rate Cut

O. C. Carter, general superintendent of the Monon Railroad and representing all the roads on the question of coal rates, telegraphed the Railroad Commission of Indiana yesterday that the advances of 8 and 10 cents a ton on coal rates, which will be effective Dec. 10 or 12 will be reduced to 7 cents and the advance of 5 cents a ton covering shipments between certain points will remain, the railroads being granted the advance asked. The general advances of 5, 8 and 10 cents are effective from Dec. 1 to Dec. 10 or 12 according to Mr. Carter.

December 15, 1910

The Indianapolis Star

Asks Reduced Rate

The Railroad Commission of Indiana received a petition yesterday from French Bros. of Brookston, Ind., asking that the rate of brick from Crawfordsville to Brookston be reduced. The company maintains that the present rate of 75 cents over the Monon Railroad is unreasonable.

December 29, 1910

The Fort Wayne Sentinel

From the Industry Notes section

Announcement was made today that William K. Lucas, who for the last twelve years has been general agent for the Monon railroad at Lafayette, will retire January 1. A successor has not yet been announced.

January 4, 1911

The Indianapolis Star

From the On Railroad Row section

C. T. McCune has been appointed local freight agent of the Monon at Chicago succeeding G. E. Wood

January 14, 1911

The Fort Wayne Journal-Gazette

From the Industry Notes section

John Hayes, a special agent of the Monon railroad in the police department, was in this city yesterday in conference with Captain H. C. Stoll, of the Pennsylvania police force on matters pertaining to that department.

January 29, 1911

The Indianapolis Star

Obituary

John Ross Nugent, 54 (or 64) years old, died, well known as a traveling salesman, died yesterday morning at the family residence, 308 East North Street. He had been ill a month with heart trouble. The body will be taken to Bedford, Ind., where the funeral will be held tomorrow afternoon. He is survived by a widow, Dr. Emma B. Nugent, and by a son, J. Ross Nugent. For many years he was a conductor on the Monon Railroad.

February 16, 1911

The Indianapolis Star

Confer With Engineers—Monon Officials Talk About Wages With Men at Lafayette

Lafayette, Ind., Feb. 15—An important conference between the engineers on the Monon railroad and the officials of the company was held here this afternoon. Several months ago the engineers were granted a substantial increase in wages, but at that time the schedule of men who run on the transfer engines between South Hammond and Chicago was not adjusted. This question was discussed at the meeting today and it is believed that an agreement will be reached in a few days. General Manager A. H. Westfall of Chicago, came to Lafayette to meet with the engineers, and the conference was held in the office of H. C. May, superintendent of motive power. The Brotherhood of Locomotive Engineers was represented by John Murphy of Indianapolis, James McMahan of Bedford, James Connors of New Albany and Charles Bane of Lafayette.

February 17, 1911

The Fort Wayne Journal-Gazette

Monon Railroad And Engineers Reach Agreement

Lafayette, Ind., Feb. 16—According to the agreement reached here today between Monon railroad engineers and General Manager A. H. Westfall of the Monon, engineers on the switch engines in the Chicago yards and those on transfer engines running between South Hammond and Chicago will receive 41 cents an hour, an increase of 3 ½ cents. The demand, which has been pending for several months, was settled without difficulty today.

February 18, 1911

The Fort Wayne Journal-Gazette

Lafayette Railroad Man Is Promoted

Lafayette, Ind., Feb. 17—O. S. Jackson, master mechanic in charge of the Monon railroad shops here, resigned today and on February 20 will become superintendent of motive power of the Chicago, Terre Haute and Southeastern railroad with headquarters at Terre Haute. He has been with the Monon many years.

February 20, 1911

Lowell Sun

Supreme Court Decision

Washington, Feb. 20—Only money and not advertising can be accepted by the interstate railroads in payment for transportation, according to an interpretation announced today by the supreme court of the United States of the Hepburn rate law of 1906.

The decision involved a large number of contracts between the Chicago, Indianapolis & Louisville Railroad Co. and various publishers.

February 21, 1911

The Indianapolis Star

From the On Railroad Row section

Under present arrangements the Monon turns three of its through passenger trains, the Cincinnati & Hamilton three of its trains and the Lake Erie & Western one train daily by connecting with the union tracks through the Louisville division of the Pennsylvania lines at this point.

February 22, 1911

The Fort Wayne Journal-Gazette

Discusses Railroad Situation In Indiana—Age Gazette Sees Need Of Stronger Block Signal Law—Bills before Legislature

The railroad commission is doing the best it can under the present imperfect law in Indiana to prevent collisions, according to Railway Age Gazette, which discusses the Indiana situation in its issue of February 17. The need of additional law on the question of block signaling is pointed out, and it is questioned whether the agreement between the commission and the interurban operators by which several reforms in the management of interurbans are to be made, is an effective agreement, at least as effective as is necessary. Among the phases of this agreement is one which provides that the interurbans shall install block signal systems within a short time, the systems to be installed not yet having been agreed on.

Since the article was written several bills which have the approval of the commission have passed the senate, and a few originating in the other branch have passed the house, although as yet no measure has passed both houses. Chairman W. J. Wood, of the commission, is highly pleased with the progress made during the last week.

The Railway Age directs attention to the proposition of the railroad men that the system of block signaling that might be ordered installed be one approved by the American Railway Association. However, this request of the railroad men has not as yet been embodied in the block signaling bill. The railway periodical says;

“Evidently for commissioners are making an earnest effort to do as well as they can under the present imperfect law. The extent to which the railways will carry out these recommendations remains to be seen. As yet the legislature has done nothing to strengthen the weak and uncertain powers of the commission; but in the closing paragraph of the present order, the document is said to be issued by virtue of the authority conferred by the legislature and in accordance with the agreements made between this commission and the committee representing the interurban companies. And at a legislative committee hearing last week one of the representatives of the interurban roads said they were not opposing a block signal law.

“At this last legislative hearing the committee had to devote its attention mainly to the objections of railway men and of its own members to details of the proposed law. The main purpose of the bill under discussion appears to be to strengthen the block system law of 1907, but

there is no agreement as to how to do this. The steam railways propose that the law shall require such a block system as is approved by the American Railway association. In view of the differences of opinion in the association as to some of the rules for block signaling as shown by the blank spaces and alternative rules which appear in the association's code and of the long time it takes to secure agreement among the adoption of this proposition probably would mean a long delay.

“Those things in which the association has aided the lawmakers—such, for example, as the height of drawbars or the rules for transporting gunpowder—were exceedingly simple compared with a code of rules for block signaling. Again, the interurban people object strongly to having the rules for their conduct drawn up by the steam railway men. In view of these differences of opinion and of the differences of conditions on different railways, which are more serious; in view also, of the obstacles always encountered in regulating such details by statute, the obvious duty of the legislature is to frame its laws with as few details as possible. The main clause of the Esch bill, now before congress is simplicity itself. Like the law of Great Britain, it requires the railway to adopt ‘the block system.’”

February 24, 1911

The Indianapolis Star

Promises Fine New Station—Monon President Accepts Invitation From Bloomington Commercial Club

Bloomington, Ind., Feb. 23—Fairfax Harrison, president of the Monon Railroad Company, is to be the guest of the Bloomington Commercial Club at a dinner soon to be given in his honor. Plates will be laid for 200 business men. The club has just succeeded in getting the promise from Mr. Harrison to build a fine new passenger station at Kirkwood Avenue and Morton Street. In answer to a letter sent to him by Secretary Von Behren, Mr. Harrison said in part: “I have your communication calling attention to the public improvements which have been made in recent years in Bloomington, and will bring it to the attention of the board of directors of this company. I may add, however, that I am personally very much alive to the mutual importance of the relation between Bloomington and this company, and one of the improvements to the property of this company which I hope to accomplish without unnecessary delay is the construction of a new passenger station at Bloomington.”

February 25, 1911

Indianapolis Star

Hear Monon Rate Arguments

Oral argument was heard yesterday before the supreme court in the case of the Chicago, Indianapolis & Louisville Railroad Company against the Railroad Commission of Indiana, involving an order of the commission fixing switching charges at Bloomington and vicinity. The railroad, up to the time of the order, was charging \$5 a car for switching. The commission fixed the rate at \$3, beginning June 15, 1909. Against this order an appeal was taken to the Marion

Superior Court and Judge John L. McMaster refused to set the order aside. The railroad contends that the order is unjust and forces it to use industrial tracks that have been built at great cost and that the order makes added trouble and expense in switching cars destined from the road over other railroads with connections at Bloomington.

April 1, 1911

The Indianapolis Star

**Holds Road May Condemn Land For Stock Pen Uses—Supreme Court Upholds
Tippecanoe Circuit Decision in Monon's Suit Against Samuel Baugh**

The Supreme Court reversed yesterday a case appealed from the Tippecanoe Circuit Court and in an opinion written by Judge Myers held that stock pens at a railroad station are a public necessity and that a railroad has a right to condemn land to be used for stock pens. The suit was filed by the Monon railroad against Samuel Baugh and others involved the right of the company to condemn land on which their stock pens at Raub, Ind., are situated. For many years, the railroad company held the land by lease, but the lease expired and Baugh refused to renew it. The court declared it to be a public duty of the railroad to provide means for loading and unloading stock.

April 2, 1911

The Indianapolis Star

Monon Gets Illinois Men

Lafayette, Ind., April 1—According to information from Bloomington, Ill., today, two men now holding important positions on the Chicago & Alton railroad, will come here soon to accept similar positions on the Monon railroad. H. H. Eggleston, it is said, will be made general foreman of bridges. The position is held by James Caldwell. It is also said John O'Leary will be appointed general roadmaster of the Monon. The controversy between the Monon and its shopmen here over the wage question is reaching a crisis, and a final conference will be held next week. A strike is threatened.

April 5, 1911

The Fort Wayne Journal-Gazette

Raise For Monon Men

Lafayette, Ind., April 4—Five hundred shop men employed at the Monon railroad shops in this city received a substantial increase in wages today, the action of the railroad company ending a wage controversy of a month's standing and averting a threatened strike. Ever since March 14, joint committees of the union blacksmiths, boiler makers and machinists have been conferring with the railroad officials in an endeavor to obtain an increase in pay. The order for

the increase came from General Manager Westfall and was a surprise to the men as they believed the railroad company would turn down their petitions. The boiler makers receive an increase of from 35 ½ cents to 36 cents an hour, machinists increase from 33 ½ cents to 35 cents an hour. The maximum wage for blacksmiths is increased from 32 ½ cents to 35 cents. The men have accepted the increase and the shops are now running on regular time.

April 8, 1911

The Indianapolis Star

Judgment Reversed

In a personal injury suit appealed from the Orange Circuit Court by the Monon railroad against John Gorman, the judgment in favor of Gorman was reversed on the ground that the court erred in refusing to admit testimony. Gorman admitted to a physician immediately after the accident that he saw the train coming, but believed he could cross the track ahead of it. The Appellate Court held that this testimony should have been admitted.

April 10, 1911

The Indianapolis Star

Excursion Season Opens

The first summer excursions were run into Indianapolis yesterday, and it was estimated 600 passengers were carried. The excursions were run on the P & E division of the Big Four, on the Springfield and Cincinnati divisions of the C. H. & D and on the Monon railroad. The number of passengers was considered large for the first excursions. Many of the excursionists attended the ball game at Washington Park. Travel at the Traction Terminal Station was the heaviest for several Sundays.

April 11, 1911

The Indianapolis Star

From the On Railroad Row section

P. G. Walton, superintendent of the Monon, headquarters at Lafayette, and A. S. Kent, chief Engineer of the same road, headquarters at Chicago, were in Indianapolis yesterday. They attended the meeting of the Board of Public Works and discussed track elevation issues.

The Monon railroad is preparing specifications for station houses between Chicago and Indianapolis. A Station will be erected at Hammond to cost \$30,000; one at Bloomington to cost \$18,000, and one at Rensselaer to cost \$15,000. A number of smaller stations will be built

April 26, 1911

The Indianapolis Star

Will Discuss Block Signals

The railroad Commission of Indiana will hold a final meeting Thursday, May 4 with the committee appointed some time ago to investigate block signals. The members of the committee are Arthur Brady of the I. U. T. Co., Will G. Irwin of the I. C. & S. Co., Robert L. Todd of the T. H. I. & E. Co. and M. H. Hovey, block signal expert, employed by the commission. During the afternoon, the commission and the committee will inspect the block signals on the T. H. I. & E. On the following Saturday, May 6, the commission, with a number of officials, will inspect a test section of automatic single track block signals from Dunfee to South Whitely on the N. Y. C. & St. L. Ry. Co.'s lines. A number of railroad officials will accompany the commission on the inspection trip. President Fairfax Harrison of the Monon railroad has assured Chairman Wood of the Railroad Commission that his company will install automatic block signals between Chicago and Indianapolis with a very short time.

May 3, 1911

The Indianapolis Star

Monon Plans Block Signals—Drops Quarry Ownership

The Monon Railroad will submit plans to the Railroad Commission of Indiana within the next two weeks for automatic block signals between Indianapolis and Chicago and for manual block signals between New Albany and Michigan City, the terminals of the other division.

President Fairfax Harrison of the Monon has announced the retirement of the company from the ownership of stone quarries in the Bedford district and coal mines in the Linton(?) district and that the company in the future will engage in the transportation business only.

The Monon railroad will build a commodious passenger station at Bloomington within the next year according to a statement made yesterday by Judge John E. McClure, member of the Railroad Commission. The Monon also will build a freight depot and improve its terminal facilities in other respects. The passenger station will be built of Bedford stone.

Pretentious stations for passengers and freight on the Monon will be erected this year also at Hammond and Rensselaer. These three new stations will be followed next year by the erection of other stations and the policy of improving station facilities will prevail until improvements affecting the whole road will have been completed.

Will Build Bridge

Commissioner McClure returned yesterday from Bloomington where he held a conference with the Monroe County Commissioners and Council concerning the erection of an overhead bridge at the Monon crossing of the Vernal pike, north of Bloomington. The overhead bridge will be erected.

Since the beginning of the administration of President Harrison there has been a commendable change in the attitude of the Monon officials toward the Railroad Commission of

Indiana. Prior to that time the Monon officials were considered contentious by the Indiana commission and generally opposed to all improvements and to any interference by the commission. Recently, according to members of the Indiana commission, the Monon has adopted an attitude of friendliness toward the commission and on its own initiative has begun many improvements.

May 3, 1911

The Fort Wayne Sentinel

Wreck On The Monon

Bloomington, Ind., May 3—While going to the relief of a coal train that had stalled on the Monon railroad, a locomotive jumped the track and overturned twenty-five miles north of this city yesterday, pinning its crew in the wreckage of the cab and tender. Engineer Johnson, of Lafayette, received serious internal injuries and the left arm of Fireman Long, of Green Castle, was crushed off. Conductor Hensley and Brakeman Tindley, of this city, were painfully bruised. The men were brought to this city on a wreck train.

May 26, 1911

The Indianapolis Star

Hot Wave General Over State

Lafayette, Ind., May 25—The hot wave was felt keenly in Lafayette today, and there were several mild cases of prostration, but none are serious. At the Monon railroad shops three men were overcome and were taken to their homes. At some places in the city thermometer registered as high as 87 this afternoon. Tonight the heat is still oppressive, and many are seeking relief in the parks and on the open street cars. It was one of the hottest days experience in Lafayette in a long time.

Judge Fines C.I. & L. \$1,350

Judgment for \$1,350 was rendered against the Chicago, Indianapolis & Louisville Railroad Company by Judge Anderson of the Federal Court yesterday. The penalties were imposed in two suits brought against the railroad company by United States District Attorney Charles W. Miller, it being alleged that the company had violated the act providing for the number of consecutive hours employees may be kept on duty. Judge Anderson imposed a fine of \$200 on each first charge in each suit and \$25 in each of the remaining charges. The suits were filed June 1, 1910. Yesterday the company entered answers in which the truth of the allegations was admitted. The original suits brought by the government demanded judgment aggregating \$21,000.

June 17, 1911

The Indianapolis Star

From railroad news section

C. E. Fields, local general claim agent for the Monon system, whose resignation became effective recently, has moved to Terre Haute and accepted the management of the Siegler hotel, Cedar Lake.

June 20, 1911

The Indianapolis Star

From railroad news section

Approximately \$60,000 will be expended this year by the Monon railroad in the construction of new depots at Bloomington, Hammond and Rensselaer, Ind. The plans and specifications of the three stations were submitted to and approved by the Railroad Commission yesterday.

Indiana Bedford stone will be used in the construction of all three stations. The depot at Bloomington, according to the plans, will be a particularly handsome structure. It will cost \$25,000. The station proper will be 105 feet long, exclusive of two train sheds, each of which will be about 25 feet in length.

The station at Hammond will cost about \$20,000, and the building at Rensselaer will cost about \$15,000. The Hammond station will be 91 feet long and triangular in shape, with the widest end 53 feet in width.

P. G. Walton, superintendent of the Monon lines, Lafayette, Ind., accompanied by Mr. Caldwell, the new general claim agent, completed the transfer of the claim agent's office from Indianapolis to Lafayette yesterday.

President Fairfax Harrison of the Monon railroad, accompanied by A. H. Westfall, general manager, P. G. Walton, superintendent; Byron Cassill, assistant secretary and treasurer; H. T. Evans, auditor, and A. S. Kent, engineer of maintenance of way, started yesterday morning on a tour of inspection over the entire Monon system.

July 31, 1911

The Indianapolis Star

From the railroad news section

The Monon railroad is extending its trackage and transportation facilities by the construction of switches between Howesville, Clay County and Jasonville, Green County. The line will cover the coal fields as the area of development is extended.

August 3, 1911

The Indianapolis Star

From the On Railroad Row section

The contract has been awarded by the Monon Railroad Company for the erection of a new passenger station at Bloomington, Ind., to cost \$22,000. Cadenhead & Co., contractors, of Chicago, were the successful bidders. The work is to be completed on or before Nov. 15. The Monon is building a freight depot with its own force of employees, and it is expected to have that building completed by Dec. 1.

August 10, 1911

Evening Independent

No title

Cincinnati, Aug. 10—The Chicago, Indianapolis & Louisville railroad, known as the “Monon Route,” and the Big Four Railroad, will open a war for business between Indianapolis and Chicago, on Sunday, August 27.

The Monon has had traffic arrangements with the Cincinnati, Hamilton and Dayton between Indianapolis and Cincinnati, but has declined to renew these. It is now preparing to put on an extra train to be known as the “Hoosier Special.” This special will run between Indianapolis and Chicago beginning August 27.

The C.H. & D. will soon be without means of handling freight and passengers for Chicago, so far as the daytime trains are concerned, the Monon still having a contract with this road for night trains.

August 11, 1911

The Indianapolis Star

From the On Railroad Row section

Through an order of the Railroad Commission of Indiana the Monon railroad has been relieved from installing block signal systems on smaller branches of the road, including those extending from Monon to Michigan City, from Victoria to Wallace Junction, from Orleans Junction to French Lick and from Bedford to Switz City.

August 15, 1911

The Indianapolis Star

Express Has Close Call

Bloomington, Ind., Aug 14—A disastrous wreck on the Monon railroad was narrowly averted today when Raymond Morris, 19 years old, flagged the midnight Chicago express near the old Fair Grounds north of this city and stopped the train just before it would have crashed into a car loaded with stone. The car had been occupying a place on the Hunter quarry switch, but had got away and was on the main track as Morris came up the track en route home from the city. The flyer was due, and to prevent the wreck the young man seized on the switch target lights and set it on the car. Rushing to the other end of the switch, he jerked the other lantern from the target and signaled the engineer of the oncoming express just in time. The train was coming down grade and was running at a high rate of speed to make up lost time, but was stopped a few yards north of the car. None of the passengers in the sleepers was aware of the close call of the train.

August 16, 1911

The Fort Wayne Journal-Gazette

Cache Stolen Whisky In Cave At Bedford

Lafayette, Ind., Aug. 15—One thousand dollars' worth of whisky stolen from freight cars on the Monon railroad was found in a cave near Bedford, Ind., by J. A. Hayes, a detective for the railroad, who returned here today after arresting Lineman Kelley and W. W. Holley, charged with stealing. Hayes charges that he caught Holley carrying thirteen bottles of whisky from the cave to be sold. Other arrests would follow, he said.

August 19, 1911

The Indianapolis Star

Seek New I.U.T. Entrance

Arthur Brady, president of the Indiana Union Traction Company, conferred with city officials in the office of the Board of Public Works yesterday as the proposed vacation of Sutherland Avenue from College Avenue to the tracks of the Monon railroad, by the traction company, to make way for improvements contemplated by the Board of Public Works and the Board of Park Commissioners.

Mr. Brady assured the two boards that his company is not attempting to delay the proposed vacation. The removal of the tracks from Sutherland Avenue presents many difficulties to the traction company, he said.

The chief difficulty would be to find another suitable route into Indianapolis. Three different propositions were discussed by no action was taken, the Board of Works, at the suggestion of City Engineer Klausmann, deciding to hold another conference the second week in September. At that time the city engineer and an engineer employed by the company are expected to submit definite plans for a new route into the city.

One proposal is that the company shift its tracks on Sutherland avenue, temporarily, to make way for the improvements planned by the city. Another is that tracks be laid on Martindale Avenue. That would present some big engineering problems, Mr. Brady pointed out, and would

mean an expenditure of at least \$130,000 by the traction company. The third plan, to cross Thirty-eighth street and join the city tracks at the Fair Grounds, would be equally as expensive, he said, because the tracks of the Monon railroad would have to be raised about three feet at the crossing point.

Mr. Brady disagreed with the statement of City Engineer Klausmann, who said that the Park Board had power to acquire the property of a steam or interurban road. President Brady said that he investigated the law recently and that the Park Board could not acquire the property of any steam railroad or interurban line that was of public utility.

August 22, 1911

The Indianapolis Star

Displays "Hoosier Limited"—Monon Proud Of New Train

Officials of the Monon railroad mad a final inspection yesterday afternoon of the equipment of the Hoosier limited, the new Indianapolis to Chicago train which will be placed on exhibition in the Indianapolis Union Station train sheds today. Frank J. Reed, general passenger agent, Chicago, and H. G. Alexander, district passenger agent, Indianapolis, who were in charge of the inspection yesterday afternoon, said the train, when placed in service next Sunday, will offer something entirely new in the way of railway accommodations for the traveling public of Indianapolis and Indiana.

The officials of the Monon have extended an invitation to the public to visit the Union Station today and inspect the new train. Arrangements have been made for space between the hours of 8:10 a.m. to 11:35 a.m. and from 12:30 p.m. to 2:45 p.m. Special attendants will be in charge.

The new train represents the highest type of equipment. Everything is new from the locomotive to the observation platform of the parlor car. The train consists of locomotive, mail car, combination baggage and smoking car, woman's coach, dining car and parlor car. The smoker has a seating capacity of thirty-two, the woman's coach will seat eighty-eight passengers, the dining car, thirty, the parlor car, fifty.

The exterior appearance of the train presents something entirely new in the color line. The lower half of the cars are painted dark green and the upper part light green. Along the top panels adjoining the roof in gilt letters are the words, "Hoosier Limited."

The interior of the cars is elegant, the general finish being selected Cuban mahogany with green upholstery. This train is electric lighted throughout.

The dining car is one of the finest in service and represents an expenditure of \$24,000 alone. The kitchen contains all of the latest equipment for dinner service. Large tanks carry a supply of filtered water.

The observation part of the parlor car is equipped with a large dome electric light for night travel. On the rear railing a large electric sign, bearing the words, "Hoosier Limited," will be placed.

It is said that the equipment for two trains, including the locomotives, represents an expenditure of more than \$200,000. Three new Pacific type of locomotives have been purchased, and will be used for the trains. The locomotives are capable of great speed, having seventy-three inch drive wheels. The combined weight of one locomotive and tender is 190 tons.

Under present plans the train will leave Indianapolis at 3 o'clock each afternoon, arriving at Chicago at 7:45 o'clock, cutting seven minutes from the former time. The second train will leave Chicago at noon daily, arriving in Indianapolis at 4:45 o'clock in the afternoon.

Beside Messrs. Reed and Alexander, who made the inspection yesterday afternoon, were W. A. Callison, master mechanic of terminals and W. H. Strang, road foreman of engines, both of Lafayette.

September 6, 1911

The Indianapolis Star

From the On Railroad Row section

A Large force of workmen from the Monon railroad system is busily engaged improving track facilities at the State Fair Grounds. Tracks are being extended and generally improved. New platforms are being built and it is intended to give exhibitors excellent service in the handling of material for the fair.

It is reported from Bloomington that on account of the loss of water at the Monon's Fair Ground Lake west of Bloomington the railroad is compelled to haul water to the yards in south Bloomington by special train from Gosport. The special water train has now been in service more than a week and makes two trips daily between Bloomington and Gosport. At the latter place water is pumped into water tanks and then emptied into large tanks which the Monon has leased. It is said that 100,000 gallons of water are required each day to supply the Monon engines. Four tanks, one to each are, are used and each tank has a capacity of 9,000 gallons.

September 18, 1911

Evening Independent

Government Ownership Undesired

Fairfax Harrison, president of the Chicago, Indianapolis & Louisville Railroad Company, in August delivered before the conference on southern problems at the University of the South, Sewanee, Tenn., an address, his subject being, "Government Ownership of the Railways is as Unnecessary as it is Undesirable."

That he might make plain the probable results of government ownership, Mr. Harrison pictured before the conference an imaginary day in the office of the secretary of the new department of transportation:

"The secretary has just finished his first six months of government management of the railways of the United States, but he is not altogether happy in his great office. The statement of the six months operation which lies before him is only part of his troubles but that in itself should be enough. In pursuance of the pledge of his party platform on which a year ago he had triumphantly stumped the country, he began his administration by reducing rates. Although business has been fairly good, revenues have showed decreases from week to week from the very start, owing to the reduced rates, and somehow there has not been accomplished that economy

which he had proclaimed would come from increasing the wages of employees to the point where their individual responsibility would be awakened and high efficiency of labor ensue.”

The secretary, according to Mr. Harrison’s picture of the imaginary day in the office, had determined on a reaction and had made several advances in commodity rates. One morning he was greeted with a huge pile of mail, the top piece of which contained a clipping from a Chicago newspaper accusing him of graft and demanding his immediate resignation. Along with this there were greetings of different natures from labor organizations complaining of various things, letters from boards of trade, resolutions from congress asking for explanations, protests from the federal waterways commission and numerous other communications.

After the secretary had turned away from his mail for the day he held a conference with delegations from the chamber of commerce of Boston, Seattle and Atlanta, which wished to know if the zone system of rates would be introduced. After he had finished with the delegations, Mr. Harrison pictures the secretary being greeted with a group of ambitious congressmen seeking information on which to formulate the annual “pork barrel” bill.

Following discussion with another miscellaneous organization, the secretary was free to go home to his lunch. “The proposal that the government shall acquire and operate the railways is essentially an economic, a business question, but it must be decided in political debate,” continued Mr. Harrison, upon resuming his speech.

“One is nevertheless encouraged to believe that the American people will, when called upon to do so, decide it right, because the most important and the most difficult economic question of this generation, that of gold and silver standards, was determined correctly by popular vote in a fierce political campaign. That was a supreme evidence of one of the qualities of our civilization which a stranger cannot always understand.

“We live in an age when everything ‘progressive’ seems to be considered sacrosanct, when the American people seem to want to change institutions for the mere sake of the change, yet in the last analysis sober judgment usually prevails. It is confidently expected that no such violent economic revolution as the taking over the operation of the railways by the federal government will ever get beyond the realm of debate.”

September 21, 1911

The Indianapolis Star

Monon Stockholders Elect

At the annual meeting of stockholders of the Monon railroad in Indianapolis yesterday all the directors were re-elected and a new member was added to the board John R. Waterbury, president of the Manhattan Trust Company, New York, was selected as the new member. President Fairfax Harrison, Byron Cassell, assistant secretary and treasurer of the road, and half a dozen stockholders attended the meeting, which was held in the office of General Agent A. J. O’Reilly, 516 Board of Trade building.

The following directors were re-elected: Frederick A. Delano, E. C. Field, Fairfax Harrison and William H. McDoel, Chicago, W.W. Finely, Washington; Robert M. Gallaway, Morton F. Plant, Charles Steele, Henry Walters and Adrian Iselin, New York; Samuel T. Murdock, Lafayette, Ind.

President Harrison said that the annual report of the road would be ready for publication in a short time. He declined to discuss the road's business during the last year.

Questioned about what the report will reveal, he said that the income this year will be considerably less than that of 1910. Statistics show that the general income account of the Monon last year amounted to \$6,020,241.92, an average of \$9,777.09 a mile, while expenses amounted to only \$3,934,135.34.

"The Monon this year, like a great many other lines, has had heavier expenses," said Mr. Harrison. "We have been spending large sums on improving the service, including the installation of new automatic block signal system and the laying of ninety-pound steel rails between Indianapolis and Chicago."

President Harrison said he was much pleased with the manner in which Indianapolis persons greeted the recent Improvement of train service through the inauguration of the Hoosier Limited, the new fast train between Indianapolis and Chicago.

President Harrison and Treasurer Cassell departed for Chicago last night in the former's private car.

October 3, 1911

The Indianapolis star

Floods Sweep Lowlands Carrying Off Corn Crop

Bedford, Ind., Oct. 2—Excessive rains during the past week and especially yesterday, and last night, have raised Salt Creek and Leatherwood to the highest point known in twenty years. Large quantities of corn in shock, as well as all that had not been gathered, in the bottom lands, has been swept away, and the loss will reach into the thousands of dollars. The floods in the highlands have not yet reached White River, but much alarm is felt by the farmers and they are moving their crops and stock as rapidly as possible. The Monon Railroad Company is taking extra precautions to save its tracks.

October 14, 1911

The Indianapolis Star

Poems Sparkle In Booklet

That poetry, inborn in all Hoosiers, even enters business life is shown by the "Monon Madrigals" recently published in the interests of the Monon railroad and which was "edited" on the "special" carrying the Indiana Society of Chicago to Indianapolis for the homecoming last summer. According to the introduction by George Ade, when the train started, the passengers broke out with the madness of writing verse, inspired by a hot day, an attractive landscape, the clicking of car wheels and the offering of prizes by Frank J. Reed, general passenger agent of the road. John T. McCutcheon, S.E. Kiser and George Ade sat in judgment on the verses and awarded the woman's prize to Grace Otis Sage of Lake Forrest, Ill, and the man's prize to J.L. Jackson of Chicago. The prize winning contributions and those worthy of mention are

reproduced in the volume. Some of the poems are lyrics some sonnets and some blank verse. The poems are supplemented by Illustrations showing various events of the homecoming.

October 26, 1911

The Indianapolis Star

Wins Prize for Keeping Road in Good Repair

Delphi, Ind., Oct. 25—Charles E. Horner of Radnor, having charge of the upkeep of five miles of Monon railroad near this city, was awarded a \$50 prize by officials of the road, a committee deciding his section was the best on the line.

November 3, 1911

The Indianapolis Star

Roads Pay Taxes In Full

Bloomington, Ind., Nov 2—Two of the heaviest taxpayers of Monroe County paid the fall installment of their taxes today. The Monon Railroad Company paid \$11,005.46 for the last half and the Illinois central \$3,194.46 for the same period.

November 7, 1911

The Indianapolis Star

From the On Railroad Row section

P.G. Walton, Lafayette, Ind., superintendent of the Monon lines, was in Indianapolis yesterday.

Official circulars were issued yesterday announcing the promotion of A.J. O'Reilly to the position of general agent of the Monon railroad. Mr. O'Reilly, who formerly was commercial agent, will retain offices in Indianapolis.

November 12, 1911

The Indianapolis Star

Wide Area Hit by Tornado; 7 Known Dead (Excerpt)

Terre Haute, Ind., Nov 11—The Monon railroad was unable to run its trains on account of all its telegraph wires being down.

November 13, 1911

The Indianapolis Star

Ice Covers Streets

Bloomington, Ind., Nov. 12—One of the worst blizzards that has visited this city in years made its appearance early this morning. There was one inch fall of snow and the streets were covered with sheets of ice. The wind played havoc in many parts of the county, blowing down barns, sheds and trees. The Hoadley stone mill in this city was badly damaged when a part of the big structure was blown over on the Monon railroad tracks. Telephone and telegraph wires were put out of commission, and many window panes were shattered by the heavy gusts. The temperature was down to 18 above, the lowest of the fall season.

November 21, 1911

Lowell Sun

Russell Is Dead

New York, Nov. 21—William Hepburn Russell, principal owner of the Boston National League Baseball club and a well known lawyer in this city, died at his home early today after a brief illness. He was 54 years old and was born in Hannibal, Mo.

Mr. Russell had been in poor health for the past year. Angina Pectoris was the immediate cause of his death which occurred this morning. He had been confined to the house for the past two weeks.

Mr. Russell was for many years an active force in politics and in later years he became interested in professional baseball. After leaving school he engaged in newspaper work at Hannibal until 1882, when he was admitted to the bar. The same year he became city attorney of Hannibal. He was re-elected in 1884 but soon he resigned to become general attorney for the Louisville, New Albany & Chicago Railroad. He practiced law successively at Lafayette, Ind., and Chattanooga, Tenn., coming to New York in 1895.

In 1902 Mr. Russell was a democratic presidential elector. In 1901 he was chairman of the Greater New York Democracy, an organization formed to overthrow Tammany Hall.

He was a member of the Elks and the Knights of Pythias. In 1880 he married Mary Gushert of Hannibal.

Mr. Russell leaves a wife, five daughters and one son. The date of the funeral, which will be private, has not been set.

The disposition of Mr. Russell's interests in the Boston club will be made known when the will is made public.

December 6, 1911

The Fort Wayne Journal-Gazette

Jury Frees Man Held On Charge Of Robbing Mail

Claude Lindsey, Bloomington, Ind., charged with stealing a mail pouch from the Monon railroad station in that city, was found not guilty by a jury in Federal Court yesterday. J.J. O'Herren, a brakeman on the road, identified Lindsey as the person he saw riffling the mail pouch which was found to have been cut open with a knife. Lindsey, through witnesses, established an alibi and presented testimony showing that he was not within one block of the spot where the pouch was found.

December 25, 1911

The Fort Wayne Journal-Gazette

Two Wrecks On Monon

Bloomington, Ind., Dec. 24—Two freight wrecks on the Monon railroad blocked the track on the main line through here today. One freight train left the track and piled up in a ditch at Breyfogle, a few miles north of here causing passenger trains to be routed over the Vandaila line to Indianapolis and thence to Bloomington over the Illinois Central. The other wreck was south of Salem, Ind., and it kept the line blocked for several hours.

January 8, 1912

The Indianapolis Star

Autoists Have Close Call

Three men had a narrow escape yesterday when a cut of cars was backed into the automobile in which they were riding at the Monon railroad crossing on Sixteenth street. The automobile was demolished, and Ralph Russell, 1660 Ashland Avenue, the driver, suffered a slight scalp wound. The other occupants of the automobile were not injured. Mr. Russell said last evening that he stopped his machine before crossing the tracks, and seeing not train, started to cross.

January 14, 1912

The Indianapolis Star

Flagman Badly Frozen

In different parts of the city the mercury stood at 22 and 24 below, and even at 7 o'clock this morning it was still 20 below the mark.

Charles Riley, a flagman on the Monon railroad, is in serious condition in St. Elizabeth Hospital as the result of having his feet frozen last night, while was out for half an hour, guarding the rear end of a train near Greencastle. He was brought to Lafayette in a semiconscious condition.

January 16, 1912

The Indianapolis Star

Orders Coal Rushed

The Railroad Commission of Indiana yesterday further enforced its recent order that railroad companies of the state should protect public service companies by rushing cars of coal to them as fast as possible during the present cold weather. When the heating and lighting plant at Lafayette informed the commission that there was immediate danger of a "shutdown" of the plant for want of coal, Chairman W. J. Wood of the commission sent a telephone message to the president of the Monon railroad, ordering five cars of coal, of twenty held at points on the road for the Lafayette company, sent immediately to Lafayette. The president of the road promised that the cars would be rushed to Lafayette without loss of time.

After a conference between railroad officials and a member of the commission at Terre Haute Sunday it was decided that J.M Scott, a deputy under the commission, should stay at Terre Haute to assist the railroad authorities in rushing empty cars to the mines of western Indiana with all possible dispatch during the present zero weather.

A committee of citizens from Lewis Creek appeared before the commission yesterday to argue in favor of a petition, which asks the commission to compel the Pennsylvania lines to provide adequate depot facilities at Lewis Creek.

January 19, 1912

The Indianapolis Star

Expresses Thanks to Railroad Men

Mrs. A.L. Donelson has expressed a desire to thank employees of the Monon railroad for kindness extended recently. Her husband was employed by the railroad until he met his death about three years ago. Mrs. Donelson was presented a purse that was made up by employees of the company a short time ago because of illness in her family.

Poison Threatens Attorney

Lafayette, Ind., Jan. 18—John F. McHugh, one of the leading attorneys of Lafayette, is in a dangerous condition at St. Elizabeth Hospital, suffering from gangrene blood poisoning. In an effort to save his life one of the toes on his left foot will be amputated tomorrow. The trouble started when an ingrown toenail was trimmed. McHugh was at one time one of the prominent democrats of the state. He served as a member of the Upper House in the Indiana Legislature for four years and was the author of the Metropolitan police bill which was passed in 1893 to govern cities of 10,000 or more population. He has been for years one of the legal advisers for the Monon Railroad.

January 20, 1912

The Indianapolis Star

Oldest Monon Employee Dies

Lafayette, Ind., Jan. 19—Michael McNerny, the oldest employee on the payroll of the Monon railroad, died today here from heart disease. He was born in Ireland seventy-five years ago and was in charge of a construction gang when the Monon was built from New Albany to Lafayette. He had worked for the company for fifty years, and his last position was that of a policeman at the shops. He was a personal friend of William F. McDoel, for many years president of the Monon, and also was a friend of Fairfax Harrison, the present president of the company. A number of the railroad officials will attend his funeral, which will be held tomorrow.

January 22, 1912

Indianapolis Star

From the Indiana Colleges section

Harry R. Kurrie, general attorney of the Monon Railroad, will address the Indiana Law School Monday morning in the student building on the subject, "Master and Servant by Special Legislation, State and Federal."

February 7, 1912

The Indianapolis Star

Hold Position 60 Years

Bloomington, Ind., Feb. 6—Theodore Thraser, 76 years old, of Monroe County, assisted in building the Monon railroad through the county in the fifties, and has been continuously in the employ of the road since that time. He is now station agent at Smithville, and in the more than sixty years he has been with the road he has missed but two weeks from duty, and that was in 1899, when he was suffering from erysipelas.

Thrasher laid crossties and drove spikes on the road, which was the first built through the county. When the road was finally completed he was appointed station agent at Smithville, and he has held that position continuously since April 1, 1861. At the age of 76 he fills the office with ease, and is yet hale and hearty.

February 21, 1912

The Weekly Sentinel

Leaped From The Cab

Indianapolis, Ind., Feb. 15—With a wide leap from the cab of a switch engine Frank Polen(sp), engineer, and George Kniterlen (sp), fireman, escaped death today when passenger

train No. 31(?) on the Monon railroad came into the city from Chicago at fifty miles an hour and struck the switch engine. Polen made a desperate effort to pull his engine into a siding, but was a moment too late. It was demolished. The locomotive of the passenger train was only slightly damaged. The train crew and the passengers were shaken up but none was injured.

March 20, 1912

Waterloo Reporter

Five Are Killed By Fast Train

Ellettsville, Ind., March 19—Five men in a surrey were killed outright by a passenger train on the Chicago, Indianapolis and Louisville Railroad at the crossing near here today. They had spent last evening at a theatre at Bloomington, and were driving to Spencer where they were employed as glass blowers.

The engine struck the surrey squarely and splintered it. Four of the men were thrown clear of the track but the body of one was caught by the pilot of the locomotive and carried a mile and a half to this city. The train men went back to the crossing and found the torn bodies. Two horses hitched to the vehicle were not hurt.

March 22, 1912

Van Wert Daily Bulletin

From the Railroad News section

Official of the Monon Railroad at Lafayette, Ind., informed a committee representing the firemen employed by the company that the road would not grant an increase of 10 percent in wages and improved working conditions which they had requested.

April 1, 1912

The Indianapolis Star

From the On Railroad Row section

Announcement is made from the headquarters of the Monon railroad at Lafayette, Ind., of a change in the official family which will take place on April 1. Peter G. Walton, superintendent of the entire system, has resigned and will be succeeded by P.L. McManus, who for a year has been inspector of transportation. General manager A.H. Westfall of the Monon brought Walton with him from the Chicago & Alton railroad in November, 1910. Charles T. McHugh has also resigned as trainmaster of the division between Lafayette and Louisville and will be succeeded by David Murphy, who is now superintendent of terminals at Hammond. It is rumored that several more changes will be made shortly and many of the officials are on the anxious seat.

April 5, 1912

The Indianapolis Star

Wage Controversy On Monon Settled

Lafayette, Ind., April 4—After a conference this evening with officials of the Monon railroad the committee representing the Brotherhood of Locomotive Firemen and Enginemen announced that a satisfactory arrangement had been made concerning the wage controversy. The fireman had last night informed the railroad officials that the 250 firemen on the system would strike if their request was not granted.

Eugene Ball, first vice president of the Brotherhood of Locomotive Firemen, attended the conference today. The railroad was represented by General Manager Westfall, Superintendent McManus and Superintendent of Motive Power May. After being in session for several hours the officials agreed to give the firemen a wage increase which means nearly 10 percent. The company will also improve the working conditions. Just what the new wage scale will be has not been announced, but the firemen on the new Mikado type of locomotives will receive \$3.25 per 100 miles.

The passenger men will have their wages increased from \$2.20 to \$2.40 for 100 miles. The wage scale is effective March 1. The Firemen are well pleased with the increase granted them.

April 7, 1912

Oakland Tribune

Faith In California Lands (Excerpt)

W.H. McDoel of Chicago was in town the other day looking after the completion of a deal which he has brought for about \$35,000 some 33,000 acres of farming land in Siskiyou County. It is a cash proposition. I am informed McDoel will subdivide it and settle upon small tracts a lot of Illinois farmers. At one time this man was president of the Chicago, Indianapolis and Louisville Railroad, commonly known as the Monon Route. During the past few years he has made a great fortune in Union Pacific common stock. For a week early in the past winter, following one of his Union Pacific deals, he was considered to have more ready cash than any other fellow in the "Windy" City.

April 9, 1912

The Indianapolis Star

From the On Railroad Row section

John Priest, Lafayette, Ind., traveling passenger agent for the Monon route, transacted business in Indianapolis yesterday.

April 13, 1912

The Fort Wayne Sentinel

Boys Will Go To Prison

Lafayette, Ind., April 13—Three sobbing youths, with their mothers and sisters in tears, were sentenced to the Jeffersonville reformatory today by Judge Dellart in the Circuit court after pleading guilty to charges of Burglary. The boys, Gilbert Shaw and Abe and Jesse Christy, were arrested Thursday night on a charge of robbing Monon railroad cars and local business houses. The police visited the homes of the boys and found several hundreds of dollars worth of stolen merchandise. None of the lads is yet twenty years old, but the Christy brothers have already been inmates of the Indiana boys' school at Plainfield. The three boys were sentenced to terms of from one to fourteen years in the reformatory.

April 17, 1912

The Indianapolis Star

Former Bloomington Man Believed Victim

Indianapolis friends of John B. Crafton, formerly of Bloomington, Ind., believed to have been a passenger on the steamer Titanic, were apprehensive last night about his fate. The name of John B. Crafton appears in the list of passengers on the sunken ship, and, according to the word received last night from Bloomington, relatives there understood that Mr. Crafton was to have sailed for home on the giant steamer. It was stated that his relatives practically are certain that he was on the ship.

Mr. Crafton was in Indianapolis about six weeks ago before he sailed for Europe and went direct from here to New York, where he took passage.

He was registered at the Spencer House while in Indianapolis.

Mr. Crafton and his family lived in Bloomington until about a year ago, when they moved to Roachdale. He was the founder of the Crafton Stone Company, which operated quarries south of Bloomington, and was identified with the stone industry at Bloomington for a number of years.

It was through Mr. Crafton's efforts that the Monon Railroad Company constructed what is known as the "stone railroad" from Clear Creek to Harrodsburg, which serves all the big quarries in that district.

April 19, 1912

Kempton Courier

Gordon Secures Fine Position

J.A. Gordon of Lafayette came over yesterday to gather together his personal property at the hotel. He informs us that he has accepted a position with the Monon Railroad and will have

charge of the telephone and signal service between Lafayette and Chicago. He will begin his new duties May 1st and will have headquarters in Chicago.

May 5, 1912

The Indianapolis Star

Quits Railroad Service To Take Auto Place In Toledo

J.Q. David for the last five years traveling freight agent in Indianapolis for the Monon railroad, has resigned and will become district sales manager for the Willys-Overland Automobile Company at Toledo. Mr. David will assume his new duties this week. He served about eight years with the Monon, first at Chicago and then in Indianapolis, and will be succeeded by J.W. Jordan of the Chicago office. Mr. Jordan has already assumed his duties here.

May 27, 1912

The Fort Wayne Sentinel

Held For Murder Attempt

Lafayette, Ind., May 27—Fred Birchfield was arrested here Saturday afternoon by Officer Younker on a charge of assault with intent to kill. On the night of May 4, Birchfield cut Jesse Williams, agent for the Monon railroad at Crawfordsville, with a knife, it is charged. Birchfield had been a fugitive since that time and the Crawfordsville authorities have been scouring the country for him. He was taken back to Crawfordsville last night by Allen Michael, chief of police of that city.

June 6, 1912

The Indianapolis Star

Obituary

Frederick Grossini, who was born in Germany in 1858, is dead at his home at Lafayette from heart failure. He was for many years an employee of the Monon railroad.

June 9, 1912

Washington Post

Train Wreck

Bedford, Ind., June 8—J.P. McClure, of Bloomington, Ind., a mail clerk, was killed and a score of persons injured tonight when a southbound mail train on the Monon Railroad crashed into an accommodation train which was just ready to pass onto a siding near here.

July 18, 1912

Logansport Journal

Drags Self A Half Mile

Solomon Grear, who is seven feet in height and the tallest man in Monroe county, fell twenty-five feet from a Monon Railroad trestle and suffered two broken ribs. He was unconscious for more than an hour, but when he recovered he dragged himself to his home, more than a half mile away. Because of a late car he determined to walk home and lost his way in the dark.

July 19, 1912

The Fort Wayne News

Killed Stealing Ride

Indianapolis, Ind., July 10—The badly crushed body of Albert Sowders, seventeen, was found between a mail and baggage car on the Monon railroad today when the cars were being uncoupled. Sowders, who lived here, was returning from Chicago and was riding the vestibule “bumpers.” It is not known how long he had been dead.

July 31, 1912

The Weekly Sentinel

Found Dead In Box Car

With his head crushed and a heavy car door lying on him, Edwin R. Bowser, of this city, was found dead in a freight car on the Monon railroad, near Rensselaer Sunday morning by brakeman H.M. Thompson, of Lafayette, who only a short time previous had warned the man against riding in the car, telling him that it was heavily loaded with iron pipe.

August 7, 1912

The Fort Wayne News

Monon Has Excellent Record Broken By Accident

When a mail clerk was killed as the result of a collision of two trains on the Monon railroad on June 8 the accident deprived that road of continuing a proud record. The records show that during a period of nineteen years not a single passenger had been killed as the result of a train accident.

President Harrison, of the Monon system, in a circular sent to employees, says;

“Your attention is called to this accident in order to stimulate you to renewed care and vigilance in handling trains, so that the Monon may continue to justify the confidence of the traveling public in its reputation for safety than which nothing is of more importance. Remember always that the rule is ‘Safety First.’”

The accident which spoiled the record of the Monon was the result of the carelessness of an engineer.

August 9, 1912

The Indianapolis Star

From the On Railroad Row section

Fairfax Harrison, president, and A.H. Westfall, general manager, of the Monon route, with offices in Chicago, were in Indianapolis yesterday.

Arrange Conference Trip Tonight

The delegates to the Lake Geneva conference from the Indianapolis YWCA, will hold a meeting at the association building this evening to receive their credentials and to arrange for the trip. The party will depart from Indianapolis Tuesday morning in a special car placed at its disposal by the Monon Railroad. There are forty delegates.

August 22, 1912

The Indianapolis Star

Pay Car Surprises Monon’s Employees

Lafayette, Ind., Aug. 21—For the first time in more than twenty-five years the Monon Railroad ran a pay car over its road today, and the car was in charge of men from the operating department.

It is reported tonight at the main offices here that a general investigation will be made of the men in charge of some of the departments. It is asserted that linemen who have been dead for some time were found on the pay roll of the Michigan City and Airline division and that three deceased employees of the company were found drawing their monthly stipend on the Lafayette division.

President Fairfax Harrison and other officials accompanied the pay car over the system, and the party will reach New Albany tomorrow. For many years the Monon has been paying by check and not until Monday was it given out that a pay car would be sent out.

The sending out of the car also brought to the knowledge of the officials the amount of business the load sharks were doing with the employees of the company. There is a rumor here tonight that as the result of the trip of the pay car there will be several changes in the heads of departments on the Monon.

The car was in charge of men from the auditing department in Chicago, and each employee had to come to the car and sign for his check and prove that he was an employee of the railroad company before it was handed to him.

August 29, 1912

Van Wert Daily Bulletin

From the Railroad News section

Reports of alleged graft said to have been uncovered in the payroll system of the Monon Railroad caused excitement among Indianapolis employees of the road yesterday and from various sources it was strongly hinted that the investigation now underway may lead to some startling exposures.

September 11, 1912

The Indianapolis Star

Tries In Vain To Save Live

Bloomington, Ind., Sept. 10—While attempting to cross the Monon Railroad tracks at Curve street Ralph Bush, 17 years old, caught his right foot in the “frog” and before he could release it was run down by the train and so badly injured that he died at the Bloomington Hospital two hours later. His right leg was severed at the hip, his right arm cut off and his skull fractured. The youth was in company with a number of his friends and started to cross the track only a few feet ahead of the train. Seeing his peril, Bush pulled with all his might in an effort to extricate his leg, and seeing that he could not make it, he hurled his body to one side, hoping to escape with only the loss of the foot. When the engine struck him he seemed to be pulled toward the locomotive. He was unconscious when picked up by an ambulance corps.

September 23, 1912

The Indianapolis Star

Stone Worker Struck; Dies

Monon, Ind., Sept. 22—Thomas Jones, 28 years old, was run down and instantly killed by a northbound freight in the yards of the Monon railroad early this morning. He came here about three weeks ago and has been in the employ of the Monon Crushed Stone Company. A photograph was found on his person showing him in a naval uniform, but nothing has yet been ascertained concerning the man prior to his appearance here. The coroner will hold an inquest tomorrow. He had been drinking during the evening and had been warned to keep off the tracks.

October 7, 1912

The Fort Wayne Journal Gazette

Robbers Secure \$200 In Cash

Bedford, Ind., Oct. 6—During the absence of the night agent early this morning, robbers broke into the Monon railroad station here and escaped with \$200. The robbers were trailed to the railroad yards where it is supposed they boarded a train.

November 5, 1912

The Fort Wayne Journal Gazette

From the Indiana Briefs section

Lafayette, Ind., Nov. 4—Edward Miner, aged twenty-one, head brakeman on extra freight train No. 505 on the Monon railroad, was killed by the engine of his own train early this morning at Romney, south of this city. He was sent out to flag a passenger train, was walking up the main track and stepped over to a side track. The engine of his train was backing at the time. It struck him, cutting off both legs above the knees. He was hurried on a special train to St. Elizabeth's hospital, but died soon after the amputation of his mangled legs. He had worked for the company only one month. His body was sent to French lick.

November 21, 1912

Salt Lake Tribune

Will Deal With Car Shortage Problem

Washington, Nov. 20—The car shortage problem will be dealt with immediately by a committee of the American Railway Association. The interstate commerce commission, which has undertaken to break up the practice of railroads making unwarranted use of the equipment of other lines, was advised today that the American Railway Association has appointed Fairfax Harrison, president of the Monon Railroad; R.H. Ashton of the Chicago & Northwestern, and T.E. Clark of the Delaware, Lackawanna and Western to enforce the rules governing the interchange of cars. The committee is empowered to impose penalties on railroads that do not return equipment promptly.

November 28, 1912

The Fort Wayne Daily News

From Railroad Notes section

Passengers on train No. 3, of the Monon railroad, escaped injury yesterday morning when two coaches and four sleeping cars left the rails at Ellettsville, Ind., seven miles north of

Bloomington. A split switch caused the derailment. The accident occurred at 3:30 o'clock when the train was running about twenty miles an hour.

December 1, 1912

The Indianapolis Star

Sleeping Car Thief Gets Big Haul On Monon Train

Lafayette, Ind., Nov. 30—More than a score of passengers on the Monon train No. 31 were robbed today while sleeping in their berths in the Pullman sleepers. The thief had a berth reserved and got on the train at Chicago. He had a ticket for Indianapolis and when the train reached Monon several of the occupants of the sleeping car discovered they had been robbed. The thief did not take any jewelry, but got away with about \$500 in money. He took \$75 in bills from under the pillow of Laurence Geng of this city.

Detectives Scofield and Hayes of the Monon Railroad say that the man is a professional and has been plying his vocation for a number of years. His system is to engage a berth and then to make the first complaint to the conductor that he has been robbed. He gets off the train before the terminal is reached and makes his escape.

Many Indianapolis passengers were the victims of the bold robber.

January 16, 1913

The Fort Wayne Sentinel

From the Shop And Railroad News section

The Monon railroad seems to be in class by itself so far as business is concerned, while all the other roads in the country report a heavy movement of freight, the Monon complains of poor business stated that "only three yard engines are used here during the day now. A short time ago five were used. Two engines are now in service during the night."

January 18, 1913

The Fort Wayne Daily News

Monon Dam Lets Go Near Bloomington

Bloomington, Ind., Jan. 18—With a roar that resembled the rushing of waters of Niagara Falls the mammoth reservoir of the Monon railroad at the old fair grounds, in West Bloomington, broke loose yesterday and flooded the entire country for a mile south.

The families of Gordon Back and Luther Tell phoned for assistance as the water rushed through their homes. They were rescued by men who went to their houses with transfer wagons. Many culverts on the Illinois Central and many farm fences were washed away.

The reservoir let go when the stone abutments at the south end were washed out by the heavy pressure of the water. The lake covered two acres of ground and was filled to a depth of

twenty feet at some places. It is fed by springs and the heavy rains of last week, which caused much surface water to add to the supply, weakened the dam.

Reports from one mile south of the city state that scores of hogs and chickens were drowned when the flood came down with a rush. The lake was stocked with fine fish, and hundreds of men waded along the path of the overflow picking them up.

The Monon management announced last night that steps will be taken at once to repair the lake along more permanent lines. The loss of the water is a serious blow, as all engines on the second division were supplied from the lake.

February 15, 1913

The Indianapolis Star

Gives Order Against Monon

Bloomington, Ind., Feb. 14—Upon an order from Judge James B. Wilson the Monon Railroad was today restrained from building a line of railroad across the Bloomington Southern tracks near Clear Creek. The Bloomington Southern, which is a spur from the Illinois Central, is reaching a new and undeveloped stone district and it was alleged in the injunction complaint that the Monon is endeavoring to reach the same lands with a switch by constructing a grade and making crossings at the Bloomington Southern tracks without procuring the right to do so. The injunction hearing was set for Feb. 22.

February 17, 1913

The Fort Wayne Daily news

Veteran Rail Man

A report was received today announcing the death of Captain J.C. Downing, who until a year ago last September, was the Hammond agent for the Monon railroad. He had been in Hammond for fourteen years, but during the past year and a half he had been employed in the local freight office of the Monon, in Chicago. He resided in Englewood, and is reported to have died at 8:15 this morning. Mr. Downing is said to have been ill for a week or ten days, but J. Lank, a Monon office man, who brought the news of his death to Hammond, said he had spoken to him over the telephone at 7 o'clock this morning and that two hours later he received the news of his death.

February 20, 1913

The Indianapolis Star

Use Of Coke Urged By Smoke Inspector

At a meeting with representatives from the mechanical departments of the Big Four, the Pennsylvania, the Monon and the Illinois Central Railroads yesterday afternoon, Smoke

Inspector Brown declared that he will insist on the enginemen firing their boilers in the roundhouses with coke as a means of eliminating smoke from locomotives while in Indianapolis.

The Big Four has adopted that method of smoke elimination, Mr. Brown told the railroad representatives, and he said afterward that he expects other roads to follow the same plan.

“I have known where enginemen have taken their engines out of the roundhouse on Shelby street, using coke as fuel, and they would not have to fire up again until they had pulled out of the train sheds and clear outside the city,” said Mr. Brown. “In this way not a particle of smoke was made inside the city.”

Mr. Brown said the Pennsylvania road has recently put on an extra smoke inspector to look after violations of the ordinance by enginemen on that road. That makes two inspectors employed by the Pennsylvania. Photographs showing engines belching forth great volumes of smoke inside the city limits, some being at the Union Station, were shown to the representatives of the railroads by Mr. Brown.

From the On Railroad Row section

W.T. Webster, commercial agent of the Monon Railroad at Bedford, Ind., was in Indianapolis yesterday.

February 27, 1913

The Fort Wayne Daily News

Eight Hundred Railway Employees Hear Lecture On “The Safe Courses” At Lafayette

Lafayette, Ind., Feb. 27—Men employed on the Big Four, Lake Erie & Western, Monon and Wabash railroads, and on the Fort Wayne & Northern Indiana and Terre Haute, Indianapolis & Eastern traction lines last night attended a monster “safety first” at the Victoria theater. Prominent men of the safety movement of the railroads from all parts of the country were on the stage. Richard Burke, of the Monon Railroad, acted as chairman and the principal address was made by George Bradshaw, general safety agent of the New York Central lines. His subject was “The safe Course,” and he showed with illustrated views how trainmen and enginemen had been held responsible for many disastrous accidents. More than eight hundred railroad men attended the meeting, coming from Indianapolis, Lebanon, Frankfort, Logansport, Peru, Monon, Huntington, Bloomington, Hammond, New Albany and Michigan City.

March 12, 1913

The Fort Wayne Daily News

From Shop and Rail Notes section

Lester J. Race, for many years a conductor on the Monon railroad, died Sunday at Grand Rapids, Mich.

March 20, 1913

The Fort Wayne Daily News (from Lafayette Daily Journal)

Monon Block Signals

Next Monday the Monon railroad officials expect to have the new electric block signal system south of this city in operation. Daily schools of instruction have been held the past week at the Monon YMCA by the company's chief signal engineer.

March 25, 1913

The Fort Wayne Journal-Gazette

Indiana Man Dies At Naples

Danville, Ill., March 24—Livingston T. Dickason, aged 69, former mayor of Danville, afterward railroad and lumber man, died in Naples, Italy last Saturday, according to cablegram received here today.

Col. Dickason was a director of the Monon railroad and had big interests in French Lick and Indianapolis. His body will probably be brought to Danville.

March 26, 1913

The Indianapolis Star

Louisville Cut Off From Chicago

Louisville, Ky., March 25—Sweeping up the Ohio Valley from the west this morning, the third storm recorded in ten days added several million dollars to the damage already done in Kentucky and in extensive districts of Illinois, Ohio and Indiana. At Louisville the wind shortly before 7 o'clock attained a velocity of sixty miles an hour.

Train service over the Monon Railroad between Louisville and Chicago was annulled and other roads to the north and east reported crippled service.

March 28, 1913

The Indianapolis Star

Funds For Flood Victims Pour In (Excerpt)

A telephone message from Gosport to the Governor's office last night state that the water, which is now receding, had reached a height of twenty-two inches greater than the record of 1875. One mile of the Monon Railroad track was washed away. Water to a depth of three feet stood in the Monon station. The town of Gosport, however, was safe from the flood because of being on a hill.

April 4, 1913

The Fort Wayne Sentinel

Train Service Tied Up

Bloomington, April 4—The Monon railroad bridge over White river, just south of go sport, was weakened by the flood and no trains were allowed to cross it today. The Louisville and Chicago trains came to a stop on either side of the bridge and transfer the passengers. The stopping of all through freight is working a hardship on this city, which is about out of fuel.

April 9, 1913

The Indianapolis Star

Car Service Again Normal

City street car service is being operated on practically a normal basis again. The “tripper” service, which consists of the extra cars placed in operation during the “rush” hours of the day, was added to the regular service yesterday. The Monon railroad announces the resumption of complete passenger and freight service between Indianapolis and Chicago over its own lines beginning tomorrow. The freight department of the road is now accepting shipments for all points on the line. The Cincinnati, Hamilton & Dayton announces that it is now open for freight and passenger business between West Hamilton, O., and Springfield, Ill., including all intermediate points.

April 10, 1913

The Indianapolis Star

Delays Action On Bridge Fund (Excerpt)

Engineers representing the Monon Railroad were before the council in the morning, and in the afternoon made an inspection trip in Washington Township with County Surveyor Julian. The county is contemplating building a bridge with a 200 foot span on the Westfield pike north of Broad Ripple, parallel to the Monon tracks. The road and tracks were both washed out by the water. The railroad men said they expected to put in about six thirty foot spans. The county officials do not desire to put in a larger bridge than the railroad company's, as the railroad would act as a barrier in case of future high water.

Councilman Dawson, when discussing the situation in Broad Ripple with the railroad men, said that the company would have to give relief there by raising or hanging its bridge, as the structure had acted as a dam and caused part of Broad Ripple to be inundated. He said that if the railroad company did not act it might expect its property to be destroyed if a flood threatens in the future, unless the militia is called out to patrol the right of way, as Broad Ripple citizens did not proposed to have their property flooded again because of low bridge.

Favors Higher Bridge

A.S Kent of Chicago, chief engineer of the Monon, following a conference with the members of the town board at Broad Ripple yesterday afternoon, informed John O. Brenneman, Chairman of the board, that he will recommend to his superior officials the raising and lengthening of the company's bridge across White River just north of Broad Ripple.

The citizens of Broad Ripple are very insistent in their demands that something be done by the railroad company for relieving interference with the flow of the river during the high water. It is asserted that because the bridge is low short timber and the debris lodged against it, forming a dam, which was in a measure, responsible for the flooded conditions of that territory.

Under the plans outlined yesterday the present bridge, a two-span structure, will be lengthened to three spans. It will also be raised considerably. About one mile north of Broad Ripple, where the river has taken a new channel as a result of the high water, a bridge will have to be constructed by the railroad company, and a short distance west a wagon bridge may be built by the county. An objection was raised to the plan of the railroad company to construct a bridge shorter than the wagon bridge. This detail will be worked out at the general offices in Chicago.

April 16, 1913

The Indianapolis Star

From the On Railroad Row Section

The Monon Railroad Company, according to local traffic officials, is now handling from 2,100 to 2,500 car loads of freight daily to all parts of its system. The speed restrictions placed at several points where the track was regarded as dangerous until repairs were made have been lifted and practically schedule time is being made.

April 18, 1913

Janesville Daily Gazette

From the Personal Mention section

Frank DeZottell, traveling passenger agent of the Monon Railroad, transacted business at the local stations today.

April 25, 1913

The Fort Wayne Sentinel

Drowns In Rail Cinder Pit

Bloomington, Ind., April 25—Julius Eaton, 28, a Monon railroad engineer, was drowned in the cinder pit at the local yards when he went to get his engine early today. It was supposed he fell into the pit, and unable to swim, drowned in the twelve feet of water.

April 30, 1913

Gazette And Bulletin

\$20,000,000 Flood Cost Railroads (Excerpt)

The Monon Route lost several bridges, most of them small ones. Heavy damage to the rails, ballasting, stations and roundhouses bring the loss close to \$200,000.

May 5, 1913

Portsmouth Daily Times

Workmen Law Is Upheld

Washington, May 5—The constitutionality of the Indiana workmen's compensation law was upheld today by the Supreme Court in the suit of Haynes L. Hackett against the Chicago, Indianapolis & Louisville Railroad Company, will receive \$30,000 for the loss of both of his legs through the negligence of a yard switchman

May 9, 1913

Kempton Courier

Disastrous Fire Visits Sheridan (Excerpt)

The origin of the fire has not been definitely settled. Boys and matches are given as one cause, although held somewhat improbable, despite the fact that boys were seen in the lumberyard and really reported the first fire. A more probably theory is advanced by those who declare that a spark from an engine was responsible for the blaze. The Monon Railroad tracks pass within a point twenty feet west of the spot in which the blaze originated.

May 10, 1913

The Fort Wayne Sentinel

From the Brief Bits of Indiana News section

Lafayette—Fritz Bower, Monon railroad employee, was seriously scalded when the wrecking train on which he was riding was derailed.

The Indianapolis Star

Serves Monon For 51 Years

Quincy, Ind., May 19—After fifty-one years of practically continuous service in the office, Dolphus Orrell, Monon Railroad agent here, has resigned and the company will give him a pension of \$1 per day for the remainder of his life. Probably no railroad man connected with the Monon can show a like period of service and it is doubtful if many can be found in the state. Mr. Orrell does not wish to resign, preferring to spend his entire life in active work, but failing health has made it necessary for him to get outside and away from business cares. Orrell began work in the Quincy office in 1862.

May 17, 1913

The Indianapolis Star

Obit

Lafayette—John Lavey, 75 years old, is dead at the State Soldiers' Home. He was for twenty-five years in the employ of the Monon Railroad and came here from New Albany.

May 20, 1913

The Indianapolis Star

Two Teamsters Badly Hurt

Crawfordsville, Ind., May 19—Clifford Pitman and Charles Love were seriously injured at the Mercer Winchel Lumber Company yards in this city today when a wagon they were loading was struck by a cut of cars on a switch of the Monon Railroad. Pitman was pinned beneath the car and crushed about the right side and his right leg was injured. Love was injured about the chest. The train was in charge of Conductor C.J. Barford. The wagon was standing across the track and the trainmen admit they did not look to see if the track was clear before cutting the cars loose.

Serves Monon For 51 Years

Quincy, Ind., May 19—After fifty-one years of practically continuous service in the office, Dolphus Orrell, Monon Railroad agent here, has resigned and the company will give him a pension of \$1 per day for the remainder of his life. Probably no railroad man connected with the Monon can show a like period of service and it is doubtful if many can be found in the state. Mr. Orrell does not wish to resign, preferring to spend his entire life in active work, but failing health has made it necessary for him to get outside and away from business cares. Orrell began work in the Quincy office in 1862.

May 26, 1913

The Indianapolis Star

Asks \$25,000 Damages

Bloomington, Ind., May 25—A \$25,000 damage suit has been filed by Arthur Brummett against the Monon Railroad Company. Brummett lost his left leg in the yards in this city. He attempted to alight from a moving freight and alleges that his foot caught on a bolt that protruded from the side of a car which caused him to be dragged under the train. He is 18 years old and was employed as a caller.

May 28, 1913

The Fort Wayne News

From the Industrial News From Other Cities section

Lafayette, Ind.,--The Monon railroad handled the first picnic train of the season Saturday. The train was run from Chicago to Cedar lake and was in charge of Conductor E.H. Smith, of Indianapolis, and Engineer Bert Martin. The picnic was given by the rate clerks of the Western Union Telegraph company and the clerks in the passenger department of the different railroads in Chicago. The day was devoted to ball playing, boating and fishing.

May 31, 1913

Janesville Daily Gazette

Two Steamships Launched At Baltimore Shipyard

Baltimore, Md., May 31—Two magnificent passenger steamers built by the Chesapeake Steamship Company for service between Baltimore and West Point, Va., were launched at noon today from the shipyards at Sparrows Point. The vessels were named City of Annapolis and City of Richmond. Miss Ursula Harrison, daughter of Fairfax Harrison, president of the Monon Railroad, christened the City of Annapolis and Miss Annie Carter Lee, a granddaughter of Gen. Robert E. Lee, christened the City of Richmond.

June 11, 1913

The Fort Wayne News

Killed On Crossing

Charging the watchman at a Hammond gate crossing with murder because he failed to warn a man that he was lowering the gates, the Lake County Times gives the following account of an accident which occurred yesterday: John H. Prohl, a prominent Hammond contractor was murdered last night by the negligence of a corporation just as truly as if he had been shot down in cold blood.

The tragedy took place on a Monon railroad grade crossing. It made women faint and strong men shudder.

A death trap set again by the criminal neglect of reckless engineers and careless towermen caught an innocent victim in Mr. Prohl, causing his death in St. Margaret's hospital at 7:30 p.m., two hours after his body had been tossed seventy-five feet by a north bound passenger train on the Monon railroad which struck his motor car at the Clinton street crossing. A man of virtue and energy whom the calumet region can ill afford to spare was offered up as a sacrifice to the gods of poor railroading and civic indifference.

A preponderance of evidence proves almost conclusively that the railroad employees and the men who give them orders are guilty of this death. Prohl was driving east on Clinton street at a rate estimated at five miles an hour. Box cars completely obstructed the view to the north and south on the Monon. A passenger was approaching at a 35 mile an hour speed.

The gates were lowered as Prohl came under them snapping him in the face. His head went back, no doubt he was stunned, the gates popped, the car spurted forward and a moment later laid bottom side up forty feet from the point of contact.

June 20, 1913

The Indianapolis Star

Obit

Lafayette—Frank Walden Loveless, 40 years old, is dead at his home here, from tuberculosis. He was in the employ of the Monon Railroad for 20 years, being last employed as a private secretary to O.C. Carter, general freight agent at Chicago.

June 22, 1913

The Indianapolis Star

Fire Damages Monon Shops

Lafayette, Ind., June 21—Fire today caused damage estimated at \$2,500 to the Monon Railroad shops here and for a time threatened to destroy the entire group of buildings. The fire originated in the boiler room of the car department and spread to the saw filing room and the wood shop.

June 26, 1913

Olean Times

Boy Killed His Father

Lafayette, Ind., June 26—John C. Barger, a Monon Railroad conductor, was killed by his son, Paul Barger, 18 years, today when the elder Barger attacked his wife. The boy told the

police that his father was choking his mother when he fired a revolver three times, holding the muzzle against his father's side.

July 19, 1913

Indianapolis Star

Baggage Complaints Aired (Excerpt)

Commissioner McClure yesterday heard evidence in the complaint of the Lafayette Sand and Gravel Company against the Monon Railroad for lower rates on sand and gravel.

July 24, 1913

The Indianapolis Star

Government Will Prosecute

Lafayette, Ind., July 23—Deputy United States Marshal David Rankin tonight took in charge Fred Heide and Leslie Drake, who were arrested Sunday by Special Agent F.A. Hayes of the Monon Railroad on a charge of breaking into sealed box cars. The two young men have confessed to stealing whisky and will be tried under the new law passed by congress a few months ago in regard to stealing freight while in transit from one state to another. An assistant United States attorney will arrive here tomorrow to prosecute the case against the two men. The case will come up before United States Commissioner Fred Prass.

July 25, 1913

The Indianapolis Star

From the On Railroad Row section

President Fairfax Harrison and other officials of the Monon Railroad are making a tour of inspection of the company's property.

Boys' Pleas Do Not Agree

Lafayette, Ind., July 24—Charged with the violation of a Federal law, Fred Heide and Leslie Drake, Lafayette youths, were arraigned in the United States Commissioner Fred Prass's court this afternoon. The boys were arrested a few days ago by Special Agent Hayes of the Monon Railroad for breaking into cars and stealing whisky and tobacco. Heide pleaded guilty and Drake not guilty. Heide was unable to furnish \$1,000 bond and was taken to Indianapolis this evening by Deputy United States Marshal Rankin. Drake was released on his own recognizance and will report regularly to United States Commissioner Prass.

August 25, 1913

Washington Post

Five Die In Auto

Chicago, Aug. 24—Five persons were killed and three badly hurt tonight when an automobile in which they were riding was struck by the “Hoosier Limited” train on the Chicago, Indianapolis & Louisville Railroad, one mile north of St. John, Ind. The dead;

Alexander Rubin, a merchant, Mrs. Rubin, and their 2 year old daughter.

Mrs. Leo Rubin, wife of one of the injured men.

Leo Rubin, Jr., 6 years old, son of Mrs. Leo Rubin.

Leo H. Rubin, a merchant, Isadore Schiller, a real estate dealer, and Miss Amanda Kahn were badly cut and bruised.

The automobile was owned and driven by Schiller. The party was returning from visiting several summer resorts and the machine was being driven slowly, according to Schiller. All who were killed were riding in the tonneau, while those riding in front escaped death.

Schiller apparently started across the track without noticing the approach of the train. The occupants of the automobile were tossed twenty feet in the air.

The train, which was late and running at a high rate of speed, backed up and the dead and injured were brought back to Chicago.

August 28, 1913

Oelwein Daily Register

Railroad Laborers In Fight

Hammond, Ind., Aug. 28—In a battle between American and Italian employees of the Monon Railroad near Bloomington, 25 shots were exchanged. No one was killed. Bad blood has existed in the section camps for some time.

September 10, 1913

The Indianapolis Star

From the On Railroad Row section

J.B. Lee of Chicago, chief of the Monon Railroad Company's tariff bureau, was in Indianapolis on business yesterday.

September 26, 1913

The Indianapolis Star

President Of Monon Honors Old Employees

Thirteen Indianapolis officials and employees of the Monon Railroad system, who have been in continuous service with the road for twenty-five years or longer, have received letters of commendation and silver medals of honor from President Fairfax Harrison. Faithful employees over the entire system are being rewarded in a similar manner.

The local employees of the company to receive this recognition are; A.J. O'Reilly, general agent; H. Plummer, agent; W.E. Overton, chief clerk and soliciting agent; James Murphy, Jabez Howland, J.M. Covington, John Murphy, John McCarty, F.E. Miller, E.J. Shields, engineers; John Gallagher, section foreman; Solomon Bush, crossing watchman and C.L. Ehrensperger, chief clerk to the local agent.

"One of the pleasant experiences I have had on the Monon is meeting the men who have been on the line a long time," writes President Harrison. "The very fact that they have been here so long is a badge of their efficiency,, and, even more, of their loyalty. I do not mean loyalty merely to any man or men who at any moment may have represented management, but, what is even more important, loyalty to their own self-respect and sense of duty, as evidence by pride in doing work well and efficiently. We hear much nowadays about rights but hear very little about duty, and yet every man who has had any experience in the world knows that for every right there is a corresponding duty.

"It is because I recognize this sense of duty in our older men that I have so much respect and regard for them and I want to show it. I have accordingly had a number of silver medals struck so that one may be sent to every man who has seen service for twenty-five years or more on the Monon, to commemorate this service. Some of you will recognize the engine on the face of the medal. It was reproduced from a picture of the old 'Admiral,' the original No. 9, which was once the pride of the road when Ranse Brown drover her. If she does not now look very big compared with the new Mikado's, still she did many years of faithful service and left a good reputation like old man Ranse himself."

September 29, 1913

The Indianapolis Star

Facsimile Of Monon Medal

Thirteen Officials and employees of the Monon Railroad System in Indianapolis have been awarded by Fairfax Harrison, president of the road at Chicago, a German silver medal of honor for having given to the company twenty-five years or more of continuous and faithful service. Each badge of honor was accompanied by a personal letter from President Harrison in which he praised the recipient for his years of faithfulness and loyalty to the company.

November 12, 1913

Waterloo Time Tribune

From the City News section

T.A. DeZettle, division passenger agent for the Monon Railroad, with headquarters in Milwaukee, Wis. (?) was in Waterloo yesterday, attending to business matters and calling on his friends.

November 28, 1913

The Indianapolis Star

Monon Has Freight Smashup

Bloomington, Ind., Nov. 27—Six car loads of merchandise were badly smashed up in a wreck early today on the Monon Railroad between Gosport and Stinesville, when an extra freight from Lafayette to Bloomington was wrecked. No one was injured when the train went into the ditch. Daniel Roberts of New Albany was the engineer and Luther Tell of Lafayette was the conductor. The cause of the wreck is not given.

November 29, 1913

Washington Post

Monon Railroad Stilled

Lafayette, Ind., Nov. 28—For five minutes today the business of the Monon Railroad was at a standstill—not a wheel turning, not a man worked—out of respect to the late W.W. Finley, president of the Southern Railway, and a director of the Monon.

December 1, 1913

San Antonio Light

Harrison Elected Head Of Southern

New York, Dec. 1—Fairfax Harrison, president of the Chicago, Indianapolis and Louisville Railroad Company, was today elected president of the Southern Railway company to succeed the late W.W. Finley.

Fairfax Harrison is 43 years old. When 34 years old, he was appointed assistant to the president of the Southern. Three years later he became vice president of the road. He filled this office nearly three years resigning in 1910 to assume the presidency of the Chicago, Indianapolis & Louisville Railway Company which is controlled jointly by the Southern and the Louisville & Nashville Railroad.

Mr. Harrison is a native of New York City. He is a son of Burton Harrison of this city and a brother of Francis Burton Harrison, governor general of the Philippines. His home is at Belvoir, Fauquier County, Virginia. Mr. Harrison was graduated from Yale in 1890 and admitted to the bar of New York two years later. For four years he practiced law in this city. He became solicitor of the Southern Railway in 1896 and assistant to the president in 1903. He is a director

in a number of corporations and member of clubs in New York, Washington, Louisville, Indianapolis and Chicago.

“Mr. Harrison was one of Mr. Finley’s closest and most trusted advisers,” reads a statement given out by the Southern Railway today, “and is thoroughly in sympathy with the policies which made Mr. Finley’s administration so successful, both for the Southern Railway Company and the territory served by its lines. Though Mr. Harrison entered service of the Southern in the legal department, his experience has not been confined to that branch of the service. He has given much study to financial, traffic and operating problems and is intimately acquainted with conditions on the Southern and throughout the section which it traverses.

“As president of the Chicago, Indianapolis & Louisville, he is actively in charge of the operation of the railway, so that he comes to the Southern Railway prepared by actual experience as well as the most detailed knowledge of the details of its affairs to take up the duties of chief executive.”

December 10, 1913

The Indianapolis Star

Monon Engines Are Chained To Tracks

Bedford, Ind., Dec 8—Eight of nine engines used here by the Monon railroad today were chained to the tracks by inspector M.J. Miller, representative of the interstate commerce commission. Mr. Miller condemned the engines as unfit for use. His action delayed one passenger train three hours until an engine could be sent here from Bloomington.

December 20, 1913

The Indianapolis Star

Obit

Lafayette—Nicholas J. Ryan, 67 years old, is dead at his home. He was employed on the Monon Railroad for thirty years.

December 24, 1913

The Indianapolis star

Delano Chosen Head Of Monon Railroad

Indianapolis railroad men will be much interested to learn that Frederick A. Delano, former president and later a receiver for the Wabash Railroad Company, was yesterday elected president of the Chicago, Indianapolis & Louisville Railroad, known as the Monon, to succeed Fairfax Harrison, who resigned recently to become head of the Southern Railway.

Mr. Delano, according to press reports from New York, where his appointment was made, will take up his new duties immediately. Local interest in the probably successor to Mr.

Harrison has been intense in view of the fact that Indianapolis is regarded as an important point of the Monon system and the fact that the president of the road is required to visit the city frequently. The annual meeting of stockholders is held in Indianapolis.

Mr. Delano is a man of wide experience in the railroad field. He was born at Hong Kong, China, Sept. 10, 1863. He spent his boyhood days at Newburg, N.Y., and received his education at Adams Academy at Quincy, Mass. He graduated from Harvard College with a degree of A.B. in 1885.

His early experience in the railroad field was spent in the engineering department of the Burlington Railroad. His first important position was that of assistant second vice president of the road. He was appointed in April, 1889. He was next made superintendent of freight terminals at Chicago in July, 1890, and on Feb. 1, 1899, was made superintendent of motive power.

Mr. Delano was general manager of the Burlington from July 1, 1901, to Jan. 10, 1905. After leaving this service he took up general consulting work and held some important positions being in intimate touch with the War Department in relation to railroads in the Philippine Islands. He went to the executive department of the Wabash Railroad in 1905.

December 30, 1913

The Indianapolis Star

New Head Of Monon Expected Here Soon

Local railroad men, particularly those of the Monon Railroad Company, eagerly are awaiting a visit here of Frederic A. Delano, the newly-elected president of the company, who has succeeded Fairfax Harrison, now at the head of the Southern Railway. Local offices of the Monon yesterday received the first official notice of Mr. Delano's election, a circular issued by the company under the signature of J.A. Hilton, secretary to the board of directors, being received.

A formal inspection trip over the local end of the road by President Delano is expected within a short time. Speculation is rife as to whether any changes will be made in the personnel of the company.

According to press reports from Chicago, Mr. Delano has issued a statement that he does not believe there will be any important changes.

"We have a splendid corps of workers now and I see no reason why there should be any changes," his is reported as saying. "The idea that when a new president comes a rearrangement of the force should follow is a foolish one, I think Mr. Harrison as president of the Monon surrounded himself with good men and I have a great deal of faith in his judgment."

December 31, 1913

The Indianapolis Star

From the On Railroad Row section

A.W. Kent of Chicago, chief engineer for the Monon Railroad Company, was in Indianapolis yesterday on official business.

Discuss Plans For Subway

The board of park commissioners held a conference with A.W. Kent, Chief engineer of the Monon Railroad Company of Chicago, relative to the construction of a subway under the Monon right of way at its intersection with the Fall Creek Boulevard. The board desires that a subway be constructed to give the boulevard an outlet under the tracks to the company. Nothing definite was accomplished at the conference, as Mr. Kent said it would be necessary for him to confer with officers of the company before entering into an agreement with the board.

January 2, 1914

Moberly Weekly Monitor

To Stay With Wabash

Reports from Chicago that Henry Miller, general manager of the Wabash Railroad, would hold a similar office with the Monon Railroad at Chicago, have been denied by Mr. Miller.

“Such rumors are without foundation,” he said. “I have been general manager of the Wabash for nine years and intend to remain with that road. I am a citizen of St. Louis and intend to remain so all my life.”

Credence had been given the rumors because Frederic A. Delano, who last Saturday resigned as one of the receivers of the Wabash to become president of the Monon, was a close friend of Mr. Miller.

January 12, 1914

The Indianapolis Star

Starts This Morning For First Trip Of Inspection

Lafayette, Ind., Jan. 11—Announcement was made at the general offices of the Monon Railroad here today that Fredrick A. Delano, the new president, will leave Chicago tomorrow morning at 7 o'clock on his first inspection trip of the Monon system. He will travel on a special train, made up of three private cars and one coach.

The special will first go over the air line division and will reach Indianapolis at 2 o'clock tomorrow afternoon. Two hours will be spent in that city and the night will be spent in Michigan City. Tuesday the president and his party will inspect the shops in this city and Wednesday the road will be inspected between Lafayette and Louisville.

Among those who will accompany President Delano on the inspection trip are General manager A.H. Westfall, Superintendent P.L. McManus, Treasurer Byron Cassell, Superintendent of Motive Power H.C. May, Chief Engineer A.S. Kent, Trainmasters W.H. Fogg and J.M. Bath, Train Examiner F.W. Quimby and General Passenger agent Frank J. Reed, Traveling Engineer W.H. Strang and A. B. Martin.

The new president makes the trip in order to get acquainted with his new field of work and his assistants.

January 13, 1914

The Indianapolis Star

New Monon Chief Inspects Property Of System Here; Sees Prosperity For 1914

Frederic A. Delano, newly elected president of the Monon Railroad system, on his initial visit to Indianapolis yesterday afternoon expressed his delight at the general prosperity in evidence here.

“My stay has been a short one, but I have been very favorably impressed at the general evidence of prosperity on every side,” said Mr. Delano. “I expect to visit Indianapolis frequently in the future and it is my desire to know more of the city and to get in intimate touch with the friends of our company and the public generally.”

The new chief executive of the Monon is making his first inspection trip over the road and is accompanied by A.H. Westfall, general manager, and a number of other officials of the company.

President Delano, after a general survey of the local terminals, said that he was much interested in the track elevation project.

“I have had practically no opportunity to go into the details of the proposition,” he said, “but I expect to give our end of the elevation plan much study.”

As president of the Wabash system, an office which Mr. Delano held prior to his affiliation with the Monon several weeks ago, it was his policy to get in direct personal touch with his working organization.

“My trip is largely for the purpose of getting acquainted,” said Mr. Delano. “I want to know my organization at first hand. From general inquiry along our road from Chicago to Indianapolis I have found today a sentiment which is highly optimistic and there is no reason why 1914 should not be a prosperous year.”

In a recent statement issued from Chicago, headquarters of the Monon, Mr. Delano said he was in hearty accord with the policies of his predecessor, Fairfax Harrison, who is now president of the Southern Railway. It is believed that no radical changes are contemplated in the organization of the company.

The Delano party is making the inspection trip in a special train of five cars, including the private office car of the president. The train departed from Chicago at 7 o'clock yesterday morning and reached Indianapolis about 3:30 o'clock in the afternoon. About one hour was spent here and the party left for Michigan City. Several local officials were on hand to greet the visitors on their arrival, among them being A.J. O'Reilly, general agent, and Harry G. Alexander, district passenger agent.

Among those on the special train besides President Delano and General Manager Westfall were Thomas Hayes, secretary to the president; W.G. Johnson, secretary to the general manager; H.R. Kurrie, general attorney; C.C. Hine, general claim agent; H.T. Evans, auditor; O.C. Carter, general freight agent; Frank J. Reed, general passenger agent; Fred Davidson, purchasing agent; W.E. Lawson, freight claim agent; P.L. McManus, superintendent, F.W. Quimby, train rule examiner; W.H. Fogg, trainmaster; A.S. Kent, Chief engineer; E.G. Stradling,

signal engineer; H.C. May, superintendent of motive power; W.A. Callison, division master mechanic; W.H. Strang, road foreman of engines, and A.H. Scofield, chief special agent.

January 14, 1914

The Indianapolis Star

Shops Will Keep Running

Lafayette, Ind., Jan. 13—Frederic A. Delano, newly elected president of the Monon Railroad, today made his first inspection of the general repair shops of the company here and said that in the future the shops would not close for a week or ten days each month. Six hundred men have just returned to work after having been off since Dec. 24. Mayor Thomas Bauer, Samuel T. Murdock, a director of the Monon and John Wagner, president of the Lafayette Chamber of Commerce had a conference with the new Monon chief. The Delano special left this evening for French Lick and will travel over the Southern railroad to Evansville and Louisville. There is a rumor that the Monon will soon have trains running through from Chicago to Evansville.

January 21, 1914

The Fort Wayne Sentinel

Goes With Mr. Delano

The many friends of E.F. Thompson will be pleased to learn that he goes to the Monon railroad on February first. President Delano having given him a good position in his office.

“Dick,” as he is known, has been in the Wabash service for the past ten and one-half years: commencing as assistant timekeeper in the local shops in June, 1903. After working in the shop office for a couple of years, he was transferred to the master mechanics office, filling various positions in that office until June 1911, when he was called to Chicago as secretary to George G. Yeomans(sp?), assistant to Mr. Delano, and was connected with that office up until Mr. Delano’s resignation as receiver of the Wabash.

The fact that Mr. Delano has taken “Dick” with him on the Monon speaks well for the young man, and the news of his advancement will be cheerfully received by his friends.

February 7, 1914

The Indianapolis Star

“Ralston Is the Next Station,” Monon “Brakies” Must Say Now

Ralston is the newest town in Indiana.

It was established only yesterday, and while it is now only a crossing in Owen County on the Monon Railroad, it promises to grow because it bears the advantage of having been named

for Governor Ralston. Babies and horses without number have been named for the Governor, but no town had been christened “Ralston” until now.

Some time ago old neighbors of the Governor in Owen County, which was his boyhood home, asked him to use his influence to induce the Monon Railroad to have two trains make daily stops at a crossing four miles west of Cataract. The railroad decided to establish a station and then it became necessary to select a name before a new timecard could be arranged. P.L. McManus, superintendent of the Monon, suggested the name of “Ralston.”

In writing to the Governor to obtain his permission to name the station for him, H.R. Kurrie of Chicago, general attorney for the railroad, expressed the hope that the town might begin its existence with the “charm, magnetism and advantage” that the name Ralston would offer.

“Just what Mr. McManus may have against you I do not know,” wrote Mr. Kurrie, “But he is such a fine gentleman and good railroad man that I really think he has at heart the welfare of this station. It seems that it needs some vigorous treatment in order that it may grow into a flourishing city. With some less important name it would, of course, start with a handicap, but with the advantage of the name proposed it will immediately advance several years in progress. The superintendent modestly declines to thrust this honor upon you unless he knows it is agreeable to you that it may be done. In view of your well-known activity to aid the great state of Indiana in its advancement, I feel sure that you will be willing to lend the charm, the magnetism and the advantage of your name to the most important rural village to aid it in its efforts to get to the front.”

The Governor has no objection to the new honor being thrust upon him.

“I know of no easier or more certain road to publicity, if not fame, than to have a railroad station named in one’s honor,” wrote the governor, “and I shall therefore be proud to know that there is a “Ralston” on the Monon line.”

February 8, 1914

The Fort Wayne Sentinel

Named For Federal Board

President Wilson has sent the nomination of Frederick A. Delano, of Chicago, president of the Monon Railroad, to be a member of the Federal Reserve Board, to the Senate, and it was at once referred to the Committee on Banking and Currency.

February 10, 1914

The Indianapolis Star

From the On Railroad Row section

Lafayette, Ind., Feb. 9—President Frederick A. Delano of the Monon Railroad, who was here tonight, announced that the office of general manager would be abolished Feb. 15, and P.L. McManus, now superintendent of the road, would be made general superintendent. A.H. Westfall some time ago tendered his resignation as general manager.

Another important change in the operating department of the Monon is the making Lafayette the headquarters for the entire system. General Superintendent McManus will have his headquarters here and a new office building is to be built. The general superintendent's headquarters has always been in Chicago. The new general superintendent of the Monon started his railroad career as a water boy on the Chicago & Alton Railroad thirty years ago. He also worked as a section hand. He was for some time assistant to the general manager of the Southern Railroad, with headquarters in Washington, D.C. Later he was superintendent of terminals for the Chicago & Alton at St. Louis. In 1910 he came to the Monon as inspector of transportation, and in 1912 was advanced to superintendent.

Mother And Son Face Murder Charge Trail

Lafayette, Ind., Feb. 9—Indictments charging first degree murder against Paul Barger, 20 years old, and charging his mother, Mrs. Emma Barger, with being an accessory before the fact, were returned by the last grand jury and the two were arrested today and must stand trial in the Circuit court for the murder of John C. Barger, the father and husband. He was killed on the night of June 26 at his home in this city.

It is alleged by the son that the father came home in an intoxicated condition and went directly to the room where the mother and son were sleeping and reached over the boy to choke his mother. The son, according to his story, asked the father to desist and when he refused the lad fired the shots from a revolver that caused Barger's death.

The indictment against the boy alleges he feloniously, purposely and with premeditated malice shot his father. The indictment against Mrs. Barger charges that she, with premeditated malice, incited, hired and commanded her son to commit the murder.

Mrs. Barger, in court, did not seem badly worried about the indictment and spent the time talking with her son. Judge DeHart allowed the mother and son to be released on bail. The bond of the boy was fixed at \$10,000 and the mother at \$5,000.

John Barger was for many years a Monon railroad conductor, and much interest is manifested in the case.

Monon's New President Chief Speaker At Banquet

Lafayette, Ind., Feb. 9—President Frederic Delano of the Monon Railroad was the principal speaker at the second annual banquet of the Monon Transportation Club here tonight. More than 100 assistants of Delano attended the banquet and it was one of the largest affairs of the kind held in this part of the state.

Richard Burke, president of the Transportation Club, acted as toastmaster and nearly all the officials present responded to toasts. President Delano first shook hands with all the men who attended the banquet and then took as his subject "Co-operation." He said the only way efficiency could be obtained in railroad service was by co-operation, and he praised the Monon Transportation Club for the grand organization it had perfected.

He concluded by saying that he was glad to be invited to the banquet and of becoming acquainted with the men who were assisting him in his new position. He was loudly applauded.

H.C. May, superintendent of motive power of the Monon, spoke on "Co-operation With and Without Organization." Byron Cassill, treasurer, and H.R. Kurrie, general attorney, and A.S. Kent, chief engineer, also responded to toasts.

February 25, 1914

Logansport Pharos-Reporter

Charley Murphy Still Fighting

Lafayette, Ind., Feb. 25—The story of two rows in which Charles W. Murphy, former president of the Chicago Cubs, participated as principal, was told here today. Murphy was trying to get to Cincinnati by way of Louisville over the Monon Railroad. The train was stalled at Lafayette on account of snow drifts. Murphy purchased a lunch in a popular priced restaurant near the depot.

The former Cub magnate, who retired from the game a millionaire after eight successful baseball seasons, indulged in a warm argument with the restaurant keeper because he asked him to pay ten cents for an orange. Returning to the train, Murphy complained to the conductor because of the delay of two hours. The conductor explained the cause.

“Snow or no snow,” said Murphy, “I’ve got to get to Cincinnati.”

“Better hire an aeroplane,” said the conductor.

March 10, 1914

The Indianapolis Star

From the News From Indiana section

Lafayette—Six hundred men employed at the Monon Railroad shops here were gladdened when a bulletin was posted increasing the working hours ten hours a week. The employees will now work nine hours a day, six days a week.

April 2, 1914

National Democrat

Some Roads Need Increase

Washington, April 2—At the hearings before the interstate commerce commission on the petition of the railroads to be allowed to increase freight rates 5 percent, Frederick A. Delano, president of the Chicago, Indianapolis & Louisville Railroad, stated that there are a number of railroads in official classification territory that could get along easily without such an increase. “There are other roads, however, which are so poor that the 5 percent increase in rates is wholly inadequate,” the witness stated. “These roads will have to be helped and the commission should without hesitation come to their rescue.”

April 15, 1914

Humeston New Era

Train Hits Auto; One Dead

Hammond, Ind., April 10—Fred S. Carter, former sheriff of Lake County and manager of the Hammond Brewing Company, was instantly killed, and Anton Chubtonche, an East Hammond saloon keeper, probably fatally injured when the automobile in which they were riding was struck by the “Hoosier Flyer” of the Monon Railroad at a grade crossing one-half mile north of Cedar Lake, Ind., on Thursday. Carter, who was forty-one years old, was prominent in Democratic party politics of Lake County. He was sheriff of the county in 1906-08.

April 16, 1914

The Indianapolis Star

Special Arranged For

Bloomington, Ind., April 15—Second District Progressives today completed arrangements with the Monon Railroad for the running of a special train to Indianapolis next Friday for the Progressive state convention. The train will pick up members of the party from Davies, Knox and Martin Counties at Mitchell and will leave Bloomington at 4:14 Friday evening. George W. Henley, Monroe County chairman, will be in charge of the train until it reaches Gosport, where District Chairman Richards will take charge. The Owen and Greene County delegations will board the special at Gosport and from that town the trip will be made over the Vandalia. The Martinsville delegates will join the party in that city. More than 100 members of the party from Bloomington have signified their intention of boarding the special. The Bloomington Band of thirty-five musicians will head the delegation and will lead a parade at the Union Station uptown. On the return trip the special will depart from Indianapolis at 5:30 Saturday evening.

May 7, 1914

The Chicago Heights Star

Mail Sack Wrecks Train

The Monon Louisville Limited train, running at a speed of 60 miles an hour, was wrecked at Lowell, Ind., Monday morning in a most peculiar manner.

A mail sack was thrown from the second car of the train. The sack hit a switch stand and the switch was thrown open.

Two sleeping cars and a diner were thrown into the ditch and another Pullman was turned upside down.

Strange to relate no one was killed, but about 20 of the 100 passengers were injured.

The track was torn up for a distance of 350 feet before the locomotive was brought to a standstill.

May 14, 1914

The Indianapolis Star

Caller Shot By Woman By Mistake For Robber

Lafayette, Ind., May 13—William C. Griffith, Monon railroad yard conductor, may lose his left leg as the result of being accidentally shot by Mrs. Charles W. Price, wife of a Monon freight conductor. Griffith is secretary of the local lodge of Brotherhood Of Railway Trainmen and went to the Price home to leave some mail for price, who is treasurer of the organization. He saw the occupants of the house had retired and he placed the letters in the mail box on the front porch. He was walking from the yard when a shot was fired from an upstairs window and the charge entered his leg. Mrs. Price said that several times recently burglars had attempted to enter her house and that in order to frighten the burglar away and keep him from further molesting the house she laid the gun on the window sill and shot. In the last three weeks burglars have robbed more than a score of homes in Lafayette.

June 3, 1914

Kokomo Tribune

Grant M. Willbanks Expires At Lafayette

Grant M. Willbanks, 45, a resident of Indianapolis who had spent much time at the home of his sister, Mrs. Don Thompson, near Russiaville, died Monday at St. Elizabeth's hospital, Lafayette, where he had been a patient the past four weeks. He had been an invalid for several years as the result of injuries received in a railroad accident.

He was an employee of the Monon railroad until the accident in which his health was broken, and was a member of the Brotherhood of Railway Trainmen.

Mr. Willbanks was born Sept. 27, 1895 at Pleasant Hill, Tenn., son of John and Mary Willbanks. When he was a child the family moved to Indiana, locating near Monon.

Surviving are a daughter, Mrs. John Bissell, and granddaughter, Phyllis Bissell, both of Indianapolis; his father, John Willbanks of Russiaville; two sisters, Mrs. John Parkinson of Rensselaer and Mrs. Thompson; and two brothers, Frank Willbanks of Evansville and Claude of Washington Ind.

The funeral will be held at 2 o'clock Wednesday afternoon at the home of Mr. and Mrs. Thompson, two miles east and one-fourth mile south of Russiaville, with Rev. Charles Bugler in charge. Burial will be in Memorial Park Cemetery, Kokomo. The body will be removed from the Wayne Ladd Funeral Home to the Thompson Residence at 9 o'clock Wednesday morning.

June 13, 1914

Muscatine Journal

No title

Sioux City Tribune: The president of the Monon Railroad system, F.A. Delano, and actively identified in other railroad systems, in a contribution to the Chicago Tribune accepts the criticism that is being heaped upon railway managements in general as both merited and just.

“It is up to the railroad managements to form some sort of clearance house after the fashion of banks,” thinks Mr. Delano, “and through this central organization put a stop to such methods as have disgraced the railroad world in the past five years, and made all railway securities the object of suspicion and all railway officials objects of scorn.”

June 20, 1914

Tipton Tribune

From the Sparks From The Smoke Stack section

The Monon Railroad is having constructed at the Brooks works of the American Locomotive Company, located at Schenectady, N.Y., five locomotives. The engines are known as those of the Santa Fe type and are much larger than the five hundred class now used by the Monon Company. Each engine will weigh 350,000 pounds independent of tender, which will bring the weight up to a total of 542,500 pounds. The general dimensions of the engine will consist of 57 inch drivers and a boiler pressure of 190 pounds. The cylinders will measure 28 by 30. The boiler will be 94 inches in diameter at its largest course. Each engine will have five pairs of drivers, the largest type now used on the Monon having four drivers. The new engines are designed especially for grades between Louisville to McDoel. The new locomotives will have a pulling capacity of 66,000 pounds against 54,000, now the capacity of the largest engines on the Monon. The preliminary designs were drawn up in the drafting offices in the general offices of the Monon shops. The engines are contracted to be delivered to the Monon Company on September 1.

The Monon has placed in effect the seniority rule in the handling of its trainmen. The oldest brakeman in point of service is now called first. It has been the practice to send the first man in the first out. Under the new rule the man who has been employed by the company but a short time will get in but little time in a month. This rule was agreed to by the Brotherhood of Railway Trainmen. The “boomer” has no chance under the new rule.

June 27, 1914

Tipton Tribune

To Complete Gifford Road

Three hundred thousand dollars is available at this time for the work on the Gifford branch of the Monon Railroad and the active work has begun and will be pushed vigorously. The Monon has arranged to bond the road for \$2,000,000 to be used for the improvement of the existing road and the north and south extensions. Half is to be spent from McCoysburg south. President Delano and party, who were over the route last week, went south of Wolcott some ten miles. President Delano was very much pleased to find so splendid a country and he became

very interested in the plan for the southern extension and there is every reason to expect that the road will be extended to Wolcott next year and from there south through Round Grove township, White County, and from thence to the southeast to connect again with the Monon Railroad, probably at Ash Grove, a small station halfway between Battle Ground and Brookston.

The northern extension plans are being developed as rapidly as possible. At one time it had been practically determined to extend the road to the south side of Cedar Lake, but now there is an indication that it will get back to the Monon main line nearer St. John. The officials of the road have looked with considerable favor on Crown Point and it is very probably that this branch will be entirely completed and in operation yet this fall. When the south extension to Ash Grove is completed the Monon will have a double track from Ash Grove to St. John.

The Gifford road is the property that was sold some time ago by Senator George H. Gifford, of this city, to the Monon people, the property bringing one hundred thousand dollars. This was the property of the late B.F. Gifford, known as the Kankakee land king. Senator Gifford is administrator of the estate.

July 1, 1914

The Indianapolis Star

Moody Institute Buys Park At Cedar Lake From Monon

Hammond, Ind., June 30—That negotiations are pending between the Moody Bible Institute of Chicago and the Monon Railroad for the purchase of the latter's twenty-acre park at Cedar Lake is a report that has been confirmed by General Manager Gaylord of the institute. Mr. Gaylord was noncommittal as to the institute's plans with regard to the site, but it is reported that a summer Chautauqua is contemplated for the summer resort. In former years Cedar Lake was a popular excursion place for Chicagoans, but picnics during the last two years have been discontinued. Cedar Lake is thirty miles south of Hammond.

July 14, 1914

The Indianapolis Star

Fire Bares Path Across Farm

Gosport, Ind., July 13—Fire, which started in grass along the Monon Railroad track north of Gosport about noon yesterday, spread east through a wood pasture to a large field of timothy that was not yet cut on the Walnut Hill stock and dairy farm, and burned the entire field over. For some time there was fear that all the buildings, including J.E. Woodard's home, the dairy barn and the horse barn, would burn. A call was sent to Gosport for help. Automobiles carried men to assist in fighting the fire, and they succeeded in saving all the buildings.

August 4, 1914

Logansport Pharos-Reporter

Delano Named For New Federal Board

Washington, August 4—President Wilson today sent to the senate the nomination of Frederick A. Delano of Chicago, to be a member of the Federal Reserve Board. Delano is president of the Monon railroad.

August 11, 1914

Fort Wayne Journal-Gazette

Railroad Man Is Dead At Lafayette

Lafayette, Ind., Aug. 10—William Jones, a former superintendent of the Monon railroad, died here this evening from tuberculosis. Before coming to the Monon, he was superintendent of the Santa Fe, Prescott & Phoenix railway at Prescott, Ariz., and was superintendent of telegraph for the Cotton Belt route at St. Louis.

August 12, 1914

The Fort Wayne Sentinel

Field May Head Monon

Chicago, Aug. 12—It was reported in railroad circles here today that Elisha C. Field, vice president and general counsel of the Monon railroad would be elevated to the presidency at a meeting of the directors next week. He will succeed F.A. Delano, who has been appointed to the Federal Reserve Board.

August 15, 1914

Racine Journal News

Frederic A. Delano, Reserve Board Member

Frederick A. Delano, president of the Chicago, Indianapolis and Louisville Railroad, was the last of the five members of the Currency Reserve Board to be nominated by President Wilson. He was quickly confirmed by the senate.

Mr. Delano is from Chicago. He takes the place of Mr. Jones, the Chicago capitalist who was rejected by the Senate. He was born in 1863 I Hong Kong and he graduated from Harvard in 1885. He went into the railroad business at once, and was chosen to his present position last year. With the completion of the board it has begun active work in caring for American finances during the European crisis.

September 3, 1914

The Indianapolis Star

H.R. Kurrie Expected To Be Head Of Monon

Lafayette, Ind., Sept. 2—While no official announcement has been made, it was persistently rumored at the general offices of the Monon Railroad here tonight that H.R. Kurrie, general solicitor for the Monon Railroad, was to succeed Frederic A. Delano as president of the Monon. It is said that the official announcement of his appointment will be made in a few days.

The matter of selecting a new president has been left to the executive committee and Fairfax Harrison, formerly president of the Monon, is a member of that committee. Harrison, who is now president of the Southern Railroad, is known to favor Kurrie as the successor of Delano.

Kurrie is a close friend of Judge E.C. Field, vice president of the Monon, who is said to have been offered the presidency, but declined on account of his advanced age.

General superintendent P.L. McManus of Lafayette has been making his headquarters in the Chicago office since Delano left for Washington three weeks ago to attend to his position on the Federal reserve board. It is said here that if Kurrie is appointed president, McManus will be advanced to general manager. Kurrie has been connected with the legal department of the Monon for more than twenty years, and formerly was in the law business at Rensselaer, Ind.

The Fort Wayne Daily News

The Monon

New York, Sept. 3—The board of directors of the Monon railroad today elected Harry R. Kurrie president to succeed Frederick A. Delano, recently made a member of the federal reserve board.

Mr. Kurrie was formerly general attorney for the road. His home is at Rensselaer, Ind.

Mr. Kurrie was born in Orange County, Indiana, April 26, 1875, and comes from German stock. His early life was spent on a farm in that county. Later he became a student in the state university at Bloomington, Ind., from which he graduated from both literary and law departments. He commenced the practice of law at Rensselaer, Ind., in June 18(??). Feb. 10, 1903, he became the assistant general solicitor of the Chicago, Indianapolis & Louisville Railway company (Monon Route) and in January 1910, was promoted to the office of general attorney of the company.

A Young President

Chicago, Sept. 3—Harry R. Kurrie, elected president of the Monon railroad, will be one of the youngest railroad presidents in the world, having reached his thirty-ninth birthday on April 26. While his selection comes as a great surprise his associates say no man is better fitted to take control of the Monon than Mr. Kurrie. It is said that he knows every man in the company's employ. He secured his training under Fairfax Harrison and Mr. Delano and has an unusual capacity for details. He is considered one of the hardest workers in railroad work and thoroughly equipped to manage the company with no outside matters to embarrass him. It is said there will be no change in the company's policy.

September 4, 1914

The Indianapolis Star

H.R. Kurrie New Head Of Monon

Chicago, Sept 3—Harry R. Kurrie of Chicago was elected president of the Monon Railroad at a meeting of the directors held in New York. Announcement was made at headquarters here today.

Mr. Kurrie, who succeeds to the office held until recently by Frederick A. Delano, who resigned to become a member of the Federal Reserve Board, is one of the youngest railroad presidents in the United States, being but 39 years old. The main lines of the Monon are in Indiana and for the first time in the history of the road a native of that state becomes its head. Mr. Kurrie entered the employment of the road in 1902 as assistant general solicitor. In 1910 he was made general attorney of the company and his promotion is from that position.

Mr. Kurrie was born in Paoli, Ind., in 1875 and was the son of a German shoemaker. He was graduated from the Paoli High School in 1892 and two years later from the law school of Indiana University. As he was then only 20 years old, he could not be admitted to the bar until a year later, and he then went to Rensselaer to practice. Later he entered a partnership under the firm name of Foltz, Spitzer & Kurrie. For a time he had been in the office of the late Judge Simon P. Thompson of Rensselaer, whose daughter, Miss Edna Thompson, he married.

In 1903 Mr. Kurrie became the assistant general solicitor for the Monon, under Judge Field, present vice president. In 1910 he was promoted to the office of the general attorney. His labors at the road have not been confined to the legal department, however, and he has been consulted on matters of business and policy during the administration of Fairfax Harrison and Frederick A. Delano.

Mr. Kurrie is a thorough railroad man and his predecessors in office have recognized his ability and stood firmly for his advancement. Several months ago he engineered a deal for the purchase of the Gifford Railroad from the estate of B.J. Gifford. The purchase gave the Monon a double track over sixty miles of the road where traffic had previously been congested. This deal is believed to have been instrumental in his promotion.

Mr. Kurrie has been twice married, his first wife dying in 1907. Both wives are daughters of former Judge Simon P. Thompson of Rensselaer.

Mr. Kurrie, when 11 years old, decided that he would be president of a railroad. He preferred the Monon route as it ran through Paoli. In furtherance of his ambition he informed an older brother, who had taken the place of their deceased father, that he wished to study engineering to qualify for the place. Objections raised by the family, who pointed out that there were many successful lawyers and very few railroad presidents, caused the boy to give up the plan and study law.

Mr. Kurrie was not considered a possibility by any railroad men in the country. His election came as a great surprise, and it was known that he had filed no application for the place.

Mr. Kurrie gave several reasons why he had been considered, among which may be stated: he has always lived within sight of the Monon tracks; he never drew a salary from any other corporation than the Monon; all the Monon property is located in Indiana and he is the first Indianan to hold the place.

“I have always felt that the Monon was part of my home,” he said. “It was built to Paoli soon after I was born and ever since has been a real part of my life. I have had many opportunities to accept other places at much greater salary but have always felt a strong inclination to stick here.

“The Monon is not a big road,” said Mr. Kurrie, “but I will sit at a desk where several of the greatest railroad men of the country had their training. Mr. Harrison, Mr. Delano, the Late Ira Rawn and others were men of great ability and I feel it an honor to follow in their foot steps and continue the policies which have been so successful to date.”

Call Kurrie Logical Man

A.J. O'Reilly, general agent for the Chicago, Indianapolis & Louisville Railway, the Monon Route, yesterday received a telegram from New York announcing the election of Harry R. Kurrie to the presidency of the railroad. Mr. O'Reilly said that Mr. Kurrie was the logical man for the presidency. He also stated that no change in the present organization would be made and that President Kurrie was thoroughly familiar with the Monon's policy

Monon Employees Pleased

Lafayette, Ind., Sept 3—The 800 employees of the Monon Railroad in Lafayette were greatly pleased today when they received official announcement that Harry R. Kurrie had been selected as president of the road.

September 6, 1914

The Indianapolis Star

New President Of Monon Is “Infant” Of Railroad World

H.R. Kurrie, who has been made president of the Monon Railroad, is only 39 years old and one of the youngest railroad presidents in the country. The former Rensselaer attorney has acquired his railroad experience in the last ten or twelve years as assistant general solicitor and since Jan. 1, 1910 as general attorney of the Monon. His services were no concerned however only with the legal department, but he had been consulted by Fairfax Harrison and Frederick A. Delano who preceded him as president in many matters affecting the business policy of the road. It is said that probably the most important act that brought Mr. Kurrie to the front with the Monon was the purchase of the Gifford road by the Monon, a deal conceived by him.

September 16, 1914

Kokomo Tribune

Check Found In Car Yards

Ladoga, Ind., Sept. 16—Edgar C. Ashby, secretary of the Ladoga Canning company, received a letter from W.W. Weinhardt, of the secret service bureau at Lafayette, with a check

for \$1,182, which had been picked up in the Monon railroad yards there. The check was signed by Hulman & Co., of Terre Haute. The envelope containing the check was torn open, but only the edge of the check was mutilated.

September 23, 1914

Van Wert Daily Bulletin

From the Railroad News section

The annual report of the Monon Railroad shows gross operating revenues per mile this year of \$92.44 less than last. The net operating revenue per mile was \$205.23 less than in 1913, owing to an increase of \$112.79 in operating expenses. Dividends aggregating four percent on the preferred stock and one and five-eighths percent on the common stock were paid out of accumulated income.

September 27, 1914

The Indianapolis Star

Bedford Man Is Monon General Freight Agent

Bedford, Ind., Sept. 26—W.T. Webster, division freight agent of the Monon Railroad at Bedford, has been appointed general freight agent of the road to succeed O.C. Carter, resigned. Mr. Webster is 42 years old. He served the Monon as commercial agent at Grand Rapids, Mich., for fifteen years; was appointed general agent at Chicago July 1, 1911, and became division freight agent at Bedford in 1912. Mr. Webster will move to Chicago, where the general offices are located. E.P. Vernia, for fifteen years general agent of the Monon at New Albany, Ind., succeeds Mr. Webster as division freight agent at Bedford.

October 2, 1914

Van Wert Daily Bulletin

From the Railroad News section

Harry G. Alexander resigned as district passenger agent for the Monon Railroad, to take effect October 15. He will be succeeded by F.B. Humtson(sp?), of Bloomington, Ind., city passenger agent for the same railroad.

October 16, 1914

The Indianapolis Star

From the On Railroad Row section

The Appointment of F.P. Humston as district passenger agent for the Monon Railroad in Indianapolis became effective yesterday. Mr. Humston succeeds H.G. Alexander, who resigned.

October 26, 1914

The Indianapolis Star

Towerman Dies; Falls At Post

James Atkinson, 51 years old, died at the City Hospital late Saturday night. Atkinson had charge of the tower that operates the gates at the crossing at Twenty-fourth street and the Monon Railroad and was found lying insensible on the floor of the tower Oct. 22.

November 21, 1914

Logansport Pharos-Reporter

Ready To Adjust State Bank Loss

Chalmers, Nov. 21—The adjusters of the New Amsterdam Casualty company and the Indiana Bankers' association arrived here today to adjust the loss sustained by the State bank of Chalmers when the safe was blown by yeggmen early Wednesday morning. The bank lost \$2,289.60, but carried insurance to cover it. Besides the adjusters, Harry Webster of Indianapolis, and James Anderson of Chicago, two representatives of the William Burns detective agency, were here to make an investigation. William W. Weinhardt of the Weinhardt secret service at Lafayette, who worked on the case yesterday, learned that three of the gang left Chicago on the Monon passenger train that passed through this city at 8:45 o'clock p.m. Two of the party had tickets to Reynolds, and one to Brookston, but Detective Weinhardt learned that all left the train at Reynolds. He also learned that one of the men wore a blue cravenette, corresponding with the one found in the bank here after the robbery. The men after leaving the train at Reynolds, were seen to start toward the city, walking along the Monon railroad tracks. It is now believed that the yeggs had a fourth member of the gang to wait for them in an automobile at the road crossing a mile north of town, and after securing the booty, they walked to the automobile and made their getaway. Mr. Weinhardt secured a good description of the crooks, and it has been forwarded to the Chicago Police.

November 24, 1914

The Indianapolis Star

Head Of Monon Admires Apples

H.R. Kurrie, the recently elected president of the Monon Railroad, was in Indianapolis yesterday afternoon on his way to Louisville on an inspection tour of the Monon lines. He was accompanied by other officials of the company. Mr. Kurrie stopped off here long enough to visit the Indiana Apple show at Tomlinson hall, where he delivered a short address.

Mr. Kurrie and his party were met at the depot by a committee of local officials composed of A.J. O'Reilly, general agent; F.B. Humston, district passenger agent, and William L. Taylor, general counsel for the road. Immediately upon their arrival at 3:30 o'clock the railroad officials became the guests of the apple growers. They displayed unusual interest in the exhibits. The party left on a special train for Louisville at 6 o'clock.

The officials accompanying President Kurrie were Fred Zimmerman, vice president, in charge of the traffic department; P.L. McManus, general manager; A.S. Kent, chief engineer; E.C. Field, vice president; E.B. Cockrell, general passenger agent; W.P. Webster, general freight agent; W.P. May, Superintendent of motive power; J.L. White, assistant to the president; Byron Cassell, treasurer, and H.T. Evans, Auditor.

January 2, 1915

The Indianapolis Star

Monon Divisions Joined; Fogg Is Superintendent

Lafayette, Ind., Jan 1—General Superintendent P.L. McManus of the Monon Railroad today brought with him from the general offices in Chicago official notice of the appointment of William H. Fogg as superintendent, the two divisions have been consolidated. Fogg has for a year been superintendent of the Indianapolis Division of the Monon. Superintendent Fogg today announced the appointment of David J. Clark as trainmaster of the southern division....J.R. Stemm, who is transferred to the Indianapolis division.

January 4, 1915

The Indianapolis Star

Thief Gets \$30 In Depot

Lafayette, Ind., Jan 3—A thief, who for the last six months has been robbing various depots about Lafayette, early today visited the North Street Station of the Monon Railroad and got away with more than \$80. The robbery was discovered by the night ticket agent. The thief gained entrance to the ticket office by prying open the window in the women's waiting room. The agent had gone to a restaurant. John A. Hayes, special agent for the Monon, is working on the case and went to Monon today in hope of finding the thief.

February 9, 1915

The Indianapolis Star

Railway Conductors' Agent First Lobbyist To Register

John O'Mara, representing the Order of Railway Conductors, is the first lobbyist to be registered under the new law providing that paid lobbyists shall obtain certificates of registration from the secretary of state. Mr. O'Mara has been a familiar figure about the legislative halls for

several years. When the Legislature is not in session he is a conductor on the Monon Railroad. In his application for a certificate, Mr. O'Mara states that he is the legislative representative for labor and railway employees.

From State Briefs section

Crawfordsville—A Crawfordsville merchandise freight car, which arrived here on the Monon Railroad from Chicago was found to have been looted of more than \$50 worth of goods.

February 15, 1915

The Indianapolis Star

Monon Shops At Lafayette Not To Open Until March 1

Lafayette, Ind., Feb. 14—The 600 employees of the Monon Railroad shops here received word today from the general offices of the company in Chicago that the shops would not reopen until March 1.

February 25, 1915

The Indianapolis Star

From the News All Over Indiana section

Bloomington—On a compromise Mrs. Julia Eaton has been paid \$2,850 by the Monon Railroad Company for the death of her husband, who was accidentally killed in the yards in South Bloomington a year ago. Eaton was a locomotive engineer and late one night fell in an engine pit and was drowned. A damage suit for \$10,000 resulted in a verdict of \$8,000. The case was tried about six months ago and then appealed to the higher court. It is said the compromise was made because there was no evidence fixing the exact time and manner of the death and a reversal was feared upon this point.

February 27, 1915

The Indianapolis Star

Arrangements For Subway Under Monon Tracks Made

Representatives of the Monon Railroad Company met with the board of park commissioners yesterday and completed arrangements for the construction of a subway under the Monon tracks over Fall Creek Boulevard. The subway will be of concrete and is to be completed by Aug 1. The construction work will be done by the railroad company, the park board to pay a part of the cost.

February 28, 1915

Fort Wayne Journal Gazette

Autos Are Sent Out In Special Express Cars

Automobiles that have been on display at the Fort Wayne auto show this week will be taken from the city today. One carload will go on the Nickel Plate train No. 1 to Louisville, via Chicago, where they will be turned over the Monon railroad. Another carload will be taken to Rochester, N.Y. this afternoon on Nickel Plate train No. 2. Both cars being sent out by express.

March 1, 1915

Logansport Pharos-Reporter

Monon Shops Re-Open

Lafayette, Ind., March 1—Six hundred men employed in the shops of the Monon railroad here went to work, but jobs were given to all the old employees who appeared at the shops this morning. Officials of the railroad said they believed the shops would continue in operation without interruption.

March 6, 1915

Tipton Tribune

Monon Taking Up Work Along Paths Of Larger Trunk Lines

The Monon Railroad is taking up a line of work that only the larger trunk lines have attempted. A complete industrial survey is to be made of all the cities and the more important towns along the two branches of the Monon. This is being done of course, for the mutual interests of the railroads and the citizens.

The Monon wants all the freight traffic that can possibly be secured and for that reason is seeking to aid, to the greatest possible extent, the industrial development of the territory along its lines.

The object of the industrial survey is to secure complete and accurate statistics of the conditions in the towns and communities, the resources of all kinds, the opportunities, what is being done, and what is possible to be done in the way of development.

H.V.D. King, of Chicago, an industrial expert, is taking charge of this work for the Monon.

March 17, 1915

Logansport Journal Tribune

Kept Identity Hidden

Lafayette, Ind., March 16—The tragic death of a young man who was decapitated a few days ago at the Monon Railroad shops in this city has brought to light a strange case of hidden identity. Although he was known as Frank Clark, the victim of the accident was Benjamin Immerman, a college graduate, whose home was in Buffalo, N.Y.

March 23, 1915

The Indianapolis Star

Train Kills Storekeeper At Monroe County Crossing

Bloomington, Ind., March 22—When attempting to drive across the Monon Railroad track at Clear Creek this evening John W. Williams, 55 years old, of Oolitic was instantly killed by the French Lick accommodation train. His son Walter escaped with minor bruises. Both horses were killed. The elder Williams was moving his store from Oolitic. The train approached from the south around a bend just as Williams drove upon the track. Williams is survived by the widow and three children.

March 31, 1915

The Fort Wayne Sentinel

Students To Run Train

Lafayette, Ind., March 31—Twenty four seniors of Purdue university, who are specializing in railway mechanical engineering, will compose a testing crew that will man a Monon freight running between here and Bloomington each day for thirty days. Each student will make three complete trips to Bloomington and return, as the seniors have been divided into crews of four men each.

The Monon railroad is co-operating with the university in carrying out tests. H.C. May, superintendent of motive power of the railroad, a Purdue graduate of 1902, will direct the work. Special instruments will be placed on the train to permit the taking of data, which will show the efficiency and operation of the locomotives. The freight will carry its customary load and run under its customary conditions. The tests will provide opportunity for the study of the use of screened and unscreened coal, the behavior of two modern types of locomotives when fired by hand, and their behavior when fired by a mechanical stoker.

April 20, 1915

Logansport Pharos-Reporter

Passenger Depot Thief Put Behind Bars Again

Fred Hix, alias Frank Chalmers, alias F.W. Wilder, who has been robbing passenger depots in the states of Illinois and Indiana for the past few months was yesterday taken back to the Jeffersonville reformatory by Special Agent A.W. Scofield and Detective John A. Hayes of

the Monon Railroad. It was thought some clever work on the part of Mr. Hayes that Hix was captured at the home of his mother, Mrs. Lucy Hix, at Milford, Ill. Hix was taken to the Lafayette jail. Saturday evening Detective Hayes received a telegram from a friend at Milford that Hix had showed up at his home there. Hayes left Lafayette on the first train for Milford. At Danville, he consulted with George B. Sloan, chief detective for the C. & E.I. railroad, and arrangements were made to stop the fast mail at Milford to let the two man hunters off. They arrived just before daylight and arrested Hix before he had time to get out of bed.

He agreed to return to Indiana without requisition papers. Hix was paroled from the Jeffersonville reformatory in May, 1914. On December 11, 1914, the office of the Monon and Pennsylvania railroads at Reynolds was robbed while the station agent was loading baggage on the milk train bound for this city. Hix admitted to detective Hayes that he did the job. He was next heard from January 2, 1915, when the Monon ticket office at Monon was robbed of \$30. Hix admitted doing that job also but will not tell how the trick was turned. As soon as the offices were robbed Detective Hayes, who was familiar with Hix's methods, consulted with his chief, A.W. Scofield, and secured a warrant for his arrest in White County.

The Wabash ticket office in Lafayette was robbed of \$189 on the night of February 21, 1915. William W. Weinhart, head of the Weinhart secret service bureau, and Mr. Hayes, together with the city police visited the scene of the robbery and after going over the ground they became satisfied that Hix had done the job. A day or two previous to the robbery at Lafayette the office in Wabash depot at Danville, Ill., was robbed in much the same manner. When questioned by Detective Hayes, Hix would not say whether or not he robbed the Wabash offices. Hix is believed to be the thief who robbed the C. & E.I. depot at Hoopston, Ill., on two occasions and is credited with a half dozen robberies on the road at various points.

Hix spent part of the winter of 1912 in Lafayette and had a room at the Central Y.M.C.A. building where he was considered a model young man. During the winter the Monon depot at Battle Ground, Brookston and several other places were robbed and also the Wabash depot at West Point. The robbery at Battle Ground proved Hix's undoings. He was arrested shortly after the crime by citizens of the town and was taken to the Walters's drug store and the Lafayette police were notified. Officers left to bring him to Lafayette but when they arrived, Hix had escaped. After his escape at Battle Ground he returned to Lafayette and again put up at the Y.M.C.A. Sunday afternoon, March 3, 1912, a boy who had seen him in the drug store at Battle Ground more than a week before saw him on Main Street in Lafayette looking in a show window.

Hix was arrested and while he was being held on investigation his picture in a paper was recognized by a citizen of Waynetown as the man who had been in that village and robbed a clothing store. Some of the clothing was found in Hix's room at the Y.M.C.A. and Hix was returned to Jeffersonville. He was sent to Jeffersonville from Montgomery County June 23, 1907, for grand larceny. He received a sentence from one to eight years and still has four years to serve.

May 4, 1915

The Indianapolis Star

Hours Increased By Monon

Lafayette, Ind., May 3—The 600 men employed at the Monon Railroad shops here received word today from President Kurrie of Chicago that the working hours of the shops would be increased from forth to forty-five hours a week. The shops had been shut down for a week, and before the shut down the employees had been working seven hours a day, and quit at noon on Saturday. The Monon is now doing a large freight and passenger business, and the officials say that the time of retrenchments has passed. The travel between Chicago and French Lick is so heavy that some of the passenger trains are being run in two sections.

May 8, 1915

The Indianapolis Star

Obit

Henry O. Newton, 68, for thirty-five years an employee of the Monon Railroad, is dead here.

May 18, 1915

The Indianapolis Star

Police Hustle Unsuccessful Elopers Back To Lafayette

Hammond, Ind., May 17—Miss Dora Bowers, 15 years old, and Roman Jordan, 21, both of Lafayette, were intercepted on a Monon train by the Hammond police at noon today as the young couple was hurrying to Chicago for a marriage license. Within a half hour they were on a train homeward bound, still unmarried, but none the less determined to carry out their plan at the first opportunity. An officer escorted them home.

Lafayette, Ind., May 17—Accompanied by John A. Hayes, special agent for the Monon Railroad, Miss Dora Bowers and Roman Jordan arrived home tonight from Hammond after their unsuccessful attempt to be married in Chicago. Jordan is a chauffeur here. Miss Bowers said that they agreed to go to the home of a friend, William Carney, in Chicago, and be married. Miss Bowers left a note telling of her intentions, and her mother, Mrs. Martha Bowers, notified the police. She says that her daughter is too young to get married. Jordan accompanied his intended wife to the home of her mother and both said that the next time they would be married before any officer located them.

May 24, 1915

The Indianapolis Star

On-To-Chicago Committee To Lay Trip Plans Today

The On-to-Chicago committee of the Advertisers' Club of Indianapolis will meet today at the Chamber of Commerce Building to make final arrangements for a special train to take

members of the club and other business men to the Chicago convention of the Associated Advertising Clubs of the World, June 20-24.

The Indianapolis delegation will use the Monon Railroad and it is the hope of the committee in charge to take such a delegation that at least five cars will be required in the special train.

From the Railroad Notes section

Herbert Wiley, general agent, passenger department of the Monon route at Chicago, was in the city Saturday on official business.

May 30, 1915

The Indianapolis Star

\$25,000 Damage Suit Fails

Lafayette, Ind., May 29—After being out twenty-four hours the jury in the \$25,000 damage suit brought by Basil Young in the Superior Court against the Monon Railroad failed to agree and was discharged. Young was employed as a flagman and was injured at Ladoga in August, 1914. He alleges that his injuries resulted in paralysis.

June 25, 1915

The Fort Wayne Sentinel

Gives Cause Of Shutdown

Lafayette, Ind., June 25—President Harry R. Kurrie of the Monon Railroad, has issued a public statement to the people of Lafayette concerning the recent order of the company in closing the shops here for a period of two weeks. The repeated shutdowns at the shops have caused much ill feeling and President Kurrie, in his statement, said that the move was made necessary by poor business and reduced income.

In reference to the charge that the company was sending its cars to a Michigan City factory for repairs instead of permitting the men of the shops here to do the work, President Kurrie admitted that a contract had been entered into at Michigan City whereby the company obtained the repairs of its cars at cost. He said the work could be done much more cheaply there, and this was why the contract was entered into.

In his statement, President Kurrie asked the people of Lafayette to have faith in the policy of the company, and he expressed the hope that it will not be necessary to close the shops again.

July 2, 1915

The Indianapolis Star

F.B. Humston Given New Place On Monon

The appointment of F.B. Humston to division freight agent of the Monon to succeed Anthony J. O'Reilly has been announced. Mr. O'Reilly, who for thirty-four years has been general agent of the Monon, has found it necessary to resign because of failing health. Mr. O'Reilly has been located in Indianapolis for the last twenty-four years. His successor, Mr. Humston, comes to his new position from that of district passenger agent of the Monon.

Since entering the railroad world, after receiving his education at high school, Mr. Humston has made a name for himself in railroad circles. He brings the efficiency created by many years of experience in the field of railroading to his new responsible office.

Mr. Humston's first position with the Monon Railroad was that of station baggage agent at Mictchell, Ind. After a few years of service he was appointed agent, at which position he worked in Monon and in Greencastle. He was soon made general agent with headquarters at Bedford, and has since served as traveling passenger agent at Bloomington. He was made district passenger agent of the Monon here Oct. 15, 1914.

Mr. Humston, who was born at New Albany, Ind., comes from an old railroad family. His father for years was conductor on a passenger train and has the distinction of being one of the few men living who ran a passenger train at the time of the civil war.

The place of district passenger agent, made vacant by Mr. Humston's promotion, is to be filled by Frank Martin, who has been serving the Monon as city passenger agent.

Carl Sobbe, who has been city ticket agent of the Monon, is appointed city passenger agent succeeding Mr. Martin.

July 7, 1915

The Indianapolis Star

Six Burned And Hurt As Gasoline Tank Explodes

LaPorte, Ind., July 6—Mrs. Andrew Dreyer probably was burned fatally, her 12 year old daughter suffered a broken leg and was burned painfully, and four other persons were injured today when a gasoline tank on a railway motor car on the Monon Railroad caught fire and exploded one mile north of Otis, LaPorte County. Mrs. Dreyer's clothes were burned almost entirely off. All jumped while the car was in motion, the girl falling in front of the wheels which passed over her. The injured persons are in the hospital here.

July 9, 1915

Logansport Journal Tribune

Slide 1,000 Feet Long

Lafayette, Ind., July 8—Storm damage along the Monon railroad, south of Lafayette, was severe. A mile north of Lafayette a landslide 1,000 feet long and four feet deep covered the tracks and an army of workmen was necessary to clear away the debris. Trees and boulders were carried down by the slide and so completely blocked the tracks that not even last night's passenger trains from Louisville had yet reached Lafayette this afternoon.

July 10, 1915

Logansport Journal Tribune

Cistern Under Monon Railroad Caves In

New Albany, Ind., July 9—An abandoned fire cistern under the Monon railway tracks in Vincennes, near Main Street, caved in last night, a few minutes after the passage of a north bound passenger train. A gang of laborers, with carloads of stone and timbers, arrived today from Bloomington and began filling the cistern, which is 30 feet deep and 20 feet in diameter. By bracing walls with timbers, trains were able to creep over the cistern today. It was on of a large number that was placed in the streets before the fire engines were abandoned 40 years ago for natural water pressure from reservoirs on the knobs.

September 16, 1915

The Indianapolis Star

Monon Stockholders Re-Elect Directors

At the annual meeting of the stockholders of the Chicago, Indianapolis & Louisville Railway, held yesterday in the Board of Trade Building, the board of directors was re-elected and the report of the president H.R. Kurrie, was adopted. The officers present at the meeting were President Kurrie, Byron Cassell, assistant secretary, and E.P. Cockrell, general passenger agent, all of Chicago. The directors of the board are H.R. Kurrie, E.C. Field, Guy Cary, Robert M. Galloway, Fairfax Harrison, Adrian Iselin Jr., Samuel T. Murdock, Morton F. Plant, Frederick B. Adams, Henry Walters and John I. Waterbury.

The report in part is as follows:

“During the year ended June 30, 1915, dividends aggregating 4 percent on the preferred stock were declared and paid out of accumulated income and charged to ‘profit and los,’ as has been the practice in previous years.

“Interest on funded debt shows an increase of \$67,159.41, or 8.09 percent. This was due to the sale of \$1,500,000 of general mortgage bonds, authorized by the board last year and disposed of just prior to the close of the last fiscal year. There has been a decrease of \$20,731.67 or 3.99 percent in ‘joint facility rents,’ due to the decrease in number of cars handled in and out of the terminals at Louisville and to smaller payments at Chicago.

“Material reductions have been made in operating expenses. There was a reduction of \$319,894.50 in the expense of maintenance of way structures. This reduction does not mean that there has been any change in the high standard of maintenance which has been observed in recent years. In the fiscal year ended June 30, 1914, our replacements were unusually heavy, and this is true of years 1912 and 1913. Our replacements in the fiscal year ended June 30, 1915, have been normal. In transportation expenses there was a reduction of \$234,012.82 or 8.87 percent.

“The average number of tons of revenue freight per train showed a slight increase under the previous year, it being 414.71 last year as against 401.38 this year. This decrease is due to

the fact that it has not been possible, on account of the conditions prevailing in the south, to balance our traffic so that the northbound trains might be operated somewhere near their rating.”

The road has placed in service 250 new freight cars, the purchase of which was authorized by the board in the previous fiscal year; also the five Santa Fe type freight locomotives. By placing these locomotives in service and other improvements the road has been able to materially improve its tonnage per train in the latter months of the fiscal year just closed.

It is said that the physical condition of this property was never better, so far as strength and safety are concerned, than it was at the close of the fiscal year. The additions and betterments for the year amounted to \$445,056.54, as compared with \$844,510.19 in the previous year. The principal decrease in this item was in the amounts expended for freight train cars, there being spent on the account in the fiscal year ended June 30, 1914, \$731,884.15, as against \$194,538.95 this year.

In conclusion President Kurrie made the following remarks:

“On account of the extreme depression during the year, economies have been effected in every expenditure where it might be done without impairing the value of our service or the standard of our maintenance. The benefit of these economies will be enjoyed for some time after business becomes normal.

“The territory served by this property is enjoying unusually large crops, and while business conditions are not normal, they are showing material improvement.

“The board renews the expression of its appreciation of the loyal services rendered by officers and employees during the year.”

Officials of the Monon Railroad and citizens of Michigan City, meeting in conference yesterday in the rooms of the Public Service Commission, agreed upon a new schedule of trains operating between Michigan City and Monon. Citizens had complained about the train service and appealed to the commission. The complaint, however, was settled by agreement, with the commission approving.

September 23, 1915

Tipton Tribune

No title

Ben Gifford has been employed by the Monon Railroad Company as watchman at the tower at the crossing of the Monon and the Union Traction Company between Carmel and Broad Ripple.

October 1, 1915

The Indianapolis Star

Woman Dies Of Injuries

Lafayette, Ind., Sept. 30—Miss Lottie Dealy, 58(?) years old, who was run down by a cut of cars in the Monon railroad yards this morning, died in the evening in a local hospital. She was

deaf. Three cars passed over her body, her right leg was crushed off near the hip, the left leg was crushed above the knee and her left hand was mangled. She was the daughter of the late Joseph Dealy, for many years a manufacturer of trunks in this city.

October 8, 1915

The Indianapolis Star

Eads dies At Bloomington

Bloomington, Ind., Oct 7—After lingering since Sunday morning, when he was found with his skull crushed beside the Monon railroad tracks north of this city, Perry Eads, 46 years old, a former grocery merchant at the Monon yards, died at the Bloomington Hospital today. He had not regained consciousness. William Mershon, a paroled convict, is in jail as a suspect. The grand jury is making an investigation. Eads is survived by the widow and four children.

October 21, 1915

The Indianapolis Star

Lafayette Orphans' Home Barn Destroyed By Fire

Lafayette, Ind., Oct. 20—Fire supposed to have been started from a passing Monon Railroad locomotive late today did about \$1,500 damage at the St. Joseph Orphans' Asylum and manual school farm, five mile north of this city. The blaze started in a straw stack at the side of a new barn and in a few seconds had spread until there was no chance of saving even the farm implements which were standing near the structure. The barn, two corn cribs, a new silo, 1,100 bushels of oats, fifty tons of hay, two stacks of straw, two claves and a hog were destroyed in the blaze. The loss is a great blow to the institution as practically everything that was produced on the farm this summer was destroyed in the blaze.

October 22, 1915

Syracuse Herald

Allege 21 Violations

Indianapolis, Oct. 22—Suits were brought in the United States District court here, it is announced today, by Frank C. Dailey, the United States district attorney, against the Chicago, Indianapolis & Louisville Railroad for twenty one violations of the nine-hour day law, demanding a fine of \$500 in each case or \$10,500 in all. Telegraphers and trainmen were required to work more than nine hours a day, the government charges.

October 29, 1915

The Indianapolis Star

A.J. O'Reilly, Former Monon Agent Here, Dead In South

A.J. O'Reilly, Until July 1, 1915, general agent in Indianapolis for the Monon Railroad, died yesterday at his home in New Orleans, La. Mr. O'Reilly suffered a general breakdown and was in a hospital here more than a month before he could leave for New Orleans, his former home.

He had been with the Monon Railroad about thirty years, nearly twenty-four of which had been spent in Indianapolis after short terms as general agent in Chicago and Louisville, Ky. Word of Mr. O'Reilly's death came to W.E. Overton, for years chief clerk in the Monon office under Mr. O'Reilly.

November 13, 1915

The Indianapolis Star

Faces Charges

Harry E. Givan and Albert C. Fritz, both of Indianapolis, are named in indictments. Givan was a switchman for the Monon Railroad, working on a run between Hammond and Chicago, and was indicted on the charge that he had been stealing from shipments. Some of the stolen goods were found in his room in this city. Fritz is a druggist and was arrested on the charge of selling heroin. Later he was released under bond.

November 14, 1915

The Indianapolis Star

Railroads Show Business Gains

Representatives of Indianapolis railroads point to a steady growth in freight traffic throughout the fall months as an indication of permanent improvement in general business.

Larger and more frequent shipments are the rule, raw materials are in demand in manufacturing localities in the state, and there is a brisk movement of coal and coke, some of which is more attributable to increasing consumption of fuel in factories than to seasonal domestic needs.

More frequent train service to accommodate the expansion in volume and variety of commodities is recorded by most of the railroads passing through Indianapolis. W.T. Peacock, general agent of the Big Four, says the tendency to larger shipments is not confined to any group of commodities.

"Greater quantities of raw materials are in transit," declared Mr. Peacock yesterday, "indicating more activity in manufacturing lines. Considerable coal is moving beyond the requirements of domestic use and the excess is being consumed by factories. Iron shipments have grown in volume in the Indiana territory. This is another evidence that manufacturers are increasing their output.

“Indianapolis railroads have been able generally to maintain schedules for freight service with the larger business. The rapid movement of grain out of this city this year has added to the importance of Indianapolis as a grain marketing and distributing center.”

F.B. Humston, general agent of the Monon railroad, said improvement in the freight traffic situation had been particularly noticeable in the last five weeks.

“Automobiles, coke, raw supplies, general merchandise and structural material have swelled the volume of freight,” said Mr. Humston. “the movement is not limited to any group of commodities or to any locality. It is such as to indicate general speeding up in industry and commerce.”

Wholesale and retail merchandising in Indianapolis continued last week to reflect the optimistic note that has taken hold of the city’s business. Mild weather marked the week, except for Thursday’s rain, but it did not operate to retard sales of heavy apparel in the same measure as in preceding weeks. Consumers acted upon the knowledge that raw and blustery days are not far off, and showed increasing disposition to prepare for winter.

Managers of large printing houses in the city share the optimistic view of business men in many other lines that improvement is permanent and will come in even larger measure in the near future. A.M. Glossbrenner of Levey Bros. & Co. said;

“Conditions have taken a decided turn for the better in the last month. Orders for supplies and printed material from bankers and manufacturers are an accurate mirror of general conditions. Recently they have been coming in such a volume and variety as to indicate that business houses very generally are preparing for a trade expansion.”

“Business men are multiplying orders both for quantities and kinds of printing,” said Julian Wetzel of the Keystone Press.

December 27, 1915

Kokomo Tribune

Monon Official Resigns

Lafayette, Ind., Dec 27—H.C. May for the last five years superintendent of motive power of the Monon railway, has tendered his resignation to become effective Jan. 1, and will accept the superintendency of motive power of the Lehigh Valley railroad with headquarters at South Bethlehem, Pa. The position carries with it a salary of \$8,500 a year.

Rail Men Get Increase

Lafayette, Ind., Dec. 27—Announcement has been made at the offices of the Monon railroad here that boiler makers and apprentices, with the blacksmiths and their helpers, will, beginning Jan. 1, receive an increase of 2 cents an hour in their wages. This will apply to all shops on the Monon system.

The machinists received a 2 cent increase an hour last month. The increases were granted by H.C. May, superintendent of motive power, after the committees of the unions had held several conferences with him.

January 4, 1916

Logansport Journal-Tribune

Change On Monon

Lafayette, Ind., Jan. 3—Harry Kurrie, president of the Monon railroad, tonight announced the appointment of C.P. Burgman of McDoel as superintendent of motive power, to succeed H.C. May, who resigned to become superintendent of motive power on the Lehigh Valley railroad. Mr. Burgman has been master mechanic at McDoel for three years and has been employed by the company for many years.

January 8, 1916

Logansport Chronicle

From the Local Summary section

Charles P. Burgman, formerly of the Pennsylvania shops of this city, is now superintendent of motive power for the Monon railroad.

The Fort Wayne Sentinel

Gets Big Judgment

Valparaiso, Ind., Jan. 8—Dr. F.W. Mitchell, formerly county chairman of the progressive party here, by judgment of a court at Toronto, Canada, is to receive \$1,950 quarterly from the fidelity and Casualty company of New York, for injuries suffered when he was thrown from an upper berth of a Monon train near Indianapolis, over two years ago. In 1913 Dr. Mitchell owned a policy which promised to pay \$12,000 a year in event of accident. After the accident the company paid \$12,000 and refused to pay more.

Dr. Mitchell finally established his home in Canada. Should Dr. Mitchell live to the age of seventy the company will have paid him more than a quarter million dollars. Another insurance company and the Monon railroad settled with Dr. Mitchell for his injuries soon after the accident.

January 12, 1916

Logansport Journal Tribune

Damage Suit Averted

A damage suit was averted in the circuit court at Crawfordsville by a settlement brought about Wednesday between Will H. Johnston, administrator of the estate of the late Mrs. Mary Sturman, and officials of the Monon railroad. Mrs. Sturman's family will receive the sum of \$500 from the Monon as the result of her death when struck by a cut of freight cars near the Monon station September 27. Mrs. Sturman was about 45 years old and was partly deaf.

February 17, 1916

Logansport Journal Tribune

Kokomo Woman Says She Is Aunt Of Waif

New Albany, Ind., Feb. 10—Light was shed on the mystery surrounding a girl baby abandoned in the Monon railroad station here ten days ago by three women who came from Louisville, Ky., in a letter received today by Chief of Police McCulloch from a woman in Kokomo, who asserts she is an aunt of the waif. The woman, whose name is withheld by the police, said that she desires to adopt the infant. Probation Officer Kraft, who has charge of the child, has had 20 applications to adopt the baby. He will investigate the Kokomo woman's claim.

February 18, 1916

Kokomo Tribune

Mind A Blank Five Days

Lafayette, Ind., Feb. 18—J.M. Gott, a section hand on the Monon railroad, who was believed to have drowned, has returned to his home here. He said his mind had been a blank for five days, during which he wandered near this city, living on roots and herbs.

February 23, 1916

Logansport Pharos Reporter

Monon Railroad Sued

Indianapolis, Feb. 23—L. Ert Slack, United States district attorney, today filed proceedings in federal court against the Monon Railroad for working telegraphers at Greencastle and Crawfordsville more than nine hours out of twenty-four.

The Gazette

Four Hurt; None Seriously

Frankfort, Ind.—Four trainmen were injured slightly when the Hoosier Limited northbound passenger train on the Monon Railroad, was wrecked here. The engine, tender and baggage car fell over.

A broken rod on the tender is thought to have caused the wreck.

March 15, 1916

Kokomo Tribune

Sues Monon For \$40,000 Damages

Lafayette, Ind., March 15—Mrs. Zoe Cochran, whose husband, Ora Cochran, was killed on the Monon railroad at Wallace junction last December, brought suit in the federal court in Chicago for \$40,000 damages from the railroad. Cochran was employed as a brakeman.

April 3, 1916

Logansport Pharos Reporter

Famous Indiana Man Died Sunday

Chicago, April 3—Funeral services for Elisha C. Field, former vice president of the Monon railroad, and prominent Indianan, will be held here tomorrow. A special train will carry the body to Crown Point, Ind., where burial will be made.

Mr. Field, who died yesterday, was born and reared in Indiana and took a conspicuous part in state affairs. He was for years judge of the circuit court, was in the legislature and was closely identified with the development of Hoosier States Railroads.

April 5, 1916

Fort Wayne Journal Gazette

Pay Tribute To Field

Lafayette, Ind., April 4—For three minutes this afternoon every wheel on the Monon railroad and every machine in the shops stopped in honor of the late Judge E.C. Field, vice president of the company whose funeral was held today in Chicago. The funeral hour was 12:30 and from 12:30 to 12:33 not a single employee in the service of the Monon was at work.

Many of the local officials of the Monon went to Chicago to attend the funeral.

April 29, 1916

Logansport Chronicle

Obit

William Henry McDoel, one of the best known railroad men in the middle west, died at Chicago. He was president of the Monon railroad from nearly a quarter of a century.

May 1, 1916

The Indianapolis Star

Local Monon Employees To Receive Wage Increase

Lafayette, Ind., April 30—As the result of the conference held here Friday between the committee of the carmen's union and the Monon Railroad officials more than 200 car repairers, car inspectors and engine carpenters on the Monon system will receive an increase of from 1 to 2 cents an hour. P.L. McManus, general superintendent, announced yesterday that the railroad company would recognize the carmens union and an agreement would be signed with the employees.

Changes will be made in the piecework system that will be satisfactory to the car repairers. The increase affects men employed at Lafayette, Indianapolis, Monon, Michigan City, Bloomington, Hammond and New Albany.

Waterloo Evening Courier

Escapes Death In Oil Fire

Chicago, May 1—Berlin Stringham, a machinist for the Monon Railroad at Hammond, Ind., narrowly escaped being burned to death yesterday, only to fight another desperate battle for his life in the tank of a locomotive tender passing through the yards.

Stringham was carrying a torch, when in dodging out of the way of an approaching engine he swerved the flame too close to his clothing, and in an instant his oil soaked jumper was ablaze.

Shouting to the engineer to stop, he swung on the rear stirrup of the tender, ran up the ladder and let himself down through the narrow manhole of the brimming tank. The flames leaping from his sleeves jumped to his oily cap and the pain caused him to release his hold. As he shot from sight the engine and tender were brought to a jolting stop and the engineer and fireman ran back over the tender to his assistance.

There was no sign of the man, however, and the rescuers knelt over the small opening, groping helplessly at arm's length in the water in an effort to clutch the drowning man's clothing.

The sudden stopping of the engine had sent Stringham swirling through the water away from the manhole, and there was only an inch or two of space between the surface and the top of the tank. He came to the top, fighting for breath he could only get by treading water and throwing his head back so that his nostrils were above water.

In the meanwhile other railroad men had come running, but in the emergency no one was able to find anything long enough to serve as a hook. Stringham tried to obtain a hold on the slippery sides of the tank, but each time he failed and went under he came up more exhausted.

Finally, in a last effort, he dived and swam under water, guided by the ray of light, and suddenly his hand shot up through the opening. It was grabbed by the engineer and Stringham was dragged out unconscious.

He was rushed to a hospital, where he was revived with an oxygen machine. His burns, the doctors said, will not prove serious.

May 5, 1916

Kokomo Tribune

Shot At Forman, It Is Said

Lafayette, Ind., May 5—A bullet from a revolver, said to have been in the hands of Samuel Soris, grazed the left side of James Shipley in the Monon railroad years here. Soris has been arrested, charged with assault and battery with intent to kill.

Shipley, who is a wreck crew foreman for the railroad, reprimanded Soris, who was in his employ. The latter is said to have become angry and to have fired at the foreman.

After the shooting Soris escaped and was pursued by other railroad employees, finally being captured two miles from the city. His pursuers say that he turned several times and threatened to shoot them. Soris said he stopped running because his shoes hurt his feet.

May 8, 1916

The Indianapolis Star

Obit

Daniel Harnet, 72, for fifty years employed by the Monon Railroad, is dead of paralysis.

May 13, 1916

Fort Wayne Journal Gazette

From the Indiana At A Glance section

Lafayette, Ind., May 12—Sam Soris, a prisoner in the county jail who is charged with shooting and attempting to kill James Shipley, foreman of the Monon railroad crew, is believed to be dying of a broken heart. He became sick yesterday and fell from a balcony to a stone floor, twelve feet below. Previously, he had been mourning over his fate and told a fellow prisoner he wished to die because he had a wife and seven children and had disgraced them. A priest was summoned today and when he arrived Soris was unconscious.

May 27, 1916

The Fort Wayne News

Eskridge Is Promoted

E.A. Eskridge, chief clerk to the general superintendent of the Monon railroad, with headquarters at Indianapolis, has been promoted to the position of assistant general superintendent, according to notices of yesterday. Mr. Eskridge is a young man of unusual ability, and has many friends in this part of the country.

Indianapolis Star

Salttillo's Box Car Station Must Go, Says Commission

Express trains Nos. 5 and 6, operating on the Chicago, Indianapolis & Louisville Railroad between Louisville and Chicago will continue to whiz through Salttillo, Washington County, Indiana, notwithstanding the demands of its 166 inhabitants that the railroad give recognition to the town by requiring the fast as well as the slow trains to stop. The town also must get along without a railroad agent. The last agent resigned because his salary was small. The Public Service Commission, while declining to cause all trains to stop and to compel the railroad to hire an agent, ordered yesterday that the railroad be required to construct a waiting station to take the place of the box car now used.

July 20, 1916

The Fort Wayne Sentinel

Charges Ingenious Form Of Rebating

Chicago, July 20—An ingenious form of rebating is charged in a suit for injunction filed by the government here today. The defendants are the Monon railroad, the Monon Coal company, Vigo Mining Company, Indiana Coke and Gas company, the Bankers' Trust Company, of New York, William Morris Imbrie, James Imbrie and Alfred M. Ogel, Indianapolis, coal mine operators. The Bankers' Trust Company is named as trustee of the first gold mortgage bonds of the Monon and Vigo Coal companies.

It is alleged that the individual operators owning mines in Vigo, Clay, Green and Sullivan counties, Indiana, transferred their property to the Monon Coal company and that the latter company discriminated against other railroads by granting the largest tonnage and longest hauls to the Monon Railroad. It is charged that the Monon Coal company paid the individual defendants \$750,000 of its \$100,000,000 capital stock and an additional lien on its \$2,500,000 25 year five percent gold bonds. The Monon railroad is alleged to have paid the interest on the bonds since 1911, aggregating \$500,000 and this act is alleged to have constituted rebating.

The injunction asks that this arrangement be terminated.

July 29, 1916

Fort Wayne Sentinel

Muncie Gets Lower Electricity Rate (Excerpt—Article on Public Service Commission)

Plans for a railroad station at Salttillo, Washington County, and submitted by the Chicago, Indianapolis & Louisville Railroad Company, were approved.

August 11, 1916

Logansport Pharos Reporter

Monon Abolishes Cedar Lake Picnic

Hammond, Ind., Aug 11—The Monon railroad has cut off a great source of summer revenue by abolishing Chicago picnics at Cedar Lake and presenting the Moody church of Chicago with its beautiful forty-acre park at Cedar Lake, until recently the training rendezvous for prize fighters.

The church has launched a religious conference enterprise on a large scale, modeled on Keswick, England's famous conference center, and the Nortfield conference of 20 years ago.

August 15, 1916

Logansport Pharos Reporter

Will Lose Benefits If Strike Is Called

Chicago, Aug 15—Railroad employees who now are entitled to service benefits, including pensions for service and death benefits, will forfeit all such rights if they go out on strike, and, if taken back after the strike, will be treated as new employees. This was the indication seen today in a circular sent out by the Monon railroad warning its employees that if they go out, they will come back as "new" employees. Similar action, it is understood, will be taken by the Santa Fe and other railroads centering in Chicago, although no others have sent out such notices. Death benefits on the Santa Fe amount to as high as \$3,000,000 a year and engineers' pensions are \$70 monthly.

August 16, 1916

Fort Wayne Journal Gazette

Monon Road Issues Warning To Its Men

Bloomington, Ind., Aug 15—That trainmen in the service of the Monon railroad, who strike, in event the men are called out, will lose their rights and privileges as employees and those who remain will be placed at the head of the respective service rosters in the order of their present relative position thereon and will be considered senior employees of the company are striking, provisions of a warning posted here by P.L. McManus, general superintendent. Employees who leave the service will be permitted the notice adds, to re-enter conditionally upon passage of physical examination as prescribed for new employees and at the option of the employing officers. The notice concludes with the men being urged "to give this important matter careful consideration."

September 2, 1916

Daily Republican

Is held At Old Sporting Place

Cedar Lake, Ind., Aug. 26—On ground once well known as the training quarters of Jack Johnson, negro champion, and favorite spot for Chicago beer parties, the Moody Evangelistic, Missionary and Bible Conference convened today. The site of the conference is Monon Park, formerly owned by the Monon Railroad.

For years Monon Park was the rendezvous for members of the Chicago sporting fraternity and beer flowed freely. Today it appears destined to become one of the leading religious gathering places of the Middle West.

As a thirst quenching resort it was profitable to the Monon Railroad, but when Fairfax Harrison became president of the road it was abandoned. The board of directors agreed with President Harrison that it wasn't good business to allow one of the most beautiful lake resorts in the Middle West, within forty miles of Chicago, to be known as a prize fighter's paradise. The picnics were stopped and Monon Park, with its large buildings deserted.

It happened that Rev. E.Y. Wooley, associate pastor of the Moody church, passing Cedar Lake one day on a Monon train got the idea that Monon Park would be an ideal place for a conference similar to that started by Moody at Northfield, Mass. Obtaining interview with Frederic S. Delano, then president of the Monon, he explained the need of the Moody church at his own vision of a conference center.

"We will give Monon Park, its ground and its buildings to the Moody church," said President Delano.

An understanding was quickly reached and a contract drawn up which was ratified by the official boards of the railroad and church and the latter was given possession of the property.

In development of its conference project, Moody church recently acquired about sixty acres immediately south and north of Monon Park. A big athletic field has been laid out and a bathing beach constructed.

September 7, 1916

Van Wert Daily Bulletin

Engineer Falls Dead

Monon, Ind., Sept. 7—Ralph Johnson, forty-six years old, an engineer on the Monon Railroad, dropped dead in a hotel at Monon while preparing to go to the roundhouse and take a train out. He had been in the employ of the Monon for twenty-six years.

September 20, 1916

Clearfield Progress

To Be Sold At Monon

Indianapolis, Ind., Sept. 20—The sale of the franchises and property of the Indiana Stone railroad Company to the Chicago, Indianapolis & Louisville (Monon) Railroad Company is expected to follow the action taken by the stockholders of the first-named company at a special meeting here today. The Indiana Stone Railroad was built ten years ago from Harrodsburg to Clear Creek, in Monroe County, this state, to tap a rich, undeveloped stone field. After the

completion of the road many new quarries were opened and the Monon Company leased the road and since operated it.

Fort Wayne Sentinel

Shows Big Railroad Gain

Indianapolis, Sept. 20—The report of H.R. Kurrie, president of the Chicago, Indianapolis & Louisville Railroad Company, read at the annual meeting of the stockholders of the company here today, shows an increase in the net income of the road for the year ended June 30, 1916, of \$652,310.12, or 272.1 percent. The operating revenues for the year were \$7,694,733.91 and the operating expenses were \$5,111,095. All the old directors of the road were re-elected at the meeting.

September 26, 1916

Logansport Tribune

Monon Acquires More Mileage

The Monon railroad has increased its mileage by the purchase of two branch roads that it has been operating for some time. One is a spur line between Harrodsburg and Cedar Creek in Monroe County, and the Louisville & Indianapolis line, known as the Coal road, running from Wallace Junction to Victoria, a distance of 41 miles. Meetings were held at Gosport and Bloomington to make the transfer of the properties. President H.R. Kurrie and other Monon officials met at Bloomington Thursday to close the deals.

Logansport Tribune

Tractor Breaks Bridge

Bloomington, Ind., Sept. 25—A heavy traction engine and huller crashed through the overhead bridge at Gosport Saturday, falling on the Monon railroad track just before the arrival of a freight train. Perry Dow, who was driving the engine, was seriously injured. The approaching train was flagged.

October 3, 1916

The Fort Wayne News

Box Cars Topple Into Lake

During the terrific storm which swept the shores of Lake Michigan last Friday the waves undermined the tracks of the Monon railroad which run along the lake near Michigan City for a considerable distance. The washing away of the tracks, a string of five empty cars toppled over the twenty-foot embankment into Lake Michigan, where they will remain as a curiosity until the

Monon wrecking crew can commence to remove them when the storm, which is still raging, subsides.

October 11, 1916

Logansport Pharos

From an article on railroads

The Monon railroad has in its possession at Greencastle one car load of butter and eggs and some Pluto mineral water which was refused by the Big Four system yesterday. The car came here from the south and was billed to New York, but because it could not reach its destination before Saturday it was turned down by the Big Four agent.

October 30, 1916

The Fort Wayne News

To Avoid Washouts

The Monon railroad is going to take no more changes with the waves washing out the lake front sand pit track at Michigan City. Several carloads of waste stone from Bedford quarries are being hauled there to reinforce the bank upon which the tracks rest. These rocks are expected to protect the tracks against a repetition of the accident of several weeks ago when five cars were dumped into the lake as a result of a big northwester washing out the roadbed.

Fort Wayne Sentinel

Labor Leaders To Speak Here Tuesday

Hon. J.B. Lennon, treasurer of the American Federation of Labor, and Hon. Jonathon O'Mara, general chairman of the O.R.C., on the Monon Railroad, will speak at the Moose Hall on Tuesday evening. These men are among the best labor speakers in the country and will pay special attention to the Adamson law.

Other political questions will be discussed. However, the greater portions of their addresses will be devoted to an explanation of the Adamson measure and events leading up to its passage by congress.

November 9, 1916

The Times

Gates Trap Auto; Man And Daughter Jump And Escape

Trapped on the Monon railroad track at the Hohman street crossing when the gates were let down in front of his machine, Paul Wiens, a city fireman and his daughter, Luella, had a narrow escape from death at half past eight last evening.

A Monon passenger train bound for Chicago crashed into the car and demolished it just after Weins and his daughter had jumped to safety.

November 19, 1916

Logansport Tribune

Monon Railroad Receives New Engines

The Monon railroad at Lafayette received from Dunkirk, N.Y., the three Pacific type locomotives to be used on passenger runs between here and Louisville. The locomotives are numbered 450, 541, and 452. They are of the larger type of engine, having the same boiler capacity as the 500 class. They have 26 inch cylinders and are superheating. The driving wheels are 73 inches, four and a half inch piston with a screw reverse gear. The headlights are also of the latest Edison Mazda type. The tank capacity is 9,000 gallons of water and fifteen tons of coal. The engines will be set up in the back shop of the erecting department and will be sent out on their maiden trip on freights soon. The first engine out will go straight to Youngstown, and the remaining two to McDoel. After everything is found to be working successfully they will be assigned to passenger runs between here and Louisville.

November 23, 1916

The Indianapolis Star

Two Fireman Are Appointed

J.J. Haney of truck company No. 3 and Theodore Clements of hose company No. 30 were appointed regular fireman at a meeting of the board of public safety yesterday afternoon. The recommendation was made by J. Harry Johnson, fire chief. The men have served their thirty days probation. Special police powers were granted to E.E. Kleinmeyer, Colonial Hotel, Albert Kameik, Monon Railroad, and Earl Metz, Monon Railroad.

November 27, 1916

The Indianapolis Star

Bedford Couple Celebrates 50th Wedding Anniversary

Bedford, Ind., Nov. 26—Mr. and Mrs. Allen Conner celebrated their golden wedding anniversary at their home here yesterday. All of the members of their family were present at the dinner at noon, including F.M. Conner of Indianapolis, superintendent of the C.I. & W. railroad. Allen Conner is a general foreman on the Monon Railroad and recently received a medal from

President Kurrie and a letter commending him for his twenty-five years' faithful service to the road.

November 28, 1916

The Indianapolis Star

From the Railroad Notes section

H.R. Kurrie, president of the Monon, and his official staff will arrive in Indianapolis tonight. The party will stop over while on the annual fall inspection trip. On the president's staff will be Vice President F. Zimmerman, Byron Cassele, treasurer; H.T. Evans, auditor; A.S. Kent, chief engineer; P.L. McManus, general superintendent, E.P. Cockrell, general passenger agent and A.C. Tunny, general freight agent.

The Monon Railroad has just received two of ten new engines which are to be put into service on the main line. The locomotives are of the Atlantic type and on trial trips have proven to be the fastest ones that the Monon has in the service.

December 6, 1916

The Times

Motion Overruled

The \$10,000 verdict obtained by Attorney W.J. McAleer for his client Myron F. Wallace of Grand Rapids Mich. Against the Monon railroad for personal injuries, will stand as far as the lower court is concerned.

A motion by the defense for a new trial was overruled by Judge Crumpacker in the Michigan superior court where the case was tried several weeks ago. The railroad company will appeal the case.

December 20, 1916

The Fort Wayne News

From Hoosier Briefs section

Hammond—Girl waitresses have been serving the meals on the Monon railroad trains passing through this city. The system was started by officials as an experiment and it is being continued.

January 9, 1917

Logansport Pharos Reporter

From the Railroad section

Through a deal closed at Frankfort the Monon Railroad acquired three acres of land in the western part of the city to be used as the site for a new freight house. The cost of the real estate and houses on the land is said to amount to \$50,000. According to W.N. Berry, local agent for the railroad, the freight house will cost not less than \$50,000. According to local railroad men the move of the Monon in erecting a new freight house and enlarging its yards, which will be done at the time the new building is erected, is to forestall competition from the Indianapolis-Chicago freight business by the Pennsylvania company, which is building a spur between that city and Indianapolis.

February 14, 1917

Fort Wayne Journal Gazette

From the Indiana Briefs section

Lafayette—At a meeting tonight of the allied crafts employed at the Monon railroad shops in this city, the men rejected the offer of an increase in salary made by the company officials. The committee which represents 400 men employed in all departments have made a demand for a flat increase of 5 cents per hour. The offer made by the company was for an increase that would affect each department differently.

March 30, 1917

The Fort Wayne Sentinel

New Company To Use 600 Cars Of Apples

Lafayette, Ind., March 30—The National Fruit Juice Company, of this city, has announced that it will manufacture and bottle this season more than 1,500,000 gallons of apple juice, requiring approximately 600 carloads of apples. Horticulturists and orchardists over the state are interested in the prospect, as it means much to the apple-growing business in Indiana. It will permit farmers to sell that part of their apple crops that formerly went to waste. The juice company has been authorized to increase its capital stock from \$10,000 to \$750,000.

The prohibition of alcoholic beverages in the state after April 2 next year is expected to stimulate traffic in non-intoxicating beverages and the local company intends to utilize the Indiana apple crop for its product. The new beverage was introduced at the state apple show last year at West Baden, and since then has been in demand all over the United States. The Indiana Horticultural society and the Purdue University agricultural department are encouraging the venture and urge farmers to conserve their apple crops.

Although some of the men interested in the fruit juice company also are interested in a local brewery, the two establishments are entirely separate and the brewery buildings are not to be used by the fruit juice concern when the state goes "dry," other plans having been adopted for the utilization of the large plant now operated as a brewery. The old Monon freight house, which was abandoned last week when the railroad company moved into the commodious new freight

terminal, has been leased by the fruit juice company as a warehouse for its finished product. A contract has also been let for a five-story, concrete storage building which is an addition to the present equipment.

Giant fruit presses have been bought and a large addition to the present bottling plant is being erected. The Monon railroad is laying new sidetracks for the local industry.

April 11, 1917

Fort Wayne Journal Gazette

Attempt To Blow Up Railroad Bridge

Crawfordsville, Ind., April 10—What is believed to have been an attempt to wreck the Monon railroad bridge over “Sugar Creek” a half mile north of here, was frustrated tonight when the night guard discovered two men prowling near it. When he accosted them he was assaulted. After the men had struck him several stinging blows he pulled a gun and they ran. Several shots were fired by the guard and he believes on took effect. He stated that the men spoke broken English.

April 14, 1917

Racine Journal News

From the With The Workers section

The Monon Railroad has granted its shopmen an increase of 2 ½ cents an hour.

May 11, 1917

The Indianapolis Star

Suburban Train Service Planned

Plans for suburban train service at an early date for residents of the northern portion of Indianapolis, Broad Ripple and parts of Marion County north of White River were disclosed at a public hearing before the board of park commissioners at the city hall yesterday on the resolution recently adopted by the commissioners establishing building lines for owners of property abutting on boulevards and parkways.

The resolution provides that statutes on property abutting on Maple Road Parkway must be built at least twenty five feet from the property line and that a building line of fifteen feet must be observed by owners of property on all other boulevards and parkways of city.

The Monon Railroad Company was one of the nearly thirty owners of property on the Maple Road Parkway that entered a protest against the proposed building line on the thoroughfare. The railroad company owns a tract of land at the northwest corner of the intersection of Maple Road Parkway and the Monon tracks.

William L. Taylor, attorney for the company, asserted that the railroad has completed plans for a north side passenger station at the corner and that its plans would be affected by the proposed building restriction.

He said the station will be used in connection with the proposed suburban service between the downtown district and the territory reached by the railroad in the northern part of the city and the county.

Mr. Taylor asserted that the company plan to use the Maple Road station as a general station for persons living on the north side who arrive in or depart from Indianapolis over the Monon route.

He said sleeping cars on the road will be parked at the station for convenience of residents. A petition against the proposed building line, signed by twenty-six resident property owners on the thoroughfare, was presented to the board. The signers include representatives of the board of trustees of the Maple Road M.E. Church.

Members of the board asserted that their structure would be affected by the twenty-five foot limit. A large number of residents of the southern and eastern portion of the city appeared before the board in favor of the sections of the resolution establishing the fifteen feet building line along Pleasant Run, Pogue's Run and the other parkways and boulevards.

The provisions for all of the parkways and boulevards, excepting the Maple Road Parkway from the Northwestern avenue to the Fairgrounds, was confirmed. The Maple Road Parkway proposition was taken under advisement.

May 13, 1917

Indianapolis Star

Week In Realty For Big Deals (Excerpt)

One structure being planned is a beautiful suburban passenger station of the Monon Railroad at the Myers road north of the city. It will prove of great convenience to persons living in that part of the city. Details are yet to be worked out by the architects.

May 23, 1917

The Indianapolis Star

Monon To Have Own Wells

Lafayette, Ind., May 22—Officials of the Monon Railroad have let the contract for the drilling of six 100 foot wells to be constructed on the grounds of the general shops here. The work will cost about \$20,000 and the contract went to A.L. Winks of West Lafayette. Since the shops were moved here from New Albany twenty years ago, the railroad purchased waster from the city plant. The company used nearly 7,000,000 gallons a month and has been paying the city nearly \$8,000 every year. The railroad officials say there is so much lime in the water that comes from springs in the Wabash River, that it damages the flues and boilers of stationary and locomotive engines. The loss in the revenue will be a severe blow to the municipal plant here which was established more than forty years ago.

May 27, 1917

The Indianapolis Star

Hoosier Is Victim

Lafayette, Ind., May 26—Mr. and Mrs. Mark Crider received a telegram tonight from Mattoon, Ill., announcing that their daughter, Mrs. Lewis Dahahn, was killed in the tornado in that city. She was born in this city twenty-five years ago and her maiden name was Mary Crider. She was married to Lewis Dohahn here nine years ago and besides the husband leaves two sons, Robert and Paul Dohahn. She also is survived by two sisters, Mrs. Dora Brisco and Miss Ethel Crider, both of this city. Mr. and Mrs. Dohahn left here last September to make their home at Mattoon, where the husband was employed as a wood worker. For several years he was employed at the Monon Railroad shops here.

May 28, 1917

Indianapolis Star

Made Terminal Foreman

Lafayette, Ind., May 27—William H. Strang, formerly of Indianapolis, but who retired from the position of road foreman of engines for the Monon Railroad Dec. 1, 1916, has been appointed general foreman of terminals and shops at Chicago Heights for the Chicago, Terre Haute & Southeastern Railroad. He will have in his charge two shops, one at Creek and another at Faythorne. The appointment was made by C.S. Jackson, general superintendent of the C.T.H. & S., who was formerly master mechanic of the Monon here.

June 1, 1917

The Fort Wayne News

From the Hoosier Briefs section

Lafayette—Work has started on drilling six one-hundred foot wells for the Monon railroad. The company formerly used city water, paying about \$8,000 a year for the privilege.

June 11, 1917

The Lake County Times

Conference of RR Men satisfactory

Lafayette, Ind., June 11—After a two days' conference with the officials of the Monon Railroad at the general headquarters in this city, the grievance committees of the four

brotherhood orders left for the their homes yesterday. The meeting was held to adjust the working condition of the Adamson law and in regard to freight runs and to agree on the decision reached by the committee of railroad management and the officers of the four brotherhoods. This matter was practically agreed upon except a few points that will be taken up at a meeting to be held here in a few weeks. The opinion of the railroad managers committee and the brotherhood chiefs will be at hand at that time. The four brotherhood delegates said after the conference that the working conditions of the Monon are ideal and that there would be no trouble on that point. Only minor questions will come up at the next meeting.

June 22, 1917

The Lake County Times

Monon Pays For Hammond Death

The Lake County Trust and Savings Bank of Hammond, administrator for Joseph Kolb, deceased, yesterday received \$8,316.54 of judgment and interest due from the Monon Railroad. Kolb was killed some time ago by a Monon train at Hammond, and a judgment in the local court gave his administrator \$7,375.00 damages. The case was taken from the circuit court here to the Supreme Court, where the decision was affirmed and the petition for a rehearing denied.

Attorneys Tinkham of Hammond and Daly & Freund of this city represented the plaintiff, and Crumpacker Brothers represented the railroad.

June 29, 1917

Logansport Pharos Reporter

Merchants Protest When Monon Curtails Service

Lafayette, Ind., June 28—At a conference lasting six hours, Monon Railroad officials, headed by General Superintendent P.L. McManus of Chicago, discussed the question of reducing passenger service. The national Council of Defense has asked that passenger service be curtailed so that motive power can be used in hauling coal and other material needed in war time. It is planned to suspend two passenger trains between Lafayette and Bloomington and West Baden. Lafayette merchants sent a message to President H.R. Kurrie in Chicago asking him not to take off any trains. Another meeting in a few days' will settle the matter.

June 30, 1917

The Lake County Times

\$11,549.00 Check For Death Claim

Valparaiso, Ind., June 30—The Monon railroad has paid to the clerk of the circuit court of Porter County a certified check for \$11,549.50 in settlement of the death claims of the

administrators of Jacob Kolb and John Einsele of Hammond, killed in that city by a Monon train September 6, 1913.

Suits were filed November 1, 1913 by the administrators. The Kolb case was tried first in this city and a verdict of \$7,375 granted. The railroad counsel, assisted by Ex-Congressman Crumpacker, defended the suit and appealed to the Supreme Court where the judgment was affirmed. The Monon filed petition for rehearing which was denied June 6.

The Einsele case was settled a year ago on the condition that the judgment in the Kolb case be affirmed. The settlement was fixed at \$3,000 with interest from the date of settlement. The Kolb verdict was the largest ever granted in this county. The firm of Tinkham & Tinkham of Hammond represented the plaintiffs in both cases.

July 3, 1917

The Lake County Times

Big Judgments

The estates of John Einsele and Joseph Kolb, who were killed on Clinton Street and the Monon tracks in Hammond in September 1913 are now in the process of final settlement by the Lake County Savings and Trust company as administrator. The Lake County Savings and Trust company collected \$11,500 from the Monon railroad on account of the death of these two men when a Monon train collided with an automobile in which they were riding at the intersection of Clinton street and the Monon track. The administrator is now ready to make distribution to the widows and children of these decedents. These cases were tried at Valparaiso on change of venue and it is worth of comment that the administrator procured the largest judgment against the railroad on account of a death by negligence that was ever procured in the courts of Valparaiso.

From the Lowell news section

The Monon railroad has put on a new train. It will run on Sundays and holidays only. It leaves Monon at 6:33 pm and arrives in Chicago at 9:35. It is due in Lowell at 7:47.

July 18, 1917

The Fort Wayne News

From the Hoosier Briefs section

Lafayette—Three hundred telegraph operators on the Monon railroad system were today granted a 9 percent increase in wages by the company. The new scale ranges from \$72.50 to \$80 per month.

July 19, 1917

The Lake County Times

Car Men Get 10% Increase

The 500 car men in the employ of the Monon Railroad at Lafayette, Indianapolis, Hammond, Monon, Michigan City, New Albany, Bedford, Bloomington and McDoel have been granted a 10 percent increase in wages. After considering the question for several weeks it was agreed to sign an agreement today. All other lines of work in the car department will be on a sliding scale. Increases in the piece work department range from 3 percent to 10 cents an hour.

July 21, 1917

Daily Gazette

Former Xenian Dies In Chicago

Richard Berry, who was born and reared in Xenia, died Friday afternoon in Chicago, of heart failure, after only two days' illness. His sister, Mrs. Lucy Morgan, the only near relative living in this city, received word of his death. Upon here instructions the body was sent to Xenia, and is expected to reach here Sunday morning at 8 o'clock. It will be taken to Mrs. Morgan's home. Notice of funeral will be given later. Mr. Berry left Xenia 45 years ago. For many years he was a porter on the Monon Railroad between Chicago and Cincinnati, and was retired from the company's employ on a pension, two years ago. He was living in Chicago.

July 23, 1917

Fort Wayne Journal Gazette

From the Indiana Briefs section

Lafayette—A wage increase of 7 cents per hour was granted the men employed in the federated crafts over the entire Monon railroad system at a meeting held in this city Saturday of officials and a committee representing the federated crafts. The increase affects 700 men and dates from July 16.

August 1, 1917

Kokomo Tribune

Ask Conference Of Coal Miners And Operators

Indianapolis, Ind., Aug 1—In an effort to effect the return of four thousand Indiana miners to their work, the state council of defense today appealed to the public service commission to arrange a conference between President Jackson of the Chicago and Eastern Illinois and Ed Stewart president of District 11 of the United Mine Workers of America.

Will J. Freeman of Terre Haute, a coal operator and member of the state council, reported that these men refuse to ride to and from the mines in the box cars the railroad has provided for

the purpose. He said the public service commission's order to provide coaches for the men had not been complied with and as a result the miners were idle and the production of much needed coal curtailed.

The special coal committee of the state council, after conferring with Governor Goodrich stated that it would have a report on the high cost of coal at the next session of the council.

The question of a statement to consumers of coal in reference to their next winter's supply will be determined upon receipt of this report.

The council accepted tentative plans for the organization of state guard units to replace the militia that is about to enter federal service. Men between 18 and 45 exempted from conscription will be eligible from within the state, fifty men and three officers to form a company, which must have sixty percent of its membership present at each weekly meeting to retain its organization rights, service to without pay except when assigned to specific duty by the governor.

Speakers will be sent into a number of counties to further organize the United States boys' working reserve, with which it is expected to replace the man power of the state to be withdrawn for service in the army

In reply to inquiry from mine workers as to what enemy alien influences are at work among the coal producers of the state, or what information the council has on the subject matter referred to in a recent communication, it was reported on the meeting by H.R. Kurrie that recently sticks of dynamite with wires extending to the surface of car loads of coal were found on the Monon railroad on a shipment from Dyer, Ind., to Des Plaines, and an appeal from local number 2 of Bicknell to prevent the introduction of poisonous gases into the mines was submitted by W.J. Freeman. These facts will be submitted to the miners who are asked to assist in producing the greatest possible tonnage of coal.

Mr. Kurrie reported that although the subject is a "delicate one," he would not be doing his full duty to the council if he did not point out the danger of there being a serious shortage of coal next winter. He said his railroad, the Monon, was not supplying all the tonnage it might spare for the movement of coal and that he feared the consumers would be aroused to the seriousness of the situation when it becomes too late to prevent a shortage and consequent suffering.

Mr. Freeman stated that the supply of coal cars to Indiana mines on railroads other than the Monon which is supplying 100 percent of the demand is not 90 percent but as low as 70 percent, which he added, accounts in large measure for the short coal supply.

August 2, 1917

The Lake County Times

Don't Lay In Coal For Another Week

The public will not be advised to make immediate purchases of coal at least not for another week. This announcement followed a conference between Evans Woolen, Will Irwin and E.M. Wilson of the state council of defense and Gov. Goodrich yesterday at Indianapolis.

The delay of recommending immediate purchase is attributed to hope being placed in the coal situation through legislative channels at Washington.

H.R. Kurrie, president of the Monon railroad, stated at the meeting of the state council of defense that during the summer months the railroads are better equipped to make coal deliveries than during the winter because of the decrease in operation efficiency when weather conditions are less favorable.

Mr. Kurrie astounded the members of the council in the statement that in his opinion, the pressure on the railroads by the state council of defense should be continued rather than lifted and that it had been his experience, speaking for the Monon railroad, that the pressure was just what the railroads needed. He said since the council got after the railroad companies, the Monon was now making ten cars do the work formerly obtained from twelve cars.

August 29, 1917

Fort Wayne Journal Gazette

Superintendent Of Monon Road Quits

Lafayette, Ind., Aug 28—P.L. McManus, general superintendent of the Monon Railroad company, with headquarters in Chicago, tendered his resignation to President Kurrie, of the road, tonight. Mr. McManus has been acting in the capacity of general manager since 1914, and has been connected with the Monon for five years. He has several offers, but has accepted none of them yet.

September 8, 1917

The Fort Wayne news

W.H. Fogg Gets Job

Lafayette, Ind., Sept. 7—William H. Fogg has been appointed general superintendent of the Monon railroad, to succeed P.L. McManus, resigned, it was announced here today. David J. Clark has been advanced from trainmaster to superintendent of the southern division of the road and John R. Stemm has been named superintendent of the northern division.

September 11, 1917

Fort Wayne Journal Gazette

From the Indiana Briefs section

Lafayette—J.H. Cole of Mitchell, Ind., has been appointed trainmaster of the southern division of the Monon railroad and F.E. Lewis has been appointed trainmaster of the northern division of the same road according to announcements made by Monon officials here tonight.

October 1, 1917

Logansport Pharos Reporter

Engine Off Track

The engine pulling Wabash freight train Extra East No. 2441 ran off a derail at 10 o'clock this morning at the Monon railroad crossing at Delphi. Traffic was blocked for quite a while by the accident.

October 31, 1917

The Lake County Time

Monon Men Gets Increase

Lafayette, Ind., Oct. 31—H.C. May, superintendent of motive power of the Monon railroad, has granted machinists, helpers and apprentices employed at the shops here and at Indianapolis and towns on the road an increase of wages that will go into effect Nov. 1. Machinists who have been receiving 47 cents an hour will receive 50 cents and apprentices get an increase of 2 cents an hour. The helpers will get 29 cents an hour.

November 12, 1917

Daily Republican

Join State Commission

Indianapolis, Ind., Nov. 12—The public service commission today added to its staff C.L. McManus of Lafayette, former superintendent of the Monon railroad and C.B. Parker of Wabash, one of the Big Four merit men.

November 24, 1917

Fort Wayne Sentinel

Purdue Student Is Killed By Train

Lafayette, Ind., Nov. 24—Paul A. Kamp, aged 19, a student at Purdue, was found dead beside the Monon Railroad tracks south of here this morning. Evidently he had fallen from a train. Both legs were cut off and the trunk of his body was also mangled. It is thought he was beating his way to Bloomington on a night passenger train when he met death.

Raymond Carpenter, whose home is at Bloomington and who has been working here, was seriously injured and unconscious a few yards from Kamp's body. It is though Carpenter, too, was beating his way to Bloomington. Carpenter is at a hospital here and is still unconscious, having a fractured skull.

November 26, 1917

The Indianapolis Star

Car Shortage Shuts Plant

Lafayette, Ind., Nov. 25—Herman H. Evans, president of the Monon Crushed Stone Company, located at Monon, will shut down indefinitely tomorrow on account of the Monon Railroad refusing to supply him cars. President H.R. Kurrie of the Monon Railroad informed Evans that the government had ordered him not to use any cars for the hauling of crushed stone. The company used about thirty-five cars a day to all parts of the United States, the plant is valued at \$100,000 and Benjamin Dixon of Monon is superintendent and a stockholder. Evans said tonight that the company may keep the plant closed until the European war is over. It employs seventy-five men.

November 28, 1917

The Indianapolis Star

See Coal Saving In Shifting Work

At a fuel conservation conference of Indianapolis business men and a representative or organized labor with Evans Wollen, state fuel administrator, last night, a suggestion was made for shifting the hours of employment in industrial institutions by which factories would begin work a half hour earlier in the morning, take a half hour less at the noon hour and shut down an hour earlier in the evening as a means of reducing the coal consumption of the two lighting and heating companies. The conference was held in Mr. Wollen's office in the Federal Building.

No formal action was taken other than to name a committee, composed of Mayor Bell as chairman, H.C. Atkins of E.C. Atkins & Co., and Frank J. Hayes, president of the United Mine Workers of America, with two others to be named later, the duty of which committee would be to ascertain the attitude of employers and employees on the proposed plan. Mr. Hayes was the only representative of the labor unions at the meeting, although others had been invited. Dr. Henry Jameson, fuel administrator for Marion County.

Another suggestion by H.R. Kurrie president of the Monon Railroad, was that track elevation in Indianapolis should cease when it reaches a place where freight shipments entering Indianapolis would be delayed by the construction work. Mr. Kurrie said that eventually, the Monon's freight terminal here would have to be removed to make way for the elevation which would cause serious delay in freight traffic.

The plan for shifting the hours of employment was suggested by H.H. Harrison, head of the Merchants Heat and Light Company, and was concurred in by C.C. Perry, president of the Indianapolis Light and Heat Company. It was said that the operation would result in a saving of 50,000 tons of coal a year by both companies.

It was pointed out by Mr. Harrison that by factories shutting down an hour earlier the load carried for the power purposes would reach its peak before the heavy lighting load would be on. It was also said the street car company would benefit by the proposed plan, as it would result in the cars carrying passengers home from industries in spare loads from the stores and offices, thereby reduce the load carried by the car company's power house. President Hayes of the miners' organization, Mayor Bell and others at the meeting suggested that if those employed had

to be at work half an hour earlier they would fire the furnaces or stoves in their homes that much earlier, so that the aggregate saving would not materialize. On the other hand, it was suggested by Mr. Perry that since the lighting and heating companies must pay more for coal and other material than they ever had to pay before, a saving in coal at this time might keep the companies from asking for an increase in rates and in that way a general benefit would result.

How the mines and railroads of Indiana are meeting the fuel famine and exerting man and rail power to maintain an adequate coal pile in this state, was shown at a meeting yesterday with T.I. Lewis, chairman of the Public Service Commission; Mr. Wollen and others.

An increase of 79,875 tons of coal was produced in Indiana during the week ended last Saturday, as compared to the corresponding week of last year. This was shown in reports submitted by the two leading coal bureaus, one located at Vincennes and another at Terre Haute. During the week ended last Saturday a total of 505,980 tons of coal was produced, as compared to 426,105 tons for the same week of last year. The percentage of increase was 18.7

All of the principal mines of the state are included in the list of those making the reports, although there are a few smaller mines which do not make regular reports. It was shown that in some instances individual mines had a lesser production for the week than for the corresponding period of 1916, but the aggregate showed a substantial increase.

The railroads are exerting their energies in getting coal cars to and from the mines, it was shown. The reports show that the Southern Railroad had a car efficiency of 99 percent, as compared to 55 percent a year ago; the C.T.H & L.E. road showed a 91.6 percent efficiency, as compared to 86.6 for last year, and the C. & E.I. road showed 99.5 percent, as compared to 23.66 for last year. The cars furnished by the Monon, while for the same week of last year it was 100 percent. The Big Four road had less good fortune, with 73 percent of cars furnished, as compared to 57 percent of a year ago. The Pennsylvania road furnished 80 percent of cars, as compared to 84 percent for last year.

The total number of coal cars loaded for the week was 11,244, as compared to 9,469 for the same week last year, an increase for this year of 1,775 cars. The total tonnage loaded for the week was 505,980, as compared to 426,105 tons for the corresponding week of last year. The increase in tonnage for the week was 79,875 or 18.7 percent.

In individual mines which showed a less production for the week labor troubles and mine disability were given as the chief causes. It was shown by C.J. Fletcher of the Knox County Bureau and C.G. Hall of the Indiana Coal Bureau that if the mine owners could be given assurance that they would receive sufficient cars more mine repairs would be made at nights, thereby reducing the amount of time lost through mine disability.

It was estimated that the present month will be a banner month for coal production in this state. It was said by railroad men at the meeting that the change in the demurrage rules by which less time is given for the unloading of cars is being complied with, and that the only complaint so far received has been that the order should be modified so that more time might be given where the weather is inclement. J.W. Coneys of the Pennsylvania road said the new rules are being complied with on the road he represents.

Reports received at the office of Mr. Wollen yesterday show that a capacity coal production was reached by the mines in Knox County on Monday. On that date 16,000 tons were hoisted. This was made possible by the fact that a full day was worked by the miners and that there was an adequate car supply.

January 4, 1918

The Fort Wayne News And Sentinel

Passenger Train Soon To Be Abolished—As a result of the taking over of the railroads by the government.

Indianapolis, Ind., Jan 4—Up to this time the effect of the government operation of railroads has not made much change in railroad condition in Indiana. Reports from some points in the state say that some relief has been obtained through a rerouting of freight shipments, but this has not been frequent, as far as can be learned. One particular instance of this kind happened when there were several cars of freight in this city for shipment to Detroit over the Monon railroad. It happened that the Monon had all of its engines in use and was unable to give prompt movement of the cars. Local railroad officials without waiting for specific orders, turned the cars over to the Pennsylvania railroad, and they were sent forward at once, thus getting them out of the way.

Reports from the east show that the railroad congestion is worse there than in the west or central west, and all rules regarding the movement of cars over particular routes there have been abolished. The plan now is to send cars to their destination over any line that can handle them quickest, regardless of how they were billed. Reports from the east show also that railroads are abolishing scores of passenger trains and transferring their passenger engines to the handling of freight, in order to help relieve the situation.

The effect of these orders abolishing passenger trains has not yet been felt in Indiana, but it will reach here within the next few days, for some of the trains abolished are through trains running between eastern points and Chicago and St. Louis over the main railroads. Many others of the abolished trains, however, were local trains running out from such places as New York, Philadelphia, Boston and other cities, and they will have no effect on Indiana. Whether Indiana railroads will abolish any local trains is not yet known, but it is believed that they will do away with some of them. In many parts of Indiana interurban roads are in shape to handle a large part of the local traffic, and this may induce the railroad management to take off some of their trains and use the engines for freight work.

The freight congestion in Indiana is not regarded as serious, and by diverting a sufficient number of engines from western roads that are not busy to central and eastern roads that are busy it is believed that the railroad management will be able soon to relieve whatever situation has arisen.

It is believed, too that the new policy may mean busier railroad shops in Indiana, for it is understood to be the intention to put all rolling stock on all railroads in good working order without delay. Eastern railroad shops are working to their capacity, and much of this repair work will have to be transferred to shops in other sections that are not so busy. This ought to mean plenty of work for railroad workers in Indiana and the central states.

January 11, 1918

Logansport Pharos Reporter

Monon Employee Injured

George Craig, signal maintenance operator for the Monon railroad, was seriously injured Wednesday night, when the motor driven speeder which he was driven struck a horse hitched to a buggy at a crossing near Rensselaer. The impact threw the horse across the speeder, holding Mr. Craig until help could be summoned and the animal, which was badly injured, could be removed. Craig was taken to Rensselaer where he was given first aid, after which he was removed to the St. Elizabeth hospital. He is in very serious condition but it is thought he will recover.—Lafayette Courier.

January 23, 1918

The Lake County Times

From the Lowell news section

John Lucas, road master on the Michigan City division of the Monon, spent Sunday here with his family.

The Monon railroad has taken off two of its passenger trains.

February 4, 1918

Logansport Pharos

Monon Station Burns

Ladoga, Ind., Feb. 4—The Monon railroad was without a freight and passenger station here today. The building was destroyed by fire.

February 9, 1918

The Lake County Times

From the Dyer news section

Several of our milk shippers hauled the milk to Hammond Thursday with sleds as no trains were running on the Monon railroad.

April 29, 1918

Logansport Pharos Reporter

From the Railroad News section

Officials of the Monon railroad and of the L.N. of Lafayette, report the freight and passenger business on the slump and have also taken switch engines out of the yards but in

Logansport, the freight business is booming to such an extent that men and cars cannot be had to handle it quick enough. Passenger business is normal.

George Isaac of the Monon division of Lafayette, has received a letter from General railroad director McAdoo, saying to keep the men satisfied until May 4th, when they will receive the promised raise. Assurances have been received all over that the men will receive the promised raise by the middle of May for sure.

May 10, 1918

The Lake County Times

Excerpt from an article on a murder trial

H.E. Granger filed three damage suits against the Monon railroad today. The plaintiffs are Eli G. Rashets, Frank Mulvey and Mike Vladitich and they were hurt when a train hit their auto.

June 27, 1918

Logansport Pharos

Get Pay Increase

The shopmen and trainmen of the Monon railroad at Lafayette, received their increase in pay yesterday. The shopmen received 55¢ rate instead of the 50¢ rate which they expected to get. Monon officials announce that the men will receive their back pay when everything is readjusted and that they would receive part every week in a pay check. The first checks are due to arrive Friday.

July 8, 1918

The Lake County Times

Monon Will Centralize

Lafayette, Ind., July 8—In centralizing the operating department of the Monon railroad the offices of the general superintendent of the road will be moved from Chicago to Lafayette. The transfer will be made as soon as a building can be equipped. General Superintendent W.H. Fogg and his official family are making arrangements for the change.

August 3, 1918

Logansport Pharos Reporter

New Traffic Assistant

Lafayette, Ind., Aug. 3—H.C. May, federal director of the Monon railroad, announced today the Fred C. Zimmerman, vice president and traffic manager, has accepted the position of traffic assistant to J.H. Brinkerhoff, manager of the Chicago district. Zimmerman was recently promoted to traffic manager of the Monon.

August 7, 1918

Fort Wayne Journal Gazette

Lafayette

Lafayette, Ind., Aug 6—The official thermometer at Purdue University registered 103 degrees today, the same as yesterday. Preston Bunch, an employee in the Monon railroad roundhouse here was found unconscious this afternoon, prostrated with the heat. It is said he will recover.

The Fort Wayne News and Sentinel

Accepts Position At Lafayette

Charles Holthouse, youngest son of Mrs. Minnie Holthouse, has gone to Lafayette to take a fine position in the general office of the Monon railroad. He was graduated last June from St. Joseph's college, at Rensselaer, since when he has been employed in the office of the Schafer Saddlery Company.

August 14, 1918

Logansport Tribune

Will Visit Here

William Scheumann, superintendent of the Monon railroad shops at Lafayette is taking a ten day vacation and expects to spend part of his time in this city visiting with friends and relatives.

August 21, 1918

The Lake County Times

From the Lowell news section

John Lucas went to Lafayette yesterday morning to attend the meeting of the Safety Emergency Committee of the Monon railroad.

September 10, 1918

Logansport Tribune

Train Hits Derail

Wabash freight train No. 2441 ran into a derail at Delphi Saturday morning at 3:25 o'clock. The engine, running on the ground a short distance rammed into a Pullman sleeper which was standing on the Monon railroad tracks, damaging the sleeper and causing the engine to turn completely over, also damaging all the cars. Conductor Bison and Engineer Owens, where were in charge of the train miraculously escaped injury.

November 1, 1918

The Indianapolis Star

Order Cuts Fares To Mines

The Public Service Commission ordered the Monon Railroad yesterday to establish a lower scale of rates on the miners' trains from Linton to the Gould Ajax and other mines in that district. The order is effective today. Several days ago a delegation of miners appeared before the commission and declared they would strike today unless the situation was released. They said there was a discrimination in rates charged to their mines, as other mines in the same district had a lower fare. The commission sent a telegram to the railroad administration at Washington presenting the matter, but as no reply was received the railroad was instructed to reduce the monthly train service rate from about \$2.50 to \$1.50.

November 6, 1918

The Indianapolis Star

Second Mitchell (Ind.) Boy Gives His Life In Battle

Mitchell, Ind., Nov. 5—Sergt. Cecil C. Martin, 22 years old, son of Add Martin, former chief of police of this city, has made the supreme sacrifice on the field of honor. A message from the War Department to his wife stated that he was killed in action Oct. 6. Cecil was formerly employed by the Monon Railroad as a checking clerk in this city, but later took a position as yard switchman with the B & O, which position he held at the time of his being called into service, Feb. 14. He was sent to Camp Greene, N.C., and assigned to Company L Fifty-eighth Infantry, Fourth Division, and embarked for overseas in June, going to the firing line about July 15. He is the second Mitchell boy to lose his life in battle. Harry Niles having been killed only a few days ago. Martin was married shortly before his departure.

December 16, 1918

San Antonio Evening News

Change In Zone Regulation

Washington, D.C., Dec. 16—The Fuel Administration today announced changes in its zoning regulation to permit shipments from the territory along the Louisville & Nashville Railroad in eastern Kentucky to all points in Indiana located on and east of the Chicago, Indianapolis & Louisville Railroad from Louisville to Michigan City, for industrial purposes only and to all points in the lower peninsula of Michigan without restrictions.

January 25, 1919

Tipton Tribune

No title

Luther M. Cline, son of Joseph Cline, of the Kempton community, was here today. The younger Cline and wife have been spending a week with his parents. Luther is the agent for the Monon Railroad at Midland, and is returning to his work after having been off duty for several days suffering from flu. He recovered from the affliction, but suffered a relapse. He will return to his work Tuesday. Mr. Cline says that before the declaration of peace, from 90 to 110 cars of coal were going out of the yards at Monon every day, but since then the shipments have been curtailed. The Monon division point is at Midland.

January 29, 1919

Lake County Times

Over One Hundred Fined For Trespass

Both Hammond and West Hammond prosecuting attorneys fattened up their pocketbooks and over one hundred luckless fellows were fined in the neighborhood of ten dollars last Sunday by Judge Klotz in the Hammond city court and Judge Stachovitz in the West Hammond city court, because the luckless ones used the Erie and Monon railroad bridges as a pathway over the state line.

The arrests were made on a charge of trespass and railroad Detectives L. Jacob, Tony Gorke and H.W. Moen..(sp?) made the arrests in Hammond. For some time it has been a practice for pedestrians to use the railroad bridges to save a lot of territory in crossing between North Hammond and West Hammond.

Thirty-two of the unfortunates were prosecuted by Clyde Cleveland before Judge Klotz and the latter fined them a dollar a piece and costs on a charge of trespass, and between 75 and 80 paid \$3.50 apiece in West Hammond.

February 6, 1919

Logansport Pharos Reporter

Monon And C.I. & W. Get New Federal Manager

Announcement has been made that H.C. May, general superintendent of the Chicago, Indianapolis & Louisville Railway, is now federal manager of that road and the Cincinnati, Indianapolis and Western Railroad. He succeeds E.M. Costin, federal manager of the Big Four railroad for this district. Mr. Costin had been federal manager of the three roads for several months. The appointment of Mr. May, who has offices at the Indianapolis office of the C.I & W., was announced by Walker D. Hines, director general of railroads, through A.H. Smith, regional director.

B.A. Worthington, president of the C.I. & W. railroad, said that an appointment of a separate federal manager for the road and for the Monon, was made at the joint request of H.R. Kurrie, general superintendent of the Monon railroad and himself. Mr. Worthington said the Big Four's earnings for last year, during which time the three roads were under one man, amounted to approximately \$6,000,000, while the other two roads earned almost nothing.

Mr. May will have jurisdiction over all departments.

March 8, 1919

Tipton Tribune

From the Hamilton County News section

Hamilton Buntin, a farmer living in the western part of the county, was instantly killed Tuesday night at a crossing on the Monon Railroad between Sheridan and Kirklin. The young man was twenty years of age. His buggy was struck by a fast train as he attempted to cross the track. A brother of the young man was killed in the same way, at the same crossing about seven years ago.

March 13, 1919

The Lake County Times

Pipefitter Fractures Skull

John Zubelames, a pipefitter for the Monon railroad, while driving a team in some way fell off the seat of the wagon at the corner of Jachau street and Forest avenue.

Mr. Zubelames fell on his head fracturing his skull. He was taken to St. Margaret's hospital where he is not expected to live.

Logansport Pharos Reporter

Eluding Nurse, Suicides

Chicago, March 13—Eluding her nurse, who had been attending her for several weeks, Mrs. Edna T. Kurrie, 37, wife of Harry Kurrie, president of the Chicago, Indianapolis & Louisville Railroad, suicide early today by inhaling gas in her home here. The body was found with a gas hose gripped between the teeth.

March 27, 1919

Logansport Pharos Reporter

Murders Wife

Lafayette, Ind., March 27—John W. Hodson, machinist at the Monon Railroad shops here and one of the most prominent Odd Fellows in this city, murdered his wife, Edith Hodson, 39, by slashing her throat with a razor and attempted to end his own life today by the same means. The crime was discovered by a son, Willacy, aged 17, when he returned at noon from school. Hodson had been suffering from a nervous breakdown.

The Fort Wayne News and Sentinel

Jail Delivery Foiled At Lafayette By The Sheriff

Lafayette, Ind., March 27—An attempt of two youths, confined in the Tippecanoe county jail to escape early today by sawing iron bars of a cell window was frustrated by William Weinhardt sheriff, who discovered the lads at work, while on an inspection trip. Robert Clark and Davis Meiners both of Cincinnati the prisoners, were arrested in the Monon railroad yards a week ago charged with theft of shoes from a freight car. The officers said they were unable to learn how the boys came into possession of the saw they were using to secure their freedom.

April 10, 1919

Logansport Pharos Reporter

Run Excursion For Trade Extension

Michigan City, Ind., April 10—The trade extension committee of the Michigan City Chamber of Commerce has selected Wednesday, May 7th, as the day for the Monon day here. On that day an excursion will be run over the Monon railroad from Monon, Ind. It will be a big get together day between Michigan City and the towns south of this city along the Monon route.

May 1, 1919

The Indianapolis Star

Rail Robbers Sent To Prison

Eighteen months in the Federal Prison at Atlanta was the sentence imposed yesterday by Judge A.B. Anderson in the Federal Court on John R. Murray and Edward Kinney of Hammond, who were found guilty by a jury of having stolen eight gallons of whiskey from a freight car on the Monon Railroad in Hammond on July 10, 1918. Hardy F. Letcher, who was also found

guilty on the same charge, was sentenced to serve fifteen months in the Federal Prison. He had been in jail three months awaiting trial.

Arguments in the case were heard in the morning. Evidence was submitted by the district attorney to show that the defendants, employees of the Monon Railway, had tapped a barrel of whiskey by driving spikes through the side of the car and into the barrel and had permitted the whisky to run into a milk can. The defense was that the men had found the car leaking and had taken the liquor.

May 9, 1919

Oshkosh Daily Northwestern

The Kentucky Derby (Excerpt)

Chicago—Twelve coaches will make up the “Derby Special” which leaves here tonight for Louisville over the Monon Railroad. Four coaches left early today. Many women are in the party.

May 24, 1919

Indianapolis Star

Man Hit By Train

John Harter, living at the Metropole Hotel, who was injured when the automobile he was driving was struck by a Monon train at Thirtieth Street and the Monon tracks, is still in a critical condition at the City Hospital, physicians said yesterday.

July 21, 1919

Fort Wayne News And Sentinel

Unknown Man Killed By Detective At Bloomington

Bloomington, Ind., July 21—An unidentified man was shot and killed early today while running from a freight car which it was thought he was attempting to rob. The shot is alleged to have been fired by Fred Bowen, a detective employed by the Monon Railroad.

August 8, 1919

The Fort Wayne Journal Gazette

Strike At Lafayette

Lafayette, Ind., Aug. 7—Federated crafts of the Monon railroad met in Trainmen’s hall here tonight at 7:30 and voted to go out on a strike at 7:30 o’clock Friday morning. There are

870 Monon workers in Lafayette involved in the strike, and twelve hundred affected in the entire system. The brotherhood of railway clerks will meet Friday evening and it is expected that they will take similar action.

November 20, 1919

Fort Wayne Journal Gazette

Sues R.R. Company

D.V. Donaldson filed suit yesterday in the United States district court against the Chicago, Indianapolis and Louisville Railroad for \$10,000 for the loss of a leg resulting from an injury received while in the employ of that company.

November 24, 1919

The Indianapolis Star

Injuries Result In Death

Jesse McCreery, 62 years old, died Saturday night at the City Hospital as a result of injuries suffered on Nov. 14, when his transfer wagon was struck by a train near Liberty Street and the Monon Railroad. Both of his legs were broken. Surgeons amputated one of them soon after he reached the hospital.