

January 21, 1920

The Fort Wayne News And Sentinel

Fuel Economy Saved \$80,000 For The Monon

Lafayette, Ind., Jan. 23—The Monon railroad saved \$80,000 in its annual coal bill last year as a result of fuel economy, according to H.C. May, federal manager of the railroad.

Early in the year a campaign of coal economy was begun and the cooperation of every engineer, fireman and other employee having anything to do with fuel consumption was urged.

February 29, 1920

Logansport Tribune

Court News

Suit asking damages in the sum of \$10,000 for the death of his brother Jesse Fairchild, former resident of this city, has been filed in the Lake County circuit court by John F. Fairchild of this city, administrator of his brother's estate. Walter D. Hines, director general of railroads and the Monon railroad are named as the defendants. Attorneys Jenkines & Jenkines of this city represented the plaintiff.

Fairchild, who was a former local barber and was employed at the John Murray barber shop in this city, was struck and instantly killed by a fast Monon passenger train at Hammond, Ind., March 23, 1918. The complaint sets out that he was the sole support of his aged mother, Mrs. Margaret Fairchild who resides in this city. Fairchild was crossing the Monon tracks at a street crossing in Hammond when run down and killed.

March 4, 1920

Logansport Pharos Reporter

Former Local Men Get Rail Promotions

Anton Anderson, son-in-law of Mr. and Mrs. J.D. Anderson, has been promoted to the position of maintenance of way engineer for the Monon railroad with headquarters at Lafayette. Anderson formerly resided in Logansport but for some time has been employed by the Monon road. E.F. Thompson, better known to local people as 'Dick' Thompson, has been made trainmaster of the north division of the Monon and will also have headquarters at Lafayette. These two men received the promotions last week and assumed their new positions Monday.

May 1, 1920

The Indianapolis Star

Coal Free From Embargo

Indiana State Capital, April 30—Officials of the Monon railroad today informed the public service commission that the road is making coal consigned to Indiana public utilities an exception to its embargo. The Indianapolis Street Railway Company appealed to the commission today to assist it in getting coal consigned from the Ayrshire mine. The company only has a week's supply.

Addresses Railway Shop Men

Lafayette, Ind. April 30—Maj. Gen. Leonard Wood paid his first visit to Lafayette today and was greeted by an enthusiastic throng. He addressed 3,000 citizens from the veranda of the Lincoln Club and later visited the Monon railroad shops, where he spoke to the employees. In his address he took up the League Of Nations, the readjustment of capital and labor, teachers' salaries and the vital needs of the country in addressing the shopmen. Gen. Wood explained that although he had been detailed to strike duly on many occasions, he had his first time to cause an American citizen to be struck and fired upon or injured in any manner. He said his experience with labor troubles always led to the belief that nearly always the laboring men had some just cause for complaint. He went from here to Crawfordsville.

May 5, 1920

The Indianapolis Star

Car Shortage Serious

Lafayette, Ind., May 4—Officials of the Monon railroad report a serious shortage of cars, which is greatly handicapping the movement of coal from the mines in southern Indiana. Less than 40 percent of the required number of coal cars are available and there is also an alarming shortage of box cars.

May 22, 1920

The Indianapolis Star

Three Held For Robbery Of Monon Freight Cars

Monticello, Ind., May 21—Arrests in connection with the wholesale robberies, which have occurred at Monon, during the past two years, have been made by officials in the last few days. Goods amounting to almost \$20,000 have disappeared from freight cars belonging to the Monon railroad, at Monon, while they were in transit. The first man arrest was Charles Allison, who conducts a second hand store at Monon. He was charged with grand larceny and knowingly receiving stolen goods, his arrest being based on the alleged theft of automobile tires, which were valued at \$700. He was released on bond and later rearrested on the same charges, based on the loss of approximately \$3,000 worth of tobacco and cigarettes, which were found by John A. Hayes of Lafayette, Monon railroad detective and Sheriff Ben Price Jr., of White County, in an abandoned house on a farm near Monon. Robert Falmer was also arrested and charged with

being implicated in the theft and Charles Currant of near Monon is being held until the investigation is completed.

May 25, 1920

Logansport Pharos-Tribune

Held Under \$6,000 Bond

Charles Allison, one of the men from Monon, Indiana, who has been held in the Cass county jail by the White county authorities on the charge of grand larceny, was released from custody by the sheriff of White county last night when he provided bond to the amount of \$6,000. Robert Fullner and Clay Lutes, the other two Monon men arrested on the same charge, are still held in the local jail. The three men are accused of robbing freight cars on the Monon railroad.

August 30, 1920

Logansport Pharos-Tribune

Drives Buggy On Track

Lafayette, Ind., Aug. 30—Driving his buggy onto the tracks, Ferdinand Dye, aged 22, wrapped himself in a blanket last night, then calmly waited for a Monon train to hit him, according to word received here today from San Pierre, Ind. He was killed instantly.

Wine Flows Freely

Lafayette, Ind., Aug. 30—The flow of wine, following a wreck of fourteen cars on the Monon railroad at Battle Ground, and the mixing of the county sheriff and a minister of the gospel, formed the basis of an interesting happening on historic grounds. One of the wrecked cars contained three barrels of California wine. The elixir of life soon after the wreck flowed freely, and a barrel of the fluid was rolled down to Burnett's creek. In a short time a utensil brigade was formed and the wine was carried to homes in buckets, dishpans, pitchers and other vessels.

September 24, 1920

Logansport Pharos-Tribune

Monon Reduces Force

Lafayette, Sept. 24—Announcement was made Thursday at the Monon railroad shops in this city of a five percent reduction in the working force, to take effect Tuesday, September 28. This is in line with a general retrenchment policy adopted some weeks ago by the railroad companies. The Pennsylvania railroad having already made a substantial cut in its shop forces.

October 1, 1920

Fort Wayne Journal Gazette

Monon Official Named

Lafayette, Ind., Sept. 30—F.E. Lewis, of this city, will become general superintendent of the Monon railroad on October 1, it was announced here today. He has been superintendent of the northern division of the system. Prior to the acquisition of the Wabash Valley railroad by the Monon railroad lines, he was general manager of that line.

November 12, 1920

The Indianapolis Star

Monon Official Dies

New Albany, Ind., Nov. 11—The body of John H. Cole, trainmaster of the Monon railroad, who died at St. Mary's and Elizabeth Hospital in Louisville this afternoon was brought here tonight. The time for the funeral has not been set. Cole died of injuries resulting from being knocked from a train by a signal arm on the Kentucky and Indiana bridge while in charge of a special train bearing the officials of the road to Louisville. Mr. Cole was 52 years old. His widow, who lives in Bloomington, survives him. He lived here for a number of years while he was a conductor on the Monon.

December 17, 1920

Logansport Pharos-Tribune

H.C. May Resigns Place As Manager Of Monon

Lafayette, Ind., Dec. 17—H.C. May has resigned as general manager of the Monon railroad. While no official announcement has been made, it is known that Mr. May has already retired from the office. No successor is to be named at this time. Mr. May, who is a graduate of Purdue with the class of 1902, came to the Monon in 1910 as superintendent of motive power. He had previously been master mechanic of the Chesapeake & Ohio and Louisville & Nashville railroads. In 1915 he went to the Lehigh Valley railroad by returned to the Monon in 1917. He was Federal manager of the railroad during the war and became general manager this year.

December 17, 1920

The Fort Wayne News and Sentinel

H.C. May Quits Job After Woman's Suicide

Lafayette, Ind., Dec. 17—H.C. May, former superintendent of the Monon railroad, prepared today to leave for California, having resigned his position with the railroad.

May's resignation came a week after the body of Mrs. Viola Reynolds, pretty and wealthy widow, was found in her luxurious apartment in Chicago. Gas jets were turned on and the coroner's jury found she had committed suicide. In the room were many telegrams and letters signed "H.C. May." Clothes bearing the same label were also found in the apartment.

May testified at the inquest and said his friendship for the woman was merely through business relations and that he had planned to assist here in purchasing a hotel.

No explanation of May's resignation was forthcoming from Monon officials. Neither May nor his wife would make any statement beyond saying they were going to California to live.

January 7, 1921

The Indianapolis Star

Chicagoans Coming

Chicago, Jan. 6—A special train leaving at 5:30 o'clock Sunday evening on the Monon railroad will carry the Indiana Society delegation of fifty to Indianapolis for the inauguration of Governor McCray. The visitors will make their headquarters at the Claypool hotel and will be guests of the Columbia Club.

January 12, 1921

The Indianapolis Star

Monon To Make Another Cut In Lafayette Shops

Lafayette, Ind., Jan. 11—A reduction in the working force at the Monon railroad shops will be made within the next few days, it is announced. The cut will affect about 100 men. In December, 115 men were laid off, but since then many of them have been taken back. The new reduction is to be made to keep operating expenses within the limits of the appropriations it was announced.

January 14, 1921

Logansport Pharos-Tribune

Logansport Men Confess To Sensational Burglaries At Marion And Monticello

The Logansport police under the direction of Supt. Thomas Miller and Sheriff Charles Grant of Cass County, Assisted by William Strahl of the Pennsylvania police force, and Sheriff Ben Price of Monticello, today completed a round-up of gunmen, highwaymen and burglars unparalleled in the annals of crime in Logansport. Six men are under arrest. Two have made complete confessions.

The men held are: Walter McClain, age 18; Barney McClain, age 20; John "Doe" Purdue, age 23; George Carson, 18; Elbert C. Rhoades, 20, all of this city and county, and Bethel W. Williams of Miami County.

Purdue and McClain made complete confessions which have not only cleared up the sensational robbery of the Pennsylvania railroad station at Marion, the robbery of the Monon railroad station at Monticello, the attempted burglary of the Richey, Smith & Pierson hardware store at Monticello, the hold-up of John L. McCoy at Hoovers, the robbery of James Crooks grocery store at Hoovers; but also the attempted robbery of the Monon railroad station at Reynolds. The cleanup is the most sensational ever made here.

The McClain brothers and "Doe" Purdue are all charged with highway robbery. Walter McClain and Purdue are lodged in the local jail. The arrest of Barney McClain was made yesterday by the police authorities of Marion. This trio has confessed to the staging of the Marion railroad robbery of the night of January 2, which netted a sum of \$430; the robbery of the Monon railroad station, netting a sum of \$46.50, and the attempted robberies of the Monon railroad station and hardware store at Monticello. The other trio, consisting of Carson, Williams and Rhoades, have devoted their activities exclusively to Cass county, these three men being charged with burglary and grand larceny, while additional charges of assault and battery with intent to rob, also have been placed against Williams and Carson as a result of the holdup of John L. McCoy and the robbery of the Crooks general store at Hoovers, Monday night.

January 17, 1921

Logansport Pharos Tribune

Fourth Member Of Gang Now In Custody

The fourth arrest to be made in connection with the robbery of the Marion railroad station, the Monon railroad stations at Monticello and Reynolds and the attempted burglary of the Richey, Smith & Pierson hardware store at Monticello, was made at 4 o'clock Sunday morning when Cecil Wirt, 21 years old, fireman on the Logansport division of the Pennsylvania, was taken into custody by Railroad Detective Will Strahle, as a member of the gang who participated in the jobs. Immediately following the arrest, Wirt was taken to Monticello by Sheriff Ben Price and was removed to this city this morning and is now held under \$10,000 bond on charges of highway robbery and burglary.

Authorities this morning stated that Wirt took part in the robbery of the Reynolds station and the Monticello depot and that the young man was also present when the attempt was made to effect entry into the hardware store at Monticello. Wirt's part in the activities of the youthful bandits was not disclosed until following the conviction of the McClains and those who had been investigating the case, were unaware that Wirt was implicated.

The young man has been employed on the Logansport division of the Pennsylvania for some time and was placed under arrest by the railroad officer this morning as he stepped from his train as it pulled into the local yards. Wirt has been employed as freight fireman.

The charges against the young man have been filed in the White County circuit court by Judge C.C. Carr and he will be taken to Monticello where he will be arraigned to answer to the charges. No date has been set for the hearing of the case, but Wirt's trial is expected to come up

alone with the case of John "Doe" Purdue, the other member of the gang who is still held here. Purdue's case has been set for the February term of court.

Charges against Wirt were not filed until after he had been removed to Monticello Sunday morning. Upon his arrival there he was questioned in regard to the Monticello and Reynolds "jobs" and it is said that the young man confessed to the part that he played in the robberies.

January 27, 1921

Logansport Pharos-Tribune

The Outlook Good

Recently at Indianapolis, an address was delivered before the Indiana Grain Dealers in which President H.R. Kurrie of the Monon railroad discussed "Railroads, Their Present Condition and Future Prospects." His remarks had the forward sunrise trend, and coming from such a source are worth considering.

President Kurrie said in part:

"I can't see anything ahead of us but the greatest prosperity this country has ever enjoyed. Railroads will soon start making improvements which will alone greatly improve business conditions. It is said that there are thousands of men out of employment, yet we do not hear of the establishment of bread lines. People have money, and in my opinion there will soon be a general revival of (lushness?).

"No one can say, however, just when it will come. It may be March and it may not be until August, but I believe that it will come by August at the latest."

He remarked on the possibility of a reduction in railroad rates as soon as the country is again on a sound basis, and said that there is a possibility of a car shortage this summer as a result of the expected revival of business.

Mr. Kurrie also said that if the government would pay the railroad companies what was due them under the guarantee made by the government when the railroads were taken under federal control "business conditions would change overnight" as a result of the improvements the road would begin.

February 2, 1921

Logansport Pharos-Tribune

Part Of Force Recalled

Lafayette, Ind., Feb. 2—Forty-one of the 365 employees recently laid off at the Monon railroad shops have been recalled for work and entered upon their duties Tuesday morning. There have been constant rumors the past week that an additional cut was to be made in the various departments at the shops about February, and the recall of the men Tuesday proved an agreeable surprise.

February 2, 1921

Logansport Pharos-Tribune

Trials Are Postponed

The trial of four men held in the local jail on charges of burglary and grand larceny which were scheduled to come today in White County circuit court at Monticello have been postponed, due to the absence of Judge Carr from the city. Doe Purdue and Cecil Wirt, the two members of the youthful gang of station robbers who have been active in this section of the state and who robbed the Monon railroad station at Monticello, were scheduled in court today to answer charges of burglary and grand larceny while Eddie Burke, Will Schofield and William Clayton, the prisoners who were removed here over a week ago from White County, on charges of burglary, were also scheduled to be brought up today.

March 12, 1921

Logansport Pharos-Tribune

Fulmore Taken To Lafayette

Robert Fulmore, 27, alleged member of a band of railroad car thieves, who was arrested here Thursday night by local officers and members of the Pennsylvania railroad detective force, was taken back to Lafayette yesterday afternoon in custody of John A. Hayes, inspector of police of the Monon Railroad company. Fulmore is scheduled to be arraigned before the United States commissioner at Lafayette, and it is the general supposition that he will enter a plea of guilty to the federal charge of conspiracy that has been filed against him.

Fulmore had but little money upon his person at the time of the arrest and it is believed that he will be forced to remain in jail until time for his trial before Judge A.B. Anderson at Indianapolis.

March 19, 1921

The Fort Wayne News and Sentinel

Monon Railroad Shops To Be Closed March 24

Lafayette, Ind., March 19—A bulletin posted at the Monon Railroad shops today, notified the employees that the shops would be closed indefinitely from March 24. Approximately 600 men are affected. The round house will be the only mechanical department kept in operation. No cause is assigned.

March 28, 1921

Logansport Pharos-Tribune

Alleged Thief Is Held In Jail Here

After a chase which has led authorities from Lafayette to Canada to Kansas City, Mo., Clem Allison, 30 years of age, is held in the local jail on a charge of grand larceny. Allison is wanted to answer to the theft of shipments from freight cars of the Monon railroad company at Monon and is alleged to be a companion of Robert Fulmore who was arrested here more than a week ago, on a charge of conspiracy.

Allison together with Fulmore escaped the net thrown around the gang of seven members in the roundup conducted by the Monon railroad detectives. Five of the gang were apprehended in the vicinity of Lafayette, but Allison and Fulmore eluded arrest at that time. In the chase for Allison, the Monon officers were lead to Canada, but Allison had left before authorities could dispatch word for his detention. From Canada, he was traced back to the states again and west to Kansas City where he was taken into custody. Allison will be held here until some disposition of his case can be made at Lafayette.

March 30, 1921

Logansport Pharos-Tribune

Taken To Marion County For Trial

Clem Allison, 31 years old, arrested at Kansas City several days ago and brought back to this city after he had been pursued from Indiana to Canada and thence to Missouri, was taken to Indianapolis late yesterday afternoon in custody of Deputy United States Marshal Frank S. Rehm where he will be held in the Marion county jail to answer to the charge of grand larceny preferred against him in the federal warrant for his arrest. Allison is one of the members of the gang of seven men charged with breaking into freight cars of the Monon railroad company at Monon. The other members of the band are already confined in jail at Indianapolis.

April 21, 1921

Logansport Pharos-Tribune

From the Monticello news section

John Fulmer of Monon is the last of an organized gang of car thieves to be arrested in connection with the freight car robberies, which have occurred at Monon during the past several months. He is the eighth man to be taken into custody and was arrest by J. Stewart Price, special detective for the Monon railroad at Monon Monday afternoon and yesterday was taken to Indianapolis, where he is being held with the other seven men under \$10,000 bond, which he is unable to give. They will appear before Judge Ferdinand Geiger of the Federal court next Tuesday on the charge of robbing interstate freight shipments and other charges. The other men, previously arrested are Robert Fulmer, Charles B. Allison, Victor Winkley, Clay Lutes, Clay Coble, Luther Lutes and Clem Allison. Charles B. Allison was released on bond in the federal court on the robbery charge but was later arrested for violation of the liquor laws and the theft of a quantity of alcohol. It is believed that the arrest of these eight men the entire gang has been

apprehended and robberies, which have amounted to thousands of dollars each year to the Monon railroad, have been stopped.

April 23, 1921

Logansport Pharos-Tribune

Local Man Injured

A.G. Marter of this city, employed as brakeman on the Monon railroad, was seriously injured Thursday morning at Delphi, when the cylinder head on one of the engines which had been sidetracked near Delphi, blew off, striking Marter a glancing blow on the chest. His chest was badly crushed and several ribs broken. The unfortunate man was rushed to the St. Elizabeth hospital at Lafayette, where he was given medical attention. It is believed that he will recover.

The report of the explosion was heard all over Delphi, and several hundred persons were attracted to the scene of the accident.

May 6, 1921

The Indianapolis Star

Three Hurt In Collision

Lafayette, Ind., May 5—Three men were injured in a collision today on the Monon railroad near Ash grove north of Lafayette. A gasoline speeder on which nine section workers were riding, ran into an automobile at a road crossing, throwing the railway vehicle into a ditch. John Henderson of Brookston, one of the men on the speeder, suffered a fractured skull and may die. William Capper, also of Brookston, suffered a broken shoulder and George Maxwell, of the same town, was cut and bruised.

May 18, 1921

The Indianapolis Star

From the State Briefs section

Seymour—A case filed by the Monon Railroad Company in an effort to have a portion of a street in the town of French Lick vacated was taken under advisement by Judge James Cox after a trial in the Jackson Circuit court. The action was, originally filed in the Orange Circuit court and brought to this county on a change of venue. A large number of defendants and residents of French Lick who are opposed to having the street vacated, were in the court room as witnesses or interested spectators.

May 21, 1921

The Indianapolis Star

Negro Trainrider Confesses Murder Of Tennessee Man

Bloomington, Ind., May 20—William Chaffin, 22 years old, colored, of Louisville, Ky., who was sentenced to the state farm after his arrest by Monon railroad detectives for stealing a ride on a Monon train, confessed to Sheriff Walter Peterson today he shot Clyde Thomas, at the corner of Walnut and Seventh streets in Louisville four months ago and made his escape. He also said he shot “Doc” Tourner at Mr. Pleasant, Tenn., two years ago, and that Tourner died eight months later.

May 23, 1921

The Indianapolis Star

Railway Situation Delays Coal Mining

A situation which in itself, according to Bernard Batty, vice president and general manager of the Ogle Coal Company, with offices in the Fletcher Trust building, forecasts a runaway market for coal later in the year, was reflected during the last week. The situation was that of an actual shortage of coal cars at two Indiana mines situated on the Monon railroad. The mines were forced to suspend operations for two days because of a lack of cars.

This situation was in the face of the fact that there are hundreds of idle cars on the sidings. The real reason was that there was a shortage of cars that were in condition for service, other cars that were available for the two mines being out of repair.

“This,” said Mr. Batty, “is only an incident which serves to show the real situation. At a time when there is plenty of idle equipment for hauling coal, it is shown that the equipment of the carriers is not in repair, nor have the railroads been able to get their equipment in shape for heavy service. It means that should our industrial situating improve, and the consumption of coal increase, that again, the railroads would not be in shape to handle the traffic. The same situation a year ago resulted in a runaway coal market, with prices soaring to high records.”

June 14, 1921

Fort Wayne News Sentinel

Union Head Charged With Planning Mail Robbery

Chicago, June 14—Timothy (Big Tim) Murphy, president of the Gas House Works union, was under arrest today charged by postal inspectors with having planned the \$350,000 mail robbery at the Dearborn street railroad station several months ago. A search of the home of his father-in-law, William Diggs by postal inspectors is said to have disclosed \$96,000 in liberty bonds and \$14,300 in cash

Murphy’s arrest is said to have been due to a confession obtained from Ralph Teten, a railroad mail clerk on the Monon railroad, who is said to have admitted he received \$11,000 as his share of the proceeds of the robbery.

July 29, 1921

The Logansport Morning Press

From the Delphi news section

The Monon railroad has finished unloading the new steel rails and will begin laying them in the near future.

September 23, 1921

The Logansport Morning Press

From the Delphi news section

Everett V. Parks has again returned to work after being off for ten days on account of a fractured ankle bone, sustained while adzing a tie. Mr. Parks is employed by the Monon railroad.

November 18, 1921

The Indianapolis Star

ICC Fixes Valuation of Monon at \$31,495,000

Washington, Nov. 17—A valuation of \$31,495,000 was tentatively fixed today for the Chicago, Indianapolis & Louisville (Monon) railroad by the Interstate Commerce Commission. This compared with \$33,723,000 in stock and bonds issued by the owning corporation against the property and \$37,225,000 reported by it as the book investment value of its properties.

December 21, 1921

Logansport Pharos-Tribune

Monon Shops To Close

Lafayette, Ind., Dec 21—The Monon railroad shops here will close down indefinitely Saturday, throwing 300 to 400 men out of work, it was announced today. The roundhouse department will be kept in operation by senior workers from all departments. The shops opened only last Friday after a month's shutdown.

May 16, 1922

The Logansport Morning Press

From the Delphi and Carroll County news section

James Coomey was born in Pittsburgh in the year 1862. Most of his life had been spent in this city. For thirty-five years he worked as foreman on the Monon railroad. He was a member of the Catholic Church and the Holy Name society and a highly respected member of the community. He is survived by his widow, four children, Margaret, Will, Henry and Ed, and one grandchild. Death occurred late Sunday evening following a long illness. The funeral will be held tomorrow at the Catholic Church at 9 o'clock.

June 21, 1922

The Logansport Morning Press

Monon Railroad To "Speed Up" Trains

It is announced that beginning June 25, fifteen minutes will be cut from the schedule of through train service between Indianapolis Union Station and the Chicago Terminus.

The Monon will also construct a fine new limestone and brick station in Indianapolis, north of Thirty-eighth street boulevard and west of the state fair grounds, in the near future.

July 1, 1922

The Kokomo Daily Tribune

Thousands Of Shopmen Walk Out In Indiana (excerpt)

Lafayette, Ind., July 1—Promptly at 10 o'clock this morning, 990 men employed at the Monon railroad shops laid down their tools and quit work in compliance with strike orders received from the union officials. The only men remaining on the jobs were the stationary fireman and laborers. They have not received strike orders.

July 7, 1922

The Lake County Times

Monon Sues Electric Line

The Monon railroad is presenting a neat bill to the Gary Street Railway for repairing the...crossing in Hammond. The bill is embodied in a complaint filed today in the Superior Court at Hammond.

During 1920 and 1921, the plaintiff says the electric line refused to keep the street crossing and track crossover in a good state of repair. It finally became so dangerous that the Monon went ahead and fixed it up. This was done several times during the two years. The total cost was \$2,149.08. The railroad is now asking the electric line to come across with half of the amount.

All of the work is itemized in the complaint from lock washers to spikes to steel rails, planks and labor.

Notice

Former Monon employees will receive their pay checks on July 8th at the office of Freight Agent Mr. C.L. Ehresperger(sp?), Fayette and Monon tracks.

July 11, 1922

Logansport Pharos-Tribune

Railroad Seeking Reduction In Tax

Indianapolis, July 11—Declaring the tax situation in Indiana is “worse than in any other state in the union,” William D. Taylor, attorney for the Monon railroad, today presented a brief to the state board of tax commissioners, pleading for a reduction in the company’s valuation.

“We feel that the tax situation in Indiana is probably worse than in any other state in the Union,” the brief states, “and that property is over-valued to a greater extent than in practically any other state.”

The railroad property in Indiana was increased in valuation from \$12,967,835 in 1918 to \$32,957,175 in 1921, according to the brief. Last year a reduction of two and one-half percent was made in the valuation by the state board, and the company seeks a valuation, according to the brief, slightly less than the government’s valuation, which amounted to \$27,000,000.

The company contends its situation is unique in that it operates practically entirely in Indiana, and “has no chance to recoup from the high taxes.”

July 12, 1922

The Fort Wayne Journal-Gazette

Road Foreman Hurt During Row

Indianapolis, July 11—Charles W. McHale, age 55, foreman of the Monon railroad coal docks here, received a cut on the lip and a head injury today when attacked by a fellow workman following an argument about the railroad situation.

July 12, 1922

The Lake County Times

Monon Trackmen See Officials—Wish Understanding Regarding Work Done By Shopmen

Lafayette, Ind., July 12—Representatives of the maintenance of way men called on Monon officials yesterday and expressed a hope that they would not be called on to do any of the

work that had been done by the strikers. A rumor that the maintenance of way men were preparing to go on strike was found to be without foundation.

No evidence was apparent today of any attempt being made by the Monon or other railroads in Lafayette to import strikebreakers to this city. Railroad officials were still at work in shopmen's positions, striving diligently to keep the rolling stock in running order. At the Monon shops a number of officials are living in cars and spending their entire time there.

July 13, 1922

The Kokomo Daily tribune

Workmen Go Out At Lafayette

Lafayette, Ind., July 13—One hundred maintenance of way men employed in the Monon railroad shops and yards here struck this morning in sympathy with the striking shopmen. The new strikers were most of them employed as laborers in various departments. The section men belonging to the same union did not strike.

It was said that today's striker was unauthorized by the national union.

July 13, 1922

Logansport Pharos-Tribune

Maintenance Of Way Men Join In Strike

Lafayette, Ind., July 13—One hundred maintenance of way employees of the Monon railroad dropped their tools today and went out on a sympathetic strike with striking shop craftsmen. The step followed a meeting of the strikers last night and was not a surprise as the maintenance of way men have been restless since the strike started.

July 14, 1922

The Lake County Times

100 Out At Lafayette On Sympathy Strike

Lafayette, Ind., July 14—One hundred maintenance of way men employed at the Monon railroad shops here, struck yesterday in sympathy with the shopmen. The new strikers are classed as laborers and have been employed in the various departments of the shop and in the shop yards.

The force includes roundhouse laborers, supply department helpers, fire builders and helpers, cinder pit men, engine washers and coal chute hands. The strike was not authorized by the national organization of maintenance of way men, the local workmen taking it on themselves to quit work. The men said they resented the fact that the foremen remained at work at the Monon shops and several days ago threatened to strike.

The new strike left only the shop executives, the foremen and stationary engineers and firemen and the engine hostlers at work in the shops. The section men on the Monon, who belong in the same union, did not walk out.

The question of the shop foremen remaining at work was discussed at a meeting Wednesday with Fred Zimmerman, vice president of the Monon, and the foremen voted unanimously to stay on their jobs. The striking shopmen held their usual meeting, and several of the strikers expressed themselves as decidedly opposed to the action taken by the foremen.

Railroads To Remake Territory

Something is going to be done, and very quickly too, about the railroad situation in the Chicago district. Changes are inevitable and it is impossible to conceive of any change which will not be of the utmost importance to the north end of Lake County.

Gigantic joint freight terminals to be located in Porter, Ind., and Griffith will do away with the South Hammond, Erie, Gibson and Kirk yards; electrification of roads entering Chicago from the east will result in the construction of the world's largest power plant at Roby and elevation of railroads through Hammond to eliminate costly delays at the crossing of the Michigan Central, Nickel Plate, C & O and Monon roads will re-make the city.

The real owners of the railroads, holders of common and preferred stock, mortgage bonds, income bonds collateral trust bonds, and miscellaneous securities—who desire to maintain or increase their dividends, have organized. They are known as the National Association of Owners of Railroad Securities with offices at 60 Broadway, New York. They have employed experts to devise ways and means of reducing the cost of operation and these experts in their reports have recommended joint passenger and freight terminals in the big cities, beginning with Chicago. The news of their report has been released in New York City and it includes plans for the uniting of all railroad yards in the Chicago district into five joint freight terminals at a cost of \$45,550,000 with an annual savings of \$16,000,000.

The group yard or terminal at Porter would cost \$10,000,000 and the group yard at Griffith, \$11,000,000, the latter to be the largest of the five terminals.

Lake County's supremacy as the greatest railroad center in the state would be greatly enhanced and the elimination of the yards at Gibson, the Erie yards in Hammond and the Monon yards at South Hammond would be a dream fulfilled for the city planner. Carroll street could be put through the territory now occupied by the Gibson yards to connect with Fifth avenue and would become the most important east and west thoroughfare in the region. The scheme worked out by board of economics and engineering of the National Association of Owners of Railroad Securities was outlined in press dispatches as follows;

It proposes to divert around Chicago all through freight business, the elimination of all interchange points transfer and connecting railroads and all freight yard equipment facilities not needed for switching or passenger services.

To do this it proposed to have group yards along the Elgin, Joliet and Eastern belt line and use the Indiana Harbor Belt road for transferring cars from the southeasterly to the northerly group of roads. Under the plan at present no group yards are to be constructed north of Aurora, although the plan contemplates there will be one at West Chicago.

But to the south there are to be four group yards, at Porter, Ind., Griffith, Chicago Heights and Joliet. The one at Porter is to have a capacity of 3,500 cars, one at Griffith 10,300 cars, at Chicago Heights 7,800 cars, and at Joliet 5,300 cars, a total of 31,000 cars. (Not sure if it was an

error in the article or my deciphering of the text—it is kind of blurry, but my math says 26,900. KG)

The estimated most of the improvements on the group plan is as follows;

Group yard at Porter-----	\$10,000,000
Group yard at Griffith-----	11,000,000
Group Yard At Chicago Heights-----	9,000,000
Group yard at Joliet-----	6,000,000
On Michigan Central and E.J. 3 miles of second track -----	1,650,000
Repair shop 5,000 car capacity-----	1,000,000
Five miles double track at Joliet-----	1,650,000
Improving Michigan Central 40 miles-----	1,600,000
Various connections-----	1,500,000
Fifteen miles double track for connections-----	<u>3,150,000</u>
Total-----	\$46,550,00

By these improvements the experts reckon that there would be an annual saving in train miles of \$4,596,894, in fixed charges of \$3,901,200, increased loading of \$1,595,560, in car days of \$3,273,485, in reducing switching movements of \$2,513,135, in cartage of \$1,824,000, and in locomotive repairs of \$1,579,140.

That makes a total saving a year of \$21,057,259. But against that the board has figured a charge of \$2,100,000 a year for consolidating less than carload lots and \$2,793,000 of interest on the new investment. This extra of \$4,902,000 brings the net savings down to \$16,155,259.

Local railroad managers are expected to protest against this plan of the securities owners' association because they have not yet suggested in the opinion of the managers, a profitable plan for utilization of discarded freight terminal property. Some of these managers interviewed yesterday thought it imprudent to dispose of the property because it is well located and well suited in many instances, for railroad service.

But, on the other hand, it is expected that the interstate commerce commission, on whom many place the blame for the high freight rates, will welcome a plan by which the freight terminal expense in Chicago may be reduced \$16,000,000 annually

The board of economics has F.A. Moliter for its chairman, J.P. Hallahan for secretary, and John F. Stevens, W.L. Darling, W.W. Colpitts, and Lewis B. Stillwell for other members.

In their report they give the reasons for their recommendations and investigations in the following brief comments;

“Mounting terminal operating costs have so reduced the revenue derived from line haul that few railroads are able, individually, to finance expansion of terminal facilities, and in the larger traffic centers such expansion has become impracticable because of rising values and the necessity for using space for other than railroad purposes.

“Under these circumstances, joint action and joint use becomes imperative, and it is in the belief and on the theory that this principle must hold throughout to make any plan of betterment effective that they board has approached the study of this subject-joint terminals.”

If this plan, or any other of collective freight terminals, saving \$16,000,000 annually in Chicago alone is adopted much of the friction in working out passenger terminals worthy of and suitable to Chicago, will be oiled away.

July 17, 1922

The Fort Wayne News Sentinel

Indiana Line Quits

Indianapolis, Ind., July 17—Passenger service on one Indiana branch of the Monon railroad was completely annulled Sunday and considerably curtailed on another, due to the rail strike, it was announced today.

The single train each way was cut off between Bedford and Switz City, Train No. 11, on the Chicago-French Lick branch, leaving Lafayette at 7 a.m., was annulled between Gosport and French Lick, was annulled from Monon to French Lick.

Through car connections for these two trains from Indianapolis on the Indianapolis-Vincennes line were annulled. The cars leaving here at 8:05 and 4:30 a.m., were switched to the French Lick trains at Gosport.

July 20, 1922

Logansport Pharos-Tribune

Monon Planning To Do Work Outside

Lafayette, Ind., July 20—The Monon railroad, with car building and repair departments of local shops idle because of the strike of shop craftsmen, is negotiating with a large state firm for the building of 100 new freight cars and the repair of a like number, company officials announced today. Negotiations also are being made, it was said, for overhauling eight Monon locomotives now out of repair and standing idle.

Ten trains in operation through here when the strike started have been cancelled. Six of these were on the Wabash railroad and the other four on the Monon.

July 22, 1922

The Lake County Times

Monon Strikers Cease Picketing

Lafayette, Ind., July 21—Picketing by strikers about the shops of the Monon railroad practically ceased at noon here following the issuance of a temporary injunction against this practice along the Monon by Judge Francis Baker in Federal court at Hammond Tuesday. Quiet picketing was noticed today, but the men had ceased to gather in groups about the entrance to the shops, as had been the case formerly.

The strike situation here is very quiet at the present time, with the Monon and Wabash roads running on reduced schedule.

July 24, 1922

The Lake County Times

Monon Contracts For Repair Work

Lafayette, Ind., July 24—The Monon railroad began sending disabled freight cars to Michigan City Saturday to have them repaired at the Haskell-Barker plant in that city. The contract calls for the repairing of 200 cars. Thus far no contract has been made for the repairing of locomotives, but the Monon's motive power is said to be in better shape than that of any other railroad entering Lafayette.

The number of workmen brought to the Monon shops from other cities continues to increase, as new men are being brought in every day. The Monon officials report that a large volume of work is being turned out at the shops each day. Thus far, however, no attempt has been made to operate the car and machine shops. In the roundhouse many men are working with foremen and officials to keep rolling stock in order.

Fred Zimmerman, vice-president of the Monon, said the employment agencies in Chicago, who are recruiting workers for the shops here, have been notified that the company wishes only qualified men of good character. He said the railroad company did not wish any further outbreaks like that of Thursday night, when two strikers were arrested following a drunken brawl.

July 27, 1922

The Kokomo Daily Tribune

Attack Sleeping Car

Indianapolis, July 27—Reports that a sleeping car, occupied by railroad officials was dynamited in the Monon railroad yards at Bloomington, Ind., early this morning were received by Adjutant-General Smith today from W.L. Taylor, of Indianapolis, an attorney for the railroad company. Mr. Taylor, it is said, asked that a company of state troops be sent to Bloomington to give protection to persons working in the railroad yards as a result of the railway strike situation.

General Smith referred Mr. Taylor to Governor McCray.

Details concerning the affair were not given to General Smith.

July 28, 1922

The Fort Wayne Journal Gazette

Car Used To Quarter Workers Is Dynamited

Bloomington, Ind., July 27—Adjutant-General Harry B. Smith arrived here late today to investigate conditions in the Monon railroad shops here, following the dynamiting early this morning of a car in which workmen, who had taken the places of strikers, were quartered. The car was damaged and some of the men shaken up, but no one was seriously damaged. Another charge, which it is believed would have wrecked the car with a heavy loss of life, failed to explode. Officials declared the men who placed the dynamite under the car are known and that

arrests will be made shortly. Officials of the Monon railroad offered a reward of \$1,000 for information leading to the arrest of the men.

Additional armed guards were placed on duty late today to control the situation.

July 29, 1922

The Gary Evening Times

Monon Head Visits Lafayette

Lafayette, Ind., July 28—President Harry R. Kurrie of the Monon railroad conferred with officials of the road here today, in his first visit to Lafayette since the beginning of the shopmen's strike. He expressed himself as being well pleased with the efforts put forth to keep trains running and motive power in order.

August 4, 1922

The Lake County Times

Fire In The Monon Yards

Lafayette, Ind., Aug. 3—Fire threatened the destruction of a dining car in the Monon railroad yards here today, but prompt work by the shop fire department prevented a serious loss. The car was used as a diner by Monon officials, who are stationed at the shops during the strike, and the meals for men at work in the shops also cooked in the car.

An overheated range is supposed to have caused the flames.

The roof of the car was destroyed.

August 7, 1922

The Lake County Times

Monon Hits Auto At Thayer

Lowell, Ind., Aug. 7—A near accident occurred at the Thayer crossing of the Monon railroad when northbound Monon train No. 38 struck an automobile containing Mr. and Mrs. Cecil Green and little daughter and two small boys of Schneider. Aside from a few minor bruises all of the occupants of the car escaped injury.

The automobile was completely demolished and thrown a distance of about 100 feet.

Mr. Green is the manager of the House Bottling Works at Schneider and was on his way to Thayer to deliver a few cases of pop when the accident happened.

That none of the occupants of the car were killed is miraculous.

August 8, 1922

Logansport Pharos-Tribune

Try To Break Into Lines Of State Troops

Staunton, Ind., August 8—Eight men at daybreak today tried to break the guard lines around state-operated coal mines here. They were dispersed by four shots fired by a sentry whom they approached. No shots were fired in return.

Major General Tyndell, commander of the troops in the coal district, has given orders that hereafter sentries shall fire only when absolutely necessary for self defense.

Difficulties which prevented progress being made in coal mining yesterday, had been cleared away today. Two cars which had been derailed were back on the tracks, and it was expected that today would see five cars loaded.

Sixty-four men were on duty today and George Rowland, mine superintendent, said that was sufficient men to operate the two strip mines of the Rowland Power company here.

Two men of a detachment of workers who arrived last night were dismissed by officials because it was believed they were agitators. Fifteen men arrived this morning, bringing the total to sixty-four.

Fear of trouble with union railroad engineers and fireman prevented the movement of a carload of supplies for the troops at Linton last night. The Monon railroad declined to move the car last night, fearing the attitude their engineers and fireman might take if they were ordered within the district to take the car out.

August 11, 1922

Logansport Pharos-Tribune

From the Delphi news section

Oiled ground stone is being used to make better street crossings over the Monon railroad tracks.

August 15, 1922

The Kokomo Daily Tribune

Cases Are Continued

Indianapolis, Ind., Aug. 15—Contempt proceedings against striking railway shopmen who are alleged to have violated injunctions of the federal court were continued indefinitely by Judge Francis E. Baker when representations were made that the strikers would in the future obey the courts orders. Attorneys for the strikers and representative of railroads agreed to reach an understanding as to the terms of the proceedings, but Judge Baker objected to such a decision in the case of proceedings instituted by the Monon railroad.

The cases of the Fort Wayne strikers were continued by agreement between the Pennsylvania attorneys at a session of the court held last night.

The agreement between Allison E. Stuart of Lafayette, representing the Monon railroad and the strikers was approved this morning. Eight of the ten men named in the Monon petition

for contempt proceedings have signed individual bonds for \$500 to insure compliance with the injunction order, Mr. Stuart said. The other two have not been located.

Four Terre Haute strikers were placed in jail last night for contempt of court, by Judge Baker, following testimony regarding an attempt to intimidate Lee Hixon, a Pennsylvania railroad gang foreman, to leave his job. Judge Baker said these men would be held in detention until they decided to obey the laws.

August 15, 1922

Logansport Pharos-Tribune

Roads And Shop Men Agree On Court Action

Indianapolis, Aug. 15—Representatives of three railroads operating in Indiana and representatives of striking railroad shopmen charged with violation of federal injunctions granted the roads recently got together in conference here today in an effort to have the cases against the strikers continued pending good behavior. The Indiana Harbor Belt, the Monon and the Big Four railroads were represented.

Representatives of the Fort Wayne division of the Pennsylvania reached such an agreement with Fort Wayne strikers last night, it was learned here today.

The agreement is said to consist in the strikers signing statements that they understand fully the terms of the federal injunctions restraining them from interfering with operation of trains, and that they will abide by these terms in the future.

Judge Baker, in federal court, continued cases against ten striking employees of the Monon railroad. Continuation followed written agreements signed by the then men, pledging themselves not to picket illegally and not to boycott merchants in Bedford, Lafayette and Bloomington.

August 28, 1922

The Lake County Times

Carload Of "Wet" Evidence Is Taken To Indianapolis

Indianapolis, Ind., Aug. 28—The crack Louisville train on the Monon railroad was delayed fifteen minutes early yesterday morning while prohibition agents unloaded a baggage car of whiskey, moonshine, mash, wine and beer which had been purchased as evidence from more than 200 Lake County roadhouses, "soft drink" parlors, Gary dives and "near-beer" saloons.

August 30, 1922

The Lake County Times

Monon Lets Contracts For Engines

Lafayette, Ind., August 30—Announcementt was made yesterday by the Monon railroad that contracts have been let for eight new locomotives to be built by the American Locomotive Company. Five of the new engines are for freight and three for passenger service. It also was announced that orders have been placed with the Haskell-Barker Corporation at Michigan City for 150 new coal cars. Five new baggage coaches also have been ordered.

September 7, 1922

The Kokomo Daily Tribune

Report That Masked men Are Threatening Engineers

Indianapolis, Sept. 6—Parties of masked men have been threatening the lives and property of engineers of the Monon railroad at Midland, Ind., according to a report received by Governor McCray today from officials of the railroad. The governor said he called Sheriff Greeley of Green County over long distance telephone and instructed the officer to provide protection for the rail employees. No acts of violence have occurred in the district as yet, the governor said. It was reported that the home of one engineer was to be visited by the masked men last night, but no disturbance took place. The governor is keeping in close touch with the situation.

September 7, 1922

Logansport Pharos-Tribune

Striking Shopmen Sent To Jail Till End Of The Strike

Indianapolis, Sept. 7—Judge Francis E. Baker, sitting in federal court here today, sentenced Mark Higgens, striking boilermaker at the Monon railroad shops at Lafayette, Ind., to the Marion County jail until the “end of the strike.” Higgens was found guilty of attempting to intimidate P. Paul Gunner, Purdue University student, now employed in the Monon shops, in violation of a federal injunction granted to the Monon some time ago.

September 8, 1922

The Indianapolis Star

Pastor Ends War With Road; Freed

Cases against the Rev. J.C. Cassidy of Quincy, pastor of the Quincy Methodist Church, and three striking railmen who were subpoenaed to appear yesterday in Federal court and show cause why they should not be cited for contempt of court for violation of the injunction orders issued by Judge Francis E. Baker of Hammond, judge of the United States Circuit Court of Appeals were continued indefinitely upon motion of attorneys of the Chicago, Indianapolis & Louisville railroad, petitioner against the four men.

The Rev. Mr. Cassidy and the other defendants were not familiar with all of the terms of the injunction orders at the time of the alleged violations, it was stated, and an agreement was entered into between the railroad company and the defendants to “keep the peace.”

Mark Higgins of Lafayette, striking employee of the Chicago, Indianapolis & Louisville railroad, did not fare as well as the other fifteen defendants who appeared in Federal court. Judge Baker ordered Higgins detained in the custody of United States Marshal Mark Storen pending settlement of the railroad strike.

Judge Baker also directed Homer Elliott, United States district attorney of Indiana, to investigate thoroughly the Higgins case to determine whether or not Higgins had robbed one of the railroad employees. Judge Baker also instructed the district attorney to submit evidence in other cases which indicated flagrant violations of injunction orders for prosecution for contempt of court.

The Chicago, Indianapolis & Louisville railroad had filed petitions against the Rev. Mr. Cassidy charging him with having declared in a sermon delivered Sunday morning, Aug. 13, that no man had the right to take a job that a union man had left. The railroad company also charged that the Quincy preacher after the service, had approached Grant Dunkin of Quincy, a member of his congregation, and told him he should not work for the railroad. The other three men named with the pastor were Boss Huber, Eben Dunkin and J.R. Balwin, all of Quincy. Baldwin and Huber were each charged with having sought to induce Grant Dunkin to quit his job at Wallace Junction shops. Eben Dunkin is also said to have sought to intimidate Grant Dunkin. James E. Deery, ex-city judge of Indianapolis, represented all of the defendants who appeared before Judge Baker.

Judge Baker yesterday morning discharged Henry Jones, Verne Twomey, Ben Glendenning, A.R. Sexton, Ches McClellan, Clyde McClellan and Jacob Robinson, all of Quincy, against whom the Monon railroad had filed complaints charging them with having tried to intimidate Charles V. McCammack, a car repairer at Wallace Junction. The evidence against the defendants, Judge Baker held, was insufficient to convict them of contempt of court.

Judge Baker also continued cases against Walter Campbell, William Calahan and Oscar Calahan, who were charged with having threatened Joseph Rademaecker, William Westphal and Emil Witte, all of Michigan City, employees of the Chicago, Indianapolis & Louisville railroad.

In the case of Higgins, evidence was introduced showing that he had threatened to “get” P. Paul Gunder of Lafayette, a Purdue student, who was employed by the railroad. Higgins is also said to have told Gunder the strikers who did not quit working for the railroad. Gunder testified that Higgins had robbed him of \$3.50. Higgins denied the theft, and said that at the time of the alleged robbery he was out of the city.

John B. Cockrum of Indianapolis, representing the Lake Erie & Western railroad, recommended that the case against Clinton Seeds of Muncie, who was charged in a petition filed by the railroad company with having intercepted John E. Long, a railroad employee, and called him a “scab,” he continued after Seeds had given proper bond.

Judge Baker ordered Seeds detained, but he promptly suspended judgement and paroled Seeds to Mr. Deery upon the conditions that bond of \$500 be supplied.

William L. Taylor of Indianapolis, Alfred Evens of Chicago, general attorney of the C.I. & L. railroad, and C.C. Hine of Chicago, general solicitors of the C.I. & L. railroad, represented the railroad in the hearings.

September 12, 1922

The Kokomo Daily Tribune

From the Hoosier Highlights section

New Albany, Ind., Sept 12—Henry Brown, age 62, retired Monon railroad engineer, committed suicide at the home of his brother near here by slashing his throat with a razor. The cause for the act is not known.

September 15, 1922

The Indianapolis Star

Wait For Information

Lafayette, Ind., Sept. 14—Local heads of the shopmen who have been on strike since July 1, and railroad officials here, were not ready to make any statement regarding the settlement of the strike. Both sides were waiting definite information concerning the plan of action decided at Chicago. Fred Zimmerman, vice president of the Monon railroad, would make no other statement than the road was a party to the negotiation for individual peace agreement. R.J. Humbert, chairman of the Monon system federation of shop crafts, returned last evening from the meeting at Chicago and will address the striking craft workers tonight.

September 19, 1922

Fort Wayne Journal Gazette

Hail Peace Pact Signed By Monon

Lafayette, Ind., Sept. 18—Announcement was made here at 4:30 o'clock this afternoon that the Monon railroad officials and the striking shopmen here have settled their strike difference. Part of the Strikers are to resume their jobs tomorrow morning while the remainder are expected to be called back within the next few days.

September 20, 1922

Logansport Pharos-Tribune

Monon Injunction Dismissed Today

Indianapolis, Sept. 20—Contempt of court proceedings instituted by the Monon railroad against former striking shopmen were dismissed today by Judge Francis E. Baker, who telegraphed his opinion to Federal court here. The action followed settlement of the strike on the Monon late yesterday and was taken on petition of the railroad. Mark Higgins, former Monon shopman, of Lafayette, who was sent to jail two weeks ago, when found guilty of drawing a revolver on a Purdue University student, was released.

September 23, 1922

The Lake County Times

Full Force At Rail Shops

Lafayette, Ind., Sept. 21—For the first time since June 30th the Monon railroad shops here were operating today with a full force. Following the settlement of the strike, men were taken back in the various departments but today the entire force is at work. All the cots and other provisions for caring for the strike breakers have been removed from the shops. The status of the 100 maintenance-of-way men, who walked out in sympathy with the shopmen, July 1, remains undecided. Some of these men have returned to work, but others are waiting a settlement, with the company as their seniority rights.

September 24, 1922

The Indianapolis Star

From an article on the Big Four

Monon railroad officials announced that trains Nos. 11 and 12(?) which run between Gosport Junction and French Lick Springs will be put into service again today. These trains connect with the Pennsylvania system at Gosport thus re-establishing direct train service between French Lick and Indianapolis.

October 19, 1922

The Times

\$50,000 Fire Damage In Lafayette Shops

Lafayette, Ind., October 19—Fire of undetermined origin caused a \$50,000 loss at the Monon railroad shops here yesterday. The flames destroyed the car supply department building and burned the roof off the new \$100,000 car shop.

Hundreds of shopmen, acting as volunteer fireman, worked with the city firemen in fighting the flames. The value of the stock destroyed in the building was estimated at \$35,000. The building contained 100,000 feet of lumber, quantities of rubber hose, canvas, leather and velour upholstery and hardware. The new car shop was saved by the fire proof construction of the walls. Twenty-one steel cars under construction were damaged.

October 25, 1922

The Times

Monon Building Burns

Lafayette, Ind., Oct. 24—The Monon railroad shops here, which were damaged by fire last Tuesday, when the car and car supply shops burned with a loss estimated at \$100,000, were damaged again Sunday night when another supply building burned. The building was filled with stationery used by the Monon. The loss was estimated at \$10,000.

November 21, 1922

Logansport Pharos-Tribune

From the Delphi news section

Bert Mears had a valuable cow killed on the Monon railroad Saturday night.

November 22, 1922

Logansport Pharos-Tribune

From the Delphi news section

Roach and Rothenberg's mill was robbed Sunday night. The intruders broke into the maintenance office of the Monon railroad and secured tools to open the safe. After blowing the safe the robbers only secured about twenty dollars in money, which had been the pay envelope of one of the employees who had left it in the safe.

November 29, 1922

Logansport Pharos-Tribune

From the Delphi news section

The officials of the Monon railroad met with the city council in regard to building new stock pens in West Delphi. A much needed improvement.

December 16, 1922

Logansport Pharos-Tribune

From the Delphi news section

The Monon railroad was busy this week issuing their annual passes for 1923. Several railroad men in Delphi received them, also for their wives.

December 18, 1922

Logansport Pharos-Tribune

From the Delphi news section

Detectives Price and Hayes of the Monon railroad were in Delphi Friday, looking for some stolen property taken from cars. Automobile tires and other articles are included in the articles missing.

January 7, 1923

The Indianapolis Star

Watchman Found Injured

Lafayette, Ind., Jan. 6—Floyd Howard, who had a narrow escape from death last summer when he was slashed by a colored man during an argument is again in the hospital. He was found unconscious along the Monon railroad tracks last night. He is suffering with a fractured skull and his condition is serious. He is a crossing watchman and it is thought that he had boarded a passing freight to ride to his home in the southern part of the city and fell off.

January 13, 1923

The Lake County Times

Are You Careful? 1923 Auto Record For Lake County

Fifteen railroads traversing the county include some 300 grade crossings, a few protected by gates and watchmen, a few others by watchmen, the rest are death traps.

Since January 1;

Auto Accidents.....	9
Fatalities.....	5
Injured.....	11
TOMORROW.....	?

Another Hammond grade crossing death trap last night claimed its toll.

Two men sitting in the open cab of a one-ton truck were tossed, bruised and ground beneath their machine when it plunged into the rear locomotive wheels of the speeding south-bound Hoosier Limited at the Lewis street crossing of the Monon railroad. The truck was swept to one side and sent hurtling back over the embankment at the edge of the tracks. The two men arose from the wreckage, dazed, shocked and bleeding from a number of cuts. The body of the truck was hurled twenty feet from the crossing. The seat on which the men had been sitting was splintered and lay in fragments. Shores of people attracted from blocks away by the noise of the collision came and marveled that the two men were alive to tell about it.

Roy Grayson, one of the pair, suffered a serious scalp wound above his right eye. He was taken to the office of Dr. O.O. Melton. Grayson's companion, Harry Smith, who was driving the truck escaped with even less injury. Grayson, a man of powerful physique, recounted a similar experience while he sat in the office of Dr. Melton as the physician with deft fingers probed the

wound for particles of glass. "It was in the Dakotas several years ago when I was struck by a train. At that time I got both legs and both arms broken besides several ribs," said Grayson.

According to Grayson the view of Smith, the driver, was cut off by the blinding glare of a locomotive headlight of a freight train some distance down the track. The Hoosier, traveling about forty miles an hour, swept down upon the truck just as it mounted the slight elevation at the crossing. A.J. Williams, was driving a passenger car a short distance behind the truck. He was taking home the wife of his employer, E. Yarbrough, owner also of the truck that was struck. Williams rushed Grayson to Dr. Melton's office.

February 27, 1923

The Lake County Times

From the Did You Hear? Section

The Monon railroad has established a precedent in modern dining car features in the form of a handy service for its day coach passengers on the Hoosier Limited. The new service consists of a small tea wagon laden with appetizing eatables, such as coffee, sandwiches and cake, which is pushed up the aisle to tempt the appetites of the hungry passengers.

March 3, 1923

The Lake County Times

Monon Freight Wreck Costly

The Monon railroad had a costly wreck at Cloverdale, 12 miles south of Greencastle, at 5 o'clock Thursday morning. Extra southbound freight No. 513, pulling a heavy train, was running at high speed when a derailment occurred, piling up 19 cars heavily loaded with merchandise, including automobiles, lumber and wheels. The cause of the wreck is unknown. No one was injured. The train was in charge of "Hickory" Cornwell, conductor, and Frank Fisher, engineer. The Monon wrecking crews from Lafayette and McDoel went to the scene, and after several hours work had the main line open for traffic. The wreck happened at a point near a long siding and trains were able to pass the wreckage without detouring. Much merchandise was destroyed in the crash.

March 12, 1923

The Gary Evening News

Monon Brakeman Killed Yesterday

Lafayette, Ind., March 10—Daniel T. Whitlach(sp?), 63 years old, brakeman on the Monon railroad, was killed in the yards yesterday. His mutilated body was found by Claude Hart, a nephew, for whom Whitlach had inquired only a few minutes before. Hart started down

the tracks to see his uncle who was to leave his run and was horrified to find his mangled body. The widow survives.

April 13, 1923

Logansport Pharos-Tribune

From the Delphi news section

The Monon railroad is making improvements in their bridges in this vicinity by means of re-enforcements sufficient to permit the passing of a heavier type of engine that has heretofore been able to cross safely. Chas S. Murphy, bridge foreman of Delphi and Asa Simpson, of the southern bridge gang, are in charge of the work, which began at the Monticello bridge and will be carried to the bridges over Wildcat and Deer Creek in Carroll County. Up to this time, the heavy engines have not been able to go farther south than Monticello, owing to the unfit condition of the bridges.

April 24, 1923

The Logansport Morning Press

From the Monticello news section

John Priest, traveling passenger agent for the Monon railroad spent Monday in Monticello.

May 1, 1923

The Indianapolis Star

Man's Body Found, Missing Two Weeks

Russell Ritter, about 60 years old, was found dead yesterday afternoon in his home. Coroner Robinson said that Ritter undoubtedly took his own life and that he probably had been dead about two weeks.

The body was discovered by Mrs. Francis Hill and her brother-in-law, Walter Hill, who had gone to the Cornell avenue house to inspect it as a house which they might rent. They were unable to unlock the door to the house and entered it through an open window. When they entered a front room of the house they found Mr. Ritter's body lying on the floor.

Motor Policeman Heller and Pettit called Coroner Robinson. Neighbors told Dr. Robinson that Mr. Ritter had last been seen about two weeks ago. They said he had worked at the Monon roundhouse, Twenty-eight and McPherson streets.

Ritter had been living alone, the coroner was informed, and had been in ill health and unable to work for protracted periods for several months. Dr. Robinson is of the opinion that the man took his own life by taking poison.

Fellow workmen at the Monon roundhouse told Dr. Robinson that Ritter carried a small box of deadly poison in his clothing at all times.

A gas fire was burning on a stove in the kitchen of the Ritter house when the police entered. The coroner believes that Mr. Ritter had started to cook food and suddenly decided to take his own life.

May 2, 1923

The Logansport Morning Press

Change Time

The Monon railroad has announced the following changes in the time of trains which pass the Delphi station; No. 38, north, from 1:53 to 1:50 p.m.; No. 30, north from 6:10 to 6:14; No. 18, north from 7:30 to 7:26 p.m.; No. 31, south, from 7:54 to 7:49 p.m.

May 3, 1923

The Indianapolis Star

Obit

Sheridan—John D. Hubbartt(sp?), 68 years old, Monon railroad employee, died suddenly at his home here.

May 17, 1923

The Logansport Morning Press

Steel Worker Killed

Michigan City, Ind., May 16—Otto Gajewski, a worker in a local steel plant, was killed today when he fell from a traveling crane. He fell 20 feet.

In another accident today Harry McBee, a Monon railroad brakeman, had his left leg amputated above the knee when he was caught between a drawbar and the rails while switching a train.

July 24, 1923

The Logansport Morning Press

Killed By Dynamite

Bloomington, Ind., July 23—Ralph Watkins, age twenty-three, employed at the McDoel yards of the Monon railroad, was fatally injured Sunday morning on White River, near Newark,

three miles southeast of Spencer, when a stick of dynamite exploded prematurely in his left hand as he was dynamiting... (the article said *fist* but it could be *fish*. KG)

August 10, 1923

The Indianapolis Star

Rail Ticket Offices Moved To Ohio Street

Ticket offices of six trunk line railroads entering Indianapolis will be located on West Ohio Street, effective Monday, Aug. 13, according to announcement made yesterday by officials of the railroads. The ticket office of the Pennsylvania railroad will be located at 36 West Ohio Street, the Big Four and Nickel Plate offices will be located at 34 West Ohio street, while the ticket offices of the Monon railroad, the Cincinnati, Indianapolis & Western railroad and the Illinois Central railroad will be located at 38 West Ohio street. The ticket offices of the railroads were formerly located in the English Hotel building on Monument Circle. The rooms occupied by the ticket offices will soon be razed for the construction of a new moving picture theater building.

September 15, 1923

The Indianapolis Star

Two Hurt When Blast Rocks Asphalt Tank

Raymond Lackey, 34 years old, and John Ross, 21 years old, were injured yesterday when the cover of an asphalt car on which they were working on the Monon railroad at Thirtieth Street exploded. The explosion was caused by an excess supply of steam, police found. Lackey was struck and hurled about twenty feet by the car lid. His left leg was broken above the ankle and the left side of his face was burned by hot asphalt which spurted from the car. Ross was burned about the face and legs. The men were sent to the Deaconess hospital for treatment.

September 16, 1923

The Indianapolis Star

Excerpt from Condition of State Highways

One way traffic may now pass over the Monon railroad grade separation just east of Putnamville on state road No. 3 (National Road), but it urged to drive slowly and cautiously, by John D. Williams, director of the state highway commission, in the departments weekly traffic bulleting issued today.

October 20, 1923

Logansport Pharos-Tribune

From the Delphi news section

Dr. C.C. Crampton is attending the Monon medical association of doctors and surgeons in Chicago. Dr. Crampton is the local doctor of the Monon railroad.

March 18, 1924

Logansport Pharos-Tribune

Believe Man Held Here One Of "Gang"

Ed Griffin held in the local jail charged with robbery in the second degree for the burglary of the Elliott grocery company of \$1,000 worth of Camel cigarettes last May is believed by officers to a member of a gang of car thieves who have been operating extensively in the middlewest. Detective Hayes of Lafayette,, representative of the Monon railroad came to this city Monday afternoon in an effort to identify Griffin.

Hayes had in his possession a photograph of a man known as Maultes, a known car thief, who closely resembles the prisoner in the local jail. Although there is a striking likeness, Griffin denies that he ever assumed the name of Maultes. Photographs are to be taken of Griffin and every effort is to be made to thoroughly investigate his record.

March 29, 1924

Logansport Pharos Tribune

From the Delphi news section

A meeting of business men and farmers with Frank B. Mumstom and S.L. Wehrun, Monon railroad officials, was held in the County Agents office Thursday and selected the site west of the Davies Oil Station for the stock pens the Monon railroad will locate here.

April 2, 1924

The Logansport Morning Press

Suffers Fatal Injuries When Hit By Train

Yoeman, Ind., April 1—Lester Simmons, 35, farmer, residing near here, was struck by Monon train No. 30 here about six o'clock tonight and died on the way to the hospital in Monticello. His body was hurled through the air approximately 100 feet. The train stopped and his body was picked up, badly mangled. He was still alive, but died between here and Monticello.

Simmons was married about a month ago to Miss Esther Austin.

He was killed at the same crossing where Clifford Atkinson, another newlywed, was killed about two months ago.

The train which struck him is the Hoosier Limited to Chicago, and passes through here at a terrific rate of speed.

Yoeman is between Delphi and Monticello on the Monon railroad. It is about eight miles north of Delphi.

April 4, 1924

Kokomo Tribune

Wreck On Monon R.R.

Lafayette, Ind., April 4—The costliest wreck in the history of the Monon railroad occurred at 5:58 o'clock this morning, when a 75 foot span of the Wabash River bridge two miles north of here collapsed under a freight train. Twenty cars loaded with automobiles, furniture, farm machinery and soda ash, crashed into the river.

The wreck automatically suspends rail communication between Lafayette and Monon, Ind. The towns of Battleground, Brookston, Chalmers and Reynolds are affected. Traffic from Lafayette to Chicago is being detoured via the Wabash railroad to Delphi thence on the Indianapolis division. No one was injured in the wreck.

(Note: There is a picture on the Lloyd Kimble Vol. II CD *WRKWabBrg001* of this wreck. KG.)

April 5, 1924

The Logansport Morning Press

Arrest 2 For Petty Larceny (Excerpt. I have no idea why this was included in this article. KG.)

As the result of an accident yesterday morning when the north span of the Wabash river bridge north of Lafayette went down, all the Monon trains on the Lafayette division, known as the main line of the Monon railroad, detoured through Monticello yesterday. Twenty freight cars went in the river when the bridge collapsed. The accident was caused by the high water which had weakened the bridge.

June 4, 1924

The Indianapolis Star

Falls From Bridge

Charles Welker of Delphi, who has been employed with the Monon railroad section gang at the Tioga bridge just south of Monticello, was injured Wednesday morning when he fell from the bridge. He was engaged in pulling a spike and lost his balance. He fell head first but struck the bank on his back and slid to the bottom. His spine and hip were injured. He was taken to the

office of Dr. E.G. Ricker where his injuries were attended to and he was taken to his home in Delphi.

June 21, 1924

The Logansport Morning Press

From the general news section

A number of local people are expecting to go to Michigan City Sunday on the excursion which is announced by the Monon railroad. The excursion train leaves Monticello at 9:52 a.m. and leaves Michigan City on return at 5:30 p.m.

July 3, 1924

The Indianapolis Star

Train Hits Auto

Sadie Wharton, drove an automobile into the path of an inbound Monon passenger train at Thirteenth street and the Monon railroad tracks early yesterday morning. The machine was struck by the locomotive and badly damaged and the Wharton woman was injured seriously.

July 12, 1924

Kokomo Tribune

State Tax Board Grants Lower Values to Two Railroads

Indianapolis, July 12—Assessments against the track lines of two Indiana railroad companies have been made by the state board of tax commissioners. The assessments are made on each mile of track.

The valuation of the Orleans, West Baden & French Lick division of the Monon railroad was reduced from \$35,000 to \$25,000 a mile. The track is 17.7 miles long. The Chicago & Erie railroad company had the valuation of 160.17 miles of its main track reduced from \$78,000 to \$77,000 a mile and 121 miles of side track from \$9,000 to \$8,000 a mile.

July 17, 1924

The Logansport Morning Press

Monon Employees Return To Work

Lafayette, Ind., July 16—Employees at the Monon railroad shops here resumed work today following a lay-off starting last June 28. Over 750 men were affected by the shutdown which was the largest the local shops have had in a number of years.

July 21, 1924

Kokomo Tribune

From the Night News section

Mitchell, Ind.,—Warren Wood, a brakeman on the Monon railroad, was killed when he fell beneath the wheels of a freight train.

Guge sues Railway

As a result of a crossing crash in Rensselaer, Ind., on May 24, in which his truck and a load of furniture which he was removing to Chicago were almost totally destroyed by a Monon passenger train, William Guge of this city, operator of a baggage transfer line, has brought suit for \$4,000 damages against the Chicago, Indianapolis, and Louisville Railroad company in the Jasper county circuit court at Rensselaer.

Guge charges that his truck driven by his brother Oscar valued at \$3,284, and a considerable quantity of valuable furniture, were destroyed at the Monon railroad crossing on state road No. 8 on the outskirts of Rensselaer due to the fact that an elevator and a cut of cars too near the crossing, obscured his view of the tracks and that no crossing watchman was present. He claims that, although he took all reasonable precautions in slowing down at the crossing, the train gave no warning signal of its approach, and that the accident was wholly due to the negligence of the railroad company, and he is seeking redress in court. The suit was filed by Attorney Don P. Strode of this city.

August 5, 1924

Logansport Pharos-Tribune

From the Delphi news section

James Kenworthy has resigned his position as watchman at the Gustavel Furniture Factory and is working with the Section men on the Monon railroad.

August 16, 1924

Logansport Pharos-Tribune

Monon Valuation

Monticello, Ind., Aug. 16—The Monon railroad had the highest assessed valuation of any foreign corporation operating in White county, according to a report certified by the state board of tax commissioners. It was \$2,742,330.

October 5, 1924

The Logansport Morning Press

From the Delphi and Carroll County news section

(This happened at a Chamber of Commerce dinner. KG.)

One of the important features of the evening was the burning of the old Monon railroad bonds on which the city of Delphi had been paying interest since 1872. The bonds at that time amounted to about \$25,000 and since then the city has paid between \$65,000 and \$75,000 in interest. The city paid the last of the bonds off on October first. Many interesting incidents were related concerning the Monon railroad since it was built in 1872, by W.H. Bradshaw W.C. Smith, Dr. Robinson and E.W. Bowen.

Roy Arnold gave as complete a history of the Monon railroad through Delphi as he was able to obtain.

November 26, 1924

The Daily Republican

From the Personal Notes section

Bloomington—The largest appeal bond ever filed in Monroe County was filed here by the Monon railroad in an appeal from an award of \$242,000 for injuries to Alvin Stierwalt. The bond totaled \$50,000.

December 17, 1924

The Kokomo Tribune

From the Hoosier Highlights section

Indianapolis, Dec. 17—Frank Beeler Humston, division passenger agent for the Monon railroad, recognized as an authority on the movement of trains and active club and fraternal life of the city, died in a local hospital here at 3:30 o'clock Tuesday following an operation for appendicitis. Mr. Humston was 66 years old and had served the Monon for more than 40 years.

December 17, 1924

The Indianapolis Star

Father Dies At Hospital Where Daughter Lies Ill

Frank Beeler Humston is dead. This fighting man of the Monon railroad, known as the "father of the boulevard station," died in the Methodist hospital at 3:30 o'clock yesterday afternoon while Mrs. Walter B. Lynch, his only daughter, lay on a sick bed on the floor above, too ill to be told of her father's defeat in his last great battle.

For fifteen hours Humston fought against the inevitable that he might live to see his daughter well and strong again. With his last conscious breath he directed the question, "How is Louise?" to the nurse.

Beside him was his wife, Mrs. Minnie Humston; his two sisters, Mrs. Charles N. Lindley of Salem, Ind., and Mrs. W.H. Stuckey of Bedford, Ind., and his daughters husband. When told Louise was resting well, he sighed, tightened the grip on his wife's hand and lapsed into unconsciousness.

Mr. Humston, 66 years old, forty years in the service of what he was pleased to call "his" Monon system, was used to fighting and winning. He had fought his way against almost insurmountable odds from the lowly job of messenger boy on a train to one of the highest offices of the system. He had fought his way, politically, from the lowly station agent of a railroad to a directorats of the United States Census Bureau. He left the political field to return to the Monon and to Indiana, his native state.

He apparently was in good health Tuesday evening, a week ago, before he was stricken at his home, with acute appendicitis, the day after he had stood with his daughter while she underwent an operation for the same malady. He was rushed to the hospital and the operation was performed Wednesday. Though the case was acute, he showed signs of improvement until Monday soon after midnight and it was believed he would live. The crisis came and Humston characteristically clenched his fist and entered this last fight.

At the time of his death Mr. Humston was division passenger agent for the Monon railroad, recognized as an authority on the movement of trains. He has always taken a keen interest in political and civic affairs and was an active member of the club and fraternal life of the city.

He was a member of and active in the Columbia Club, past president of the Indianapolis Traffic Club—he was chairman of the board of governors of the Traffic Club when he died—Murat Temple Shirners, Scottish Rite Masons of Indianapolis and F and A.M. of Monon Ind., and the Broadway Methodist Episcopal Church at Twenty second street and Broadway.

It was Mr. Humston who arranged the trains and schedules for the trips of the Murat Shrine and the trips for the Traffic Club. The most recent one was the trip to Monon when the club and officials of the Monon system celebrated Monon day.

He was assistant director of ceremonial work of Murat Temple Shrine. His last appearance in the role was the night he became ill. He was an active member of the house committee of the Scottish Rite.

The regular meeting of the board of governors of the Traffic Club called last night for important business of the club was transformed into one of grief. The men here sat around the festal board at the Hotel Severin with heads in hands. Business was impossible. Their chief was gone. The only thing done was a unanimous vote to postpone the regular club scheduled for Thursday noon. In its place there will be a memorial service with Albert Stump delivering the memorial address.

Frederick A. Doebbler, president of the Traffic Club said he believes every member feels as though he had lost a valuable friend and that the club has lost one of its most active workers. At the club meeting last Thursday noon, Mr. Doebbler asked that each member pray that Mr. Humston be restored to them.

Charles J. Orbieon(sp), potentate of Murat Temple said Frank Humston was one of the most manly men he has ever met. He always had a smile and was a regular fellow, he said.

Not only did those with whom he came in contact through his social activities regard him as one of the city's assets, but his business associates held him in the highest of esteem as is evidenced by the tribute paid him by Frank V. Martin, general agent here of the passenger department of the Monon system, when he said he was one of the most thorough men with whom he ever had come in contact. His was one of the most pleasing of personalities, he said, adding that it often fell to the lot of Mr. Humston to meet the public on occasions when the official life of the system came in such contact.

Mr. Humston was born in New Albany, Ind., June 6 (or 8), 1864. When 2 years old he moved with his parents to Mitchell, Ind., where he spent his boyhood and received his education in the high school.

It was here when he was 16 years old that he entered the service of the Monon as a messenger boy on trains running from Louisville, Ky., to Greencastle, Ind. He was shifted and promoted from one position to another, rising from a bill clerk to station agent of the Monon at Bedford, Ind. In the capacity of station agent, he served in Bedford, Bloomington, Greencastle and Monon, Ind. He was married in Monon in 1884.

He was then made travelling passenger agent with headquarters in Lafayette, Ind., where he served for several years. It was here that he severed his connection with the Monon to enter the political field.

He was elected county clerk of White County in 1897, in which capacity he served for four years. From this position he went to Washington as one of the directors of the Census Bureau. He returned to his native state in 1908 and was appointed an assistant to the adjutant general of Indiana.

But the call of the railroad was in the blood of Frank Humston and after serving one year in the state office, he resumed his work with the Monon as freight and traffic agent of the Indianapolis division. This work was divided a year ago and Mr. Humston was made division passenger agent.

Besides the widow, his daughter and two sisters, who were at his bedside, Mr. Humston is survived by one brother, J.J. Humston of Middletown, Ohio, who was unable to reach Indianapolis before the death of his brother.

While funeral arrangements have not been completed, Mr. Martin, a friend of Mr. Humston for years, said there will be a thirty second degree Scottish Rite service. Neither the time nor the place has been fixed. Mr. Orbison said Murat Temple Shrine is ready to take its part in the last rites.

December 19, 1924

The Indianapolis Star

Hundreds Attend Humston Funeral

Railroad officials from throughout the state and Chicago attended the funeral yesterday of Frank B. Humston, division passenger agent for the Monon railroad. Funeral services were held at the home, burial was in Crown Hill cemetery.

More than six hundred friends and associates attended. The cortege which bore the body from the home to the grave consisted of more than eighty automobiles.

Mrs. Walter Lynch, his daughter, recuperating at the Methodist hospital from an appendicitis operation, was told yesterday that her father was dead. Among those who attended the funeral were H.R. Kurrie, president of the Monon system, and his official staff; members of the Columbia Club, the Murat Temple Shrine, the Scottish Rite, the F. and A.M. of Monon, Ind., and the Indianapolis Traffic Club. During the services, conducted by the Rev. John Wesley McFall, pastor of the Broadway Methodist Episcopal Church, of which Mr. Humston was a member, those who could not gain entrance to the home stood on the porch and many sat in automobiles outside.

After reading of the prayer, the services were turned over to the Scottish Rite, which read the thirty-second degree service.

The traffic club postponed its annual Christmas party, scheduled for noon yesterday and instead, held a memorial service at which Albert Stump delivered the eulogy. Members of the club formed one delegation which went to the home and the board of governors, of which Mr. Humston was chairman, went in a body.

December 29, 1924

The Indianapolis Star

Monon City Agent Chosen Successor To F.B. Humston

Frank V. Martin, city passenger agent of the Monon railroad, with offices in the downtown Monon ticket office at 39 West Ohio street, has been appointed to succeed Frank B. Humston as division passenger agent. Mr. Humston died Dec. 15, following an operation for appendicitis. Mr. Martin unofficially assumed the divisional duties at the time of Mr. Humston's death.

The official announcement of Mr. Martins appointment, effective at once, was made yesterday by E.P. Cockerell, general passenger agent of the railroad, with headquarters in Chicago. The successor to Mr. Martin as city passenger agent is expected to be appointed by Mr. Cockerell this week.

Mr. Martin became connected with the Monon line in 1915, when he left the Big Four to take charge of the downtown ticket office of the Monon. He served in this capacity until the world war brought about consolidation of downtown ticket offices, when he was made general manager of the consolidated office. After the war, when the consolidated office was abandoned, he assumed his old duties as city passenger agent.

The new division passenger agent was born in Indianapolis and attended the Emmerich Manual Training high school. When 16 years old, he became a messenger boy for the Big Four lines, in which capacity he served for two years.

Then, as telegraph operator, he worked for the same company three years, later being made ticket agent at several of the smaller stations of the Big Four. He was serving the Big Four in Indianapolis offices when he left to go to the Monon.

Mr. Martin not only was one of the closet personal and business friends of Mr. Humston, but was a coworker in the fraternal and civic life of the city, belonging to most of the organizations with which Mr. Humston was affiliated. He is a member of the Murat Temple Shrine and the Scottish Rite.

June 23, 1925

Logansport Pharos-Tribune

900 Monon Shopmen To Be Laid Off Work

Lafayette, Ind., June 23—Announcement was made today that next Saturday nine hundred men will be laid off for one week at the Monon railroad shops here.

March 19, 1926

The Gary Evening Times

From the Did You Hear That—section

Col. Walter J. Riley was re-elected to the Board of Directors of the Monon railroad yesterday in a meeting of the stockholders, held in Indianapolis.

April 13, 1926

Logansport Pharos-Tribune

Two Monon Men Held For Theft

Monticello, Ind., April 13—Charles Pierson and Francis Garwood, both of Monon, were out on bonds today to await trial in the White Circuit court on charges growing out of a theft from an interstate shipment on the Monon railroad at the yards in Monon according to the police.

April 29, 1926

The Times

No title

Bloomington—Mike Shepherd, night police captain likes railroading too well to be a policeman, so he turned in his star and returned to his old position as a switchman on the Monon railroad. Shepherd was a railroader for 37 years before he tried guarding the public.

May 29, 1926

The Lake County Times

Monon Very Busy

The Monon railroad at present is moving more freight and at a reduced total of hours per train enroute, than ever before in the history of the road. It is an almost daily occurrence that

Numbers 54 and 56 (unsure of numbers, copy is real blurry. KG) are run in three and four sections, each train handling a high class brand of freight.

June 18, 1926

The Lake County Times

From the Dyer news section

For the convenience of the Dyer people and the surrounding community an excursion train will be run on the Monon railroad and will stop at Dyer on Monday morning June 21, at 6:10 a.m. This will be done so that the people of this community will be able to attend the Eucharistic Congress at Grant Park, Chicago, Ill. The excursion rates, \$1.05 round trip.

July 17, 1926

The Gary Evening Times

Find Babes' Bodies

Children playing around freight cars standing on the Monon railroad siding at Lyman avenue and Williams street, Hammond, last evening discovered the bodies of newborn twin babies lying in the corner of a coal car.

Warren and Clyde Baker and Ervine and Herbert Tams were the children who made the gruesome find. They at once reported the matter to the police station. Officers Rickman and Tebedo and Coroner H.J. White removed the bodies to the Burns morgue. They were wrapped in newspapers.

Coroner White believes the tiny bodies had been in the car about a day. As the switch track is near Lyman avenue it is supposed that someone stepped from an automobile and tossed the bundle over the side of the car and drove away.

No Change In Condition

Rensselaer, Ind., July 17—There has been no appreciable change in the condition of Robert Austgen during the past forty-eight hours. Austgen, who suffered a fracture at the base of the skull when the automobile in which he was riding was struck by a Monon train near Farmdale, regained consciousness three days ago. His brother, Harold Austgen of Hammond, is at his bedside. Belief that the young man will recover and will suffer no permanent effects from his injury.

August 13, 1926

The Lake County Times

L. Crussen Suffers A Crushed Foot

Lawrence Crussen, 30, had his foot badly crushed between the couplings of two freight cars while switching in the Monon railroad yards, late last night. In some manner his foot became caught while preparing the couplings in making up a train and he was unable to extricate it in time to avoid the injury.

He was taken to St. Margaret's hospital by Hammond police.

September 15, 1926

Logansport Pharos-Tribune

From the Delphi news section

Word has been received in Delphi of the death of Napoleon B. Rockwell, aged man and former resident of Delphi, which occurred September 12th at Terre Haute. Mr. Rockwell was for many years a conductor on the Monon railroad.

October 19, 1926

Logansport Press

From the Monticello news section

Monon Railroad detectives arrested two young men for train riding Saturday night and brought them to Monticello, and lodged them in the city jail about three thirty Sunday morning. Later when the detectives went to see after them they found they had escaped. Their names are unknown to officers and no trace of them have been found.

October 25, 1926

The Lake County Times

Drives In Front Of Football Special

With severe internal injuries and deep gashes about the head, Luella Schmucker, aged 40 years, lies in a critical condition at St. Margaret's hospital and is not expected to live, as a result of an automobile accident which occurred at 12:45 a.m. Sunday, on the Monon railroad crossing at Plummer Ave., Hammond.

Yoder, the watchman at that crossing, told a reporter the following story of the crash, which dealt principally with the miraculous escape of the driver and two other occupants of the machine.

"The driver, described as William Foster, came on the crossing just as the gates were being let down. He was traveling west on Plummer ave. and had made the turn preparatory to going south on Hohman. I took a quick glance down the track. Train No. 3, the Purdue football special, of the Monon was bearing down gathering up speed. There was plenty of time for them to back off the crossing, however, and I shouted for them to do so. In the excitement, he killed

his engine, so realizing the first warning was futile and sensing impending disaster and death for all four, I told them to jump.

“They succeeded in leaping wide of the tracks just as the flyer struck their new Oldsmobile sedan. In the scramble of arms and legs, the Schmucker woman was unable to extricate herself and the demolished automobile toppled over and pinioned her beneath. The train halted and a physician came on the scene, together with police. A checkup was made and Dr. Chidlaw found that she was the only one hurt.”

The other occupants who cheated death were; Foster, the driver, Mrs. Carrin Walker, and Oran Hoff who had been sitting in the back seat.

According to the police report, P. Catterlina, of Lafayette, Ind., was the conductor of the train.

At St. Margaret’s hospital, where the woman was hastened in a taxicab driven by Charles Long, it was at first thought she was painfully though not seriously hurt. Yesterday afternoon, however, her condition took a change for the worse and today the hospital physicians said they had little hope for her recovery.

October 26, 1926

The Lake County Times

Foster Was Just Driving

In order to partially clarify the hostile atmosphere which at present surrounds the home life of William Foster, who so miraculously escaped instant death early Sunday morning when his machine with four other occupants stalled on the Plummer avenue crossing of the Monon railroad directly in the path of an oncoming train, the Times has been asked to correct an error made in the recount of the accident.

Foster, it was learned today, merely played the good Samaritan by offering to drive the four people home after they had come to his drug store near closing time. John H. Noonan, not mentioned in the story, was actually in the machine and the escort of Luella Schmucker, now fighting for her life in St. Margaret’s hospital. He was sitting beside the girl in the front seat when the crash came and jumped with Foster and the girl before the train rammed the machine.

February 21, 1927

The Lake County Times

Blazing Boy Leaps From Burning Car On Train At Maynard

His clothing aflame, Nathaniel Hill, 15 year old boy of New Salem, Ind., probably saved his life early Sunday morning by jumping from a burning horse car on the Monon railroad Near Maynard and rolling in the ditch at the side of the tracks.

Seven race horses which were being shipped to Chicago were consumed in the flames before the fire department from Hammond reached the scene.

Hill was seriously burned, but it is believed he will recover.

The boy was accompanying the horses, taking care of them on the trip. The car was attached to freight train No. 71 northbound. Hill was asleep as the train passed through Dyer, but was aroused at 3 o'clock by the snorting of the horses. A lantern, which had been hanging from the ceiling near the middle of the car had fallen to the floor igniting a pile of straw used for bedding.

His escape seemed cut off, but Hill made a dash for the door and after some difficulty succeeded in sliding it open. He had no chance to attempt to save the horses for his clothing was in flames. Although the train was moving at a fair speed, the boy jumped into the darkness. He rolled down the embankment into a ditch covered with thin ice. Partially stunned, he managed to crawl out of the mud and water, but fell exhausted.

With the opening of the car door the burst of flames quickly attracted the attention of members of the crew. The train was stopped between Maynard and Munster and a call was sent to the Hammond police and fire departments. Before the fire fighters could arrive the seven horses had been burned to death and the car was badly damaged.

Conductor Sisson started a search for the boy as soon as the flames could be extinguished, but no trace of him could be found. Railroad men started back along the track and after searching for more than an hour found the exhausted boy at the side of the ditch. He was taken to St. Margaret's hospital in Hammond by the Burns ambulance.

His legs were severely burned and he had bruises and burns about his arms, body and face. However, it is said his chances for recovery are good and that he will probably be able to leave the hospital in about two weeks. His relatives at New Salem, Ind., have been notified of his misfortune.

Monon Flyer Kills Gary Couple Outright

Supposed to have been on their way home, George E. Peebles and his wife, both prominently known in Gary, were instantly killed at 4:30 o'clock yesterday afternoon when the Ford coupe in which they were riding was struck by a fast traveling northbound Monon passenger train No. 6 on the company's grade crossing at Dyer, Ind. Both bodies were mangled almost beyond recognition and parts of the remains were strewn a few hundred feet along the railroad right of way.

The body of the woman was found warped over a switch, considerable distance from the point of contact. Remains of both were placed on the train and removed to the Oexmann morgue in Hammond.

Details of the horrible fatality were lacking. Two Dyer girls, Margaret Carmen and Jeannette Carmen, are said to be the only ones who actually witnessed the crash and neither was able to give a good description of anything of interest that transpired before the machine was hit.

The crossing at that point is said to afford a good view to the passing motorist. The rails cross the road at an oblique angle which might, it is said, have caused the ill fated driver to fail to see the approach of the train. The wig-wag bell system of warning signals is maintained at that point. Motorists who visited the wrecked machine sometime after the accident, said they were unable to interpret the cause of the grim affair—that any approaching train could be readily seen by the approaching motorist.

February 26, 1927

Logansport Press

From the Monticello news section

Monon Railroad Detective Stewart Price, of Monon, was in Monticello Friday, on business.

February 28, 1927

The Gary Evening Times

Switchmen Trio Badly Injured

Three switchmen in the employ of the Monon railroad were today in St. Margaret's hospital as the result of painful injuries sustained at 6 o'clock Saturday night in a smashup in the Hammond Monon railroad yards. The three are identified as J.W. Mack, 43, R.F. Fawley, 28, and Leroy Hallobough, 30, all of Lafayette, Indiana.

The injured men are said to have been asleep in a caboose. Switch engine 262 kicked a string of cars down the wrong main line into that car, knocking it loose from its trucking. All were thrown forcibly against the partition. Doctors Chidlaw and Oberlin, who attended the men, said that Hallobough received a fractured leg and a badly bruised back. Fawley and Mack both received wrenched backs.

March 5, 1927

The Lake County Times

Monon Absolved From Blame For Accident

No blame was laid on the Monon railroad for the accident which snuffed out the lives of George E. Peebles, prominent Gary man and his wife on Sunday, February 20, by Deputy Coroner H.J. White in the formal inquest held this morning.

Abolishing the theory that the wigwag and crossing bell were not working, by the testimony given this morning by the eye-witnesses to the tragedy, what was thought might be a case against the railroad company changed to merely another inquest.

From statement made by Alma Crose of Dyer, and Marion O'Connor, of South Bend, fireman on the train, two of the witnesses to the disaster, the Peebles car appeared as though it slowed slightly just before it was hit and from that piece of testimony the conclusion was drawn that the Gary couple did not see the train until it was nearly upon them.

"It seems almost impossible that they could not see the train or hear it," stated engineer Dorsey Wagoner, of Chicago. "At the time we crossed the intersection, both the bell and the whistle were working on the engine."

Judging from the autopsy report, Coroner White stated in his verdict that death in both cases was due to fractured skull combined with other fractures and amputations about the bodies.

April 4, 1927

Logansport Pharos-Tribune

Monon Railway Agent Robbed of \$250 Cash

Indianapolis, April 4—Cecil Martin, 23, agent at the boulevard station of the Monon railroad at 38th St., here and son of Frank Martin, general passenger agent of the Monon railroad was held up early today by a lone bandit who robbed him of \$250 representing the day's receipts and fled.

Just outside of the station was a Pullman car on a sidetrack in which sixteen passengers were asleep unconscious of the robbery going on near them.

May 28, 1927

Logansport Press

From the Odd Happenings In Hoosierdom section

Charles Rivers, Greencastle township farmer, has sued the Monon railroad for \$3,000 for damage suffered to his land in the building of a crossing.

June 30, 1927

Logansport Pharos-Tribune

Amputate Arm

Monon, Ind., June 30—Ward Maple, 33, a switchman for the Monon railroad, is recovering following the amputation of his left arm Tuesday at Lafayette. Maple sustained a badly mangled arm when the matter became caught between two drawbars. His is married.

August 20, 1927

The Daily Republican

Bloomington Booms

Bloomington, Ind., Aug. 20—Possibility of expansion of the stone industry in Monroe County has brought a real estate boom to Bloomington. Eight new subdivisions have been platted and recorded in the last 30 days. Monon railroad officials announce \$25,000 will be expended on improvement of the McDoel Yards here. New boilers for the roundhouse, a new "Y" track and a turntable are among improvements planned.

October 29, 1927

Logansport Pharos-Tribune

Monon To Cancel Eight State Stops

Indianapolis, Oct. 29—Decrease of 83 percent in passenger revenues because of bus and automobile competition was named by the Monon Railroad Company as its reason for wishing to eliminate stops at eight Indiana towns in a petition filed with the Public Service Commission today.

The towns affected by the proposal which had been argued before the commission but which had not been decided are: Bainbridge, Cloverdale, Rossville, Ellettsville, Stinesville, Kirkland, Quincy and Gosport.

November 2, 1927

The Daily Republican

Mastodon Skeleton Found

Lafayette, Ind., Nov. 2—Four well preserved portions of the skeleton of a mastodon were found by the crew of a telephone company while excavating near the Monon railroad tracks within the city limits yesterday. The parts, three huge molar teeth and part of a tusk, were found only two feet beneath the surface of the ground. It is probable they were unearthed from a greater depth when the Monon was first built and were again covered up without being noticed.

The parts were all in good condition except the tusk, only 12 inches of which was found. At the larger end it measured three and one half inches in diameter, and at the other end, two and one half inches. The three teeth were all splendid specimens, being seven inches long from root to crown, six inches wide, and three and one half inches deep.

November 12, 1927

The Daily Republican

Coal Chutes Burn

Lafayette, Ind., Nov. 11—A fire generated by spontaneous combustion completely destroyed the coal chutes at the Monon railroad shops here yesterday. The fire started about noon and spread rapidly through the structure. The chutes were filled with coal at the time and were doomed before the four fire companies which answered the alarm arrived on the scene. The loss is estimated at \$25,000.

December 28, 1927

Logansport Pharos-Tribune

Train Kills Two Men

Lafayette, Ind., Dec. 28—Verney Shoup, 50, of Lafayette, and Loeb Hart, 25, of Dayton, Ind., were killed instantly when their automobile was struck on the Monon railroad crossing by northbound passenger train No. 6.

January 14, 1928

Logansport Pharos-Tribune

Freight Rate Complaints Heard At Monticello

Monticello, Jan. 14—W.J. Harris and T.P. Mackey, examiners for the Interstate Commerce Commission, conducted hearings here throughout Friday on complaints of patrons of the Monon railroad at Monticello against alleged discrimination in freight rates to Chicago. It is alleged in the complaint that a charge of thirteen cents is made to Monticello patrons as against those at Reynolds and other points of similar distance from Chicago and on the same railroad.

Included among those who testified was E.P. Vernia, vice president of the Monon railroad, who intimated in his testimony that an increase in rates would be made at Reynolds to offset the difference rather than making of a decrease for Monticello.

The two examiners stated that it would probably be a year before the commissioners would pass on the hearing held here Friday.

January 30, 1928

Logansport Pharos-Tribune

Railway Telegraphers Convene At Lafayette

Sixty-five telegraph operators, representing the Monon, Wabash, Big Four and Nickel Plate railroads, gathered in a union session at Lafayette in the Salem Street offices of the Monon railroad. L.J. Ross, St. Louis, general secretary and treasurer of the grand lodge, and E. Fahey, Detroit, general chairman for the Wabash, gave addresses. E.D. Williams, Defiance, Ohio, division chairman for the Wabash, and E. Hunter, general chairman for the Nickel Plate, also spoke.

The possibility of printing machines supplanting the telegraphers as they have men in other branches of telegraph service was not mentioned. Strong addresses were made for each of the roads to organize the men on a 100 percent basis. On two of the lines this has already been done.

February 3, 1928

Vidette Messenger

Hammond Switchman Tragedy Victim

Hammond, Ind., Feb. 3—Barry Somes, 35, switchman, was killed instantly and his body horribly mangled today when he was run down by a switch engine in the Monon Railroad yards here.

February 14, 1928

Logansport Pharos-Tribune

Many Railway Men At Funeral Of John Priest

Because of the great throng of friends who wished to attend the funeral services of John Priest, Lafayette, veteran Monon railroad passenger agent, the services were held at the First Christian Church at Lafayette Monday afternoon, it being originally planned to conduct the final rites at the home. Following the ceremonies at the church the remains were taken in a special Monon train to Francesville for burial.

February 22, 1928

Vidette Messenger

Couple Escape Crossing Death At New Albany

New Albany, Ind., Feb. 22—Mr. and Mrs. G.R. Nutter of Louisville, Ky., were congratulating themselves today upon an almost miraculous escape from death on the Monon railroad crossing on Market street here. The train crew, all from Lafayette, Ind., also was grateful.

The small Nutter coupe ran into the front of a Monon passenger train which was enroute from Chicago to Louisville. The car was jammed between the cylinder and the pilot of the locomotive and was dragged along the track. When the train finally stopped, the automobile was within a foot of a tree that stood at the side of the tracks. Had the car been pushed against the tree its two occupants would have been crushed to death. As it was the automobile was smashed like an egg shell.

The Monon train was in charge of Conductor R. Hudlow of Lafayette. The engineer was Charles Gore and the fireman, Samuel J. Neal, both of Lafayette.

February 24, 1928

Logansport Pharos-Tribune

Monon Schedule Changes Benefit Town Of Ladoga

Ladoga, Indiana, on the Monon railroad, now has a better passenger train service. All trains will stop to take on or let off passengers to or from Louisville or Chicago. Northbound train No. 6 due at Ladoga a regular stopping point Sunday only, and with due notice it will be possible to stop Monon trains for Lafayette, Rensselaer and other northern points and Bloomington, Bedford and other southern points.

May 2, 1928

Logansport Pharos-Tribune

Monon Rail Train To Medaryville Will Not Be Cancelled

Indianapolis, Ind., May 2.—Disregarding the protest of the chairman of the Indiana Public Service Commission, Frank T. Singleton, the Monon railroad will not cancel its order discontinuing mail trains Nos. 9 and 14, between Michigan City and Medaryville.

The commissioner filed a protest with the railroad in response to a telegraphed petition from 16 business men of Westville, that the service ordered stopped May 4, without the sanction of the Public Service Commission, be continues.

A formal order compelling the railroad to continue service until the commission has had an opportunity to investigate conditions, will be made as soon as possible, Singleton said.

May 2, 1928

Vidette Messenger

Westville Blocks Immediate Change Of Monon Schedule

Indianapolis, May 2—Sixteen business men of Westville, a town near Michigan City, were to confer with Frank T. Singleton, chairman of the public service commission today in an effort to halt a proposed train schedule on the Monon railroad which becomes effective Saturday and would remove the only passenger and mail train between Michigan City and Lafayette.

A protesting telegram was received by Singleton Tuesday from sixteen business men of Westville asking that the change be postponed until they had an opportunity to confer with him. Singleton then asked Monon officials to withhold the train schedule change until the matter could be discussed fully.

May 3, 1928

Logansport Press

Monon Trains Must Be Run

Indianapolis, May 3—The Monon railroad was ordered yesterday by the public service commission to continue operation of two trains between Lafayette and Michigan City which the railroad had planned to discontinue May 4.

The order was passed by the commission following refusal of Monon officials to agree to the request of Frank T. Singleton, chairman of the commission, that the railroad hold up action pending a hearing. It included a request that Attorney General Arthur L. Gilliom use legal means at his disposal to enforce the commission's action.

May 3, 1928

The Daily Republican

Defies State Commission

Indianapolis, May 3—The Public Service Commission today, requested Attorney General Arthur L. Gilliom to suggest legal steps whereby the Monon railroad may be restrained from removing trains No. 9 and 14 from its route between Michigan City and Lafayette on Friday.

This action was taken following the refusal of E.P. Vernia, vice-president of the road to concede to the request of the commission that the matter be delayed until a conference be held between the commission, railroad representatives and business men of Westville, near Michigan City.

May 4, 1928

Logansport Pharos-Tribune

Monon Changes

Effective Sunday, May 6, the Monon railroad announces that trains No. 9 and 14, running between Lafayette and Chicago will be discontinued. In their place there will be new trains, two of which will run between Lafayette and Monon only, and two others will run between Lafayette and Medaryville.

May 5, 1928

Logansport Pharos-Tribune

Medaryville Rail Hearing May 16

Indianapolis, Ind., May 5—May 16th has been set as the date for the hearing on the removal of Monon passenger trains No. 9 and 14, between Michigan City and Medaryville, Frank T. Singleton, chairman of the Public Service Commission announced here. The Monon railroad thus far has defied the commission which has ordered the road to continue the train service until a hearing can be held as required by law.

The Commission has issued an order to the railroad to continue the service. The Monon officials have announced they will discontinue the train service on May 6.

The commission has appealed to Attorney General Arthur L. Gilliom who announced he will start legal action to enforce the commission's order if the railroad company disregards it.

May 8, 1928

Logansport Pharos-Tribune

Attorney General Not To Interfere In Train Removal

Indianapolis, Ind., May 8—Although the Monon railroad has arbitrarily discontinued trains 9 and 14 between Michigan City and Medaryville, Indiana, no action will be taken by Attorney General Arthur L. Gilliom to compel the railroad to resume this train service as ordered by the Public Service Commission until after the public hearing to be held by the commission into this case at Michigan City on May 17th.

This was the word at Gilliom's office here today.

“The Public Service Commission does not have the power to order the continuation or the suspension of train service on steam lines previous to the holding of a formal hearing,” E.M. White, assistant attorney general said. “If the commission, after its May 17th hearing, wants the Attorney General's office to compel the Monon railroad by legal means to resume the train service some action will be taken at once by this department.”

July 1, 1928

Logansport Press

From the News Notes section

Dean O. Bowman of Chalmers who has been acting as relief agent for the Monon railroad at Delphi has been transferred to Carmel where he will act as relief agent.

September 15, 1928

Logansport Pharos-Tribune

Monon Railroad Defies Instruction

Michigan City, Ind., Sept. 15—Again defying the Indiana Public Service Commission, the Monon railroad has made no provision for restoring passenger service between Michigan City and Medaryville as ordered in the commission's edict of September one to start today according to O.F. Thorne, local agent for the railroad who said today that the company had made no arrangements to reinstate the service ordered, so far as he knows.

September 21, 1928

The Daily Republican

Commission Cites Power Plants Here (Excerpt)

The petition of the Monon railroad for rehearing on the order to establish round-trip train service between Michigan City and Medaryville was denied. This is the first step in a court appeal, which will likely be taken by the road.

October 16, 1928

Logansport Pharos Tribune

Burning Field Saved By Carroll Neighbors

Delphi, Oct. 16—A field of corn belonging to Charles Ginn, north of Delphi, which had caught fire from sparks from a passing Monon train, was saved from total ruin by the timely assistance of neighbors who plowed furrows with their tractors to prevent the spread. The Monon railroad has paid Mr. Ginn the sum of \$260 for damage done.

October 23, 1928

Logansport Press

Obit

Kris Kopkey, 52, employee of the Monon railroad for the last thirty years and a brother of Frank Kopkey, sheriff of Pulaski county, died at a Lafayette hospital Saturday afternoon. Besides the widow he is survived by two sons, a daughter, one sister, Mrs. Sadie Lamia, and seven brothers, Harry, John, and Frank of this county, Fred of Washington, and Charles, Jess and Joe of California.

Funeral services were held at Pleasant Ridge church in Jefferson township, Pulaski County, and burial was made in the adjoining cemetery.

December 4, 1928

Logansport Pharos-Tribune

Hear Damage Case

Monticello, Ind., Dec. 4—A suit filed by William Altherr, Jr. against the Monon railroad asking damages for a car struck in a collision at a crossing in Lafayette, occupied the attention of circuit court here yesterday and today. The suit was venued from Lafayette.

January 15, 1929

Logansport Pharos-Tribune

Farmer Residing Near Yeoman Dies Of Pneumonia

Delphi, Jan 15—Chas Carson, 43, died at his home near Yeoman, seven miles west of here, at 4 p.m. Monday, death following an illness of several days with pneumonia. Carson, an employee of the Monon railroad, is survived by the widow, a daughter, his mother and four sisters.

Funeral services are to be held at the Yeoman Methodist Church at 1:30 p.m. Wednesday and burial is to be made in the Yeoman cemetery.

April 22, 1929

The Daily Republican

To Discuss Rail Merger

Indianapolis, April 22—Proposed merger of the Monon railroad with the Baltimore & Ohio railroad system will be discussed by members of the traffic committee and the board of directors of the Indiana state chamber of commerce here tomorrow afternoon.

The members will meet with representatives of the public service commission and officials of the Monon Route. Harry R. Kurrie, president of the railroad, will attend the meeting. Directors of the Monon have gone on record as opposing the merger and several cities have taken similar action.

June 13, 1929

The Daily Republican

Attorney Meets Death

Indianapolis, Ind., June 13—Will H. Latta, age sixty-one, attorney for the Indianapolis Street Railway Company, was killed about 9:10 p.m., Wednesday when the auto in which he was driving alone was struck by a south-bound Monon train at a side road crossing at the north edge of Carmel. Relatives of Latta are undecided as to the circumstances which caused him to be near Carmel at that hour.

June 13, 1929

Vidette Messenger

Attorney Killed On Way To Wedding

Carmel, Ind., June 13—Enroute to Fort Wayne to be married, Will H. Latta, Prominent Indianapolis attorney, was killed near here when his automobile was struck by a train at a crossing. Although there were not witnesses and Latta was driving alone, it was believed he failed to see the train and drove his machine into its path. Latta was to have Married Miss Emma Sander, Saturday, in New York, and to have sailed for Europe on June 19. Miss Sander is a daughter of Mr. and Mrs. Charles W. Sander of Fort Wayne.

June 17, 1929

Logansport Pharos-Tribune

Will Eliminate Travel Over Five Crossings in White and Pulaski Counties (excerpt)

On state road 43, from Reynolds to a point north of the Pulaski county line via Monon; 12.5 miles in White and Pulaski counties. This project is on relocation and eliminates four grade crossings of the Monon railroad.

June 20, 1929

Vidette Messenger

Verdict For Latta Death Is Left Open

Noblesville, Ind., June 20—The apparently accidental death in a grade crossing crash at Carmel, near here, on June 12, of Will H. Latta, attorney for the Indiana Street Railway Company, whose will left \$50,000 to be held in trust for the city of Indianapolis for 200 years until the principal had multiplied to \$160,000,000, today was surrounded by a mantle of mystery as the result of the failure of Coroner Frank J. Evans of Hamilton County to return a verdict of accidental death.

The coroner returned an open verdict in the case after an inquest that lasted a week and during which nine witnesses testified.

Latta met his death almost on the eve of his wedding to Miss Margaret Sander of Fort Wayne, Ind. His will left a substantial bequest to Miss Sander.

“The evidence given by the witnesses in the inquest was such that I could not return a verdict of accidental death,” Coroner Evans said.

The coroner said that his verdict had no connection with the investigation of the crash and the autopsy of Latta’s body conducted by representatives of the Harford Accident and Indemnity Company.

Evidence was developed at the inquest, Coroner Evans said, that Latta’s automobile was standing still on the Monon railroad tracks with neither headlights nor tail light burning just before the fatal crash.

Coroner Evans’ verdict follows:

“I, Frank J. Evans, coroner of Hamilton County, having examined the body of Will H. Latta, Claypool Hotel, Indianapolis, and heard the testimony of the witnesses, do hereby find that said decedent came to his death June 12 at 9:10 p.m. Cause was a fractured skull and crushed chest, being struck by southbound Monon train No. 31 at grade crossing one-half mile north of the main crossing in Carmel, while in automobile. Upon first examination of the body I found it to be warm.”

Latta and Miss Sander were scheduled to sail on the S.S. Ansonia from New York this week on a European Honeymoon following the wedding that had been set for June 17.

June 21, 1929

Vidette Messenger

Hold Inquest In Rail Death

Inquest into the death of John Hirschman, age 17, instantly killed Wednesday afternoon at 4:20 o’clock when the Ford sedan which he was driving was struck by a speeding

Pennsylvania flyer on the west edge of Wanatah near his home, was held today by the LaPorte County coroner.

Hirschman, who was working with a Monon railroad section gang, was driving south when an eastbound train struck his car and carried the wreckage for two blocks before stopping. Hirschman was dead when extricated from the wreckage.

He was a son of Mr. and Mrs. John Hirschman, of Wanatah, and besides his parents, is survived by nine brothers and sisters.

Funeral services will be held Saturday at 10 a.m. at the Wanatah Christian church, Rev. Charles Marks officiating. Burial will be at Medaryville.

July 16, 1929

Logansport Pharos-Tribune

Two Youths Admit Series Of Crimes

Bloomington, Ind., July 16—Charles Miller, 22, and Loyd Discus, 22, have been lodged in jail at Spencer, Ind., by L.G. Thompson, Monon railroad detective and have confessed to a series of robberies, holdups and check forgeries at Patricksburg, Freedom and Lyons, including the looting of the Monon freight house at Patricksburg, according to Thompson's announcement here today.

Thompson reported that much of the loot was found hidden in some woods near Worthington.

August 14, 1929

Kokomo Tribune

Grain Dealer Dies

Crawfordsville, Ind., Aug. 14—Albert Edward Reynolds, 71, prominent middle west grain dealer, died at his home here yesterday following a week's illness.

Mr. Reynolds, a director of the Monon railroad and president of the National Grain Dealers Fire Insurance Company, suffered from an attack of acute indigestion while on a business trip to Evansville a week ago. After his return home, his condition was thought to have improved, but later he became worse.

Until three years ago, Reynolds was a member of the board of trustees of Purdue university. During the World War, he served as a member of the United States Grain Corporation.

Seventeen years service as chairman of the legislative committee of the National Grain Dealers association brought Mr. Reynolds in contact with international trade.

At the time of his death, Mr. Reynolds was president of the Crabbs, Reynolds and Taylor Grain Company, operating twenty elevators in Indiana and maintaining warehouses in Hammond and Evansville. He also was a director of the First National bank here and of the Crawfordsville Trust Company.

Mr. Reynolds came here from Romney, Ind., his birthplace.

The widow, one brother, P.S. Reynolds, Crawfordsville and two sisters, Mrs. Archey, of this city, and Mrs. George Waters, of Romney, survive.

November 5, 1929

Logansport Press

Jumps In Front Of Monon Train

Indianapolis, Nov. 4—A man believed to be A.B. Schlossman, of Indianapolis, was killed this afternoon when he jumped in front of the Tippecanoe Flyer at 65th street and the Monon railroad tracks. He had climbed an embankment paralleling the tracks and leaped to the roadbed when the passenger locomotive was about 50 feet way. His body was badly mangled.

November 18, 1929

Vidette Messenger

Railroad Detectives Kills Bandit

Gary, Ind., Nov. 18—Sheriff's men and police joined in a wide search today for a bandit who escaped last night following a duel with a railroad detective in which his companion was killed. The two men were surprised as they emerged from a restaurant at Schneider, after robbing it of \$4. Norman Closki, detective for the Monon railroad, was passing the shop at the time and saw the holdup. When they emerged he opened fire. Marvin Teboda, 22, of Chicago Heights, dropped dead with a bullet in his heart as he fled. His companion fled on foot, abandoning his car in front of the restaurant. Closki was rushed to a hospital with a bullet in his arm as authorities started in pursuit of the bandit.

December 23, 1929

Logansport Pharos Tribune

Fight To Preserve Monon Railroad

Indianapolis, Ind., Dec. 23—Shippers and other interests will fight vigorously against the newly announced plan of the interstate commerce commission for railroad consolidation affecting Indiana, with the view of preserving the Monon Railroad, R.B. Coapstick, traffic manager of the Indiana State Chamber Of Commerce, announced here today.

The state Chamber Of Commerce has taken the position that the interests of the shippers and Indiana business in general require that the Monon Railroad be undisturbed, Coapstick said.