

January 6, 1960

Hammond Times

List Traffic Deaths Investigated By County Coroner During 1959 (Excerpt)

June 6, Corbert Vayles, 52, of Hammond, killed in pedestrian-train accident at Monon railroad crossing Marble St., Hammond.

Nov. 28, Albert Dean Wedding, 23, Lowell, died of injuries received Nov. 20 in a car-train crash on the Monon Railroad crossing of West Main St. in Lowell.

January 15, 1960

Logansport Pharos Tribune

Rail Station Burglarized

Delphi—Burglars entered the Monon Railroad station at Delhi Thursday night and took \$10.48 in cash and checks worth \$42.37.

State Detective Dale MaCurdy and Trooper Dale Douglass, who investigated; said entry was gained by forcing open a window on the north side of the building.

The combination of the safe was pried off and the cash box containing the checks and money was taken from the safe.

January 24, 1960

Hammond Times

From The Calumet Spotlight section

Tony Kozubal, supt. Of the Monon Railroad, was honored last week by his election as vice president of the Chicago Railroads Superintendents Assn. In a year from now he will be in line for the presidency of this group.

G.E. "Jim" Eldrige, Hammond, will retire from the Monon Railroad Jan. 30, after 39 years at the throttle. He and Mrs. Eldridge plan to spend some time in the south enjoying the sunshine and orange juice.

February 5, 1960

Logansport Pharos Tribune

Monon Railroad

Indianapolis—The Monon Railroad today asked the Indiana Public Service Commission for authority to discontinue 10 railroad and express agencies and maintain them as non-agency prepay stations.

The stations are located at Medaryville, Campbellsburg, Ladoga, Battle Ground, Wallace Junction, Westville, Reynolds, Gosport, Borden and Kirclin.

February 24, 1960

Hammond Times

Summer Street Fire Damage \$600 (Excerpt)

Fire also damaged a storeroom in a Monon Railroad roundhouse Tuesday. Thawing frozen water pipes caused the fire.

March 11, 1960

Logansport Pharos Tribune

Train Kills Cattle

Crawfordsville, Ind.—A Monon Railroad train plowed into a herd of cattle which had strayed onto the tracks Wednesday, killing seven of them. The cattle were owned by Roy Kobel.

March 18, 1960

Bridgeport Telegram

Monon Bond Interest

New York, March 17—Director of Monon Railroad today approved interest payments on its bond issues as follows;

On the 4 percent first mortgage income bonds—full interest of 4 percent.

On the 4 ½ percent second mortgage income bonds—full interest of 4 ½ percent.

On the 6 percent income debentures—half interest of 3 percent, accruing the balance of 3 percent.

The interest will be paid April 1.

March 24, 1960

Bridgeport Telegram

From the Financial news section

Monon Railroad posted a two-month loss of \$165,313 vs. a loss of \$79,718 in 1959. Gross revenue eased to \$3,143,40 from \$3,171,075.

April 6, 1960

Hammond Times

City Offered Land For Lyman Avenue

Proposals that would pave the way for two major street improvements in Hammond have been offered to city officials.

Monon Railroad officials have announced willingness to sell a portion of its right-of-way for extension of Lyman Avenue. New York Central Railroad spokesmen said the railroad will donate sufficient land along its Michigan Central Line for an all-truck route between Kennedy and Cline Avenues.

Monon officials quoted a price of about \$300,000 for a stretch between Douglas Street and Willow Court. Monon would use Erie Railroad tracks parallel to its tracks for that distance.

Mayor Edward C. Dowling said he favors both transactions—the Monon deal provided the price were dropped to about \$200,000. A previously estimated cost to the Monon including track and gate relocation was about \$800,000.

City and railroad officials are to confer later this month on the transaction.

If the sale is made, the city would acquire enough land for the extension of Lyman Avenue along a 60-foot right of way. The street now ends at Russell Street.

Vacation of Clinton Street crossing and permission for the railroads to install automatic gates at all crossings except Douglas Street and Hohman Avenue, both of which would remain manually operated, are part of the Monon's terms.

The NYC has agreed to turn over enough of its Michigan Central right-of-way for a new street that would channel cross-town truck traffic out of the Hessville residential area. A 50-foot right-of-way along the south side of the Michigan Central tracks is available.

The city would have to construct the street, this at a cost of about \$100,000, the mayor said.

Whether or not the city accepts offers of both railroads depends largely on willingness of the council to approve a bond issue.

April 26, 1960

Hammond Times

Lyman Ave. Project Would Cost \$400,000

Hammond city officials and representatives of two railroads have worked out a tentative plan that would allow completion of Lyman Avenue between Douglas Street and Hohman Avenue at a cost of between \$400,000 and \$500,000.

The cost includes a new street with a 50-foot right-of-way, sewers, traffic signals and street lights, all on land now used by the Monon Railroad's main line and a 19-foot strip of the Erie Railroad right-of-way that parallels the Monon.

Whether or not the transaction in which the city would purchase the railroad property will be completed, will be decided May 24 when the two groups confer again.

Mayor Edward C. Dowling said he favors the purchase and the project. Original estimates put the cost of the entire undertaking at about \$800,000 two years ago.

City officials including the mayor and representatives of the Monon and Erie Railroads met on the matter Monday. Chamber of Commerce officials were also present.

The Monon is asking \$199,999 for its 30-foot right of way and the Erie wants \$68,000 for its portion, it was reported. Cost of the street work is estimated at \$151,000.

As part of the deal the city would have to give up the Clinton Street crossing, and agree also to installation of automatic gates at all crossings between Hohman Avenue and Douglas Street.

The railroads, however, would maintain tower watchmen at the Russell and State Street crossings. Both towers would have control over all the automatic gates.

Financing of the city's share of the cost would be by a bond issue. The mayor said he plans to detail the proposal for the City Council, which would have to approve the bond issue.

May 5, 1960

Logansport Pharos Tribune

Freight Derailed

Lafayette, Ind.—Ten cars of a Monon Railroad freight train were derailed late Wednesday night at the north edge of Lafayette.

Police said all the derailed cars were loaded with ballast stone.

None of the train crew was injured. A broken journal on one of the cars was believed the cause of the wreck.

May 25, 1960

Hammond Times

Monon Offers City 10-Year Pay Plan for Lyman Routing

An informal offer by the Monon Railroad to allow the city to pay for right-of-way over a maximum 10-year period appears to have brought the completion of Lyman Avenue closer to realization.

Monon officials tentatively agreed to the proposal at a meeting Tuesday with Mayor Edward C. Dowling and members of the Board of Public Works and Safety.

The mayor and the board were to confer today on possible ways of financing the entire project.

Three avenues are being considered; a bond issue, payment from parking meters or from state distributed gasoline taxes.

The railroad has fixed a price of \$290,000 for right-of-way from Douglas Street to Hohman Avenue on which the completed street would be built by the city. Another \$150,000 is estimated necessary for the construction.

Monon trains would switch to Erie Railroad tracks for the distance between Douglas Street and Hohman Avenue. Also part of the bargain would be the city's vacation of the Clinton

Street crossing and granting permission to install automatic gates at crossing between Douglas Street and Hohman Avenue.

The mayor today said the outlook for agreement on the exchange was “hopeful.”

City Controller Joseph E. Klen expressed belief the cost can be financed without any increase in local taxes if money can be taken from either the parking meter or gasoline tax funds. He recalled that the widening of Hohman Avenue in the downtown district was financed by former Mayor Vernon C. Anderson from parking meter revenues.

City officials are expected to attempt to arrive at financing plan that would draw upon both the gasoline tax and parking meter revenues.

Representatives of the Monon, Erie, Chamber of Commerce, Downtown Council, Shore Line Bus Co. and the City Council met with the mayor and the board.

Milton Diamond, chairman of the City Council’s Finance Committee, asked that the board draft a resolution for presentation to the council for appropriating money for the project.

Mayor Dowling said the plan under which the city could pay the Monon for the right-of-way calls for annual payments without interest. Although the railroad would prefer that the land be paid for in about five years, it would accept a 10 year period, the mayor said.

Completion of Lyman Avenue would provide another north-south route between Hohman Avenue and 173rd Street and would greatly improve traffic circulation in the downtown area, the mayor said. Lyman avenue now ends at Russell Street.

When the plan of extending it was conceived several years ago, the railroad asked \$800,000 for its right-of-way. The present sale price includes the railroad’s cost of removing its tracks, making the necessary change-over to the neighboring Erie tracks and the installation by both railroads of automatic signals and crossing gates.

June 17, 1960

Logansport Press

Band Director Leaves Monon (Excerpt)

Phillip Kline, car inspector for the Monon Railroad, was found injured about 1:20 a.m. Friday near the track. An employee of the night shift, he had been in good health when he left his work.

When found he had severe cuts on his head and hands and a broken collar bone. He was taken to the White County Memorial Hospital at Monticello. He does not remember what happened.

June 23, 1960

Vidette Messenger

Rail Service Cut

Monon Railroad service was cut off between Bloomington and Louisville by floodwaters over the tracks south of Borden. Extent of the roadbed damage wasn’t known.

The Monon roundhouse in Bloomington was damaged by surface water from four inches of rain dumped in a quick succession of three severe thunderstorms. The Indiana University geography department called such a triple storm rare.

July 23, 1960

Logansport Press

Monon To Close Up Six Small Stations

Indianapolis—The Public Service Commission Friday authorized the Monon Railroad to drop agency service at six small town freight stations, but turned down the railroad's petitions to close two other agencies.

Discontinuance of agents was approved at Battle Ground, Ladoga, Kirklin, Campbellsburg, Wallace Junction and Westville. Service was ordered continued at Gosport and Medaryville.

July 30, 1960

Anderson Daily Bulletin

Property Seizure Costs Monon \$216

Indianapolis—The seizure of American property by Cuban dictator Fidel Castro cost the Monon Railroad \$216 Friday.

The Indiana Public Service Commission authorized Hygrade Food Products Corp., an Indianapolis firm, to collect that amount from the railroad as an overcharge on a shipment of lard destined for Cuba.

Hygrade shipped two carloads of lard, weighing 120,000 pounds from Monon to Indianapolis last April 5. The lard was destined to travel by rail to West Palm Beach, Fla., and then by boat to Havana, Cuba. But Castro confiscated the firm which ordered the lard and the shipment was stopped before it left Indianapolis.

An over charge resulted when the lard was shipped back to Hygrade and the railroad agreed to pay the difference in shipping charges. PSC approval of the repayment was in accordance with state regulations.

(Note; The July 31 headline for the Anderson Herald was *Castro Fails To Get Lard, \$216 Paid.* KG)

August 11, 1960

Logansport Press

Ladoga Objects To Closing Of Station

Indianapolis—A group of Ladoga businessmen and the Order of Railroad Telegraphers asked the Public Service Commission Wednesday for a rehearing on its July 22 order authorizing closing of the Monon Railroad and Railway Express agencies in Ladoga.

The petitioners said they had testified against discontinuance of agency service at a hearing June 29, but did not know of the July 22 order until copies were mailed August 9.

Joining in the petition, in addition to the railroad telegraphers were Ernest Ball, Emery Chase, Victor Busenbark, Chester W. Dickerson and Harry Seale. They said they are the principal shippers at the Ladoga agencies.

The rehearing petition was filed by the law firm of Foley and Berry, Crawfordsville.

August 18, 1960

Anderson Herald

Monon Control Is Acquired

Chicago—A group of investors have acquired working control of the Monon Railroad, the road announced Wednesday.

The group is headed by W.C. Coleman of Milwaukee and two Chicagoans, J. Roy Browning and Edward P. Madigan.

Details of the acquisition were not revealed. John B. Goodrich, secretary, said the Coleman's group holdings exceed 14 percent of the railroad's stock.

Coleman was elected chairman of the Monon board of directors at a meeting in Washington, D.C., Wednesday morning. The road's former chairman, Walter D. Floersheimer, tendered his resignation a week ago, and it was accepted.

The Monon is primarily a freight carrier operating from Chicago and Michigan City, Ind., to Indianapolis and Louisville, Ky.

Following his election as chairman, Coleman said the Monon has excellent opportunities for increasing its freight volume. He noted that construction is planned of a deep water dock at Michigan City to link Monon facilities with the Great Lakes and the St. Lawrence Seaway.

August 31, 1960

Logansport Pharos Tribune

Train Victim Found

Bainbridge, Ind.—The body of a man identified as Frank Craft, 49, Indianapolis, was found Monday along the Monon Railroad right-of-way north of here. State Police said Craft, who was identified by papers in his clothing, apparently was hit by a train about three days earlier.

September 6, 1960

Logansport Pharos Tribune

Freight Derailed

Wanatah, Ind.—LaPorte County Sheriff Frank Herrbach said three brothers ranging in age from 13 down will be questioned today in the derailment of the locomotive and 11 cars of a Monon Railroad freight train here Sunday. The 29-car train was on a sidetrack at a stone company, Herrbach said a switch was tampered with and left open. Damage was estimated at more than \$30,000

September 7, 1960

Vidette Messenger

Obit

William Bering, 67, Wanatah, died at Porter Memorial Hospital at 3:45 p.m. Tuesday. He was born in Lafayette, Jan. 27, 1893, and had been a resident of the Wanatah area for the past 20 years, coming from Lowell. He was a retired telegraph operator on the Monon Railroad. In 1918 he was married at Lafayette to Leora Robertson, who preceded him in death. He was a member of the St. Boniface Catholic Church, Lafayette.

Surviving are one son, Thomas, of Wanatah; one niece, Mrs. Helen Myers, Chicago, and one nephew, Harry Brosi, of Algonquin Ill.

Funeral services will be conducted Friday morning at the St. Boniface Church, Lafayette, at 9 a.m. Burial will be in St. Boniface cemetery.

Friends may call Thursday afternoon and evening at the Wiesjahn Chapel, Wanatah. Rosary will be recited at 7:30 p.m. Thursday.

September 29, 1960

Logansport Pharos Tribune

Derailment

Ellettsville, Ind.—Twenty-three cars of a Monon Railroad freight train were derailed two miles north of this Monroe County town today.

No injuries were reported.

The rails were torn and twisted extensively and freight cars, some loaded with furniture, were reported stacked up in a jumbled pile of debris.

October 1, 1960

Anderson Herald

Small Rail Station Called Outmoded

Indianapolis—The small town railroad station is an outmoded relic, a petition filed with the Indiana Public Service Commission Friday said.

The Monon Railroad asked for authority to discontinue its Borden station, saying it has lost \$7,933 on the operation in the three years, 1957-1959.

“Rail agencies were built 75 to a 100 years ago at a time when the methods of both highway travel and communications necessitated short distances between stations” the petition argued.

October 4, 1960

Logansport Press

Elmer E. Moore, 79, Retired Monon Employee Dies; Rites At Delphi

Final Services for Elmer E. Moore, 79, of the Ockley community will be at two o'clock Wednesday at the Eikenberry Funeral Home. The Rev. O.P. Manker will officiate and burial will be in the Masonic cemetery.

Friends may call at the funeral home after noon today. The Rossville Masonic lodge will conduct graveside services.

A retired Monon Railroad train dispatcher, he died Sunday at 4 p.m. while visiting a neighbor. He had been in failing health several years.

Born Dec. 17, 1880, he was the son of James M. and Charlotte Chambers Moore.

He was a member of the Ockley EUB church, Rossville Masonic lodge, Delphi IOOF lodge and the Conservation club.

Surviving is a brother, Otto, Sycamore, Ill.

October 12, 1960

Logansport Pharos Tribune

Services Today For Peter Goris

Monticello—Funeral services will be held today at Hippensteel Chapel, Lafayette, for Peter J. Goris, 74, of Rt. 5, Monticello, who died Monday evening at St. Elizabeth Hospital, Lafayette.

Mr. Goris, formerly of Lafayette, had been an engine carpenter for the Monon Railroad for 41 years.

November 14, 1960

Logansport Pharos Tribune

John Neff Expires After Long Illness

John Neff, 83, who lived at the Star Hotel, died at 11:45 a.m. Sunday at St. Joseph's Hospital following a lingering illness.

Born June 5, 1877, in Cass County, he was the son of Jacob and Cynthia Rea Neff. He was a retired Monon Railroad employee.

Mr. Neff was preceded in death by his wife, Nellie, and a son, Rev. John Neff.

Survivors include a number of nieces and nephews.

Final rites will be held at 9:30 a.m. Tuesday at St. Vincent de Paul's Church with the Rt. Rev. Msgr. John P. Schall officiating. Burial will be in Mt. Calvary cemetery.

Rosary will be said at the Kroeger Funeral Home chapel at 8 p.m. Monday.

Friends may call at the funeral home any time.

December 23, 1960

Anderson Daily Bulletin

Killed By Train

Lafayette, Ind.—Meril Jacob Foote, 47, of rural Lafayette, was killed Thursday night when a Monon Railroad freight train crashed into his stalled auto on a county road crossing.

Authorities said snow covering the incline of the highway at the crossing may have helped stall the car. Engineer Henry Schubnell, also of Lafayette, said the train was traveling at 35 or 40 miles per hour when the crash occurred.

The car was hurled 50 yards by the impact.

December 28, 1960

High Point Enterprise

Jack Russell, Railroad Man, Dies At 48

Thomasville—Jack Mitchell Russell, 48, died at the Veterans Hospital at Durham at 8 a.m. today. He had been in declining health for the past year and a patient in the hospital for one week.

Mr. Russell was born in Denton, March 2, 1912, a son of T.N. and Sadie Steele Russell, and had lived in Thomasville since 1927. He was formerly associated with the High Point, Thomasville and Denton Railroad and recently with the Monon Railroad in Chicago. He was transferred to New Orleans three years ago, moving back to Thomasville last June. Mr. Russell was a member of Memorial Methodist Church and the Men's Bible class of the church.

On Nov. 24, 1936, he was married to Miss Lois Bodenheimer, who survives of the home. Also surviving are two sons, Mitchell and Tommy Russell, both of the home; a sister, Mrs. Claude Huntley of Wadesboro; four brothers, Lindsay Russell of Thomasville and Wayne, Lon and Rufus Russell, all of Greensboro.

Funeral will be conducted at J.C. Green and Sons Funeral Chapel Friday at 2 p.m. Dr. Frank Jordan, pastor of Memorial Methodist Church, will officiate, assisted by Rev. Barrett Wilson, pastor of the Unity Methodist Church. Burial will be in the family plot Holly Hills Cemetery.

The body will remain at the funeral home until the service.

December 31, 1960

Smoky Jamison Ends 62 Years With Monon RR

Bedford, Ind.—The end of the old year will mark the end of 62 years on the Monon railroad for Henry (Smoky) Jamison, who will be 82 in March.

Jamison said he was retiring because “I’m just getting’ tired.” He added that the winter weather is a little harder to take than it used to be.

For 58 of his 62 years with the Monon, Jamison was an engineer on locomotives ranging from old six-wheel steamers to modern diesels.

He joined the Monon at 19 as a roundhouse worker, firing up engines. Three months later he became a regular fireman and became known as “Smoky” because fellow workers claimed he could “make more black smoke than anybody.”

His career as an engineer began in Aril of 1903 on coal and work trains, later working out of the Lawrence County stone quarries. He was transferred to the Bedford switching yards several years ago.

“The Monon’s got the biggest part of my life and they’ve treated me mighty nice,” Jamison said. “If I had it to do all over again, I’d still be an engineer.”

Jamison was born in Siloam Springs, Ark., but his family moved to Bedford when he was four. His wife, Bertie, was killed in an automobile accident 12 years ago. Jamison has one daughter, Ruth Freeland, Of Whitesville, Tenn.

January 8, 1961

Three Children Killed At Brookston Crossing

Brookston—A trip to a Methodist Church Sunday School skating party ended in tragedy Saturday when three youngsters were fatally injured and a fourth was critically hurt when their automobile was struck by a fast, southbound Monon Railroad passenger train at 12:25. The accident occurred at Brookston.

Three children and the driver of the car, escaped injury.

Killed were Douglas Dearduff, 12, son of Mr. and Mrs. Vernon Dearduff, Brookston, and Marie Paugh, 13, and her sister, Karen, 8, daughters of Mr. and Mrs. Dallas Paugh, also of Brookston, Mrs. Dearduff, 33, was the driver of the automobile.

Critically injured and taken to St. Elizabeth’s hospital in Lafayette, was Roger Logan, 16, son of Mr. and Mrs. Orville Logan, of rural route Brookston. Karen Logan, 14, sister of Roger, Kathy Dearduff, 2, daughter of Mr. and Mrs. Dearduff and the driver of the car, Mrs. Dearduff escaped injury in the collision.

Witnesses to the accident stated that the 1955 model car stalled on the tracks. Witnesses included Mr. and Mrs. U.G. Miller, of Lafayette.

Mrs. Dearduff’s car was the last of four car-loads of children enroute to Lafayette for the skating party. All of the children planning to attend the party were seventh and eighth grade students. The children were members of the Brookston Methodist Church Sunday School.

White County Sheriff Charles Miller reported that the Monon Railroad passenger train was traveling about 60 miles-per-hour as it approached the crossing. H.H. Hamilton, of Lafayette, was the conductor; Everett McBee, of Monon, was the engineer; P.L. Krause, of Lafayette, was the fireman and B. Hudson and George Cox, both of Lafayette, were the brakemen on the train. The passenger train was number 5 southbound from Chicago to Louisville. The train was delayed half an hour.

Mrs. Dearduff told White County Coroner Dr. H.H. Gish she had been having trouble with the engine stalling in her car. It stalled again on the crossing near the Monon's Brookston station.

Karen Logan told officials, "Three of us got out, but I don't know what happened after that."

The impact of the collision shoved the vehicle down the tracks for almost 500 feet. The Dearduff youth was thrown from the car and he struck a cement post near the station. The two girls were thrown out about 200 feet further down the tracks. All were killed instantly.

The accident was investigated by State Trooper Joe Flynn and White County Sheriff Charles Miller. An accident at the same crossing claimed one life about five years ago.

January 25, 1961

Logansport Pharos Tribune

Discuss Need For RR Signal At Brookston

Brookston—The possibility of installing a flasher signal at the Fourth Street Monon Railroad crossing in Brookston was discussed by the members of the Brookston town board at a meeting held Monday evening. The situation was discussed with four representatives of the railroad.

Three Brookston school children were fatally injured when the automobile in which they were riding was struck by a Monon passenger train at the crossing on Jan. 7. The crossing is unguarded and the only signal is a green light which remains on when it is safe to cross.

The railroad representatives agreed to see that trains slow down under 65 miles an hour when passing through the town and also to meet with Monon board of directors to present the request of the town board calling for a flasher signal at the crossing.

Sheriff Charles G. Miller spoke to the board members, the railroad representatives and approximately fifty townspeople, concerning the problem. He stated that trains travel at a top speed of 65 miles an hour and that he did not feel that the present signal system was adequate. Rev. Donald Bowman spoke before the group and offered several suggestions to remedy the situation.

February 9, 1961

Bridgeport Telegram

Monon Road To Omit Interest Payments

Chicago, Feb. 8—Directors of the Monon Railroad voted today to omit April 1 interest payments on three income bond debenture issues.

Included are the 4 percent first mortgage income bonds, 4 ½ percent second mortgage income bonds and 6 percent income debentures.

In 1960, full interest payments were made on the two bond issues while one-half of the income debenture interest was met.

The interest payments are being omitted because “interest was not earned in accordance with the computation of available net income,” a spokesman said.

February 11, 1961

Vidette Messenger

Railroad Killed

Indianapolis—(First name unreadable) Karweik, 71, Indianapolis, was killed Friday as he was disconnecting hoses on a Monon Railroad freight train.

March 19, 1961

Logansport Pharos Tribune

William W. Clifton, Delphi Native, Dies; Services At Frankfort

Delphi—William Walter Clifton, 68, of Frankfort, died while visiting at Clarks Hill. A native of Delphi he lived in Chalmers most of his life until moving to Frankfort in 1946.

A retired Monon railroad employee he is survived by his wife, the former Harriet Jones; a son, Henry Duane, Kokomo; a daughter, Mrs. Treva Hibmer; six grandchildren; one brother, Fronus, Lafayette.

Final rites will be at two o'clock this afternoon at the Goodwin Funeral Home. Burial will be in Greenlawn Memorial Park, Frankfort.

April 11, 1961

Logansport Press

Obit

Everett E. Kiske, 79, of Lafayette, a native, passed away Friday morning at Wm. Ross annex where he had been a patient in the county home since March 14. He leaves the wife, the former Minnie May Hunter of Delphi to whom he was united in marriage in 1904.

He was reared at Yeoman but spent the past 47 years in Lafayette where he was a machinist helper in the Monon Railroad shops.

He also leaves a daughter, Mrs. Lloyd J. Loveless of Lafayette and a son, Cloyd of Indianapolis; along with six grandchildren and 15 great-grandchildren; two sister, Mrs. Stella

Roth, Monticello and Mrs. Golda Barnes, Royal Center. Rites will be held in Hippensteel Chapel, Lafayette at 1 p.m. Monday. Friends may call at the funeral home after 4 p.m. Sunday.

April 13, 1961

Hammond Times

Rail Chief Hits 'Depressed Area' Bill (Letter to the editor)

Following is partial text of a letter I have sent Rep. Ray J. Madden (D-Lake County) on the "Depressed Areas Bill" now pending in Congress;

"Our business is so intimately concerned with the welfare of Indiana that we adhere to the belief that "What's Good for the Monon." 1301 of our 1423 employees are Indiana residents. It is my firm belief that the converse is also true.

"The much publicized unemployment figures have generated nationwide interest. What should or should not be done is the subject of thousands of conversations, editorials, letters, etc. Senate Bill 1 (?) as presently written, would produce a benefit only to the Evansville area, in the amount of approximately \$150,000 while Indiana's share of the cost of this bill (paid by Hoosiers to the Federal Government) would be \$2,280,000. This is not good for Indiana.

"Serious consideration must be given to the resultant effects this law could and will, if passed, have on our general economy. In Indiana, as well as throughout the country, there are countless business operations operating today on a very narrow margin of profit. Government grants under this proposed law could subsidize a competitor and put the marginal operator out of business and add his employees to the unemployment rolls. This can happen in your own Congressional District, and possibly affect the very people who elected you to Congress.

"I urge you to consider these very serious matters when Senate Bill 1 is before the House of Representatives. If I were able, I would also urge your constituents who elected you to also communicate their views to you.

"I sincerely do not believe this legislation is Good for Indiana."

W.C. Coleman
Chairman of the Board
Monon Railroad

Chicago

April 17, 1961

Anderson Daily Bulletin

Special Rescue Train

A Monon Railroad special train headed north out of the town of Monon in northern White County late Sunday night to pick up stranded motorists from cars along US 421 which parallels the tracks.

April 17, 1961

Kokomo Tribune

At Least 8 Deaths Blamed On Snowstorm In Indiana (Excerpt)

The Monon Railroad twice sent out rescue trains Sunday night to pick up motorists whose cars stalled in drifts on Ind. 421, which parallels Monon tracks in Northwestern Indiana.

The locomotive and two cabooses, hooked together in Monon picked up 20 persons in a run north to Francesville, then rescued 25 more in a run south to Brookston.

A Monon freight train engineer reported seeing a Trailways bus stalled north of Francesville this morning. No one appeared when he blew his whistle and he said the passengers and driver apparently had abandoned the vehicle.

April 27, 1961

Hammond Times

Monon Official To Retire Monday

T.V. Sherrier, Lafayette, will retire Monday as general manager of the Valparaiso office of the Monon Railroad.

V.C. Golden, assistant general manager, and superintendent of motive power and equipment, will succeed Sherrier as general manager, C.N. Bick, company president, said.

May 12, 1961

Anderson Daily Bulletin

Rain Threat In Flood Area Ends (Excerpt)

In the Bedford-Williams area, the Monon Railroad resumed operations Thursday after being at a standstill since Tuesday because of flooded tracks.

May 17, 1961

Logansport Pharos Tribune

Train Kills Man

Crawfordsville—Earnest Anderson, 84, Crawfordsville, was killed Tuesday night when he was walked into the path of a Monon Railroad freight train at a downtown crossing.

May 31, 1961

Hammond Times

Martin Dies; Retired Monon Passenger Agent

Indianapolis—Funeral services will be in Indianapolis Thursday for Frank V. Martin, 81, retired general passenger agent of the Monon Railroad.

Martin died Tuesday. Survivors include the widow, Elizabeth and a son, Cecil.

Martin had been with railroads 56 years before his retirement in 1952. He was with the Monon 40 years. Starting as a call boy for the New York Central, Martin worked as telegraph operator in Champaign, Ill., and as assistant ticket agent here before joining Monon in 1912.

During World War I, he was ticket agent and manager of the US Consolidated Ticket Office.

June 24, 1961

Vidette messenger

Monon Railroad Wants To Build Lake, River Ports

Washington—The Monon Railroad is asking the Interstate Commerce Commission for approval to borrow \$5 million to be used to build a lake port at Michigan City and a river port in Southern Indiana.

Frank M. McHale of Indianapolis, attorney for the railroad, said Friday the railroad would spend \$2 to deepen the Michigan City harbor to admit coal hauling steamers from Lake Michigan, thus opening up a market in the Great Lakes area for Southern Indiana coal.

McHale said coal supplies for electric utilities in the area now must move through the lake locks.

The attorney did not say where the river port would be located. From it the Monon would haul coal from Indiana and Kentucky mines.

McHale said iron ore from Minnesota could move through Michigan City in the opposite direction for shipment to steel mills in the south and east.

June 25, 1961

Anderson Herald

Monon, ICC Talks Continue Regarding Building Of 2 Ports

Chicago—Negotiations between Monon Railroad representatives and the Interstate Commerce Commission continued Saturday over Monon's application for a \$5million loan to build ports on Lake Michigan at Michigan City and on the Ohio River near Louisville, Ky.

Monon officials said the railroad's proposal had met with opposition from Indiana. Indiana officials dropped their objections to the Lake Michigan port proposal when they learned Monon's Indiana port would not be competing with the state of Indiana's Burns Ditch project, a Monon spokesman said.

John B. Goodrich, general solicitor for the Monon, said "Indiana's objections were dropped when we explained that our port would lure no business from the Burns' Ditch project."

July 28, 1961

Hammond Times

Plans On Two Ports Gain

Indianapolis—Plans for two ports on Indiana's Lake Michigan Shore were advanced Thursday by government action at the federal and state levels.

The Interstate Commerce Commission in Washington agreed to underwrite a \$5 million load privately negotiated by the Monon Railroad for construction of new waterfront facilities at Michigan City and Louisville, Ky.

Gov. Matthew E. Welsh said here that negotiations for purchase of 260 acres for the Port of Indiana in Porter County are nearing completion.

The Monon projects involve installation of new coal and iron ore handling equipment at Michigan City and on the Ohio River to facilitate rail-barge business.

The railroad originally applied in March for a government repayment guarantee on \$3.5 million to be borrowed at 4 $\frac{3}{4}$ percent interest. It later supplemented the application to include an additional \$1.5 million to be borrowed at 5 percent. The loans will run 15 years.

The Monon said the proceeds will be used for the rail-marine projects and for reimbursement of its treasury for other plant improvements previously made.

It will pledge first and second mortgage bonds as securities for the loans, to be handled by the Continental Illinois Bank & Trust Co. of Chicago as trustee for various bank and insurance company leaders.

Welsh said the port of Indiana land, east of Burns Ditch, will be bought from Bethlehem Steel Corp. for about \$2,063 an acre. The total cost of \$536,380 represents 75 percent of the original purchase price of the land.

Clinton Green, secretary-treasurer of the Indiana Port Commission, also has asked Bethlehem for an option on 100 acres for development of the second and third stages of the harbor. The 100 acres lies between US 12 and US 20 along Burns Ditch.

Welsh said he believes the Porter County site will not be changed, because extensive studies prove its economic feasibility.

Green said negotiations will be completed at the next meeting with Bethlehem officials, but no date was set.

The state arranged last week to buy 68.6 acres in the same area from Midwest Steel Corp.

August 18, 1961

The News

Railroads Seek Fare Increase

Washington—Five railroads have taken an initial step toward increasing passenger fare by about 14.23 percent, the Interstate Commerce Commission said Thursday.

Special permission to depart from the commission's tariff publishing rules was requested on behalf of the Baltimore & Ohio, Erie-Lackawanna Railroad Co., Monon Railroad, Wabash Railroad Co., and the New York, Chicago & St. Louis Railroad.

The request says the proposed increase would become effective Oct. 1 or as soon thereafter as possible, allowing time for legal notice to users who might wish to protest.

Winkler's letter of request said the railroads would increase basic one-way, first-class fares by 14.23 percent or boost the basic fare level of about 5.209 cents per mile to 5.95 cents per mile.

August 27, 1961

Hammond Times

Railroader Retires After 53 Years With Monon

Dyer—Many changes in railroading were witnessed by retired Monon employee Paul T Gettler during his 53 years and four months of service.

“The hardest to take, however,” according to Gettler, “was the infrequent uses of the telegraph in the later years.” He still thinks the telegraph is the best method of communication.

In reminiscing about the operator-clerk job that he left this summer, Gettler recalled how Dyer residents many years ago would flock to the railroad tower in town to receive the latest news.

“In the days before radio,” he said, “the telegraph operator received all the news first.”

The event that drew the biggest crowd when he was on duty operating the telegraph, he said was in February, 1925, when Floyd Collins was lost in Sand Cave, which he discovered, near Cave City, Ky.

“Neighbors and friends also would visit me frequently in the tower to receive the latest baseball scores,” he said.

For 45 years Gettler worked in a tower that was located near the present site of the Monon depot in Dyer.

He still recalls steam engines coming down the tracks with gas lamps burning and railroad cars with vegetables being manned by railroad personnel.

“Those were the days before refrigerated cars and men were employed to build fires in the car to keep the vegetables from freezing,” he said.

“Railroading is easier for a worker today,” Gettler said, “but it isn't any less interesting.” He said he is as fascinated by trains today at 69 as he was at the age of 14.

“The number of freight trains that pass through Dyer in a day has not changed much in 50 years but the volume they pull has changed tremendously,” he said.

A normal train in 1908 pulled 1,000 tons, he said. Today, he added, some trains can pull as many as 15,000 tons in 170 cars.

The number of passenger trains in the 50-year span has changed considerably, on the other hand, according to Gettler. He said that 12-a-day passed through Dyer when he started working for the railroad. Today, there are only two.

The tower from which Gettler watched trains come and go for more than half a century overlooked tracks of not only the Monon but the Elgin, Joliet and Eastern and Michigan Central railroads as well.

The tower, which was demolished in 1953, became obsolete when electronic devices came into common usage, Gettler said. Workmen today only have to watch a screen that registers different colors when trains are approaching, he explained.

Gettler said he had the second highest paying job in Dyer in March, 1908, when he was first employed by the Monon Railroad as towerman-operator-clerk. He received \$55 a month.

“The highest paying job,” he said, “was that of the cashier in Dyer Branch of Gary National Bank.”

While Gettler has been a devotee to the railroad all his life and says he will always be interested in “what’s going on, with the railroad,” his job never kept him from performing public services.

For eight years he served as a St. John Township trustee and another eight as Dyer town trustee.

Gettler is a life-long resident of Dyer, where he was born and raised, and has no desire to leave the town. He is not inclined to travel either, despite the fact that he has been a railroad man most of his life.

He took three long trips during his years on the railroad, one each to California, New York City, and Florida, and says he doesn’t care to make any more.

His days of retirement would not be idle, however, he said.

His plans include gardening and working around his home and those of his five daughters and sons-in-law. Three of the families live in Dyer and one each in Morrison and Normal, Ill.

“I think I can find plenty to do,” he said.

September 25, 1961

Terre Haute Star

Traffic (Excerpt)

Phillip J. Kratz, 40, Evansville, suffered fatal injuries when his car slammed into the side of a Monon Railroad freight train one mile south of Medaryville at an Ind. 14 crossing.

September 27, 1961

Bridgeport Post

From the financial news section

Monon Railroad had an eight-month loss of \$1,122,718 vs. a loss of \$945,072 in 1960. August showed a net income of \$33,665 vs. a loss of \$251,951 in August, 1960.

September 29, 1961

Hammond Times

Girl Scouts To Take ‘Heritage’ Hike Saturday (Excerpt)

In charge of a tour of the Monon Railroad freight yards is Mrs. John Kockler. The girls will learn the history of Calumet Region railroading and be guided by senior scouts Kathy Gora, Mary Ellen, Jean Taliaferro, Mary Catherine Weaver and Joan Whitfield.

Mrs. Jesse Smith is in charge of a train trip to Lowell on the Monon, including a picnic lunch.

October 14, 1961

Anderson Daily Bulletin

Loses Feet

Bloomington, Ind.—James Walton, 45, lost both his feet Friday when he rested them on the Monon Railroad tracks and took a nap near here.

October 15, 1961

Hammond Times

Train Hits Auto; Driver Is Injured

An Illinois man was injured late Saturday when the car he was driving went off the TriState highway in Hammond onto tracks of the Monon Railroad.

He was identified as Paul Kirschke, 40, Elmhurst. He was taken to St. Margaret Hospital, the extent of his injuries not immediately known.

It is believed he was unable to get out of his car, until found about two hours after the accident when the crew of a passenger train spotted the car and notified police.

The car, going west on the highway, had gone off the pavement at the median strip of the overpass above the tracks, down a steep embankment, then bounced across the tracks onto the right-of-way.

Kirschke was alone in the car, fastened to the front seat by a seat belt.

A resident in the area of the overpass reported hearing the sound of a crash about 7:30 p.m. Kirschke's car was spotted by the railroad crew shortly before 9:30 p.m.

November 14, 1961

Hammond Times

Obit

James B. Babcock, 64, Hammond, died today at St. Margaret Hospital. He was a resident of Hammond for 37 years and was employed by the Monon Railroad for that length of time.

Funeral services being handled by Solan Funeral Home, Hammond, are incomplete. He is survived by his widow, Nina; three sons, James B., Jr., Donald, both of Hammond, Robert L., of St. John; two daughters, Mrs. Judy Medley of Hammond, Mrs. Phyllis Shank of Waukegan, Ill; two sisters, Mrs. Blanch English of Indianapolis, Mrs. Edna Goss of Remington, Ind., and 9 grandchildren.

Mr. Babcock was a veteran of World War I. He was a member of the Brotherhood of Locomotive Engineers, Local 682.

November 17, 1961

Hammond Times

Seek Box With Furs Worth \$3,100

Hammond police still are seeking more than \$3,100 worth of furs in a cardboard box which was taken from a Railway Express Co. platform last week.

Police said the box, measuring 36x14x8 inches, was tied with a brown cord. It was taken either from the Railway Express office on Oakley avenue or from the Monon Railroad depot on Lyman avenue, they said.

The box was being shipped by Louis Furs to New York last Friday.

The contents included a bundle of sealskins, valued at \$1,650, a three-quarter length muskrat coat, \$265, and a mink jacket, \$1,095.

November 26, 1961

Logansport Pharos Tribune

Injunction Stops Filling Of Harbor

LaPorte, Ind.—An electric utility's plan to fill 250 acres of Lake Michigan on its Michigan City harbor frontage is being held up by injunction, at least until Jan. 19.

Circuit Judge Alban M. Smith enjoined Gov. Matthew E. Welsh from authorizing Northern Indiana Public Service Co. to make such a fill.

The temporary injunction was granted on request of the Monon Railroad, which protested that the proposed fill would make the Monon's adjoining harbor frontage unusable for a water terminal.

The Monon received a \$5 million federal loan Aug. 4 to help build a terminal at the harbor.

NIPSCO applied Aug. 30 through the secretary of state for authority to expand its building site by making the fill.

Judge Smith set 10 a.m. Jan. 19 for a hearing on the question of making the injunction permanent.

December 15, 1961

Anderson Daily Bulletin

Coleman Named Monon President

Chicago—Directors of the Monon Railroad elected W.C. Coleman of Milwaukee as president Thursday.

Coleman, chairman of the board, will succeed Carl A. Bick, 67, who will retire as president and director Dec. 31.

S. Scott Nicholls of Tucson, Ariz., was elected to fill Bick's unexpired term as a director and was named vice president, a new office.

The Monon, formerly the Chicago, Indianapolis & Louisville Railroad, is primarily a freight carrier.

January 19, 1962

Logansport Press

Seek Dismissal Of Monon Suit

LaPorte, Ind.—A motion was filed Wednesday seeking dismissal of a Monon Railroad suit to prevent Gov. Matthew E. Welsh from using executive power to authorize a 250-acre fill at Michigan City.

The railroad claims the fill would block construction of its proposed \$5 million dock facility at Michigan City.

The motion filed on the governor's behalf in LaPorte Circuit Court was based on these points;

1. That the court has no jurisdiction over the person of the defendant.
2. That the railroad has no legal right to bring injunctive action against the defendant.
3. That the court lacks jurisdiction over the person of the defendant because the pending action is, in substance and effect, a suit against the state of Indiana, "which sovereign state has not consented to be sued in the court."

The Monon's request for an injunction grew out of a proposal by the Northern Indiana Public Service Co. to make a fill extending lake front land it owns close to the railroad's proposed dock site. NIPSCO's application to the secretary of state for authority to make the fill was filed last Aug. 31.

January 19, 1962

Vidette Messenger

No Action Taken On Inland's Lake Land Fill Request

Indianapolis—Officials of Inland Steel Co. appeared before the State Conservation Commission Thursday in support of the firm's application for an 800 acre land fill on Lake Michigan, but no action was taken.

Representatives of the Monon Railroad sat in on the hearing for information, although Monon has no application pending before the commission.

Kenneth R. Cougill, director of parks and lands for the commission, said the Monon representatives discussed a recent commission resolution in favor of maintaining open lake areas for recreation rather than permitting fills.

Inland's proposed fill would create about 800 acres of land in the Indiana Shoals area for industrial use.

Another land fill application from Northern Indiana Public Service Co. was not on the agenda of the Thursday meeting. The NIPSCO fill would be at Michigan City and is being

fought by the Monon on grounds it would block the railroad's proposed \$5 million dock facility there.

Gov. Matthew E. Welsh is seeking dismissal of a suit the Monon filed in LaPorte Circuit Court to prevent him from using executive power to authorize the 230 acre NIPSCO fill. A dismissal motion was filed in the LaPorte court on the governor's behalf.

January 29, 1962

Anderson Daily Bulletin

Rail Service Studied

Indianapolis—The Monon Railroad was reported Saturday to be studying the possibility of fast passenger train service between Indianapolis and Chicago. William H. Bank, executive vice president of the Indianapolis Chamber of Commerce, said members were being polled to see how many could use such service.

February 6, 1962

Vidette Messenger

Railroader Dies

Lafayette—Claude C. Shoulty, 77, who retired in 1950 after a 54-year career with the Monon Railroad that took him from section gang waterboy to general superintendent, died Monday. He was a former resident of Bedford.

April 5, 1962

Logansport Pharos Tribune

Jury Trial Begins In White Court (Excerpt)

Two suits were filed against the Monon Railroad, one by Robert DeVault and one by Frank DeVault. Robert DeVault asks \$15,000, costs and all other proper relief as a result of injuries suffered in a truck collision at Chalmers, Indiana. He alleges negligence of the defendant. Frank DeVault, owner of the truck, filed a complaint for damages, asking \$12,000, costs and all other proper relief for damages to truck and equipment.

July 26, 1962

Logansport Pharos Tribune

Walter Cooper, 72, Dies In Lafayette

Lafayette—Walter J. Cooper, 72, Lafayette, died at 3:20 a.m. Thursday at St. Elizabeth's hospital here. He suffered a cerebral hemorrhage this past Saturday.

Born in Logansport on Feb. 26, 1890, he was the son of Ulysses S. and Junnatta (sp?) Bohlinger Cooper. He moved to Lafayette in 1923. He was a retired machinist at the Monon railroad shops in Lafayette. He had been a machinist in Logansport with the Pennsylvania before moving.

He married Iva B. Clark on Sept. 15, 1915, in Logansport.

He was a member of the Brown Street Methodist Church, the Interstate Assn. of Retired Railroad Employees and the IOOF Merger Lodge No. 5.

Survivors are the widow; one daughter, Mrs. Robert Duff, Lafayette; and five sisters; Mrs. Edwin Steinwedel, Miss Mary Ann Cooper and Mrs. Elwood Ranke, all of Logansport; Mrs. Harvey Milty, Detroit, Mich.; Mrs. Florence Luplow, Monticello; one granddaughter and one great grandson.

Funeral services will be held at 1 p.m. Saturday at the Hipensteel Funeral Home in Lafayette. Graveside rites will be held about 2:30 p.m. at Mt. Hope Cemetery in Logansport.

Friends may call at the funeral home there after 4 p.m. Friday.

July 31, 1962

Logansport Press

Seek Gas Extension In Terre Haute Area (Excerpt)

The PSC also received a petition from the Monon Railroad, asking authority to discontinue agency service and less-than-carload shipments at Carmel and Sheridan.

Both would become non-agency stations for carload freight shipments only, Carmel under jurisdiction of the railroad's Indianapolis agent and Sheridan under the Frankfort agency.

August 2, 1962

Ames Daily Tribune

The Cruellest Blow Of All...

Lafayette, Ind.—Motorist John Arvin's car was hit 106 times by a train but the cruelest blow was a judge's decision.

The first impact by the Monon Railroad freight train left the auto at such an angle to the track that 105 cars of the passing train each hit it.

Arvin was fined \$10 and costs for a traffic violation.

August 3, 1962

Anderson Herald

Authorize Railroad To Curtail Service (Excerpt)

A new petition was filed with the PSC Thursday by the Monon Railroad and the Southern Railroad for authority to discontinue their joint agent at French Lick.

September 10, 1962

Vidette Messenger

Monon Ex-Official Dies

Lafayette, Ind.—Gilbert H. Kern, who in 44 years worked his way from telegrapher to superintendent of the Monon Railroad, died of a heart attack Sunday afternoon playing golf here. He was 67. Kern retired as superintendent in 1958.

September 17, 1962

Logansport Pharos Tribune

Railroader Killed

Hammond, Ind.—Robert F. Turner, 36, Schererville, was killed Saturday night when he fell from a freight car in the Hammond yards where he was working as a Monon Railroad switchman.

October 18, 1962

Anderson Daily Bulletin

Nationalization Of Rails Is Seen

Indianapolis—American railroads will be nationalized in 4 to 10 years unless they are relieved of “punitive regulations,” President John Barriger of the Pittsburgh and Lake Erie Railroad predicts.

Barriger, former president of the Monon Railroad, made his forecast Wednesday at a seminar sponsored by the Railroad Community Service Committee of Indiana.

Byron Nupp of Washington, chief of the Commerce Department’s land transportation staff, said President Kennedy has incorporated transportation problems in his legislative program.

George R. Wallace, freight service manager for the Pennsylvania Railroad’s Buckeye Region, said “President Kennedy’s program is a heartening beginning.”

November 26, 1962

Logansport Pharos Tribune

Killed By Train

Battle Ground, Ind.—A passenger train struck and killed Elizabeth Ann Schnepf, 11, of Battle Ground Sunday as the youngster strolled along the Monon Railroad tracks with a companion.

The train, approaching from behind the girls, tossed the victim more than 100 feet, and she died of internal injuries. Karen McCoy, 11, Battle Ground, was not injured.

Engineer Everett McBee of Monon said he was unable to stop the train in time.

December 13, 1962

Vidette Messenger

Agency End Asked

Indianapolis—The Public Service Commission has new petitions from the Monon Railroad asking authority to discontinue freight agency service at Carmel and Sheridan. The Monon said Sheridan customers could be served through Frankfort and Carmel Customers through Indianapolis. It said costs of the two agencies are burdensome.

December 26, 1962

Logansport Press

John W. Tyler Dies At Age 78

Final rites for John William Tyler, 78, will be at 1 p.m. Thursday at the Fisher Funeral Home.

Dr. M.L. Robinson and the Rev. E. Clyde Mayfield will officiate. Burial will be in Mt. Hope Cemetery.

Friends may call at the funeral home after noon today.

A former Monon Railroad employee, he retired in 1949.

Born in Crawfordsville June 2, 1884, he was the son of Henry and Mary DeLaney Tyler. He was a member of the Baptist Temple.

Survivors are one niece and three nephews; Mrs. Eleanor Colner; Edward Murphy; James Murphy and Francis Murphy, Indianapolis.

January 27, 1963

Logansport Pharos Tribune

Monon Line Rail Strike Set By BRT

Cleveland—The Brotherhood of Railroad Trainmen Saturday called a strike against the Monon Railroad for one minute before midnight (local time) Saturday.

A brotherhood spokesman said notification of the strike was handed the railroad at 6 p.m., at its headquarters in Lafayette, Ind.

The railroad directors met in Chicago Saturday night to determine whether to attempt to continue operations with supervisory personnel.

The BRT represents 200 of the approximately 1,000 employees of the railroad, which runs from Chicago to Indianapolis and Louisville, Ky.

At issue in the dispute is the firing by the railroad of several men last April for refusal to ride in private vehicles on public roads in the course of duty because it would remove them from the protection of the Federal Employer' Liability Act, the BRT spokesman said.

The union insisted that the railroad take out \$200,000 worth of insurance to cover the men if it wanted them to use private vehicles on duty. The railroad refused to do this.

The National Mediation Board tried to settle the dispute from June 21, to Dec. 3, but relinquished the case on Dec. 4.

Permission for a strike was given by Charles Luna, BRT president, at the request of the Brotherhood's Monon Railroad unit.

January 28, 1963

The Daily Courier

Stevedores, Machinists Back On Job (Excerpt)

The 200 striking members of the Brotherhood of Railroad Trainmen returned to work at the Monon Railroad under court order.

The strike began at midnight Saturday and more than 1,000 employees were affected. The issue was the firing of several men in April, 1962, for refusing to ride in privately owned vehicles on public roads in the course of their duties. The line runs between Chicago and Louisville, Ky.

January 29, 1963

Logansport Press

Monon Railroad Strike Injunction Hearing Planned

Indianapolis—An injunction hearing was set for Friday afternoon in an insurance dispute which caused a brief strike against the 541 mile Monon Railroad.

US District Judge William E. Steckler said Monday he would hear arguments whether a temporary injunction should be issued against the Brotherhood of Railroad Trainmen in connection with the walkout.

Such an order would be handed down if the court decides the legal issue warrants further study on the question of a permanent injunction. Judge Steckler signed Sunday night a 10 day restraining order which brought a pause in the strike, at least for the time being.

About 1,000 employees were idled briefly and all rail operations by the Monon were shut down during the 19 hour walkout Sunday.

February 2, 1963

Logansport Press

Monon Railroad Strike Ban Lifted

Indianapolis—US District Judge William E. Steckler lifted Friday a 10 day no-strike order issued against the Brotherhood of Railroad Trainmen in a dispute with the Monon Railroad, but no immediate resumption of a once-halted walkout was expected.

The judge said a union executive indicated there would be no strike before next Tuesday, if then.

In vacating a 10 day order he issued last Sunday night, Steckler also denied the railroad's request for a preliminary injunction against a work stoppage on the 541 mile line which operates almost entirely in Indiana.

The brotherhood struck for 19 hours Sunday in an insurance dispute, threatening to idle the railroad's 1,000 employees, before the court order was issued. The union represents about 200 workers.

In his ruling Friday, Judge Steckler noted that the Monon had failed to submit the dispute to arbitration as it may do under the Railway Labor Act.

The court's decision followed oral arguments by opposing attorneys, and Steckler later offered his services to the rival parties in reaching some agreement to prevent a resumption of the strike.

The judge said, however, the only commitments were a management indication it might appeal his findings and a statement by Garland F. Brown Jr., the Brotherhood's deputy president, that there would be no immediate resumption of the walkout.

The dispute is over the Brotherhood's insistence on insurance for workers who travel in private autos for the Monon. Railroad officials have said present coverage is adequate.

February 7, 1963

Anderson Herald

Judge Bans Monon Strike Resumption

Chicago—A US district court judge late Wednesday ordered the Brotherhood of Railroad Trainmen not to resume their strike against the Monon Railroad.

The strike had been set for 6 p.m. CST.

Judge Joseph Sam Perry issued a five-day restraining order at the request of railroad attorneys and set 10 a.m. Saturday as the time for hearing a motion for a preliminary injunction.

The action came only a few hours after the trainmen's union announced in Cleveland that it would resume its walkout.

A walkout by the union late last month was stopped for five days by a restraining order by US District Judge William E. Steckler in Indianapolis, sending 1,000 idled employees back to work. Steckler ruled the railroad hadn't exhausted remedies under the Railway Labor Act, particularly the provision for sending the dispute to arbitration.

The dispute that has twice threatened to tie up the 541 mile railroad linking Chicago with Indianapolis and Louisville involves liability insurance. The union seeks up to \$200,000 coverage for each of its members when they drive or ride in private cars on public highways.

“We are now in a position to use our economic strength on this railroad,” BRT President Charles Luna said in a prepared statement. He added;

“We are forced to this position by the carrier, which refuses to sign a rule, or any letter or document implementing the insurance protection we asked for our members, on the grounds that the Association of American Railroads is against signing such a document.

“We know of no reason for the AAR to be in this at all. According to the Railway Labor Act we must bargain with the carrier’s duly appointed representatives.

“The Monon has said it will provide the insurance, but won’t issue a covering letter. We can’t do business in such an unbusinesslike manner. There would be no assurance of the extent of the coverage period...we have to insist on standard protection in the form of written responsibility on the part of the carrier.”

Garland Brown, deputy president of the BRT who is in charge of the strike, said the union is asking for the insurance “because the carrier made this a condition of employment.”

February 10, 1963

Anderson Herald

Judge Studies Rail Action Against Strike

Chicago—Federal Judge Joseph Sam Perry took under advisement Saturday a request by the Monon Railroad for an injunction preventing a threatening strike of 175 members of the Brotherhood of Railroad Trainmen.

Perry said he would rule Monday. Meanwhile, a restraining order he signed Thursday to prevent a walkout remains in effect until 3 p.m. Monday.

Perry urged that the union and management settle in an out-of-court huddle a “trivial matter” that threatened to cause a strike.

Representatives of both sides took Perry’s advice and talked over the dispute during a recess, but they filed back into court a few minutes later without a solution.

The railroad asked Perry to head off the strike after Federal Judge William E. Steckler in Indianapolis rejected a similar request.

John J. Naughton, an attorney for the union, told Perry the case was adjudicated by Steckler’s refusal to prevent a walkout. He said Perry lacked jurisdiction under federal laws.

Monon lawyer Fred H. Daugherty said the dispute concerned insurance for trainmen while they drive from one point to another. He said the company is willing to take out such insurance but wants the right to cancel it with 30 days notice.

Perry said the attorneys were “fighting over a technicality.” He urged them to settle the dispute as reasonable men.

“No matter what I do you will be before the Circuit Court of Appeals with the same problem,” Perry said.

February 19, 1963

Logansport Pharos Tribune

Brotherhood Seeks Monon Strike OK

Chicago—An attorney for the Brotherhood of Railroad Trainmen cited four arguments Saturday why he said the brotherhood should be allowed to strike the Monon Railroad.

Attorney John J. Naughton appeared before Judge Joseph Sam Perry in a US District Court hearing on dismissal of a temporary restraining order which Judge Perry issued Wednesday prohibiting the union from striking the Monon.

Naughton argued Judge Perry's court had no jurisdiction in the case because a federal court in the southern Indiana district has ruled the railroad was entitled to no restraining order.

He said the railroad has exhausted all means of settling the dispute, which arose over insurance coverage for trainmen journeying from one work assignment to another.

Naughton's third argument was that the railroad destroyed its right to federal court relief when it refused to submit the issue to arbitration. Lastly, he argued, the Monon was trying to split the case between Judge Perry's court and the one in Indiana—an improper procedure, he said.

The temporary order expires Monday at 3 p.m.

The railroad and union have failed to agree on insurance coverage for men en route from one job assignment to another. The line wants trainmen to use private cars or taxicabs. The union claims present Monon insurance policies do not cover workers using these modes. Previously trainmen were transported by the line.

Monon attorney Fred Daughterty said the line is prepared to offer a plan but the union won't accept it because of a clause permitting cancellation of insurance after 30 days' notice to trainmen.

A spokesman for the Monon said the issue technically is not negotiable under the Railway Labor Act.

After hearing attorneys for both sides Saturday, Judge Perry announced he would rule at 9 a.m. Monday whether to issue or deny a permanent injunction forbidding the trainmen to strike.

February 11, 1963

Logansport Pharos Tribune

Injunction Bans Monon RR Strike

Chicago—Federal Judge Joseph Sam Perry today issued an injunction banning a strike of the Brotherhood of Railroad Trainmen against the Monon Railroad.

Perry said the injunction would remain in effect until the US Supreme Court rules on a dispute over work rules changes involving all nation's railroads and on-train rail employees.

Perry said the injunction was provisional on the Monon, placing into effect a plan for insuring employees against damages while driving from one point of employment to another. The BRT had threatened to call 175 Monon employees out on strike over the issue.

"We have to take into consideration the public's viewpoint and the irreparable damage a strike would cause," Perry said.

February 13, 1963

Anderson Herald

Monon Strike Injunction Is Issued

Chicago—An injunction was issued Monday, forbidding a trainmen's strike against the Monon Railroad, and the conditions seemed acceptable to both sides.

US District Judge Joseph S. Perry issued the injunction against the Brotherhood of Railroad Trainmen on condition the Monon carry \$200,000 insurance on workers using private autos on railroad business.

The brotherhood's headquarters in Cleveland said the terms met with the union's demands.

A Monon spokesman in Lafayette, Ind., said the Monon had been willing to provide such insurance but didn't want to include any guarantee of it in the BRT contract.

Judge Perry set a deadline at 3 p.m. Monday for the Monon to get the insurance.

J.P. Ascher, Monon superintendent of operations, said Monday afternoon the railroad was complying and Chicago attorneys were obtaining the insurance stipulated by the court order.

The trainmen make up 200 of the railroad's 1,000 employees. They originally started their strike Jan. 27, but an earlier federal court order sent them back to work within 19 hours.

Judge Perry said his injunction will stay in effect until the US Supreme Court decides an appeal of a general working rules dispute involving all the major railroads. In that case, he held that railroads have a legal right to revise work rules after bargaining on them under all procedures in the Railway Labor Act.

The rule changes asked by the railroads would abolish about 65,000 jobs.

February 28, 1963

Logansport Pharos Tribune

Nicholas R. Schodrof Succumbs In Delphi While Shoveling Snow

Delphi—Nicholas Rudolph Schodrof, 70, died suddenly at 5:30 p.m. Wednesday while shoveling snow at his home. He was a retired Monon Railroad carman.

Born in Chicago on May 4, 1892, he was the son of Rudolph and Barbara Martin Schodrof. His marriage was to Mary Marshall on May 22, 1918.

He was a veteran of World War I and a member of the Delphi American Legion; Lafayette VFW; Eagles Lodge in Lafayette; The Royal League of Chicago; the Carmen's and Boilermaker's Unions and the Retired Railroadmen Club.

He had resided in Delphi since his retirement in 1957.

Survivors include his widow; two daughters, Mrs. George Russell, Detroit and Mrs. Robert Graham, Delphi; three grandchildren; five great-grandchildren and several nieces and nephews.

Funeral services will be held at 2 p.m. Saturday at the Eikenberry funeral home in Delphi with Rev. Lynn Garth officiating. Burial will be in Rest Haven Cemetery at Lafayette. The American Legion will have graveside rites.

Friends may call at the funeral home after noon Friday.

March 21, 1963

Vidette Messenger

Brakeman Is Fatally Hurt

Westville—A 44-year-old brakeman for the Monon Railroad was fatally injured about 10:45 p.m. Wednesday when he was pinned between two freight cars during a switching operation at the Alida crossing of the B & O and Monon railroads two miles south of Westville in LaPorte County.

George H. Elliot, of Lafayette, died about midnight Wednesday in Porter Memorial Hospital from injuries suffered in the mishap.

The accident was investigated at the scene and at Porter Memorial Hospital by Deputy Coroner Robert Watts. An inquest will be held in the near future, Watts said.

Elliot, a 16 year veteran of the Monon system, was the third brakeman on train 57 which left Michigan City at 10:10 p.m. Wednesday.

Watts said that after the accident at Alida, Elliot was placed on the front of a freight engine and taken south to Haskells crossing of the Monon and Grand Trunk railroad. He was then placed in an ambulance and rushed to PMH.

Elliot's body was taken to the Hippensteel Funeral Home in Lafayette.

March 28, 1963

Logansport Pharos Tribune

220 Toll On Highways (Excerpt)

Raymond Daniels, 59, Salem, was killed earlier near Hitchcock when a Monon Railroad train crashed into his tractor.

April 2, 1963

Frederick News Post

Fear Merger Would Harm Small Roads

Washington—Opponents of the proposed Pennsylvania-New York Central Railroad merger testified Monday that combining the two “mighty goliaths” would harm smaller railroads.

Raymond E. Novy, comptroller of the Monon Railroad, called the Pennsylvania and New York Central “mighty goliaths” which, if combined, would be 40 times the size of the Monon.

“Separately they are giants but together, with assets in the billions, they really become a problem to small railroad competitors who are forced to deal with them,” Novy said at an Interstate Commerce Commission hearing.

William H. Peake, assistant vice president of the Chicago & Eastern Illinois Railroad Co. (C&EI) said the impact of the merger on the operations and revenues of his line “could be devastating.”

Peake said the C&EI’s decline of 40,000 cars of intermediate and interchange traffic since 1955 indicates “the extent to which large carriers, such as the Pennsylvania and New York Central, obtain their long hauls and eliminate smaller railroads as intermediate carriers.”

Peake said the C&EI feared that proposed new Pennsylvania-New York Central routes to be set up if the merger is approved “will be so greatly improved in running times and services that the C&EI will not be able to compete with them.”

Novy asked that the commission relieve the Monon Railroad of the remaining 919 years of a contract under which it pays \$40,000 a year for facilities it no longer uses.

He said the facilities include the passenger depot of the Indianapolis Union Railway Co., which he said is owned jointly by the Pennsylvania and the New York Central.

The Monon operates in Illinois Kentucky and Indiana.

April 5, 1963

Vidette Messenger

Schedule Inquest Into Death Of Train Switchman

An inquest into the death of Geroge Elliott, 41, of Lafayette, who was fatally injured March 20 during a freight train switching operation at the Alida crossing of the Baltimore and Ohio and Monon railroads in LaPorte County, was scheduled to be held at 3 p.m. today in the Porter County courthouse.

Deputy Coroner Robert Watts was to be in charge.

Elliott, a brakeman employed by the Monon railroad, died in Porter Memorial hospital about one hour and 20 minutes after the accident. He reportedly was crushed between two freight cars.

April 7, 1963

Anderson Herald

Coleman, Rail Head, Answers Stockholders

Chicago—William C. Coleman, board chairman of the Monon Railroad, which is threatened with a proxy battle for control at its annual meeting April 17, has replied to charges of an insurgent group of stockholders.

Coleman said in a letter to shareholders Saturday that an analysis of the charges would confirm the desirability of maintaining and continuing the present management.

The Monon has 545 miles of track in Indiana.

Coleman’s letter was in reply to one sent earlier this week by a group headed by Louis Yaeger and S. Scott Nichols, former officials of the Chicago headquartered road.

The group, calling themselves the Independent Stockholders Committee, called for the removal of Coleman as president. It seeks to place six directors on the railroad's 11 man board at the annual meeting.

One of the questions raised by the dissidents concerned a break-off in merger talks with the Chicago & North Western Railway.

Coleman said Monon has always been and is still willing to entertain any bona fide offer from another railroad.

Coleman also said charges about employment of members of his family by Monon were "unwarranted innuendoes...which I deem a personal attack." Coleman's son, William J. Coleman Jr., is a vice president.

Referring to interest payments the road made on a loan that were not required at the time, Coleman said the payments were rendered to improve the Monon's financial standing.

April 18, 1963

Anderson Herald

Management Retained

Chicago—Shareholders of the Monon Railroad voted nearly 3 to 1 at an annual meeting Wednesday to retain the road's present management.

A six-man slate offered by a dissident group of stockholders failed to win a seat on the 11 man board.

June 28, 1963

Logansport Pharos Tribune

Monon Asks For Loan

Washington—The Monon Railroad asked the Interstate Commerce Commission Thursday to guarantee a loan of \$5.5 million to be used to buy new equipment and replenish the railroad's treasury.

The Monon asked for the guarantee under a section of the ICC act which expires Sunday. The application said \$3.5 million of the loan would be used to buy 55 hopper cars, 6 auto carriers, 13 special purpose cars and 9 locomotives.

If the ICC agrees to the guarantee, Monon would be able to borrow the money at 5 5/8 percent interest from the US Trust Co. of New York.

August 21, 1963

Hammond Times

Monon Railroad Reports Appointment

P.T. diLustro, nationals sales manager, Monon Railroad, Chicago, recently announced the appointment of S. Gordon Shoulty to district passenger sales manager, with headquarters at 417 173rd Street, Hammond.

A.J. Kremer of Indianapolis has been promoted to passenger traffic agent, Hammond.

August 30, 1963

Hammond Times

Jesse G. Levens Rites Saturday

Episcopal Church services for Jesse G. Levens, 77, of Clearwater, Fla., a former Hammond resident, will be held at 11 a.m. Saturday in the Carl T. Bouchard Funeral Home, Largo, Fla.

Mr. Levens died Thursday in a Clearwater hospital from a short illness. He was employed by the Monon Railroad for 57 years before his retirement in 1962. After retiring, he moved to Clearwater.

He is survived by his wife, Stella; a daughter, Mrs. Kenneth V. (Nellie Mae) Peterson, wife of the advertising manager of The Hammond Times; two sons, Raymond and Roland, both of Clearwater, and five grandchildren.

September 25, 1963

Hammond Times

US Backs \$5 ½ Million For Monon

Washington—The Interstate Commerce Commission approved Tuesday a government guarantee of a \$5.5 million loan to the Monon Railroad.

The Monon runs between Chicago and Indianapolis and between Michigan City and Louisville, Ky., for a total distance of 573 miles.

The railroad proposes to use \$3.5 million to buy 9 locomotives and 74 freight cars, and the rest for general improvement.

The loan was made by US Trust Co. of New York, repayable in 14 annual consecutive payments beginning in 1965.

October 10, 1963

Kokomo Tribune

Monon Orders Nine New Locomotives

Chicago—The Monon Railroad said Wednesday it has placed an order with Alco Products, Inc., Schenectady, N.Y., for nine new locomotives at a cost of \$2,300,000.

The railroad said the locomotives, Alco Century 628 models, will be used in its mainline freight service. The locomotives are to be delivered early next year and will replace 15 less efficient units.

October 15, 1963

Hammond Times

Monon Closes \$5 Million Loan For Equipment

W.C. Coleman, chairman and president of the Monon Railroad announced Monday the completion of a \$5 million government-guaranteed loan.

The loan was approved Sept. 24 by the Interstate Commerce Commission.

Coleman said \$3,500,000 of the loan will be used for purchasing new equipment including nine locomotives, 50 100 ton covered hopper cars, six tri-level automobile rack cars, 13 insulated boxcars equipped with cushion underframes and five 70-ton airslide covered hopper cars.

October 30, 1963

Logansport Pharos Tribune

Obit

George W. Hamil, 87, of Yeoman, a retired Monon Railroad watchman, died at 7 p.m. Tuesday at the Fix Nursing Home in Delphi where he had been a patient for a month.

Born Aug. 25, 1876 in Carroll County, he was the son of William and Eliza Graham Hamil. He was first married to Isa Schock and she died in 1952. He was later married to Mattie Schock and she died in April, 1963.

He was a member of the IOOF Lodge in Delphi and had spent his lifetime in Carroll County.

Survivors include two daughters, Mrs. Eveth Foust, San Benito, Texas and Mrs. Letha Clawson, Yeoman; two step-daughters, Mrs. Alberta Mourer, Idaville, and Mrs. Miriam Hanaway, Aurora, Iowa; a step-son, Wimer Schock, Delphi; five grandchildren and seven great-grandchildren.

Funeral services will be held at 2 p.m. Friday at the Jackson funeral home in Delphi with Rev. Harry Schumacher officiating. Burial will be in Pleasant Run Cemetery.

Friends may call at the funeral home after 6 p.m. Thursday.

November 7, 1963

Vidette Messenger

Hits Freight Train In Fog

Two Starke County youths were injured at 11:20 p.m. Wednesday when the car in which they were riding struck a boxcar of a moving freight train at the County Road 800S crossing of the Monon Railroad in LaPorte County.

Brought to Porter Memorial Hospital for treatment where Jay D. Nelson, 21, and Larry Schoof, 18, both of Hamlet. Both were being treated for multiple facial and head lacerations. They are listed in "fair" condition today.

Indiana State Police said the two young men were enroute east on 800S and apparently did not see the moving train because of the dense fog which engulfed the unguarded crossing.

The car skidded 158 feet before striking the box car of the train, police said. Damages to the automobile were estimated at \$1,000.

Investigation was made by Troopers George Schmidt, John Swearngen and Carl Freeman.

November 14, 1963

Logansport Pharos Tribune

2 Monon Cars Derailed

Rossville, Ind.—Two cars of a Monon Railroad freight train derailed during a switching operation near here today.

November 20, 1963

Vidette Messenger

Car Hits Signals On US 20, Monon Railroad Tracks

Michigan City—A Michigan City resident was taken to Memorial Hospital here in a semi-conscious state at 1:40 a.m. today following a one car accident on US 20 and the Monon railroad crossing south of the city limits.

State police said Norman DaBagia, 23, either blacked out or fell asleep at the wheel while enroute east on US 20. They said his car went off the south side of the road striking and knocking down the automatic railroad signals.

No estimate of damages to the signals was available. Damage to DaBagia's car was estimated at \$250.

State Trooper Harry Young assisted Michigan City Police in investigation of the accident.

December 4, 1963

Logansport Pharos Tribune

Obit

Wilbur Ray Darnell, 69, of Monon, a retired section foreman for the Monon Railroad, died at 5:30 a.m. Wednesday at his home following an illness of five years.

Born Aug. 1, 1894 at Chalmers, he was the son of John A. and May North Darnell. His marriage on Feb. 14, 1916 was to Vera T. Taube.

He was a veteran of the Mexican Border conflict and had been employed with the railroad 45 years prior to his retirement. He was a member of the Chalmers Community church and the Modern Woodmen, BARE.

Survivors include his widow; three sons, John A., of Escondido, Calif., Terry T., Mishawaka, and Wilbur D., Lafayette; a daughter, Mrs. Beverly Heater, South Bend; two sisters, Mrs. Ethel Nelson, South Bend, and Mrs. Zelda Nelson, Chalmers, and eight grandchildren. A daughter and a sister preceded him in death.

Funeral services will be held at 2 p.m. Friday at the Stewart Funeral Home in Monon with Pastor Baden Rowe officiating. Burial will be in the Chalmers cemetery.

Friends may call at the funeral home after 5 p.m. Thursday.

December 6, 1963

Anderson Herald

Motorist Killed

Salem, Ind.—Wade E. Fleming, 59, Henryville, was killed Wednesday when his panel truck, in which he was alone, was struck by a four-unit Monon Railroad mail train at a crossing on a gravel road five miles northwest of Salem.

December 16, 1963

Logansport Pharos Tribune

7 Cars Of Monon Freight Derail

Lafayette, Ind.—Seven cars of a 101 unit Monon Railroad freight train were derailed about 15 miles south of here today but damage was termed “very light.”

There were no injuries.

The cars, all loaded with “general freight,” remained upright alongside the tracks. Railroad officials said a broken drawbar near the end of the Louisville-to-Chicago train was the probable cause of the accident.

The first 90 cars of the train continued on schedule as wrecking crews cleared the track and repaired rails. The line was expected to be in full operation by early afternoon.

January 16, 1964

Vidette Messenger

Ice Fall Fatal

Indianapolis—S.R. Jackson, 45, Trafalgar, was killed late Wednesday night when he slipped on ice and struck his head on rails of the Monon Railroad while coupling cars on a freight train.

January 22, 1964

News Palladium

Monon Eyes South Shore Take-Over

The Monon Railroad expects to complete the purchase of nearly 20 percent of the stock in the Chicago, South Shore and South Bend Railroad today and from there move to acquire a majority control in the suburban carrier.

One of the prizes in the projected acquisition will be the freight business emanating from the Burns Ditch facility which the Bethlehem Steel Corp. is erecting.

Today's sale involves 60,000 of the outstanding 311,580 shares in the South Shore.

The seller is Weinress & Co., a Chicago brokerage firm, which was involved with a minority stockholder group a year ago in an unsuccessful bid to oust the South Shore management headed up by William P. Coliton, president since 1960. The dissident group picked up a maximum of 62,000 shares which are believed to figure in the transfer to Monon.

William C. Coleman, Monon's president, has indicated his company will seek early representation on the South Shore's board. The latter expects to meet Monday to discuss the situation.

South Shore's stock closed at 21 ³/₄ Monday on the Midwest Stock Exchange, in Chicago. For the past month the volume of trading and price of South Shore shares has risen steadily. From a low of 17 ³/₈ on Dec. 23, it moved to a high of 21 ⁷/₈ on Friday.

Control of the type sought by Monon would be subject to approval from the Interstate Commerce Commission.

The Monon operates 541 miles of track from Chicago to Louisville, Ky. It is confined to freight only, the carrier having discarded an unprofitable passenger business several years ago.

The South Shore runs from South Bend, through Michigan City, Gary and Hammond, to Chicago, carrying both freight and passengers.

Under Coliton's direction, a considerable portion of the unprofitable passenger business has been trimmed down and the emphasis placed on the money making freight phase. Last year the South Shore sold its bus auxiliary which operates from the Twin Cities to South Bend and Michigan City, after several prior slashes in schedules.

The South Shore is the only remaining electrically powered interurban line in the US.

Both carriers have a number of depots in the same communities, including Michigan City, but do not have common yards.

February 3, 1964

Vidette Messenger

Obit

Emery H. Michaels, 73, Wanatah, died at 10 p.m. Sunday in his home at Wanatah. He was the son of Jesse and Alice (Frazer) Michaels and was born May 9, 1890, in Cloverdale, Ind. He was a retired telegraph operator. He was employed by the Monon railroad for 50 years.

He was a member of the Wanatah Methodist church; was a World War I veteran, and a member of the ORT Labor Union, St. Louis.

He was married to Mabel I. Query, Nov. 5, 1933, in Indiana. He is survived by his wife, one daughter, Mrs. Ronald Chapman, Union Mills; four sons, Eugene, Wanatah, Gordon, Union Mills, and Donald and James, at home; besides three sisters, Mrs. Clayton Spiker, Gas City, Ind., Mrs. Charles Richardson, Indianapolis, and Mrs. W.T. Query, Jacksonville, Ill., and four grandchildren. His parents, one sister, one son and one daughter, preceded him in death.

Funeral services will be held Thursday afternoon at 2 o'clock at the Wiesjahn Funeral Chapel in Wanatah. Friends may call there Wednesday afternoon and evening and Thursday until time of services.

February 7, 1964

Vidette Messenger

Obit

Laurence Vernon Stroup, 66, Kersey, Ind., died Thursday in the Rensselaer hospital after suffering a heart seizure.

Born Feb. 15, 1897, in Wolcott, Ind., he was the son of William and Sarah (Osler) Stroup. On May 25, 1918, in Kokomo, he married Reva Rees, who preceded him in death in 1959.

He was a retired employee of the Jasper County Farm Bureau Co-op. Stroup was also a former fireman on the Monon Railroad.

Surviving are one daughter, Mrs. William (Shirley) Yeoman, Rensselaer; one son, Floyd A., Fort Wayne; two sisters, Mrs. Flossie Marshall, Crown Point, and Mrs. Pearl Smith, Lowell; one brother, Leroy Stroup, Crown Point and two grandchildren.

Services will be held at 2 p.m. Sunday in the Todd Funeral Home with the Rev. Kenneth R. Ryan, Barkley Methodist Church, officiating. Burial will be in the DeMotte Cemetery.

Friends may call at the funeral home after 8 p.m. today.

February 19, 1964

Anderson Daily Bulletin

Railroad May Add Passenger Train Service

Indianapolis—Resumption of passenger service between Indianapolis and Chicago is under consideration by the Monon Railroad.

Demand for a fast passenger train daily between the two cities has been indicated by a survey in Indianapolis, Monon President William C. Coleman said in Chicago Monday.

Approval of the Interstate Commerce Commission would be needed for operation of the train even on an experimental basis, Coleman said.

Under tentative plans, the train would leave Indianapolis at 7:45 a.m. and would leave Chicago at 5 p.m., making the run in 3 to 3 ½ hours.

The Monon discontinued Chicago-Indianapolis passenger service in 1959 but has continued to operate passenger trains between Chicago and Louisville on a line through Lafayette, Crawfordsville, Greencastle and Bloomington.

Coleman said the Monon also has other expansion plans under consideration. They include a possible working agreement with the Chicago, South Shore & South Bend Railroad and establishment of docks at Michigan City and Louisville to ship Ohio Valley coal and agricultural commodities via the St. Lawrence Seaway.

March 11, 1964

Daily Leader

Monon Gets Big Diesel

Chicago—The Monon Railroad accepted today the first of nine 2,750 horsepower freight locomotives.

The Century 628 was displayed at Dearborn Station. Its builder, Alco Products, Inc., Schenectady, NY, called it “the largest and most powerful single-engine diesel electric locomotive ever built in this country.”

The previous most powerful unit was one of 2,500 horsepower, Alco said.

March 19, 1964

Titusville Herald

A Couple Of Passenger Train Notes (Editorial)

News stories about railroads taking off passenger trains are old hat. However, it is real news when a railroad reveals that it is considering reestablishing passenger service. The Monon Railroad, which has a line between Chicago and Indianapolis, is studying the possibility of restoring passenger service between those two cities. It discontinued that service in 1959.

The railroad said that a survey by the Indianapolis Chamber of Commerce indicates that there is a demand for fast passenger service to and from Chicago. The Monon is proposing a train leaving Indianapolis about breakfast time and leaving Chicago at the end of the business day. Running time would be from three to three and one half hours or close to a mile a minute and would be competitive with the airlines when trips to and from airports are considered. However, the Monon wants Interstate Commerce Commission approval to run the train on a trial basis to see if there is sufficient patronage. If not, the railroad will be free to withdraw the service.

May 13, 1964

Vidette Messenger

Obit

Jesse L. Moss, 77, died at 1:30 p.m. Tuesday in the home of his daughter, Mrs. Joseph Pozil, LaPorte.

Born in Evansville Feb. 22, 1887, he lived in LaPorte the past seven years, coming from Haskell, Ind. He was a retired railroad agent, formerly employed by the Grand Trunk and Monon Railroad Companies, and was a member of the Order of Railroad Telegraphers.

In 1911 in Union Mills he married Bertha Sanderson, who preceded him in death in 1944.

Surviving besides Mrs. Pozil are another daughter, Mrs. Jon Keel, LaPorte; two sisters, Mrs. Carrie Bobo, South Bend, and Mrs. Alma Sanderson, Union Mills; and two grandchildren.

Funeral services will be held at 2 p.m. Friday in Kosanke Brothers Funeral Home, Union Mills, with the Rev. Charles Ross, officiating. Burial will be in Union Mills cemetery.

Friends may call at the funeral home in Union Mills after 7 p.m. Thursday.

May 19, 1964

Logansport Pharos Tribune

Fight Flames Along Railroad

Delphi—Local firemen were called north of Pittsburg at 3:50 p.m. Monday to fight a fire which started along the right-of-way of the Monon railroad. Flames ran along a three mile course but firemen were successful in preventing them from hitting a heavily wooded area.

May 26, 1964

Anderson Herald

Obit

Bick Fields, 87, a retired Monon Railroad Employee, died Saturday at the Middletown Nursing Home. He had been in ill health a year.

A native of Owensburg, born March 28, 1877, he had resided in Middletown 31 years, and was a lifelong member of the Methodist Church.

Friends are being received at the Ballard and Shirey Funeral Home where services will be held today at 2:30 p.m. by the Rev. C. Edwin McClarnon. Burial will be in Miller Cemetery.

Surviving are the widow, Alma; a daughter, Mrs. Harold Ashley of Middletown; two sons, Bill and Noble Fields, both of Middletown; nine grandchildren and 14 great-grandchildren.

June 2, 1964

Logansport Pharos Tribune

State Traffic Toll Climb (Excerpt)

William E. Meadows, 46, Bloomington, was killed when his pickup truck hit a Monon railroad freight train engine near his home. Conductor Fred Bridges, 56, Lafayette, said Meadows appeared to have tried to stop but applied the brakes too late to avoid a collision.

June 4, 1964

Vidette Messenger

South Shore Says Stockholder List Asked By Monon

Chicago—The Chicago South Shore & South Bend Railroad today reported to the Interstate Commerce Commission a formal request from the Monon Railroad for a list of South Shore stockholders.

In addition, the South Shore charged that persons affiliated with the Monon are continuing to buy South Shore stock in an attempt to strengthen their control of the electric line in a common interest with the Monon.

The Chicago road appealed to the ICC on May 21 to order the Monon to divest itself of 60,000 shares of South Shore stock it owns outright and an additional 65,000 allegedly owned by “friends of the Monon,” and to stop buying additional South Shore stock.

The Monon is charged with controlling 40 percent of the 312,186 common shares outstanding of South Shore.

William P. Coliton, South Shore president, and Robert C. Gasser, a director of the railroad, today filed a supplement to their May 21 complaint, in which they termed Monon President W.C. Coleman’s request for the shareholder list “the last step preliminary to a campaign to direct solicitations of either shares or proxies for greater control.”

June 11, 1964

The News Palladium

Requests Injunction On Monon

The Chicago, South Shore and South Bend Railroad is before the federal district court in Chicago seeking an injunction to halt the Monon Railroad and its officers and directors from further buying up South Shore stock.

The suit charges that as of May 21, the Monon interests had acquired 125,000 of South Shore’s outstanding 312,000 shares of common stock and is continuing to buy stock, directly or indirectly, at the rate of 400 shares a week.

South Shore has a similar complaint before the Interstate Commerce Commission which has set June 17 as a hearing date on South Shore’s allegation that the Monon’s action violates ICC and SEC regulations on stock acquisitions between public carriers.

William C. Coleman, Monon’s president, and 18 other officers and directors are named as personal respondents in the Chicago court action.

Monon revealed to the SEC on Feb. 18 that it had acquired almost a 20 percent interest, 60,000 shares, in South Shore. Shortly thereafter the Indiana-based railroad demanded representation on South Shore's board of directors. This was refused.

Monon's first purchase came from a Chicago investment syndicate which in 1963 tried unsuccessfully to seize managerial control of South Shore.

At stake in the current battle between the two railroads is the lucrative freight business already developing as the result of the Burns Ditch dunelands being converted into the site for a major steel plant.

Monon contends that the parallel trackage of the two carriers in that area can be integrated to take greater advantage of this new business.

South Shore which has pioneered this new freightage by itself rejects the contention.

June 17, 1964

Logansport Press

Rail Stock Fight Referred To ICC By Federal Judge

Chicago—A federal judge told the Chicago, South Shore and South Bend Railroad Tuesday to apply to the Interstate Commerce Commission in its stock fight with the Monon Railroad.

The South Shore, an electric line running along the southwest rim of Lake Michigan, is trying to keep the Monon from gaining control of additional shares of South Shore stock through purchases by Monon officers and friends.

The Monon connects Chicago with Louisville, Ky., and serves Indiana points on trackage forming a large "X" in that state.

In a petition to US District Court, the South Shore contends the Monon holds 60,000 shares of South Shore stock outright and controls another 65,000 through officer and friends. This is equivalent to 40 percent ownership, or working control. The south Shore has asked the ICC to order the Monon to divest itself of its South Shore holdings.

US District Judge A.L. Marovitz told lawyers for the South Shore to ask the commission to apply for a restraining order against Monon officials. He left the South Shore petition, as well as the Monon motion for dismissal, on his docket.

He said that if suitable action is not obtained through the ICC, the issue may be reopened in his court.

The ICC is to hear the South Shore petition for divestiture in Washington Wednesday.

June 20, 1964

Logansport Press

Monon Not To Buy More Rail Stock Until Injunction Ends

Chicago—The Monon Railroad and its principal officers and directors agreed Friday not to buy any more shares of stock in the Chicago, South Shore and South Bend Railroad until the latter carrier's petition for an injunction has been resolved.

The agreement followed the suggestion of US District Judge Abraham L. Marovitz.

The Monon and its officers also agreed not to pursue a request they made that the South Shore be ordered to produce a list of its shareholders.

Judge Marovitz presided at a hearing last week on a request of the South Shore for an order restraining the Monon and its officers from purchasing additional shares of its stock, pending an ICC decision on whether the Monon's acquisition of 125,000 shares of South Shore stock was lawful.

Judge Marovitz suggested that the South Shore ask the ICC to file for the injunction. The ICC said Thursday it will not intervene, and Marovitz reopened the hearing Friday with his suggestion. Both sides agreed.

The ICC postponed to July 1 a hearing on a reply from the Monon and its officers on a South Shore complaint requesting they divest themselves of the 125,000 shares of stock in the South Shore.

The Monon connects Chicago and Indianapolis and Chicago and Louisville. South Shore is an electric interurban line serving communities in Northern Indiana cities.

June 25, 1964

Logansport Pharos Tribune

Monon RR Cuts Stations

Indianapolis—The Monon Railroad and the Railway Express Agency today petitioned the Indiana Public Service Commission for authority to discontinue four agency stations and serve each area from a neighboring town.

The stations are San Pierre, to be served from Medaryville; Bainbridge, from Roachdale; Clear Creek, from Bloomington, and Shelby from Lowell.

The petitions said the operators of the stations are losing money at each point except Clear Creek.

July 22, 1964

Logansport Pharos Tribune

Obit

Walter Whitlow, 78, died at 9:30 a.m. Wednesday at his home following an illness of 2 ½ years. He was a retired Monon Railroad water tender.

Born March 19, 1886 in Medcalf, Ky., he was the son of Ben and Elizabeth Pedigo Whitlow. His marriage to Florence Whitlow was on Feb. 12, 1912.

He was a member of the Monon Baptist Church.

Survivors include his widow; three daughters, Mrs. Ruby Hann, Phoenix, Ariz.; Mrs. Verna Waymire, Lucerne, and Mrs. Mary Stephens, North Ridge, Calif; five sons, Glen, South Bend; Leonard and Robert, both of Monon; Kenneth, Indianapolis, and Don, of Monon; 14 grandchildren, and one great-grandchild. Four brothers and three sisters preceded him in death.

Funeral services will be held at 2 p.m. Friday at the Stewart Funeral home in Monon with the Rev. Irvin King officiating. Burial will be in the Monon Cemetery.

Friends may call at the funeral home after 1 p.m. Thursday.

September 8, 1964

News Palladium

Obit

Irving E. Johnson, 78, of Hartford, died Sunday in a rest home in Lafayette, Ind., where he had been a patient since June.

Mr. Johnson was born Sept. 18, 1885, in Fox, Ill., the son of Charles and Olive Fowler Johnson. He was a graduate of Hartford High School and the Kent Law School, Chicago. From 1918 to 1951 he was a claim agent for the Monon Railroad. He returned to Hartford after his retirement in 1951.

Mr. Johnson was a member of the Masonic Lodge of Hartford, the Hartford Methodist Church and the Scottish Rites of Indiana.

The body was taken to the Yahn-Schneider Funeral Home, Lafayette, where funeral services will be held at 10:30 a.m. Wednesday.

Graveside services will be held at 3 p.m. Wednesday in Maple Hill Cemetery, with the Rev. William Martins, pastor of the Hartford Methodist Church, officiating. Masonic rites will also be conducted at the grave.

Friends may call at the funeral home in Lafayette after 4 p.m. today.

September 12, 1964

Anderson Herald

Monon, Express Agency To Close San Pierre Station

Indianapolis—The Monon Railroad and the Railway Express Agency Friday were authorized to close their joint agency at San Pierre and serve the area from other points.

The Monon said the same service now being provided to shippers at San Pierre will continue but duties will be handled by the Monon station at Medaryville. The REA plans to handle its San Pierre business from North Judson.

The changes were approved by the Indiana Public Service Commission which also approved an REA petition to close its Converse agency and serve the town from Marion. The express agency said the change was necessary because the PSC earlier had approved a Pennsylvania Railroad petition to close its Converse station.

September 21, 1964

Logansport Pharos Tribune

Obit

Funeral services for Chauncey James Foust, 85, of Gary, will be at 1:30 p.m. Tuesday at the Thompson Funeral Home in Brookston. Burial will be in the IOOF cemetery here.

Foust died at 4 p.m. Sunday at his home, after being in ill health for two years.

Born near Brookston, he had worked as a Monon Railroad station agent for many years. After moving to Gary, he became supervisor of a cable splicing crew for a telephone company. He was a member of the Baptist church.

Survivors include one brother, Curtis Foust, Brookston; three sisters, Mrs. Bertha Gallaway, Logansport, Mrs. Ruth Patt, Fort Wayne, and Mrs. Marie Morgan, Brookston.

Friends may call at the funeral home after 7 p.m. Monday.

September 22, 1964

Logansport Pharos Tribune

Three Highway Deaths Monday (Excerpt)

Andrew Jones, 31, Henryville, was killed when his motorcycle collided with a Monon Railroad train just off Indiana 111 north of New Albany Monday.

October 6, 1964

Kokomo Tribune

Seek \$100,000 Damages

Damages in the amount of \$100,000 are sought in a suit filed in Miami Circuit Court by Donald Ray Co. against the Monon railroad and Samuel L. Kepner as the result of an accident which occurred Oct. 6, 1962 in Clinton Co.

Cox asks for \$50,000 from each of the defendants as the result of alleged permanent injuries suffered in a car train accident.

Cox claims that he was a passenger in a car driven by Kepner when it crashed into the second locomotive of a Monon train.

He asks for a trial by jury.

Cox states that Kepner was driving in a careless manner at a speed of between 70 and 80 miles an hour and that the railroad was negligent in not sounding the whistle, ringing the bell and in having warning signs at the crossing.

October 15, 1964

Logansport Press

Train Derailed

Lowell, Ind.—Seventeen cars of a Monon Railroad freight train were derailed Wednesday about 10 miles southwest of Crown Point, spilling a large quantity of shelled corn,

soybean oil and tar down an embankment. There were no injuries but 300 feet of mainline track were torn up.

November 23, 1964

Vidette Messenger

15 Freight Train Cars Derailed; Blame Hot Box

Orleans, Ind.—Officials Sunday blamed a hot box for the derailment of 15 cars of a Monon Railroad freight train near this small Orange County community.

No one was injured in the wreck when the cars plunged over an embankment behind an industrial plant. Crews worked through the afternoon to repair the railroad right of way. Damage estimates were not available.

December 6, 1964

Anderson Herald

Heavy Coal Flow Likely For Harbor

Bloomington, Ind.—An Indianan University research team reported Saturday night that a pier with transloading facilities on Lake Michigan at Michigan City “could move a coal flow approaching two million tons per year.

The team from the graduate school of business said that conclusion was reached in a study of the economic potential for freight cargo movement through proposed Monon Railroad marine terminals at Michigan City and Louisville.

Coal producers contacted by the researchers expressed no interest, however, in a new rail-barge terminal at Louisville.

The researchers found that coal could move northbound at a transportation cost saving of about 37 cents a ton in comparison with costs via routes using the present coal terminal on the Calumet River in southern Chicago. They also found that “increased coal movements from Indiana would help stabilize deteriorating job opportunities in Indiana coal mines.”

“Prospects for other bulk commodities and manufactured goods that might move through the Michigan City harbor are not very promising,” the report said.

December 26, 1964

Logansport Press

Freight Train Cars Derailed

Delphi—Six freight cars were derailed on the Monon Railroad at Yeoman at 3:15 a.m. Thursday.

The mishap occurred when one wheel of a freight car slipped off the track and caused the pileup. One car was filled with coal, one with sugar beet pulp and the other four were empty. The track was tied up for several hours before it could be cleared.

Engineer of the train, bound from Chicago to Indianapolis, was H. Eckman of Nora, Ind., and conductor was E.D. Robinson of Indianapolis.

The accident was investigated by State Trooper Herbert Clear.

January 16, 1965

News Palladium

South Shore Line Under New Attack

The Monon Railroad fired the third of three legal arrows Friday at the Chicago, South Shore and South Bend Railroad in an effort to gain control of the country's sole surviving interurban line.

Judge Alban M. Smith of the LaPorte, Ind., County Circuit Court issued an order to William P. Coliton, president, and Lloyd Bantz, secretary, of the South Shore to appear in his court Tuesday morning to show cause why the South Shore should not provide a list of its stockholders to Monon.

Service of Judge Smith's preliminary order was made Friday afternoon.

Monon and South Shore are already entangled in similar disputes before the federal district court in Chicago and the Interstate Commerce Commission.

In both federal actions, South Shore seeks a permanent order restraining Monon from buying up more South Shore stock or attempting to gain operating control of the interurban line through the voting power of its present share holdings.

Last year Coliton refused Monon's demand for a stockholder list and the request from William M. Coleman, Monon's president, for Monon representation on South Shore's board of directors.

At that time Monon had acquired by direct ownership and through individual purchasers friendly to Monon a 40 percent interest in South Shore's common stock. The largest part of that purchase came from a Chicago Syndicate which Coliton had previously rebuffed in an effort to obtain control of South Shore.

Last week the Midwest Stock Exchange at Chicago suspended trading in South Shore stock as a "hot item," when its selling price started to move up in overnight fashion from its previous levels. This is a prerogative used by exchanges when extreme buying or selling waves in a security begin to develop for no apparent reason.

The South Shore controversy because of the unique position its trackage holds from Gary to Chicago.

The late Samuel Insull whose Chicago utility and transportation empire fell apart in the 1931 depression picked up the South Shore in the mid 1920s as one of three Chicago based interurban lines which he controlled.

South Shore and the Commonwealth Edison Co. of Chicago were the only two operating companies to survive in their present form the financial wringer which the Insull empire went through.

South Shore's survival traced to the large volume of commuter traffic which found the interurban as the preferred means to travel quickly and cheaply on the South Bend-Michigan City-Gary-Chicago axis. Supporting bus lines to other points in this routing, including the Twin Cities, added to that advantage.

The postwar boom in highway transportation liquidated that advantage and by the time a change in stockholder opinion had brought Coliton into the management in 1960, South Shore's annual deficits had almost brought the carrier to a halt.

Coliton proceeded to seek out freight business which South Shore could handle on a connector line basis between the large railroads serving Chicago-Gary industrial district and to weed out the unprofitable features of the passenger business. The latter included a deep slash in the bus schedules from the Twin Cities to Michigan City and eventually the sale of the bus route to its present owner, the Indiana Motor Coach Co.

The freight business has risen steadily by reason of the present four-year industrial upsurge and promises to be an even larger golden nugget as the new steel plant complex at Burns Ditch gets into full operation.

Monon, whose tracks parallel South Shore through much of the Chicago-Gary route, is one of several larger railroads looking favorably to a financial marriage with the interurban line. The South Shore management itself is reported to be scouting partners other than Monon.

January 20, 1965

Anderson Herald

Monon Restraint Is Requested By Railroad

Chicago—Attorneys for the Chicago, South Shore & South Bend Railroad Monday asked a federal judge for an order to restrain the Monon Railroad “from acts designed to force the South Shore to commence merger negotiations with the Monon.”

US District Court Judge William Campbell, acting in the absence of Judge Abraham L. Marovitz, asked Monon attorneys to hold in abeyance proceedings on Monon's suit to obtain a list of shareholders of the South Shore until Marovitz returns next week.

The Monon attorneys agreed to the delay. They filed suit Friday in LaPorte, Ind., County Circuit Court asking the South Shore to show cause why it should not furnish the Monon with the shareholders list. A hearing had been scheduled in LaPorte for Tuesday.

January 20, 1965

News Palladium

South Shore Seeking To Quash Suit

LaPorte, Ind.—The Chicago South Shore and South Bend Railroad Tuesday moved in LaPorte, Ind. Circuit court to quash the Monon Railroad's suit to obtain a South Shore line shareholder list.

Judge Alban M. Smith, of his own motion, continued the case to Wednesday, Jan. 27.

Attorneys for the South Shore Line alleged that the Monon, in petitioning for the South Shore to show cause why it should not furnish the list, used a procedure that has been abrogated by statute in Indiana Circuit Courts. They claimed the suit should have been a civil procedure in which the Monon would be required to prove its right to such a list.

February 11, 1965

Manitowoc Herald Times

Other Men's Views (Editorial commentary from the Wall Street Journal)

Though the Interstate Commerce Commission was set up to protect competition in transportation, it sometimes seems more eager to protect competitors from competition. So it's encouraging to read that the ICC's only lady member is trying to push the agency back on the proper regulatory track.

Virginia Mae Brown, named to the panel in 1964, began her shoving in a case involving the Monon Railroad. The Monon wanted to extend its track slightly in order to set up a combined rail-water route for moving coal to steel mills in the Chicago area.

The ICC's majority rejected the proposal. Ruling that the rail-water plan offered no "inherent advantage over existing service," it said the step would not be "prudent" for the Monon. Even if it was prudent, the majority decided other railroads should not have to face "unnecessary" competition.

"The majority's fear of the forces of competition," declared Mrs. Brown in her searing dissent, "is unwarranted. The prospects frighten me not." Whether the majority thought the rail-water service was a prudent idea or not, she went on to say, lots of shippers apparently liked it, since they argued for approval of the plan. "Are shippers orphans under the Interstate Commerce Act?" the lady inquired.

In much the same way, the ICC's fear of change—almost any change—often has delayed introduction of more competitive rate schedules and new types of equipment and service, such as piggybacking. In the effort to preserve competitors instead of competition, the agency can thus endanger both.

At this late date, Mrs. Brown faces quite a task getting the agency to see the light, but she is certainly giving her male colleagues some powerful competition in the art of common sense.

February 18, 1965

Anderson Daily Bulletin

Asks ICC Reconsider

Chicago—The Monon Railroad will renew its attempt to extend trackage in Louisville, Ky., and Michigan City, Ind., to serve barge and dock facilities. Officials say the interstate commerce commission will be asked to reconsider its 6-5 Jan. 28 decision denying the railroad authority to extend trackage.

February 21, 1965

Anderson Herald

22-Car Wreck Near St. Joe Being Cleared

New Albany—Officials of the Monon Railroad were at St. Joe, Ind., Saturday to supervise clean-up operations after 22 cars of a 90-car diesel freight train derailed there. There were no injuries.

Officials will also attempt to estimate damage in the wreck, blamed on a burned out bearing in one of the derailed cars.

Five of the derailed cars were torn open by the crash, spewing cereals, ground food, cooking oils and wheat alongside the wreckage.

Track was torn up for a half-mile, but engineers proceeded to transport the standing cars on to Louisville. The train started from Chicago.

Three diesel engines were pulling the 90 cars. Witnesses said the train appeared to have come apart around the middle with the front cars continuing south after the derailment. They said the remaining cars then appeared to buckle, tumbling off the tracks.

Fires started in nearby brush by the accident were under control.

St. Joe is located in Clark County about 8 miles north of New Albany.

February 23, 1965

Anderson Daily Bulletin

State Auto Toll Grows (Excerpt)

Army Pvt. William Curry II, 21, was killed late Monday night when his car was hit by a Monon Railroad freight train on the city's north side.

Former Local Man Injured

A former Anderson resident, Donald Johnson, Robinson, Ill, is in a critical condition at the Clay county Hospital at Brazil as the result of injuries suffered Monday morning when a semi-trailer truck he was driving was involved in a collision with a Monon Railroad freight train about 3 ½ mile east of Bowling Green, Ind.

Johnson, who resided on Arrow Ave. until about two years ago, was employed as a truck driver for the former K.G. Horton construction firm while living here. He has a brother residing in Anderson.

The truck-train mishap occurred on Ind. 46. Authorities said the truck was carried about 35 to 40 yards down the track after the collision and the diesel locomotive of the train was derailed. The highway between Bowling Green and Spencer was blocked for some time as a result of the accident.

Johnson suffered broken ribs, leg and internal injuries and head concussions. He was reported unconscious today at the Brazil Hospital.

(Note; Johnson died on the 25th.)

February 23, 1965

Anderson Herald

Big Job

Jeffersonville, Ind.—Tracks damaged by a \$100,000 freight train derailment Saturday will not be repaired until late this week, a spokesman for the Monon Railroad said Monday. A broken journal box was blamed for the wreck, which tore up 500 feet of rails at St. Joseph. Eleven of the 22 derailed freight cars remained to be righted Monday.

March 25, 1965

Vidette Messenger

South Shores Railroad Directors Meeting Today To Consider Purchase Bid

Michigan City, Ind.—Directors of the Chicago South Shore and South Bend Railroad meet here today to consider a bid by the Chesapeake and Ohio Railway to purchase South Shore stock and acquire control of the 90-mile line.

The South Shore board of directors will meet following the annual meeting of the railroad's stockholders.

A possible fight was in the making. The Monon Railroad, which owns outright about 60,000 shares of South Shore stock, has been trying for two years to win representation on the South Shore board.

A Monon spokesman said, "We intend to resist any effort of the C&O to take over the South Shore."

In a letter to common stockholders Wednesday, the C&O offered to purchase South Shore stock for \$42.50 a share. The C&O also filed an application with the Interstate Commerce Commission for permission to acquire control of the South Shore.

The C&O is the largest single stockholder in the South Shore with holdings in excess of 100,000 shares of the 311, 580 shares outstanding.

The C&O said its offer was good until April 23, unless extended. The offer was signed by Gregory S. De Vine, C&O president.

The South Shore operates 90 miles of track between Chicago and South Bend, Ind. The C&O is spread out across the East, from Michigan and Canada through Kentucky and Virginia to the Atlantic Coast.

Monon operates 541 miles of track in Indiana, Illinois and Kentucky. The main line runs from Chicago through Monon, Ind., to Louisville, Ky.

Acquisition of the South Shore would give the C&O access to the rapidly growing steel producing complex in the Northern Indiana Dunes, where the Bethlehem and National steel companies are building new plants.

In its application for control of the South Shore, the C&O told the ICC that such control would "contribute significantly" to South Shore's ability to provide adequate service.

“It will be difficult for a single railroad to stand alone in light of the growing merger movement taking place in the industry today,” the C&O said. “The South Shore’s recent annual reports reflect its recognition of the significance to it of the emerging rail consolidations.”

Wednesday’s activity sent South Shore stock soaring on the Midwest Stock Exchange, where it closed at \$41 a share—up to \$4 for the session on a volume of 1,700 shares.

March 26, 1965

News Palladium

C&O Will Take Over So. Shore

Michigan City, Ind.—Directors of the Chicago, South Shore and South Bend Railroad voted unanimously Thursday to accept a Chesapeake & Ohio Railway bid to assume control of the commuter line.

The action followed their re-elections by the stockholders’ annual meeting.

The directors authorized William P. Coliton, president, to file a petition with the Interstate Commerce supporting the C&O application filed Wednesday with the ICC.

At the same time, the C&O published a purchase bid of all outstanding South Shore stock at \$42.50 per share. It closed at 42 Thursday on the Midwest Stock Exchange, in Chicago, up five points from trading earlier in the week. Totally, it is a 12-point gain from the 1965 low.

The C&O already owns a one-third stock interest in South Shore.

The Monon Railroad which holds a 20 percent stake in South Shore control and has the proxy support of another 20 percent is expected to fight the C&O action. Both railroads regard the South Shore as the quickest, simplest means of siphon off a rising freight traffic from the growing Burns Harbor steel mill development.

Coliton reported to the stockholders’ meeting that March business is rebounding strongly from its January-February decline which he attributed to adverse weather conditions.

For the first two months, South Shore had net earnings of \$17, 321, equal to five cents a share, on revenues of \$1,223,226. A year ago for the same period, South Shore netted \$36,705 or 11 cents a share on revenues of \$1,318,735.

March 27, 1965

Holland Evening Sentinel

Road Okays Sale to C&O

Michigan City, Ind.—The Chesapeake & Ohio Railway got the green light Thursday from the board of directors of the Chicago South Shore and South Bend Railroad to obtain control of the 90-mile route through the nation’s major steel-producing belt.

The board of directors of the South Shore voted to support the C&O’s bid to purchase controlling interest over the objections of the Monon Railroad which had negotiated in 1961 and 1963 through the Interstate Commerce Commission for a possible consolidation with the South Shore.

The Monon has asked the ICC to probe the C&O's bid. It charged the C&O "secretly" moved to obtain control.

The nine-member board said in a statement that acquisition of the line by the C&O would enable the South Shore to compete effectively and "attain its potential for industrial development."

The C&O serves much of the coal and iron or producing areas in the Ohio Valley. The Monon operates 439 miles of freight trackage in Indiana, Illinois and Kentucky.

April 4, 1965

Logansport Pharos Tribune

Lafayette Rites Held For Native Of Delphi

Rites for Francis A. Groh, 65, a Delphi native, were held Saturday at Soller-Baker Funeral Home in Lafayette with the Rev. Msgr. James Fitzpatrick officiating.

He was buried in St. Boniface Catholic Church Cemetery in Lafayette.

He died at 1 p.m. Friday at St. Elizabeth Hospital after a long illness.

He was married in 1925 to Irene Grolo, who survives. Surviving with her is a stepson, Donald Grolo, also of Lafayette.

He had been a machinist for the Monon Railroad for 40 years. He was a member of St. Boniface Church, Elks, Moose and railroad machinists' union, all of Lafayette.

April 14, 1965

Charleston Daily Mail

C&O Calls Off Purchase Offer

Chicago—The Chesapeake and Ohio Railroad today terminated its offer to purchase control of the Chicago South Shore and South Bend Railroad after a warning of a possible violation of the Interstate Commerce Act.

H.T. Watkins, C&O vice president and treasurer, said the warnings by the Interstate Commerce Commission also cautioned the Monon Railroad against similar action.

April 22, 1965

Anderson Herald

Monon Board Approves 'B' Shares Split

Chicago—Directors of the Monon Railroad voted Wednesday for a 2 for 1 split of its Class B shares and discussed strategy in the Monon's struggle with the Chesapeake and Ohio Railway for control of the Chicago South Shore and South Bend line.

The decision to swap two shares for each one of the 340,023.5 outstanding Class B common stock came shortly after stockholders approved a proposal authorizing an increase in

the number of authorized B shares from 500,000 to one million, and halving par value, from \$25 a share to \$12.50.

The 39,861 Class A preference shares were not affected. These have a priority claim on any dividends up to \$1.25 a share and have equal claim on further dividend funds after dividend of 62 ½ cents is paid on the Class B shares under the split distribution. Monon B, which has not paid dividends in recent years, closed at \$40(?) Wednesday.

William C. Coleman, chairman and president, told Monon stockholders that in the clash with Chesapeake and Ohio over acquisition of the South Shore line, the Monon board "is plotting a course of action."

Coleman said he was not free to discuss possible future moves because counsel advised him not to.

He said rapid timing of events surrounding the C and O application with the Interstate Commerce Commission to acquire the South Shore was "quite amazing." The C and O has disclosed that it owns more than 100,000 shares of South Shore stock. Monon, which acquired 40,000 shares, was barred by an ICC order from acquiring more. The ICC also has barred C and O from bidding for more South Shore shares.

Coleman told shareholders that the Monon's 1964 net of about \$300,000 included non-recurring costs without which the year's record would have come close to the 1963 earnings of \$1.2 million.

He said first quarter earnings this year were estimated to be \$304,000 compared with \$110,000 in 1964 and \$63,000 in 1963.

The Stockholders elected to the board Joseph J. Stein, Monon vice president in charge of operations. He fills a vacancy left by the death of George E. Henley of Bloomington, Ind. All other directors were re-elected.

April 22, 1965

Logansport Pharos Tribune

White Co. Railroader Dies After Accident

Monticello—A 47 year old Monon man died on the way to the hospital Wednesday shortly after he was injured in an accident at the Monon Railroad yards at Monon.

Howard L. Spencer, 47, a switchman, died about 3 a.m. as he was being taken to St. Elizabeth's hospital at Lafayette by the Stewart ambulance. He was injured when he apparently fell from a box car as a train was being made up. Apparently he had been run over by two free rolling cars on the track, which dragged him 36 feet.

Bob Jones, yard foreman, discovered the accident and called the ambulance. Dr. H.M. Gish, White County coroner, investigated.

A life resident of Monon, Spencer was born July 29, 1917, the son of John L. and Veda Spencer. His marriage on Nov. 11, 1939, was to Maxine Mohler.

He served in the Seabees in World War II, was a member of Bradford Masonic Lodge and attended Monon Baptist Church.

Survivors are his wife; two sons, Wayne D., a freshman at Purdue, and Michael, a sophomore at North White High School, and his parents, of Monon. His mother is a patient in Home Hospital, Lafayette.

Friends may call at Stewart Funeral Home. Final rites will be there at 2 p.m. Friday. The Rev. Irvin. King will officiate and there will be Masonic graveside rites prior to burial in Bedford Cemetery.

May 14, 1965

Kokomo Morning Times

Monon May Buy Shore Line

Chicago—Monon Railroad said Thursday it has filed an application with the Interstate Commerce Commission to permit Monon to gain control of the Chicago, South Shore and South Bend Railroad through acquisition of stock of the South Shore.

The application said acquisition of a majority of South Shore common stock would be “an initial step toward merger or consolidation” of the two railroads.

It said Monon proposes to purchase the stock at market but not to exceed any price the ICC finds to be “reasonable.”

August 2, 1965

Logansport Pharos Tribune

Man Injured In Pulaski Train Crash

Winamac—A Gary man escaped serious injury Monday morning when his car hit the side of a train at a crossing a fourth mile east of US 421 on Indiana 14.

A car driven by Jack Estill, 33, of Gary, was listed a total loss after it hit the side of a Monon Railroad train at 5:40 a.m. He was traveling east on Indiana 14 and hit the side of the northbound train.

Estill was taken to the Pulaski Memorial hospital where he was treated for minor injuries and released.

August 24, 1965

Greensburg Daily News

Child Killed

Indianapolis—Lee Thomas Hampton, 12 year old son of the Carl Hamptons, was killed late Monday when he was struck by a slow-moving Monon Railroad freight train.

November 4, 1965

Anderson Daily Bulletin

Super-Secret Caper Obtains Monon Bell

Greencastle, Ind.—In the truest James Bond tradition, a group of Wabash College students this week pulled a caper worth of Secret Agent 007.

Wabash is scheduled to play a football game against DePauw University Nov. 13 for the Monon Bell, which traditionally goes to the winner of the annual contest.

The Monon Railroad presented the bell to the schools in 1932 as a symbol of one of the oldest football rivalries in the Midwest. The DePauw-Wabash clashes date back 73 years.

The bell was being held in a secret hiding place at DePauw here awaiting its emergence as the game prize a week from Saturday. Wabash has not defeated DePauw since 1955, though the school had possession of the bell for a time in 1959 when a group of students stole it from the DePauw campus.

Well, Wabash students once again have the memento back in Crawfordsville.

A group of students initiated a complex scheme with James Shanks as the central figure and stole the bell late Monday from the Greencastle campus building where it was hidden.

The plot began with Shanks presenting himself to DePauw President William E. Kerstetter as a representative of the United States Information Agency, a Mexico City newspaper and the Mexico-US Cultural Exchange.

Kerstetter said he lunched with Shanks and during the meal the agent inquired after the bell, saying he heard the rivalry from Dr. Byron Trippit, former president of the Greencastle school who now is at the University of the Americas in Mexico City. (Shanks said he spent part of last summer in Mexico City.)

The unsuspecting president then took Shanks to the campus building where the bell had been secreted against forays by Wabash students.

A record of the event was made when one school official snapped a photograph of Shanks standing next to the bell with the DePauw cheerleaders.

A custodian at the building reported he later saw a car and a jeep vehicle in the vicinity, but they both pulled away when they saw him. Officials believe the occupants of the vehicles returned later and removed the 150 pound bell and its 150 pound stand from the building.

Wabash College officials said they planned no disciplinary action against the students and said they did not know where the bell had been hidden, its whereabouts apparently still a secret of the plotters.

DePauw officials also decided not to press charges and indicated they expected to next see the bell at the Nov. 13 football game.

The story came to light when officials questioned a group of Wabash students who acted as decoys during the actual removal of the bell. The group appeared at a university dormitory and announced they would steal the prize.

Residents of the dormitory informed security guards of the students presence and the guards went to the dormitory, allowing the second unit to remove the bell.

(Headline from the *Logansport Pharos Tribune*—Who's Got The Ding-Dong? KG)

December 11, 1965

Logansport Press

Monon Railroad To Drop Battle On Road's Control

Chicago—The Monon Railroad withdrew Friday its opposition to the Chesapeake and Ohio Railway Co.'s proposed control of the Chicago, South Shore and South Bend Railway.

Under an agreement by the carriers, the Monon will withdraw its opposition to the C&O's proposed control of the South Shore and will obtain trackage rights over the South Shore.

The announcement was made jointly by Gregory S. De Vine, president of the C&O, and W.C. Coleman, board chairman of the Monon.

The Interstate Commerce Commission has set Jan. 10 for a hearing on the applications of the Monon and C&O for control of the South Shore.

The Monon said it will withdraw its application and following ICC authorization of control by the C&O, will enter into an agreement with the South Shore on access to the Burns Waterway Harbor facilities planned by the Indiana Port Commission on Lake Michigan. This will give the Monon direct access to a port on the lake.

Also under the agreement, the South Shore will grant the Monon right of way to move cars between the Illinois and Indiana State lines and Michigan City, Ind.

After control of the South Shore has been consummated by the C&O, with ICC permission, the Monon will sell its shares of South Shore common stock to the C&O.

December 24, 1965

Kokomo Tribune

Motorcycle Crash Kicks Off State Traffic Accidents (Excerpt)

Ralph Skalon, 34, Francesville, died Thursday when his pickup truck collided with a Monon Railroad freight train in Francesville.

January 13, 1966

Greensburg Daily News

Fall On Icy Steps Fatal To Man, 56

Lafayette, Ind.—A Tippecanoe County coroner's report Wednesday listed death due to a massive skull fracture suffered when Henry Ingram, 56, fell from his second-story apartment here.

Authorities said Ingram slipped on icy steps leading into the apartment and fell down two stories, striking his head on the frozen ground which was embedded with rocks and cinders.

Ingram was an employee of the Monon Railroad shops and had just returned from a shopping trip when the mishap occurred, police said.

February 3, 1966

Logansport Pharos Tribune

Worst Traffic Accident Of Year Brings Toll To 129 (Excerpt)

Another car-train crash Wednesday claimed the life of James Bennett, 68, Campbellsburg, at a Washington County road crossing just west of Campbellsburg.

Authorities said Bennett was killed and his grandson, James Lessig, about 20, also of Campbellsburg, injured only slightly by a Monon Railroad freight train.

February 6, 1966

Syracuse Herald American

Locomotive Contract Let

Auburn—An order from the Monon Railroad for four 2000-horsepower Century 420 diesel-electric locomotives has been received by Alco Products, Inc., here.

The locomotives will be used by the Monon in mainline service.

February 10, 1966

Logansport Pharos Tribune

Ronald Osborn, 17, Uninjured In Wreck

Francesville—Ronald Osborn, 17, escaped injury when the car he was driving was struck by a Monon Railroad work train at a crossing here at 9:30 p.m. Wednesday.

Osborn was driving west when his car was struck by the northbound train, according to investigating officers. Damage to the auto was estimated at \$300. Roy Osborn, father of Ronald, owned the car. Charles Metcalfe was engineer of the train. Town Marshall Clifford Shull investigated the accident.

March 3, 1966

News Palladium

So. Shore Railroad Profits Dip

A \$100,000 decline in freight revenues caused net earnings of the Chicago, South Shore and South Bend Railroad to drop substantially in 1965, William P. Coliton, president, reported to shareholders.

The South Shore showed a net of \$180,065, equal to 57 cents a share, on operating revenue of \$7,743, 164. In its peak year of 1964 the carrier earned \$275,507 or 87 cents a share on \$7,839,411 in operating revenues.

A \$12,000 reduction in expenses failed to offset appreciably the decline in freight volume. Passenger revenues held constant with 1964. Coliton said the loss on passenger traffic last year amounted to nearly \$285,000.

During the past year the South Shore affected a partial stabilization of a battle to run its affairs.

The Chesapeake and Ohio and the Monon Railroad, the two major owners of South Shore stock, dropped conflicting appeals to the Interstate Commerce Commission to operate the local line. Under the agreement, not being reviewed by the ICC, the C&O would take control of the South Shore and the Monon would be given trackage rights into the developing freight business in the Burns Ditch industrial complex. This agreement is contested partially by the New York Central railroad, which also is trying to tap the Burns Ditch traffic.

April 22, 1966

Logansport Press

Crown Point Man Killed By Train

A Crown Point Motorist was killed Thursday in a grinding car-train crackup as Indiana's 1966 traffic toll continued a deadly pace 50 ahead of the count a year ago.

Authorities said the victim, Earl E. Leets, 50, apparently saw the Monon Railroad freight train too late at a US 30 crossing in Dyer.

The car skidded 26 feet before crashing through guard gates onto the track where it was dragged 1,500 feet, police said. Leets was a materials buyer for the Northern Indiana Public Service Company.

May 19, 1966

Logansport Pharos Tribune

Francesville Driver Dies Of Injuries

Francesville—Clarence O. Lindsey, 73, of here, died Wednesday in Home Hospital at Lafayette of injuries suffered May 11 in a collision involving his auto and a truck tractor at US 421 and US 30 in LaPorte County.

He was a section foreman for the Monon Railroad for 49 years. He had lived in Francesville 41 years, having moved from San Pierre.

Born Jan. 8, 1893, in Michigan, his last marriage was Oct. 2, 1965, to Anna Kupke, who survives.

Also surviving are a daughter, Mrs. Melba Jeffries of Lafayette; two sons, Kenneth Lindsey of Harbor Springs, Mich.; four stepchildren; 16 grandchildren; 18 step-grandchildren and 11 great grandchildren.

Services will be at 2 p.m. Saturday in the Querry Funeral Home with Rev. Lawrence Becker officiating. Burial will be in Rockland Cemetery.

Friends may call at the funeral home.

May 24, 1966

Logansport Press

Obit

Earl Gaines Snyder, 80, of Culver, died at 2:45 p.m. Monday at his home after an illness of five years.

He had been a telegraph operator for Monon Railroad for 45 years. He was a member of the Grace Reform Church at Culver.

Born Feb. 15, 1886, in Ohio, he was the son of Joseph T. and Jane Elizabeth Chrisler. He married Nannie Catherine Rollings, who survives.

Also surviving are a son, Gaines, of Indianapolis; two sisters, Mrs. Charles Clawson of Kokomo and Mrs. Don Newman of Star City; five grandchildren and two great grandchildren.

Services will be at 2:30 p.m. Wednesday at Leiter Funeral Home in Flora. The Rev. Dale Hamilton will officiate, and burial will be in the Colburn cemetery.

Friends may call after 2 p.m. today at the funeral home.

May 31, 1966

Daily Reporter

Obit

Warren W. Brown, 66, vice president of the Western Pacific Railroad and a former president of the Monon Railroad of Chicago, died Sunday after a long illness.

July 26, 1966

Tucson Daily Citizen

From the financial section

Chicago—Monon Railroad directors declared a 5 percent stock dividend on its class B common shares.

Subject to approval of the interstate commerce commission, the dividend is payable Aug. 26 to shareholders of record Aug. 16. No fractional shares are to be issued but arrangements are being made for holders to buy or sell their fractional interests.

W.C. Coleman, chairman and president of the line, said first half income amounted to \$886,000 compared with \$454,000 for the corresponding six months of 1965. The increase came from freight revenues, he said, and the outlook for the remainder of the year is good.

August 16, 1966

Hammond Times

Obit

Charles Cullins, 62, Hammond, died Monday in St. Margaret Hospital. He was employed by the Monon Railroad for 21 years.

Survivors include his wife, three sons; Charles of Hammond, Richard of Highland, and Gerry in the Air Force; a daughter, Joann Kirimif(sp?) of Hammond; his mother, Mrs. Bertha Cullins of Centralia, Ill.; a sister, Mrs. Emogene Goad of St. Louis, and six grandchildren.

Funeral arrangements are incomplete.

Calling hours are 7 to 10 p.m. today and 2 to 5 and 7 to 10 p.m. Wednesday at the Dalton & Son Funeral Home, Hammond.

September 3, 1966

Logansport Press

Rail Property Vandalism Probed In White County

Monticello—The placing of fence posts, wire and debris on the Monon Railroad tracks west of the Dairy Queen and damage to communications equipment is being investigated by Sheriff LeRoy Farney.

An electrical box lock was broken and the circuits damaged, causing false green signal lights in opposite directions. Lighting insulators were also damaged.

Damage to the railroad property was estimated at \$400.

The vandalism was discovered when signals at the Monon station indicated something was wrong and a crew was sent in a truck to check and repair the damage. While the crew was at the scene, the truck was also vandalized, with the antenna broken, windshield wipers broken off and cigarettes stolen from inside the vehicle.

September 23, 1966

Logansport Press

New Director

Chicago—The Monon Railroad has elected G. Barron Mallory of Indianapolis as a director to fill a vacancy. Mallory is president of P.R. Mallory & Co.

October 13, 1966

Anderson Herald

Leap To Safety

Ladoga, Ind.—Three Monon Railroad workers leaped from a motorized handcar Monday seconds before it collided with an oncoming train. A.J. Brady and Jess Lawst of Crawfordsville were injured slightly but Don Ward of Monon was unhurt. The handcar was demolished.

October 25, 1966

Hammond Times

Planner Rapped (Excerpt)

The council also heard complaints on what Duncanson called “Hammond’s second dump.”

He referred to complaints he had received from residents in the 7000 block of Harrison Avenue. The residents said crews of the Monon railroad were dumping garbage and refuse along the tracks that attracted rats.

Jerry Jones told the council that track crews have been cleaning boxcars near his home and leaving the trash in piles that spillover his backyard fence.

He said railroad officials had promised to remove the trash every 60 days. It has remained for a year and a half, Jones said.

Jones said the railroad’s plan of spending about \$365 a year to exterminate rats in the area was not adequate.

“The garbage attracts rats by the thousands,” Jones said.

Councilman Bernard Becker asked the matter be referred to the board of works and health and fire departments.

October 26, 1966

Logansport Pharos Tribune

Train Hits Car, Driver Injured

Monticello—An Indianapolis man was in fair condition Tuesday night at St. Elizabeth hospital, Lafayette, with injuries suffered at noon Tuesday when his car was hit by a train at Reynolds.

Carl H. Hitter Sr., 56, suffered facial lacerations and possible other injuries when the car he was driving was struck by a Monon passenger train at the crossing on US 24 in Reynolds.

The car, owned by O’Brien Leasing, Inc., Indianapolis, was pushed into a Northern Indiana Public Service Company pole, breaking the pole in two and dropping wires and the pole on the highway.

Debris from the 1966 model car, which was demolished, was strewn for 400 feet along the track.

There was \$3,000 to \$4,000 damage to the diesel engine of the train and a rail was broken. The engine was unable to continue the run and another engine was sent to pull the train.

Darcy Perry, who was standing about 100 feet south of the accident scene, said he heard the train’s whistle and the bell on the crossing signal, but could not see if the crossing flasher light was working.

Police believe Ritter, headed west on 24, failed to see the train. The Indianapolis man had just left the RCA plant at Monticello when the accident occurred, at 11:56 a.m.

The passenger train was northbound, Conductor on the train was E.L. Adams, 67, of Monon.

Sheriff LeRoy Farney said his office is continuing the investigation of the accident.

November 14, 1966

Logansport Pharos Tribune

15 Killed On Highways (Excerpt)

Paul Sims, 57, Greencastle, was killed Sunday morning when his car collided with a Monon Railroad passenger train in Greencastle

December 9, 1966

Logansport Pharos Tribune

Engine, 2 Boxcars, Jump Monon Tracks

Lafayette, Ind.—The engine and two boxcars of a Monon Railroad train were derailed Thursday night as the result of a washout on a siding at the southwest edge of Lafayette.

The train, a combination freight-passenger, had pulled onto the siding to make way for another train when the first three vehicles hit the 42 foot long washout, caused by heavy rain.

The engine remained upright in the washout but the boxcars crashed down a 40-foot embankment. No injuries were reported.

December 14, 1966

Logansport Pharos Tribune

Collision Fatal To Woman

An elderly woman was killed in a car-train collision near Salem today, increasing Indiana's 1966 traffic fatality toll to at least 1,459, compared with 1,403 a year ago.

Authorities said Jessie F. Collins, 76, Salem, was killed when she drove in front of a westbound Monon Railroad passenger train. They said her vision was obscured until just before she reached a county road crossing.

December 15, 1966

Hammond Times

RR Gets Warning

Crown Point—The Lake County Board of Health has ordered the Monon Railroad to clean up its right-of-way in Hanover Township by Thursday.

The order was directed to Robert Terranova, trainmaster in Hammond.

The county health group said numerous complaints were received in the office because of dumping along the railroad adjacent to Lincolnshire Subdivision.

Ervin Kmiecik, chief sanitarian, said the trash included wood, paper, metal strips and other items. He said he did not know the origin of the trash.

Court action is planned if the company fails to comply with the order, the board said.

January 17, 1967

Logansport Pharos Tribune And Press

Traffic Toll Reaches 43 (Excerpt)

Ivanovic Radomir, 26, West Lafayette, was killed Monday when a wrecker truck he was driving with a disabled car in tow was struck by a Monon Railroad train near Ash Grove, north of Lafayette.

February 21, 1967

Bridgeport Telegram

Monon Boss Elected

Chicago—Samuel T. Brown was elected chairman, president and chief executive officer of the Monon Railroad Monday, succeeding W.C. Coleman who resigned. Coleman will continue on the board of directors and as a member of the executive committee. Brown has been a director of the company since 1956 and also is on the executive committee.

March 2, 1967

Anderson Herald

24 Cars Derailed

Roselawn, Ind.—Twenty-Four cars of a 71 car Monon Railroad freight train derailed near here Tuesday, tearing up about a half mile of track.

State police guarded the wreckage which contained semi trailer trucks loaded with appliances.

March 23, 1967

Logansport Pharos Tribune And Press

Victim Of Accident To Undergo Surgery

Monticello—Steve Burns, 20, of Monticello, who lost his left leg in an accident while coupling freight cars for the Monon Railroad last week in Lafayette, will undergo surgery for further amputation at the St. Elizabeth Hospital in Lafayette on Wednesday Morning.

March 28, 1967

Anderson Daily Bulletin

Monon Will Halt Trains

Indianapolis—Plans to discontinue its last two passenger trains May 8 because of declining revenues and increased expenses were announced Monday by the Monon Railroad.

The trains, Nos. 5 and 6 between Chicago and Louisville, make stops in Indiana at Hammond, Lowell, Rensselaer, Monon, Lafayette, Crawfordsville, Greencastle, Bloomington, Bedford, Mitchell, Orleans, Salem and New Albany.

The southbound No. 5 leaves Chicago at 5:25 p.m. CST and reaches Louisville at 2:10 a.m. EST. The northbound No. 6 leaves Louisville at 6:30 a.m. EST and arrives at Chicago at 1:05 p.m. CST.

Copies of the Monon petition to the Interstate Commerce Commission, whose approval is required, were sent Gov. Roger D. Branigin and the state Public Service Commission.

The ICC does not hold hearings in such cases unless cities along the route, shippers or the state intervene, a PCS spokesman said.

The railroad listed losses on the trains of \$52,597 the first two months of this year; \$264,304 last year and \$143,245 in 1965.

Patronage has declined because of alternative rail, air and bus service and improved highways for private automobile travel, the railroad said.

April 20, 1967

Bridgeport Post

Monon Stock Dividend

Chicago—The board of directors of the Monon Railroad declared a 5 percent stock distribution yesterday on its class B Common stock. The railroad will distribute one additional share for each 20 shares held. The distribution will take place June 30, to holders of record June 2.

May 9, 1967

Kokomo Tribune

ICC Sets Hearings

Lafayette, Ind.—The Interstate Commerce Commission has set hearings June 15 and June 23 here on the requests of two railroads to discontinue passenger service through Lafayette. The first hearing will involve a Monon Railroad petition, and the second a petition from Norfolk and Western Railroad to drop the Cannonball Express run.

May 16, 1967

Logansport Pharos Tribune and Press

Monon Railroad Hearings Slated

Washington—The Interstate Commerce Commission Monday announced hearing dates in its investigation into a petition by Monon Railroad to discontinue two passenger trains between Louisville, Ky., and Chicago.

Hearings will be held June 12 in Chicago; June 14, Rensselaer, Ind.; June, 15, Lafayette, Ind.; June 16, Crawfordsville, Ind.; June 19, Greencastle, Ind.; June 20, Bloomington, Ind., and June 21, Louisville.

June 6, 1967

Logansport Pharos Tribune and Press

Obit

Edward McGriff, 89, Richland Township, died at 1:20 a.m. Monday at Parkview Hospital in Plymouth. He had been in the hospital eight weeks and ill several years.

Born Oct. 21, 1877, east of Argos, he was the son of John and Laura Burns McGriff. He had lived 22 years at his present home, moving from Hammond, where he resided 23 years.

He was married June 30, 1903, in South Bend, to Martha J. O'Blennis, who survives. A former employee of the Monon Railroad, he retired in 1945.

Surviving with the wife are a daughter, Miss Edna McGriff, Hammond; Six grandchildren and nieces and nephews.

A son, John Walter, died in 1959. Two brothers and three sisters also preceded in death.

Friends may call at the Grossman Funeral Home at Argos after 10 a.m. today, where rites will be at 2 p.m. Wednesday with the Rev. Edward E. Miller and the Rev. Ernest Trebar officiating. Burial will be in Richland Center IOOF Cemetery.

June 14, 1967

Logansport Pharos Tribune and Press

Football Star Killed

St. John, Ind.—Dennis Scheidt, 18, captain of the 1966 Hammond Noll High School football team, was killed Tuesday night when his car was smashed by a Monon Railroad train in this Lake County Town.

Scheidt, who was graduated from Noll only last week, was dead on arrival at St. Margaret's Hospital in Hammond. Witnesses said the car did not slow down or stop at the crossing just west of here and Scheidt apparently did not see the train approaching.

June 25, 1967

Kokomo Tribune

Railroad Dispute Is Settled

Indianapolis—A dispute between two railroads over a 63-year-old contract was settled Friday by the Indiana Appellate Court.

The state court upheld a Lake County Superior Court 5 decision in which the jury returned a directed verdict denying \$10,512 to the Monon Railroad from the New York Central Railroad.

Monon argued that two early Indiana railroads had signed a contract on July 7, 1904 to share the costs of building a depot and paying personnel in the town of Shelby in Lake County. The two lines were later bought up by major lines.

The agreement held until the New York Central notified the Monon in 1961 that it would no longer pay the costs. Three years later, Monon closed the depot.

The appellate court said a contract without an expiration date could be cancelled by either railroad at any time and the Monon was not entitled to costs after 1961.

June 26, 1967

Logansport Pharos Tribune and Press

From the Pharos Flashes section

Local citizens who during their college days traveled to Purdue, Indiana or DePauw by interurban cars will be interested to know that an I.U. professor has proposed the Monon Railroad use the self-propelled commuter cars as a means of making passenger business profitable again.

The suggestion was made by Prof. L.L. Waters, a transportation expert, at an ICC hearing on the Monon's request to discontinue its two daily passenger trains between Chicago and Louisville. The Monon claims the trains are operating at an annual loss of \$264,000.

July 20, 1967

Kokomo Tribune

Monon Train Derails Near Valparaiso

Valparaiso, Ind.—Scores of new autos were crumpled up in stacks “as high as a two-story building,” according to a witness, after 12-15 cars of a Monon Railroad freight derailed early today in Wanatah about 8 miles east of here.

All but one of the derailed cars carried new autos south from Detroit in the 80 car freight pulled by three diesel engines, said State trooper Bud Rowe. One freight car can carry about 15 autos.

One crewman, W.R. Baker of Monon, complained of a left leg injury when he was thrown against furniture in the trailing caboose, state police said.

A few runaway freight cars plunged across nearby US 30 knocking down crossing signals, but the highway was deserted in the early morning hours and there were no accidents, state police said.

Cause of the derailment was not immediately determined. The train was traveling about 25 miles per hour, state police said.

Crews were dispatched to begin cleaning up the wreckage.

The train's engineer was George Fox of Lafayette. The conductor was Charles Metcalf of Chalmers.

August 22, 1967

Logansport Pharos Tribune and Press

Obit

Funeral services for William T. Burbage, 70, of Monon, will be at 2 p.m. Wednesday at the Stewart Funeral Home. The Rev. Loren Todd will officiate and burial will be in Chalmers Cemetery.

Burbage died at 1:05 p.m. Monday in St. Elizabeth Hospital in Lafayette, where he had been a patient for 12 days. He had been ill two years.

He was a native and lifetime resident of White County. He was a fireman for the Monon Railroad and after retiring there was a limestone trucker. His marriage at Monticello in 1918 was to Ida Wandrei, who survives.

Other survivors include a son, Charles W. Burbage, and a daughter, Mrs. Gladys Phebus, both of Monon; seven grandchildren. Two brothers and a sister preceded him in death.

Friends may call at the funeral home.

September 8, 1967

Logansport Pharos Tribune and Press

Monon Railroad Cancels Trains

Washington—The Interstate Commerce Commission Thursday authorized the Monon Railroad to discontinue its last two passenger trains but the actual final runs will not come until next month.

The trains, known as the "Thoroughbred," operate between Chicago and Louisville with stops in several Indiana cities.

The authorization is effective immediately but the railroad said it would continue the trains through this month as an accommodation for students returning to school.

The trains serve students attending Indiana, Purdue and DePauw universities and St. Joseph's and Wabash colleges.

The Monon said the trains operated at a loss of \$322,000 last year.

September 10, 1967

Southern Illinoisian

Monon Line To End Passenger Service

Washington—The Monon railroad ran its first passenger train in 1853. It will run its last on Saturday, Sept. 30.

“The Thoroughbred” will leave Louisville’s Union Station at 6:30 a.m., arriving at 2 p.m. in Chicago. And after that, the Monon—the line that carried President Abraham Lincoln’s body between Lafayette and Michigan City, Ind.—will no longer run passenger service.

The Interstate Commerce Commission ruled Thursday that the Monon “is in no position to absorb substantial deficits in passenger service” and gave permission for its halt.

September 12, 1967

Anderson Herald

ICC To Be Asked To Reconsider Monon RR Order

Indianapolis—The Interstate Commerce Commission will be asked by an Indiana legislative study committee to reconsider its order allowing the Monon railroad to end its remaining passenger service.

The study committee on transportation problems also agreed to seek public hearings on proposals by the Pennsylvania Railroad to drop its Valparaiso-Chicago commuter train and by the Chicago & Eastern Illinois Railroad to curtail Chicago-Evansville passenger service.

Rep. Victoria Caesar, D-Gary, won approval by the committee of her suggestion that it send letters to the ICC, to Indiana members of Congress, and to the US senators from both Indiana and Illinois seeking reopening of the Monon case and hearings in the others.

Miss Caesar recommended also that interested members of the public write their representatives in Congress and the ICC about their need for passenger service.

October 1, 1967

Anderson Herald

Monon Passenger Runs End Today

Lafayette, Ind.—The Monon Railroad will terminate its regular passenger service Saturday with a run from Louisville to Chicago. And Lafayette, the home office of the line, should be a busy place.

The Monon, which has been running passenger trains for a century, was given permission by the Interstate Commerce Commission to discontinue the service for economic reasons.

October 2, 1967

Anderson Daily Bulletin

Final Monon Run Is Made

Sidetracked by financial troubles, the Monon Railroad closed more than a century of passenger service with a final run across Indiana by the Thoroughbred.

Hoosiers swarmed into the two crowded coaches at every stop between Louisville and Chicago on the final northbound trip Saturday. And at every stop one railroad buff sounded taps on a cornet.

The town of Borden, where solid trainloads of strawberries once began their journey to Chicago markets, was saluted only by a shriek of the air horn as the train passed through without stopping.

Crowds waited at Salem, where the railroad had been built in 1847 to give the city a link to the Ohio River at New Albany. Confederate raiders of Gen. John Hunt Morgan had ripped up the tracks during the Civil War because the Monon hauled Union soldiers and supplies.

At Bedford and Bloomington, the Thoroughbred passed flatcars of limestone—long a key income source for the railroad.

Groups at sidings at Bloomington, Greencastle, Crawfordsville, Lafayette and Rensselaer remembered that the Monon long had been a route for students bound for colleges in those cities.

A bronze bell—the Monon Bell—from a steam locomotive has been the trophy of a football rivalry between DePauw and Wabash for years.

One of the final stops was Monon, a community named after the railroad which in Indiana means “swift running.”

The Monon Railroad had been in financial trouble since soon after it was built. The Interstate Commerce Commission approved termination of passenger service after the railroad presented figures showing a loss of \$260,000 last year.

October 3, 1967

Logansport Pharos Tribune and Press

Obit

Funeral services for Jesse B. Hughes, 80, of Monon, will be at 2 p.m. Wednesday at the Stewart Funeral Home. The Rev. Loren Todd will officiate and burial will be in Bedford Cemetery.

Hughes died at 8 p.m. Sunday at St. Elizabeth Hospital in Lafayette, where he had been a patient since Sept. 11. He was ill nine months.

He was born at Buffalo and lived in this area his entire life. His marriage in Pulaski County in 1908 was to Grace White, who survives.

In 1953 he retired as a clerk of the Monon Railroad.

Survivors besides the widow include two sons, Kenneth and Ora of Monon; a daughter, Mrs. Helen Barton of Monticello; four brothers, Archie of Fort Meyers, Fla.; Arnold of Pulaski and Lewis and Carl, both of Monon; two sisters, Mrs. Irene Vandervort of Reynolds and Mrs. Opal Qualkenbuch of Monon; 16 grandchildren and 22 great-grandchildren.

Friends may call at the funeral home.

October 6, 1967

Kokomo Tribune

When A Famed Train Dies (Editorial)

It's sad to see railroad passenger service end anywhere, not only to railroad buffs but to many people who do not even ride the rails anymore.

This feeling of regret was experienced last Saturday when the Monon Railroad closed more than a century of service with a final run across Indiana by its famed Thoroughbred. At every stop between Louisville and Chicago people swarmed aboard the "last train" and at every stop one railroad buff sounded taps on a cornet.

Crowds waited at Salem, where the Monon had been built in 1847. Groups at sidings in Bloomington, Greencastle, Crawfordsville, Lafayette and Rensselaer remembered that the Monon long had been a route for students bound for colleges in those cities. One of the final stops was at Monon, a community named after the railroad which in Indiana means "swift running."

The railroad discontinued passenger service because of financial troubles. Revenue losses have been plaguing other railroads for years, as witness the abandonment of passenger service by many carriers and the mergers of others.

Some of the difficulties the railroads are experiencing are due to the fact that air and automobile travel had crowded out the trains as means of transportation.

Also, some railroads (although not all) haven't kept up the quality of their passenger trains. Many more people would ride some of the trains if they were sure the coaches would be comfortable.

There is a possibility that the railroads can win back some of their customers when the new high speed, comfortable trains come into use. The increasing population of the United States and the growing problems of automobile traffic may help to bring a revival of railroad travel. We hope so.

October 30, 1967

Logansport Pharos Tribune and Press

Obit

Funeral services for Frank Martin, 75, a lifetime resident of this community, will be at 2 p.m. Tuesday at the Stewart Funeral Home. The Rev. Robert Hamilton will officiate and burial will be in Bedford Cemetery.

Martin, a retired Monon Railroad engineer, died at 9 p.m. Saturday at Home Hospital in Lafayette. He had been hospitalized for nine days.

He was born in Monon in 1892. He was a member of the Baptist Church here and of the Bradford lodge No. 592, F and AM.

His second marriage was in 1957 to Ruth Peterson, who survives.

Other survivors include four daughters, Mrs. Ina Rawley of Burbank, Calif.; Mrs. Dolores Grady, Mrs. Patricia Booth and Mrs. Carol Sunner, all of Indianapolis; three stepsons, Raymond Kinser, Michigan City, Robert Kinser of Monticello and George Kinser of Lafayette; two sisters, Mrs. Elda Bonnett of Lafayette and Miss Caroline Martin of Fort Wayne; a brother, John Martin of Arizona and a half-brother, Walter Martin of Lafayette.

Friends may call at the funeral home.

November 12, 1967

Kokomo Tribune

State Traffic Toll Passes Record Mark

Three young men, all from Rensselaer, were killed when a car collided with a Monon railroad switch engine at a Ind. 114 (?) crossing near Rensselaer.

January 31, 1968

Anderson Daily Bulletin

Rail-Bus Test Set

Indianapolis—The Mass Transportation Authority will test a rail-bus Thursday and Friday to determine its potential for providing a rapid transit system.

The 35-passenger hybrid vehicle to be demonstrated is one of 15 purchased by the port of New York Authority for runs between Manhattan Island and Kennedy Airport.

It is a standard bus chassis equipped with a \$12,000 rail-wheel conversion unit.

All seats have been reserved for the test runs between downtown Indianapolis and suburban Nora on the far north side.

MTA officials said they hope to run the vehicle on the Monon Railroad tracks. The bus can also travel on a highway.

February 11, 1968

Kokomo Tribune

Salem Man Killed When His Car Hits Train On Saturday

A Salem man was killed when his car collided with a Monon Railroad freight train in Salem Saturday, boosting Indiana's weekend traffic toll to four.

Robert F. Setser, 59, was killed when the slow-moving freight pushed the car into a telephone pole. His son, Michael, 16, was hospitalized in satisfactory condition at Salem.

State police said the crossing was not marked by warning flashers.

March 22, 1968

Bridgeport Telegram

L&N, Monon Discuss Railroad Merger

Chicago—Presidents of the Louisville and Nashville Railroad and the Monon Railroad announced their managements had agreed in principle Thursday on a merger of the lines.

Terms call for issuance to each Monon stockholder on a tax-free basis of one share of the new L&N 6 percent \$35 par value cumulative preferred stock for each share of Monon common.

The preferred would be convertible at any time into L&N common on the basis of one share of common for three of preferred. The preferred would be callable after five years at \$40 a share plus accrued dividends, at L&N's option.

W.H. Kendall, L&N president and Samuel T. Brown, Monon president, said the agreement reached Thursday is subject to working out a definitive merger agreement satisfactory to both railroads and no approval by stockholders and the Interstate Commerce Commission.

March 28, 1968

Logansport Pharos Tribune and Press

Winamac Man Released After Crash

Winamac—A young Winamac man escaped serious injury when his auto struck a Monon Railroad freight train at 7:35 a.m. Wednesday on Ind. 14, about one and one-half miles southeast of Medaryville.

Norman Kinney, 23, of Winamac, sustained a laceration to the forehead and bruises. He was treated at Pulaski Memorial Hospital and released.

His 1968 foreign car was listed a total loss.

Officers said the Kinney auto, westbound on Ind. 14, struck the second car on the freight train and the auto was thrown about 30 feet off to the right side of the tracks. Kinney's remained in the car.

Officers reported that Kinney passed a highway truck several hundred feet before reaching the tracks, and told them he had his radio on and didn't hear the train.

The crossing is marked by crossing arms but not flashers.

Engineer on the train was Ralph Bodle of West Point, Ind., and conductor was John Newman of West Lafayette. State Trooper David Saggars investigated.

April 4, 1968

Logansport Pharos Tribune and Press

Obit

Funeral services for John F. Fairchild, 81, of Monon, will be at 2 p.m. Friday at the Stewart Funeral Home. The Rev. Loren Todd will officiate and burial will be in the Bedford Cemetery.

Fairchild, a retired Monon Railroad switchman, died at 11:40 p.m. Tuesday in St. Elizabeth Hospital at Lafayette. He was a patient there two weeks.

Born at DeMotte, he lived in Monon for 54 years. He retired from the railroad in 1949. His marriage was in 1917 to Disa V. Longwell, who survives.

He was a member of the Methodist Church and Brotherhood of Railroad Trainmen. He was past master of Bradford Lodge No. 592, F and AM, and was past patron of Monon Chapter, Order of Eastern Star.

Survivors beside the widow include a daughter, Mrs. Doris Jean Mathena of Hammond, and two sisters, Mrs. Charity May Erwin and Mrs. Effie M. Burroughs, both of Monon. Three brothers and six sisters preceded him in death.

Friends may call at the funeral home after 3 p.m. Thursday.

April 18, 1968

Logansport Pharos Tribune and Press

Obit

Funeral services for Mike Munden, 85, will be at 10:30 a.m. Saturday at the Stewart Funeral Home. The Rev. Leon Willoughby will officiate and burial will be in the Bedford Cemetery.

Munden died at 12:30 p.m. Wednesday at the White County Memorial Hospital in Monticello, after an illness of one month.

He was born in Jackson County and moved to White County in 1914. His marriage in 1918 at Monticello was to Grace Crawford, who died in 1964.

He retired in 1949 after working for 31 years for the Monon Railroad. He was a member of the IOOF Lodge over 50 years.

Survivors include three sisters and a brother. Two brothers and one sister preceded him in death.

Friends may call at the funeral home after 1 p.m. Friday.

June 27, 1968

Vidette Messenger

Trooper Aids Man In Coma

Valparaiso, Ind.—State Police Trooper Roger Cupka, Lafayette, put his training to good use today after a Monon Railroad operator was found in a diabetic coma at his station at the Haskell Heights Tower northwest of Wanatah.

The operator, Gordon Michaels, 31, Union Mills, was listed in serious condition at Porter Memorial Hospital here.

Cupka contacted two Dunes Park state police troopers, Bud Rowe and Richard Stalbrink, and sent them to the tower after a Monon radio operator at Lafayette notified him he was receiving incoherent messages from Michaels.

Then, Cupka put his former training as a Monon Railroad employee to use and told the two troopers how to operate the tower for 20 minutes, until the line sent another operator to take over.

July 14, 1968

Kokomo Tribune

Firemen Overcome

Greencastle, Ind.—Two firemen were overcome Friday fighting flames in a Monon Railroad freight car, loaded with 4,800 bags of charcoal, 2 miles south of here. Injured trying to unload charcoal, they were treated at the scene. Firemen said an overheated journal box ignited the charcoal.

July 26, 1968

Daily Courier

The Worry Clinic by Dr. George W. Crane, columnist

Case G-529; Hoyt T., aged 29, is a Hoosier economics professor.

“Dr. Crane,” he began, “I wish you would mention the need for better railroad psychology!”

“For example, vital passenger trains are being taken out of service, for the railroads say they don’t make money on them.

“Obviously, the railroads want to concentrate on freight hauling with trains that are several miles long!

“But the public still needs fast passenger service, and it could be made financially profitable, don’t you think?”

About 20 years ago I addressed the famous Railroad Club in Chicago, which included presidents, vice presidents and other VIPs of America’s vast railroad empire.

Though I tried to be tactful and used the famous “sandwich method” in offering suggestions for improvement, they bristled.

In fact, a half drunken VIP of the Monon Railroad wanted to engage me in a fist fight at the conclusion of my talk, for I had predicted that the Monon and others would soon try to take off all passenger trains.

“I’d have you know,” challenged this semi-drunken VIP, “that my family have been running the Monon for 3 generations and it will carry passengers as long as the USA lasts.”

Yet in 1967 all passenger train service via the Monon was stopped.

And largely due to poor merchandising psychology!

For railroads as a group have been run by introvertive men, of high IQ, but low in their understanding of Applied Psychology.

The very best practical psychologists in the railroad industry have been the genial passenger conductors.

Alas, did you ever hear of a conductor being promoted upward until he became president?

It is true that the railroads have been hampered by the terrific tax burden in every county where their trackage runs.

Airplanes, by contrast, don’t pay taxes on their sky routes, though the terminals are taxed at the city airports.

But railroads are taxed for their depots as well as their steel rails.

Former railroad tycoon, Robert R. Young, was the best psychologist in the entire railroad industry—but most hated by his colleagues.

He taunted railroads for the high center of gravity of their cars, saying that their first freight cargo was a single bale of cotton.

Since it was on a platform about 52 inches high, the freight car bed was also built that high so the cotton bale could be slid aboard without lifting!

“And,” taunted Robert Young, “we have made our freight cars for 125 years at that same inefficient height.”

The modern bus is operated by one man, who serves as engineer, conductor, brakeman, porter, etc.

Railroads are relatively level and straight, so one man could operate passenger cars at 100 miles per hour and be safe.

Indeed, the bus lines may ultimately need to lease the railroads to show them how to operate fast passenger trains at a profit!

In my Chicago address I urged retractable frames with wheels to fit the steel rails so semi-trailers could be hooked behind diesel engines and form a freight caravan of semis.

But the railroads blindly wanted to use those obsolete 52-inch freight bed cars, so are now boasting of their piggy-back service!

August 5, 1968

Times

Obit

Wilson C. Hinkel, Sr., 73, Hammond, passed away Sunday morning, Aug. 4, at the home of his son, Wilson, Jr. Survivors; one daughter, Mrs. Arnold (Valerie) Wolff of St. John of St. John; three sons, Wilson J., Jr. and Merritt A., both of Hammond, and Allan K. of Crown Point; 15 grandchildren; four great-grandchildren; two sisters, Mrs. Mildred Thompson and Miss Ruby Pearson, both of Hammond; nieces and nephews. Funeral services will be held Wednesday, Aug. 7, at 2 p.m. from St. Paul Lutheran Church of Hammond with Rev. Earl E. Weis officiating. Burial in Ridgelawn Cemetery, Gary. Friends may call at the Snyder-LaHayne Funeral Home, Hammond, this evening 7 to 10 p.m. and Tuesday 2 to 5 and 7 to 10 p.m. Removed to the church Wednesday morning at 10:30 a.m. Retired engineer for the Monon Railroad where he worked for 53 years; resident of Hammond for 48 years; member of St. Paul Lutheran Church of Hammond and Brotherhood of Engineers and Fireman.

August 29, 1968

Bridgeport Telegram

Monon Stockholders Back Merger Plan

New York—Stock holders of the Monon Railroad approved Wednesday the proposed merger of the Monon into the Louisville & Nashville Railroad.

The vote was at a special meeting here was 672,742 common shares in favor of the merger and 7,927 against. Monon has 772, 467 shares outstanding.

Louisville & Nashville stockholders approved the merger at a meeting earlier in Louisville, Ky.

John Goodrich, vice president and secretary of Monon, said the next step would be the filing of an application with the Interstate Commerce Commission for approval of the merger.

The Monon operates between Chicago and Louisville. The Louisville & Nashville, which is controlled by the Seaboard Coastline, operates in the southeastern United States.

September 4, 1968

Logansport Pharos Tribune and Press

Obit

Ralph Royster, 81, died suddenly Tuesday while visiting his daughter, Mrs. Robert Yunker, in Evanston, Ill.

Born June 5, 1887, he came to Monticello in 1934 from Sheridan.

He retired from the Monon Railroad in 1960 after 55 years of service. He was a member of the Monticello Methodist Church.

Surviving are three daughters; Mrs. Yunker; Mrs. Curtis Bowers, of New Haven; and Mrs. Richard N. Foltz, of Monticello; seven grandchildren; and six great-grandchildren.

Services will be held at 2 p.m. Friday at Monticello Methodist Church with Dr. Newman Jeffrey officiating. Burial will be in the Riverview Cemetery. Friends may call at the Aufenberg Funeral Home after 4 p.m. Thursday.

October 7, 1968

Logansport Pharos Tribune and Press

Pulaski Man Badly Injured

Winamac—A Medaryville area man was seriously injured at 8:14 a.m. Monday in a car-train accident at the Monon Railroad crossing on Ind. 14, about a mile south of Medaryville.

William D. Hughes, 31, Medaryville, was listed in fair condition Monday noon at Pulaski Memorial Hospital here. He sustained a fractured pelvis, compound fracture to his left arm, and cuts and bruises.

Investigating were State Trooper Mike Rshetta and Pulaski Deputy Sheriff Claude Lloyd.

October 15, 1968

Times

Obit

Ben Vanderniedle, 84, Hammond, passed away Sunday, Oct. 13, at St. Margaret Hospital. Survivors are; wife, Eva; one son, Oliver Mundt of Hammond; one grandson and one granddaughter. Funeral services will be Tuesday, Oct. 15, 1 p.m. from Snyder-LaHayne Funeral Home, Hammond, Rev. Clyde D. Wake officiating. Burial at Elmwood Cemetery, Hammond. Friends may call Monday 2 to 5 and 7 to 10 p.m. He was a retired boilermaker for Monon Railroad, where he had worked for thirty-three years, a resident of this area fifty-nine years.

December 12, 1968

Anderson Herald

Fire Damages Monon Depot

Lafayette—Fire caused extensive damage at the Monon Railroad installation at Lafayette Wednesday evening. No one was injured.

Fireman said that after the blaze was brought under control, but while flames continued burning, there was a danger of explosions. They concentrated on dousing the fire in a lacquer and boiler area to prevent explosions.

For a time firemen feared a 200 foot smokestack might topple, but that danger passed.

Officials said the blaze apparently started while the thawing of ice from two coal cars was being done, each loaded with 60 tons of coal. The coal caught fire and flames spread to a hopper and conveyor.

Damage was estimated at \$200,000.

December 28, 1968

Anderson Daily bulletin

Woman Dies When Struck By Train

New Albany, Ind.—A woman struck and killed by a train Friday evening has been identified as Julia Eckert, 48, Sellersburg.

The fatality occurred 6 miles north of New Albany on the Monon Railroad tracks. Crew members on a southbound Monon freight train told state police the woman appeared to have been walking on the tracks and may have fallen face down.

December 31, 1968

Times

No Ticket For Boxcar

Hammond—Joseph Einsele was crossing the Monon Railroad tracks at 173rd Street Monday afternoon when he saw this boxcar rolling his way.

Einsele, Calumet City, told police he braked, but not in time. The box car hit his car. He was unhurt.

Police said the crossing gates had been broken in a minor accident earlier. No railroad worker was at the intersection to warn drivers that a switch engine was humping cars. No charges were filed.

“How do you ticket a boxcar,” an investigating officer said.

January 2, 1969

Logansport Pharos Tribune and Press

Obit

Funeral services for John L. Spencer, 81, of Monon, were held Thursday afternoon at the Stewart Funeral Home here. Burial was in Bedford Cemetery.

Spencer died about 11 a.m. Tuesday at St. Elizabeth Hospital in Lafayette.

Born March 29, 1887, in Clinton, Ill., he was the son of Andrew and Laura Smith Spencer. His marriage June 28, 1915, at Monon, was to Vada Spencer who survives.

He was a retired car inspector for the Monon Railroad.

Survivors besides the widow include a brother, Eli of Argenta, Ill., and two grandchildren. Two sons, three sisters and two brothers preceded him in death.

January 10, 1969

Logansport Pharos Tribune and Press

State Death Toll Climbs (Excerpt)

Virgil P. Freeman, 51, Gosport, was killed Thursday when he drove his car in front of a Monon Railroad freight train on the Indiana 46 crossing southeast of Ellettsville in Monroe County. Police said the highway was wet but not slippery from ice or snow.

January 10, 1969

Times

Shorter Trains Due

Hammond—The Monon Railroad has agreed to shorten its freight trains through Hammond if they might cause undue delays at street crossings, Mayor Joseph Klen said today.

The railroad also said it would try to avoid sending trains through down town during rush hours for street traffic.

Klen reported the two agreements came in a meeting Wednesday with Monon officials in a private rail car in the company's yards.

The talks, held at the invitation of Monon, also dealt with possible track relocation. No clear steps are being taken, Klen said.

However, the company is having its engineers look at the possibilities, he added.

January 26, 1969

Times

Tower Hit, Man Hurt

Hammond—A railroad towerman was injured Saturday night when a crane on a flat car shifted and demolished the tower on Fayette Street at the Monon Railroad tracks.

Gordon Brewster, 30, Hammond, was taken to St. Margaret Hospital for treatment.

A southbound Monon freight was passing the tower about 7:50 p.m. when the crane shifted and slammed into the tower, witnesses said.

The 25-foot tower rumbled to the ground. A utility pole also was smashed and fell to the ground in three pieces.

Telephone and utility lines lay across the street at the Monon crossing in downtown Hammond.

Brewster is a towerman for the Erie-Lackawanna Railroad.

February 5, 1969

Anderson Herald

Technical Data On Railroad Merger Heard

Washington—An Interstate Commerce Commission examiner Tuesday heard testimony on technical aspects of the proposed merger of the Louisville & Nashville and the Monon Railroads.

It was expected the sessions before examiner J.E. Hopkins on financial and technical factors involved would continue here through the week. Later sessions are scheduled to be held in the affected areas.

The lines joined in requesting ICC approval of the merger which L&N president, William H. Kendall, predicted would provide more stable work opportunities.

“In any end to end merger, including this one there are fewer opportunities to effect great economies through the elimination of duplicate facilities and, accordingly, fewer opportunities for elimination of jobs exists,” he said.

Stockholders of both lines voted overwhelming approval of the plan in separate meetings last August.

The terms of the proposed merger are that for each share of Monon common stock, L&N would issue one share of its new series a convertible \$2.10 cumulative preferred. The line could redeem these at any time after the fifth year of issuance at a price of \$40 plus accrued dividends.

Additionally, holders of the L&N preferred could convert these shares into L&N common at the rate of one-third of a share of common for each share of preferred.

Tuesday’s testimony dealt with the stock exchange. FCC officials said they expected further testimony this week to be of a technical nature.

Monon Force To Get Jobs In Merger

Washington—An Interstate Commerce Commission hearing examiner was told Tuesday the proposed merger of the Louisville & Nashville and the Monon Railroads would result in a manpower cutback, but only through attrition.

“The L&N expects to take into its employ all of the employees of the Monon railroad, without depriving Monon or L&N employees of employment,” H.R. Stewart, L&N assistant personnel chief, testified during the second day of ICC hearings.

L&N Comptroller Donald L. Morris said the attrition rate at the L&N will enable the company to absorb Monon personnel within five years of the merger.

He said annual payroll savings would amount to \$2.3 million.

Hearings on the proposed merger of the Louisville-based L&N and the Chicago-based Monon railroads will continue throughout the week before ICC examiner James E. Hopkins.

L&N Secretary-treasurer C. Hayden Edwards, after detailing the stock exchange involved in the merger, concluded; “The picture that has emerged is one of a large, strong carrier agreeing to merge with a small regional carrier—a carrier that has been through reorganization and has had to seek the aid of government-guaranteed loads to keep it going.”

L&N operates over 5,600 miles of track in 13 states while the Monon company has 540 miles of track. Acquisition of the smaller Monon Railroad would permit L&N to extend its system north from Louisville to Chicago traffic gateway.

February 28, 1969

Logansport Pharos Tribune and Press

Truck On Track Delays Train In White County

Monticello—A two-vehicle accident in Honey Creek Township, two and a half miles north of Reynolds on US 421 at 7:45 a.m. Thursday, forced a train on the Monon Railroad to stop until a Standard Oil tank truck could be moved away from the tracks. Elizabeth Trosper, Monon, was enroute south in a 1960 car owned by James Trosper, and was attempting to make a left hand turn.

Gary W. Anker, Wolcott, driving a Standard Oil tank truck owned by Standard Oil of Francesville was attempting to pass. His truck hit the Trosper auto, went into the ditch, and upset. It came to rest so near the tracks that the train could not pass until the truck was removed.

Neither driver was injured, and the truck damage was estimated at \$3900. The left front fender and left front door and windshield of the car were damaged, with the loss estimated at \$250.

Mrs. Trosper was arrested for having no operator's license. She will appear in court at a later date.

Investigating officers included Sheriff LeRoy Farney, Deputy Ralph Vannatta and State Trooper Robert Fox.

March 1, 1969

Vidette Messenger

None Hurt In Derailment

Rensselaer, Ind.—Ten cars, including a tanker filled with sulphuric acid and another with chloroform, derailed in a Monon Railroad freight train early today near the Rensselaer station.

The derailment occurred on a curve as the 105 car train traveled south at about 40 miles per hour. None of the five-member crew from Lafayette was hurt.

The acid tanker ruptured in the accident, but although there was an acrid odor in the air from the fumes, they were not considered harmful and residents remained in their nearby homes.

The chloroform tanker did not break open.

Crews began clearing the wreckage and expected to repair the damage by late tonight.

Investigators said a burned journal on the car containing the acid was believed responsible for the derailment of the cars in the middle of the train.

March 3, 1969

Times

Obit

Roland Short, 72, passed away at St. Margaret Hospital, March 1, 1969. Survived by; wife, Goldie; two sons, Roland E. of Temple City, California, and Roger L. of South Holland, Illinois; one daughter, Mrs. Catherin Louise Bigelow of Valley Forge, Pennsylvania; 11 grand children, and two great-grandchildren. Funeral services will be held Wednesday at 1 p.m. from the Clarence J. Hubert Funeral Home, with the Reverend Edward Boase officiating. Burial at Elmwood Cemetery in Hammond. Friends may call Monday, 7 to 10 p.m. and Tuesday 2:30 to 5 and 7 to 10 p.m. He was a retired Locomotive Engineer of the Monon Railroad. He was a member of the B.L.F.E. and a resident of Hammond for the past 50 years.

March 6, 1969

Corbin Daily Tribune

From the Ravelings section

The Monon Railroad Newsletter recently published one way to stop a great machine. "If you're an adult of average weight," the article stated, "here's what you accomplish in 24 hours; Your heart beats 103,689 times, your blood travels 168 million miles; you breath 23,040 times; you inhale 438 cubic feet of air; you eat more than three pounds of food; you drink 20 quarts of liquids; you speak 4,800 words, possibly including some unnecessary ones; you move 750 muscles; your nails grow .000046 inch; your hair grows .01719 inch; you exercise your seven million brain cells...but all this activity can be stopped, never to start again, by one split-second accident."

March 6, 1969

Times

Monon RR May Move

Hammond—The Monon railroad may soon be leaving downtown Hammond.

It has negotiated a tentative agreement with the Penn Central to use that line's track to pass around the center of town.

If the Interstate Commerce Commission agrees to the arrangement, the Monon could use the new route as quickly as the end of July, Hammond Mayor Joseph E. Klen said.

Klen had been talking with the two railroads for several months but had declined to discuss the rerouting plan for publication.

But this week the Penn Central confirmed that an agreement had been made.

The plan would mean the four long freight trains that daily cross downtown streets would travel another, yet undisclosed, route.

The line has only one through train to Chicago daily. Other downtown Monon trains deliver to freight yards in the Hammond area, said Monon Trainmaster R.J. Terranova.

The arrangement could eventually lead to closing the Monon freight yards in South Hammond, said Judge Frank A.J. Stodola, the mayor's emissary in relocation negotiations.

City officials have expressed hope the Monon tracks could be torn up to make way for a new street.

Other uses for the land have been suggested by John Rader of Urban Planning Associates, the city planner who did preliminary studies for a down town urban renewal project.

He thinks opened right-of-way would be best be used for new commercial development.

Monon traffic through Hammond was cut once before, when passenger service between Chicago and Louisville was discontinued in 1967. That cut took place despite the fact that the railroad's net profits were up 35 percent the year before.

Even when the Monon leaves, the city's worst train problems would remain—the Erie-Lackawanna yards, where switching activity frequently blocks downtown streets.

June 9, 1969

Logansport Pharos Tribune and Press

Obit

Charles C. Harner, 91, Delphi, a retired employee of the Monon Railroad died at 11:15 p.m. Sunday in the home of a daughter, Mrs. Truman Zook.

Born July 29, 1877, in Radnor, he was the son of George and Sally Doty Harner. His marriage in 1963 was to Grace Menaugh, who survives.

Harner was employed by the railroad for 51 years before retiring in the early 1940's.

He was a member of Delphi Oddfellows for over 60 years and Delphi Masonic Lodge for 50 years.

Surviving with the widow and daughter are two step-sons, Harold Patton, Delphi and Jackson Patton, Kalamazoo, Mich.; one step-daughter, Mrs. Beulah Wilson, Gas City; three grandchildren and eight great-grandchildren. Two brothers and one sister preceded in death.

Funeral services will be held at 2 p.m. Wednesday, in Sullivan and Lloyd Funeral Home, the Rev. David L. Abel officiating. Burial will be in the Delphi Masonic Cemetery.

Friends may call at the funeral home after 4 p.m. Tuesday. Oddfellow services will be held in the funeral home at 7 p.m. Tuesday and Masonic services at 7:45 Tuesday.

June 22, 1969

Kokomo Tribune

\$40,000 Paving Machine Collides With Train

New Albany, Ind.—A new, \$40,000 paving machine was demolished Friday in a collision with the engine of a 99 car Monon Railroad freight train.

The locomotive derailed and sustained an estimated \$10,000 damage. There were no injuries.

Operator Charles Obst, 53, Louisville, Ky., was using the 12 ton, 18 foot long paving machine near the tracks when the signal started flashing. Obst said the vehicle moved so slowly it couldn't clear the track in time and he had to jump to safety.

August 12, 1969

Anderson Herald

Freight Cars Derailed

Lafayette, Ind.—The Monon Railroad hoped to have tracks cleared before Tuesday morning after a derailment Monday on mile south of Lafayette. Fifteen freight cars jumped the track. The cause was not determined immediately.

August 18, 1969

Vidette Messenger

From The Hoosier Day Section

To many Hoosiers, the Monon Railroad is an important part of the heritage of our great state. It is encouraging to know that the Monon, after several lean years is doing better financially.

Samuel Brown, president, said the Monon is projecting full year earnings of \$1.3 million to \$1.5 million, or about \$1.75 a share.

The Monon recently has boosted its 1969 equipment program, the biggest undertaken in years, to about \$5.6 million which includes an order for eight new locomotives.

A merger between the Monon and the L&N Railroad is pending.

August 25, 1969

Logansport Pharos Tribune and Press

Bringhurst Man Hurt In Delphi Train-Car Crash

Delphi—A Bringhurst man escaped serious injury at 6:42 a.m. Monday when his car was struck by a train at the Monon Railroad crossing at the west edge of Delphi behind the Globe Valve Corp.

Paul L. Stevens of Bringhurst was taken to a Lafayette hospital, where he was treated for lacerations and bruises, and then released.

Stevens reportedly drove far enough onto the tracks that the engine of the train struck the front end of his car and flipped it around.

His car was listed a total loss and damage to the engine was estimated at \$400.

James E. Bogen of Lafayette was engineer on the train. The Carroll County Sheriff Department investigated.

September 15, 1969

Logansport Pharos Tribune and Press

Obit

Earl Dunlap, 70, Monon, died at 1:15 a.m. Monday at Elizabeth's Hospital, Lafayette. A life resident of this community, he was a retired telegrapher for the Monon Railroad.

Born here Sept. 17, 1898, he was the son of James and Amanda Koon Dunlap.

His marriage was to Hazel Williams on Dec. 21, 1921, at Monticello. Her death occurred July 21, 1968.

Survivors are a son, Keith Frankfort; a daughter, Mrs. Aline Clark, Logansport; three sisters, Mrs. Edna Carter, Mrs. Dottie Ross and Mrs. Julia Alt, all of Lafayette; nine grandchildren and two great-grandchildren.

Friends may call after 4 p.m. Tuesday at Stewart Funeral Home. Services will be there at 2 p.m. Wednesday, with the Rev. Ralph Schnaar officiating. Burial will be in Bedford Cemetery.

September 24, 1969

Kokomo Tribune

3 Killed In Separate Accidents (Excerpt)

Richard L. Edmondson, 2 year old son of Linda Edmondson, Linton, was killed when a car struck the second engine of a Monon Railroad freight train at the Indiana 59 crossing at Howesville. Clay County officials said five persons, including the child's mother were injured.

October 2, 1969

Vidette Messenger

Nobody Hurt

Lafayette, Ind.—Twenty-two cars of a 106-car southbound Monon Railroad freight train derailed early today north of here. Nobody was hurt.

A railroad spokesman said a wheel journal on one car broke and caused the cars at the rear of the train to leave the rails. About 200 yards of track were torn up and much of the load of steel, metal drums and other cargo was scattered.

No crossings were blocked.

The wreck occurred about 2 a.m. It forced the rerouting of four other Monon trains.