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The Hoosier Line

Official Publication of the Monon Railroad Historical-Technical Society, Inc.



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- Today's Monon
- Up and Down the Monon: Monticello
- Monon Modelerss Page:
Walthers' Jordan Spreader-Ditcher
- What's in a Monon Photo? Lafayette Junction





The Hoosier Line

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Join the MRHTS

Membership includes a year's subscription to *THE HOOSIER LINE* magazine. It also entitles Society members to full participation in the Monon Board, an on-line discussion group, <http://www.mononboard.org/>, as well as other special events like the Annual Meeting and Convention. Members also have access to the Society's paper archives. Questions concerning membership can be emailed to membership@monon.org or mailed to PO Box 91 Salem IN 47167-0091. You may use the Monon Society's website, <http://www.monon.org/>, to renew your membership or sign up as a new member. On the website's home page, select Monon Store, select Annual Memberships, select the level of membership, then fill in the remaining lines. In addition, you will find a copy of the Society's Membership Application Form printed on the back of The Hoosier Line mailing address sheet

THE MONON SOCIETY

The Monon Railroad Historical Society was incorporated in the State of Indiana in 1975. Membership is open to all who are interested in the heritage of the Monon Railroad and its predecessor and successor railroads. Regular membership is \$50 a year. For those who wish to support the restoration and historical activities of the Society, Sustaining Memberships begin at \$60 a year. Additional information on all classes of Monon Society membership is available from:

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The Monon Railroad Historical-Technical Society's Internet home page is www.monon.org. This website contains information, hobbies, photographs, and videos of the Monon Railroad including Society membership, the Monon Stores and other railroad information or website links.

The Monon Society's discussion website (Monon Board) Internet address is www.mononboard.org. There you can discuss the Monon Railroad, other railroad information, and view photographs. Any person can access the Monon Board, but you must register to view the photographs and create or reply to discussions. All members of the Monon Railroad Historical-Technical Society can register for full use of the Monon Board. To register for full use of the Monon Board, access the website address www.monon.org/register.php directly or access the Monon Board at www.mononboard.org and select the registration entry, which is located several

lines below the Monon Society logo on the right side of the page. Fill out the required information and select "Submit Registration Request." You will receive an email with your new username and password that permits you to login to the Monon Board.

For assistance with any of the above procedures, contact Rick Berg at webmaster@monon.org.

DONATION PROCEDURES

The Monon Railroad Historical & Technical Society, Inc is always accepting donations. We welcome artifacts, photographs, models, equipment, memorabilia, rolling stock, and any written materials that will help us preserve the memory and history of the Monon Railroad from its earliest beginnings until it was merged into the L&N Railroad on August 1, 1971.

Monetary donations are appreciated, as well as bequests from individuals made from Last Will and Testament or Trust documents.

Our Monon Society is classified by the IRS as a 501(c)(3) not for profit organization, allowing donors to claim tax deductions based on the value of items permanently donated. A written receipt will be provided for donors to substantiate their tax deduction claims.

The President of the Society is responsible for the management of all donations, which can be made by writing to the address below or by contacting any current officer or board member. Also, our Monon Society website (www.monon.org) has a "donations" link which, when activated, will send an email to all Society officers.

Monon Railroad Historical & Technical Society
P O Box 91, Salem, IN 46167

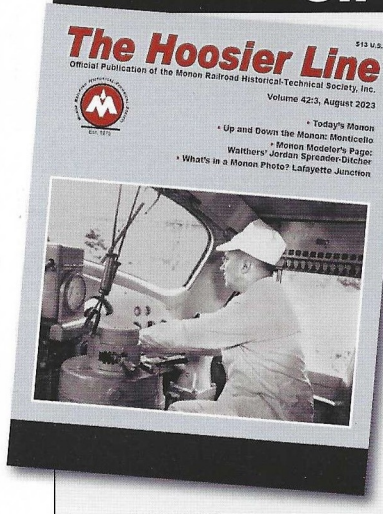
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On the Cover



John W. Barriger poses at the controls of new EMD F3 81 during the Monon system preview of the new *Hoosier* passenger equipment.
—MRHTS collection

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President's Rider Car

by Jim Craig, President

In our 48-year history, there have been a total of nine Presidents. The longest serving was Frank Van Bree. Because of his loyal and dedicated service to the society, it is only fitting that he be honored as President Emeritus.

Frank has always been a Monon man. After graduating from the University of Louisville School of Law, he immediately went to work as an attorney in the legal department for the Monon Railroad, with a hire date of June 16, 1963. When the Monon was merged into the Louisville & Nashville on July 31, 1971, Frank went to work for the Louisville & Nashville Railroad. In September 1978, he went into private practice, and upon retiring, ran for President of the MRHTS, being elected in 1998. He served as president until 2011 and remains active on the Board of Directors today.

During his presidency, he made much progress. Frank oversaw an increase in membership, recruited more volunteers, and promoted our organization. With the help of Ron Marquardt, Ken Weller, Bob Wheeler, Dan Selden, George Lortz, and others, Frank helped the society create a new computer-based membership system, Monon employees' database,

Monon photo archives, and built a significant Monon paper archive, all of which remain in use today.

Also, during this time, significant work was done to acquire Monon rolling stock, including boxcar 1620, flatcar 32258, and caboose numbers 81551, 81528, and C-283. Over a dozen Society members were involved in acquiring the cars and working hard to restore them to usable condition. Frank also spearheaded the efforts to start negotiations for the acquisition of business car 2 from the Brown family.


Under Frank's leadership as president, a major effort was begun to move the Society's headquarters out of the restored Lafayette depot to a more suitable location, which resulted in a new MRHTS "world headquarters" in Linden. In addition to renting a building near the Linden railroad museum, the Society also purchased an adjoining lot and donated that to the museum to begin development of a Monon rolling stock display area, which included three of the Society's own rolling stock and a memorial patio for outdoor events. All three cars had been restored by Society members.



The Monon Society thrived under Frank's leadership and after a few years of time off, Frank moved from Chicago back to his home in southern Indiana and again volunteered to serve on the MRHTS Board of Directors.

Because of his years of dedicated service, Frank was honored on May 25, 2023, by naming him President Emeritus of the Monon Railroad Historical-Technical Society. The plaque reads as follows:

In recognition of a lifetime of service and dedication to the preservation of the Monon Railroad and advancement of the Monon Railroad Historical-Technical Society. Presented by the Officers, Directors, and Membership of the Monon Railroad Historical-Technical Society.

Many thanks, Frank. 

MRHTS Rolling Stock Report

Our Historical Society was incorporated in 1975 and our purpose is “to engage in the collection and preservation of information, vestige, and other items of historical or technical interest concerning the Monon Railroad, its predecessor companies and subsidiaries, as it was merged into the Louisville & Nashville Railroad on July 31, 1971.”

The Monon Railroad was one of the smaller Class 1 railroads, and our Historical Society is also one of the smaller railroad historical societies. However, there was a strong determination among the membership to preserve Monon rolling stock. At one time the Society owned eight pieces of Monon equipment: flatcar 32258, boxcar 1620, wooden cabooses C-283 and C-302, business car 2 (the *Lynne*), transfer cabooses 81551, and wide-vision cabooses 81528 and 81532.

If you have been to the grocery store, priced a new vehicle, or eaten out recently, you know how the cost of almost everything has increased. Our society is not immune to these cost increases. That, coupled with a lack of volunteers, has forced us to make adjustments again with the rolling stock owned by the Society.

After discussing several options and reviewing four proposals, the Board of Directors voted unanimously on May 20, 2023, to donate business car 2 and cabooses 81532 to the Hoosier Valley Railroad Museum in North Judson, Indiana. The Board had five goals for the cars: (1) the cars stay within the state of Indiana, (2) the cars cannot be gutted for display purposes, (3) the Society can use the cars as part of our conventions, (4) both cars must be kept painted in Monon colors, and (5) the cars stay on “home rails.” We were able to accomplish four of these five goals, and we are confident that we have found a very good home for both cars.

This is not the first time the Society has had to part with rolling stock. Caboose C-302 was donated to the private collection of Dale Ward and his Monon Connection Museum. This caboose was in shambles when Mr. Ward received it and he completely restored both the interior and exterior. Then again in the summer of 2013, caboose C-283, boxcar 1620, and flatcar 32258 were donated to the Monon Connection Museum. These cars remain on display there today. Transfer caboose 81551 was sold to Ken Davenport and he is in the process of restoring the car, which is now located at Hoosier Valley Railroad Museum.

Donating the business car and caboose to The Hoosier Valley Railroad Museum ensures that they will be maintained and used on an active railroad. You will be able to, once again, actually ride in the caboose or the business car! This brings the total number of Monon rolling stock at Hoosier Valley in North Judson to five pieces! They also have transfer caboose



81551, SW1 locomotive DS-50, and boxcar 1220. So, you will be able to see four historic cars and one historic locomotive in a single visit!

The best part? Hoosier Valley will use the business car on its train excursions and will share revenue with us through the year 2030. This will certainly help us to financially sustain our Society into the future.

Part of our mission, as stated in the bylaws, was to preserve Monon equipment of historical interest. Although we may no longer own most of the equipment we once possessed, over the last 40 years we have rescued and preserved irreplaceable rolling stock. Mission accomplished.

The money that was donated for the restoration of caboose 81532 has been in a savings account drawing interest. That money will be used as it was intended, to restore the caboose. If any money remains, it will be used to help repaint the business car. Wouldn't she look nice in black and gold again!

—Jim Craig 

The Monon Society's 2023 Convention

September 29 – October 1 in Bedford, Indiana

— UPDATED INFORMATION —

Attention, last call! All aboard! We will visit the southern end of what was once the Monon Railroad for this year's Annual Convention. Bedford, Indiana, will be our base of operation. There is not a hotel big enough to handle all of our events. With the help of President Jim Craig, we have secured the beautifully refurbished Milwaukee Road Depot at 1401 J Street. Sadly, it's not our Monon depot; however, our Board has had a few board meetings there, and we are excited to use this as our base.

We will fill parts of three days with railroad activities:

On Friday, September 29, registration will begin at noon at the depot. At 2:00PM, we will have a presentation at the Lawrence County Historical Museum in Bedford at 929 15th Street. Local historian Ron Bell will give a presentation. Ron recently retired as the Lawrence County Museum Historian. He has spent countless hours researching the history of limestone industry, from company presidents, to labor production changes, to the railroads that served the industry. Ron has produced two books, one on limestone and the other on the Southern Indiana Railway. Later that evening we will hold our Annual Banquet. After a catered meal and President's remarks, we will be entertained with Board member Dave Morrison's memories and slides of his remembrances of the Monon. Dave grew up with the Monon and his collection of Monon slides is impressive.

On Saturday, September 30 (for the young at heart), at 8:00 or 8:30AM, President Jim Craig will lead an informative walk along the old Milwaukee Road rail trail to see a couple of early quarry sites. Weather permitting, long time member Stan Conyer and friends will display their Monon track speeders in the parking lot. At approximately 11:30AM (still in planning stages), we will board a bus headed to French Lick, to ride the French Lick Scenic Railway train. We will return late afternoon to rest or explore the area. Saturday evening, we will have another catered meal together at the Milwaukee Depot in Bedford. After a brief recess, renowned historian Clay Stuckey will give a slide presentation on the local limestone industry. Limestone was a major product shipped on the Monon — a lot of tonnage but little revenue. Depending upon the time, we may open up for other Monon slides.

On Sunday, October 1, we will hold our Annual Meeting at 9:00AM. The meeting will be followed by a swap meet from 10:00AM until 3:00PM at the Milwaukee Depot, which will be open to the public. The convention will close at the end of the swap meet.



Above: Bedford's restored Milwaukee Road Depot.

We hope you can join us this year. There is less and less of the Monon physical plant left. Farther south of us, from Salem to New Albany, the tracks are being removed. Information gleaned from our presenters at our conventions is often all there is left.

Come to renew friendships, as well as make new friends. As a group, we all have the same interest at heart: The Monon Railroad. You will not be disappointed.

I have secured 20 rooms (10 king-size and 10 queen-size bedrooms) at the Hampton Inn by Hilton, 1322 Becky Skillman Way, Bedford, IN 47421, phone (812) 902-2600. A special rate of \$149/night is available until **August 29, 2023**, using Monon Railroad as the organization name to get the discounted rate. There are several other hotels available near downtown Bedford if you choose not to stay at the Hampton Inn. There are still rooms available.

We are still working out the details of the Annual Convention, so some things are subject to change. We will do our best to maintain the schedule listed above. We are still looking into the possibility of adding an event or two. I will send any new information out by email and the Monon.org website will be updated. Send me your email address to allow us to send you updates quickly.

The **2023 MRHTS Convention Registration Form** is included as an insert in this August issue of *THE HOOSIER LINE*.

If you have further questions about the convention, please contact: **Ron Simunic, Annual Convention Chairman**, at (812) 322-7306 or simunic22@att.net

Today's Monon



OUR THANKS

In the July 1947 issue of *Trains Magazine*, the editors devoted most of the issue to a current assessment of the Monon Railroad and the vision President John Barriger had for the future Hoosier Line. In the March 1951 issue of *Trains*, Linn H. Westcott authored a follow-up article accessing the Monon of 1951. The text portion of Mr. Westcott's article follows with an updated photo selection. *THL* editorial staff greatly appreciates the generosity of current *Trains* editor Carl Swanson and Kalmbach Publishing Company granting us permission to publish this article with a new photo selection.

Introduction, photo selection, and captions by Steve Dolzall

THE AUTHOR

Linn H. Westcott was a familiar name on the mastheads of numerous Kalmbach publications for over 40 years, during which time he successfully wore the various hats of author, photographer, and editor for magazines and books.

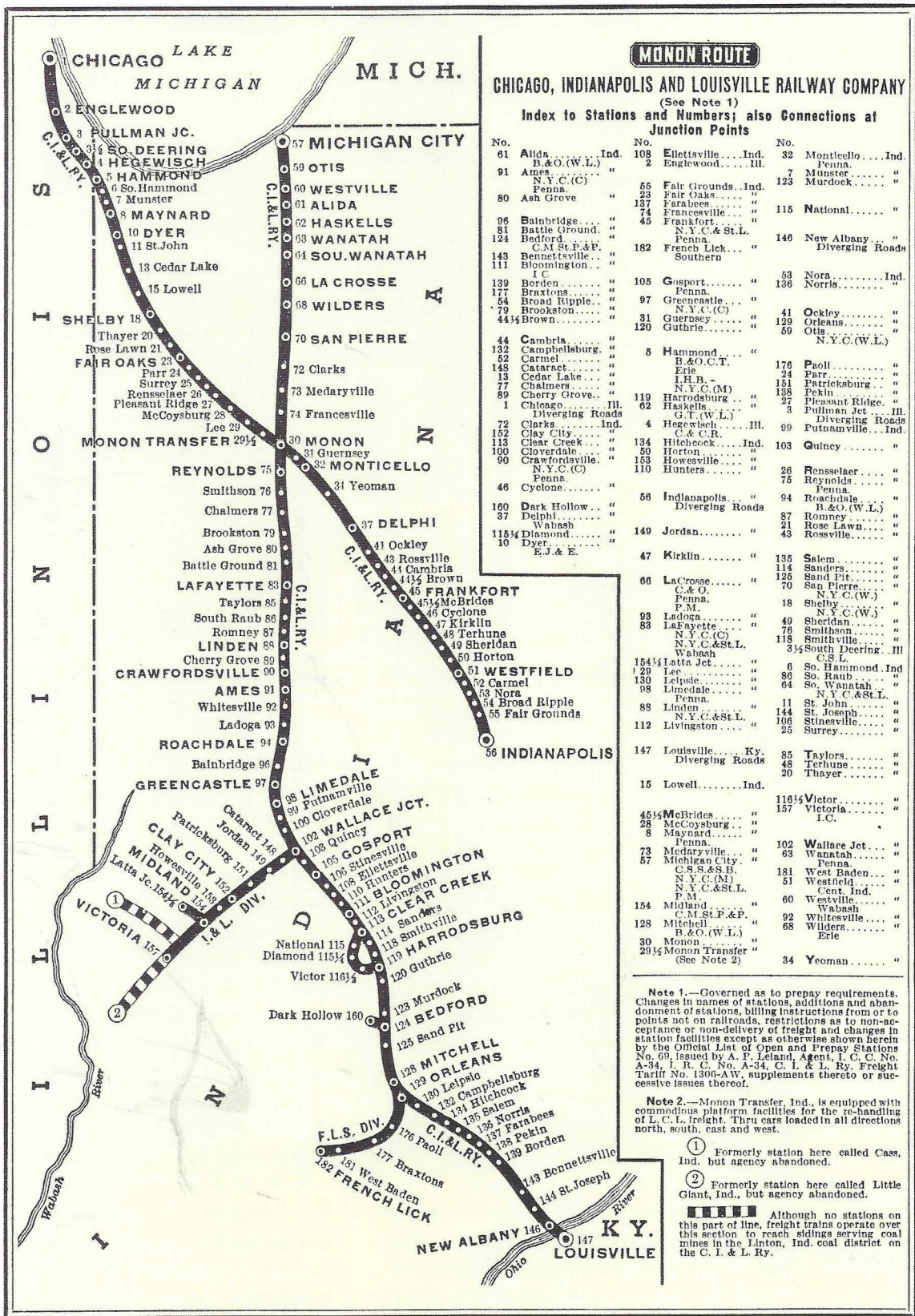
We asked the agent on duty at Monon's freshly painted station in Monticello, Indiana, if Train 11 will be in on time. "Oh, yes," he says, "she'll be right on the button. That Christmas mail isn't going to hold her up today." It is 11 o'clock, and the train is due at 11:12. About a half mile to the north we can see that the block signal still shows clear.

Train 11 is a sleek, modern train known to passengers as the *Tippecanoe*, a name with a lot of meaning in Indiana. Eleven leaves Chicago's Dearborn Station on the tracks of the Chicago & Western Indiana every morning at 9. The train's 183-mile run to Indianapolis takes 4 hours 10

minutes. Its northbound running mate makes the return trip as Train 12 on a slightly faster schedule. Monon's actual terminal is at Hammond, Indiana, some 20 miles south of Chicago, where passenger trains glide onto Monon tracks at famous State Line Tower. South Hammond is where Monon freight trains originate, most of them leaving after dark.

Here at Monticello we're 103 miles down the line. The *Tippecanoe* reaches us over flatlands where corn and some other grains fill box cars every harvest season. Most towns along this Chicago-Indianapolis "Air Line" are little-known outside of Indiana, but collectively they produce

Above: During the earliest years of the Barriger presidency, significant improvements envisioned for the Monon system included proposed line relocations to eliminate or reduce operational bottlenecks. Perhaps the most publicized were proposed re-routings at Delphi, Bedford, and Cedar Lake. Completed in 1948 at a cost of \$400,000, a new 3.84-mile Cedar Lake routing was the only line relocation actually undertaken during the Barriger years. Pictured in October 1948, the *Tippecanoe* passes Cedar Lake on the original route. —John F. Humiston photo



Above: This system map from a Monon Railroad Tariff Rate publication illustrates the Chicago, Indianapolis and Louisville Railway as it existed during the Barriger Era. Curiously,

although published in 1955, the map still shows the Smithville line intact although the trackage south of Smithville had been removed a decade earlier. —Steve Dolzell collection



Top left: Certainly the most visible aspects of Barriger’s remake of the Hoosier Line were the new streamlined passenger trains destined for service on Chicago–Indianapolis and Chicago–Louisville routes. During summer 1947, the newly completed Hoosier train set was placed on display at numerous key Hoosier Line locations, including the hotel house tracks at French Lick. —*Jim Bennett photo*

Lower left: The new streamlined set arrives at Michigan City for display during its 1947 tour. The train has been traveling north from Monon and is curving to the east near the Monon depot. Regular passenger service ended in 1928. The depot is behind the photographer. —*MRHTS collection*

Top right: John Barriger and his wife spent the day greeting the many guests who came to view the new train. The couple is shown with dining parlor observation 71. —*MRHTS collection*

thousands of carloads yearly.

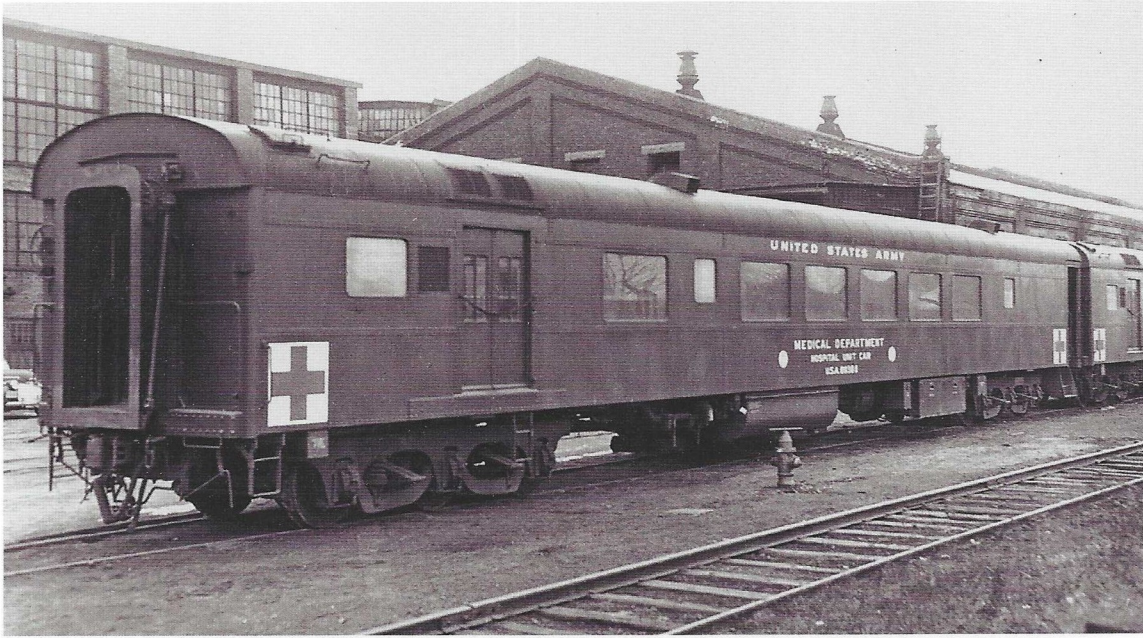
We see the block signal has changed to yellow, and the train will soon be in sight. Several passengers are waiting on the platform, located right in the middle of the city street. Heavily loaded mail and baggage trucks are spotted not far from the bay window of the depot. A man with a briefcase walks briskly toward the station. Several autos stand nearby, with families waiting to see their sons or daughters or aunts or uncles off to Frankfort or Indianapolis.

As the huge diesel glides to a halt just past the depot, passengers alight and the brakeman helps others into the sleek gray-and-red cars. There is a pause while mail and baggage trucks are loaded and unloaded near the head end, but soon the engine pulls on, almost as though nothing had happened.

After the few automobiles and the mail truck disappear down the street, the depot is as quiet as any on the most remote branch line.

The Monon runs right down a city street here in Monticello. This isn’t too unusual even in modern times, but it’s always an operating headache for the railroad and a nuisance for those who live along the road. Monon’s engineering staff hopes someday to build a bypass around the town.

The Monon’s “Air Line” was originally a



Left: Seeking to both expedite the modernization of the Monon's passenger fleet and reduce procurement expenses at the time, Barriger elected to purchase 28 virtually new 1944-built Army hospital cars for a fraction of their original cost. This view taken at Shops shows one of the cars as received in 1947. —Kenneth Atkinson collection

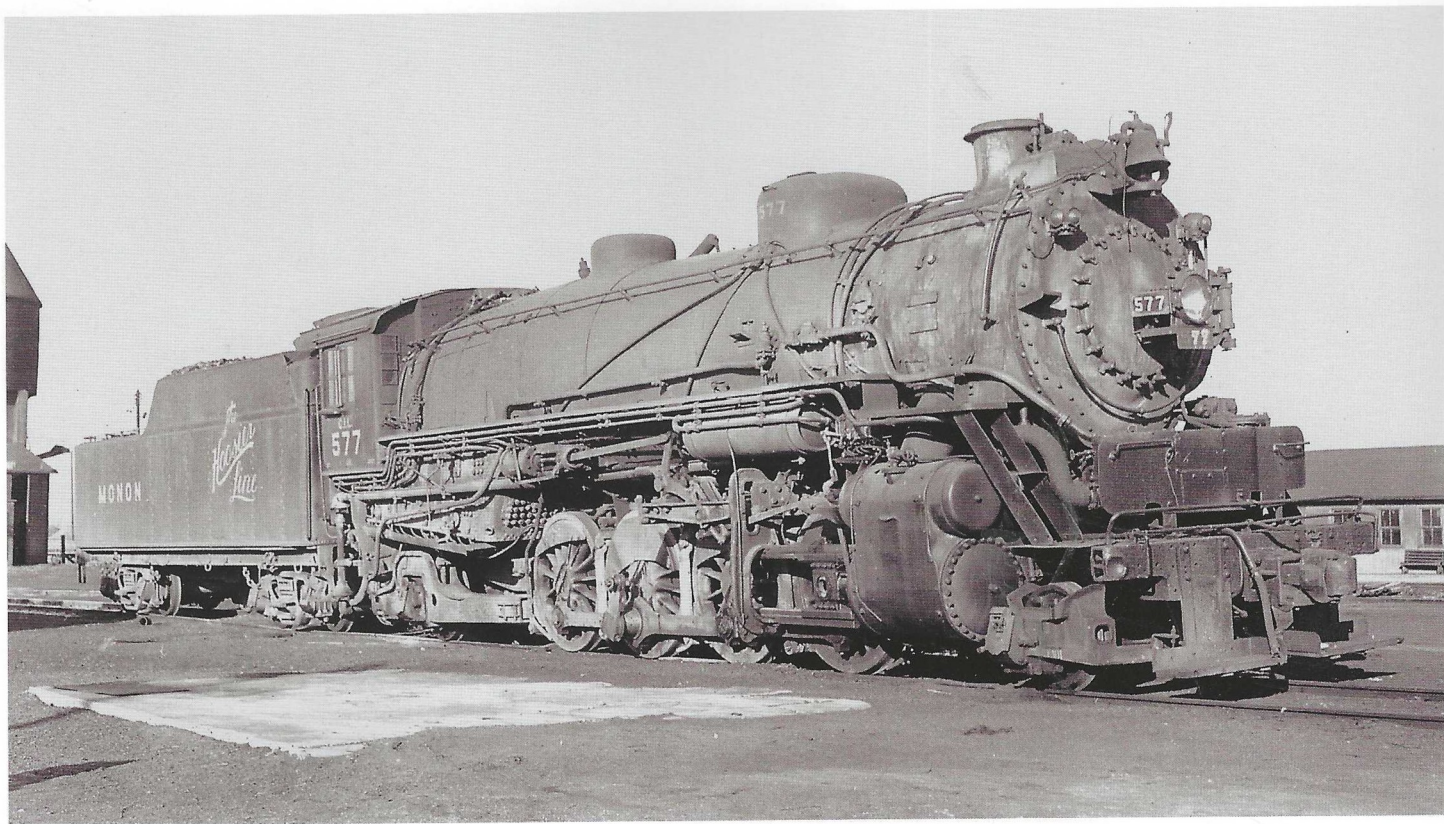


Left: The shop forces at Lafayette converted the Army hospital cars into a variety of modern configurations to the designs of Raymond Loewy for the soon-to-arrive new *Hoosier*, *Tippecanoe*, *Thoroughbred* and *Bluegrass* name trains. The ex-Army veteran was being transformed into a dining-bar-lounge-car. —Gil Hutton photo

narrow-gauge road, but when the line was taken over years ago it was made standard-gauge and later was block-signaled with upper quadrant semaphores. Until only five years ago, the Air Line was a pretty ancient piece of property as main lines go. It had over-age rail of 90-pound section, too many sharp curves, a dangerous trestle at Cedar Lake, and a weak bridge at Delphi. Service had been cut to one train daily, and that run

was made by old wooden cars with steel sheets sheathed on to make them at least look like cars of this century. Now things are different. The whole Monon railroad is different. From end to end it is getting a facelift.

The two-unit, 3000-horsepower engine that pulled the *Tippecanoe* through Monticello was purchased in 1947. This engine is capable of running at a speed of 89 miles an hour. Five years



Top: In 1946 when John Barriger assumed the presidency of the CI&L, the road rostered 89 locomotives, 85 of which were steam-powered. Excluding the four diesel switchers acquired in 1942, the newest locomotives on the system were ten Alco-built Class J-4 2-8-2 Mikados of 1929 vintage. —MRHTS Collection

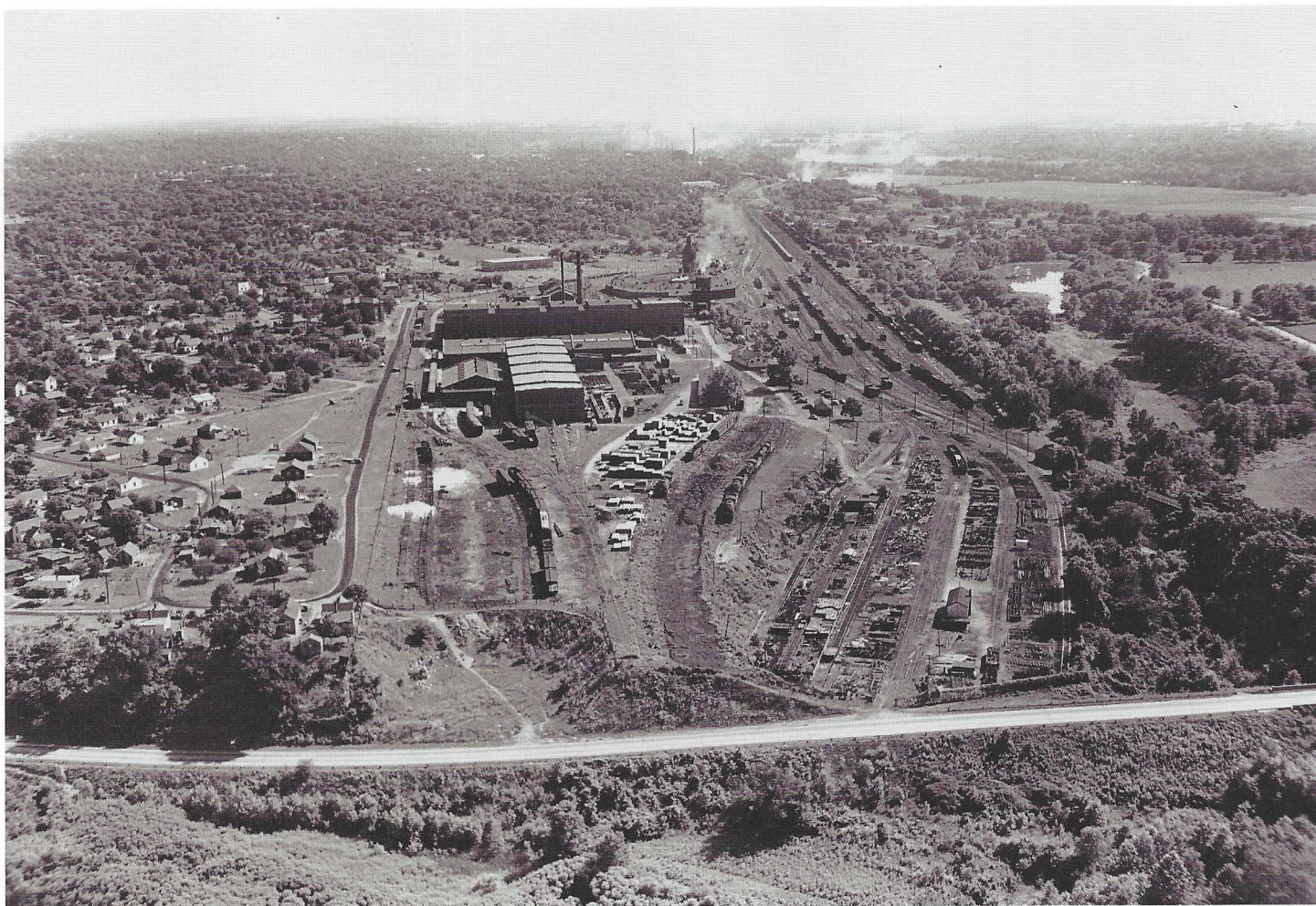
Above: J-4 573 is shown northbound at Bedford with a solid consist of loaded stone. The J-4 engine class had a total engine weight of 335,000 pounds, and a starting tractive effort of 69,000 pounds. —MRHTS Collection

ago the Monon did not have one single road diesel anywhere on its 541 miles of track.

Look at the cars in a Monon train. They're sleek, streamlined cars with beautiful wide windows and comfortable seats. A few years ago there wasn't an all-steel passenger car on the Monon system. Six years ago a good amount of the Monon track was cracking under the strain of wartime traffic: the rail was too light. Now, new rail has been laid on every critical part of the system, and soon the entire railroad will be running on 112-pound or heavier rail.

Remember the station agent said Train 11 would be on time? It was on time. And it runs on time about 28 days out of every month. But please don't get the idea that the Monon is a perfect railroad. It's far from that. There are a lot of things that still need to be fixed. There are many stations that aren't in good condition. There's track that still needs new rail; there are cars in bad order; and there are grades and curves that need realigning. The Monon's future looks as though it will be a happy one; but not alone because of the improvements that have been accomplished, but also because of the teamwork which is getting the work done.

Top man on the team is John Walker Barriger, III, a man who has always been enthusiastic about



Above: Certainly one of the most valuable assets in the post-receivership Monon was the Hoosier Line's impressive maintenance facility located in Lafayette, Indiana, known as "Shops." Originally completed in 1896, extensively

modernized and expanded during the 1920s, the facility would serve the Hoosier Line throughout its corporate existence. This aerial view is looking south toward downtown Lafayette. —*Dave Ferguson Photo Art*

railroads and who has put that enthusiasm to work. He was appointed president of the Monon when it came out of receivership in May 1946. At that time the railroad was very run-down. While most roads are rehabilitated during a receivership, the Monon had not been. And to top it off, the heavy wartime traffic that had pounded over the rails and ties had left the property in particularly bad shape. Former managements had not been favorable to the Monon either. For instance, back in 1928 when the last of the steam locomotives been purchased, they were not purchased as up-to-date locomotives of that time as they should have been. Instead, they were copies of engines of a much older design.

When Barriger took over in 1946, every one of those steam engines was ready for the locomotive graveyard. It was almost impossible to ride from Chicago down the main line to Louisville,

Kentucky, without having an engine failure somewhere along the trip. If it wasn't on your own train, it was on a freight up ahead.

Back in 1946 freight traffic had dwindled to about 400 cars a day because the service was so poor. Barriger and his staff, made up of capable men already with the company, faced the problem of trying to rehabilitate the road with very little to work with.

The plan was to try to increase the traffic by giving as good service as possible with the existing equipment, and at the same time to make improvements in the weakest points on the railroad, so that service would not remain so poor.

The vital customers were the owners of quarries and mills that handled Indiana limestone in the Bedford-Bloomington area in southern Indiana, and the operators of strip coal mines south of Clay



Above: In 1948 at the cost of \$200,000, the west end of the locomotive shop emerged as a new state-of-the-art diesel shop. This interior Shops view shows an assortment of Monon locomotives awaiting attention in the 200-ton shop crane bay. —MRHTS collection

City in western Indiana. There were also grain elevator owners, two cement men, and a number of small manufacturing plant managers located all along the line. How could these people be pleased with Monon service when the property was so dilapidated?

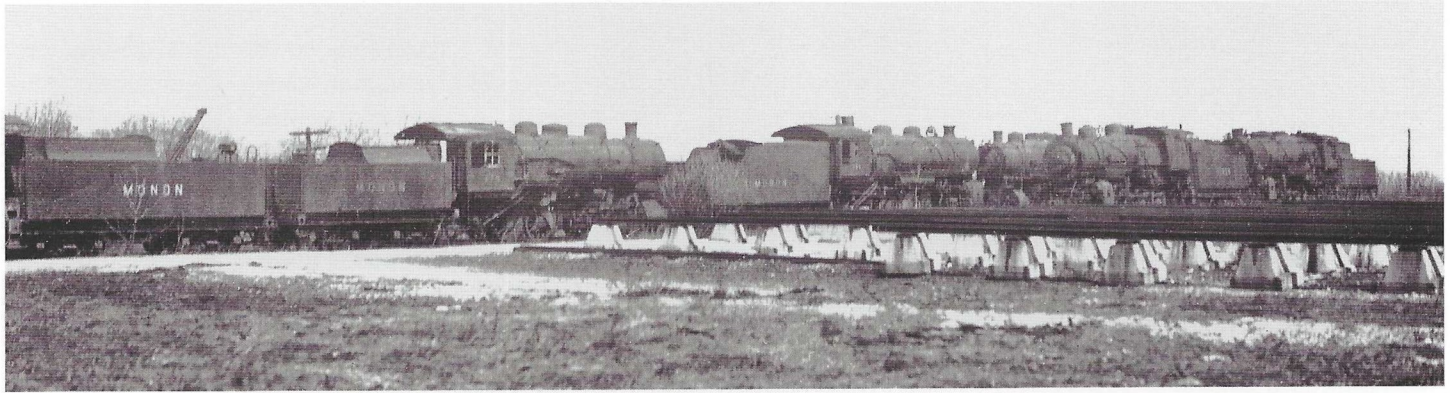
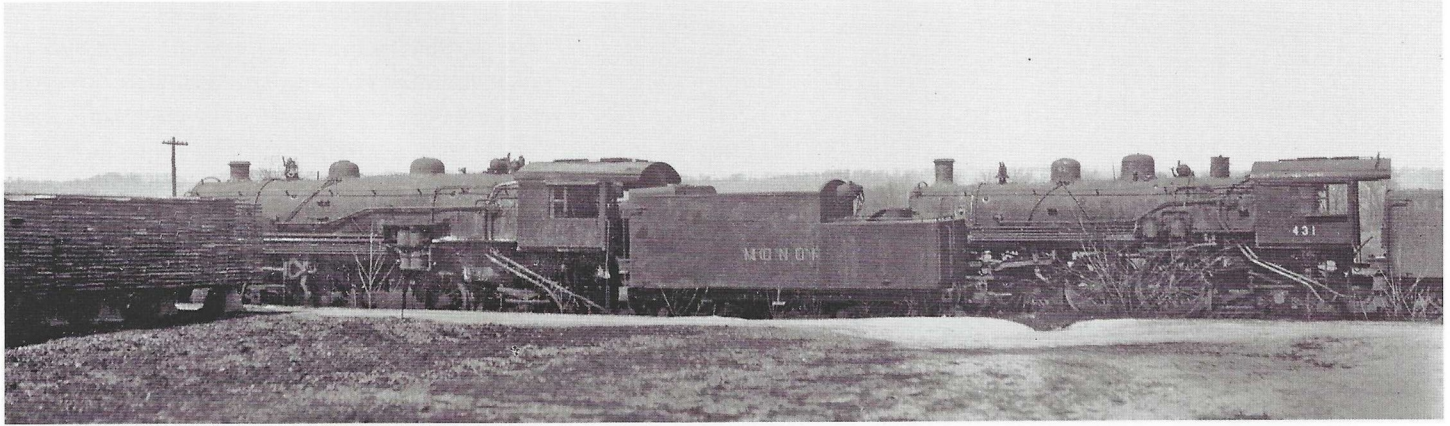
As part of the program, Barriger invited all the Monon's traffic department men back to visit the home road. They came from as far as Seattle and Portland, and some hadn't seen the *Hoosierland* they were selling for as long as 15 years. Barriger felt these men could sell the service better if they were made more familiar with the home road and its customers.

"But you can't sell service unless you have the trains to give it," Barriger said at the time.

Bridges and engines were in such bad condition that shippers couldn't depend upon Monon's schedules, especially since trains did not leave

Below: A trio of EMD F3s in a traditional 1950s shop scene. —MRHTS collection





Top: Klondike was a name given by Monon employees to an area adjacent to Shops where out-of-service locomotives were stored awaiting repair or (more likely) retirement. This is how Klondike appeared in 1942.

—MRHTS collection

Above: Between 1940 and 1946, the number of steam locomotives owned by the Monon declined from 113 to 85. Some engines reposing here at Klondike had not seen service since before the start of the Great Depression.

—MRHTS collection

Above: The Hoosier Line entered the age of modern diesel-powered road freight operations in December 1946 and January 1947 with the arrival of the first EMD F3 freight units which were configured to create four A-B-A sets numbered 61 through 64 and two A-A sets numbered 51 and 52. All Monon

freight F3s were attired in black-and-gold colors of Purdue University. Monon 65, a fifth A-B-A set created by renumbering the 52 A-unit pair and acquiring an ex-EMD demonstrator B-unit, was captured at Lafayette Junction on July 29, 1949. —Elliot M. Kahn photo



until full tonnage had accumulated.

By purposely running more, though shorter, trains, the management could at least give the shipper a better percentage of on-time deliveries. This practice wasn't justified economically except as a business-builder. But Barriger's hopes were that new equipment could eventually give good service with an economical number of trains. This is just what happened.

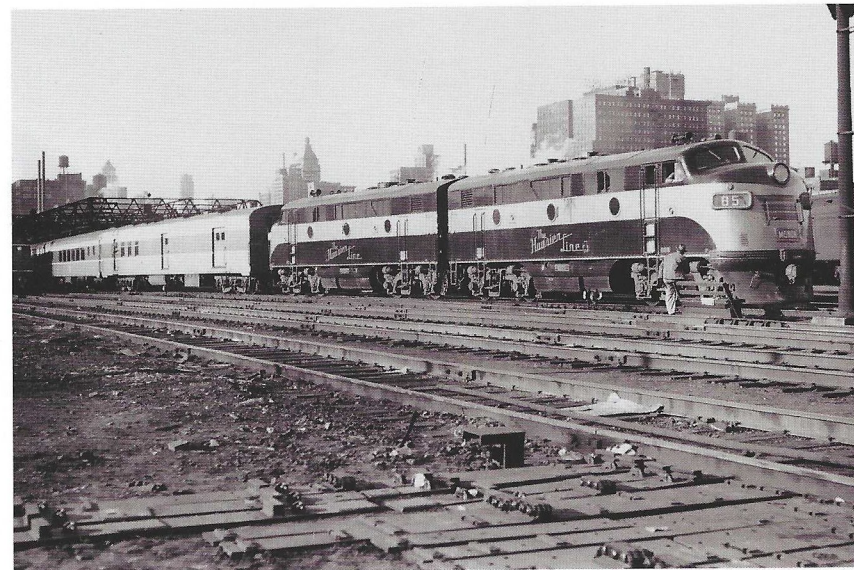
Gradually the plan brought results, and with this encouragement other improvements could be made.

New cars were ordered. In 1946, 40 percent of Monon's boxcars were in such poor condition that they should have been scrapped long before. Gradually in the period since, some 1300 old cars have been replaced with 1150 new ones and 250 more are on order. There is still a need for some composite gondola cars for the stone business. Carrying stone in all steel cars isn't good; the type which has steel framing and wood lining is more durable in this service.



Top left: F-3 51 with the first diesel-powered local out of Indianapolis on January 12, 1947. Notably, the engine 51 set were the only A-units to display the "Monon Route" herald on the locomotive front. —MRHTS collection

Middle left: Four A-A Electro-Motive F3 sets numbered 81 through 84 were selected to power Barriger's dramatic new streamlined passenger consists. The 81 set illustrates the attractive two-tone gray-and-red Indiana University-inspired paint scheme initially applied to the passenger F3s and the new Hoosier Line train sets. The 81 set gained considerable photographic fame when selected to power the new *Hoosier* display consist, served in the Monon display at the Chicago Railroad Fair, and also led the first *Tippecanoe* from Indianapolis Union Station on August 17, 1947. —MRHTS collection



Lower left: An oddity in the Monon passenger pool were one-time EMD F3 demonstrators 85A and 85B which, although often used in passenger service, were considered dual-service power and always wore black-and-gold attire as shown at Dearborn Station. —MRHTS collection



Left: Can there be a more iconic scene from the Barriger period than this PM&B Quarry scene with Monon RS-2 26 working a stone train? During this period, the Monon acquired 20 diesel road switcher locomotives. While the selection and purchase of power for over-the-road freight and passenger operations had reflected a singleness of purpose with the EMD F3, the selection of locomotives for local, transfer and branch line service displayed no such devotion to simplicity.
—MRHTS Collection



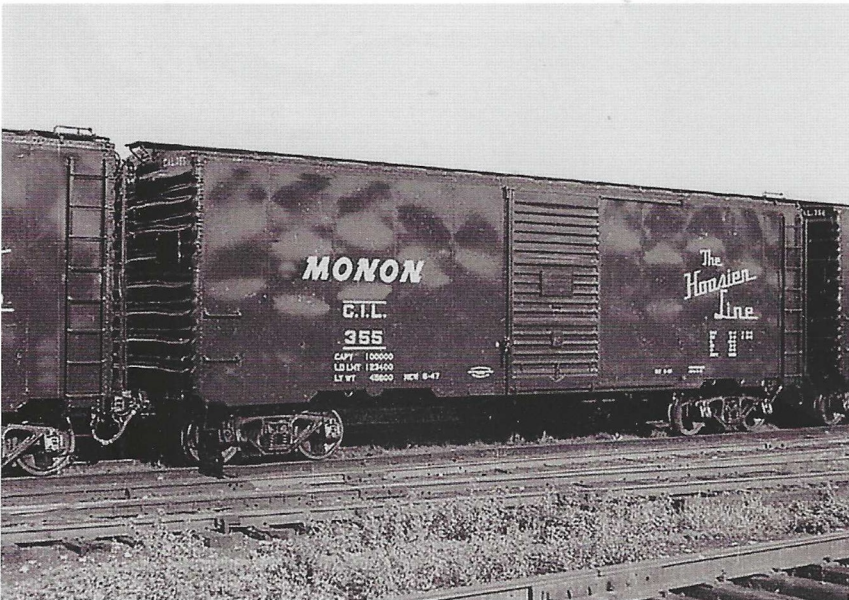
Above: The Hoosier Line road switcher pool consisted of three different locomotive models from a like number of builders. All the units had signal lines for passenger service, but only six RS-2s from Alco had steam generators. All the

Monon road switchers were equipped for multi-unit operation but could only operate in MU with siblings of like manufacture. H-15-44 46, shown at Lafayette, was delivered carrying road number 37. —Dave Ferguson Photo Art



One by one, the worst of the road's 85 steam locomotives were retired, and repairs were made only to those engines that had the least work to be done. The idea was to keep them going until diesels could replace them. Now there are only three locomotives left (diesel switchers) that were in use on the Monon in 1946. All of the 85 steam locomotives have been replaced by 38 diesels, making a present-day total of 41 locomotives in all. The motive power includes four two-unit 3,000-horsepower EMD locomotives like the one that came into the Monticello station, one similar two-unit EMD locomotive geared to a maximum speed of 65 miles an hour for combination freight and passenger service, five freight locomotives of 4,500 horsepower and one of 3,000 horsepower — a total of 17 main line freight units.

Monon also bought 20 road switchers capable of running up to 65 miles an hour just like the road freight engines but also capable of



Top left: While the RS-2s from Alco and the H-15-44s from Fairbanks-Morse proved highly satisfactory in a variety of service system-wide, the EMD BL2s were totally unsuited for work in the Bloomington–Bedford stone belt and tended to be utilized for local service out of Lafayette and Indianapolis, as well as transfer duties between South Hammond and Chicago. This BL2 pair is shown in Chicago transfer service. —MRHTS collection



Middle left: A WWII-era ICC report described the CI&L freight car fleet as suffering not so much from deferred maintenance, but more realistically from deferred retirement. To begin to rectify the freight car situation, the Barriger team placed orders during 1946 for 500 50-ton 40-foot boxcars and 100 70-ton covered hoppers for 1947 delivery. CI&L 355 is fresh from Pullman-Standard. —MRHTS collection

Lower left: Barriger's Monon operated with a total of 10 diesel switching locomotives, only one of which was not a product of Electro-Motive. Remaining members of the fleet were two SW1s and seven NW2s. Odd man out was Fairbanks-Morse 18. The H-10-44, which spent its entire service career assigned to Lafayette yards, is shown in its traditional habitat. —Dave Ferguson Photo Art



Left: Monon 17 was one of four NW2s delivered in 1947 in the Monon's attractive but short-lived black-and-yellow paint scheme. Monon 5 and 6 were the last new locomotives delivered during the Barriger presidency. —*Steve Dolzall collection*

switching. These are all 1,500-horsepower units. There are another eight switchers of 1,000 horsepower and two switchers of 600 horsepower. All of the switchers, except three by Fairbanks-Morse and nine road-type by American Locomotive Company were built by EMD. The last of the 41 locomotives was purchased in 1949, and at that time the Monon became fully dieselized.

Before I tell you more about the railroad, let me sketch a picture of the whole Monon system. The Chicago-Indianapolis "Air Line" is only part of it. The Monon's official name is the Chicago, Indianapolis & Louisville, which describes the two main routes, the Air Line and the other longer "main line" from Chicago to Louisville. The two lines separate in northern Indiana at the town called Monon. Each is a single track with frequent passing sidings and many crossings over other railroads.

The main line to Louisville is 324 miles mostly over rolling country. It serves Lafayette, Crawfordsville, Greencastle, Bloomington, Bedford, and Salem along the way. The section between Bloomington and Bedford is particularly beautiful in almost any season. It follows Clear Creek between limestone hills. On either side all the way you can see quarries and mills where the famous Bedford limestone is cut. This product is probably used in more courthouses, monuments,

post offices, and other pretentious buildings than any other material. This is Oolitic limestone, the sedimentary remains of prehistoric marine organisms. Ordinary inorganic limestone is found farther north at Limesdale near Greencastle. It is used for making cement, an important carload producer for Monon. Hardwood for furniture is also important.

The Monon has three branch lines. The most important is the "I&L" branch, once the Indianapolis & Louisville railroad. This runs 47 miles

Below: The August 1949 arrival of the SW1 pair allowed the Hoosier Line to declare dieselization of operations complete. —*EMD photo, Steve Dolzall collection*



Right: A key element in Barriger's approach to revitalizing the Monon was assuring that every Hoosier line employee realized he or she had a part in the remaking of the railroad and was an important part of the team. Perhaps one of the most visible signs of the Barriger team's commitment to employees was the Monon Employee Picnic Special operated from Bloomington to Michigan City and return on August 25, 1948. The Fairbanks-Morse H-15-44 pair, which supplied power for the special, is pictured northbound at Monon.

—MRHTS collection



from the main line at Wallace Junction to strip mines in western Indiana.

The 60-mile branch due north from Monon to Michigan City was slated for abandonment before inauguration of the new management. This used to be the main line before the Air Line was built, and Lincoln's funeral train passed over the Monon from Lafayette to Michigan City. This branch is important as a route for northbound

coal, and because it connects with every railroad from Chicago toward the East.

Monon's shortest branch runs from Orleans, south of Bedford, through Paoli to French Lick, 18 miles. This is used for local freight traffic and interchange with the Southern at French Lick. Occasionally a passenger special will roll over the branch when the famous French Lick Springs Hotel is host to a convention.

Right: After spending the day at nearby Washington Park in Michigan City, the Picnic Special has been switched and is shown pointing toward Lafayette.

—Perry F. Johnson photo





Left: Perhaps most importantly, the Cedar Lake cut-off eliminated operations over Paisley trestle and the infamous Paisley Bog, eliminated four 3-degree curves, and reduced the maximum grade from 0.48 percent on the old line to 0.24 percent. In 1948 the *Thoroughbred* traverses the infamous Paisley Trestle not long before its abandonment.
—John F. Humiston photo

The main line between Chicago and Louisville had a pusher grade northbound between Lafayette and Battleground, and also northbound out of Bloomington. There were doubling grades at six other points. All of this made freight operation clumsy. The ability of the diesel to handle these short, steep sections without the help of another engine effected a tremendous economy. Someday the grades may be reduced.

I visited the Monon in 1946, just after Mr. Barriger took over, and saw it in its dilapidated condition. At that time Barriger demonstrated his ability to get the entire railroad working together. One thing I'm sure helped was his ability to remember faces and names. A station agent told me, "All I ever saw of our railroad road president was closed curtains on his car until Barriger came. Now he's stopped his train twice just to come and see me."

Some criticized him for being a dreamer. These people said that you couldn't do much with a railroad that was already sunk and in highly competitive territory. They were certain that money spent on the Monon would be wasted. It doesn't seem to be working out that way, however. Monon had a record year in 1950, and showed a profit in 1948 and 1949, as well.

Monon's improving record isn't just due to national prosperity, either. The CI&L compares

favorably with the average of all class 1 railroads. While the revenue of the railroads increased 3.8 percent in the first nine months of 1950, compared to the same period the year before, Monon's increased 8.8 percent — this in spite of a 12 percent decrease in Monon passenger revenue. In this period, expenses went down 1.8 percent for average railroads and 1.9 percent on the Monon. The net railway operating income on most roads improved 37 percent, but on the Monon it improved 122 percent. I believe figures for all of 1950 may show even better percentages.

This fine performance by Monon is due just as much to watching a great many details as it is to new locomotives, rail, and cars. One such detail, for example, was the instituting of a cost control system so that the company will stay within its budget each year.

Another detail is the gradual replacing of trestles (and other bridges of types that require much maintenance) with new plate girder spans. There were two big projects on the roadway, too, both involving bridges. These traffic handicaps were the sinuous line along the shore of Cedar Lake, 40 miles from Chicago, and the crossing of the Wabash River at Delphi on the Air Line. These were both on the once-narrow-gauge part of the system.

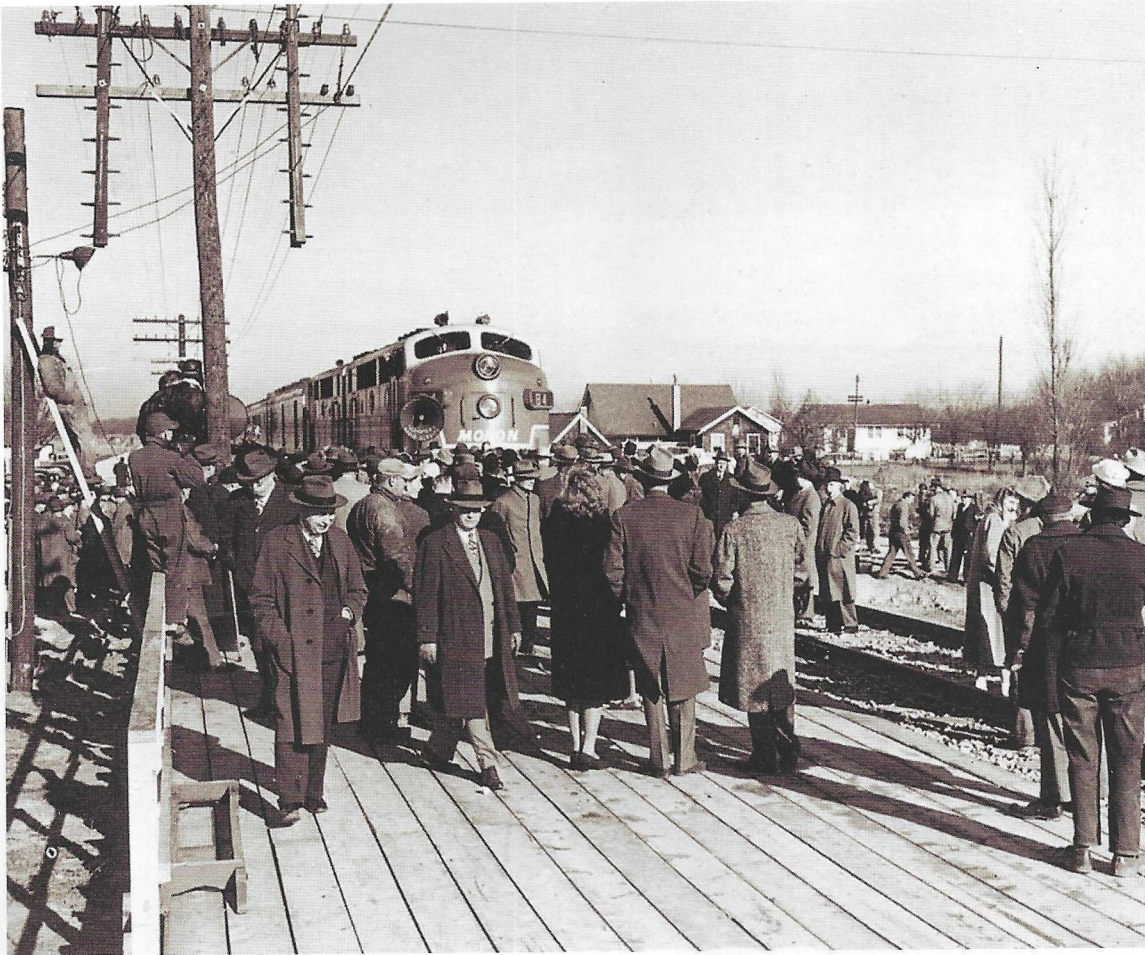
At Cedar Lake the locating engineer must have

Right: The Monon Wabash River Bridge near Delphi measured 1,212 feet long and consisted of seven pin-connected through-truss spans with approach spans at either end. It was primarily constructed between 1892 and 1905 and was hampered with Cooper load ratings as low as E-37. This photo shows the original bridge with additional newly constructed bridge piers in place required for the replacement structure. —MRHTS collection



Above: Since the existing Delphi Wabash River Bridge spans were in such poor condition and of minimal scrap value, it was determined total costs and construction time

could be greatly reduced by dumping the old spans in the river for salvage later. The new bridge was completed in December 1949. —MRHTS collection



Left: The official opening of the new line was celebrated at Cedar Lake with a ribbon-cutting on November 30, 1948, marked by the arrival of the *Tippecanoe* carrying four additional cars to accommodate nearly 150 guests invited by Barriger for the occasion. —Frank Van Bree collection

figured for some kind of tourist business, because he avoided convenient high ground to run right on the shore of the small lake. The track included a series of 4-degree and sharper reverse curves and then crossed a “bottomless” bog on Paisley Trestle, supported by 90-foot pilings not driven to solid bottom but held up by skin friction. The slow orders for the trestle and curves were a permanent headache, and failure to observe them would derail a train into a quicksand swamp. In 1948 Monon built a new track 3.6 miles long on the high ground to the west of the lake. The new line is approximately level, has only three broad, easy curves, and allows trains to run at main line speeds.

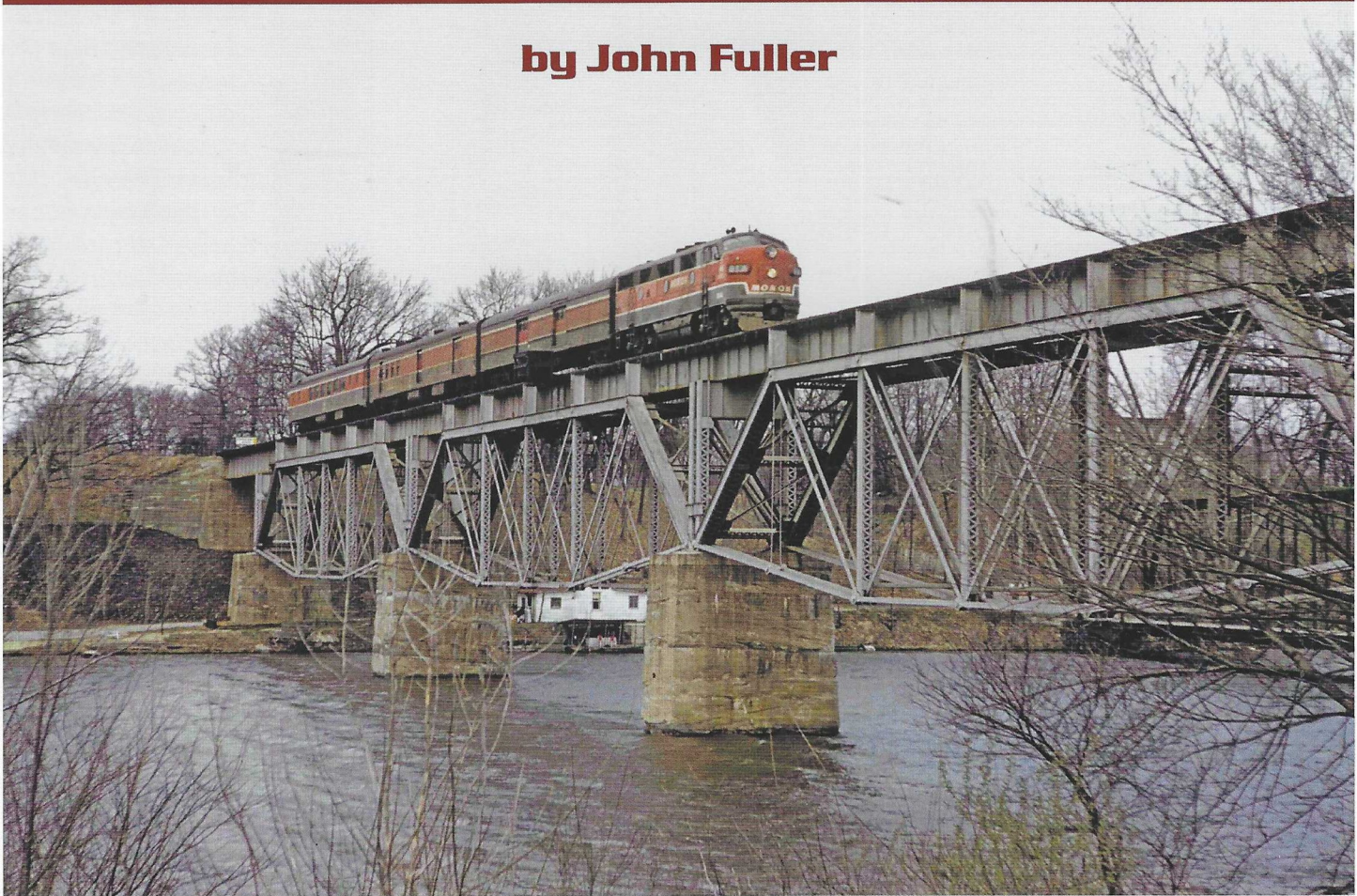
The other major improvement at Delphi was the solution to a very awkward operating problem. Trains between Monon and Indianapolis must drop more than 100 feet in about 2-1/2 miles to reach the Wabash River bridge. In the steam locomotive days, this was a doubling grade both ways from the river, but to make matters worse, the bridge was so weakened by age that trains were required to reduce speed to five miles per hour. Temporary bracing increased this to

15 miles per hour, but it wasn't a good situation because a train could not get a head start for the grades at either end. In 1949 the old trusses were slid sideways and toppled into the river and replaced with new deck girder spans. The entire bridge cost \$300,000 but should pay for itself in short order with improved operations.

Not all schemes worked out as well as was hoped. For a while the night train between Chicago and Louisville carried Pullmans, and one of the cars was switched direct to the hotel at French Lick. This first-rate service failed to attract passengers and the train was discontinued. Passenger service operates at a small out-of-pocket loss, and it is hard to determine how much freight revenue it may attract. Undoubtedly, the fine passenger service helps to keep Monon territory developing and may be good publicity, too. It looks as if the company will continue passenger service, even at a loss, for a long time. There's much work yet to be done, but you can see now that there is a future for the Monon, and possibly for some other roads that might get into seemingly hopeless circumstances. 🚂

Up and Down the Monon Monticello

by John Fuller



Above: The south-bound *Tippecanoe* crossing Tippecanoe River on Monticello's south side a few weeks before being discontinued. — *Dick Baldwin photo*

In 1829, the first white settlers arrived in the spot that would later become Monticello. They were greeted by the friendly Potawatomi tribe. These early settlers were from Virginia, New York, Kentucky, Ohio, and Pennsylvania. The Potawatomi lived in this area because of abundant food and the ability to navigate to other settlements on what later became known as the Tippecanoe River. In 1834 the Indiana legislature created a new county named for Col. Isaac White, a famed veteran in the Battle of Tippecanoe. County commissioners then selected a spot on the west bank of the Tippecanoe River for the county seat and named it Monticello in honor of President Thomas Jefferson's home.

The first industrial development in Monticello came in the form of a grist mill, followed by a sawmill, a woolen mill, and a furniture factory.

In 1859 Pennsylvania Railroad predecessor Logansport, Peoria & Burlington arrived in Monticello. During the Civil War, Monticello's economy boomed because it was secure from the battles of the Civil War.

Following the end of the war in summer 1865, a meeting to organize the Indianapolis, Delphi, & Chicago (ID&C) was held in Indianapolis. The proposed road was to be built via Frankfort, Delphi, Monticello, and Rensselaer. The ID&C was officially opened as a narrow gauge route between Rensselaer and Bradford (Monon) in February 1878. The line extended south to Monticello in August 1878. The line was completed to Delphi in September 1879. In 1881 the Rensselaer-to-Delphi line was converted to standard gauge by the Chicago & Indianapolis Air Line Railway. The line reached the Chicago

switching area in 1881 and Indianapolis in 1882.

When the line was completed through Monticello it crossed the PRR predecessor at grade just northwest of the downtown area. There was never a tower or manned interlocking at the location. Several types of target and gate devices were used to protect the crossing. In 1953 an automatic interlocking was installed. There was an interchange track located in the northeast quadrant of the crossing.

The depot was built in 1878. It remained a staffed agency into the L&N era. For several city blocks north and south of the depot, the tracks ran between the two lanes of Railroad Street.

Just north of Monticello the Indiana Hydro-Electric Company built the Norway Dam and generating station on the Tippecanoe River in 1923. This formed Lake Shafer, named after John A. Shafer, the chief engineer for the dam. In November 1925 construction was completed on the Oakdale Dam and generating station



Above: Looking north at Monticello, this undated photo is possibly from the late 1930s or early 1940s. Track conditions don't appear to be very good. The track ran for several blocks between lanes of Railroad Street. The depot is painted in the older two-tone style. — *John Barriger collection*



Above: This undated photo is probably from 1950 or 1951 and shows major upgrades to track and road crossings. A new crossbuck and "Monon The Hoosier Line" sign have been mounted on a used rail. In addition, the depot

has been repainted and the platform paved with a new concrete curb added trackside. The plastic-and-aluminum illuminated two-pole station platform sign had yet to be installed. — *John Barriger collection*

south of town. The lake formed was originally referred to as Lake Delphi, and this dam was about midway between Monticello and Delphi. Many in Monticello named it Lake Tioga due to its proximity to city-owned Tioga Park. About a year after completion of the project, the lake was officially named in honor of Roger Freeman, the project's lead engineer.

Indiana Beach, originally named Ideal Beach, began as a small lakeside beach on Lake Shafer with a bathhouse and refreshment stand opening in 1926. In 1927 the first amusement ride

opened, and in the 1930s and 1940s the Ideal Beach Ballroom became quite popular, featuring well-known bands. A number of summer homes were built in the area along with a variety of campgrounds and resorts. Tourism became a major contributor to the local economy, in addition to agriculture and manufacturing.

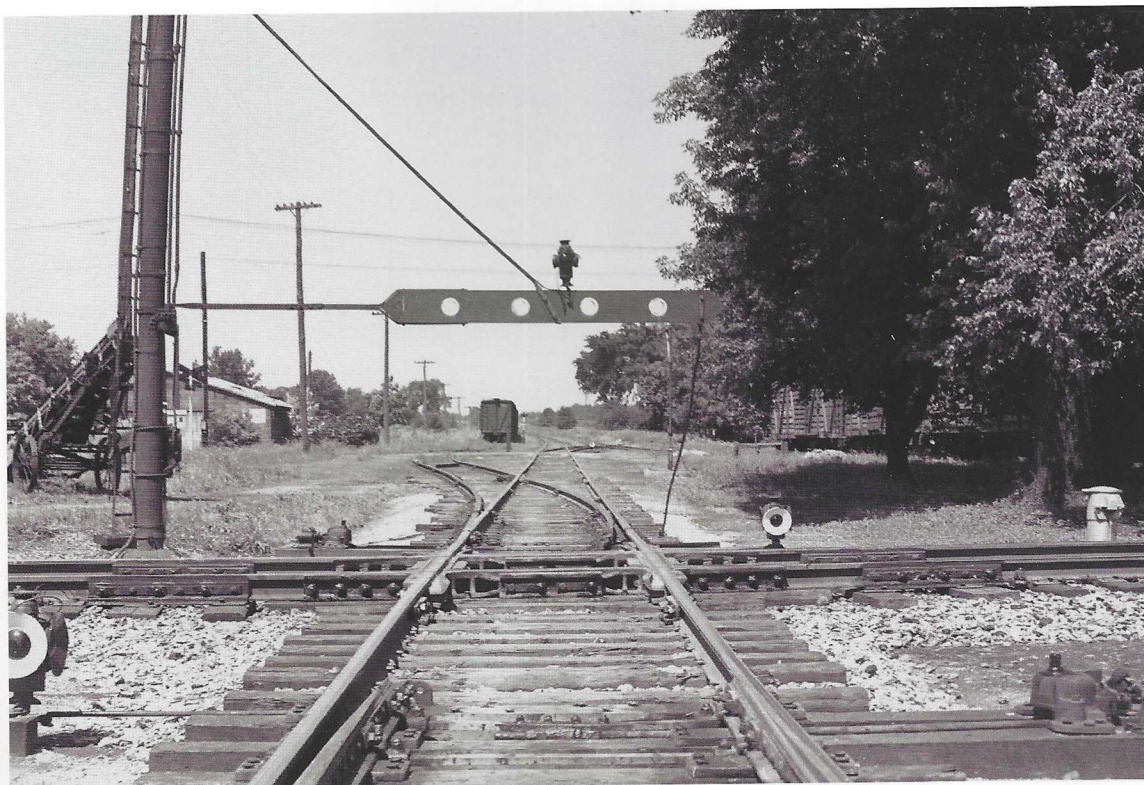
According to Bob Wheeler's excellent 2001 Monon Convention tour guide, there were large movements of crushed stone from the Monon Crushed Stone Company in Monon going to Michigan destinations on the PRR via interchange

Right: This June 1960 scene is looking south. Passenger service had ended but baggage carts remained, possibly used by Railway Express Agency trucks. Note the train order semaphores have been replaced. The Monon lighted station sign remained intact, and an agent still staffed the depot until April 1974. — *Ron Stuckey photo*



Right: This view is heading north in March 1959 about two blocks south of the Monon depot from the cab of Train 12. The Monon team track is on the right and the Monticello Oil Company track is on the left. A grain elevator and several additional businesses were located to the south. — *Dick Baldwin photo*





Left: The PRR-Monon crossing was protected by a target and gate until 1953, when a semi-automatic interlocking was installed. Looking west on the PRR, just east of the diamond, the target and gate installation was located in the southwest quadrant of the crossing. — *John Barriger collection*



Left: Looking north on the Monon the target and gate are lined against the PRR. Hoppers are spotted on the interchange track to the right. The RCA plant is not far north from this location. — *John Barriger collection*

at Monticello in 1954 and 1955. By 1958, total cars interchanged with the PRR was 72 (10 shipped and 62 received); in 1959 the number was 99 (28 shipped and 71 received); and in 1960 the number dwindled to 26 (16 shipped and 10 received).

The tour guide also mentioned that, in 1958, 800 cars originated and 782 terminated at Monticello. In 1959, 1,227 originated and 699 terminated, and in 1960, 1,109 originated and

475 terminated. By far the largest shipper was RCA, where lumber and plywood boxes arrived, and television cabinets were shipped to the RCA facility in Bloomington. Other shippers included Brim Gravel Company, Dye Lumber Company, Farmers Elevator, Indiana Hicks Gas, Monticello Lumber Company, Sinclair Refrigeration Company, and Von Tobel Lumber Company.

Monticello was memorialized with the composition of "Monticello Moon" featured as part

of the Monon Centennial musical collection. One line read, “Oh the air is soft and mellow on the streets of Monticello.” However, on April 3, 1974, Monticello’s air turned deadly with a massive and historic tornado outbreak.

The Monticello Tornado was born in a field just west of Brookston, at approximately 4:50PM. The twister narrowly missed Chalmers and soon after delivered a direct hit on Monticello, the hardest hit town, where the tornado

swept through the central business district killing eight, injuring over 350, and damaging or destroying nearly all the heart of downtown, including more than 40 businesses.

The tornado traveled 109 miles at about 55 mph, with wind speeds up to 200 mph, to near Ft. Wayne with a path width of up to a half-mile. In a 24-hour period, 148 tornadoes spread across 13 states and devastated many communities. At the time there had never been a storm system

Right: Several passengers await Train 12’s arrival a few weeks from discontinuance in April 1959. This cab view shows Railroad Street with lanes on both sides of the track. The right-hand lane was routed next to the platform and behind the depot. Several blocks north, Railroad Street ends at the PRR crossing. — *Dick Baldwin photo*



Right: The plastic-and-aluminum illuminated, two-pole station platform sign remained intact until destroyed in a 1974 tornado. This view looks north on Railroad Street. — *John Fuller photo*





Left: The severely damaged Monticello depot is pictured one day after being struck by the massive tornado. Looking at the north side of the depot, the framework of the illuminated station sign survived but the sign did not. — *Bill Stewart photo*



Left: Several days following the storm, much of the remains of the south end of the depot have been removed. Barriger-era crossbucks and the Hoosier Line sign at right survived. In the background is the destroyed White County Courthouse. — *John Fuller photo*

that produced more than 100 tornadoes in a 24-hour period.

Severe damage was done to the ex-PRR (now Penn Central) just east of the Monon crossing at their bridge across the Tippecanoe River. The 630-foot six-span bridge was nearly destroyed, as four of the six spans (weighing 115 tons each) were lifted and carried 40 feet before landing in Upper Freeman Lake. Railroad ties from the bridge were found in farm fields ten miles away. Among the casualties was the Monon depot. The Monon depot was located a city block west of the county courthouse and town square. The

building was so severely damaged that it was torn down several days following the storm. A railroad official at the scene remarked that the agency was slated for closing in the near future. In the early 1980s, abandonment of the Air Line began. Portions were taken out of service from Indianapolis to the north eventually to Monticello. By the early 2000s, the line terminated north of the ex-PRR crossing and was switched from Monon. CSX filed for abandonment of the line in 2014. In 2018 it was announced that Pioneer Rail Corp had purchased the line. 🚂

MONON MODELERS' PAGE: Walthers' Jordan Spreader-Ditcher

by Mont Switzer



Monon modelers are fortunate to have a ready-to-run styrene model of the Monon's Jordan spreader-ditcher available in HO scale at a reasonable price. This is Walthers' second run for these models with the most recent offering being available in Monon paint and lettering. The model

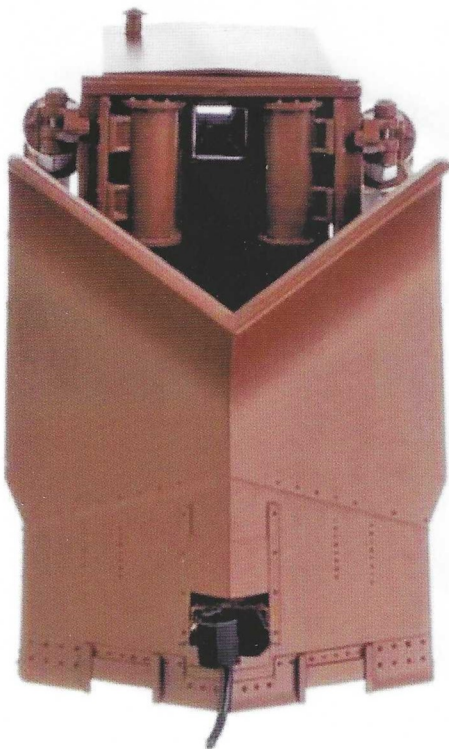
is correctly painted for Monon X-15 as it was seen prior to 1956. It could easily be renumbered to 80015 should you be modeling the post-1956 renumbering era. The only Jordan spreaders offered previously in HO scale have been by Overland Models and were made of brass.

Approaching the model from the rear it represents the Monon machine well. It has the large air tank, brake details, cab steps and AAR trucks. Nice features are the fully operational spreader and ditcher wings. The air cylinders are operational, but the associated air lines are not modeled.

The cab is correctly sized and positioned.

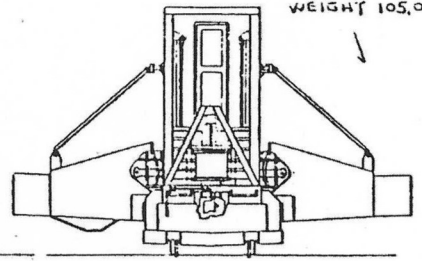
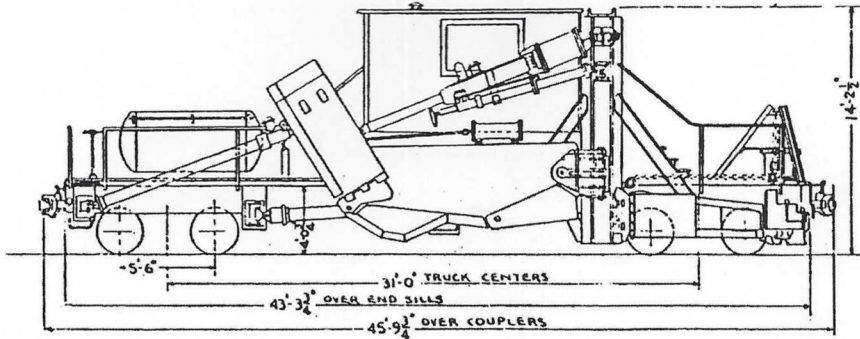
The Monon lettering is accurately sized and placed for Monon X-15. If you are modeling 80015 it is a simple matter to paint out the original number and add the new number just like the Monon did in 1956.

Unfortunately, the giant snow plow is not an accurate representation of the front of the Monon machine. This changes the entire appearance of the front of the model when compared to the Monon prototype. The plow is not easily removed. That being said, this is still a great place to start if pursuing a fully accurate model. The snow plow would need to be cut off and the front



JORDAN SPREADER
X-15


WEIGHT 105,000



BUILDER: O.F. JORDAN COMPANY	COUPLERS: A.A.R. TYPE-E TOP OPERATED
DATE BUILT: COPY: 100,000	SPREAD OF EACH WING: 12'-8" FROM INSIDE BALL OF RAIL
WIDTH OVER ALL-SPREADER-DITCHER: 11'-0"	SPREAD OF EACH WING & DITCHER ATTACHMENT: 19'-8" FROM INSIDE BALL OF RAIL
AIR BRAKES: "AB" 10"x12" W.A.B. CO.	BLADES LOWER 26" BELOW TOP OF RAIL
HAND BRAKE:	BLADE & DITCHER ATTACHMENT LOWER 39" BELOW TOP OF RAIL
BRAKE BEAMS: A.A.R. NO 15	
WHEELS: 33" A.A.R. STANDARD.	
JOURNALS: 5 1/2" X 10	
DRAFT GEAR: MINER A-2XB FRICTION	

end built up with structural members to look like the Monon prototype.

At a minimum, prototype modelers will want to weather the spreader and ditcher wings to reflect their use. Pushing ballast took the spreader wings down to bare metal quickly. Those areas rusted almost overnight. When working along the Monon in southern Indiana, the ditcher wings moved and collected red clay soil common to the area. When working in central and northern Indiana, they moved and collected the black loam common to these areas. These weathering features are easily modeled with a light application of spackling colored with chalks and/or PanPastels.

All in all, Monon modelers have a winner here with the Walthers Jordan spreader. Run the model as it comes or use it as the starting point for what could be a most interesting and satisfying kitbash. The Monon Society's Stores Department still has the Walthers Jordan Spreader-Ditcher available for a reasonable price. 



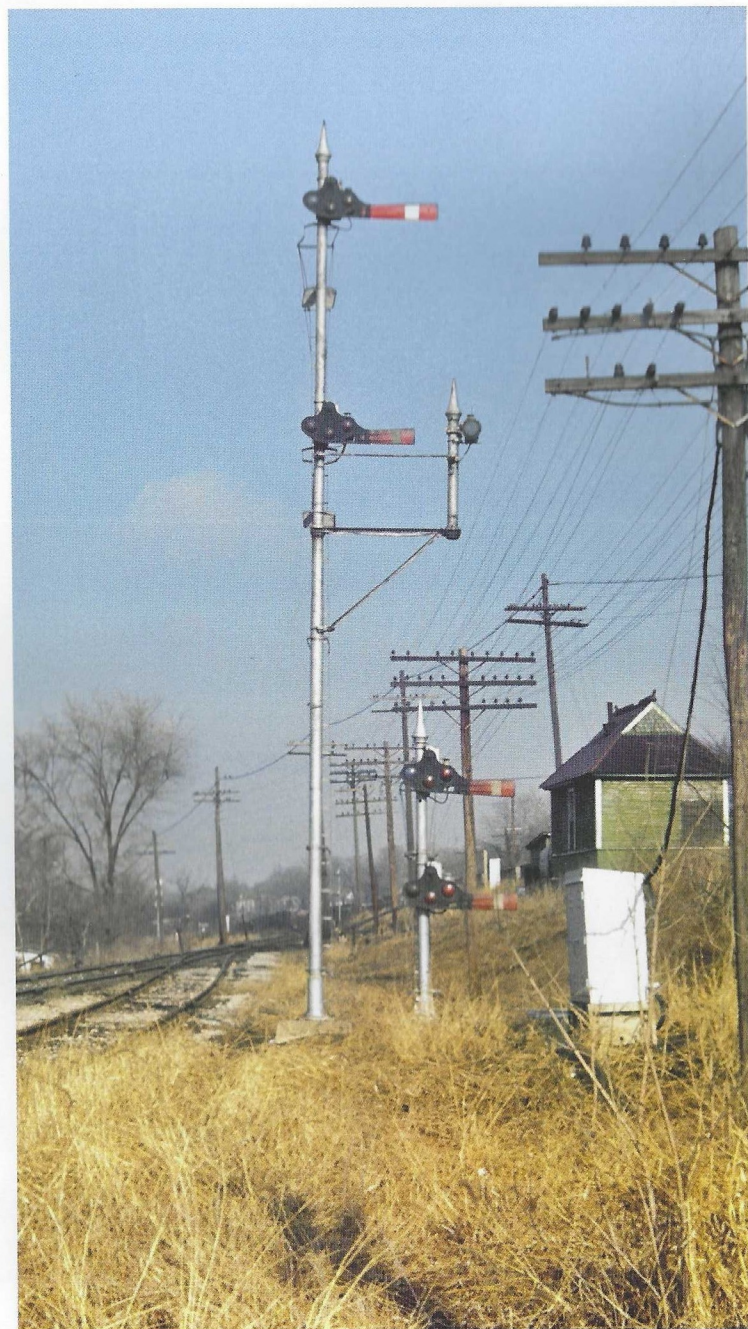


What's in a Monon Photo?

Lafayette Junction

This summer 1965 photo of Train 5 at Lafayette Junction Tower was taken by New York Central operator Bob McCord. In the photo we are looking north toward downtown Lafayette. New York Central predecessor Lafayette & Indianapolis Railroad was the first to arrive at Lafayette, in 1852. Monon predecessor New Albany & Salem arrived in 1853. A Wabash predecessor arrived in 1856 and a Nickel Plate predecessor arrived in 1876. There was no interlocking at the location until near the end of the century. All trains were required to stop before proceeding over the crossings. *The Railroad Gazette* reported that a contract to build a tower was signed with the National Switch and Signal Company in December 1898. The *Gazette* stated, “As the grades of the several railroads are widely separated, the installation of this plant will be a difficult job.”

1. EMD F-3A 207 is in the lead, followed by a storage mail car from (by that time) 2205–2210-series converted troop kitchen car, baggage car 101 (the first of four converted from Pullman tourist sleepers — note the round roof), RPO number 13, 14, or 19, one of three converted from 400-series baggage cars built by ACF (remaining baggage cars ended up being renumbered 106–109), and a single coach brings up the rear.
2. The tower operator controlled the north end of the 120-car Lafayette Junction siding. Home signals are to the left and out of view.
3. A short connection in the northwest quadrant of the Monon main and NYC interchange track diamond was located within the interlocking limits.
4. The Wabash double-track main line has an NKP-Wabash weed-covered interchange track right of the main lines. A Wabash-Monon interchange track can be seen to the left of the main lines. Wabash double-track ended and crossed the NKP and NYC within the Lafayette Junction interlocking behind the photographer. The Monon and Wabash did not cross at Lafayette Junction. The Wabash went overhead over the Monon about a mile to the southwest.
5. Monon-NKP interchange track. The switch to Nickel Plate’s main line is to the right and out of the picture. It was controlled by Lafayette Junction operator.
6. NKP’s Frankfort-to-Peoria main line ran parallel to NYC’s Indianapolis–Chicago main line (7) from Altamont Tower, two miles east of Lafayette Junction to the Lafayette depot, about one mile west. The two lines operated as joint double track with the NKP main line used for westbound traffic.
7. The NYC main line was used for eastbound traffic. Between the NKP depot and Templeton the NYC had trackage rights for 18.6 miles, after which the two lines split.
8. Wabash–NYC interchange track continues behind the photographer and beyond the interlocking limits to a switch with the Wabash main.
9. Several stub-end tracks could be accessed by NKP, NYC, or Monon. Rick Dreistadt reported that all of the interchange was done at Lafayette Junction. Normally a yard engine would bring the interchange to Shops to be classified for the proper train. The Monon received Ford auto parts cars from the Wabash (as well as the NKP at Linden). These cars were “hot.” There was a midnight cut-off time for cars to make Train 71, and occasionally the Wabash would be a bit tardy. If those cars were needed for the afternoon set-up in Louisville, a yard engine followed Train 71 to Lafayette Junction, then Train 71 would stop just past the interchange, the yard engine would grab the caboose, grab the auto parts off the interchange, and place them back on the train. If all went well, Train 71 could again be rolling in less than 15 minutes. 🚂



Above: Pictured are the northbound Monon home signals with standard signal for the main and dwarf signal for siding. —Willie Davis collection courtesy of David Oroszi



This photo of the Lafayette Junction tower reveals its iron skeleton frame (more commonly referred to as "stilts" by interlocking tower enthusiasts). *Railroad Gazette* commented that the tower was of "novel design" and included several innovations. The windows were made to slide horizontally, with sills very close to the floor that allowed for a view of the tracks close to the cabin without opening the windows. Handrails on the sides of the cabin allowed the operator to more safely lean out when necessary. Two other towers in Bellefontaine, Ohio, and Greensburg, Indiana, were built with these innovations. NYC predecessor Cleveland, Cincinnati, Chicago & St. Louis built most of their towers on stilts, apparently the only company to adopt this style. —John Fuller photo