

Collection #
P 0401

MONON RAILROAD PHOTOGRAPHS, CA. 1890S–CA. 1970S

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COLLECTION INFORMATION

VOLUME OF COLLECTION: 8 photo boxes, 1 photo album, 7 color photo folders, 5 graphics folders, 3 OVA folders, 1 OVB folder, 7 negatives

COLLECTION DATES: Ca. 1890s–ca. 1970s

PROVENANCE: Mrs. E. Kauffman, Lafayette, IN 47904, 18 July 1984

RESTRICTIONS: Negatives may be viewed by appointment only. Inquire at the Reference Desk.

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ALTERNATE FORMATS:

RELATED HOLDINGS: Monon Railroad Records, 1851–1971 (bulk 1880s–1950s) (M 0376, OMB 0046, BV 1996-2001); Monon Railroad Dispatch Records, 1967 (OM 0171)

ACCESSION NUMBER: 0000.0117

NOTES:

HISTORICAL SKETCH

In the 1830s, the Indiana legislature authorized construction of railroads. The New Albany & Salem Railroad was chartered in 1847, with James Brooks as its first president. The towns of New Albany and Salem were just thirty-five miles apart, but by the mid-1850s the railroad extended the entire length of Indiana. The first through train from Michigan City to New Albany ran on 30 June 1854.

It had been expected that much business would be generated by the completion of the railroad. However, that assumption went unfulfilled, and the late 1850s was a time of economic hardship for the railroad. Efforts to bring fiscal equilibrium to the railroad in 1859 resulted in its first name change, from the New Albany & Salem to the Louisville, New Albany & Chicago Railroad. The new name described the aspirations of the company, but Louisville and Chicago did not actually become the termini of the line until 1882. Furthermore, every inch of track that the company was ever to own was in the state of Indiana.

By the outbreak of the Civil War, more than fifteen railroads had been at least partially built and had begun operation in Indiana. Running between Lake Michigan and the Ohio River, the LNA&C was among the most heavily used railroads in the state because of the north-south military pattern of the war. After Lincoln's assassination, the LNA&C carried the President's body from Lafayette to Michigan City, as one of a series of railroads transporting the President's body from Washington, D.C., to Springfield, Illinois.

Following the Civil War, the LNA&C still had financial problems. In 1869 it was forced to surrender all usage rights to the Michigan Central line connecting Michigan City to Chicago. A new company was organized in 1873, changing the corporate name from the Louisville, New Albany & Chicago Railroad to the Louisville, New Albany & Chicago Railway.

In June 1865, the Indianapolis and Chicago Air Line Railway (then known as the Indianapolis, Delphi and Chicago Railway) was chartered. Although there already existed two other rail connections between Indianapolis and Chicago, this line proposed to bring service to several farming communities that had no direct access to railroads. These communities included Delphi, Monticello, and Rensselaer. It was not until the 1870s that tracks were laid for this line. Because of difficulties encountered in laying some of its track, the Indianapolis and Chicago Air Line established a collaborative relationship with the LNA&C in 1881. On 1 February 1883, the two rail companies merged, using the LNA&C name.

The site where the two lines crossed was in the small town of Monon (formerly Bradford, renamed Monon in 1879 after the creek that flowed nearby). Thus the "Monon Route" nickname was born. The word "Monon" is believed to have been used by the Potawatomi Indians for multiple meanings, including "to carry" and "to run swiftly."

After changes in ownership and more financial difficulty, the LNA&C name was changed to Chicago, Indianapolis & Louisville in 1896. At the beginning of the twentieth century, the CI&L reached its peak in track mileage of 603 miles, the fifth largest system in Indiana. The company hauled coal and limestone, but seemed to be always searching for a more profitable endeavor. During the Great Depression, the railroad was temporarily owned by the Southern Railroad and the Louisville & Nashville Railroad.

The railroad was kept busy during World War II, but setbacks occurred again following the war. Trains and facilities had become worn out with use. The trucking industry and the proliferation of privately owned automobiles contributed to a decline in rail business.

In May 1945, John W. Barriger became president of the CI&L, bringing innovations to the company. He eliminated the old steam locomotives, and replaced them with “first generation” diesel engines. He replaced problem bridges and tracks. He had a new logo designed for the Monon Route, which was a circle containing the letter M with an Indian arrowhead pointing upward. The logo was placed on trains, and the accompanying words were changed from “Monon Route” to “Monon Line.” However, the official name of the company remained “The Chicago, Indianapolis & Louisville Railroad.” In 1947, the CI&L became one of the country’s first one-hundred percent dieselized railroads. By 1948, the railroad was showing a profit again, and remained formally independent for the next two decades.

On 11 January 1956, the Chicago, Indianapolis & Louisville Railroad officially took its longtime nickname as its corporate title and became the Monon Railroad. The railroad was also sometimes referred to as the “Hoosier Line,” and that name appeared on some trains as well.

Passenger service was greatly curtailed in 1958, but continued on a limited basis partly to serve the state’s colleges. Colleges on the Monon route included St. Joseph College in Rensselaer, Purdue University in West Lafayette, Wabash College in Crawfordsville, Depauw University in Greencastle, Indiana University in Bloomington, and Butler University in Indianapolis.

Monon merged with the Louisville & Nashville Railroad on 31 July 1971. One hundred and twenty-four years to the day after the establishment of the New Albany & Salem Railroad, the Monon ceased to exist. Further mergers of the L&N led to the absorption of the former Monon Railroad into the very large CSX Railroad system in December 1982.

Ellis E. Kauffman, whose wife donated this collection, was a native of Orleans, Indiana, who began working for Monon on 7 May 1917 as station helper and assistant agent. After serving in the United States Marine Corps in France during World War I, he returned to the Monon on 16 February 1920 as express clerk at Orleans. In 1922, Kauffman transferred to Belt Junction (Indianapolis) as a machinist helper where he later completed an apprenticeship on 13 December 1929. On 30 December 1929 he was transferred to Lafayette as a mechanical draftsman and served successively (except for the period from 1 October 1933 to 16 February 1935 when he was employed as assistant AAR clerk) as

assistant freight car foreman, air brake supervisor, assistant master mechanic, general supervisor of rolling stock maintenance, and general mechanical assistant. Kauffman was appointed superintendent of motive power and equipment on 1 May 1961. He retired on 8 January 1962.

Sources:

Bogle, Victor M. *Summary Historical Account of the Monon Railroad, "The Hoosier Line."* Prepared for the Monon Railroad Historical-Technical Society, Inc., 1996. General Collection: HE2791 .M63 B64 1996

Dolzall, Gary W. and Stephen F. Dolzall. *Monon: The Hoosier Line.* Rev. ed. Bloomington and Indianapolis: Indiana University Press, 2002. General Collection: TF25 .M64 D65 2002

Hilton, George Woodman. *Monon Route.* Berkeley, Calif.: Howell-North Books, 1978. General Collection: HE2791 .C656 1978

Simons, Richard S. and Francis H. Parker. *Railroads of Indiana.* Bloomington and Indianapolis: Indiana University Press, 1997. General Collection: HE2771.I6 S56 1997

Swain, Ellen and Paul Brockman. *Collection guide for Monon Railroad Collection, 1851–1971.* Manuscript Collection: M 0376, OMB 0046, BV 1996-2001

SCOPE AND CONTENT NOTE

This collection consists of photographs depicting events and people throughout most of the history of the Monon Railroad and its various conformations. The collection is arranged in the following series: accidents, special events, passengers and visitors, personnel, physical plant (includes crossings, depots, stations, bridges, shops, and yards), rolling stock (trains), logos and uncategorized photographs, and postcards and other printed materials. The rolling stock series also includes a few drawings and some train manufacturers' specifications for engines.

Series 1, Accidents, 1900–69: These photographs document train wrecks and other accidents at railroad facilities, showing damaged cars, tracks, bridges, and buildings; equipment used to clear the tracks; railway personnel and curious onlookers. There is one photograph that shows men removing the body of a fireman from the wreckage between Battle Ground and Ash Grove. The images were often made at or near small communities along the line. Most of the photographs are identified by date and location of the accident, and some include additional information such as the cause of accident, the specific train and engine numbers, and names of personnel involved. There are some photographs that are not identified by date or location. Also included are nine photographs of an airplane crash near railroad tracks.

Series 2, Special Events, ca. 1900–58: These photographs depict various occasions such as the inaugurations of new trains, new sections of track, and new depots, as well as other celebrations and dinners honoring employees. Included are images of Monon officials, such as J.W. Barriger (president), and other employees. Various other people are shown, including the 1947 Miss Bloomington, Miss Lafayette, and Miss West Lafayette, and mayors Albert J. Krabbe (Lafayette), Charles Wood (Delphi), and Phil Bayt (Indianapolis). A singing group called the Monon Melody Men is shown in photographs of a 1947 Bloomington celebration.

Series 3, Passengers and Visitors, 1929–55: These photographs show passengers on a Murat Shrine special train in 1929, visitors to the Lafayette shop from Portuguese Railways and Central Railways of Brazil in 1948, Budd car passengers in 1950, and other passengers in the 1950s. The largest number of photographs in this series document Mrs. Carmen Webster's train ride from Indianapolis to Chicago in August 1948. Mrs. Webster was president of the Model Railroad Equipment Corp. in New York.

Series 4, Personnel, ca. 1890s–ca. 1970s: Photographs of Monon personnel are divided into categories based on the type of job held. These categories are: agents, dispatchers, and operators; management and executives; office employees; retirees; shops and yards employees; and train crews. There are also categories of various, unidentified, and miscellaneous personnel, when the type of job is unclear. There are photographs of individuals and of groups. Group photos are categorized by type of personnel; however, many of the groups are mixed, including employees from different sections in the same

photograph. Dates handwritten on the backs of some of the personnel photographs appear to be the birthdates of the employees depicted, rather than indicating when the photos were taken. Thus, a year written as “94” would indicate a birth year of 1894, and one written as “05” would indicate a birth year of 1905. There are more employees in the “rolling stock” photographs (series 6), some of whom are identified.

Series 5, Physical Plant: Crossings, Depots, Stations, Bridges, Shops, and Yards, ca. 1924–49: A large number of photographs made in 1914-15 comprise an inventory of the gate crossings on the Monon line. These photographs show a number written in the corner that represents the mileage from Chicago. There are photographs of depots, stations, and bridges from various locations throughout Indiana, as well as Louisville, Kentucky, and the tunnel at Owensburg. Images of shops and yards are from the 1920s–40s. Some of them demonstrate tasks such as using a lathe to turn steel wheels, turning axle with old-style light engine lathe, framing car and sills in wood by hand, and operating a steam hammer and drilling boiler plate. There are three photographs of the Wiley Stone Mill at Clear Creek.

Series 6, Rolling Stock, ca. 1890s–1957: This series consists of photographs and some drawings of exteriors and interiors of trains, including some showing construction or conversion of cars. Types and parts of trains shown include steam and diesel locomotives, boxcars, a business car, cabooses, day coaches, dining-bar-lounge cars and wash rooms, diner/parlor cars, freight cars, grain hoppers, hospital cars, mail and baggage cars, and a tourist sleeper car. There are photographs of the 1953–54 reconstruction of the “Great Spirit” into the “Lynne.” The category of freight, flat, gondola, and line cars includes images of a Jordan Spreader, Lafayette Derrick, and a weed burner. There are photographs of steam engines and feedwater heaters, with their specifications, from the American Locomotive Company and Baldwin Locomotive Works, ca. 1923–30. There are packets of several pages each of American Locomotive Company Specifications for steam engines, 1896–1905 (11 items), 1910–26 (10 items). There are also two packets of specifications for steam engines from Brooks Locomotive Works from 1897.

Series 7, Logos and Uncategorized Photographs, ca. 1940s: Included here are photographs of the Monon name and emblem, and six seals of Indiana colleges and universities. There are also some photographs of street scenes and one that appears to be of a house, perhaps taken from a train window.

Series 8, Postcards, “Remember When” Cards, Leaflets, Pamphlets, and Other Printed Materials, ca. 1930s–1985: The postcards are primarily drawings of trains, with one of the station at West Baden. There is also one of a Howard Fogg painting of quarried limestone, and one of a photograph of the Monon brick depot. The “Remember When” cards are a series of cards with railroad-related photographs and a brief paragraph on each. Printed materials include a 1971 newspaper clipping with a photograph of a freight depot being razed, a booklet titled *All About Lynne: the story of a railroad car*, a leaflet that includes a train menu, *The Hoosier Line* newsletter from April 1985, a published photo of a man and boy with a model train, and a published photo of a train on a bridge over the Chicago River.

Series 9, Negatives: Negatives may be viewed by appointment only, with the assistance of a reference librarian. One of the negatives does not have a corresponding print in this collection; it is of four men standing in front of an engine.

SERIES CONTENTS

Series 1: Accidents, 1900–69

CONTENTS	CONTAINER
Salem, 8 May 1900: Train No. 3; two photographs.	Box 1, Folder 1
South Raub, 7 August 1900: Extra 205 North and Train No. 3, Eng. 104; Engr. Lew Raub (205), Fireman Croft (205), Engr. H. Whitsell (104), Fireman E. Hudlow (104) all killed; one photograph.	Box 1, Folder 2
Hebron, 2 August 1902: Pennsylvania Railroad, Eng. 8519; one photograph.	Box 1, Folder 3
Near Diamond, 1903: Train Nos. 74 and 3; one photograph.	Box 1, Folder 4
Salt Creek Bridge (West of Bedford Spring), 1 April 1903: three photographs (two are duplicate).	Box 1, Folder 5
Between Bloomfield and Mineral City, July 1903: two photographs.	Box 1, Folder 6
Delphi, 8 June 1904: Engr. C. Somerville; one photograph.	Box 1, Folder 7
Murdock (Horseshoe Bend), 17 March 1906 or 1908: Train No. 6; two copies of one photograph.	Box 1, Folder 8
Manchester, 19 July 1909: Train No. 3, Eng. 351; Engr. Norman Byrn and Fireman Lawrence Austin, both killed; three photographs (two are duplicates).	Box 1, Folder 9
Between Dark Hollow and Reed, 10 December 1909 or 10 October 1911: three photographs (two are duplicates).	Box 1, Folder 10
Near Cataract (four miles south of Wallace Junction), 2 May 1911: Extra 253 South; Fireman Chas. Long lost left arm; one photograph.	Box 1, Folder 11

McDoel Yards, 1912: Train No. 71, Eng. 519; Engr. Ira Speer, Fireman Ed Mitchell; four real photo postcards.	Box 1, Folder 12
Sand Pit Wreck (four miles south of Bedford), 8 June 1912: Train No. 8, Eng. 71 and Train No. 5, Eng. 356; Engr. J. (Rough?) (71), Fireman Ed Myers (71), Engr. A. Briggs (356), Fireman W.G. Owens (356); Mail Clerk McClear (sic) (356) killed; three photographs (two are duplicate).	Box 1, Folder 13
Between Campbellsburg and Smedley, 1913: two photographs.	Box 1, Folder 14
Orleans, 1913: one photograph.	Box 1, Folder 15
South Hammond yards, November 1914: Engr. Harry Ketchum, Sw. G. Skellenger, Sw. John McCartin, Sw. Joe Briden, Policeman Andy Haley, Fireman R.B. Smith Foreman Ed Blocklin; one photograph.	Box 1, Folder 16
Klondike (North end Shops), April 1916: Eng. 286; six photographs.	Box 1, Folder 17
Cement(?), 19 August 1920: Eng. 513; Engr. E.C. Marlowe, Fireman H. Baker, Conductor C. Dodds, Brakemen L.M. Pickle and F. Meyers; one photograph.	Box 1, Folder 18
West Baden, 9 July 1921: Engr. Travis, Fireman Montgomery; one photograph (two copies).	Box 1, Folder 19
Wabash River Bridge, 4 April 1924: Train No. 57, boxcars loaded with Dodge autos; Engr. G. Fox, Conductor H. Cole; nine photographs.	Box 1, Folder 20
Howesville, 5 December 1926: Train No. 112, Eng. 241 and Ex. 225; Engr. Fred Smith, Fireman P. Stewart, Flag. Jess Omalane, Derrick Engr. C. West, Fireman R. Clendening, Fore. J. Mathis, Roadmaster C. Wampler, Trainmaster P. Ferguson, Brakeman Ross Beeman, Brakeman Ross Huber, Conductor C.G. Porter, and helpers Ben Bruce, F. Nash, and C. Smiley; three photographs (two are duplicates).	Box 1, Folder 21

McDoel yards, 19 April 1928: Eng. 533; Engr. John Moore, Fireman Earl Wilson; one photograph.	Box 1, Folder 22
St. John, 25 May 1928: Train No. 36, Eng. 432; Engr. William Ballenger and Fireman Floyd Crowder, both killed; fifteen photographs (includes some duplicates); two-page report dated 31 May 1928.	Box 1, Folder 23
Roachdale, 15 November 1929: Monon engine and B&O diner; one photograph.	Box 1, Folder 24
Orange County (between West Baden Springs and Paoli), ca. 1929–30: Eng. 518; Section Foreman J. Otis Hazel; two photographs.	Box 1, Folder 25
Guernsey, 19 March 1931: Engines 252, 440, and 442; Engr. John Miller (442) and Engr. G. Marlowe (or J. Marlow) (252), both killed; injured included C. Smith and C. Houston (440), and H. Robertson and G. Wilbanks (or Wellbanks) (firemen); eight photographs.	Box 1 , Folder 26
Jordan, February 1935: Engines 533 and 501; five photographs.	Box 1, Folder 27
Dyer, 23 May 1935: Train No. 69; eight photographs.	Box 1, Folder 28
Putnamville, 12 June 1936: Train No. 56, Eng. 576; Engr. C. Ecker, brakeman, and two trespassers, all killed; injured included N. Goforth (conductor) and L. Gray (fireman); eleven photographs.	Box 1, Folder 29
Cloverdale, 12 February 1938: Train No. 56; Engr. F. Campbell, Fireman S. Edwards; nine photographs.	Box 1, Folder 30
Bainbridge, 19 January 1939: Train No. 6, Eng. 451; Engr. J. Connors, Fireman C. Henriott; ten photographs.	Box 1 , Folder 31
Woods, 11 March 1939: Train No. 76, Eng. 572; Engr. L. Cole; ten photographs.	Box 1, Folder 32
Water Valley, Kankakee River bridge, 26 July 1939: Train No. 73; Engr. Dickerson, Fireman Cline; seven photographs (two are duplicates).	Box 1, Folder 33

Dyer, 15 December 1939: Train No. 72; Engr. W. L. Martin; six photographs.	Box 1, Folder 34
Howesville, 24 July 1940: Train Extra 606; Engr. Moore, Fireman Montgomery; seven photographs.	Box 1, Folder 35
South Hammond, 24 May 1941: Roundhouse fire; five photographs.	Box 1, Folder 36
Spring Cut, 25 March 1943: two photographs.	Box 1, Folder 37
Dyer, 19 May 1944: Train No. 4; Engr. H.C. Holtz, Fireman J. Fisher, both injured; eleven photographs.	Box 1, Folder 38
Ash Grove, 26 May 1944: Train No. 70; three photographs.	Box 1, Folder 39
Mitchell, March 1947: two small photographs on album page.	Box 2, Folder 27
Diamond, 2 May 1947: Train Nos. 70 and 73; one photograph.	Box 1, Folder 40
Between Battle Ground and Ash Grove, 3 June 1947 (1 of 2): Train Nos. 70 and 75; Engr. H.E. Meeker (70), Fireman W.K. Young (70), and Brakeman James K. Robinson (75), all killed; Engr. R.B. Tully (75) injured; photo of fireman's body being removed from the wreckage; twenty-two photographs.	Box 1, Folder 41
Between Battle Ground and Ash Grove, 3 June 1947 (2 of 2): seventeen photographs (some duplicates).	Box 1, Folder 42
Fogg, 13 July 1947: ten photographs (some duplicates).	Box 1, Folder 43
Rossville, 30 October 1947: eight photographs.	Box 1, Folder 44
Lafayette, 30 January 1948: four photographs.	Box 1, Folder 45
Ladoga, 14 May 1949: Train No. 72; six photographs.	Box 1, Folder 46
Ladoga, 8 January 1950: Train No. 70; five photographs.	Box 2, Folder 1
Wanatah, 29 December 1950: Train No. 56; five photographs.	Box 2, Folder 2

Cary/Walnut Creek, 11 February 1951 (1 of 2): Train No. 72; twenty-two photographs.	Box 2, Folder 3
Cary/Walnut Creek, 11 February 1951 (2 of 2): Train No. 72; eleven photographs in a little album.	Box 2, Folder 4
Orleans, 18 June 1951: Loco. 65 ABC and No. 73 (French Lick Ex.); Engr. C. Yates, Fireman D. Shanks injured; eight photographs.	Box 2, Folder 5
Monon depot, 17 September 1951: Train No. 5; Engr. Herbert H. Dickerson killed; Fireman C.D. Henriott, Engr. R. Johnson, Fireman D.H. White, Conductor R.S. Lawson, Flagman J. Robinson, Telegrapher Mahlon Eberhard, Clerk William Eberhard, and four passengers (two on train, two on platform) all injured; eleven photographs.	Box 2, Folder 6
Lowell, 22 May 1952 (1 of 2): Train No. 71; ten photographs.	Box 2, Folder 7
Lowell, 22 May 1952 (2 of 2): twelve photographs.	Box 2, Folder 8
Cambria, 4 June 1952: Train No. 90; sixteen photographs.	Box 2, Folder 9
Lost River, 29 June 1952: Southern Detour Train; eight photographs.	Box 2, Folder 10
Fair Oaks, 19 July 1952: Train No. 70; eight photographs.	Box 2, Folder 11
Delphi, 10 May 1954: Train No. 91; ten photographs.	Box 2, Folder 12
Linden, 22 October 1955: three photographs.	Box 2, Folder 13
Carmel, 10 May 1956: Train No. 91; eighteen photographs.	Box 2, Folder 14
Diamond, 14 November 1956: Train No. 41; six photographs.	Box 2, Folder 15
Thayer, 27 February 1957: Train No. 5; seven photographs.	Box 2, Folder 16
Walnut Creek Bridge Washout, 28 June 1957: ten photographs.	Box 2, Folder 17

Cedar Lake, 14 July 1957: two photographs.	Box 2, Folder 18
South Raub, 24 November 1959: thirteen photographs.	Box 2, Folder 19
Midland, 30 November 1959: Eng. 51A; seven photographs.	Box 2, Folder 20
Wanatah, 3 September 1960: Train No. 57, Eng. 32; Engr. Gray; thirty-eight photographs.	Box 2, Folder 21
Adams, 28 September 1960: twenty-nine photographs.	Box 2, Folder 22
Midland, 2 December 1960: twenty-seven photographs.	Box 2, Folder 23
Wanatah, August 1967: several tri-levels loaded with Pontiac autos; twenty-six photographs.	Box 2, Folder 24
North of Wabash Bridge, 2 October 1969: twenty-five photographs.	Box 2, Folder 25
Other accidents, undated and/or unidentified: derailment of Eng. 216 at Yockey; wreck of 4-6-0 No. 28 between Switz City and Linton; damage to rear of Locomotive 512; twenty-two other photographs with no written information.	Box 3, Folder 1
Airplane crash at block 309, 16 August 1947: nine photographs on album page.	Box 3, Folder 2

Series 2: Special Events, ca. 1900–58

CONTENTS

CONTAINER

Gathering of machinist helpers at Monon Roundhouse 1920, ca. 1900: one photograph showing a large number of men, including some with drums and one with a fife, gathered by a small engine “1920” and a building. A large drum has partly readable words on it that appear to be “[?] ASSN OF MACHINIST HELPERS.” A sign being held up behind the engine says “MONON ROUND HOUSE 1920.” A man squatting in the front row is holding a 45-star U.S. flag, which would have been current 1896–1908.

Box 3, Folder 3

Lafayette Centennial, 1925: four photographs (two are duplicates) showing the Monon float and Marion Heavenridge (car shop clerk), Roy Bukima or Buikima (carman), and Rex Bostwick.

Box 3, Folder 4

Ice Harvest, Cedar Lake, 21–28 January 1936: ten photographs including the Ice Harvest crew, and various groups of people, mostly unidentified; one photo includes Ed Jonas, Rex Bostwick, and John Stevens.

Box 3, Folder 5

Engine 52 on display, 7–9 January 1947: ten photographs (two are duplicates); scenes along the line in Lafayette, Monon, and Monticello; Marjorie S. Willison, J. Madlung, O.V. Brown, Elmer Krueger (EMD), H. Hamilton, C.C. Shoulty, R.S. Royster, B.K. Bowman, Ed Gillian, Engr. A.A. Anderson.

Box 3, Folder 6

Alco Road Inauguration, French Lick, 15 February 1947: twenty-one photographs, including the christening of engine 28; various people, mostly unidentified, but including Doris Larson, Mr. and Mrs. J.W. Barriger, Stanley Barriger, F.E. Cheshire, Spence Pierson, V.C. Golden, D.H. Steiner, Jack Mulroy, and F.V. Martin.

Box 3, Folder 7

New train, July 1947: seven photographs; one of inspection of new train by members of the press on 22 July 1947 including F.E. Cheshire, E.E. Kauffman, J.L. Johnson, Pat Manning, J.W. Barriger, Joe Wozniack, Sam Hines, and C. Ashby; one of employees open house on completion of new train, 24 July 1947. Five of "shakedown run" on 25 or 27 July 1947 including M.T. Dewhurst, Engr. M.F. Hurst, Tom Fowler, Fireman Ross Parker, Clarence Barrett, Mrs. Hayes, Mrs. Kauffman, Mrs. Pleasant, Mrs. Smock, Mrs. Kern, Mrs. Dietrich, Mrs. Steiner, Mrs. Haner, Mrs. Dahl, and Mrs. C.M. Bowman and daughter.

Box 3, Folder 8

William Mason Centennial Train, 27 July 1947: two photographs; one showing train in Bloomington; one of J.W. Barriger (President), Fern Honeywell (Miss West Lafayette), Mary Korty (Miss Lafayette), Frank E. Cheshire (Vice President of Operations), and C.C. Shoulty (Superintendent) on Fifth Street in Lafayette.

Box 3, Folder 9

Bloomington celebration, 29 July 1947: nineteen photographs (some duplicates); a parade and crowds gathered at train depot; Monon Melody Men singing into WSUA microphones; Miss Bloomington.

Box 3, Folder 10

Diesel Shop Dedication (when shops converted to diesel), 23 March 1948: thirteen photographs; ribbon-cutting allowing first diesel locomotive into new shops; speakers pictured include J.W. Barriger, Vern C. Golden, Albert J. Krabbe (Mayor of Lafayette), Warren W. Brown, Mr. Racine, Dick Thompson, F.E. Cheshire, and C.C. Shoulty; employees' families; Jefferson High School state champs (honored guests).

Box 3, Folder 11

Business Show exhibit, 24 March 1948: two photographs; Monon exhibit at Jefferson High School.

Box 3, Folder 12

Retirement of Conductor L.D. "Dick" Strain, 25-30 March 1948: five photographs; Strain retiring at North Street Station; also pictured is Brakeman L.A. Campbell.

Box 3, Folder 13

<p>Testimonial Dinner for fifty-year men, 3 April 1948: eight photographs; group photo of Engr. Wm. Jones, Co. Surgeon Dr. C.C. Crampton (Delphi), Vice President W.W. Brown, President J.W. Barriger, Conductor E.N. Burke, Wm. Wooten (Foundry), Agt. Joe Davis, Yard Master Ott Shoulty (Bedford), Opr. Bill Britton (Salem St.), Section Foreman Joe Popp (Bennettville), Engr. John March (Shops), and Vice President of Operations F.E. Cheshire; dinner guests in Union Building.</p>	<p>Box 3, Folder 14</p>
<p>Employees' Picnic, Michigan City, 25 July 1948: two photographs.</p>	<p>Box 3, Folder 15</p>
<p>Opening of new section of track, Cedar Lake, 30 November 1948: sixteen photographs; Mrs. Earl Martin cutting ribbon; Monon officials and guests at dedication ceremonies.</p>	<p>Box 3, Folder 16</p>
<p>Delphi Centennial, 4 June 1955: twenty-five photographs (includes some duplicates); Mayor Charles Wood and his wife in centennial costumes at Rensselaer before start of trip; others in period costume; a clown.</p>	<p>Box 3, Folder 17</p>
<p>Various special events: Winners of Monon Essay Contest, French Lick, Ind., 9 March 1947; one group photograph. First loading of Monon Box Car No. 1, 22 May 1947; one photograph; Herbert C. Morrison, Foster Fudge, (J.A. Miller?), C.C. Shoulty, Joseph Keedy, E.E. Kauffman, E.F. Thomson, C.C. Robinson, T.V. Sherrier, H.F. Zimmerman, F.E. Cheshire, Glen B. Maple, and Ted P. Bayes. Arrival in Chicago, completing first trip for new train, 21 August 1947; one photograph; cartoonist John T. McCutcheon, J.W. Barriger. Safety Trophy won by MofW Dept. for 1948; one photograph; J.W. Barriger, L.F. Racine, and F.C. Berghaus. Christmas 1952, Belt Jct., 38th Depot; one photograph; Art Brummett, Gordon Bowman, Santa Claus, and Mayor Phil Bayt (Indianapolis). Dedication of Monon, Ind. Depot, 10 June 1953; one photograph; G.H. Kern (Supt.), Kelloggs (son and father, builders), unidentified cook, "Pat" Nagle (GPA), C.A. Bick (V.P.O.), and F. Bennett (GFCA). Indianapolis Traffic Club Annual Banquet, 6 November 1958; one photograph; Carl A. Bick, Arthur</p>	<p>Box 3, Folder 18</p>

C. Clemans, Harold B. Hopkins, Rev. Leroy Hodapp, John E. Oberlies, Robert G. Williams, Jeff H. Williams, James F. Burnett, Lester L. Waters, and Joseph S. Davis. Lafayette Shops Safety Committee dinner in honor of six months without reportable accident, n.d.; one photograph; L.D. Blackburn, Guy McKinnis, W.L. Thayer, W.G. Robinson, R.R. Brooks, E.F. Thomson, C. Fischer, G. Young, M. Reuzenaar, and J. Shanerod. Pres. Brown presenting "Whitey" Hecht check for naming "Traylor Maid" trailer service, n.d.; one photograph. One unidentified photograph of a crowd gathered by a train, a sign says, "Centennial Special;" n.d. Unidentified group at retirement dinner, one photograph printed November 1957. Display case, n.d.; one photograph. Safety Award plaque, 1949; one photograph.

Series 3: Passengers and Visitors, 1929–55

CONTENTS

CONTAINER

Murat Shrine special train departs for Los Angeles, 30 May 1929: one photograph; Frank V. Martin, E.N. Stevenson, E.B. Hull, Senator Arthur R. Robinson, Wm. H. Bockstahler, Al P. Priest, Charles S. Barker, and Joel B. Ryde.

Box 3, Folder 19

Lafayette Shop visitors from Portuguese Railways and Central Railways of Brazil, 2 June 1948: one photograph; A. Araujo, F. Barreiros, F.E. Cheshire (Vice President of Operations), A. Marsili, and A. Fragoso.

Box 3, Folder 20

Mrs. Carmen Webster's Train Ride, 4 August 1948: thirty photographs (some duplicates); Mrs. Carmen Webster (President of Model Railroad Equipment Corp. in New York) riding from Indianapolis to Chicago, pictured with Fireman Harry Carr, IURR Station Master Evert Linert, Conductor B. McConahey, Engr. Leo Goodman, and Ira King; (one photo is labeled 6 August 1948).

Box 3, Folder 21

Passengers and guests, 1950–55, n.d.: six photographs; Budd Car interior with passengers, 15 April 1950; C.A. Bick and T.V. Sherrier, 6 April 1954; unidentified guests, 7 October 1955; Marilyn Bazler, Jake Fischer, and Helen Golden, n.d.

Box 3, Folder 22

Series 4: Personnel, ca. 1890s–ca. 1970s

CONTENTS

Agents, Dispatchers, and Operators: approximately forty-two photos of individuals and four group photos; images from ca. 1912–56.

Management and Executives: approximately sixty-nine photos of individuals and fifty group photos; images from ca. 1885 (copy print) –1973.

Office Employees: approximately forty-one photos of individuals and fourteen group photos, ca. 1912–70s.

Retirees: approximately thirty-one photos, ca. 1936–76.

Retirees: eight color photos, ca. 1971–77.

Shops and Yards Employees: approximately eighty-six photos of individuals and fifty-six group photos, ca. 1897–1971.

Shops and Yards Employees: group portraits of boiler makers and blacksmiths, car builders, and machinists (those identified are George Crumbo, W.E. [William] Wootton, and P.F. [Percy] Wootton [all of Lafayette, Indiana]), n.d.

Shops and Yards Employees: group photo of L. Allgood (R. House Foreman, Michigan City), H.E. Spencer (Fireman), Dick Hyer (Yard Foreman), and W.J. Hayes at the Canterbury Summer Theatre; one color photo, printed June 1970.

Train Crews: approximately ninety-three photos of individuals and seventy-one group photos, ca. 1906–70.

CONTAINER

Box 4, Folders 1 and 2

Box 4, Folders 3 and 4

Box 4, Folders 5 and 6

Box 4, Folders 7 and 8

Color Box 1, Folder 1

Box 4, Folders 9, 10, and 11

OVA Box 1, Folders 4, 5, and 6

Color Box 1, Folder 2

Box 5, Folders 1, 2, 3, and 4

Various personnel: forty-two photographs of individuals and groups on album pages, ca. 1913–ca. 1970s.

Box 5, Folder 5

Unidentified and miscellaneous personnel, ca. 1932–70: includes the Monon Athletic Association (1936); Monon bowling teams (1948); bus drivers, truck drivers, police, mail carrier (1953); BRT members (1958); 12 men and a boy holding axes and other equipment (n.d.); other Monon employees, including trackman James Hughes, a Carnegie Award winner.

Box 5, Folders 6 and 7

Series 5: Physical Plant: Crossings, Depots, Stations, Bridges, Shops, and Yards, ca. 1924–1949

CONTENTS

CONTAINER

Crossings (approximately fifty-seven photographs): Abby Dell (Abydel?), Armstrong, Avoca, Bridgeport, Broomhill, Cambria, Cedar Lake, Creston, Cyclone, DeWitt, Elliston, Farrabee, Gravelot, Guthrie, Hammond, Hitchcock, Horton, Koleen, Leipsic, Lennox, Logan, Lost River, McCoysburg, Murdock, Norris, Owensburg, Parr, Pembroke, Quincy, Reeds Station, Robinson, Rose Lawn, Smedley, South Hammond, Springville, Surrey, Terhune, Wilders, Wilson, Yellow Dog, Yockey, unnamed (but with mile notations).

Box 5, Folder 8

Crossings: album pages of crossings, some named, with mile notations.

Box 5, Folders 9, 10, 11, and 12

Stations, depots, bridges, and tunnels (approximately sixty-four photographs): Bedford, Bloomington, Brookston, Cedar Lake, Chalmers, Cloverdale, Delphi, Elliston, Englewood, Francesville, French Lick, Gosport, Indianapolis, Lafayette, Lowell, Medaryville, Monon, New Albany, Owensburg tunnel, Rensselaer, Romney, Salem, Saltillo, Shelby, Smithville, Switz City, Wallace Junction, West Baden, unidentified.

Box 6, Folders 1 and 2

Stations, depots, offices (fifteen photographs on album pages): Brookston, Crawfordsville, Dyer, Louisville, Medaryville, Midland, Orleans, Salem, Stinesville, Taylor.

Box 6, Folder 3

Stations and depots: one color photo of the Clay City depot; “Big 4 – Monon” written on front; “2-68” written on back. Color Box 1, Folder 3

Shops and yards (approximately twenty-five photographs): includes shops in 1929 and 1937, new plant facilities in 1948, wheel yard, Lafayette diesel shops and roundhouse, Monon Freight House at Michigan City Harbor, and unidentified. Box 6, Folder 4

Shops and yards (approximately twenty-six photographs and one postcard): engine change, power plant, yard office (north), Midland yard office (south), general office, Budd car and engineer George Yuill at shops, cars of the William Mason at shops in 1947, Monon yards (west), operators H.R. Brooks and R.W. Weaver at St. John Tower in 1940, coal dock and cinder pit at Lafayette shops in 1949, Monon shop in 1942, Wiley Stone Mill at Clear Creek, and unidentified. Box 6, Folder 5

Shops and yards (seven photographs): erecting shop in 1928, single-head truck wheel and tire lathe turning steel wheels, turning axle with old-style light engine lathe, framing car and sills in wood by hand, Fred Hartsfield and Roy Sheets operating steam hammer in blacksmith shop, Conrad Moser operating drilling boiler plate, Lafayette car shop in 1924. Box 6, Folder 6

Wiley Stone Mill at Clear Creek (three photographs): Floyd Tindall, L. P. Reeves, Jake French (mill foreman), and M. E. Strother, other men working. Box 6, Folder 7

Series 6: Rolling Stock, ca. 1890s–1957

CONTENTS

Photographs of steam engines and feedwater heaters, with their specifications, from the American Locomotive Company and Baldwin Locomotive Works, ca. 1923-30.

CONTAINER

Box 6, Folder 8

American Locomotive Company specification packets for steam engines, 1896-1905 (eleven items).

Box 6, Folder 9

American Locomotive Company specification packets for steam engines, 1910-26 (ten items).	Box 6, Folder 10
Brooks Locomotive Works specification packets for steam engines, 1897 (two items).	OVA Photos Box 1, Folder 1
Steam Locomotives (102 photographs and photo postcards): ca. 1890s–1948, includes trains built in the 1870s.	Box 7, Folders 1, 2, and 3
Steam Locomotives (thirty-six photographs on album pages).	Box 7, Folder 4
Steam Locomotives (two copies each of three prints of color drawings): Philadelphia and Reading R.R., 1839; Atlantic and Great Western R.R., 1862; and Cape Cod Central R.R., 1867.	Graphics Box 1, Folder 1
Diesel Locomotives (fifty-nine photographs): 1942–50, new and rebuilt units, some duplicates.	Box 7, Folders 5 and 6
Diesel Locomotives (two color photographs): n.d.	Color Box 1, Folder 4
Diesel Locomotives (two prints of color drawings): one includes specifications from General Motors Locomotives.	Graphics Box 1, Folder 2
Boxcars (fifty-eight photographs): one dated 1951, others not dated; many duplicates.	Box 7, Folder 7
Business Car 90 (President's): two small photographs on album page.	Box 7, Folder 8
Cabooses (twenty-one photographs): ca. 1947–56, some duplicates.	Box 7, Folder 9
Day Coaches (twenty-six photographs): 1947–57, some duplicates; one photo of an L.N.A. & C. coach built in 1870.	Box 8, Folder 1
Dining-Bar-Lounge Cars and Wash Rooms (thirty-eight photographs): 1947–48, some duplicates.	Box 8, Folder 2
Diner/Parlor Cars (three color photographs): interiors, 1947.	Color Box 1, Folder 5

Freight, Flat, Gondola, Line Cars (twenty photographs): includes Jordan Spreader, Lafayette Derrick, and weed burner, 1951 and n.d., some duplicates.	Box 8, Folder 3
Freight, Flat, Gondola, Line Cars (three oversize photographs): n.d.	OVA Photos Box 1, Folder 2
Grain Hoppers (eleven photographs): 1940–54, some duplicates.	Box 8, Folder 4
Grain Hopper (one color photograph): n.d.	Color Box 1, Folder 6
Grain Hopper (two oversize photographs): n.d.	OVA Photos Box 1, Folder 3
Hospital Cars (twenty-four photographs): includes car construction, 1947 and n.d., some duplicates.	Box 8, Folder 5
Mail and Baggage Cars (twelve photographs): 1947, some duplicates.	Box 8, Folder 6
Tourist Sleeper Car (two photographs [duplicates]): exterior view, 1947.	Box 8, Folder 7
Car construction (sixty-two photographs): 1947–48, some duplicates.	Box 8, Folders 8, 9, and 10
Reconstruction of the “Great Spirit” into the “Lynne” (fifty-three photographs): 1953–54, some duplicates. Includes a few photos of President W. W. Brown.	Box 8, Folders 11 and 12
Reconstruction of the “Great Spirit” into the “Lynne” (three color photographs, two are duplicates): interior and exterior, ca. 1954.	Color Box 1, Folder 7
Steam locomotive (16x20 black-and-white mounted out-of-focus photo, n.d.). Written on back: "#30 leaving Inpls" and "From J.B. Conn to E.E. Kauffman." Engine car has the number 444 on the side.	OVB Folder 1

Monon photo album: twenty-nine black-and-white photographs in wooden photo album. These are photos included in the list above, and depict hospital car (exterior and interior), baggage/mail car (exterior and interior), main coach (exterior and interior), ladies' wash room, dining-bar-lounge car, and parlor car.

PAC

Series 7: Logos and Uncategorized Photographs, ca. 1940s

CONTENTS

Logos (three photographs): one of the name "Monon"; one of the Monon emblem with the arrowhead over two teepees forming the letter "M"; and one of six seals of colleges and universities in Indiana.

CONTAINER

Box 8, Folder 13

Uncategorized photographs (four): one appears to be of a house perhaps taken from a train window; one is a street scene identified as Bedford, Ind., ca. 1940s; one of a street scene showing the Dunn Memorial Temple and a Maytag store, ca. 1940s; and one is a street scene showing the Greystone Hotel, ca. 1940s.

Box 8, Folder 14

Series 8: Postcards, "Remember When" Cards, Leaflets, Pamphlets, and Other Printed Materials, ca. 1930s–1985

CONTENTS

Monon postcards (twelve) and one set of fold-out souvenir cards: shows steam and diesel locomotives, interior of club/lounge car, crossing at Limedale, Ind., a Howard Fogg painting of quarried limestone, and the station at West Baden, Ind. (most ca. 1930s); the Monon brick depot (built in 1952).

CONTAINER

Graphics Box 1, Folder 3

"Remember When" series (nineteen cards with photographs and a brief paragraph on each): Pullman car, depot, steam locomotive on trestles, crossings, an inspection locomotive, a rail velocipede, a gallows-type turntable, a train stopping by a windmill beside tracks, construction camp, dining car, a "wedge" clearing tracks of snow, bedroom boxcars, other steam locomotives and freight trains.

Graphics Box 1, Folder 4

Printed materials: 1971 newspaper clipping with photo of freight depot being razed; two copies of *All About Lynne* booklet (the story of a railroad car); a reprint from *Martha Washington 'Every Day' Cook Book* dated 1893, showing "World's Fair Route" of the Cincinnati, Hamilton & Dayton R.R. and the Monon Route, includes menu from the "Velvet Train"; *The Hoosier Line* twelve-page newsletter from April 1985; a published photo of a man and boy with a model train; a published photo of a train on a bridge over the Chicago River.

Graphics Box 1, Folder 5

Series 9: Negatives

CONTENTS

Two 4x5 black-and-white negatives: one for a print found in box 4, folder 11, of a large group of shops and yards personnel, Machinist Craft 1942; one of four men standing in front of an engine (no corresponding print has been found).

One 4x5 black-and-white negative: for a print found in box 1, folder 9, of people standing by train wreck at Manchester, 19 July 1909.

One 4x5 black-and-white negative: for a print found in box 1, folder 10, of train wreck between Dark Hollow and Reed, 10 October 1911.

One 8x10 black-and-white negative: for prints found in box 7, folder 7, of a C.I.L. boxcar (neg. #10422).

Two 4x5 color negatives for prints found in color photo box 1, folder 1: one of an aerial view of a diesel locomotive on tracks (neg. #KCT 246); one of a diesel locomotive beside a building (neg #CT-918).

Two 5x7 black-and-white glass negatives, n.d.: one shows a train on a trestle bridge; the other appears to be of a train accident at a station.

CONTAINER

4x5 acetate negative storage

4x5 acetate negative storage

4x5 acetate negative storage

8x10 acetate negative storage

4x5 color negative storage

5x7 glass plate storage

CATALOGING INFORMATION

For additional information on this collection, including a list of subject headings that may lead you to related materials:

1. Go to the Indiana Historical Society's online catalog: <http://157.91.92.2/>
2. Click on the "Basic Search" icon.
3. Select "Call Number" from the "Search In:" box.
4. Search for the collection by its basic call number (in this case, P 0401).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.