

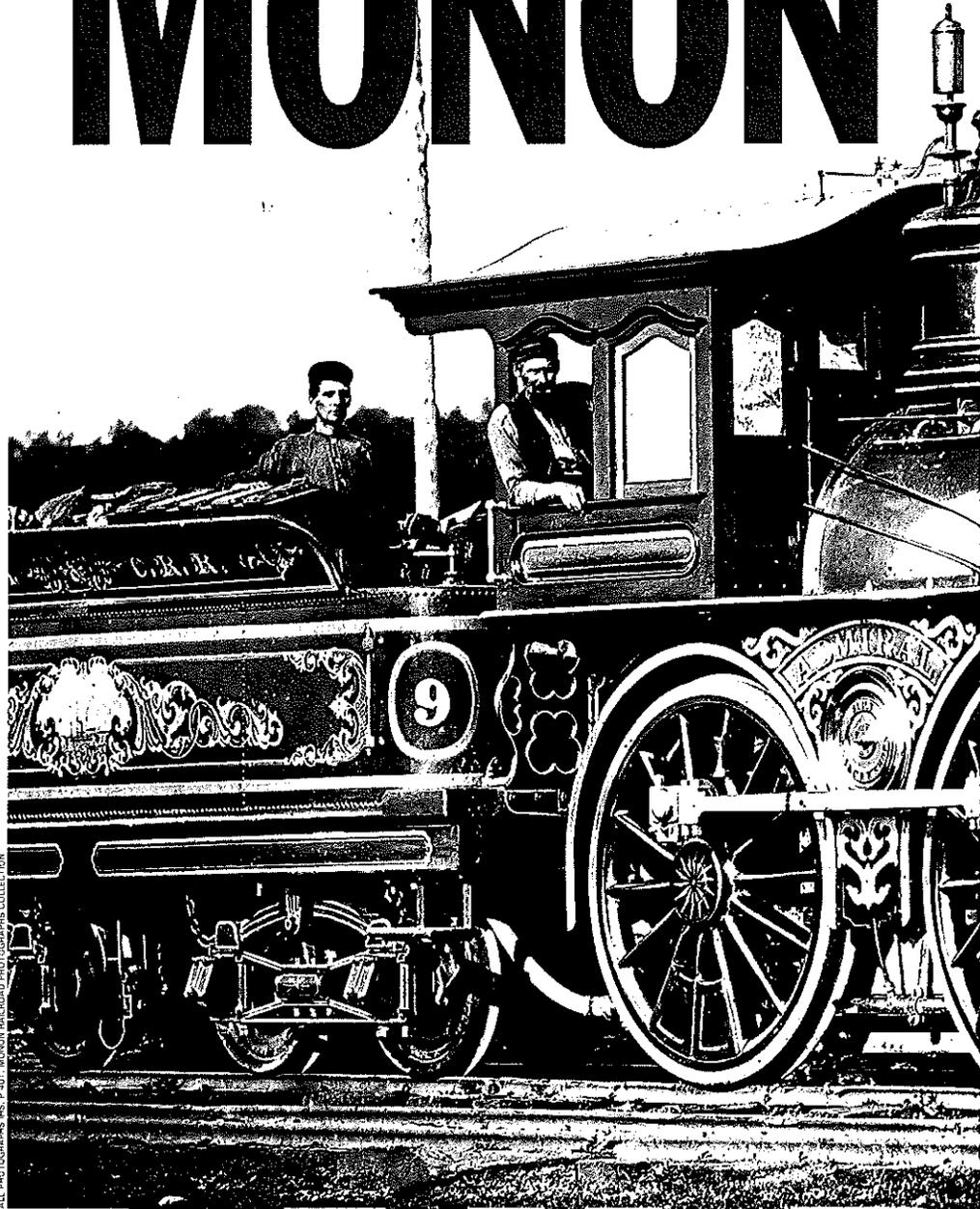


THE MONON

IN THE 1830S THE INDIANA LEGISLATURE AUTHORIZED THE CONSTRUCTION OF RAILROADS. THE NEW ALBANY AND 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 IN NORTHERN INDIANA TO NEW ALBANY AT THE SOUTHERN PART OF THE STATE RAN ON JUNE 30, 1854.

BARBARA QUIGLEY

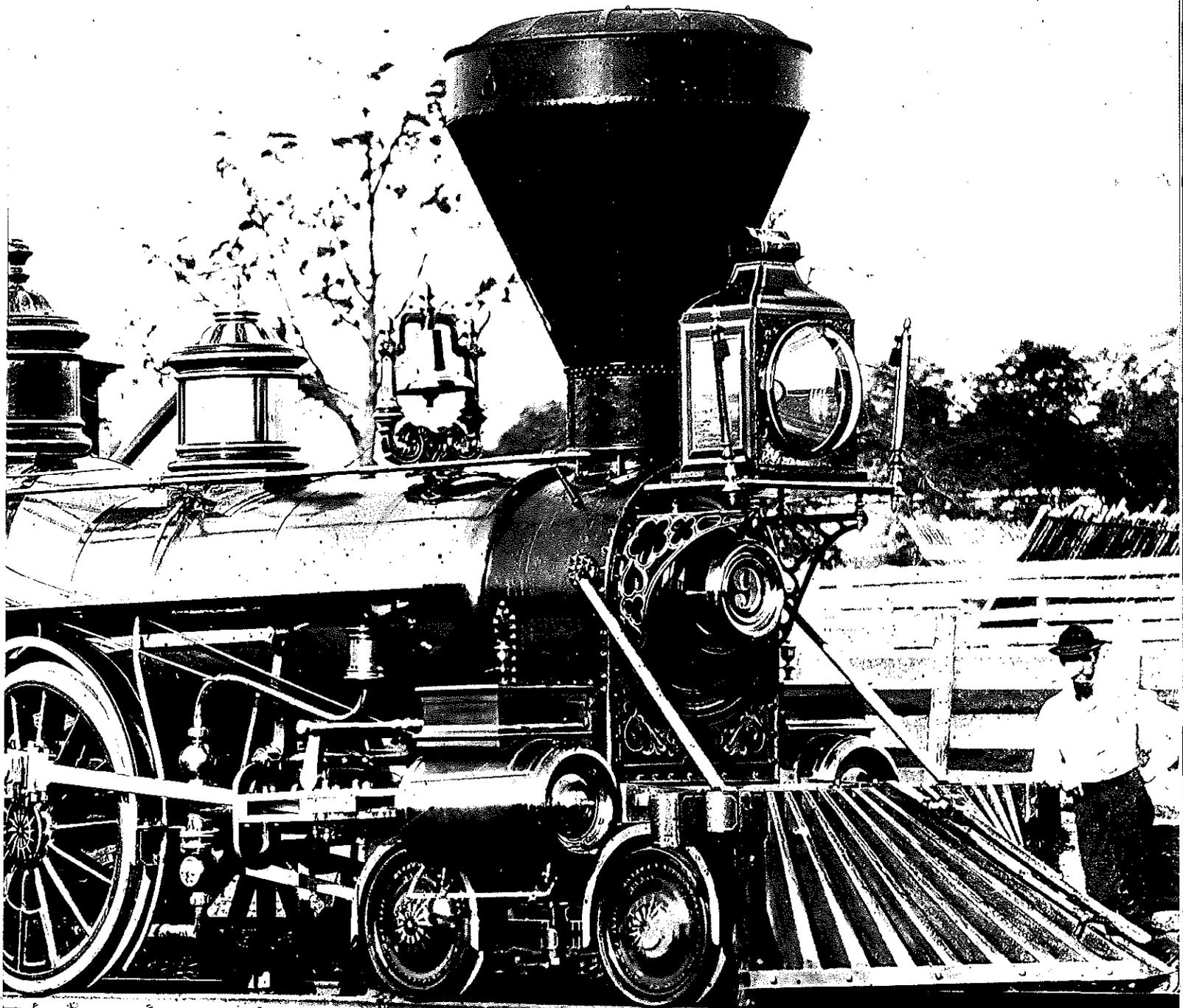
An old woodburner, the Number 9 Admiral, for the Louisville, New Albany and Chicago Railroad stops at the stock pen at the foot of Sixth Street in Lafayette in the 1870s. On the train are engineer Bob Spalding and fireman Bill Donovan, while master mechanic Charles Gore stands near the train's cowcatcher.



ALL PHOTOGRAPHS BY P. SGT. MONON RAILROAD PHOTOGRAPHIC COLLECTION



RAILR



ROAD

**124 YEARS ON
THE HOOSIER LINE**

**AFTER THE
ASSASSINATION OF
ABRAHAM LINCOLN,
THE LNA&C CARRIED
THE PRESIDENT'S BODY
FROM LAFAYETTE TO
MICHIGAN CITY, AS ONE
OF A SERIES OF
RAILROADS TRANSPORT-
ING LINCOLN'S REMAINS
FROM WASHINGTON,
D.C., TO SPRINGFIELD,
ILLINOIS.**

The Monon Railroad Photographs Collection (P 401) in the Indiana Historical Society's William Henry Smith Memorial Library consists of photographs from the 1890s through the 1970s and depicts trains, events, and people throughout the history of the Monon Railroad in its various forms. The collection includes photographs of train wrecks, special events, passengers and visitors, personnel, physical plant (including crossings, depots, stations, bridges, shops, and yards), rolling stock (trains), and logos. There are also a few drawings of trains and some train manufacturers' specifications for engines.

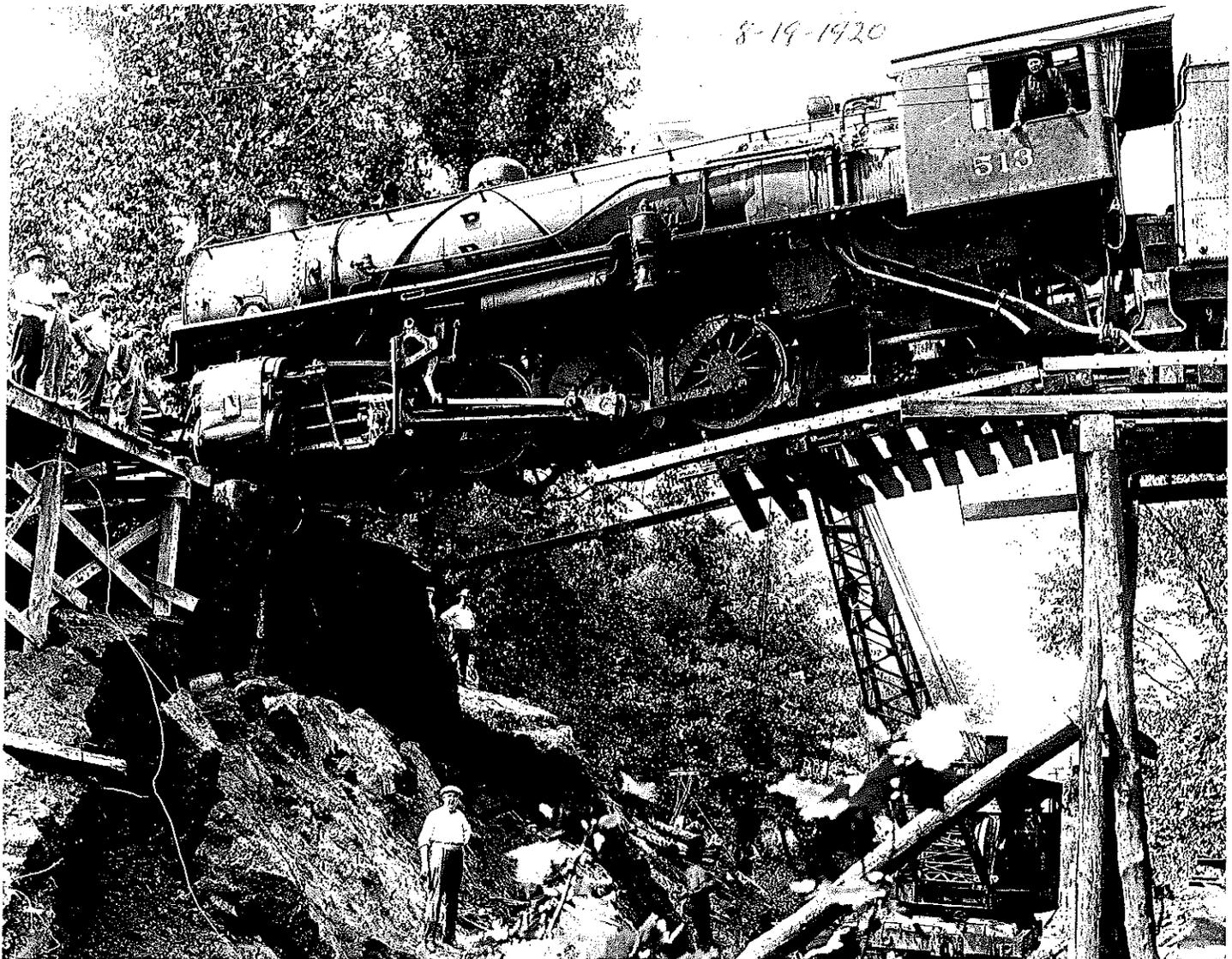
Government officials expected that much business would be generated by the completion of the railroad. That assumption, however, went unfulfilled, and the

late 1850s was a time of economic hardship for the railroad in Indiana. Efforts to bring fiscal equilibrium to the railroad in 1859 resulted in its first name change, from the New Albany and Salem to the Louisville, New Albany and 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 Indiana.

By the outbreak of the Civil War, more than fifteen railroads had been at least partially built and had begun operation in the Hoosier State. Running between Lake Michigan and the Ohio River, the LNA&C was among the most heavily used railroads in Indiana because of the north-



Monon Engine Number 64 makes its way through a precarious cut north of Bedford, Indiana, March 1947.



Engineer E. C. Marlowe peers from the cab of Engine Number 513 for the Chicago, Indianapolis and Louisville Railroad as it is readied for rescue from a mishap that occurred on August 19, 1920.

south military pattern of the war. After the assassination of Abraham Lincoln, the LNA&C carried the president's body from Lafayette to Michigan City, as one of a series of railroads transporting Lincoln's remains from Washington, D.C., to Springfield, Illinois.

The LNA&C experienced financial difficulties after the war. 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, making a slight change

in the corporate name from the Louisville, New Albany and Chicago Railroad to the Louisville, New Albany and 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 were already two other rail connections between Indianapolis and Chicago, this line proposed bringing 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 February 1, 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



Workers at the Monon Railroad Shops in Lafayette, Indiana, gather for a group photograph on June 16, 1949. Crews at the shop worked on the railroad's diesel engines and repaired and rebuilt the line's fleet of freight cars.

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 and 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 and 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, requiring major financial expenditures. 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 new first-generation diesel engines. Problem bridges and tracks were improved, and Barriger also had a new logo designed for the Monon Route—a



Greene County photographer Fred Lewing captured the depot in Switz City, Indiana, circa 1915, for this postcard image.

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 and Louisville Railroad. In 1947 the CI&L became one of the country's first 100 percent dieselized railroads. By 1948 the railroad showed a profit again and remained formally independent for the next two decades.

On January 11, 1956, the CI&L 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.

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 Saint 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.

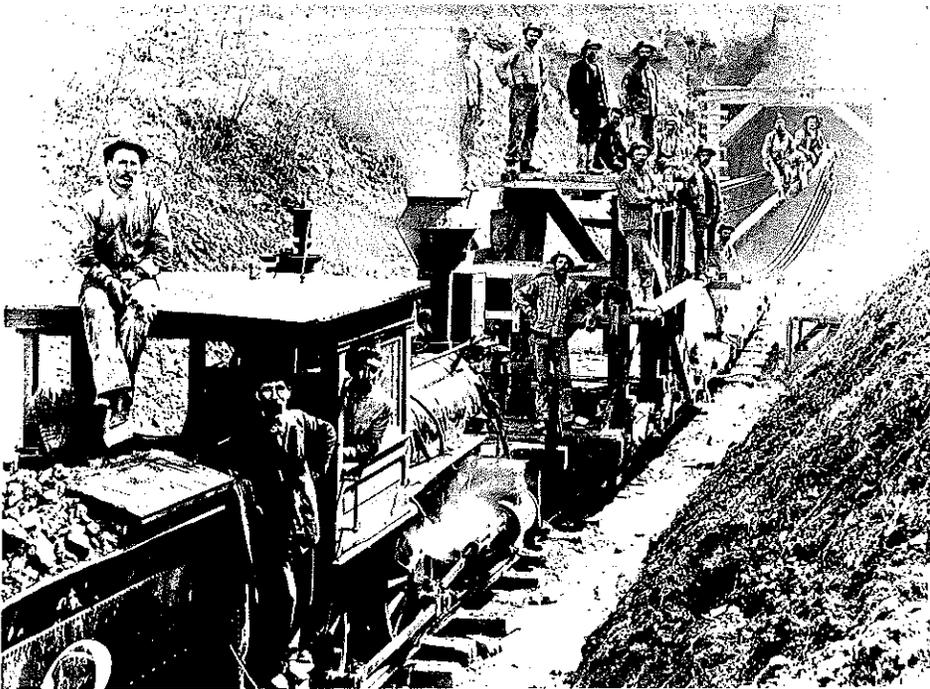
The Monon merged with the Louisville and Nashville Railroad on July 31, 1971.

One hundred and twenty-four years to the day after the establishment of the New Albany and 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 the Monon photograph collection to the Society, was a native of Orleans, Indiana, who began working for the Monon on May 7, 1917, as station helper and assistant agent. After serving in the U.S. Marine Corps in France during World War I, he returned to the Monon on February 16, 1920, as an express clerk at Orleans.

In 1922 Kauffman transferred to Belt Junction (Indianapolis) as a machinist helper, where he later completed an apprenticeship on December 13, 1929. On December 30, 1929, he transferred to Lafayette as a mechanical draftsman and served successively as an 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 May 1, 1961. He retired on January 8, 1962.

Barbara Quigley is senior archivist, visual collections, for the Indiana Historical Society's William Henry Smith Memorial Library.



A Louisville, New Albany and Chicago Railway crew works to transform a Bedford and Bloomington Railroad narrow gauge road into a standard gauge in 1895. Improvements were also made to the Owensburg tunnel, which can be seen in the background.

FOR FURTHER READING Bogle, Victor M. *Summary Historical Account of the Monon Railroad, "The Hoosier Line."* Prepared for the Monon Railroad Historical-Technical Society, 1996. | Dolzall, Gary W. and Stephen F. Dolzall. *Monon: The Hoosier Line.* 1987. Reprint, Bloomington and Indianapolis: Indiana University Press, 2002. | Hilton, George Woodman. *Monon Route.* Berkeley, CA: Howell-North Books, 1978. | Simons, Richard S. and Francis H. Parker. *Railroads of Indiana.* Bloomington and Indianapolis: Indiana University Press, 1997.