

Collection #
M 1107

CHICAGO, INDIANAPOLIS & LOUISVILLE RAILROAD MATERIALS, 1898–1950

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Processed by

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Manuscript and Visual Collections Department
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Indianapolis, IN 46202-3269

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COLLECTION INFORMATION

VOLUME OF COLLECTION: 1 manuscript box, 9 photograph folders

COLLECTION DATES: 1898–1950

PROVENANCE: Unknown: possibly Mrs. Ellis E. Kaufman, July, 1984

RESTRICTIONS: None

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ALTERNATE FORMATS:

RELATED HOLDINGS:

ACCESSION NUMBER: 0000.0857

NOTES:

HISTORICAL SKETCH

The Chicago, Indianapolis, & Louisville (C.I. & L.) Railroad was the name that the Chicago, Indianapolis, and Louisville Railway Company gave to the railroad after obtaining it in 1897. The railroad operated under the C.I. & L. title from 1897 to 1956, after which it was titled the Monon Railroad.

The railroad began in 1847, when James Brooks and six others organized the New Albany and Salem Railroad (N.A. & S.) in Providence (now Borden) Indiana. By 1854, the track connected the Ohio River to the Great Lakes. Financial difficulties forced the railroad into receivership in 1858, after which the railroad was renamed the Louisville, New Albany, and Chicago Railroad (L.N.A. & C.) under the trusteeship of D.D. Williamson.

The railroad, which ran North-South, gained importance during the Civil War when it became a way for Union troops and supplies to be carried down to the Mason-Dixon Line. The L.N.A. & C. was one of the railway lines on which President Abraham Lincoln's funeral train passed. With the end of the Civil War, traffic plummeted on the L.N.A. & C. Although the railroad attempted to re-stabilize, it once again went into receivership in 1868 and was bought by John Jacob Astor in 1869. However, after legal battles about the sale of the L.N.A. & C., it was once again in receivership by 1871, and foreclosed in 1872, to be bought again by Astor.

Although the L.N.A. & C. was quiet in the 1870s, it expanded in the 1880s by consolidating with the Indianapolis & Chicago Air Line. However, in 1896 the L.N.A. & C. fell into receivership again, and in 1897 obtained a new corporate name: the Chicago, Indianapolis & Louisville Railway Co.

In 1910, the C.I. & L. grossed \$5 million by carrying 1.9 million passengers and 3.5 million tons of freight. The railroad saw much expansion during the C.I. & L. years, the last of which occurred from 1910–1914.

On January 1, 1918 the United States Railroad Administration took control of all American Railroads because of World War I. Their control lasted through February 19, 1920, after which the C.I. & L.'s steady increases in freight traffic and strong passenger runs began to decline.

October 29, 1929 would mark a catastrophic change in the C.I. & L., which began losing both freight and passengers: by 1932, the train carried less than 1/20th the number of passengers it had carried fifteen years prior. From 1933 onward, the C.I. & L. was bankrupt as a result of the Great Depression. Although World War II nearly tripled the number of passengers the railroad carried, it was not enough to save the railroad.

However, in 1946 a new president came to power: John Walker Barriger III. He completely reorganized the Railroad by rebuilding passenger services, purchasing freight equipment, and dieselizing engines. Part of this change came with a re-naming. On January 11, 1956, the C.I. & L. name ceased to exist and the Monon Railroad was truly born.

Sources:

Gary W. Dolzall and Stephen F. Dolzall, *Monon: The Hoosier Line*, 2nd rev. ed.,
Bloomington: Indiana University Press, 2002.

M 0376 Monon Railroad Collection, 1851-1971, Indiana Historical Society

SCOPE AND CONTENT NOTE

This collection contains materials from the Chicago, Indianapolis & Louisville Railway Company. The loose papers are undated Railroad crossing evaluations, which address incline elevation, crossing visibility, obstructions, 24 hour traffic volume, train speed, soil type and drainage appraisal. Evaluations are broken down into folders by division and county: divisions are first, first-air line, second, or I & L.

A bound locomotive diagram book provides steam engine specifications for trains used by the Company, with 173 engines of 35 classes.

The collection also contains 26 double-sided scrapbook pages of C.I. & L. personnel. Although many of the photographs are not dated, all are captioned with names and occupational titles.

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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://opac.indianahistory.org/>
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, M 1107).
5. When you find the collection, go to the "Full Record" screen for a list of headings that can be searched for related materials.