

# Looking Back

**From the files of Hoosier Democrat, Delphi Journal, Journal-Citizen and Carroll County Comet. Photo provided by Carroll County Historical Museum.**

## 10 YEARS AGO

Kenneth Red Elk and his granddaughter Sharayah danced at the Old Settlers celebration Aug. 14. Dancing is one of the Native American traditions that Red Elk is passing on to his children and grandchildren.

John and Cynthia Chapman of Delphi are parents of a 7-pound, 5-ounce son, Ian Michael, born August 7 at Lafayette Home Hospital.

At age 72, Wilma Fife will be going on a mission trip to Africa. A former resident of Carroll County, she now lives at the Wesleyan Village retirement community in Brooksville, Fla. She said she had always wanted to take her mother to Africa because her mother was a big supporter of the missions, but she never got the chance. Mrs. Fife is the mother of Charles Fife and the sister of Bethel White and Ethel Lewis all of Delphi. She has three grandchildren and one great-grandchild.

## 25 YEARS AGO

A joint effort between the Indiana Department of Natural Resources, Rossville Po-

lice Department and Indiana State Police resulted in the raid and seizure of a greenhouse operation growing over \$20,000 worth of marijuana.

Police said that the 28 plants were of extremely good quality and the size of the growing area would equal that of three semi-trailers placed side by side.

Ben's Tavern softball team of Delphi won the recent Amateur Softball Associate Class "B" semi-state tournament and plays in the state finals at Evansville Sept. 1-3.

## 50 YEARS AGO

Indiana Atty. Gen. Edwin K. Steers ruled today that the Carroll County Co-operative School Corp., formed by consolidation of five townships, is valid and came into existence last June 1.

The school board of the Carroll Consolidation has adopted ten rules for the school year 1959-60. (Printed are the first two rules). 1. The building principal will be responsible for an orderly well-disciplined student body. 2. The school is not to tolerate willful disobedience or discourtesy to any school personnel.

Bob Tyner, son of Mr. and Mrs. Milton Tyner, who now resides in Delphi has been

awarded a state scholarship to Indiana State Teachers college at Terre Haute.

Showing at the Roxy Theatre in Delphi Sat., Aug. 29 is "First Man into Space" with Marshall Thompson and Marla Landi and "The Beat Generation" with Steve Cochran and Mamie Van Doren.

## 75 YEARS AGO

Attorney George Obear has been appointed Conciliation Commissioner for Carroll County and all cases originating in the county will be referred by the United States Court to him for final adjustments.

The Wilkinson Oil Company announces in this issue the opening of their new oil station in the K. of P. building in this city today. They will have a full line of Conoco products, including Firestone tires, batteries and accessories and means another business institution for our city and they deserve a share of your business. Ralph Hill will be the manager and with his experience along these lines the public will be courteously treated.

The Delphi fire department was called Friday to the home of Mr. and Mrs. Earl Johnson on East Franklin street. A gasoline stove had



Welcome Inn café, W. Main St., Delphi, 1946

exploded but no damage was done, the fire being extinguished immediately.

## 100 YEARS AGO

A fire that threatened at first to wipe out the greater part of the west end of Delphi was discovered about 11 o'clock Monday in the rear of the Boothroyd building in that city. Mrs. Sadie Mitchell, who conducts a rooming and boarding house in the second floor of the building, and while in the

act of getting dinner, a gas-line stove exploded and set fire to the upper room, while Mrs. Mitchell was away. The loss sustained by the lady will reach \$200 with no insurance.

The dedication of the new speedway at Indianapolis proved most disastrous. Five lives were demanded as a sacrifice to speed mania during three days' 'sport.' The new track was designed as a model and it

was intended as a course which would allow tests to be made of the different racing machines. It is said that over \$650,000 is invested in this racing plant. The track was not in the best condition but the records smashed go to show that it could not be blamed. It seems that in each instance that the loss of life was due to some mechanical defect or accident.

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## Wagoner From page 1A

acre I-Park designed for rail access at each industrial site (a sketch of the NW Railroad proposal is attached).

Note: All utility services are available, or could be extended by the Town of Camden, to this I-Park location. Having water/wastewater utilities extended to this site would also make it very economical to extend these utilities on another mile to serve community of Burrows, if they so desired.

Construction of Hoosier Heartland Highway (HHH) through Carroll County is scheduled for completion by 2013; however, Governor Daniels recently challenged INDOT to have it completed by 2012. The opening of the HHH pro-

vides the county a once-in-a-generation opportunity for substantial economic development (comparable

economic benefits from such a large-scale industrial complex, or of enhancing the prospects of development

direct way to get to a HHH connection point, so we, and county officials, have favored this approach. To

tion/overpass locations as specified in the ROD. If this were to happen, the county needs to consider an alternative approach for getting the SR75 extension/connection project completed.

### A few suggestions:

1. Do not lose sight of the importance to Carroll County of completing a SR75 extension and connecting to HHH. This must remain a high-priority goal.

2. If the county were not to object to INDOT building HHH, Segment 3, per the ROD (which includes 2 at-grade intersections in Burrows and an overpass on Meridian Line Road), INDOT should be expected to reciprocate as follows:

3. Obtain a commitment (in writing) from INDOT to build the Meridian Line Road overpass for a state highway, including a grade-separated SR75/HHH connection and upgrades to Meridian Line Road from CR750N to HHH connection.

4. Obtain a commitment (in writing) from INDOT to either assume responsibility for completing the SR75 extension project by a specified date (2015?), or to support the county in completing a CR75 extension as a LPA project under terms of a written agreement specifying when INDOT would take over CR75, as SR75.

5. Have Troyer Group alter preliminary engineering for CR75 to accommodate an alignment for connection to HHH via Meridian Line Road, and complete design.

6. With all preliminary engineering work completed for a SR75 extension and a connection in place to HHH, this highway project would be well-positioned for construction funding via future stimulus programs, or other federal highway funding sources.

If it becomes necessary to alter the current plans for SR75 extension, Carroll County would be assisting INDOT in moving HHH, Segment 3, forward to achieve its scheduled completion date. In exchange, INDOT should be willing to provide a SR75/HHH connection via Meridian Line Road, and to support (or assume responsibility) for constructing this important 3-mile extension of SR75 from Camden to HHH.

"The Town of Camden continues to support plans for a SR75/HHH connection point north from CR50W. However, if it becomes necessary, we would not object to relocating the connection point over to Meridian Line Road. What is most important to us is having the SR75 extension be completed for the benefit of everyone in Carroll County."



sketch of the NW Railroad proposal

to when the Wabash and Erie Canal or railroads were built). We can either choose to work together to exploit the economic potential of having a four-lane highway traverse the county, or we can argue and bicker among ourselves as we watch HHH traffic pass us by and adjacent counties reap the economic benefits. The choice will be ours.

There are other locations in the county that should have good potential for economic development when the HHH is opened (e.g., the 60-acre, shovel-ready I-Park site south of Delphi). But the combination of having excellent highway transportation, and ready access to rail, provides some unique advantages to locations near SR75 and SR75/HHH connection. The prospect of higher energy costs is causing site selectors to require rail access for more types of larger-scale industrial operations now being planned. Of course, many things would have to happen before an I-Park, as proposed by NW Railroad, could become a reality. But getting SR75 extended to the HHH must happen to even have a chance of realizing the potential eco-

at other locations in central Carroll County.

Some would argue the county doesn't need to pursue economic development (other than agriculture), but other indicators we see tell a very different story. Too many houses sitting "For Sale," too many small businesses closing their doors, school enrollments getting smaller, vital public services being cut (e.g., EMS and law enforcement), more miles of county roads reverting back to gravel each year, younger people/families relocating to other counties, and local officials struggling to keep taxes/fees affordable. We need to work together to create many more decent-paying jobs right here in Carroll County. That's why we need to support economic development! That's why extending SR75 to the HHH is so very important!

Most of the potential benefits associated with extending SR75 have been studied before, discussed at length in various public venues, and the consensus opinion arrived at by outside experts and county leaders has been to pursue completion of a SR75 extension and connection to the HHH. The Commissioners have worked with INDOT the past two years trying to move this highway project forward, and INDOT appeared willing to consider some modification to the original HHH Record of Decision (ROD) to accommodate a SR75 connection made by extending CR50W northward. Having a SR75 extension follow this route is the most

accommodate a SR75 extension INDOT suggested relocating an overpass (planned for Meridian Line Road) to instead line-up with CR50W and also wished to eliminate one of two at-grade intersections in Burrows.

Recently, the Liberty Township Volunteer Fire Department has raised objections to INDOT about eliminating one at-grade intersection at HHH/CR100E. The fire department's objections appear to be valid. Reasons voiced for not relocating an overpass planned for Meridian Line Road to instead line-up with CR50W providing a SR75/HHH connection don't make too much sense. A logical compromise would be to retain the at-grade intersection at CR100E and relocate the overpass a half-mile west to provide a direct connection for SR75/HHH. The Town of Camden supports such a compromise and would hope the Burrows community might as well.

However, it is critically important that the HHH Project be completed on schedule, and Carroll County cannot wind-up causing a delay to the HHH while we argue about the location of an intersection or overpass. We hope a sensible compromise regarding access for Burrows can be agreed upon quickly and a SR75/HHH connection point north from CR50W can move forward as planned. But at this late juncture, unless everyone can come to an agreement, INDOT may decide not to deviate from the intersec-

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