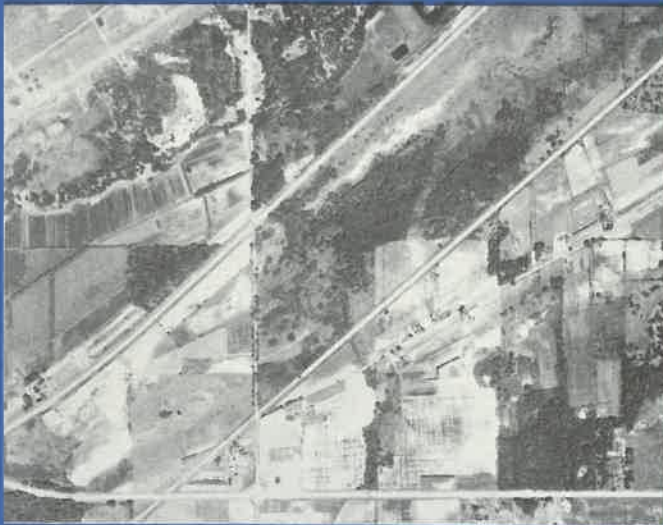
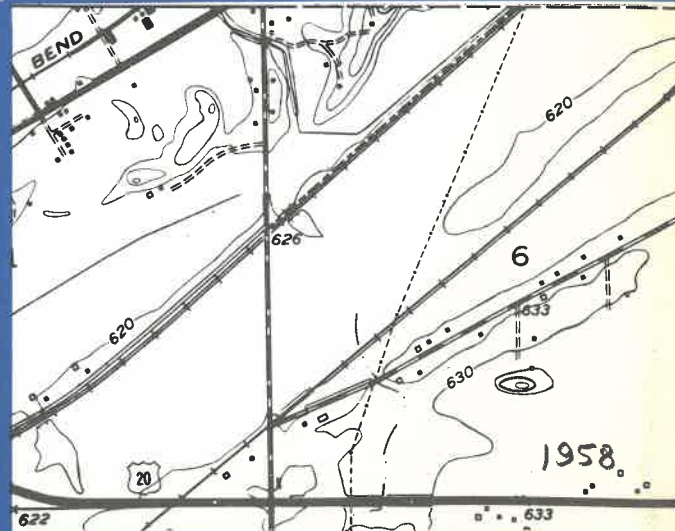


**THE
GREATER
Northern
Indiana
AREA**



**Industrial
Sites**


**NEW
YORK
CENTRAL
SYSTEM**

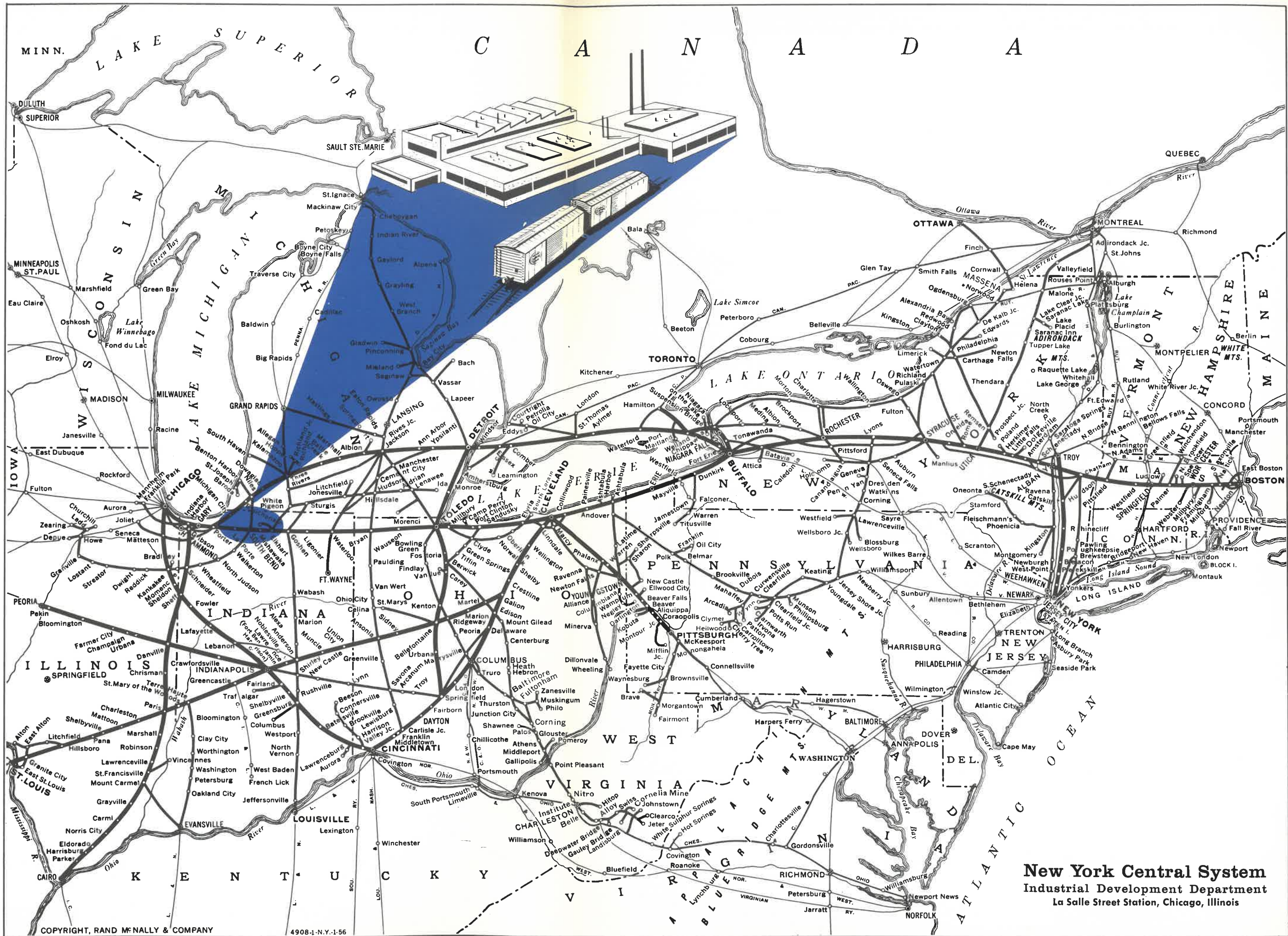


INTRODUCTION

This presentation includes data on Indiana, Cities, plant sites, labor, power, water, transportation facilities and taxes, as well as other information important to industry in search of a new plant location area. Specifically it provides an introduction to the potential for industrial development in the Greater Northern Indiana Area.

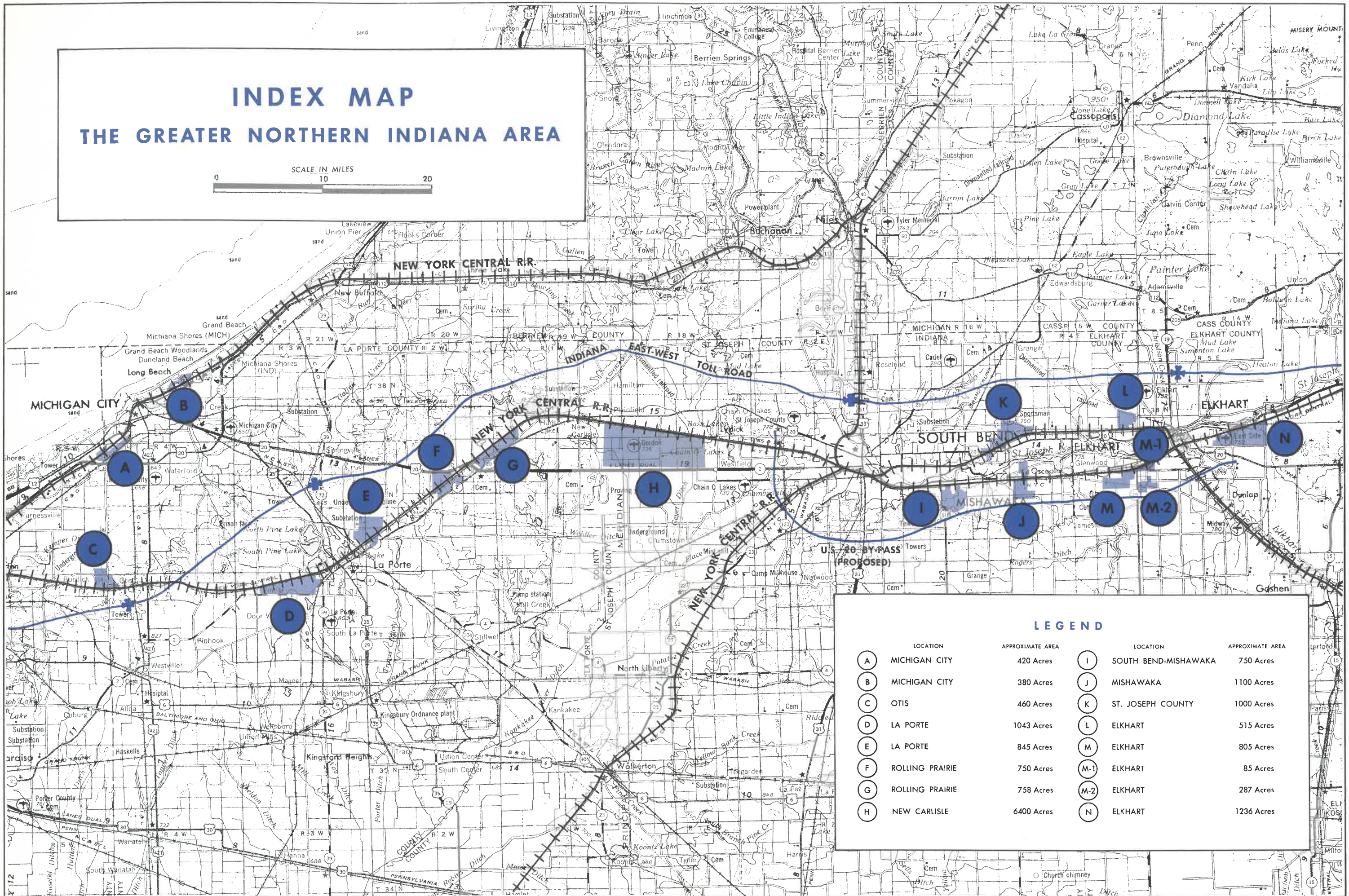
OFFICE OF MANAGER, INDUSTRIAL DEVELOPMENT
NEW YORK CENTRAL SYSTEM
LASALLE STREET STATION
CHICAGO 5, ILLINOIS

OPEN TO SYSTEM MAP 



New York Central System
 Industrial Development Department
 La Salle Street Station, Chicago, Illinois

INDEX MAP THE GREATER NORTHERN INDIANA AREA



LEGEND	
LOCATION	APPROXIMATE AREA
(A) MICHIGAN CITY	420 Acres
(B) MICHIGAN CITY	380 Acres
(C) OTIS	460 Acres
(D) LA PORTE	1043 Acres
(E) LA PORTE	845 Acres
(F) ROLLING PRAIRIE	750 Acres
(G) ROLLING PRAIRIE	758 Acres
(H) NEW CARLISLE	6400 Acres
(I) SOUTH BEND-MISHAWAKA	750 Acres
(J) MISHAWAKA	1100 Acres
(K) ST. JOSEPH COUNTY	1000 Acres
(L) ELKHART	515 Acres
(M) ELKHART	805 Acres
(M-1) ELKHART	85 Acres
(M-2) ELKHART	287 Acres
(N) ELKHART	1236 Acres

GENERAL INFORMATION

This brochure contains general State and City information and specific descriptions of sixteen available industrial sites in the Greater Northern Indiana Area in or adjacent to the following communities:

MICHIGAN CITY
OTIS
LAPORTE
ROLLING PRAIRIE
NEW CARLISLE
SOUTH BEND
MISHAWAKA
ELKHART

The information in this brochure stresses the advantages made possible by transportation services afforded by the New York Central System. The recently completed Robert R. Young Yard in Elkhart, Indiana is the Central's gateway to and from the the Chicago railroad center, designed to expedite service over the railroad's entire system and to the Central's western connections.

The Indiana East-West Toll Road serves this area and connects with the Ohio and Pennsylvania Turnpikes and the New York Thruway to provide an uncongested four-lane super-highway between Chicago and the eastern seaboard.

The St. Lawrence Seaway scheduled for completion in 1959 will augment the industrial potential of this area. In addition, the strong possibility that Burns Harbor, twenty-two miles west of Michigan City, will become a reality in the foreseeable future would provide Indiana with a large commercial harbor and facilitate access to the world markets by a direct water route.

Ample power is available to industry in this area, either from the Indiana & Michigan Electric Company, a subsidiary of the American Electric Power Corporation, or the Northern Indiana Public Service Company.

An abundance of water may be obtained in all these communities, either from their municipal water systems, all of which generally operate at less than fifty per cent of their capacities, Lake Michigan, or the St. Joseph River, as the case may be, or private wells, many of which produce up to three million gallons per day in the general area.

Labor data appear in the General Information section for each community, as well as in the supplemental section of the brochure under heading of "Labor Force Reviews". Also enclosed are summaries of Indiana's tax and labor laws.



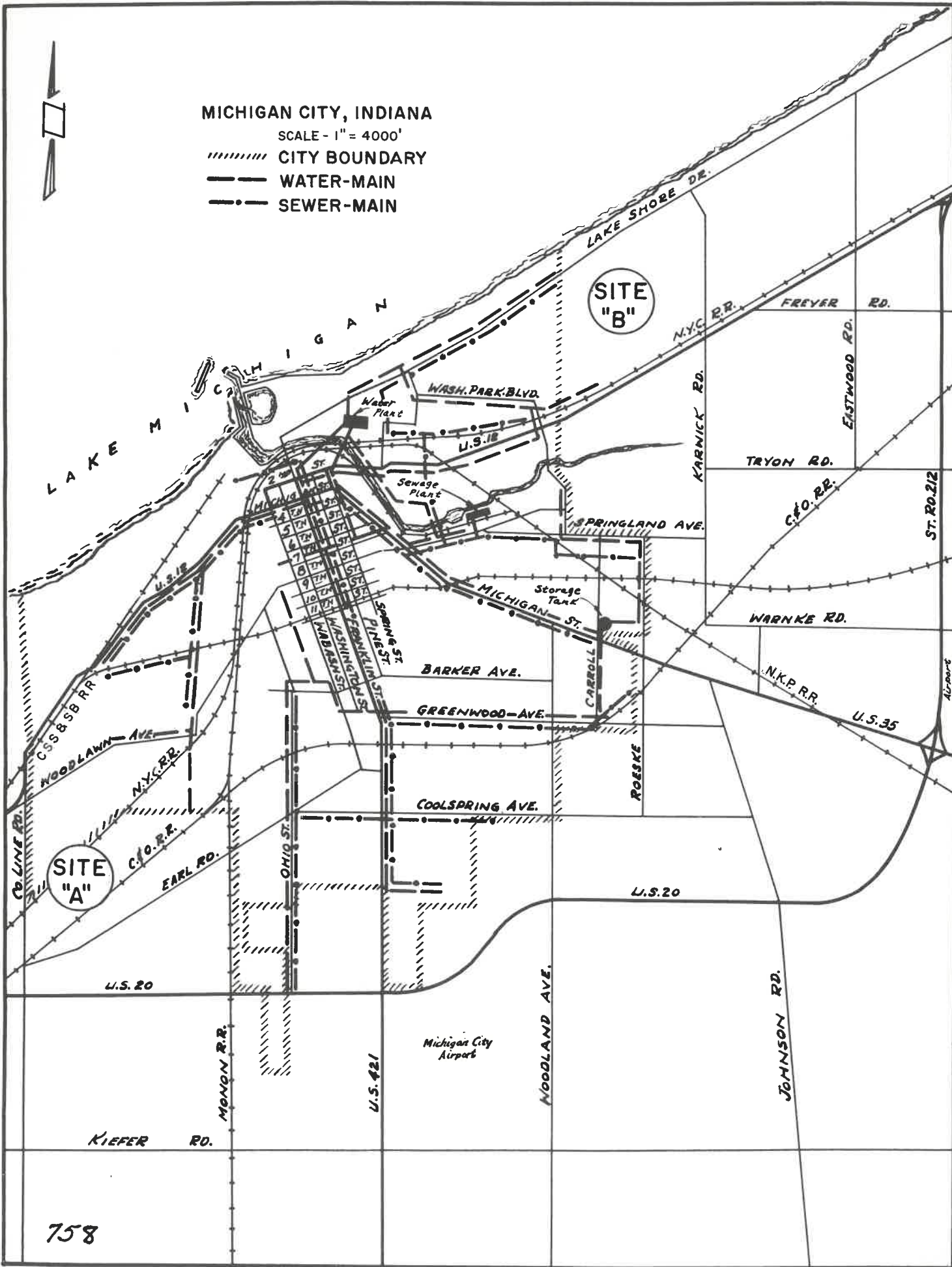
MICHIGAN CITY, INDIANA

SCALE - 1" = 4000'

////// CITY BOUNDARY

— WATER-MAIN

- - - SEWER-MAIN



SITE "A"

SITE "B"

Michigan City Airport

MICHIGAN CITY, INDIANA

GENERAL INFORMATION

Location

Michigan City is located 53 miles east of Chicago, 34 miles west of South Bend, 151 miles north of Indianapolis and 220 miles west of Detroit, on the southern shores of Lake Michigan.

Population

The population of Michigan City is 31,663. Within a 15-mile radius the population is estimated to be 96,000. Other major communities, and Porter County, within a 25-mile radius have a total estimated population of 222,400.

Terrain

A series of narrow sandy ridges formed by lake bottom and shore-line deposition run parallel to the lake shore, and gradually form a generally level plain which rises to the south.

Climate

The Michigan City climate is similar to that in other northern Indiana communities. Lake Michigan tends to temper the extremes of temperature. Precipitation averages 35.8 inches annually with normally an aggregate snowfall of less than 20 inches.

Transportation

Rail

The New York Central System provides Michigan City with excellent freight and passenger service. The Chesapeake & Ohio, Monon, Nickel Plate and Chicago, South Shore & South Bend Railroads also pass through the Michigan City area.

Highway

The Indiana East-West Toll Road interchanges with U. S. 421 seven miles to the south and State Route 39 six miles to the southeast. U. S. 12 and U. S. 20 (four-lane highways) extend east and northeast while U. S. 421 and U. S. 35 are major north-south routes.

Waterway

Michigan City has a small harbor, expansion of which is under consideration. Its commercial activity has been limited to small shipments of grain, industrial materials, fishing vessels and pleasure craft.

Bus and Truck

Local bus service is available to all residential and industrial areas. Intercity bus service is also available.

Nine trucking firms maintain terminals in Michigan City while 43 others operate through the area.

Airway

Two airports provide Michigan City with facilities for private aircraft and charter flight service. Scheduled airline flights may be obtained at the St. Joseph County airport, 34 miles to the east, or the Gary Municipal Airport, 27 miles to the west.

Utilities

Power

The Northern Indiana Public Service Company furnishes electric power to the area through its generating facilities adjacent to Lake Michigan in Michigan City.

Gas

The Northern Indiana Public Service Company also furnishes 1040 BTU natural gas to the Michigan City area. Ample gas is available for industrial expansion.

Water

An abundance of Lake Michigan water is available in Michigan City through the municipal water system. Pumping capacity is 20 million gallons per day while consumption averages six million gallons per day. Industrial water rates vary from \$1.38 to \$.60 per 1000 cu. ft.

Sewer

Michigan City recently completed a new sewage treatment plant with a capacity of 10 million gallons per day.

Government

Michigan City has an aldermanic form of government consisting of a mayor and seven councilmen.

Protective Services

The Police Department is comprised of 46 police officers and seven squad cars. The Fire Department consists of 59 firemen and two well-equipped engine companies.

Educational Facilities

The school system consists of nine grammar schools, one junior high school, one senior high school and three parochial schools. Vocational courses are offered by the public schools, and Purdue University Extension Center has adult evening classes.

Health Facilities

A total of 173 beds are available at three local hospitals.

Recreational Facilities

Michigan City's primary recreational asset is its proximity to Lake Michigan and the associated activities. Washington Park, a beautifully developed 100-acre lake front tract, contains an amusement park, picnic tables, tennis courts, baseball diamond, zoo, one of the largest ballrooms in the state, sandy beaches and one of the finest yacht harbors and clubs on the Great Lakes. Other facilities include two auditoriums, an outdoor stadium, four motion picture theatres, three golf courses and an excellent riding academy. Krueger Memorial Park, International Friendship Gardens and the nearby Indiana Dune State Park are special local attractions.

Industry

More than 50 industrial firms, employing approximately 14,400 persons and manufacturing a wide range of products, are located in the Michigan City area. Principal types are non-electrical machinery, transportation equipment and fabricated metals.

Labor

Michigan City has a large and varied labor force available for employment. Additional workers may be secured from the surrounding cities and rural area as they prefer to live in the general vicinity due to the attractive living conditions and recreational facilities found here. Many residents of Michigan City work in Gary and Hammond and would prefer local employment if it were available.

INDUSTRIAL SITE "A"

MICHIGAN CITY, INDIANA

Area and Location

420 acres situated two miles southwest of downtown Michigan City. It is bordered on the north by the New York Central right-of-way and residential property, on the south by U. S. Route 20 and on the east by Hitchcock Street.

Topography

The site is level farm land, sparsely wooded and at grade of the New York Central tracks and adjacent highways.

Railroads

The New York Central System will provide service to the site.

Highways

The Indiana East-West Toll Road interchanges with U. S. Route 421 seven miles south of the site. U. S. Route 20, a four-lane highway, forms the southern boundary of the site and U. S. Route 12 is directly to the north. County Line Road traverses the site and connects with all major highways in the area.

Power

The Northern Indiana Public Service Company will supply power to the site. A 138 KV line crosses the site in a southwesterly direction. 34.5 KV and 12.5 KV lines parallel Addison Street in the northeast corner of the site.

Gas

A 16-inch high-pressure gas main of the Northern Indiana Public Service Company parallels Addison Street in the northeast corner of the site.

Water

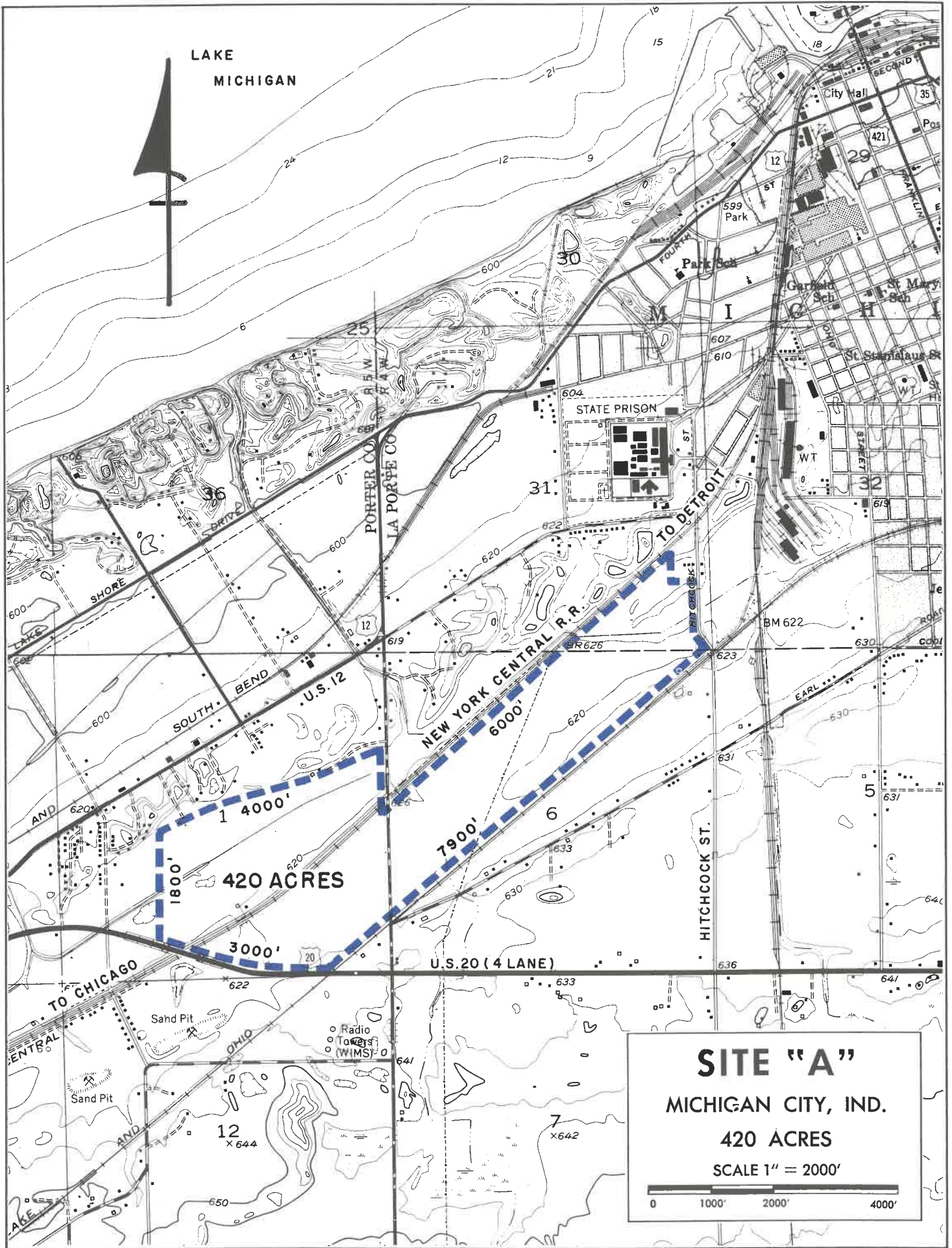
Lake Michigan water is furnished through a municipally owned 6-inch water line located in Hitchcock Street adjacent to the site. To furnish additional water to a potential industrial area, the City plans to construct an additional 20-inch main in Hitchcock Street.

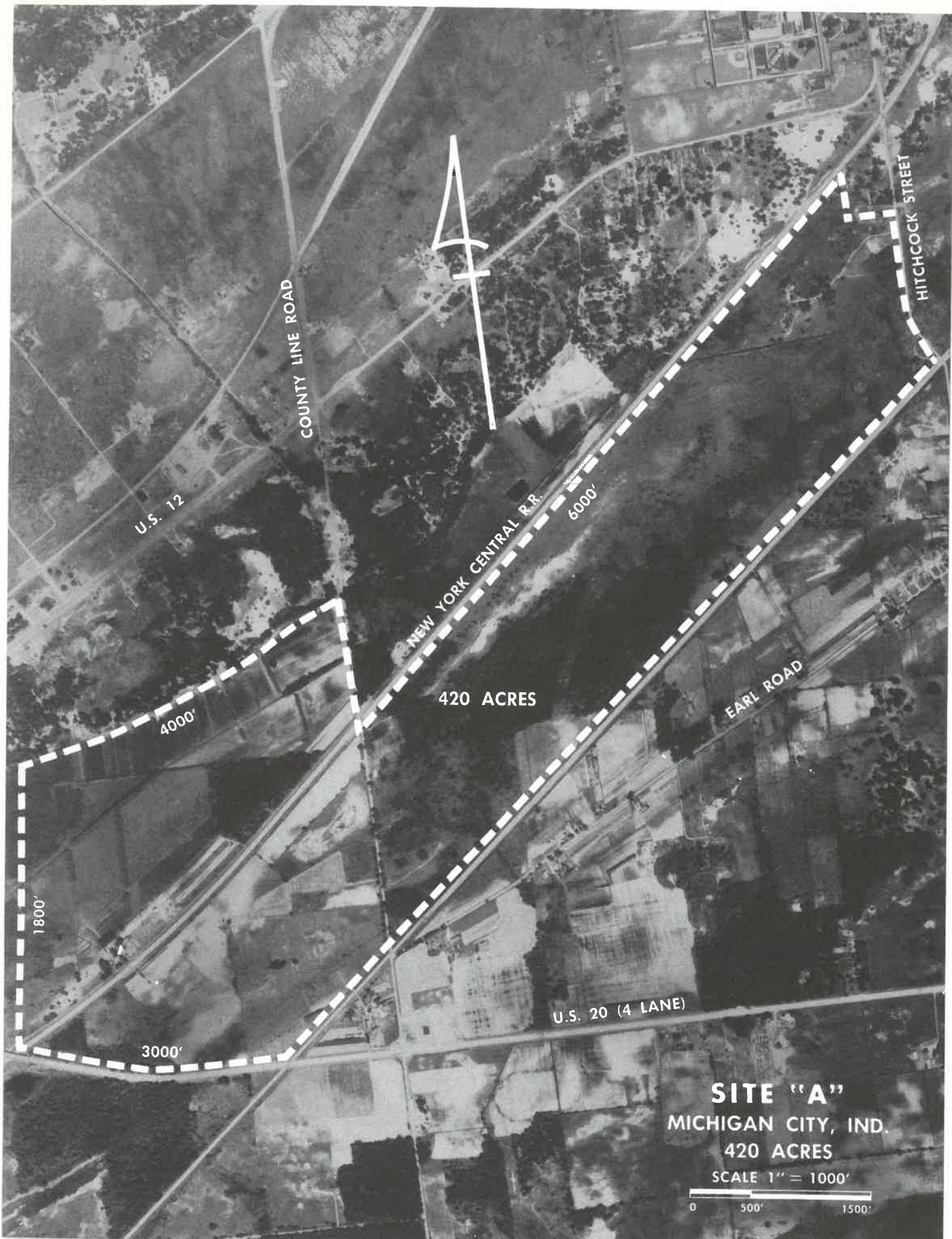
Sewer

A 15-inch sewer main lies in Hitchcock Street immediately north of the New York Central right-of-way.

Taxes

The combined annual tax rate for Michigan City is \$5.36 (1957) per \$100 assessed valuation. Property taxes are assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.





U.S. 12

COUNTY LINE ROAD

HITCHCOCK STREET

NEW YORK CENTRAL P.R.

420 ACRES

EARL ROAD

U.S. 20 (4 LANE)

SITE "A"
MICHIGAN CITY, IND.
420 ACRES
SCALE 1" = 1000'



INDUSTRIAL SITE "B"

MICHIGAN CITY, INDIANA

Area and Location

380 acres situated in and adjacent to the eastern city limits of Michigan City, Indiana, in an industrial area.

Topography

The site is rolling to level and consists of sand dunes and sparsely wooded land. Property adjacent to the New York Central is level and at grade with the tracks and U. S. Route 12.

Railroads

The New York Central Railroad provides service to the site.

Highways

The Indiana East-West Toll Road interchanges with U. S. Route 421 twelve miles south of the site. U. S. Route 12, a four-lane highway, parallels the New York Central tracks which form the southern boundary of the site. Karwick Road on the northeast connects with other major highways in the area.

Power

The Northern Indiana Public Service Company will provide service to the site. Both 34.5 KV and 12.5 KV power lines parallel U. S. Route 12 adjacent to the site.

Gas

The Northern Indiana Public Service Company will also provide gas service to the site. A 6-inch high-pressure main is located in U. S. Route 12 at its intersection with Liberty Trail. An 8-inch high-pressure main in U. S. Route 12 extends east on Wilson Road.

Water

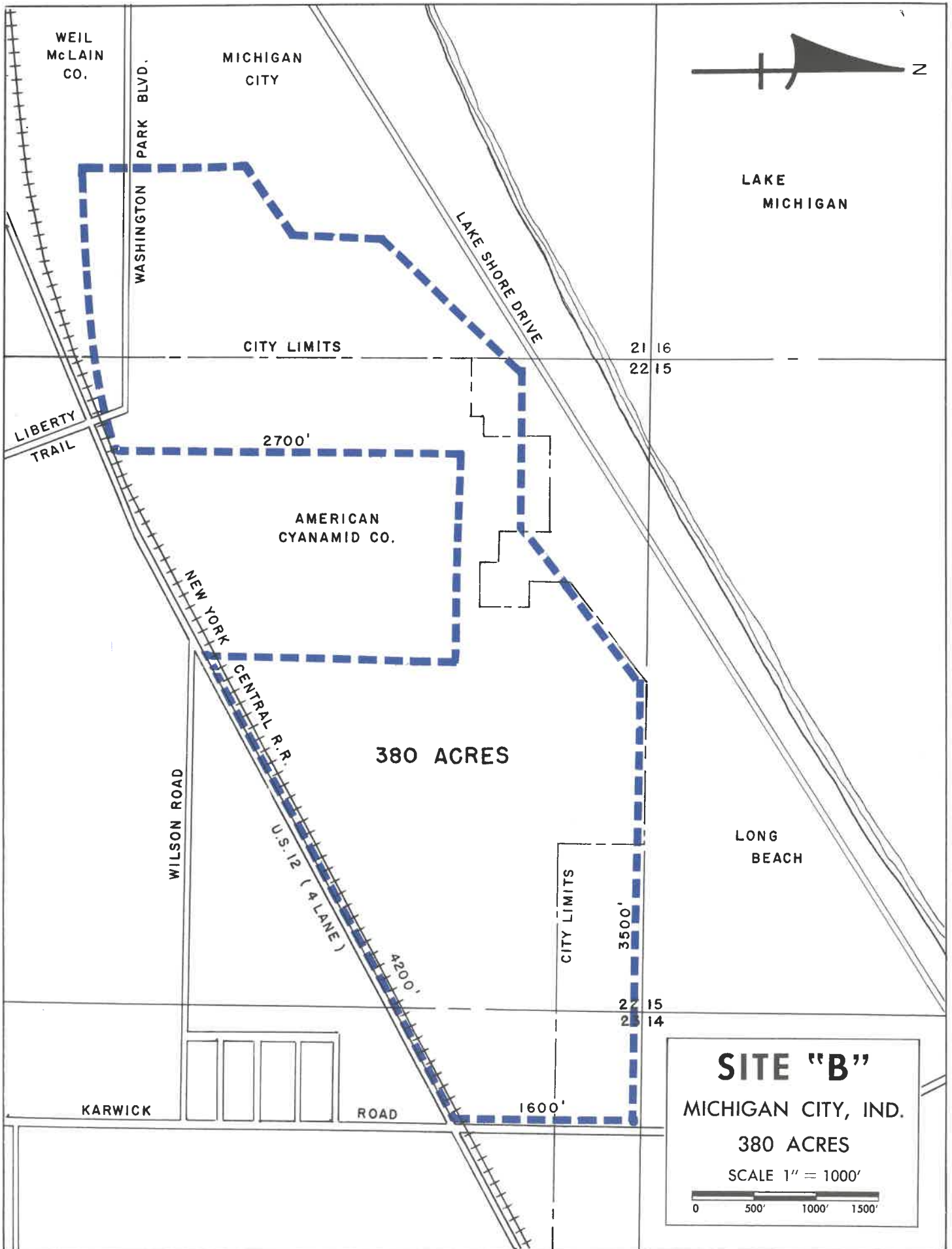
An abundance of Lake Michigan water is supplied to the site through a 20-inch municipal line in Washington Park Boulevard, extending to Liberty Trail. A 6-inch water line extends northeast in U. S. Route 12 to Wilson Road. Additional supplies of water may conceivably be secured directly from Lake Michigan. An easement between the American Cyanamid Corp. Site and the Lake has been obtained for this purpose.

Sewer

A 20-inch municipal sewer main extends down Washington Park Boulevard to Liberty Trail.

Taxes

The combined annual tax rate for Michigan City, Indiana, is \$5.36 (1957) per \$100 of assessed valuation. Property taxes are assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.



WEIL
MC LAIN
COMPANY

PARK BLVD.

LAKE
MICHIGAN



WASHINGTON

LIBERTY
TRAIL

2700'

AMERICAN
CYANAMID
COMPANY

LAKE SHORE DRIVE

380 ACRES

WILSON ROAD

NEW YORK CENTRAL R.R.
U.S. 12

3500'

4200'

KARWICK ROAD

1600'

SITE "B"

MICHIGAN CITY, IND.

380 ACRES

SCALE 1" = 1000'



INDUSTRIAL SITE "C"

OTIS, INDIANA

Area and Location

460 acres, approximately one mile west of Otis, eight miles south of Michigan City, 15 miles west of LaPorte and 56 miles east of Chicago, in LaPorte and Porter Counties, Indiana. The site could be expanded to include over 200 additional acres adjacent to the site on the west.

Topography

The site is level to rolling farm land, generally at grade with the New York Central tracks and adjacent roadways.

Railroads

The Chicago-New York main line of the New York Central System is adjacent to the site on the south.

Highways

The Indiana East-West Toll Road interchanges with U. S. 421 two miles southeast of the site.

Power

The Northern Indiana Public Service Company provides power to the site. A 138 KV line passes through the site and two 12.5 KV lines parallel a county road 3,000 feet north of the site.

Gas

The Northern Indiana Public Service Company has a 22-inch high-pressure gas main approximately 2½ miles north of Otis.

Water

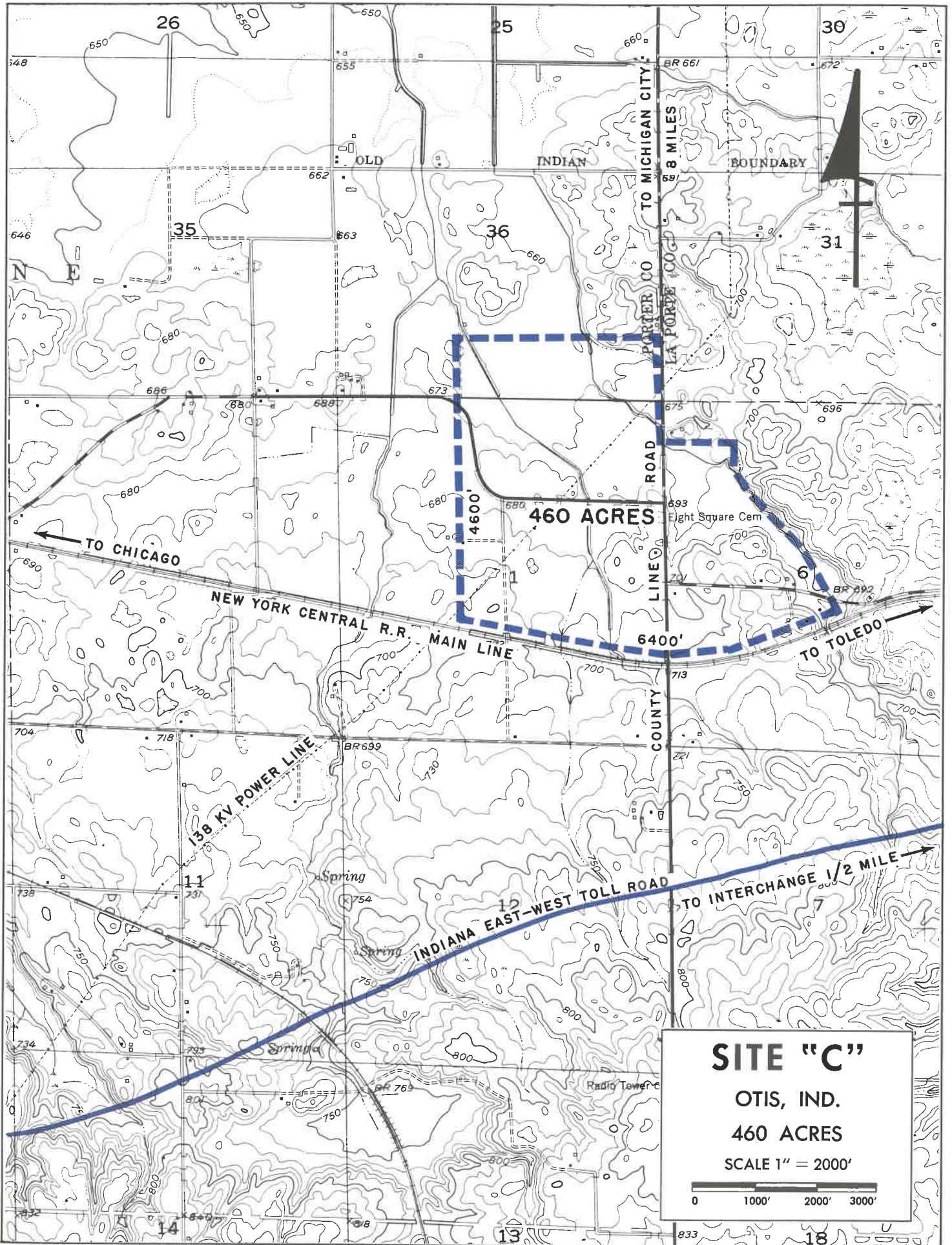
An abundant supply of water could be secured from private wells as several in the general area produce as much as three million gallons per day.

Sewer

Septic tanks. The several drainage ditches that traverse the site could be utilized for treated sanitary sewage or non-toxic plant effluent.

Taxes

The annual tax rate for Jackson Township, Porter County, Indiana, is \$4.26 (1957) per \$100 assessed valuation. The annual tax rate for Coolspring Township, LaPorte County, Indiana, is \$3.75 (1957) per \$100 valuation. Property is assessed at approximately 33⅓% of 1949 cost of reproduction values.



SITE "C"
 OTIS, IND.
 460 ACRES
 SCALE 1" = 2000'
 0 1000' 2000' 3000'

TO MICHIGAN CITY
8 MILES



460 ACRES

4600'

COUNTY LINE ROAD

TO LA PORTE 15 MILES,
OTIS 1/2 MILE
AND INDIANA
EAST-WEST TOLL ROAD
INTERCHANGE
2 MILES

6400'

NEW YORK CENTRAL MAIN LINE

SITE "C"
OTIS, IND.
460 ACRES
SCALE 1" = 1000'



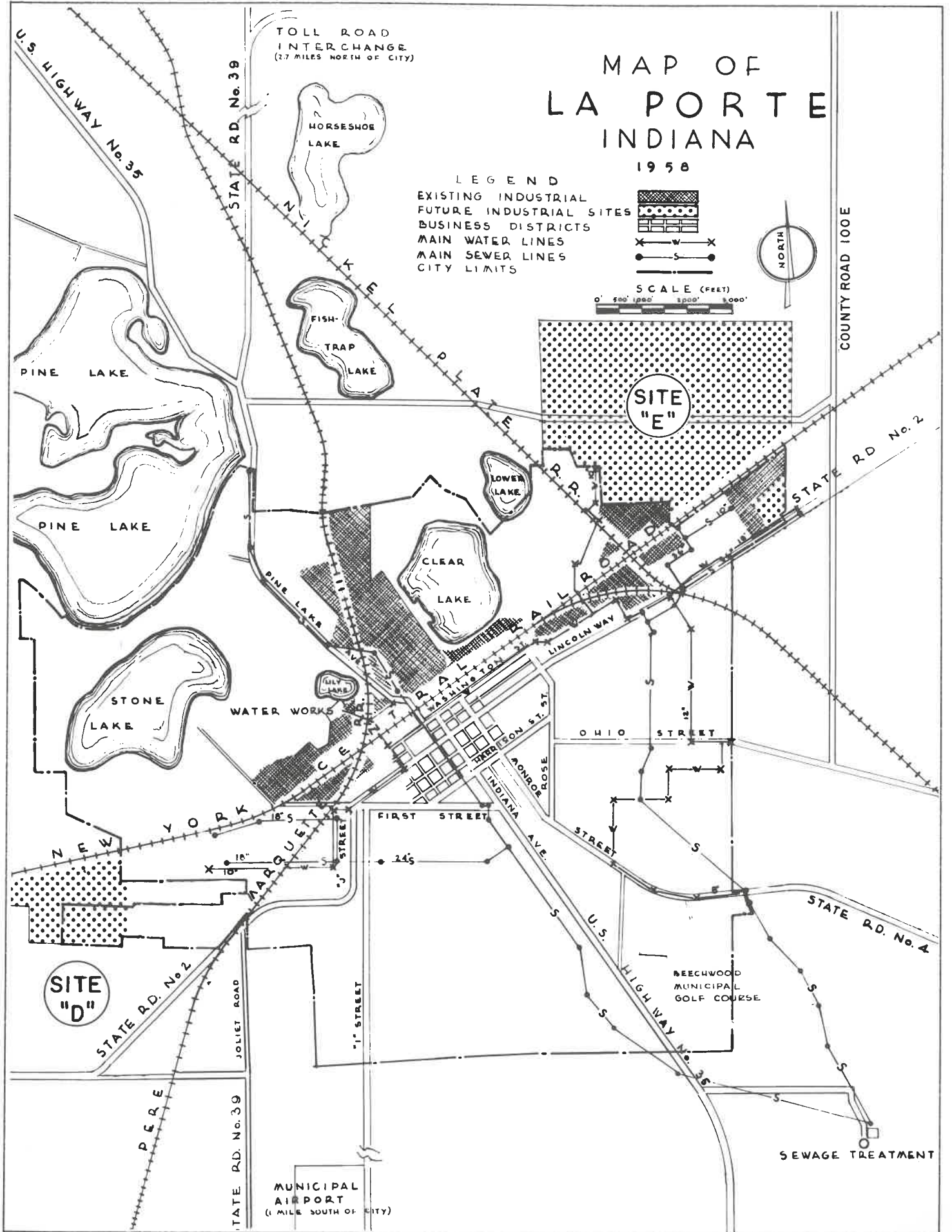
MAP OF LA PORTE INDIANA

1958

LEGEND
 EXISTING INDUSTRIAL
 FUTURE INDUSTRIAL SITES
 BUSINESS DISTRICTS
 MAIN WATER LINES
 MAIN SEWER LINES
 CITY LIMITS



SCALE (FEET)
 0 500 1000 1500 2000



LA PORTE, INDIANA

GENERAL INFORMATION

Location

LaPorte is located in Northern Indiana, 12 miles southeast of Michigan City and the southern shores of Lake Michigan. Chicago is 65 miles to the west, and South Bend is 26 miles to the east. Detroit is located 213 miles to the northeast and Indianapolis is 139 miles to the south.

Population

LaPorte, including the suburban areas, has a population of 23,100. LaPorte County's population is 89,000. Other major communities, and Porter County, within a 25-mile radius have a total estimated population of 123,113.

Terrain

The City of LaPorte is built on level land south of and adjacent to a group of lakes. The lake area is gently rolling with flat farm land to the east, west and south.

Climate

LaPorte has a mean annual temperature of 49° F. with an average annual precipitation of 39.14 inches.

Transportation

Railroad

LaPorte is located on the Chicago-New York main line of the New York Central System. The C&O and Nickel Plate Railroads also pass through the community.

Highway

The Indiana East-West Toll Road interchanges with State Route 39 three miles north of LaPorte. U. S. Highway 35 and State Routes 2, 4, 29 and 39 pass through the city and connect with U. S. Routes 6, 12, 20, 30 and 421 within short distances.

Bus and Truck

Two local bus companies serve the city and suburban communities.

The Indiana Motor Bus Company and Greyhound Lines operate through LaPorte.

Eleven truck companies operate through the area while two have local terminals in LaPorte.

Airway

The LaPorte Municipal Airport has two lighted sod runways 3,000 feet in length. Charter flights are available. The St. Joseph County Airport (Bendix Field), 26 miles distant, has scheduled airline service.

Utilities

Power

The Northern Indiana Public Service Company supplies electric power to the LaPorte area.

Gas

The Northern Indiana Public Service Company also supplies 1,000 BTU natural gas to the LaPorte area.

Water

LaPorte obtains its water from six driven wells. Average consumption is less than half of the maximum pumping capacity.

Industrial water rates are as follows:

First	5,000	gallons	@	\$.20	per	thousand	gallons
Next	10,000	"	@	.18	"	"	"
Next	35,000	"	@	.16	"	"	"
Next	50,000	"	@	.14	"	"	"
Next	100,000	"	@	.12	"	"	"

Sewage

LaPorte has recently completed the expansion of its sewage disposal plant, with ample capacity for industrial and residential growth.

Government

LaPorte has a representative form of government consisting of a Mayor and a seven-member City Council.

Protective Services

The Police Department is comprised of 28 police officers, three squad cars, four motorcycles and one utility vehicle. The Fire Department consists of 31 firemen, four pumpers and an aerial ladder truck.

Educational Facilities

LaPorte has seven primary schools, four parochial schools, a junior high and a high school having a total enrollment of 5,077 students. Adult evening classes are conducted by the city schools. College extension courses are available within commuting distance at the centers established by Purdue and Indiana Universities.

Health Facilities

There are two modern hospitals in LaPorte containing a total of 223 beds and 41 bassinets.

Recreational Facilities

LaPorte's primary recreational assets are the group of six lakes adjacent to the city on the north. These offer all the summer activities as well as ice skating in the winter. Two golf courses, tennis courts, many parks and playgrounds with the usual facilities offer a wide range of outdoor activities. There is a fine Civic auditorium with a seating capacity of 3,600, containing bowling alleys and a gymnasium. A Y.M.C.A. with an indoor swimming pool, and one movie theatre are in the community, and good hunting prevails in nearby areas.

Industry

There are 37 industries in LaPorte employing approximately 8,140 persons. Industry types represented are metal working, machinery, woodworking and appliances. Some of the larger firms are Allis Chalmers, American Rubber Products Corporation, Whirlpool Corporation and Austenal Corporation.

Labor

LaPorte has a sizeable labor force as a result of the continued movement to the area due to the excellent living conditions and the multitude of recreational, cultural and educational advantages found in the community and the urban areas. Further expansion of the labor market is effected by graduates of several local trade and vocational schools.

INDUSTRIAL SITE "D"

LA PORTE, INDIANA

Area and Location

1,043 acres situated 1½ miles southwest of the business district of LaPorte, Indiana. It is bordered on the north by the New York Central main line, on the south by State Route 2, on the west by an improved county road, and on the east by improved industrial property.

Topography

The site is level to gently rolling, is at or near the grade of the New York Central main line tracks and adjacent roads.

Railroads

The site is served by the Chicago-New York main line of the New York Central System.

Highways

The Indiana East-West Toll Road interchanges with U. S. 421, five miles west of the site and State Route 39, six miles north of the site. Indiana Route 2, which forms the southern boundary of the site, connects with all other major highways in the area.

Power

The Northern Indiana Public Service Company will provide power to the site. A 12.5 KV power line parallels State Route 2, adjacent to the site.

Gas

The Northern Indiana Public Service Company has a 6-inch gas main in 18th Street, an extension of State Route 2, approximately 3,200 feet east of the site.

Water

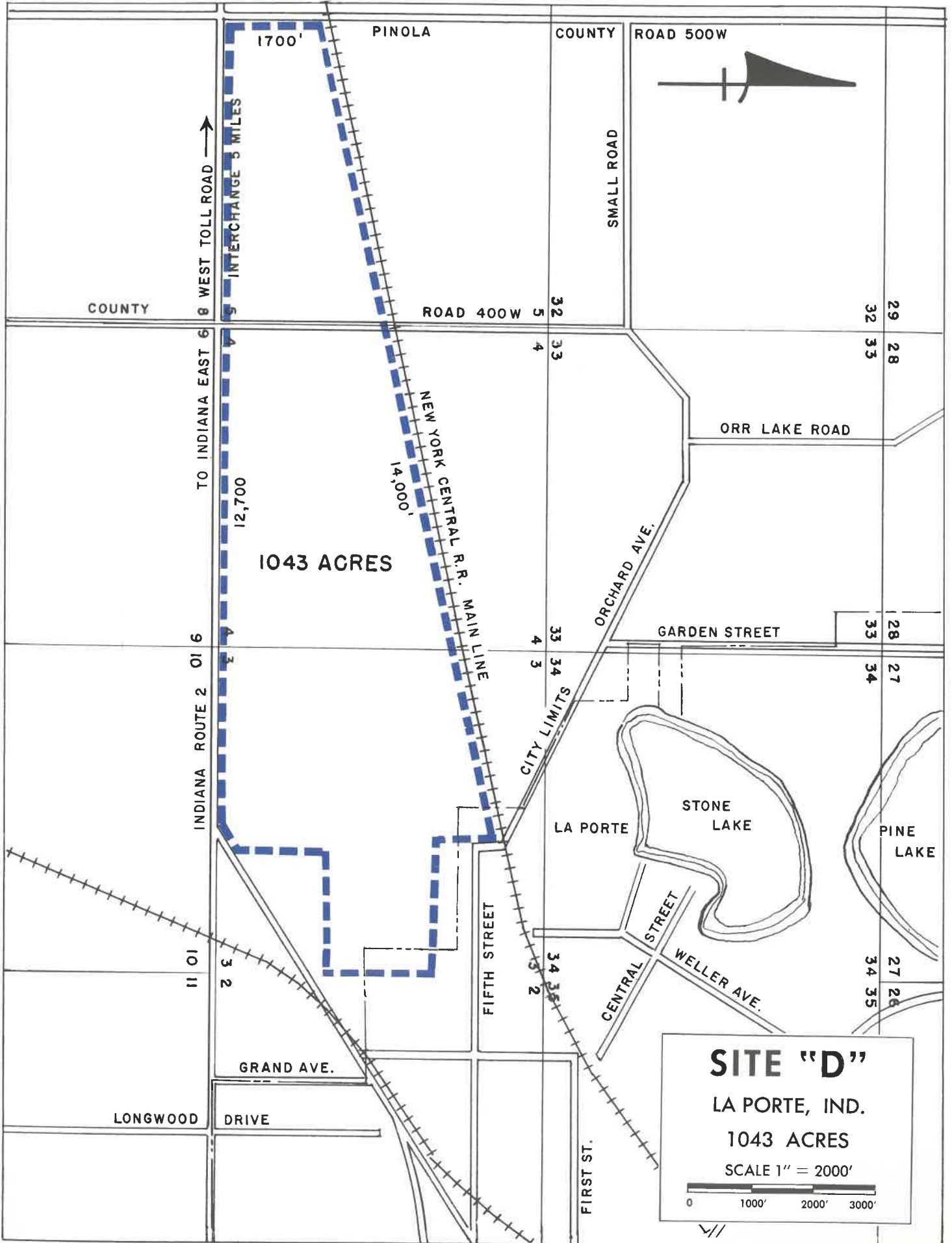
The City of LaPorte has a 10-inch water main in Fifth Street terminating approximately 800 feet east of the site. Private wells could provide an additional source as there are existing wells in the area producing as much as three million gallons per day.

Sewer

A 10-inch sewer main terminates approximately 800 feet east of the site in Fifth Street.

Taxes

The combined annual tax rate for LaPorte, Scipio Township, is \$5.72 (1957) per \$100 assessed valuation. Property is assessed at approximately 33⅓% of 1949 cost of reproduction values.





SMALL ROAD

COUNTY ROAD 500 W



ORCHARD AVENUE

GARDEN STREET

STONE LAKE

LA PORTE

TO TOLEDO

FIFTH STREET

NEW YORK CENTRAL MAIN LINE

14,000'

PINOLA

TO CHICAGO

1043 ACRES

1700'

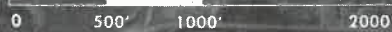
12,700'

TO INDIANA EAST-WEST TOLL ROAD INTERCHANGE 5 MILES

INDIANA ROUTE 2

COUNTY ROAD 400 W

SITE "D"
LA PORTE, IND.
1043 ACRES
SCALE 1" = 1000'



INDUSTRIAL SITE "E"

LA PORTE, INDIANA

Area and Location

845 acres situated adjacent to the northeastern city limits of LaPorte, Indiana. It is bordered on the north by County Road 250N, on the south by the New York Central main line, the city limits and Indiana Route 2, on the west by Park Street, and on the east by farm land.

Topography

The site consists of level to gently rolling farm land at grade with adjacent streets and at or near the grade of the tracks of the New York Central.

Railroads

The site will be served by the Chicago-New York main line of the New York Central System.

Highways

The Indiana East-West Toll Road interchanges with State Route 39 three and one-half miles to the north. Severs Road, an improved county road designated 200N, connects with State Route 39. Indiana Route 2 borders the site on the south and connects with all other major highways in the area.

Power

A Northern Indiana Public Service Company power substation is located within the site. 12.5 KV power lines are located on State Route 2 (East Lincolnway) and in Larson Street, south and southwest of the site.

Gas

The Northern Indiana Public Service Company will serve the area with gas through a 6-inch main in Park Street, terminating at the city limits adjacent to the site.

Water

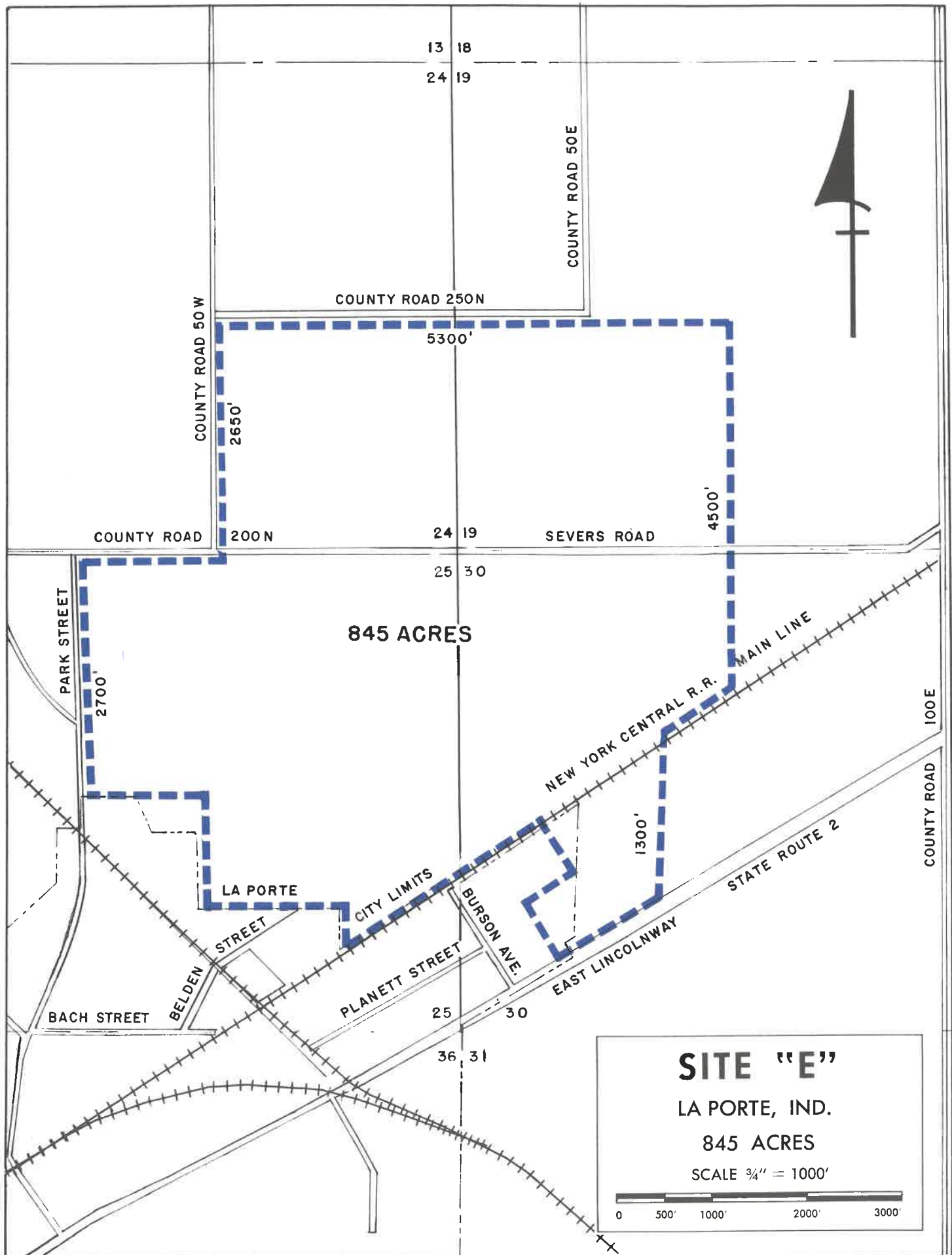
The City of LaPorte will supply water to the site through several existing mains. A 12-inch main lies in Cable Street, approximately 100 feet from the western boundary of the site. Another 12-inch main lies in Burson Avenue, south of the New York Central right-of-way. An 18-inch main containing untreated water lies in East Lincolnway (State Route 2). An abundant supply of water would be available from private wells as several existing units in the area produce as much as three million gallons per day.

Sewer

A 24-inch sanitary sewer lies in East Lincolnway (State Route 2) and terminates approximately 2,000 feet east of the LaPorte city limits.

Taxes

The combined annual tax rate for the City of LaPorte, Center Township, is \$5.70 (1957); for the City of LaPorte, Kankakee Township, it is \$5.59 (1957) per \$100 assessed valuation. Property is assessed at approximately 33⅓% of 1949 cost of reproduction values.



COUNTY ROAD 250 N

5300'



2650'

4500'

COUNTY ROAD 200 N

SEVERS ROAD

845 ACRES

2700'

PARK STREET

NEW YORK CENTRAL MAIN LINE

1300'

BURSON AVENUE

STATE ROUTE 2

LA PORTE

BACH STREET

EAST LINCOLNWAY

TO CHICAGO

SITE "E"
LA PORTE, IND.

845 ACRES

SCALE 1" = 1000'



ROLLING PRAIRIE, INDIANA

GENERAL INFORMATION

Location

Rolling Prairie is in LaPorte County, 72 miles east of Chicago, 18 miles west of South Bend and 15 miles east of Michigan City.

Population

The population of Rolling Prairie is estimated to be 800, while there are 89,900 persons in LaPorte County. Other major communities within a 20-mile radius of Rolling Prairie have a total estimated population of 230,755.

Terrain

Rolling Prairie and the surrounding area are relatively level to gently rolling sparsely wooded farm land.

Climate

The climate in Rolling Prairie is similar to that of LaPorte which has a mean annual temperature of 49° F. and annual average precipitation of 39.14 inches.

Transportation

Railroad

The New York Central Chicago-New York main line passes through Rolling Prairie.

Highway

The LaPorte interchange of the Indiana East-West Toll Road is six miles west of Rolling Prairie. U. S. Route 20 and State Route 2 are major east-west routes and connect with U. S. 35 and Indiana Routes 29 and 39 nearby.

Bus and Truck

Greyhound Bus Line serves this community. Twenty-eight truck lines operate through this area.

Airway

The LaPorte Airport, eight miles southwest of Rolling Prairie, has paved and lighted runways and accommodations for private planes. Commercial freight and passenger flights may be obtained at Bendix Field (South Bend), 17 miles to the east.

Utilities

Power

The Indiana & Michigan Electric Company supplies Rolling Prairie with electric power. Three 27 KV power lines extend through the community.

Gas

A 22-inch gas main of the Northern Indiana Public Service Company extends east and west approximately two miles south of Rolling Prairie.

Water

Rolling Prairie has no municipal water plant, although an abundant supply may be obtained from private wells. For further information see the supplemental section of this brochure.

Sewer

There is no municipal sewage system in Rolling Prairie. Septic tanks could be utilized in all but extreme situations.

Government

As Rolling Prairie is an unincorporated community, it is under the jurisdiction of County and Township Offices.

Protective Services

The Fire Department consists of 22 volunteer firemen and two fire trucks. State Police and the Sheriff's office are responsible for police protection in this area.

Educational Facilities

One public grade school and one high school graduating 35 annually comprise Rolling Prairie's school system. University, vocational and adult evening courses are available in nearby LaPorte and South Bend.

Health Facilities

LaPorte's two hospitals, two miles to the southwest, containing 223 beds and 41 bassinets, are available to the residents of Rolling Prairie.

Recreational Facilities

Hudson Lake, three miles north of Rolling Prairie, has boating facilities and a ballroom. The recreational facilities in nearby LaPorte, Michigan City and South Bend are easily accessible to residents of Rolling Prairie.

Industry and Labor

As there are no industrial concerns located in Rolling Prairie, workers commute to other nearby communities. It is estimated that 250 male and 150 female workers are employed outside the Rolling Prairie urban area.

A substantial supply of experienced workers could be obtained from LaPorte and South Bend which are eight miles southwest and 18 miles east, respectively.

The excellent highway facilities through Rolling Prairie make it possible for workers to commute from distant areas to gain employment. This, coupled with an ever increasing movement of farm labor to industrial areas, places Rolling Prairie in the advantageous position of having a potentially large labor force from which industry may draw.

INDUSTRIAL SITE "F"

ROLLING PRAIRIE, INDIANA

Area and Location

750 acres situated adjacent to and southwest of Rolling Prairie, in LaPorte County, Indiana. It is bordered on the north by U. S. 20 (a four-lane highway), on the south by State Route 2, and crossed by the New York Central main line.

Topography

The site is level to gently rolling generally at grade with adjacent highways and the tracks of the New York Central System.

Railroads

The Chicago-New York main line of the New York Central Railroad traverses the site.

Highways

The Indiana East-West Toll Road interchanges with State Route 39, six miles west of the site. U. S. 20 (a four-lane highway) borders the site on the north and connects with State Route 2, which bounds the site on the south, one mile to the east.

Power

The Indiana & Michigan Electric Company will provide power to the site. An abundance of low cost power is available to industry in this area.

Gas

A Northern Indiana Public Service Company 22-inch high-pressure gas main extends east and west through the junction of Indiana Route 2 and County Road 300 E.

Water

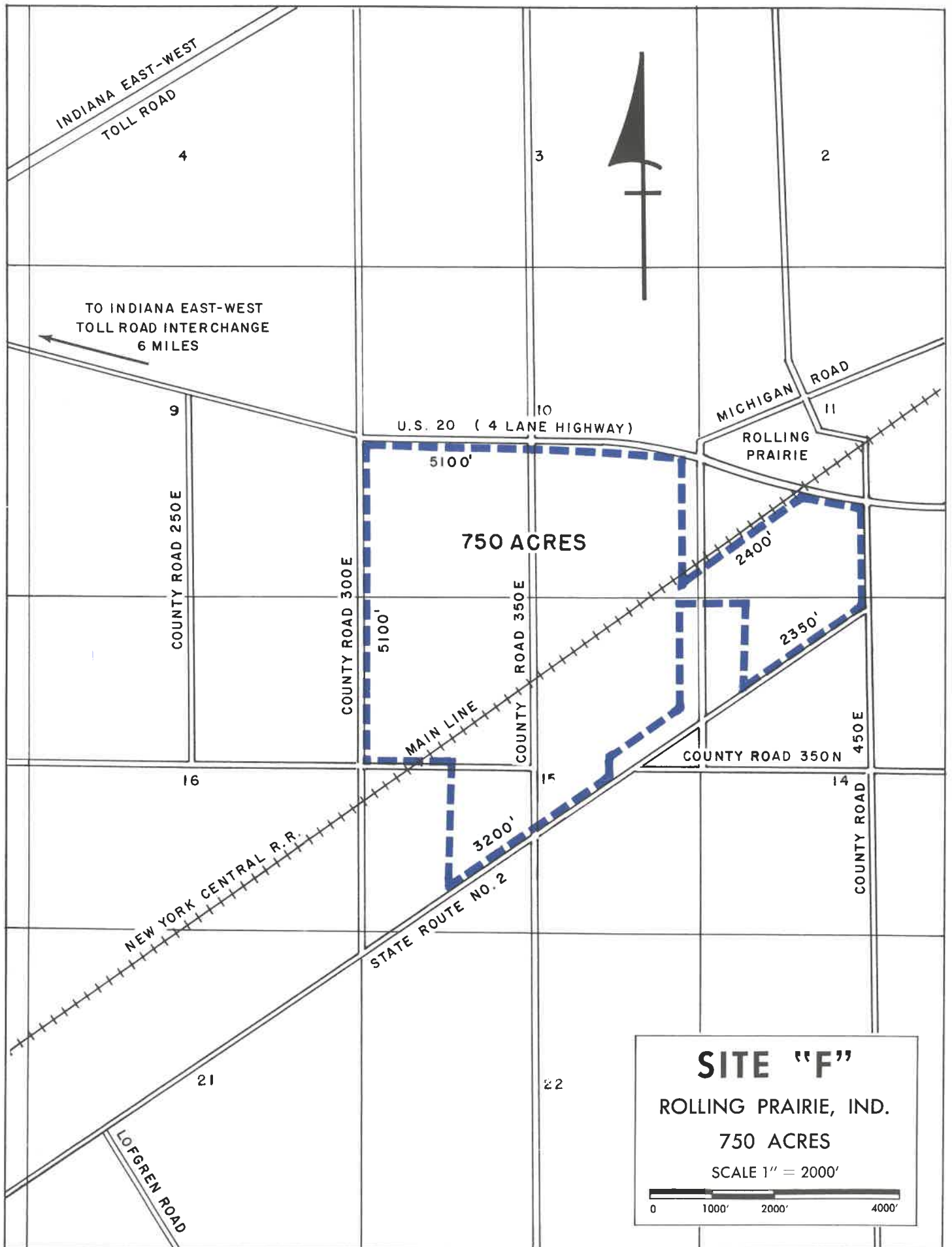
An abundance of water may be secured from private wells as several in the area produce over three million gallons per day.

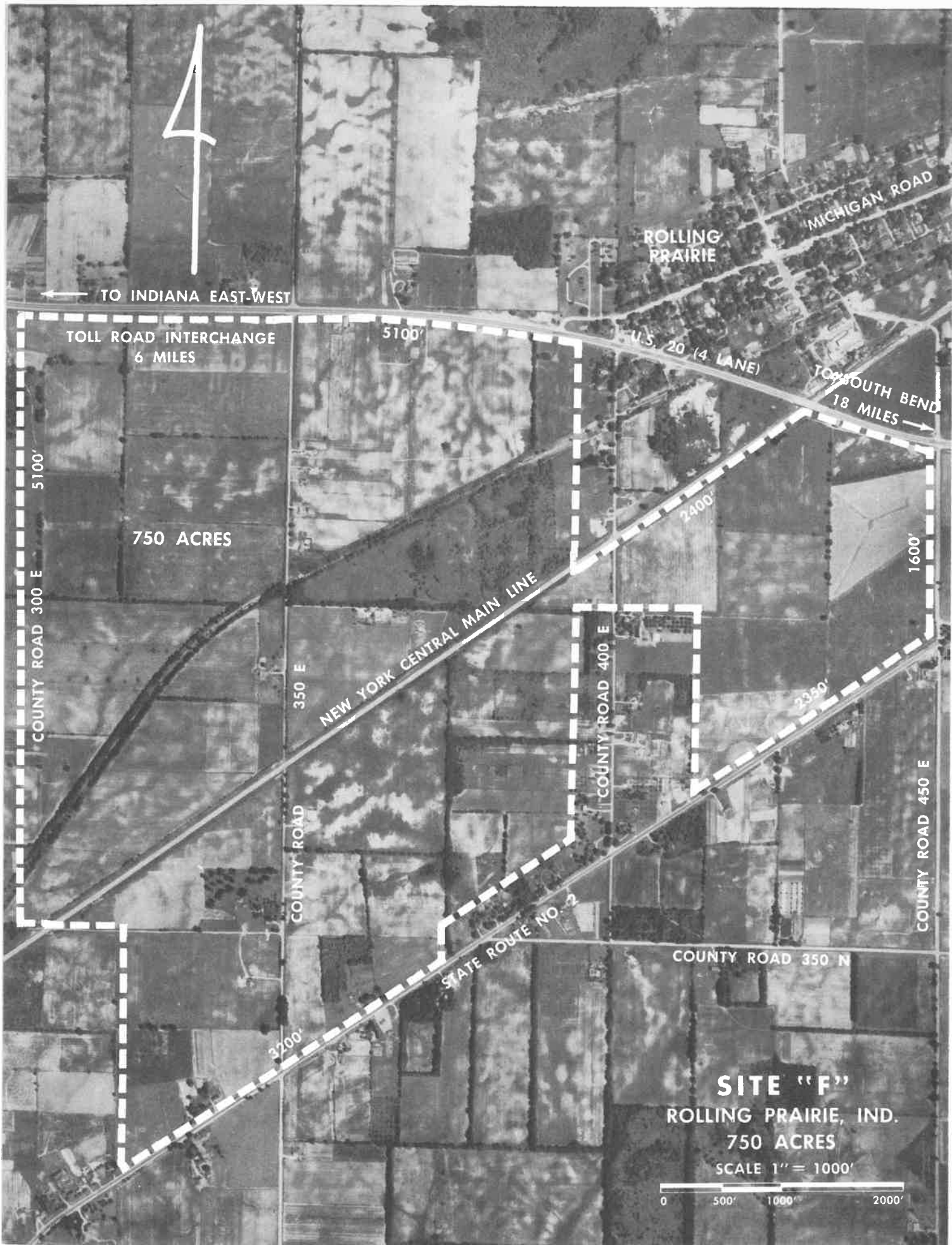
Sewer

Septic tanks are utilized in this area. Non-toxic plant effluent could conceivably be deposited in small ditches that extend through the site.

Taxes

The annual tax rate for Kankakee Township is \$3.94 (1957) per \$100 assessed valuation. Property taxes are assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.





TO INDIANA EAST-WEST

TOLL ROAD INTERCHANGE
6 MILES

750 ACRES

ROLLING
PRAIRIE

MICHIGAN ROAD

U.S. 20 (4 LANE)

TO SOUTH BEND
18 MILES

NEW YORK CENTRAL MAIN LINE

STATE ROUTE NO. 2

SITE "F"

ROLLING PRAIRIE, IND.

750 ACRES

SCALE 1" = 1000'



INDUSTRIAL SITE "G"

ROLLING PRAIRIE, INDIANA

Area and Location

758 acres situated between Rolling Prairie and New Carlisle, Indiana, in LaPorte County, bordered on the north by the New York Central main line and on the south by U. S. Route 20.

Topography

The site is level farm land at grade with the tracks of the New York Central System and adjacent highways.

Railroads

The Chicago-New York main line of the New York Central System borders the site on the north.

Highways

The Indiana East-West Toll Road interchanges with State Route 39, eight miles to the west, directly north of LaPorte, and U. S. Routes 33 and 31, 18 miles to the east, just north of South Bend. U. S. Route 20 and Indiana Route 2 intersect at the southernmost portion of the site. Indiana Route 2 is a four-lane divided highway and extends into South Bend.

Power

The Indiana & Michigan Electric Company will provide power to the site. An abundance of low-cost power is available in this area. A substation is situated north of and adjacent to the New York Central right-of-way and several power lines cross the site.

Gas

The Northern Indiana Public Service Company has a 22-inch high-pressure gas main, two miles southeast of the site.

Water

An abundant supply may be secured from private wells as several in the general area produce over three million gallons per day.

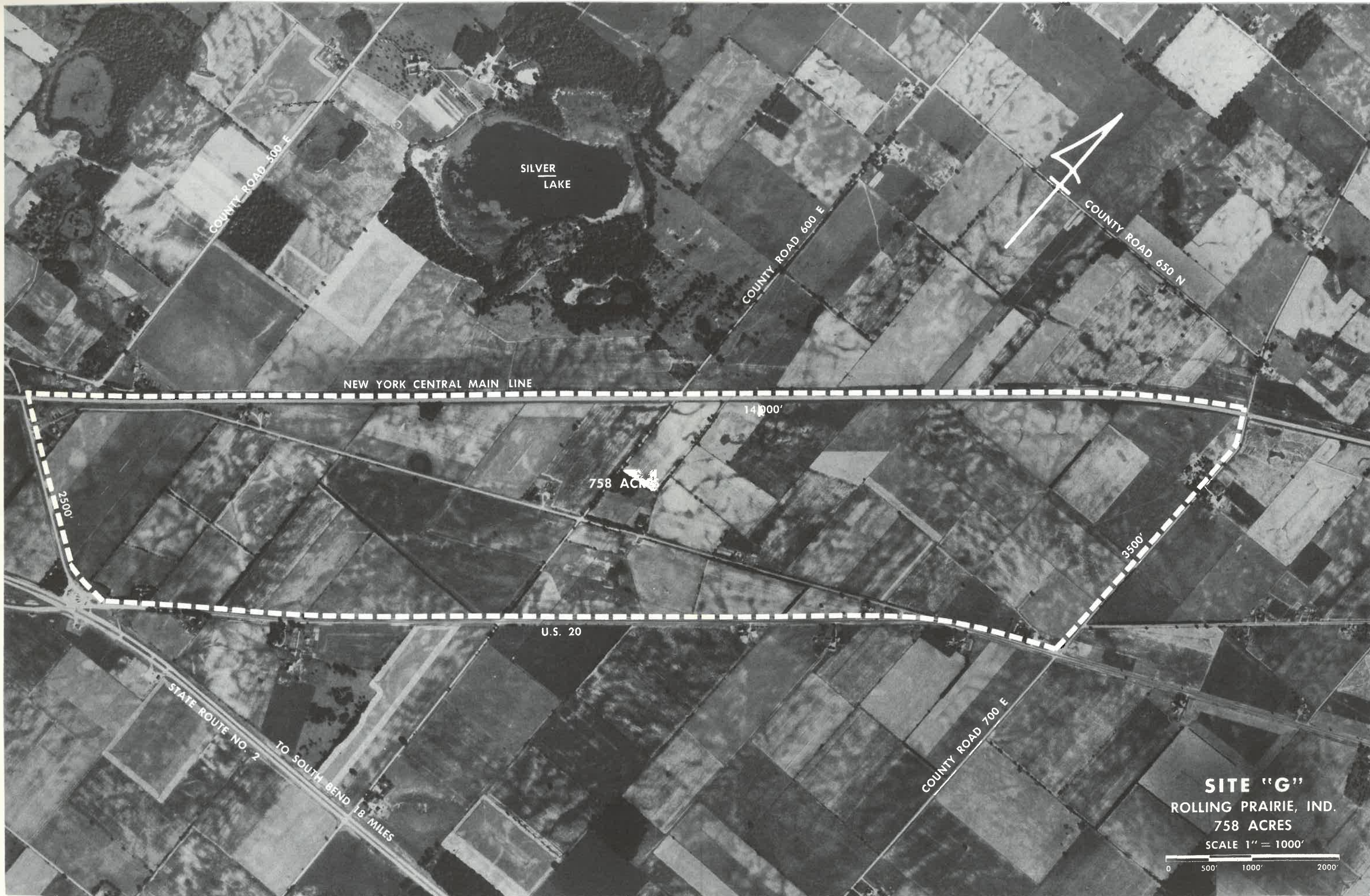
Sewer

Septic tanks or a private sewage disposal plant would be essential in this area as no municipal sewer system exists.

Taxes

The annual tax rate for Wills Township, LaPorte County, is \$2.42 (1957) per \$100 assessed value. Property taxes are assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.





COUNTY LINE ROAD

NEW CARLISLE, INDIANA ST. JOSEPH COUNTY

SCALE 1" = 1000'



CITY LIMITS

TIMOTHY ROAD

EARLY ROAD



WINTERGREEN ROAD

SITE "H"
6400 AC

U.S. 20

MICHIGAN ST

FRONT ST

ELM ST

MERIDIAN

COLLEGE ST

PRAY ST

ADA ST

CHRISTIE ST

CHEERY ST

SILBER ST

ARBY ST

RACE ST

PURN ROAD

SEWER DISPOSAL

U.S. 20

NEW YORK CENTRAL

MAINLINE

U.S. 20

NEW CARLISLE, INDIANA

GENERAL INFORMATION

Location

New Carlisle is 12 miles west of South Bend, 13½ miles northeast of LaPorte and 75 miles east of Chicago in the northwest corner of St. Joseph County.

Population

The populations of New Carlisle and St. Joseph County respectively are 1,342 and 245,000. LaPorte County directly west of New Carlisle has a population of 89,900. Other major communities within a 20-mile radius have a total estimated population of 241,863.

Terrain

New Carlisle is built on a gentle rise above the surrounding land. Level farm land extends to the north and east, and a gently rolling plain extends to the south and west.

Climate

New Carlisle has a mean annual temperature of 49° F, with seasonal means being 25° F and 73° F. in the winter and summer respectively, with an average of 36 inches of precipitation per year.

Transportation

Rail

New Carlisle is served by the Chicago-New York main line of the New York Central System. The Chicago, South Shore & South Bend Railroad, an interurban electric line, also passes through New Carlisle.

Highway

The Indiana East-West Toll Road interchanges with U. S. 31 and 33, 15 miles to the east, just north of South Bend, and with State Route 39, 13 miles to the west, just north of LaPorte. U. S. 20 extends through New Carlisle and connects with State Route 2 (a four-lane highway) 5 miles to the southwest.

Bus and Truck

Connections with major bus lines may be made in South Bend or LaPorte. A substantial number of trucking firms operate in the area.

Airway

The St. Joseph County Airport (Bendix Field) is ten miles east of New Carlisle and has scheduled commercial, freight and passenger flights.

The LaPorte Airport is 15 miles to the south and is well equipped to handle private aircraft.

Utilities

Power

The Indiana & Michigan Electric Company provides power to New Carlisle. A power sub-station located directly east of the community is the east point of a 345 KV line connecting Commonwealth Edison Company and the American Electric Power Company. The 345 KV

line is the nation's largest for interchange of bulk electricity between two power systems. An abundance of low cost power would be available to industry locating in this area.

Gas

The Northern Indiana Public Service Company provides New Carlisle with natural gas.

Water

New Carlisle obtains its water from three wells with a total pumping capacity of 1,050 gallons per minute. Average consumption is considerably less than rated capacity. Quarterly water rates are as follows:

First 6,000 gallons	@	\$.45	per thousand gallons		
Next 5,000	"	@	.40	"	"
Next 5,000	"	@	.35	"	"
Next 5,000	"	@	.30	"	"
Next 4,000	"	@	.15	"	"

An abundance of water may be secured from private wells as several in the area produce as much as three million gallons per day. For further information see the supplemental section of this brochure.

Sewer

New Carlisle has a combined sanitary and storm sewer system and a modern sewage treatment plant.

Government

New Carlisle is a municipality and is governed by a Board of Trustees.

Protective Services

The Fire Department consists of 20 volunteer firemen and two fire trucks.

The Police Department has three full-time policemen and one police car.

Educational Facilities

New Carlisle has one high school and one elementary school. Nearby South Bend is the home of Notre Dame University. The Indiana Extension Center offers adult evening courses. Educational facilities to meet virtually any need may be found in the general area.

Health Facilities

South Bend and LaPorte have excellent laboratory and hospital facilities within easy reach of this area. See South Bend and LaPorte general information for complete statistics.

Recreational Facilities

Hudson Lake, one mile west of New Carlisle, offers all the usual summer recreational activities. South Bend and LaPorte, as well as Lake Michigan, offer a wide range of recreational activities to the residents of New Carlisle and the neighboring areas.

Industry

New Carlisle's main industry is Welcraft, Inc., which manufactures various plastic, aircraft and wire products and employs approximately 100 persons. A small tool manufacturer located here employs from 40 to 45 men.

Labor

Generally residents of New Carlisle commute to South Bend or LaPorte to gain employment. It has been estimated that several hundred workers could be recruited from the community as they would prefer local employment if it were available.

INDUSTRIAL SITE "H"

NEW CARLISLE, INDIANA

Area and Location

6400 acres in the northwest corner of St. Joseph County, Indiana, situated between the communities of New Carlisle and Lydick, seven miles west of downtown South Bend, 80 miles east of Chicago, 139 miles north of Indianapolis and 190 miles south and west of Detroit.

Topography

The site is level farm land generally at grade with the tracks of the New York Central System and adjacent highways.

Railroads

The Chicago-New York main line of the New York Central System borders the site on the north.

Highways

The Indiana East-West Toll Road interchanges with U. S. 33 and 31 approximately nine miles to the east and north, and State Route 39, 15 miles west, just north of LaPorte. State Route 2 (a four-lane highway) borders the site on the south and U. S. 20 extends through New Carlisle. A number of improved county roads traverse the site and connect with these and other major highways in the area.

Power

The Indiana & Michigan Electric Company provides power to the area. A 345 KV interconnection between Commonwealth Edison Company and American Electric Power Corporation extends through the site to a substation between U. S. 20 and the tracks of the New York Central one mile east of New Carlisle. Several additional power lines, including a 132 KVA line, cross and extend adjacent to the site. An abundance of low cost power would be available in this location.

Gas

The Northern Indiana Public Service Company has a 10-inch high-pressure gas main paralleling the New York Central right-of-way.

Water

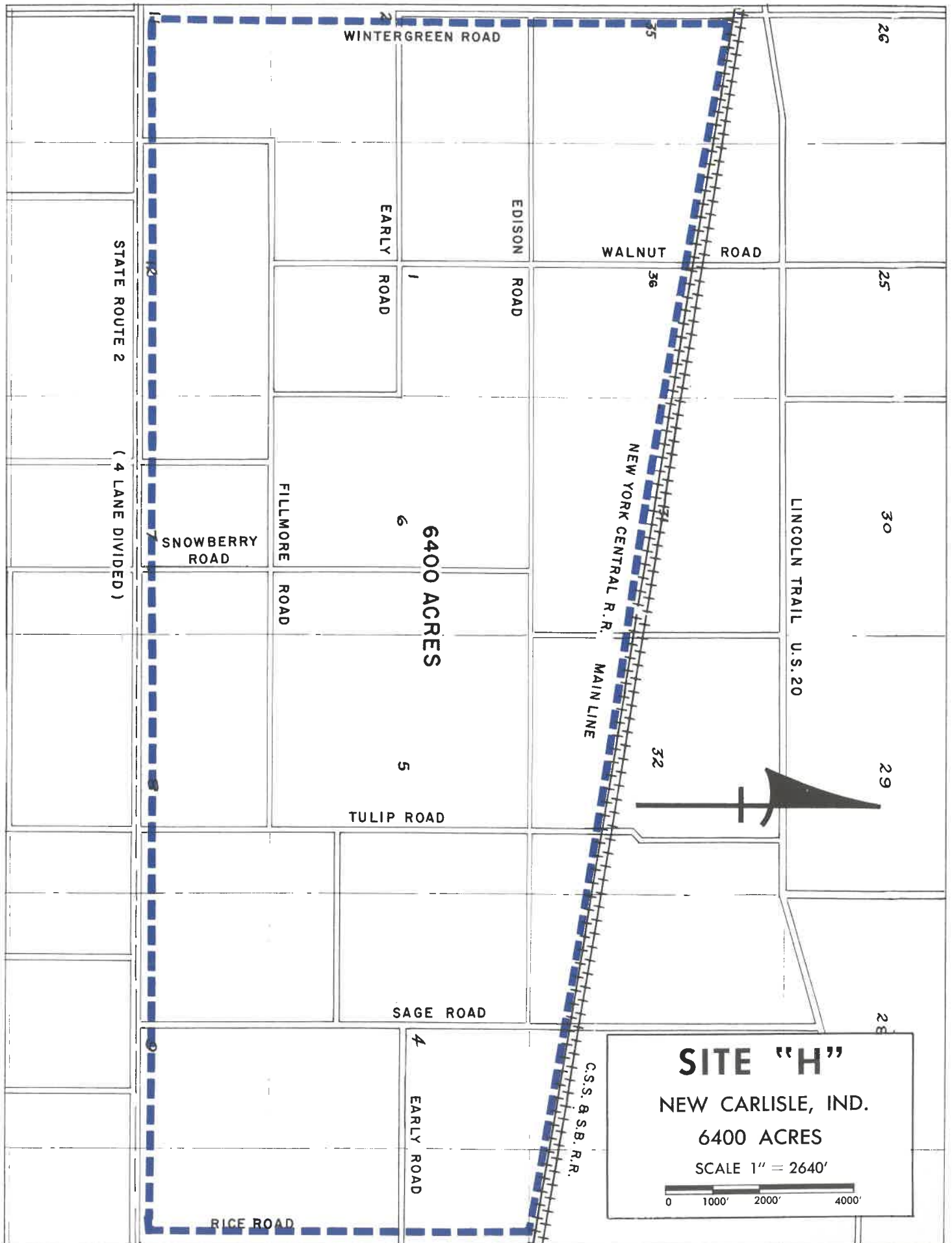
An abundance of water may be secured from private wells. For further information see the supplemental section of this brochure.

Sewer

Sanitary sewage could be disposed of through septic tanks.

Taxes

The combined annual tax rate for New Carlisle, Olive Township, is \$4.94 (1957) per \$100. Olive Township's tax rate is \$3.58 (1957) per \$100, while the Warren Township rate is \$4.36 (1957) per \$100. Property is assessed at approximately 33⅓% of 1949 cost of reproduction values.



U.S. 20

INDIANA & MICHIGAN
ELECTRIC COMPANY
SUBSTATION

NEW
CARLISLE

NEW YORK CENTRAL MAIN LINE

345 KV POWER LINE

WALNUT ROAD

EDISON ROAD

6400 ACRES

TULIP ROAD



TIMOTHY ROAD

WINTERGREEN ROAD

EARLY ROAD

SNOWBERRY ROAD

FILLMORE ROAD

SITE "H"

NEW CARLISLE, IND.

6400 ACRES

SCALE 1" = 1320'



STATE ROUTE 2 (4 LANE DIVIDED)

GAN
NY

NEW YORK CENTRAL MAIN LINE

TO U.S. 20 (LINCOLN TRAIL)
1 MILE →

C.S.S. & S.B.R.R.

EDISON ROAD

6400 ACRES

SNOWBERRY ROAD

TULIP ROAD

SAGE ROAD

EARLY ROAD

EATON ROAD

FILLMORE ROAD

RICE ROAD

STATE ROUTE 2 (4 LANE DIVIDED)

TO SOUTH BEND 8 MILES →



← OPEN TO SITE "H"

SOUTH BEND METROPOLITAN AREA

GENERAL INFORMATION

Location

The South Bend Metropolitan Area consists of South Bend and Mishawaka, which are separated by a common municipal boundary, located in Northern Indiana about midway between the eastern and western boundaries of the State, 90 miles east of Chicago, 139 miles north of Indianapolis and 187 miles south and west of Detroit.

Population

The population of the South Bend Metropolitan Area is 172,000. St. Joseph County's population is 245,000. South Bend market area, consisting of seven counties, contains 695,800 persons. Other communities within a 25-mile radius have the following populations:

Elkhart	38,652
LaPorte	23,100
Goshen	13,900
Niles	15,200

Over 37 million people live within a 300-mile radius of the South Bend-Mishawaka area.

Terrain

The South Bend-Mishawaka area is generally level to rolling in the vicinity of the St. Joseph River which winds its way through these cities. Suburban and rural areas are characterized by "tabletop" farm land.

Climate

South Bend and Mishawaka have a mean annual temperature of 49° F, seasonal means being 25° F. and 73° F. in the winter and summer respectively. Precipitation averages 36 inches per year.

Transportation

Railroad

South Bend and Mishawaka are on the Chicago-New York main line of the New York Central System. Two of the Central's branch lines, the Kankakee Belt Route which extends in a south-westerly direction in an arc around Chicago, and an extension to Niles, Michigan, and the Northern Division, connect with the main line in South Bend. The Grand Trunk Western, Pennsylvania, Wabash and C.S.S. & S.B. Railroads also serve the South Bend Metropolitan Area.

Highways

The Indiana East-West Toll Road interchanges directly north of South Bend and is a link in the National Turnpike System. There are three U. S. Highways (20, 31 and 33) and four State Routes (2, 23, 123 and 331) serving the South Bend Metropolitan Area. U. S. Route 20 by-pass, presently under construction, will pass directly south of South Bend, Mishawaka and Elkhart.

Bus and Truck

There are three bus terminals through which seven major bus lines operate through the South Bend area.

There are 67 trucking firms with operating authority in or through the South Bend area, 50 of which have terminal facilities located here.

Airway

The St. Joseph County Airport (Bendix Field), three miles northwest of downtown South Bend, has scheduled commercial flights on American, TWA, United, Lake Central and North Central Airlines.

Utilities

Power

The Indiana & Michigan Electric Company serves the South Bend-Mishawaka area.

Gas

The Northern Indiana Public Service Company provides 1000 BTU natural gas to the South Bend-Mishawaka area.

Water

South Bend and Mishawaka obtain their water from driven wells. South Bend has 43 wells having a total capacity of 41 million gallons per day. Mishawaka has 10 wells with a capacity of nine million gallons per day. Both systems operate at approximately 25 per cent of capacity. The industrial water rates for both communities are as follows:

First	1,500 cubic feet	\$.20 per 100 cubic feet
Next	1,500- 6,000	" " .18 " " " "
Next	6,000-13,500	" " .16 " " " "
All Over	13,500	" " .14 " " " "

Water may be secured from the St. Joseph River for cooling or processing.

Sewer

Both South Bend and Mishawaka have recently completed additional sewage treatment facilities, with ample capacity for industrial and residential expansion.

Government

South Bend and Mishawaka are both governed by a mayor and common council, consisting of nine and seven members respectively.

Protective Services

The Police Department is comprised of 187 police officers, 50 patrol cars, eight motorcycles, two ambulances and a patrol wagon. The Fire Department consists of 240 firemen, 14 engine companies and five ladder truck companies.

Educational Facilities

The educational facilities in the South Bend Metropolitan Area meet virtually every need, are well staffed and continually being improved upon. These facilities include a total of 63 elementary, 11 junior high and 13 senior high schools. South Bend is the home of Notre Dame University as well as Saint Mary's College, Bethel College and Indiana University Center, which offer a variety of graduate and undergraduate day and evening courses. In addition the public school system offers many industrial and vocational courses.

Health Facilities

The South Bend Metropolitan Area has four modern hospitals containing a total of 886 beds and 120 bassinets. In addition the South Bend Medical Foundation does laboratory and pathological analyses.

Recreational Facilities

South Bend and Mishawaka have a host of recreational facilities and activities for all age groups and interests. The St. Joseph River and most of the 600 lakes within a 50-mile radius

offer all the summer activities such as swimming, boating and fishing, etc. Two outdoor and two indoor pools as well as two private country clubs each with an 18-hole golf course and their own swimming pools, three public golf courses, 60 parks and playgrounds and many other facilities provide opportunity for recreation. South Bend was host to the world premiere of the N.B.C. Opera Company and has its own Symphony Orchestra and Civic Music Association to provide the area with fine music. In addition an amateur theatre group and the South Bend Art Association, which conducts classes in the arts and crafts and offers exhibits of painting, sculpture, and photography, etc., combine to give this area a wide range of cultural and recreational activities.

Industry

Of the 333 industries employing approximately 43,640 persons, the largest and principal types are machinery, food and kindred products, apparel and related products, and lumber and wood products. Some of the larger nationally known firms in this area are Bendix Aviation Corporation, U. S. Rubber Company, Studebaker-Packard Corporation and the Rockwell Standard Corporation.

Labor

The South Bend Metropolitan Area has a sizeable labor force that has steadily grown over the years as a result of a continued movement to the area due to the excellent living conditions and the multitude of recreational, cultural and educational advantages to be found in the area. Further expansion of the labor market is effected by graduates of the many local trade and vocational schools.

These circumstances coupled with an ever increasing movement of farm labor to industrial areas assure the South Bend area of a substantial labor force from which new industry may draw.

INDUSTRIAL SITE "I"
SOUTH BEND — MISHAWAKA, INDIANA
Mishawaka-Central Industrial District

Area and Location

750 acres in and adjacent to the southern city limits of Mishawaka, Indiana. The Industrial District is bordered on the north by the New York Central main line, on the south by Dragoon Trail and the proposed U. S. Route 20 by-pass, on the west by Merrifield Avenue and on the east by Roosevelt Avenue and a drainage ditch.

Topography

The site is level and at grade with the tracks of the New York Central and adjacent roads.

Railroads

The New York Central main line provides rail service to the Industrial District. The Central's new Robert R. Young Yard, the most modern freight classification yard in the world, is located just eight miles east of the site.

Highways

The Indiana East-West Toll Road interchanges seven miles north of the site at its intersection with U. S. 31 and 33. U. S. Route 20, a proposed limited access by-pass which will skirt the city limits of South Bend, Mishawaka and Elkhart, will form a portion of the southern boundary of the site. U. S. 33 (Lincolnway East) is just north of the site and connects with all other major highways in the area.

Power

The Indiana & Michigan Electric Company provides power to the site. A three-phase 27 KV line parallels 12th Street. Two additional three-phase 27 KV lines parallel both Byrkit Avenue and Beiger Street.

Gas

The Northern Indiana Public Service Company provides gas to the Industrial District from a 4-inch main in Beiger Street and a 10-inch line in Byrkit Avenue.

Water

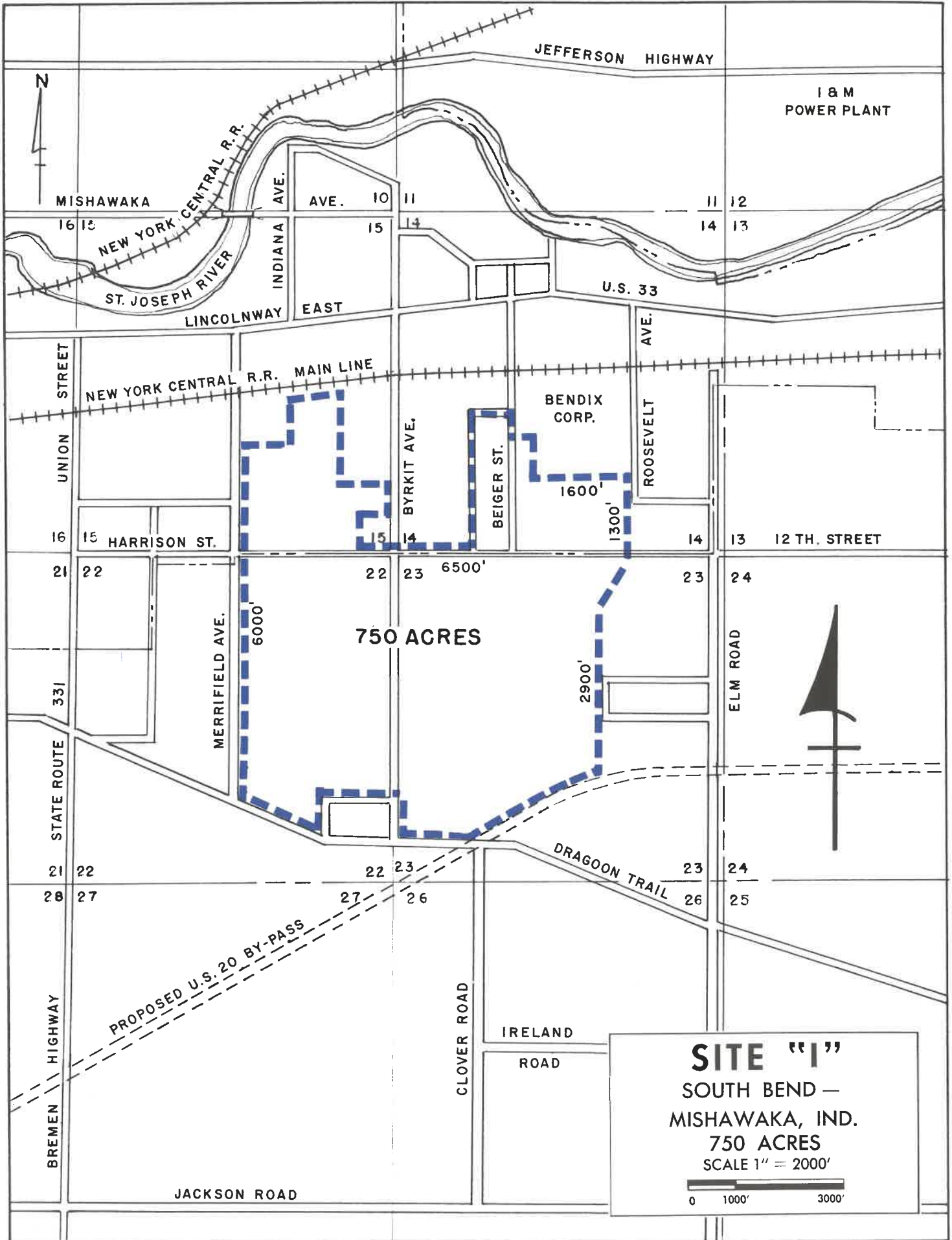
An abundance of water is available from either the City of Mishawaka or private wells. A 12-inch main parallels Byrkit Avenue to Harrison Street.

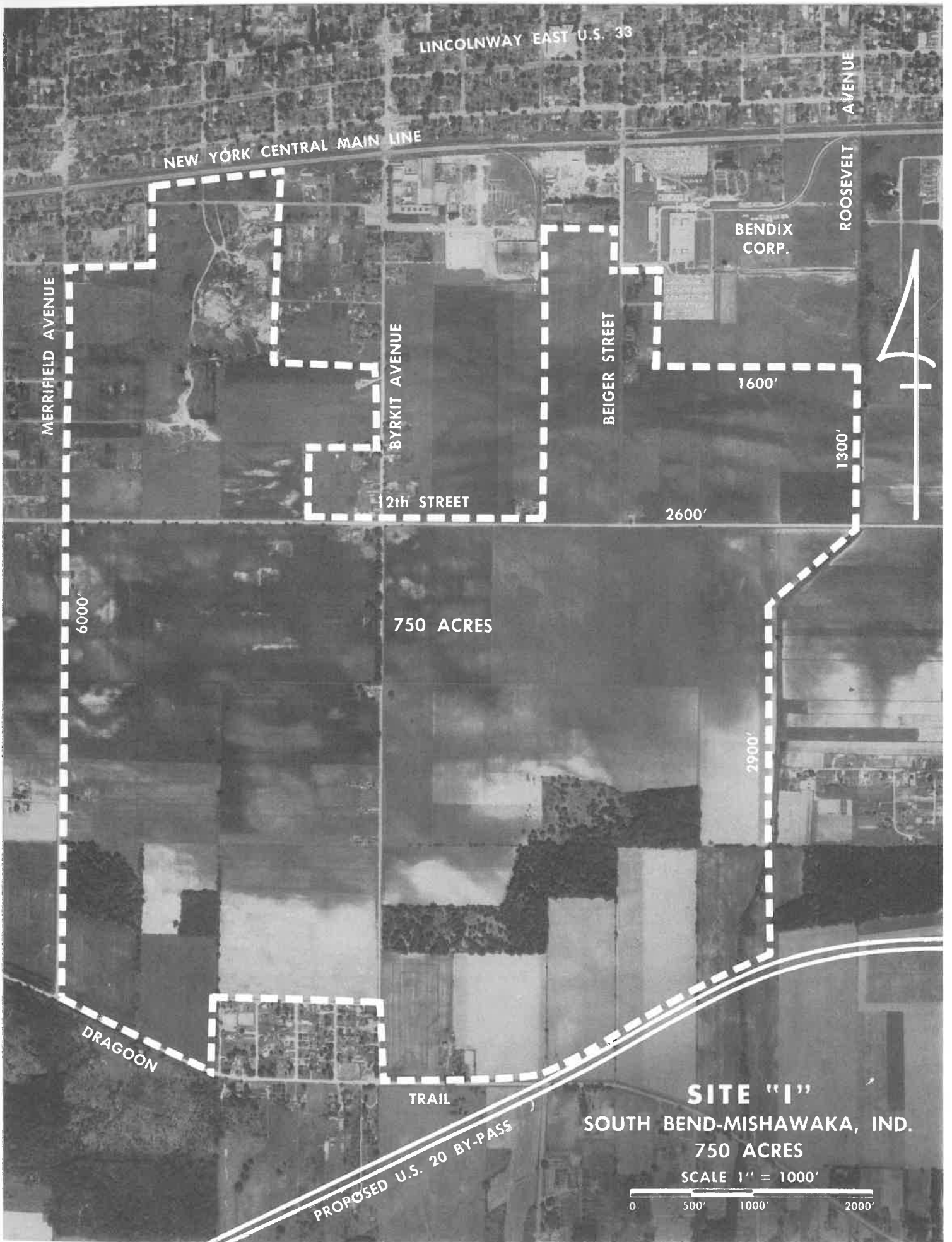
Sewer

A 60-inch municipal sewer parallels Byrkit Avenue and stubs at 12th Street. A 12-inch main parallels Beiger Street and also terminates at 12th Street.

Taxes

The combined annual tax rate for Mishawaka, Indiana, is \$6.18 (1957) per \$100 assessed valuation. Property is assessed at approximately 33⅓ % of 1949 cost of reproduction values.





INDUSTRIAL SITE "J" MISHAWAKA, INDIANA

Area and Location

1,100 acres adjacent to the eastern city limits of Mishawaka. It is bordered on the north by the St. Joseph River, on the south by proposed U. S. 20 by-pass.

Topography

The site is level farm land at grade with adjacent streets.

Railroads

The New York Central main line crosses the site and the Robert R. Young Yard, the most modern freight classification yard in the world, is three miles east, thereby assuring shippers excellent service.

Highways

The Indiana East-West Toll Road interchanges with U. S. Routes 33 and 31 and State Route 19, eleven miles to the northeast and northwest respectively. U. S. Route 20, a proposed limited access by-pass which skirts the city limits of South Bend, Mishawaka and Elkhart, will form the southern boundary of the site. U. S. Route 33 (Lincolnway East) is a four-lane east-west arterial highway.

Power

The Indiana & Michigan Electric Company will supply power to the site from a 27 KV line that parallels the New York Central right-of-way. A 138 KV transmission line traverses the site.

Gas

The Northern Indiana Public Service Company will supply gas to the site from an 8-inch high-pressure gas line in U. S. Route 33.

Water

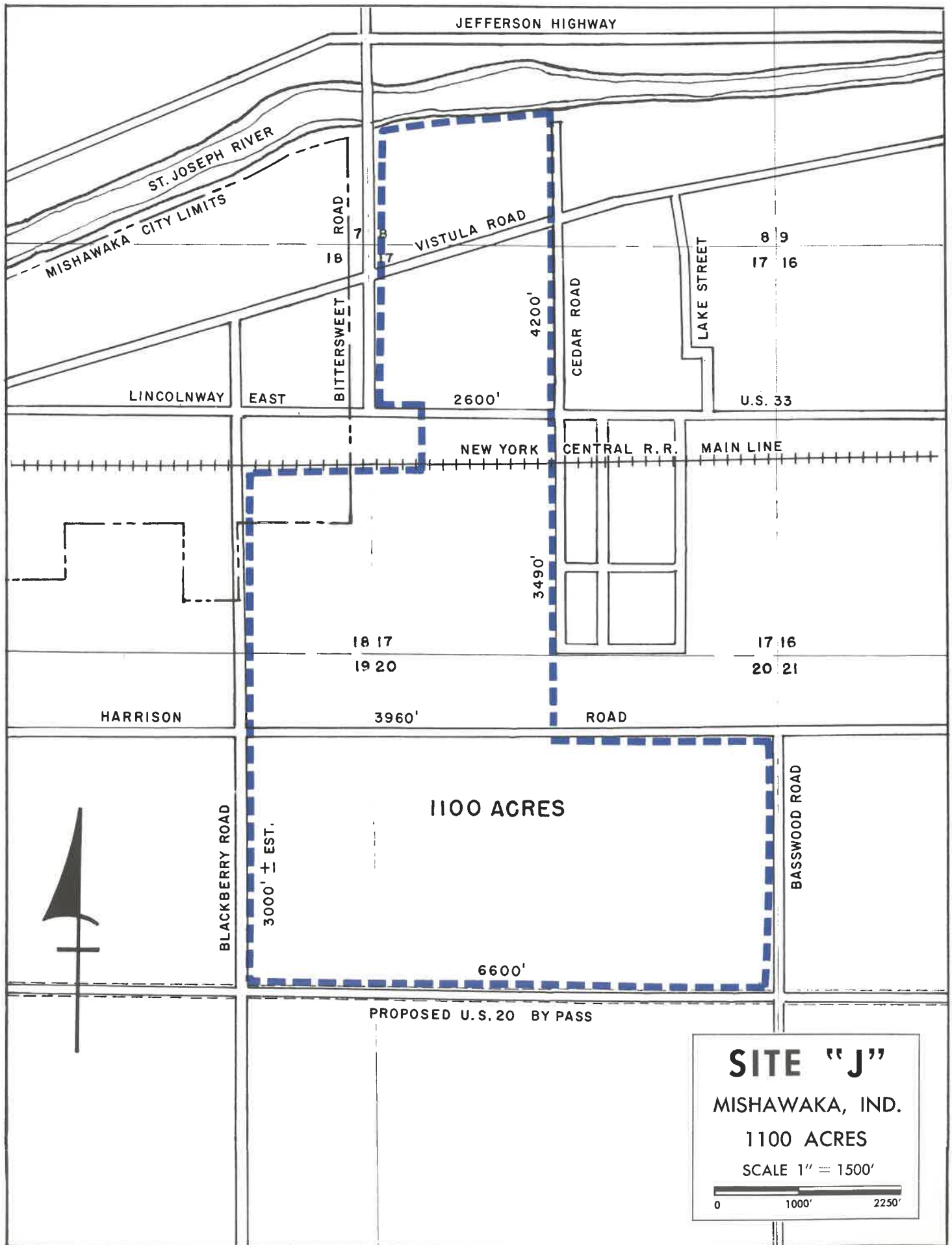
The City of Mishawaka will supply water to the site from a 12-inch main which terminates at the city limits in U. S. Route 33. The St. Joseph River could serve as secondary source, as could wells.

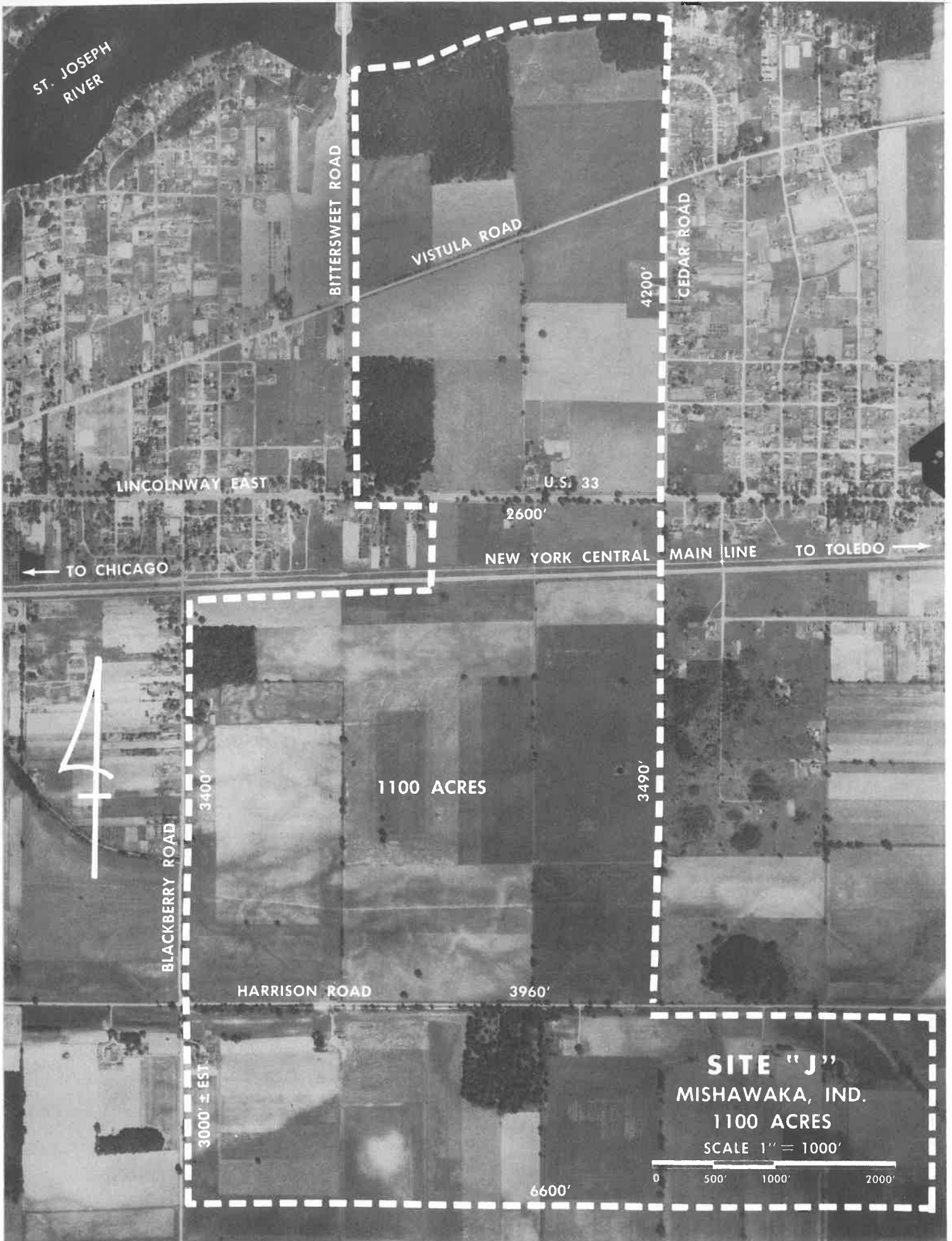
Sewer

The City of Mishawaka has a 42-inch sanitary sewer extending to the Mishawaka City limits in U. S. Route 33.

Taxes

The combined annual tax rate for Mishawaka, Indiana, is \$6.18 (1957) per \$100 assessed valuation. Property is assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.





INDUSTRIAL SITE "K"

ST. JOSEPH COUNTY, INDIANA

Area and Location

1000 acres situated directly north of the eastern segment of Mishawaka, Indiana, six miles west and eight miles east of the business districts of South Bend and Elkhart, respectively.

Topography

The site is level somewhat wooded farm land at grade with the tracks of the New York Central and adjacent roads.

Railroads

The New York Central will provide rail service to the site. The Central's Robert R. Young Yard, the most modern freight classification yard in the world, is located seven miles east of the site.

Highways

The Indiana East-West Toll Road interchanges with U. S. Routes 33 and 31 and State Route 19, seven miles to the northwest and northeast respectively. U. S. Route 20 (McKinley Highway), a major east-west route, traverses the site and connects with all other major highways in the area.

Power

An abundance of power would be available to industry locating in this area. An Indiana & Michigan Electric Company power plant is adjacent to the site on the south.

Gas

The Northern Indiana Public Service Company has two 6-inch 50–60-pound gas mains adjacent to and within the site. One parallels U. S. Route 20 (McKinley Highway), the other lies in Jefferson Road.

Water

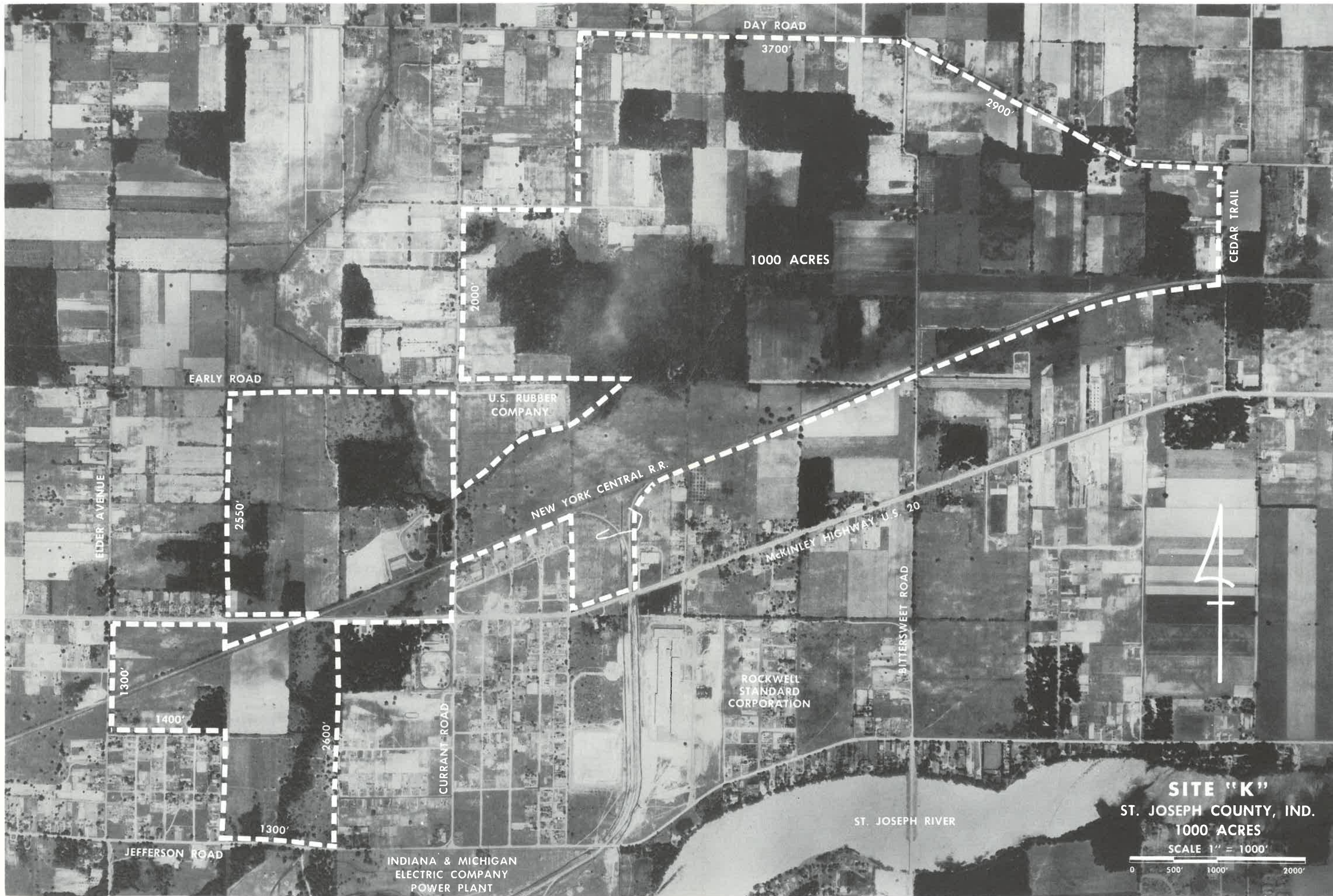
An abundant supply of water may be obtained from private wells many of which produce as much as three million gallons per day in the general area. The St. Joseph River could serve as a secondary source for cooling and process water.

Sewer

Uncontaminated or treated plant effluent could conceivably be removed by a drainage ditch which traverses the site or the nearby St. Joseph River.

Taxes

The combined annual tax rate for Penn Township is \$3.40 (1957) per \$100 of assessed valuation. Property is assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.

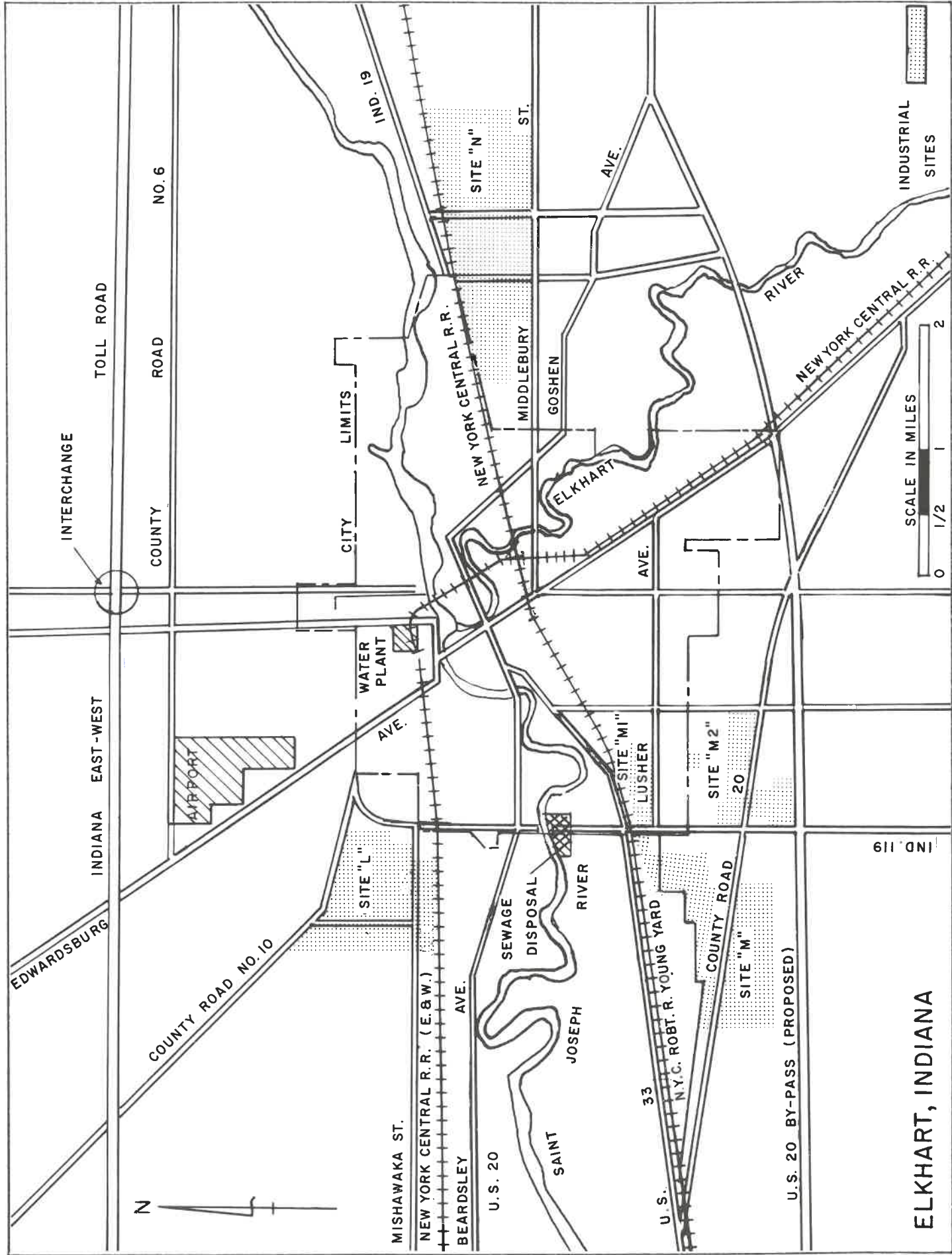


SITE "K"
ST. JOSEPH COUNTY, IND.
1000 ACRES
SCALE 1" = 1000'





← OPEN TO SITE "K"



INTERCHANGE

INDIANA EAST-WEST

TOLL ROAD

COUNTY ROAD NO. 10

NO. 6

ROAD

COUNTY



CITY LIMITS

WATER PLANT

AVE.

SITE "L"

MISHAWAKA ST.

NEW YORK CENTRAL R.R. (E.&W.)

BEARDSLEY AVE.

U.S. 20

SAINT JOSEPH RIVER

SEWAGE DISPOSAL RIVER

JOSEPH RIVER

SITE "MI"

LUSHER AVE.

33

U.S. N.Y.C. ROBT. R. YOUNG YARD

COUNTY ROAD 20

SITE "M"

U.S. 20 BY-PASS (PROPOSED)

NEW YORK CENTRAL R.R.

MIDDLEBURY ST.

GOSHEN AVE.

SITE "N"

INDIAN RIVER

NEW YORK CENTRAL R.R.

ELKHART RIVER

INDUSTRIAL SITES



IND 119

ELKHART, INDIANA

ELKHART, INDIANA

GENERAL INFORMATION

Location

Elkhart is located 101 miles east of Chicago, 135 miles southwest of Toledo, 143 miles north of Indianapolis and 15 miles east of South Bend.

Population

The respective populations of Elkhart and Elkhart County are 38,652 and 95,500.

Other counties and major communities within a 20-mile radius have a total estimated population of 275,000.

Terrain

The City of Elkhart lies on generally level land and is divided into several distinct areas by the winding St. Joseph River. A river dam has effectively eliminated any flood hazards.

Climate

Elkhart has a mean annual temperature of 48.1° F. Seasonal means are 24.5° F. and 73.4° F. in the winter and summer respectively. Precipitation averages 34.74 inches.

Transportation

Railroad

The New York Central System provides Elkhart with freight and passenger service. The Central's Chicago-New York main line passes through Elkhart, as well as its branch lines to Detroit, Indianapolis and South Bend. The new Robert R. Young Yard, the gateway to the West, is directly west of Elkhart. The E&W Branch serving the area north of the St. Joseph River connects with the Twin Branch Railroad (and Power Plant) at Mishawaka.

Highways

The Indiana East-West Toll Road interchanges with Indiana Route 19 three miles north of downtown Elkhart. U. S. Routes 33 and 20 and State Routes 19, 112 and 120 extend through the city and connect with all other highways in the area.

Bus and Truck

One intra-city and two inter-city bus lines provide excellent local service. The Greyhound and Continental Trailers bus lines stop in Elkhart and make connections in South Bend for any destination.

Approximately 47 trucking firms operate in and through the Elkhart area.

Airway

The Elkhart Airport, located two miles northwest of the business district, has lighted runways of blacktop construction. Commercial flights may be obtained from the St. Joseph County Airport (Bendix Field), 18 miles west of Elkhart.

Utilities

Power

The Indiana & Michigan Electric Company distributes power to the Elkhart area.

Gas

The Northern Indiana Public Service Company distributes 1000 BTU natural gas to the Elkhart area.

Water

Elkhart obtains its water from 14 wells having a total capacity of over 25 million gallons per day. Average daily consumption is less than 25 per cent of capacity. An abundance of water is available for industrial expansion. Additional supplies may be obtained from private wells or the St. Joseph River.

The industrial water rate is:

First	3,300	cubic feet	@	\$.165	per hundred	cubic feet		
Next	30,000	" "	@	.10	" "	" "	" "	" "
Next	300,000	" "	@	.08	" "	" "	" "	" "
Over	333,300	" "	@	.055	" "	" "	" "	" "

Sewer

Elkhart has recently constructed a new sewage disposal plant which has ample capacity for industrial and residential development.

Government

Elkhart has an aldermanic form of government consisting of a mayor and a city council.

Protective Services

The Police Department has a force of 53 uniformed men, six automobiles and two motorcycles. The Fire Department has a force of 66 firemen and nine fire trucks.

Educational Facilities

The Elkhart school system consists of 14 public grade schools, four parochial grade schools, three public junior high schools, and a new public senior high school. Elkhart University offers a variety of courses, primarily dealing with secretarial and office skills. Notre Dame University is located in South Bend 11 miles west of Elkhart. Goshen College is 12 miles southeast in Goshen, Indiana.

Health Facilities

The Elkhart General Hospital is modern, well equipped, air conditioned and excellently staffed and contains 178 beds and 24 bassinets.

Recreational Facilities

Elkhart's primary recreational asset is the St. Joseph River which winds its way through the community. Over 600 lakes within a 50-mile radius offer an extensive variety of both summer and winter activities as well as comfortable suburban living conditions. Elkhart has nine city parks comprising a total of 127 acres with picnic facilities, baseball diamonds and bathing beaches. In addition a large outdoor swimming pool, two 18-hole golf courses, four motion picture theatres, numerous fraternal and social and civic organizations offer virtually an unlimited number of activities.

Industry

Of the 216 industries employing approximately 17,000 persons in Elkhart, the largest and principal types are radio and TV components, proprietary medicines, band instruments and mobile homes.

Labor

Due to the close proximity of Elkhart to the South Bend Metropolitan Area and the constant industrial, residential and commercial growth between the two communities, it has been proposed to include Elkhart in this metropolitan area in the 1960 census. The combined labor force of the South Bend Metropolitan and Elkhart Areas would be available to industry locating here.

INDUSTRIAL SITE "L"

ELKHART, INDIANA

Area and Location

515 acres situated two miles northwest of the business district of Elkhart and adjacent to the city limits.

Topography

The site is level farm land at grade with adjacent roads and the tracks of the New York Central System.

Railroads

The New York Central System is adjacent to the site on the south and the Central's nearby Robert R. Young Yard assures excellent service.

Highways

State Route 112, which is adjacent to the site on the east, connects with State Route 19 which interchanges with the Indiana East-West Toll Road three miles northeast of the site. Both U. S. Routes 20 and 33 pass a short distance south of the site and connect with all other major highways in the area.

Power

The Indiana & Michigan Electric Company will provide electric power to the site. A 27 KV power line parallels the New York Central right-of-way.

Gas

The Northern Indiana Public Service Company will provide gas to the site. An 8-inch 45-pound main is located approximately 1000 feet east of the site. The Gas Company has under construction another 8-inch main in Nappanee Street (State Route 112) adjacent to the site.

Water

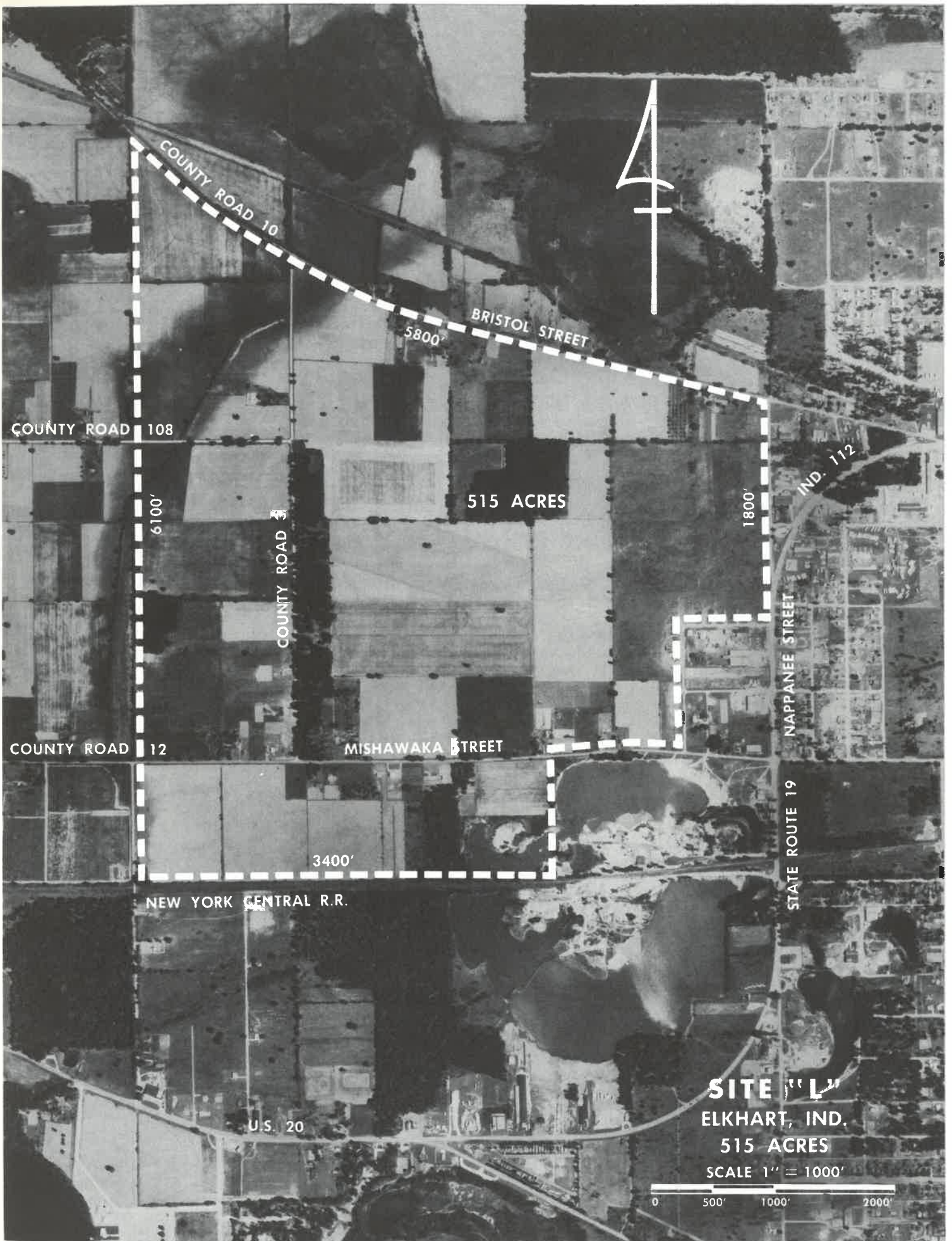
A 12-inch municipal water main extends to the Elkhart City limits in West Boulevard, 2000 feet east of the site. Private wells could supply an abundance of water as several existing wells in the general area produce as much as three million gallons per day.

Sewer

A 36-inch municipal sewer main extends to the New York Central right-of-way in West Boulevard 2000 feet east of the site.

Taxes

The combined annual tax rate for Elkhart, Cleveland Township, is \$7.14 (1957) per \$100 assessed valuation. Property is assessed at approximately 33 $\frac{1}{3}$ per cent of 1949 cost of reproduction values.



COUNTY ROAD 10



BRISTOL STREET
5800'

COUNTY ROAD 108

515 ACRES

6100'

COUNTY ROAD 12

1800'

IND. 112

COUNTY ROAD 12

MISHAWAKA STREET

NAPPANEE STREET

3400'

STATE ROUTE 19

NEW YORK CENTRAL R.R.

U.S. 20

SITE "L"
ELKHART, IND.
515 ACRES

SCALE 1" = 1000'



INDUSTRIAL SITE "M"

ELKHART, INDIANA

Area and Location

805 acres situated directly south of the New York Central's Robert R. Young Yard and adjacent to the western city limits of Elkhart, Indiana.

Topography

The site is level farm land at grade with the New York Central's tracks and adjoining roads.

Railroads

The site will be served by the New York Central main line through the facilities of the Central's new Robert R. Young Yard, the most modern freight classification yard in the world, which is adjacent to the site on the north.

Highways

The Indiana East-West Toll Road interchanges with U. S. 31 and 33, fourteen miles northwest of the site and with State Route 19 six miles north and east of the site. U. S. Route 33, just north of the site, connects with State Route 19, which borders the site on the east, and connects with all other major roads in the area.

Power

The Indiana & Michigan Electric Company will provide electric power to the site. A 27 KV power line parallels U. S. 33 directly north of the site. A power substation for the reduction of 132 KV current is located a short distance to the east.

Gas

The Northern Indiana Public Service Company will construct an 8-inch high pressure main in Nappanee Street (State Route 19) adjacent to the site on the east.

Water

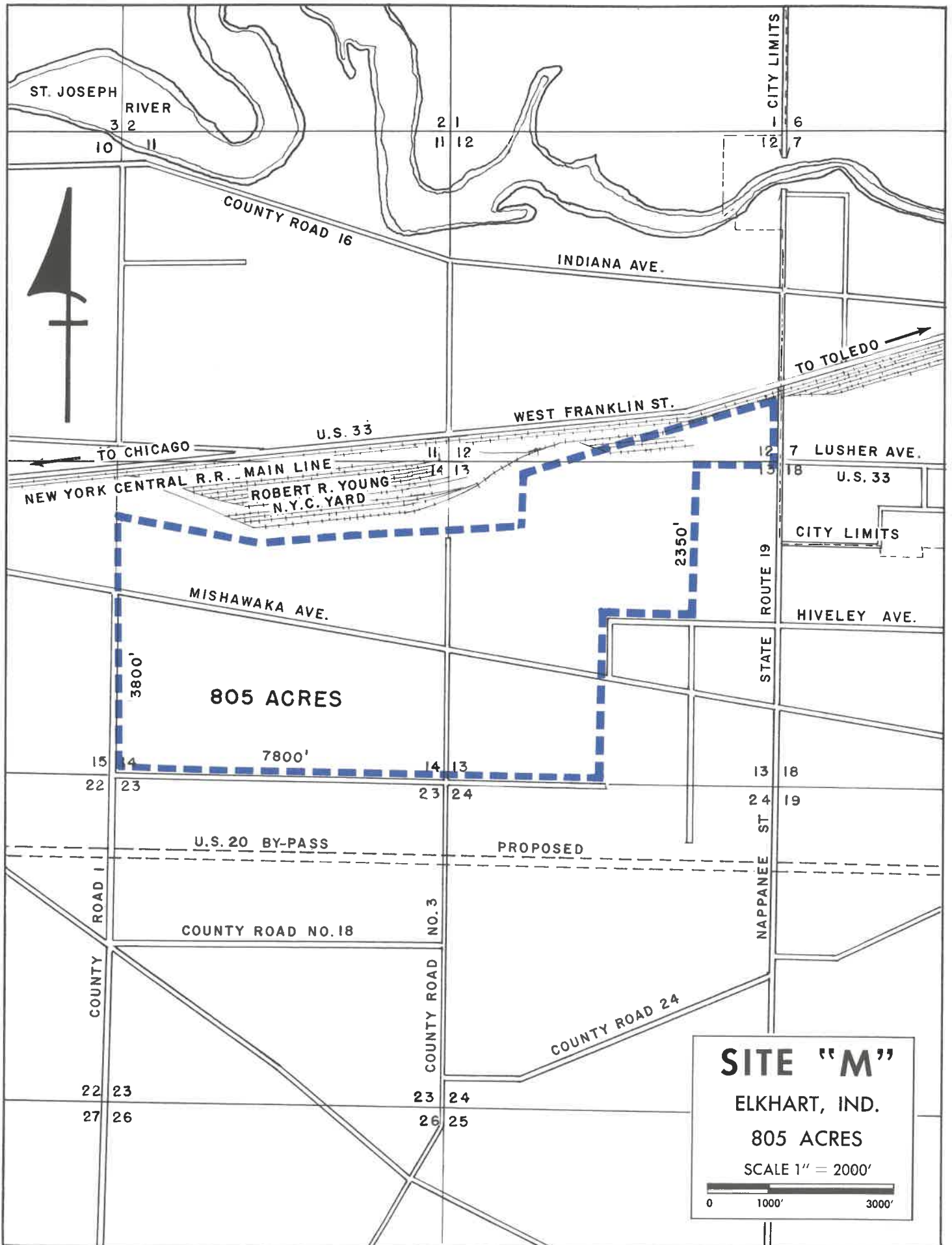
An 8-inch municipal water main in Fieldhouse Avenue terminates at Nappanee Street adjacent to the site on the east. In addition an abundance of water may be secured from private wells.

Sewer

A 36-inch municipal sewer in Fieldhouse Avenue which terminates at 16th Street could be extended to serve the site.

Taxes

The annual tax rate for Baugo Township, Elkhart County, is \$5.39 (1957) per \$100 assessed valuation. Property is assessed at approximately 33 $\frac{1}{3}$ % of 1949 cost of reproduction values.



INDUSTRIAL SITES "M-1" & "M-2"

ELKHART, INDIANA

Area and Location

A total area of 372 acres situated one to two miles southwest of downtown Elkhart, as follows: Site M-1 contains 85 acres and is situated directly south of the New York Central main line and north of Lusher Avenue (U. S. Route 33) – within the city limits of Elkhart. Site M-2 contains 287 acres and is situated between Oakland Avenue and Nappanee Street (State Route 19) in and adjacent to the southern city limits of Elkhart.

Topography

Sites M-1 and M-2 are level and at grade with the tracks of the New York Central System and adjacent roads.

Railroads

The sites are served by the main line of the New York Central and are less than a mile from the Central's new Robert R. Young Yard, the most modern freight classification yard in the world.

Highways

The Indiana East-West Toll Road interchanges with Indiana Route 19 approximately five miles north of the sites. Proposed by-pass Route 20, a limited access highway, skirts the southern city limits of Elkhart and South Bend and will pass directly south of the site.

U. S. Route 33 (Lusher Avenue) forms the southern boundary of Site M-1. Indiana Route 19 bounds site M-1 and M-2 on the west and connects with all other major highways in the area.

Power

The Indiana & Michigan Electric Company provides electricity to the site. A substation is south of and adjacent to Hively Avenue and will supply an abundance of power in all standard voltages. A 27 KV power line parallels Lusher Avenue and a 132 KV line from the south terminates at the substation.

Gas

The Northern Indiana Public Service Company provides gas to the site. An 8-inch high pressure main is adjacent to the site in Oakland Avenue. The Gas Company will construct an additional 8-inch main in Nappanee Street.

Water

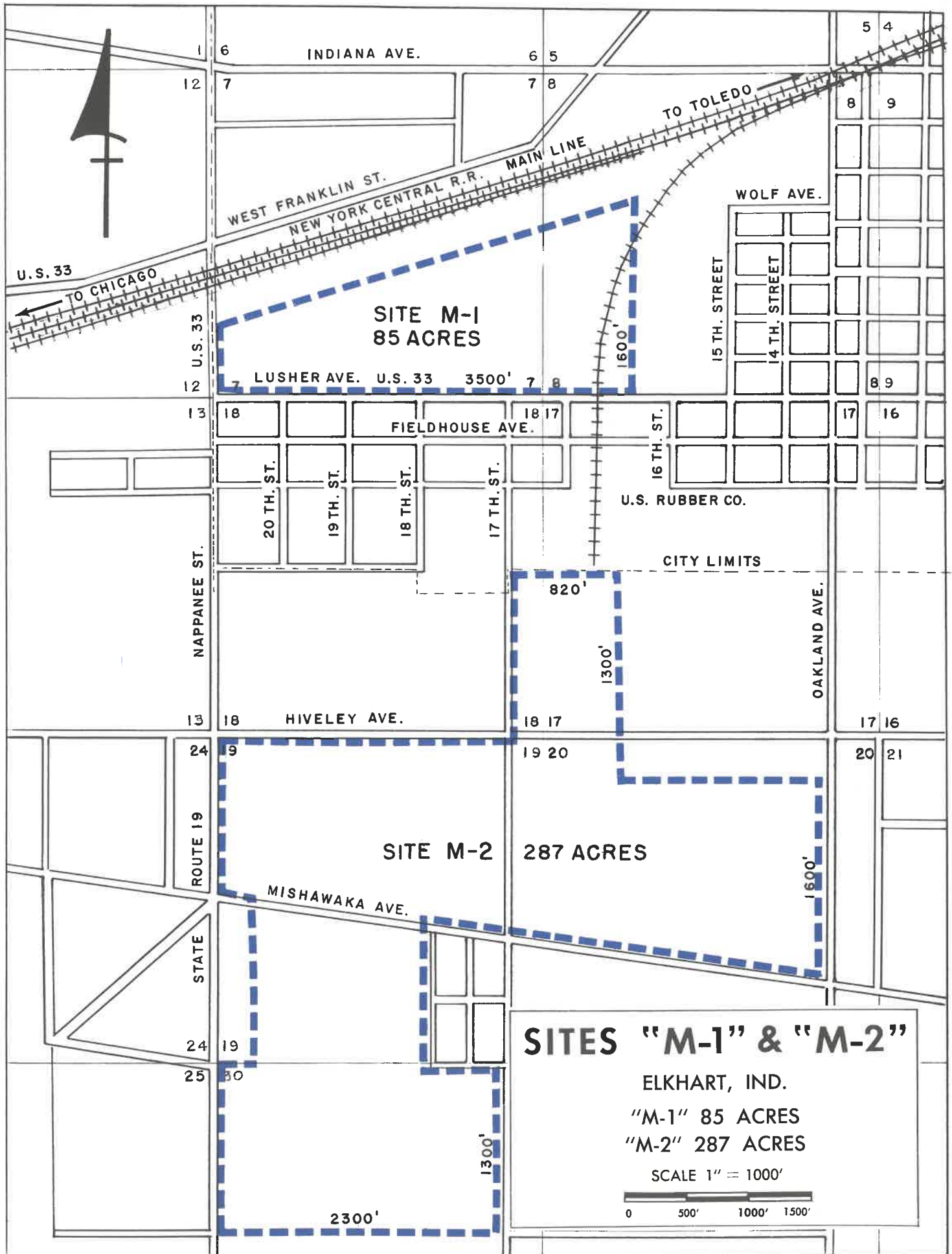
An 8-inch municipal water main in Fieldhouse Avenue terminates at Nappanee Street. An abundant supply of water may be obtained from private wells.

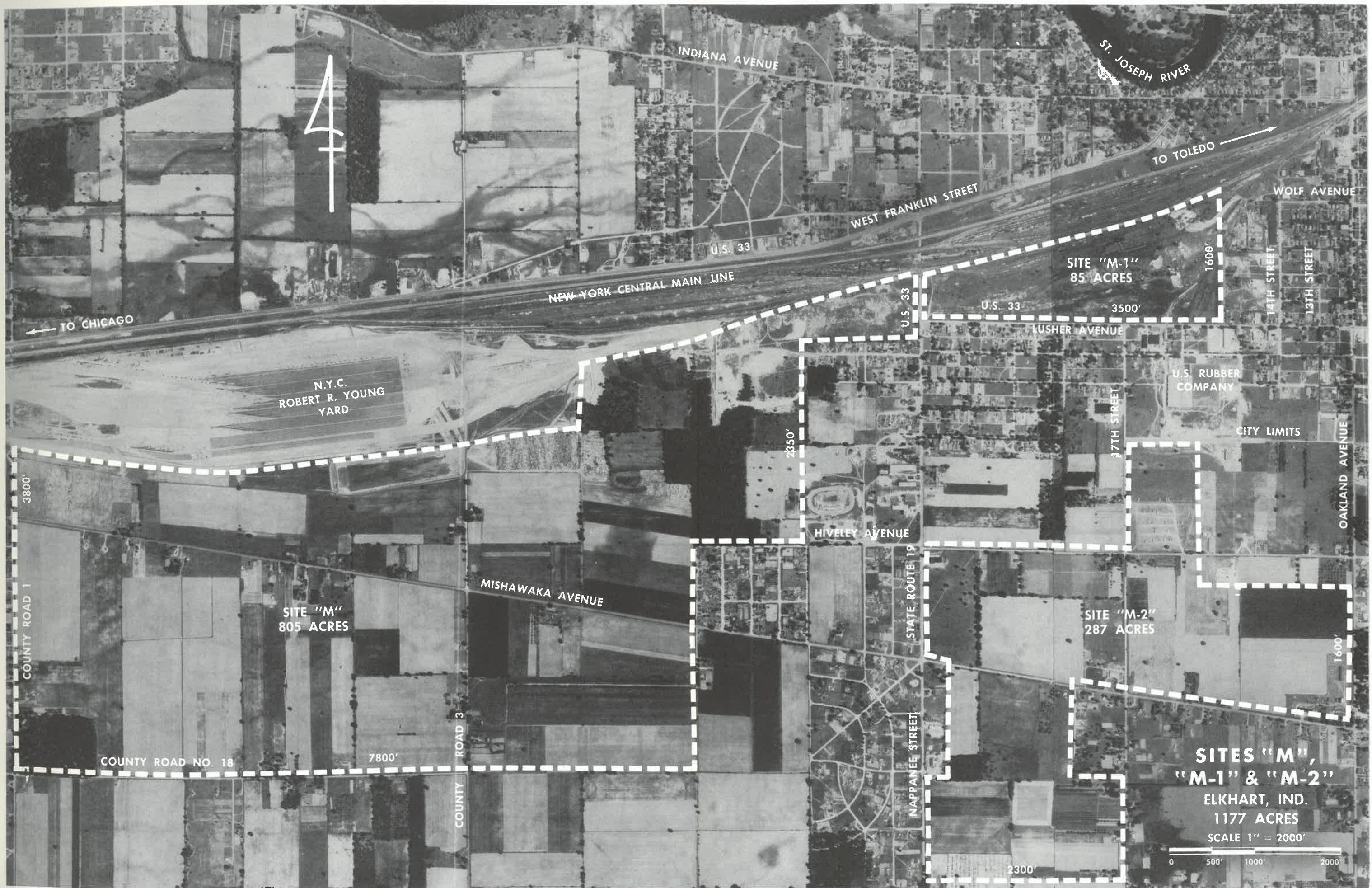
Sewer

A 36-inch municipal sewer in Fieldhouse Avenue terminates at 16th Street and extends south on 15th Street to the city limits.

Taxes

The combined annual tax rate for Elkhart, Concord Township, is \$7.10 (1957) per \$100 of assessed valuation. Property is assessed at approximately 33⅓% of 1949 cost of reproduction values.





INDUSTRIAL SITE "N"

ELKHART, INDIANA

Area and Location

1236 acres situated two to three miles east of downtown Elkhart. It is bordered on the north by the New York Central main line, on the south by Middlebury Street (County Road 14), on the east by County Road 17.

Topography

The site is level farm land at grade with the New York Central tracks and adjacent highways.

Railroads

The New York Central main line forms the north boundary of the site and connects with the Central's new Robert R. Young Yard five miles to the west. This location is in close proximity to the most modern freight classification yard in the world, which assures shippers of excellent service.

Highways

The Indiana East-West Toll Road interchanges with State Route 19 approximately seven miles to the northwest. U. S. Route 20 is one-half mile south and will connect with U. S. 20 by-pass, which will skirt the southern city limits of Elkhart and South Bend. Indiana Route 319 passes just north of the site and connects with Indiana Route 120, which traverses the site.

Power

The Indiana & Michigan Electric Company will provide power to the site from a 27 KV line paralleling the New York Central right-of-way on the north.

Gas

The Northern Indiana Public Service Company has a 6-inch natural gas main in Wood Street, terminating at State Route 120 just north of the site.

Water

An 8-inch municipal water main extends along Wood Street to State Route 120. A 12-inch main lies in Simpson Avenue just west of the site. Additional water may be obtained from either the St. Joseph River, 500 feet north of the site, or wells.

Sewer

Elkhart is planning to extend a combination sewer eastward on Wood Street to State Route 120 to serve the area. A 48-inch sewer lies in Simpson Avenue just west of the site.

Taxes

The combined annual tax rate for Elkhart, Concord Township, is \$7.10 (1957) per \$100 of assessed valuation. Property is assessed at approximately 33⅓% of the 1949 cost of reproduction values.



GREENLEAF BLVD

ST. JOSEPH RIVER

STATE ROUTE 319

EAST JACKSON BLVD

WOOD STREET

NEW YORK CENTRAL MAIN LINE

1236 ACRES

STATE ROUTE 120

3500'

4100'

COUNTY ROAD 17

2100'

5960'

2700'

5200'

MIDDLEBURY STREET

COUNTY ROAD 14

U.S. 20

STATE ROUTE 120

COUNTY ROAD 15

SITE "N"
ELKHART, IND.
1236 ACRES
SCALE 1" = 1000'



Central's Industrial Development Department can help you

. . . find the best location

Our object is to help establish industries along our railroad which will produce freight business. That means successful industries. Thus our interests are identical with yours. You are protected from wasteful pressure by those who may wish to sell a certain piece of property — regardless of its long-range fitness for your purpose.

. . . save time

In this Department's files are engineering and economic facts about large and small industrial locations now available. They're indexed and cross-indexed. Our specialists can quickly locate those that come closest to meeting your needs.

. . . save money

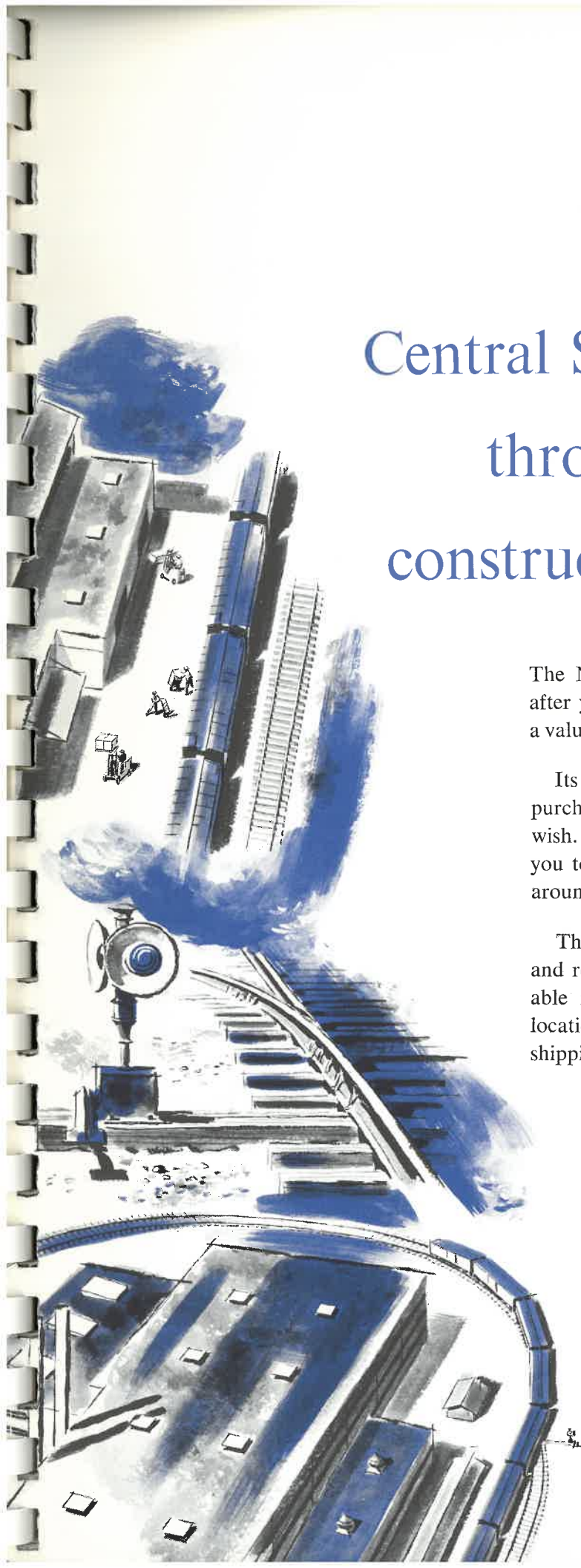
The experienced help of our Industrial Development Department is yours without charge. Its special knowledge of values, taxes, living conditions, and traffic situations throughout the New York Central area can often save you substantial sums — now and in the future.

. . . save leaks

Our services are confidential. You are safe from "leaks" that might increase the price of a desired piece of property — or tip off competition to your plans.

. . . avoid problems

Reinforcing the specialists of our Industrial Development Department are those of other specialized departments: Engineering, Operating, Coal Sales, Agricultural, Merchandise, Foreign Freight, Real Estate and Freight Sales. These contribute studies on such matters as rates, packing, loading, line clearances, sidings, cranes, loading platforms, ports, piers, lighterage, tax structures and tax problems. Their advices, obtained *in advance*, can prevent many headaches in the establishment of a new plant.



Central Service continues through planning, construction and operation

The New York Central continues to cooperate with you after you have selected your location because you are now a valued customer.

Its Real Estate Department will help you to secure your purchase option, will even help you to negotiate, if you wish. Its Engineering and Operating Departments will help you to design and build the sidings, the switches and run-arounds you need.

The Freight Sales Department will study your problems and recommend schedules to speed your freight at reasonable rates. When you begin to operate from your new location, Central experts will continue to help you to solve shipping, packing and handling problems.

FOR SPEED

The New York Central has provided millions of dollars' worth of new equipment and introduced wholly new concepts in railroading to speed your raw and semi-finished materials to your plant and to provide you with the fastest deliveries of your products to your customers. As planned and performed by the New York Central, railroad freight is the fastest low-cost transportation available to industry.

EARLY BIRDS

Typical of the services rendered by the New York Central are its "Early Birds" – fast freights that make the run from Chicago to New York in as little as 22 hours – the quickest rail freight transportation in the East.

Early Bird service is scheduled every day between Chicago and New York, Chicago and Buffalo, Chicago and Boston, Detroit and Boston, Detroit and New York, and from St. Louis, Peoria, and Cincinnati to New York.

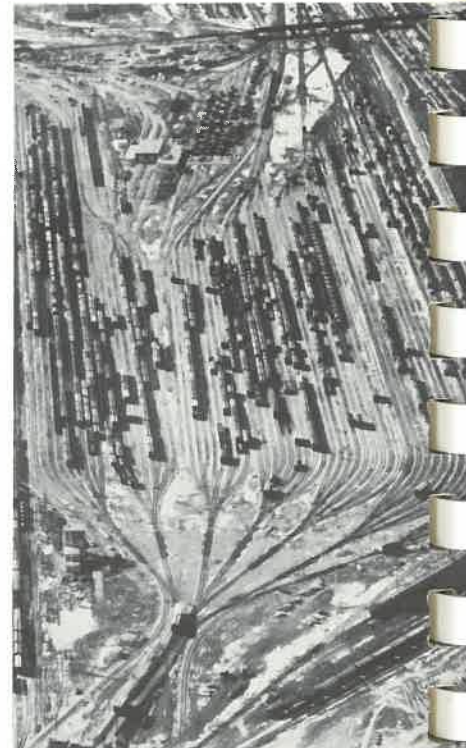
"EARLY BIRDS" EASTBOUND							
LEAVE			ARRIVE				
Chicago	(Englewood)	7:30 AM	EN-2	New York	7:30 PM	1st night	A/NY-4
	(Blue Island)	11:00 AM	NY-CD-4	New York	7:30 PM	1st night	A/NY-4
	(Blue Island)	9:00 PM	CB-4	Buffalo	2:45 PM	1st afternoon	CB-4
	(Blue Island)	10:00 PM	NY-4	New York	5:00 AM	2nd morning	NY-4
Cincinnati		1:35 PM	CC-2	New York	5:00 AM	2nd morning	NY-4
Cleveland		11:30 PM	BFNY-4	New York	7:30 PM	1st night	A/NY-4
Detroit		3:00 AM	BF-7	Cincinnati	3:45 PM	Same day	BF-7
East St. Louis		8:15 PM	NY-6	New York	7:30 PM	2nd night	A/NY-4
Indianapolis		7:15 AM	NY-6	New York	7:30 PM	2nd night	A/NY-4
Peoria		5:30 PM	PE-10	New York	7:30 PM	2nd night	A/NY-4
Toledo		7:15 AM	BF-7	Cincinnati	3:45 PM	Same day	BF-7

CENTRALIZED TRAFFIC CONTROL

All freight traffic on the New York Central is fast and getting faster – thanks to one of the latest developments in railroading, Centralized Traffic Control.

CTC is an electronic switching and signal network which enables two tracks to do the work that used to require four and permits freight to move at a mile a minute – safely and dependably.

New York Central's faster freight service means quicker turnover of your merchandise, reduction of your inventory and warehouse requirements, less of your capital tied up in goods, lower insurance costs, less waste if your commodities are perishable, better service to your customers.



You have control

11:18 P.M.



11:20 P.M.



5:24 A.M.



6:00 A.M.



A new electronic car-reporting system keeps track of every freight car every minute it's on the New York Central's main lines. This system, linking 67 yards and four major information centers in New York, Cleveland, Indianapolis and Detroit, means your freight moves faster. Because yards are now alerted with exact information well in advance, loading, unloading and switching can begin the minute the incoming train arrives.

More than that, you now have a new kind of control over your freight that pays off in dollars and cents. Information experts in our Freight Service Bureaus can tell you within minutes when your shipment left, where it is at any time, and when you'll get it.

Pictures at left show how this system works for you. At 11:18 P.M. New York gets a request from a receiver for arrival time of a shipment. Operator at Central Freight Service Bureau in New York checks teletype which transmits lists of all cars and trains moving on the Eastern District. At 11:20 P.M. shipment is located and time of arrival specified as 5:30 A.M. At 5:24 A.M. shipment arrives at freight terminal in New York. At 6:00 A.M. shipment is transferred to truck.

With this specific, up-to-the-minute information, you can plan on definite arrival times, plan your pick-ups, save waiting costs for drivers, checkers and loaders, render better service to your own customers.

Integrated transportation

The New York Central has developed an integrated rail-highway-water transportation with its new Flexi-Van System, available only on the New York Central in the vast area which it serves.

Flexi-Van is the only system which can operate between rail, highway and water without loss of efficiency – without costly reloading of freight. It combines the flexibility of truck transport with the economies of mass movement traditional in rail and water transportation.

Flexi-Van is a new patented system that reduces damage, lowers costs and speeds your freight in truck trailer bodies over main lines at express train speeds.

Flexi-Van trailers are available for all kinds of freight – conventional, refrigeration or tank trailer. Now, as much as 42,000 pounds of payload can be picked up at your plant and carried over any combination of highway, rail and waterways to its destination in one door-to-door operation.

This is only the latest innovation by the New York Central in its planned program of integrated transportation that enables you to plan your shipments for lowest cost, greatest speed by any combination of methods that suits your needs. And the Central's freight specialists are prepared to assist you in making your plans.





For special needs

Whatever your special problems or special needs, the Central has the men and machines required to handle your freight.

REFRIGERATION

On the Central refrigeration is mechanized, fast, safe and sure. Its new icing equipment, push-button controlled, guided by signal lights and walkie-talkies, can handle as many as 80 cars at a time . . . your assurance of speed and safety if you ship refrigerated commodities.

BULK SHIPMENTS

Whatever your raw material or finished product, New York Central has the equipment and the experts to move it. Millions of carloads of bulk and massive commodities move over the Central's rails every year. Freight experts are prepared to help you select the special equipment you need and to assure that it will be where you want it at the time you want it.

LESS THAN CARLOAD

Your small shipments as well as large are planned for by the Central. Its skilled men advise your staff on packaging, packing and handling in your plant. On the road, you gain from Central's coordinated rail-truck service for mail, express and LCL freight, for greater speed and efficiency.

OVERSEAS SHIPMENTS

Your foreign freight is moved by the Central through the great port of Boston or the world's largest port, New York, and the inland ports along the St. Lawrence and the Great Lakes, with equal speed and efficiency. Central's huge transit sheds, 250-ton capacity derricks, modern tug boats, barges and carfloats, and deep water railside piers assure you of economical transfer between train and ship to help you expand your world trade.

FACTS ABOUT INDIANA

“THE CROSSROADS OF AMERICA”

POPULATION — 3,934,224 (U. S. Census, 1950). Rank in U. S., 12th. . . . 4,533,000 (Estimated, 1957). Estimated rank in U. S., 10th.

AREA — 36,291 square miles, of which 309 square miles are water. Extreme length, 276 miles; average breadth, 140 miles. Rank in U. S., 37th. Highest altitude, 1,285 feet; lowest altitude, 313 feet.

CLIMATE — Annual monthly mean, 52.5 degrees F. Highest on record, 116 degrees F. Lowest on record, -35 degrees F. Annual mean temperature, 53 degrees F. Total annual precipitation, 39.23 inches.

Indiana, popularly known as the “Hoosier state,” is a key state in the economy of the nation. In 1957, it was estimated to rank 10th among the states in population. But it ranked eighth under the 1954 Census of Manufactures on the basis of “value added by manufacture” (the value of finished products less cost of raw materials and supplies).

STRATEGIC LOCATION

Because of its central location, Indiana has been able to maintain a stable balance between urban and rural living. It is a leading industrial state and still a major agricultural state.

The center of U. S. manufacturing was computed in 1953 to rest in central Indiana. The center of U. S. population is less than 50 miles from the state’s western boundary. For years, Indiana has been a focal point for rail, truck, and air transportation — coast to coast and border to border.

Business life at “The Crossroads of America” is a cross-section of the United States — near to everything and everybody. This proximity to markets, as well as sources of supply of raw materials, plus the diversification of both agriculture and industry, makes a splendid combination of advantages for practically every line of endeavor.

POPULATION ANALYSIS

Indiana’s native-born population stands at 97.5 per cent. The 1950 Census showed 93 per cent of the population native-born white and 4.5 per cent Negro, and the following major groups among the foreign born: 13,801 from Germany, 11,883 from Poland, 10,481 from the British Isles, 5,508 from Italy, and 3,909 from the Scandinavian countries. The Bureau of the Census reported the state’s population as 59.5 per cent urban and 40.1 per cent rural.

NATURAL RESOURCES

Indiana’s abundant natural resources — soil, coal, forests, clays, stone, gypsum, natural gas and oil — represent important ingredients of modern living. The state provides more than 80 per cent of all building limestone used in the United States, ranks seventh among the coal-producing states, and approximately fifth (with California and Texas) in the structural clay products industry. It produces more face veneer than all other states combined.

The state’s leading natural resource is bituminous coal with 121 strip and shaft mines in 17 counties in the southwestern part of the state. In 1956, a total of 17,325,000 tons were mined, and in 1955 five Indiana mines each produced more than a million tons.

The following figures, provided by the Indiana Geological Survey, summarize the value of minerals produced in the state in 1955, the latest year on which information is available:

Commodity	Amount	Value
Coal	15,778,000 s.t.	\$ 52,000,000
Petroleum	10,923,283 bbls.	31,535,000
Dimension limestone	9,078,791 cu.ft.	18,643,833
Crushed limestone	11,234,740 s.t.	13,766,180
Sand, gravel	14,153,112 s.t.	12,324,822
Clay, shale, and ceramic products	1,213,325 s.t.	28,000,000
Dimension sandstone	40,000 s.t.	800,000
Total		\$168,069,835

Not included in this total is a value of \$43,740,623 on production of cement, gypsum, natural gas, peat, marl, whetstones, and lime. Approximately one billion cubic feet of natural gas is produced each year. The mining of gypsum began in 1955 following the discovery of that mineral in Martin County.

The Northern Indiana area is endowed with an abundance of ground and surface water. Ground water conditions in this area, specifically from LaPorte to Elkhart, are quite similar. The best wells are obtained by drilling in the glacial drift which is the unconsolidated formation lying above the rock stratum. This glacial drift consists of clay, sand and gravel in various layers, the depth varying from 50 feet to over 300 feet and averaging about 150 feet.

The temperature of the ground water tends toward the average temperature of the locality and is approximately 55° F. The quality of the ground water ranges from 12 grains of hardness per gallon upwards, with the average being approximately 18 grains per gallon. Iron content varies considerably from a trace to several parts per million. The pH is generally from 7.1 to 7.4.

Many of the producing well units in Elkhart, South Bend and LaPorte area produce as much as three million gallons per day each. Largest yields are obtained with the gravel wall type of wall construction in which the well screen is surrounded by graded silica gravel to control the sand.

INDUSTRY

Indiana, situated in the heart of the highly-industrialized Great Lakes Region, is predominantly a manufacturing state. Every third person in the state's work force is employed in manufacturing. The "value added by manufacture" in Indiana industries in 1954 was \$4,635,477,000 for the ranking of eighth among the states.

The state's six major electric utility companies had a combined plant investment of more than \$1,000,000,000 in 1956 and a combined generating capability of 3,300,020 kilowatts. Kilowatt-hour sales for the companies in 1956 were 13,467,186,866. Industrial usage in 1948 showed Indiana's facilities generating 1,247 kwh per capita against a national average of 1,130 kwh for a 10 per cent advantage. Practically all of Indiana's capacity is firm — coal and steam — with little hydroelectric and very little oil generation.

Indiana is one of the most important metal-working states of the nation. Plants of these industries employ more than six out of every 10 persons engaged in the state's manufacturing. Largest single industry is transportation equipment, with about one-sixth of the manufacturing employment. Next in importance are electrical equipment, iron and steel machinery, and foods.

The "average" factory in Indiana has about 91 employees as compared with a national average of 54, but the majority of the factories have less than 20 workers. Indiana's manufacturing payroll for 1955 was estimated at \$2,893,077,000. The average weekly wage in March, 1957, was \$90.21 for an average work week of 40.6 hours.

The estimated total employment in Indiana manufacturing plants by industry groups in November, 1957, is reported below from statistics of the Indiana Employment Security Division. The figures illustrate the distribution of workers. Figures are given in thousands.

Durable Goods		Non-Durable Goods	
Lumber	9.8	Foods	40.6
Furniture, Etc.	21.7	Apparel, Etc.	14.6
Stone, Clay, Glass	24.9	Paper Products	11.1
Primary Metals	96.1	Printing, Publishing	21.2
Fabricated Metals	45.8	Chemicals	23.9
Electrical Machinery	72.2	Petroleum, Coal Products	12.6
Other Machinery	60.1	Rubber Products	16.0
Transportation Equipment	104.8	Other Non-Durables	3.2
Other Durable Goods	18.2		
Total	453.6	Total	143.2

AGRICULTURE

The central portion of the state is primarily a corn and meat producing area, while general farming predominates in the southern portion. The state ranks third in soya bean production, fourth in corn and second in tomato processing.

EDUCATION

Indiana's cultural life has kept pace with its progressive agriculture and industry. The public school system under a Constitutional mandate for a "general and uniform system of Common Schools" ranks with the best in the nation. In 1957, 865,000 pupils attended classes in approximately 2,350 grade and high schools.

There are four state-supported institutions of higher learning: Ball State Teachers College at Muncie; Indiana State Teachers College at Terre Haute; Indiana University at Bloomington, and Purdue University at Lafayette and 31 other private colleges and universities. Indiana and Purdue Universities are continually expanding their facilities and enlarging their many extension and adult education centers scattered throughout the state. Numerous special industrial conferences and courses have been set up to meet the complex and changing needs of Indiana's industrial firms.

RECREATION

Indiana has more than 1,000 lakes, principally in the northern part of the state, which form an ideal resort region. There are 18 state parks, two state beaches, and 14 state memorials. Based on a July 1, 1957, estimated population of 4,533,000, Indiana has slightly over one acre of state park land for every 100 persons.

TRANSPORTATION

Railways: Indiana is a nerve-center of the national transportation system, crossed by all main lines east of Chicago and St. Louis, and many of the north-south lines. With 6,682 miles of track, excluding multiple trackage and switches, the state has the exceptionally heavy concentration of a mile of rails for every five and a half square miles of land area. Multiple main line tracks and tracks in sidings and yards account for another 5,904 miles of track.

Highways: The state is criss-crossed by some of the most important arterial highways of the nation. There are 10,717 miles of highways in the state highway system; 76,371 miles of roads under county supervision, and 11,537 miles of city and town streets in the state. Indiana's roads rank high nationally. Indicating this ranking is the fact that more than 90 per cent of the Indiana rural road system is surfaced, as compared to a national average of 62.9 per cent.

Waterways: Indiana has always been blessed with facilities for water transportation via the Great Lakes on the North and the Ohio River on the South. By the spring of 1959, Indiana will have access by water to the Atlantic Ocean through the opening of the St. Lawrence Seaway. The Calumet Sag Channel will permit water movement to and from Indiana with the trade territory of Illinois, Missouri and the Mississippi Rivers. The State of Indiana is planning a large commercial deep-draft harbor eight miles east of Gary which will automatically develop industrially hundreds of acres of land in that area.

Airways: The air transportation system meets the needs of commerce particularly and the public convenience generally. Both trunk line and local air service type systems have been developed to serve 11 Indiana cities.

Indiana communities are served by 108 airports, of which 34 are publicly owned and operated and 74 are privately owned and commercially operated. Many of these airports have night lighting and air navigational facilities with hard surfaced runways.

INDIANA EMPLOYMENT SECURITY DIVISION

RESEARCH AND STATISTICS SECTION

LABOR FORCE REVIEW
LAPORTE AREA (LaPorte County)

July 1958

INDUSTRIAL CHARACTERISTICS

The LaPorte Area is located near the western end of the manufacturing belt which extends from Chicago to the East Coast and which contains a major share of the Nation's manufacturing capacity and industrial labor force. The area includes two small industrial centers, LaPorte and Michigan City. Manufacturing activity is diversified although largely in the metal-working industries. Manufacturing firms are small or medium-size--the largest firm employs less than 15 per cent of the factory labor force. The principal products of the area are agricultural and other machinery, railroad cars, ordnance products, textiles and apparel and a variety of fabricated metal products.

Employment by Industry, Selected Periods

Employment Status or Industry	July 1956	July 1957	January 1958
<u>Employed</u>			
Nonagricultural Wage and Salaried Workers .	28,010	28,850	26,020
Manufacturing	13,870	14,780	12,940
Nonelectrical Machinery	4,220	4,600	4,020
Transportation Equipment	2,020	2,280	1,580
Other Manufacturing	7,630	7,900	7,340
Nonmanufacturing	14,140	14,070	13,080
Contract Construction	1,600	1,500	1,100
Wholesale and Retail Trade	4,690	4,690	4,280
Other Nonmanufacturing	7,850	7,880	7,700
Unemployed	2,300	1,550	4,000

EMPLOYMENT TRENDS AND LABOR SUPPLY

The major factor in employment trends in this area for nearly twenty years has been the variation in defense production. Thousands of workers swarmed into the area to work at Kingsbury Ordnance during World War II. Accelerated activity of the ordnance plant plus production of other defense items accounted for much of the rise in 1952 and 1953. About three-fourths of the loss since 1953 was concentrated in ordnance and other defense production. As in most other areas the 1957-58 reduction affected the metal-products industries, especially transportation equipment and machinery.

The LaPorte Area's labor supply is a flexible quantity because workers may commute into LaPorte from nearby areas or from the LaPorte Area to nearby industrial centers, especially South Bend and Lake County. However, the area has a substantial supply of experienced workers. It has been classified as a labor surplus area since March 1954. At the end of June, job applications in the Employment Security offices totaled 3,750 including 2,400 men and 1,350 women. Some of these applicants are on temporary layoff and, of course, some would not meet the typical requirements of manufacturing establishments; but a large proportion of them are experienced workers in appropriate age ranges.

SOUTH BEND AREA
(St. Joseph County)

INDUSTRIAL CHARACTERISTICS

The South Bend Area is located within the manufacturing belt which contains a large part of the Nation's market and a major share of its industrial labor force. The area is primarily a manufacturing center with a very high proportion of its manufacturing employment in the metal-working industries. Transportation equipment (automobiles, aircraft, guided missiles and automotive parts) accounted for more than half of the manufacturing employment prior to the slash in automotive production in early 1958. The remaining industries are considerably diversified. Important products are machinery, rubber products, food, beverages and chemicals. The community is also an important tool and die making center.

Employment by Industry, Selected Periods

Employment Status or Industry	May 1955	May 1957	May 1958
Employed			
Nonfarm Wage and Salaried Workers	85,500	84,300	70,400
Manufacturing	44,500	42,200	30,300
Apparel	1,400	1,000	900
Nonelectrical Machinery	6,200	6,300	5,000
Transportation Equipment	25,000	23,200	13,900
Other Manufacturing	11,900	11,700	10,500
Contract Construction	3,600	3,400	3,000
Wholesale and Retail Trade	15,200	15,800	14,800
Other Nonmanufacturing	22,200	21,300	23,800
Unemployed	7,100	5,000	15,600

EMPLOYMENT TRENDS AND LABOR SUPPLY

The industrial capacity and the experienced labor force of the South Bend Area led to a huge expansion during World War II. Expansion continued after reconversion culminating in 1953. Cutbacks in defense production following the end of the Korean conflict and losses in the automotive industry caused a sharp drop in employment in 1954. Declining business activity, particularly in the automotive industry, reduced employment further in 1958. As a result of shifting in industrial activity and the trend of local automotive production, it is unlikely that the South Bend Area will be as dependent on the automotive industry in the future.

The rapid increase in employment attracted many workers from outside the area. A survey of major employers in 1950 showed that 13 per cent of their labor force or about 6,000 employees commuted daily from neighboring counties. Others moved in from Southern Indiana, Kentucky and Tennessee. Many of these have left the area as a result of layoffs, but a substantial supply of experienced workers is available. At the end of June 1958, job applications at the local Employment Security office totaled 9,800 including 7,200 men and 2,600 women. Not all of these applicants meet the usual requirements of manufacturing firms but the great bulk of them are experienced factory workers. Few areas can match the South Bend labor supply.

INDUSTRIAL CHARACTERISTICS

Elkhart is a highly diversified industrial center ideally located in relation to markets and industrial labor force. Principal products include mobile homes (house trailers), band instruments, proprietary medicines, paper board and cartons, electrical controls and brass fittings. Historically the railroad industry has been a major source of employment for the community although its importance in relation to total employment is declining. The largest industrial group accounts for less than 15 per cent of the manufacturing employment. The area has no very large firms and an unusual number of small manufacturing establishments. In 1957 there was a total of 267 manufacturing firms with an average of 5.2 employees. Population of the county was estimated as 96,000 by the State Board of Health.

Employment Subject to the Employment Security Act

Employment Status or Industry	June 1956	June 1957	Dec. 1957
Total Covered Employment.	28,489	28,058	27,642
Manufacturing	19,637	19,094	18,829
Furniture	1,669	1,672	1,590
Fabricated Metals	2,691	2,623	2,577
Transportation Equipment.	2,955	2,794	2,627
All Other Manufacturing	12,322	12,005	12,035
Nonmanufacturing.	8,852	8,964	8,813
Contract Construction	1,188	1,028	931
Wholesale and Retail Trade.	4,812	5,018	5,012
Other Nonmanufacturing.	2,852	2,918	2,870

EMPLOYMENT TRENDS AND LABOR SUPPLY

Employment in Elkhart has fluctuated less than in most Indiana areas because of the more varied industrial pattern. Employment, however, has climbed considerably in the past ten years with moderate interruptions in the 1949, 1954 and 1958 recessions. Average earnings in manufacturing seem to be slightly lower than in most Northern Indiana industrial areas, another result of the more stable, nonmetals industries. Unemployment is below the state average but the local labor supply is adequate to provide for any reasonable expansion. The neighboring counties, except St. Joseph to the west, are industrially undeveloped and customarily supply labor to Elkhart and South Bend in periods of expansion. Job applications on file at the Elkhart Employment Security office at the end of June totaled 1,661, including 1,022 men and 639 women.



The State government of Indiana is debt free -- being prohibited by the State Constitution from issuing general obligation bonds -- and thus has established the habit of developing and maintaining itself, its free highways and its institutions on a current financing basis.

The State had an unencumbered balance amounting to \$52,000,000 in its General Fund on June 30, 1956. It has no net income taxes, special corporation or franchise taxes or retail sales and use taxes. It is free of the multitudinous array of "nuisance" and other types of levies that characterize the tax systems of many states and there are no optional local taxes of any type.

Manufacturers located in Indiana are concerned with only two major types of state taxes -- the Unemployment Compensation payroll tax under the Federal Social Security program and the Indiana Gross Income Tax. The only other state tax of general application is a maximum state property tax levy of 15 cents on each \$100 of assessed personal and real taxables, which is added to and collected as a part of property taxes levied locally. In accord with action of the 1957 Indiana General Assembly, this property tax rate will be reduced to 8 cents on the levy for 1958 -- collectible in 1959 -- and will be further reduced to only 1 cent on the levy for 1959 -- collectible in 1960. The new law provides for the continuance of the one-cent state property tax levy thereafter primarily for the purpose of assuring the continuance of review by the State Board of Tax Commissioners over assessments of property and local budgets, bond issues, and tax rates. This review authority has been one of the key features of the long-established Indiana Plan for preparation and review of budgets.

THE INDIANA UNEMPLOYMENT COMPENSATION PAYROLL TAX

In common with all other states, Indiana has in operation an unemployment compensation system financed by state payroll taxes for which the standard 90 per cent credit is given against the 3 per cent payroll tax assessed by the Federal Government for this phase of the Social Security program. No two state systems, however, are exactly alike and differences in details are of extreme importance to employers subject thereto.

Basic provisions of the Indiana Unemployment Compensation law include: (1) Private business and industrial employers having four or more persons in their employ, for parts of twenty or more weeks a year are subject; (2) the standard state payroll tax rate (paid exclusively by employers with no financial participation by employees) is 2.7 per cent of wages paid up to \$3,000 annually per employee; (3) through the maintenance of individual employer experience accounts in a pool-type of fund with experience rating, an employer with stabilized employment eventually may reduce his state tax rate to .1 of 1 per cent (plus .3 of 1 per cent always payable federally); (4) the maximum state rate applicable, to an employer whose reserve account is exhausted, is the standard 2.7 per cent; (5) benefits payable to unemployed workers are controlled directly, through a simplified formula, by each worker's earnings and amount approximately to weekly benefits of one-half of previous weekly earnings, within the maximum range of \$33 a

^{1/} This summary was prepared following 1957 session of State Legislature; next session of Legislature scheduled for January, 1959.

The rate on gross receipts of retailers including separately stated charges for services such as alteration, modification, and finishing performed prior to delivery to purchaser is $\frac{3}{8}$ of 1 per cent and the levy on the gross earnings of individuals from salaries, wages, fees and commissions and the gross receipts derived in the state from virtually all business transactions other than wholesaling and retailing is at the rate of $1\frac{1}{2}$ per cent. Exemptions of \$1,000 in gross receipts annually are granted to all taxpayers. The foregoing are general descriptions of provisions of the law and subject to technical modifications.

Indiana employers having four or more employees are required to withhold from all salaries, wages, fees, bonuses, and commissions paid or credited to their employees the amount of gross income tax due on such earnings.

Gross income tax revenues, for the most part, are returned to local communities in the form of grants-in-aid to replace taxes which otherwise would be added to local property tax bills.

MISCELLANEOUS TAXES

Manufacturers, in common with all other classes of taxpayers, are subject to taxation of intangibles held by them and listed and traded in on any recognized market at the rate of 5 cents for \$20 of market value as determined by the county assessing officials or the State Revenue Department. For the purpose of determining value for all tax due intangibles will have a value equal to their market value on the last market day of December following the date on which the intangible was acquired and on the last market day of December of each succeeding year.

Other intangibles such as notes, mortgages, conditional sales contracts, etc. are assigned a value for intangible tax purposes equal to their value as of the day the tax accrues.

Accounts receivable are not taxed under either the intangibles or property tax law.

PROPERTY TAXES

As indicated, all tangible property (land, buildings and personal property) is subject to taxation at rates varying according to the needs of the taxing units and their assessed valuation. Lands and buildings according to law are assessed at approximately $33\frac{1}{3}\%$ of 1949 cost of reproduction values. (A recent study of the State Board of Tax Commissioners showed a state average of assessed valuation of land and buildings to 1955 selling price of 25.6%.) Personal property (equipment, raw materials, inventories, etc.) is assessed annually on the basis of a prescribed percentage of cost less depreciation.

week for twenty weeks; (6) benefits chargeable to an employer may not exceed 25 per cent of the former employee's wage credits, and (7) employers pay the taxes and submit payroll reports listing earnings of individual employees quarterly.

Under newly enacted legislation, the state-paid unemployment benefits may not duplicate private unemployment pay. Specifically, payments received or receivable by an individual under a private unemployment pay plan financed in whole or part by his employer or former employer are deductible from state benefits otherwise payable. Also, disqualification provisions have been strengthened by 1957 legislation. When a person is disqualified for (1) quitting work voluntarily without good cause, (2) being discharged for misconduct in connection with work, or (3) refusing without good cause an offer of suitable work, he remains ineligible for benefits until he has earned at least ten times his weekly benefit amount in subsequent employment and he thereafter becomes unemployed under circumstances not involving a disqualification.

The successive steps of tax reductions which may be earned by an employer are: (1) the rate drops to 2 per cent when his experience account reaches 1 per cent of his previous three years' payroll; (2) drops to 1.5 per cent when the account reaches 1.5 per cent of the previous three years' payroll; (3) drops to 1 per cent when the account reaches 2 per cent of the previous three years' payroll; (4) drops to .5 of 1 per cent when the balance in his account reaches 2.5 per cent of the previous three years' payroll, and (5) drops to the minimum of .1 of 1 per cent when the balance reaches 3 per cent of the three-year payroll. All of an employer's state tax is credited to his experience account and all benefits paid to his former employees by reason of their earnings from him are charged against the account. Benefits always are payable on the basis of an individual recipient's eligibility, regardless of whether the former employer's experience account is exhausted.

The experience rating features of the program went into effect in 1940. Through the years, the average unemployment compensation tax rate in Indiana has ranked in the lower bracket of such average rates in the country. For example, in 1955 the average rate in Indiana was 1 per cent, as compared with a national average of 1.2 per cent. Interest received from the Federal Government on Indiana reserve funds is credited to individual employer accounts. Employers have the privilege of making voluntary contributions in order to bring their experience accounts up to levels qualifying them for reduced rates. In these and other respects, experience rating features of the Indiana Unemployment Compensation program are more favorable than those of most other states.

THE INDIANA GROSS INCOME TAX LAW /2

Indiana manufacturers, under the State Gross Income Tax law, are subject to a tax of $\frac{3}{8}$ of 1 per cent on their gross receipts from wholesale sales of goods (for resale, processing, etc.) and sales at retail not in interstate or foreign commerce, and to a rate of $1\frac{1}{2}$ per cent on all other receipts derived in Indiana. Receipts from sales of goods in interstate or foreign commerce are not taxable under the gross income tax law.

2/ Rates cited here are effective on income received after July 1, 1957.

CORPORATIONS

Fees for filing with Secretary of State of the articles of incorporation of any domestic corporation for profit are \$20 for the first 1,000 shares and 2¢ per share for any shares over 1,000. For filing a certificate of increase of capital stock, the rate is 2¢ per share where the increase is more than 1,000 shares, with a minimum fee of \$15. The fee for filing of an application of a foreign corporation for profit is \$20 for 1,000 shares or less represented in this state and 2¢ per share for any shares over 1,000. The fee for filing of articles of incorporation of a non-profit corporation is \$10. The fee for filing of annual reports of corporations for profit is \$2.

SUMMARY OF INDIANA LABOR LAWS

Arbitration - Public Utilities

Statute prohibits strikes and lockouts in public utilities and provides procedures for conciliation and arbitration to settle disputes between public utility employers and their employees and penalties for violations of any provision of the act.

Workmen's Compensation and Occupational Diseases Laws

The Indiana laws providing benefits to workers disabled by industrial accidents or diseases are elective rather than compulsory except as to the state and its political subdivisions, municipal corporations and mine operators. Employers and employees are presumed to have elected to come under the acts unless notice to the contrary is given the Industrial Board in writing thirty days prior to any accident. Employers electing not to come under the act are denied the common law defenses of negligence and assumption of risk if sued by an employee for injury. Such defenses are available to the employer when the employee alone elects not to come under the act. Casual laborers and agricultural, domestic and railroad employees are excepted from the act.

Employer's liability is required to be underwritten by private insurance carriers, excepting those employers who desire to and can establish adequate financial responsibility and are approved as self-insurers by the Industrial Board.

Benefits paid to injured or disabled employees are controlled by a formula fixing the maximum weekly benefit amount at 60% of average weekly wages not to exceed \$60.00. The maximum weekly benefit therefore is \$36.00. Maximum total benefits for temporary or permanent total disability are limited to 500 weeks, or \$15,000, whichever is the lesser. However, under the Workmen's Compensation Law an employee who is totally disabled and has received the maximum award may apply for additional benefits which will be paid from a Second Injury Fund, if the Industrial Board finds that the individual is unable to earn a living at gainful employment. Awards for such additional benefits may not exceed 150 weeks but may be renewed for additional periods not to exceed 150 weeks until the injured employee dies or becomes able to earn a living at gainful employment.

The Industrial Board administers the Workmen's Compensation and Occupational Diseases Laws and consists of a chairman and four members.

Fair Employment Practices Act

Provides for the elimination of discrimination in employment because of race, creed, color, national origin or ancestry, through education, conciliation and other voluntary means. There is no provision for any compulsory process.

Right-to-Work Law

Prohibits membership or non-membership in a labor union being made a condition of obtaining or retaining employment. Contracts or understandings contrary to the law are void as against public policy. Anyone violating the provisions of the act is subject to both civil and criminal liability.

Injunctions in Labor Disputes

A law enacted in 1933 regulates the jurisdiction of courts to issue injunctions in cases of labor disputes, and provides legal and procedural requirements for their issuance.

The law also provides that contracts or agreements not to join or to withdraw from membership in a labor union as a condition of employment are void as contrary to public policy.

Voting

Employees are entitled to four hours off to vote during any general, state, county or city election. In the absence of an agreement to the contrary, the employee is entitled to be off during the first four hours the polls are open. There is no requirement that the employee be paid for time off to vote. The usual practice is for employers and employees to agree among themselves as to voting time.

Importing Alien Laborers

Contracts or agreements for the importing of non-resident alien laborers are void and those engaging in such contracts or agreements are subject to a fine of not more than \$5,000.

Political Contributions

Labor unions and corporations are prohibited from contributing funds or services to any political party or candidate, or for other political purposes.

Child Labor

No child may be employed in any job that interferes with his schooling. Children under 14 may be employed in agriculture, domestic service, as a caddie or carrying newspapers outside of school hours. Boys 14 to 16 and girls 14 to 18 may not be employed more than eight hours a day or 48 hours a week. Children under 16 may not be employed in mines or in the operation of moving machinery, or as attendants in hotels, theatres or bowling alleys. Children under 18 may not be employed in mines or in the oiling or cleaning of moving machinery, operation of emery wheels, the storage or

manufacture of explosives or the manufacture, wrapping, bottling or packing of malt or alcoholic beverages. No minor may be employed in a pool or billiard room. The Vocational Education Act permits children under 18 to be employed in some of the prohibited occupations under cooperative training programs arranged between school authorities and employers.

Children under 16 are not permitted to be employed before 6:00 a. m. or after 7:00 p. m. No female under 18 may be employed in any occupation which requires constant standing. All children under 18 must obtain work permits from the proper school authorities before they can be employed in occupations other than carrying newspapers, performing domestic services, serving as farm labor or acting as a golf caddie.

Mines and Mining

Indiana mine laws are comprehensive, particularly with respect to the requirement of safeguards for the prevention of accidents and providing penalties for violations. These laws may be found in Burns Statutes, Vol. 8, Sections 46-101 to 46-1409 inclusive.

Unions

Constitutions and by-laws of labor unions are valid contracts between the unions and their memberships and may be enforced in the courts after administrative remedies provided by the union have been exhausted.

Labels, marks, stamps or devices of unions to indicate that the article has been made with union labor are protected by law and anyone using such insignia without the consent of the union is subject to imprisonment of not less than one year nor more than three years, or a fine not exceeding \$2,000 to which may be added a jail sentence not exceeding six months.

Wages

Employers engaged in mining, quarrying or manufacturing, if requested, must pay their employees weekly; other types of employers, twice a month.

Contractors engaged in construction work for the State (State Highway Department excepted), any of its political subdivisions or a municipal corporation, are required to pay the prevailing wage rate of the immediate locality for each class of work. The prevailing wage rates are established by a three-member board--one member is selected by the agency awarding the contract, one member by the President of the AFL / CIO and the third member is selected by the Governor.

An employee who has been separated from his employment by the employer is entitled to unpaid wages within 24 hours after separation. Employees who voluntarily leave employment or become unemployed because of an industrial dispute need not be paid their wages until the next regular pay day.

Wage claims not exceeding \$100 may be assigned to the Commissioner of Labor for collection. If, in the opinion of the Commissioner, the wage claim is valid, it is his duty to take the necessary steps to effect collection, including court action.

Industrial Codes

The Division of Labor has a General Advisory Council whose function is to advise the Commissioner of Labor in the drafting of industrial codes for the guidance of employers in the furtherance of health and safety. The Council has 13 members representing management and 13 members representing labor. Each member is selected because of his general or special experience in the field of industrial health and safety. Twelve codes have been adopted which cover a wide range of subjects in health and safety from general rules relating to housekeeping and sanitation.

Indiana Does NOT Have:

1. A compulsory FEPC Law.
2. Any law requiring that women be paid the same wage rates as men for so-called "comparable" work.
3. A minimum-wage and maximum-hour law.

The Indiana Unemployment Compensation Law

Basic provisions of the Indiana Unemployment Compensation Law include: (1) Private business and industrial employers having four or more persons in their employ, for parts of twenty or more weeks a year are subject; (2) the standard state payroll tax rate (paid exclusively by employers with no financial participation by employees) is 2.7 per cent of wages paid up to \$3,000 annually per employee; (3) through the maintenance of individual employer experience accounts in a pool-type of fund with experience rating, an employer with stabilized employment eventually may reduce his state tax rate to .1 of 1 per cent (plus .3 of 1 per cent always payable federally); (4) the maximum state rate, applicable to an employer whose reserve account is exhausted, is the standard 2.7 per cent; (5) benefits payable to unemployed workers are controlled directly, through a simplified formula, which provides a weekly benefit amount approximately one-half of average weekly earnings, within the maximum range of \$33 a week for twenty weeks; (6) benefits chargeable to an employer may not exceed 25 per cent of the former employee's wage credits, and (7) employers pay the taxes and submit payroll reports listing earnings of individual employees quarterly.

Under newly enacted legislation, the state-paid unemployment benefits may not duplicate private unemployment pay. Specifically, payments received or receivable by an individual under a private unemployment pay plan financed in whole or part by his employer or former employer are deductible from state benefits otherwise payable. Also, disqualification provisions have been strengthened by 1957 legislation. When a person is disqualified for (1) quitting work voluntarily without good cause, (2) being discharged for misconduct in connection with work, or (3) refusing without good cause an offer of suitable work, he remains ineligible for benefits until he has earned at least ten times his weekly benefit amount in subsequent employment and he thereafter becomes unemployed under circumstances not involving a disqualification.

All of an employer's state tax is credited to his experience account and all benefits paid to his former employees by reason of their earnings from him are charged against the account.

