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C43 Chicago: Railroad Center of the
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RAILROAD CENTER of the WORLD

ILLINOIS HISTORICAL SURVEY

Prepared by

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CHICAGO— Railroad Center Of the World

Chicago's supremacy as a railroad center was gained in the decade from 1850 to 1860, and it has been of first-rank importance, industrially and commercially, ever since. Chicago became the hub of the network of rails which spread out across the nation in the years from 1850 to 1900. And because trade follows transportation and Chicago was the center of transportation for the nation, the city grew rapidly both in size and economic importance. Its economic life quickened as railway transportation expanded.

Before the railroads came, Chicago's future was dim. Early immigrants to the West used the Ohio and Missouri Rivers. And those who traveled north and south had the Mississippi. But the coming of the railroads gave Chicago her place in history.

Opening of the first railway line to the West made Chicago a funnel through which poured a flood of construction goods for the railroads themselves, as well as manufactured goods for distribution throughout the West.

As trade increased, railroad facilities sprang up to handle the increased business. Elevators were built to handle grain and Chicago was on its way to being the center of the world grain trade. Stockyards established by the railroads eventually were consolidated into what became the biggest livestock center in the world.

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As Chicago's importance as a rail center grew, producers of railway equipment and supplies began locating plants in the area; the railroads, for the same reason, began building shops to build and repair their equipment. The availability of good transportation attracted general manufacturing industries. It was transportation that helped establish great mail-order houses in Chicago.

Railroad development has had a big part to play in raising property values in Chicago and the economic well-being of the railroads has spelled prosperity for Chicago and its surrounding territory.

Until May, 1838, the Illinois prairies were without a single mile of railway. In that month and year, the first rail line was started in the West at Meredosia, Ill., a few miles northwest of Springfield. But it was 1848 before the first railroad out of Chicago was started.

Through the late 1800's Chicago and the railroads both grew steadily. In 1850 there were 111 miles of railroad in Illinois and Chicago was 18th in population; in 1860 there were 2,780 miles of railroad in the state and the city was the eighth largest in America. By 1870 Illinois railroads owned 7,823 miles of line and Chicago was number four among the cities. And in 1890 Chicago became and is still the second largest city in the nation.

Today, a little more than 110 years after the start of construction on the Galena and Chicago Union — the first railroad out of Chicago — the complex of tracks, yards, freight houses and passenger stations that makes up what is known as the Chicago Terminal District, spreads over 1,750 square

miles, an area larger than the State of Rhode Island. Thirty-three railroads operate on 7,708 miles of track within the CTD. And Chicago has moved up in the ranks of American cities from thirty-eighth in 1836 to its present second position.

Chicago has literally, then, grown up with her railways.

CHICAGO TODAY

Chicago is conspicuously, in volume of tonnage and extent of facilities, the outstanding railroad terminal of the world. The Chicago Terminal District loads about 7 per cent and unloads about 6 per cent of the country's total freight carloadings.

Railroad operations at Chicago may be roughly divided into three bands which circle the downtown business section of the city. In the first are the city's six major passenger train terminals and a few freight stations and team tracks. In the second are classification yards, sidings, stations and other facilities used in the transfer of freight for Chicago or beyond.

These two sections, covering about 400 square miles, are known as the Chicago Switching District. The area embraces parts of the city and extends beyond the city to such points as Evanston, Des Plaines, Bensenville, La Grange, Blue Island and Homewood, Ill., and South Hammond and Clarke Junction, Ind.

The third band is referred to as the outer belt because through it run railroads which carry through-freight trains around as well as to and from the Chicago Switching District. In addition, the railroads in this band link together the important industrial centers adjacent to Chicago.

Because industrial and railroad operations within the three bands are so closely interwoven, the entire area is known as the Chicago Terminal District.

CHICAGO TERMINAL DISTRICT

The Chicago Terminal District is crescent shaped. The convex border of the crescent is the main line of the Elgin, Joliet & Eastern, extending from Waukegan, Ill., on the north, through Eola and Joliet on the west, and to Porter, Ind., on the east. Lake Michigan to the east and north forms the other side of the crescent.

This district, covering 1,750 square miles, is larger than the State of Rhode Island. Running within or through it are 33 railroads. These include 20 trunk-line railroads which haul freight cars into and out of the district; 6 belt and switching railroads whose principal functions are the handling of interchange freight traffic and the supplementing of the switching services of the trunk-line railroads; 6 industrial railroads that are owned or controlled by industries and whose principal functions are the serving of those industries; and one electric interurban railway which serves points as far distant as 90 miles. Some of these railroads carry both passengers and freight while others handle freight only.

As a result of this arrangement, only one-half per cent of the through rail traffic is handled through downtown Chicago.

The railroads of the Chicago Terminal District are shown in an accompanying table.

FREIGHT SERVICE

(Chicago Terminal District)

Freight Yards

In 1963, there were 142 freight terminal and industrial yards in the Chicago Terminal District with a total standing car capacity of 178,798 cars.

Freight Houses

The number of freight houses in the Chicago Terminal District totaled 32 in 1963.

Freight Traffic

Traffic in the Chicago Terminal District is classed as either through or local. Local traffic has its origin or destination, or both, within the district, while through traffic uses the district as a gateway, having neither origin nor desination within it.

Local traffic is classified according to movement as:

1. Inbound local — brought from points outside to destinations within the district;
2. Outbound local — traffic originating within the district for points outside; and,
3. Intra-terminal — traffic having both origin and destination within the district.

The estimated daily number of loaded freight cars handled in the district on a normal business day is shown in the following table:

Local Traffic	Loaded Cars
Inbound	6,702
Outbound	7,314
Intra-terminal	3,821
TOTAL—Local Traffic	17,837
Through Traffic	16,334
TOTAL—ALL CARS	34,171

Estimated freight tonnage handled in and out of Chicago on a normal business day is shown in the following table:

Local Traffic	Tonnage
Inbound	239,261
Outbound	261,110
Intra-terminal	136,410
TOTAL—Local Traffic	636,781
Through Traffic	583,124
TOTAL— ALL TONNAGE	1,219,905

Each day, an average of 785 freight trains enter, leave or operate in the Chicago Terminal District.

There are about 50,000 freight cars and 1,660 diesel locomotives in the Chicago Terminal District at one time.

HOW THROUGH FREIGHT TRAFFIC IS HANDLED

The through cars that come into the Chicago Terminal District over one division and go out over another division of the same railroad are, as a rule, given one yarding. Many of them arrive in solid trains which, upon change of crews, move out intact. But the remainder of the through cars require interchange movement — which is accomplished at distant points away from the congested city areas of Chicago.

HOW LOCAL TRAFFIC IS HANDLED

Much of the inbound local traffic is delivered to destinations or to destination yards by the road trains that bring it in. Some of the inbound road trains set out cars at local way stations. As a result, these cars are

spotted for unloading by the same trains that set them out. Other inbound road trains take cars to downtown yards. Still others leave cars at outer yards.

Cars left at outer yards by road trains are delivered in part to neighboring freight houses, industries, team tracks, railroad coal chutes or railroad material yards; some to downtown freight houses, team tracks or industries; some to freight houses, team tracks and industries located between outer yards and the downtown district; and others to connecting railroads for movement to and delivery at freight houses, team tracks and industries served by them. This is also true of cars left at inner yards by road trains, but as a rule most of the cars left at these yards are for destinations served directly by the inner yards.

The intra-terminal loaded traffic consists in no small part of cars in l. c. l. service. The handling of these cars is highly specialized. The cars move between one freight house and another; between a freight house and an industry; and between a freight house and an outlying city or suburban station. Cars loaded by one freight house to another are generally pulled at the close of the day's work, moved, and placed at receiving house the next morning. Some of the cars are pulled in time to be moved and placed the same afternoon. The cars loaded by industries to be worked at freight houses are also generally pulled at night, moved and placed at receiving house the following morning. Some are pulled at noon and placed at houses in time to be worked the same afternoon. Cars loaded at freight houses for outlying stations are pulled at night and, as a rule, the freight is delivered to destination stations the following day. Similarly, freight

loaded at suburban stations or picked up at suburban stations by way freight trains is generally on hand at freight houses the following day.

The intra-terminal carload traffic moves principally between industries. Some involve handling by more than one railroad; the greater portion moves locally on the originating carrier. It merges with other local traffic.

PASSENGER SERVICE

The first passenger train to enter Chicago was that of the Galena & Chicago Union in 1848. It made possible the development of suburban life which today is an important part of Chicago. Railroad suburban passenger service in the Chicago area was inaugurated in 1856 by the Chicago & North Western and the Illinois Central. The former ran trains 36 miles to Waukegan, Ill., and the latter 6 miles to Hyde Park, Ill. (now East 51st Street, Chicago). The Chicago, Burlington & Quincy began its service to the western suburbs in 1864.

Suburban passenger train routes radiate to the north, west and south. An arc with a 20-mile radius described around the city represents about the average distance to which most suburban trains are operated.

Suburban trains arrive and depart from all of the downtown passenger stations, except at Grand Central Station. The C.S.S. & S.B. uses the Illinois Central's tracks and suburban stations.

DOWNTOWN PASSENGER STATIONS

In the area of suburban operations are more than 500 points to and from which passengers are transported. Some of these

points are through-train stops. However, all suburban and through trains arrive at and depart from the 6 major passenger terminals located in the downtown section of Chicago.

These stations and the railroads using them are as follows:

North Western Station
(Madison and Canal Streets)
Chicago & North Western Railway

Union Station
(Adams and Canal Streets)
Chicago, Burlington & Quincy Railroad
Chicago, Milwaukee, St. Paul & Pacific Railroad
Gulf, Mobile & Ohio Railroad
Pennsylvania Railroad

Grand Central Station
(Harrison and Wells Streets)
Baltimore & Ohio Railroad
Chesapeake & Ohio Railroad

La Salle Street Station
(Van Buren and La Salle Streets)
Chicago, Rock Island & Pacific Railroad
New York Central Railroad
New York, Chicago & St. Louis Railroad

Dearborn Station
(Polk and Dearborn Streets)
Atchison, Topeka & Santa Fe Railway
Chicago & Eastern Illinois Railroad
Chicago & Western Indiana Railroad
Erie Lackawanna Railroad
Grand Trunk Western Railroad
Monon Railroad
Wabash Railroad

Central Station
(Eleventh Place, East of Michigan Avenue)
Illinois Central Railroad
New York Central Railroad (Sou. Dist.)
Soo Line Railroad

Electric Interurban Railway
(Randolph Station (I.C.) — Randolph Street and Michigan Avenue)
Chicago, South Shore & South Bend Railroad

The six major passenger stations located in downtown Chicago represent an original investment of several hundred million dollars.

NUMBER OF PASSENGERS AND PASSENGER TRAINS

COMMUTATION PASSENGERS—On an average weekday in 1963, an estimated 118,750 suburban passengers were transported to the Chicago downtown business area, and approximately the same number departed from the downtown area by train each day.

COMMUTATION TRAINS—To handle the commuters the Chicago railroads operate 339 suburban trains into the downtown area of Chicago on an average business day, and 337 leave the area each day.

THROUGH PASSENGERS—On a normal day in 1963, an estimated 12,450 through (intercity) passengers were transported by railroad into the Chicago area, and approximately 12,200 departed by railroad each day.

THROUGH TRAINS—The Chicago railroads operate 102 through (intercity) trains into the Chicago area on a normal day, and 101 leave the area each day.

EMPLOYEES

Freight and passenger operations in the Chicago Terminal District currently give work to about 50,000 full-time railroad employees, in addition to many part-time workers. The payroll of the 50,000 full-time employees runs to about $333 million annually and including part-time workers it exceeds $338 million.

Besides furnishing the transportation which makes Chicago and vicinity a thriving center, the railroads contribute to community welfare in other ways. In 1962, for instance, the roads of the Chicago Terminal District paid over $20,000,000 in taxes to the five counties in Illinois and Indiana in which they operate. School taxes paid by the railroads in these five counties amounted to about eleven million dollars and the remainder went for the support of police and fire protection, courts, public welfare, roads and bridges, airports and other general governmental expenses.

PURCHASES

To maintain the 7,708 miles of track the 33 roads purchase several million dollars worth of materials and supplies each year, a large portion of which is bought from suppliers in the CTD.

Of greater importance are the purchases made in the district by all the railroads of the United States. Of the $1,311,293,000 spent for materials and supplies by the railroads in 1962, it is estimated that about 15 per cent, or nearly $200 million, was bought from concerns in the Chicago area. In addition, the railroads bought many millions of dollars worth of locomotives and freight cars in the Chicago area and at the same time

the 33 railroads in the district bought several million dollars worth of electric power and gas for use in shops, office buildings and for operating electrified train services.

In the CTD are more than 1,400 concerns which manufacture equipment, material and supplies used by the nation's railroads. Purchases by the railroads from these 1,400 concerns provide employment for thousands of persons.

CHRONOLOGY OF RAILROAD EXPANSION

(Chicago Area Lines)

1837-1847 **The Northern Cross**

The first railroad in the West was built in Illinois. It was the Northern Cross (now part of the Wabash) for which ground-breaking ceremonies took place in the spring of 1837. The first rail was laid at Meredosia, a few miles northwest of Springfield, May 9, 1838, and the first train operated November 8 of that year. By January 1, 1840, the road had reached Jacksonville (24 miles) and two years later was extended to Springfield (33 miles) where the first train arrived May 13, 1842.

The first locomotive ever built for an Illinois railroad was shipped from the East by water in the summer of 1838. After many weeks of anxious waiting the engine was reported "lost in transit." There is no record that it ever turned up or that the mystery surrounding its strange disappearance was ever solved.

The first locomotive ever to turn a wheel in Illinois was the "Rogers," built in Paterson, N. J., in the summer of 1838 and shipped from New York to New Orleans by sailing vessel, thence via barge up the Mississippi and Illinois rivers to Meredosia. It made its first run on November 8, 1838. It was placed in regular service on the Northern

Cross between Meredosia and Morgan City, a distance of 12 miles, on July 8, 1839.

This first attempt to operate a steam railroad in Illinois could hardly be called a success. Accidents were of common occurrence. The engine frequently left the track and toppled over into the ditch. Finally, after a series of misfortunes, mule power was substituted and the only locomotive in use was sold. The new owner fitted the engine with wide tires and attempted to run it on the public roads or across the prairies. He finally abandoned the locomotive.

The Northern Cross Railroad, which had cost the state a million dollars, was finally auctioned off in 1847 for $21,500. In 1848, it was restored as the Sangamon & Morgan with its western terminal at Naples.

1837

The Charles Collins and John Reynolds

In 1837, the same year that ground was broken for the Northern Cross, two other short lines were built in Illinois. One of these, known as Charles Collins' railroad, extended four miles out of Naples on the Illinois River. The other, built by former governor John Reynolds and associates and known as the Coal-Mine Bluff Railroad, extended from Illinoistown (now East St. Louis) to a coal mine on the Mississippi bluff, about six miles distant.

Both the Collins and Reynolds roads were built of wooden rails and were operated by horse or mule power. Neither was operated on a set schedule, neither was a public carrier of passengers or freight.

1848-1864 **The Chicago & North Western**

In the summer of 1848, workmen began laying rails for the Galena & Chicago Union, the first railroad out of Chicago. A charter had been granted on January 16, 1836, to construct the road to the lead mines at Galena, Ill., but the panic of 1837 delayed construction. A locomotive named the "Pioneer" was purchased in the East and shipped by boat to Chicago where it arrived early in October, 1848. On October 25, this locomotive and a freight car carrying dignitaries made its first trip—five miles west and back. In the meantime, Chicago's first passenger station was built at Kinzie and Canal Streets—a one-story wooden structure to which was added a second story and a tower the following year. Before the end of 1848, the line had reached the Des Plaines River, ten miles west of Chicago.

By 1853 the road had reached Freeport, but it stopped building from that point to the Northwest. Because it was able to make arrangements with another railroad for through service from Freeport to Galena, plans were changed and the railroad in 1854 began constructing a line directly west from West Chi-

cago toward Iowa. By 1855, it reached Fulton, Ill.

On June 7, 1859, the Chicago & North Western was organized to take over the defunct Chicago, St. Paul & Fond du Lac Railroad Company. In 1864, the Chicago & North Western and the Galena & Chicago Union were consolidated, thereby establishing a railroad of almost 900 miles.

1849 **Chicago, Burlington & Quincy**

At the end of 1849, 111 miles of railroad had been constructed in Illinois. There were about 7,400 miles in the nation, more than four-fifths of which were in states bordering on the Atlantic.

On February 12, 1849, citizens of Aurora obtained a charter to build 12 miles of railroad directly north from their town to a junction with the Galena & Chicago Union Railroad. On August 31, 1850, six miles of wooden rails, covered with narrow iron strips, were ready for use between Turner Junction on the Galena Road and Batavia. The Aurora Road had no rolling stock of its own, so it was necessary to hire the Pioneer and a single coach from the Galena Road.

This was the train that puffed out of Batavia at 6:30 on the morning of September 2, 1850, to make the inaugural run of this railroad from Aurora to Turner Junction and

thence over the Galena Road to Chicago. By October 4, the new company completed its line to Aurora and on October 21, 1850, regular service began from that city to Chicago. On October 20, 1853, the line was extended from Aurora to Mendota, a distance of 58 miles. On February 14, 1855, the Chicago & Aurora renamed itself the Chicago, Burlington & Quincy.

1850

Illinois Central

In September, 1850, Congress granted more than 2½ million acres of public land to Illinois to aid in "the construction of a railroad from the southern terminus of the Illinois and Michigan Canal to a point at or near the junction of the Ohio and Mississippi rivers, with a branch to Chicago on Lake Michigan, and another via the town of Galena, Ill., to Dubuque, Ia." The railroad was chartered in 1851 to build from the southern terminus of the canal to Cairo. Its franchise required the construction of a branch to Dunleith, Ill. (now East Dubuque) and also a branch from Centralia, Ill., to Chicago. About this time the Michigan Central Railroad Company was engaged in building its railroad westward toward Chicago. The Illinois Central and the Michigan Central agreed to construct a line of railroad for their joint use from Calumet (now Kensington) to Chicago.

In 1852, a city ordinance fixed the location of the Illinois Central east

of Michigan Avenue. By interposing the railroad between the city and the lake, the railroad was compelled to maintain breakwaters, dikes and other protective devices, thereby making the city secure from the menace of lake storms and relieving the taxpayers of a considerable burden.

In 1892, the present Central Station at East Eleventh Place east of Michigan Avenue was constructed.

1852 **Chicago, Rock Island & Pacific**

In 1852, the Chicago, Rock Island & Pacific completed its line between Chicago and Joliet, and passenger service was inaugurated between these points. Its first passenger train was operated into the Van-Buren Street Station in the latter part of 1853. In 1856, the Rock Island was the first railroad to bridge the Mississippi River.

1852 **New York Central**

The Michigan Central and the Lake Shore & Michigan Southern (both now parts of the New York Central) were two of the bitterest railroad rivals in the country and exhausted every stratagem to prevent each other from reaching Chicago.

The Michigan Central was unable to get a charter across the strip of Indiana which separates Michigan from Illinois due to the political pressure of its rival. Finally,

the Michigan Central arranged with a little road called the New Albany and Salem (now the Monon), then building north from New Albany, to build a line from Michigan City to the Illinois state line—a route not at all in conformity with the Monon's original plan—and to lease the line in perpetuity to the Michigan Central. But a second serious obstacle was encountered by the Michigan Central—it could not get permission to build from the state line to Chicago. This obstacle it overcame by getting the Illinois Central, then building north from Centralia to Chicago, to divert its line to the vicinity of the Illinois-Indiana state line so that the Michigan Central could enter Chicago over the Illinois Central. Hence, the trains of the Michigan Central actually entered Chicago along the lake front before the trains of the Illinois Central itself.

Added to the bitter rivalry among the railways of the day—which prevailed in all parts of the country—was the anxiety of Chicago lest its future importance as a railroad terminal and transfer point be diminished if trunk lines from the East and West, respectively, were permitted to join their lines at points outside the city. For this reason the people of Chicago vigorously opposed efforts of the original Galena road to exercise its charter right to build an extension from downtown Chicago to the In-

diana state line and there form a connection with the Lake Shore or Michigan Central. For the same reason the city fathers opposed—but this time not successfully—a plan of the Rock Island and of the Lake Shore to avoid duplicate trackage by effecting a junction at Englewood from which they could progress on a joint and common line to the center of the city. This joint track was built as planned and exists today as a unique example of original common usage, the Rock Island owning and maintaining the two westward tracks and the New York Central the two eastward tracks, although the trains of both railroads operate on all tracks in common.

The Lake Shore & Michigan Southern (now a part of the New York Central) was built into Chicago in March, 1852. Its station at that time was located on Clark Street, just north of Roosevelt Road.

In 1854, in co-operation with the Chicago, Rock Island & Pacific, a passenger station was erected at VanBuren and Sherman Streets, and the first train was operated into the station in the fall of 1854. In 1866 this station was replaced by a larger one at the same location. It was destroyed by the Chicago fire in 1871. A new station was constructed on the old foundations, and in 1903 the present LaSalle Street Station was built.

1858 **Pennsylvania**

The Pittsburgh, Ft. Wayne & Chicago Railway Company (now a part of the Pennsylvania) commenced operation into Chicago in the latter part of 1858. The first passenger train left Chicago for Philadelphia on September 5, 1858.

The Pittsburgh, Cincinnati, Chicago & St. Louis Railway (now a part of the Pennsylvania) commenced operation into Chicago in 1861.

A passenger station erected between Canal Street and the south branch of the Chicago River near Madison Street was used jointly by these two railroads and the Chicago & Alton and the Chicago, Milwaukee & Pacific. This station was used until the present Union Station was completed in 1925.

1861 **Gulf, Mobile & Ohio**

The Chicago & Alton (now a part of the Gulf, Mobile & Ohio) was incorporated in 1861. It secured entrance into Chicago over the tracks of the Joliet & Chicago Railroad and continued to operate over this line until 1864 when the Joliet & Chicago was leased in perpetuity to the Chicago & Alton.

1865 **Chicago & Eastern Illinois**

The Chicago & Eastern Illinois was formed in 1877 to take over the Evansville & Illinois Railroad and Chicago, Danville & Vincennes Rail-

road. The former was chartered on January 2, 1849, to build a railroad from Evansville, Ind., to Vincennes. The latter was incorporated on February 16, 1865, to build a line from Dolton to the coal fields in the Danville, Ill., and adjacent Indiana territories. The line was completed and service was begun in 1871. Trains were operated over the C. D. & V. to Dolton and thence over the Pittsburgh, Cincinnati, Chicago & St. Louis (now part of the Pennsylvania) into Chicago. Since 1880 the C. & E. I. has used the Chicago & Western Indiana between Dolton and Chicago. Service between Chicago and St. Louis, Mo., was begun in 1903 when a line was completed from Woodland, Ill., to St. Louis.

1872 **Chicago, Milwaukee, St. Paul & Pacific**

This railroad, known generally as The Milwaukee Road, was chartered in 1847 as the Milwaukee and Waukesha Railroad Company. Its name was changed in 1850 to Milwaukee & Mississippi Railroad Company and it began operations in that year. In 1872, when the name of the company had evolved as the Chicago, Milwaukee and St. Paul Railway Company, its line was built from Western Avenue, Chicago, to the Wisconsin state line. In the same year it acquired one-half ownership of the line of the Pittsburgh, Cincinnati, Chicago & St. Louis Railway's line in Chicago from Canal Street (Union Station) to Western Avenue. On

December 31, 1927, the railroad was deeded to the Chicago, Milwaukee, St. Paul & Pacific Railroad Company, which had been incorporated on March 31, 1927.

1874

Baltimore & Ohio

The Baltimore & Ohio was constructed from the southeast into Chicago in 1874. The Grand Central Station was constructed under a charter of the Chicago & Northern Pacific Railroad Company, organized November 23, 1889. The station was opened for business on December 10, 1890.

The Chicago & Northern Pacific was succeeded by the Chicago Terminal Transfer Railroad Company which also acquired the property of several other railroad organizations which at different times had been chartered and constructed. In 1910, the Chicago Terminal Transfer was acquired by the Baltimore & Ohio Chicago Terminal Railroad Company. This company is owned and controlled by the Baltimore & Ohio.

1879

Chicago & Western Indiana

The Chicago & Western Indiana was organized in 1879. Its primary purpose was to provide several railroads with passenger and freight terminal facilities in Chicago. Portions of this line were put in operation in 1880. It was constructed to Roosevelt Road in 1883 and completed into the Dearborn Station in 1885.

1882

New York, Chicago & St. Louis

The New York, Chicago & St. Louis commenced operation into Chicago on October 2, 1882.

1886

Cleveland, Cincinnati, Chicago & St. Louis

The Cleveland, Cincinnati, Chicago & St. Louis (now a part of the New York Central) commenced operation into Chicago in 1886 over the tracks of the Illinois Central from Kankakee.

1888

Atchison, Topeka & Santa Fe

The Atchison, Topeka & Santa Fe commenced operating trains into the Dearborn Station in 1888, following the completion of its line from Kansas City, Mo. It still uses that station.

1889

Soo Line
(Minneapolis, St. Paul & Sault Ste. Marie)

In 1889, the Wisconsin Central commenced the operation of its trains over the St. Charles Air Line into Central Station. In 1914 this road was acquired by the Soo Line, and when the latter obtained rights over the tracks of the Baltimore & Ohio Chicago Terminal Company, its trains were operated into the Grand Central Station. They now operate into Central Station.

1892

Chicago Great Western

The Chicago Great Western commenced the operation of its trains into Chicago in 1892. At that time it entered into a lease for the use of the Grand Central Station and has continued to use it.

1903

Pere Marquette

The Pere Marquette (now a part of the C. &. O. Ry) used the Grand Central Station as a terminal and had trackage rights over the tracks of the B.& O. C. T. into this station beginning December 15, 1903.

1910

Chesapeake & Ohio

The Chesapeake & Ohio commenced operation into Chicago in 1910, using the Dearborn Station as its terminal. In 1925 it moved operations to Central Station. On July 1, 1913, this railroad ceased the operation of passenger trains into Chicago, terminating them at Hammond, Ind. The Pere Marquette Division of the C. & O. provides service to Chicago.

FACTS ON ALL U. S. RAILROADS

America's railroads are an immense system of tracks, stations, shops, signals, communications and rolling stock . . . carrying nearly half of the nation's intercity freight load, about one-fourth of its commercial passenger traffic and three-fourths of the mountain of intercity mail.

This great national asset represents a gross investment of about $35 billion of private capital, of which about one-half has been invested in the period 1946-1962 to modernize plant and step up operating efficiency.

More than 600 operating railroads comprise the national rail network, which is operated as a virtual unit through standardized equipment and nationwide interchange arrangements. Statistics herein have necessarily been confined to the 103 Class I railroads—those with annual operating revenues of $3 million or more. These Class I lines operate 96 per cent of rail mileage, employ 98 per cent of rail workers and perform 99 per cent of all rail services.

Railroad Plant and Service

Railroads serve 50,000 communities over 206,000 miles of railroad (made up of approximately 335,000 miles of track). The lines have more than 50,000 passenger stations and 57,000 freight depots and terminals to serve the traveling and shipping public.

Nationwide, U. S. railroads operate some 3,000 passenger trains daily on commuter, local and through services, carrying nearly one million persons. Each day these railroads also operate about 10,000 freight trains producing more than 1.6 billion ton-miles of freight service.

During 1962 the nation's railroads hauled nearly 29 million carloads, or 1¼ billion tons of freight, for a total of 593 billion ton-miles. This is about 43 per cent of all intercity freight movement in the United States. The average ton of freight moved 460 miles by railroad at a cost of about 1⅓ cents a mile.

In recent years, "piggyback"—the hauling of highway trailers on railroad flatcars—has played an increasingly important role in the handling of freight.

The 63 Class I U. S. railroad systems originating piggyback traffic loaded almost 800,000 cars with one or more revenue highway trailers or containers in 1963. This was almost 13 per cent above the previous year and over 35 per cent above the 1961 total.

Railroads in 1962 carried 312 million passengers a total of 19.9 billion miles, thus accounting for 25 per cent of the passenger-miles handled by all commercial carriers in the United States. Coach passengers traveling by train were carried at an average cost of less than 3 cents per mile (excluding commutation service). The average journey of such passengers was 116 miles.

Railroads gross revenue in 1962 amounted to $9.4 billion—representing more than 40 per cent of total national spending for regulated transportation. Some $8.4 billion, or nearly nine out of ten dollars of revenue, was derived from the carriage of freight, express and mail. Total operating expenses amounted to $7.4 billion, while all kinds of taxes paid amounted to $905 million. After payment of interest and other fixed charges, net income amounted to $571 million.

The railroads' rate of return on net investment in transportation property amounted to

2.74 per cent in 1962. The railroads' earnings rate in 1961 (latest available on comparable basis) was one-twelfth that of bus lines, less than one-fourth that of motor carriers of freight, about half that of water carriers, and slightly less than air carriers.

Railroad Employment

Railroads employ about 700,000 workers, including 42,000 women, in 128 job classifications embracing nearly 2,400 different occupations. The total payroll of Class I railroads in 1962 approximated $4.7 billion. The average railroad worker earned $6,659 in 1962—well above the $5,013 average for employees in general industry.

Modernization Spending and Purchases

A key purchaser of America's products, the railroad industry spent $1.3 billion in 1962 for operating materials and an additional $833 million for equipment and other capital improvements. It is estimated that these purchases help sustain employment for approximately 400,000 workers in the railroad supply industry.

Since the end of World War II, U. S. railroads have spent about $17.5 billion of private capital to modernize their operations. Of this amount, over $825 million was spent for modern traffic control and communications systems, $1 billion for new passenger cars, more than $4⅓ billion for new motive power and some $6¼ billion for new freight cars. The balance went into new roadway machines, improvements to stations and track and other modernization projects. Briefly, here's what this program did:

*__Locomotives__ — Diesel-electric locomotives have almost completely replaced steam power. The modern fleet of 28,104 diesel-electric units

accounts for over 98 per cent of all locomotive hauling, is more efficient and can perform nearly as much service as the 42,841 locomotives (mostly steam) of 1946.

***Freight cars** — Class I railroads in 10 years have replaced one-third of their freight car fleet with units of improved design and greater capacity. Although the present fleet of 1,550,067 cars has declined 12 per cent from the wartime total, the aggregate capacity has declined by only 3.0 per cent. Since the end of World War II, the load, speed and distance traveled has improved for the average freight car. New type cars include some capable of carrying 100 tons of cargo or 30,000-50,000 gallons of liquid. Many new innovations have appeared in modern freight cars, including load restraining mechanisms, shock absorbing devices, roll-up or wider doors, improved linings, better insulation and refrigeration, and many others.

(About 261,000 cars are owned by private car lines which move products such as chemicals, petroleum and refrigerated products.)

***Passenger cars** — The railroads' passenger-train fleet totals 25,566 cars, including 2,994 parlor and sleeping cars, 9,953 coaches and 12,619 baggage, mail, dining and other units. Although this fleet is 45.4 per cent smaller than that of World War II, it has been upgraded with over 5,500 modern passenger-carrying cars. These include "slumber" coaches, new "push-pull" commuter trains, large-capacity room-type "coach-sleepers" and the gallery-type double-decker cars in commuter and through service.

***Traffic control and communications** — Installation of Centralized Traffic Control has expanded five-fold since World War II to

cover almost 40,000 miles of track. (CTC increases capacity of a single-track line by 75 to 80 per cent.) Use of microwave installations and radio telephones has increased from a mere handful at the end of World War II to more than 7,000 two-way radio frequencies covering some 45,000 transmitting units available for handling communications in yards and between train crews or wayside stations.

***Yards and terminals** — New "pushbutton" electronic freight yards, which enable entire trains to be reassembled or "classified" by remote control within a matter of minutes for routing to new destinations, have been installed at strategic terminal points. Data-processing machines handle much of the volume of paper work ranging from freight waybills to payrolls. Electronic apparatus speeds information on passenger reservations from central offices. Mechanization has brought vast changes in loading and handling procedures in freight stations. Lift-trucks, tractors, and trains of small trailers, conveyor systems and cranes have improved handling efficiency and reduced loss and damage to goods in transit.

***Roadway and track operations** — Advances in metallurgy, manufacture and design have produced more durable rail. Greater use of continuous welded rail has helped reduce maintenance costs. Grades have been reduced, curves straightened, and tunnels enlarged or removed. New methods of preserving crossties and protecting them from mechanical wear have increased the average life span of wood ties to nearly 40 years, and concrete ties are being tested.

***Maintenance of way** — Maintenance-of-way operations have been extensively mechanized

in the postwar period. With new equipment, a 20-man tie gang can do the work which 50 men formerly performed. Use of off-track equipment has brought greater flexibility. Bulldozers, crawler-cranes and other heavy equipment items have replaced many of the rail-borne steam ditchers and cranes of the prewar period.

Operating Efficiency and Economy

America's railroads supply more transportation service per unit of fuel and per unit of manpower than any other generally available mode of transportation. Railroads produce six times as much freight service per employee as intercity motor carriers. And in the case of fuel utilization, railroads perform nearly five times as much service per dollar of fuel expense as motor carriers.

While U. S. railroads in 1962 received an average revenue of about 1⅓ cents for each ton of freight hauled a mile, motor carriers received 6 cents and domestic trunk air carriers 22 cents.

And as for capacity, it takes 20 four-lane highways to handle the same number of people as can be moved over a double-track railroad.

The extent to which postwar improvements have increased the operating efficiency and economy of U. S. railroads can be measured by various indices. For example, freight trains average 20.0 m.p.h. in 1962, all intermediate stops included, or 25 per cent faster than in 1946. The best train performance measure of average gross load combined with average speed of trains—gross ton-miles per freight-train hour—has increased in each postwar year and was four-fifths greater in 1962 than in 1946.

Indications of passenger service efficiency also registered gains in 1962 despite a decline in rail travel. The average train was longer and train-miles per train-hour increased 15 per cent over 1946. And passenger-miles per car-mile, an indicator of car occupancy, was higher than in any year since 1948.

National Defense

Equally important to the nation along with the railroads' program to improve service is their inherent ability to get more high-volume transport service out of existing plant and equipment and to adjust to quickly changing conditions. By the peak of World War II, railroads had increased their work load to **double** their prewar volume of freight traffic, military and civilian combined, and **four times** their prewar volume of passenger traffic. America's railroads handled 90 per cent of all domestic military freight and 97 per cent of organized military passenger travel during the war.

RAILROADS IN THE CHICAGO TERMINAL DISTRICT*

TRUNK LINES

1. (p) Atchison, Topeka & Santa Fe Railway Company
2. (p) Baltimore & Ohio Railroad Company
3. (p) Chesapeake & Ohio Railway Company
4. (p) Chicago & Eastern Illinois Railroad
5. (p) Chicago and North Western Railway Company
6. (p) Chicago, Burlington & Quincy Railroad Company
7. Chicago Great Western Railway
8. (p) Chicago, Milwaukee, St. Paul & Pacific Railroad
9. (p) Chicago Rock Island & Pacific Railroad Company
10. Elgin, Joliet & Eastern Railway Company
11. (p) Erie Lackawanna Railroad Company
12. (p) Grand Trunk Western Railroad
13. (p) Gulf, Mobile & Ohio Railroad
14. (p) Illinois Central Railroad
15. (p) Monon Railroad
16. (p) New York Central Railroad Company
17. (p) New York, Chicago & St. Louis Railroad Company
18. (p) Pennsylvania Railroad
19. (p) Soo Line Railroad Company
20. (p) Wabash Railroad System

SWITCHING LINES

1. Baltimore & Ohio Chicago Terminal Railroad Company
2. Belt Railway Company of Chicago
3. Chicago & Illinois Western Railroad
4. (p) Chicago & Western Indiana Railroad Company
5. Chicago River & Indiana Railroad Company
6. Indiana Harbor Belt Railroad

INDUSTRIAL RAILROADS

1. Chicago Heights Terminal Transfer Railroad
2. Chicago Produce Terminal Company
3. Chicago Short Line Railway Company
4. Chicago West Pullman & Southern Railroad Company
5. Illinois Northern Railway
6. Manufacturers' Junction Railway Company

ELECTRIC RAILWAY

1. (p) Chicago South Shore & South Bend Railroad

* All railroads listed carry freight. Those prefixed (p) carry passengers also.

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