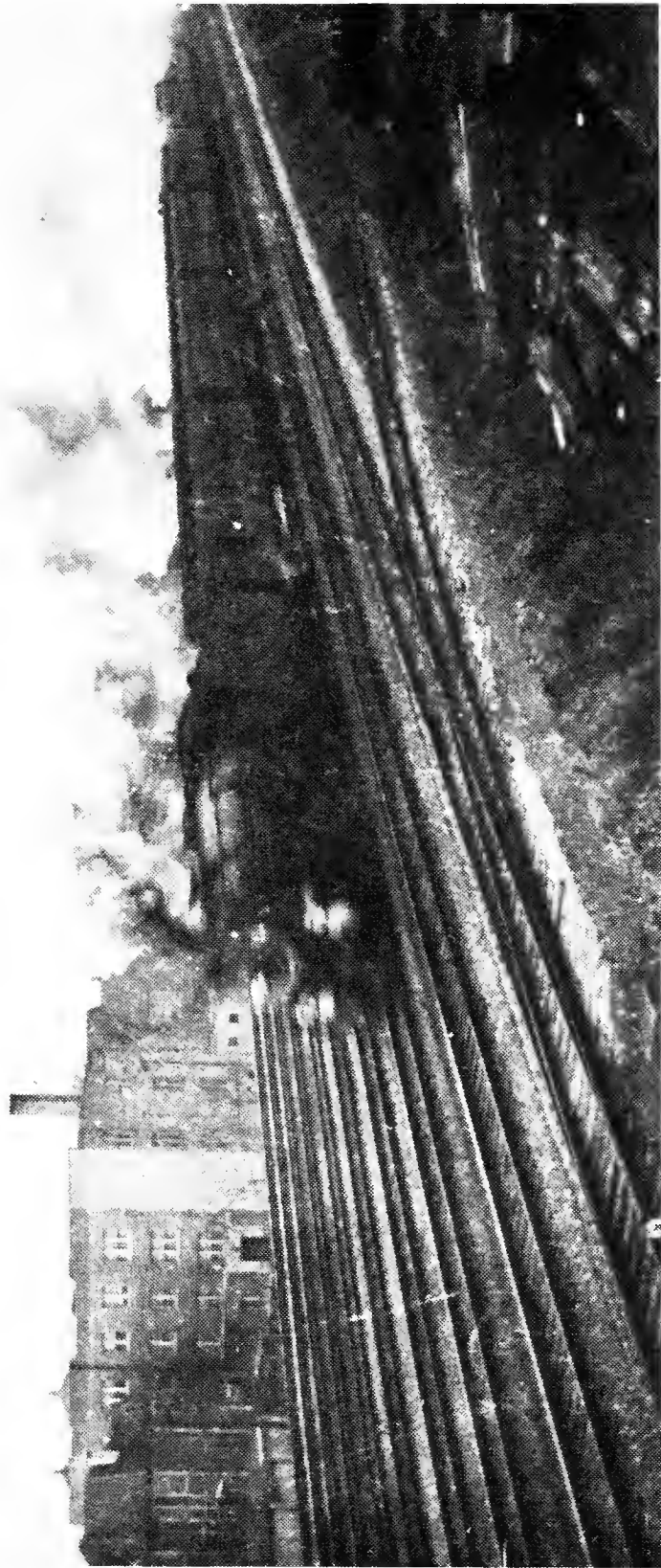


~~II-385~~
42

A
PRELIMINARY HISTORICAL DIGEST
OF THE C&EI RR

Compiled from a History of the Chicago and Eastern Illinois Railroad and the Companies From Which it Grew, being written by Harold R. Sampson, C&EI Senior Vice President Retired, Flossmoor, Illinois.



Empire State Building under construction

385.4
04435

This Digest has been prepared for those who have no affinity for books. It enumerates the events considered to be the most interesting or important in the span of history covered, without much of the extraneous material to be found in a detailed account.

It is hoped that it will be of help to those who are seeking some particular item of C&EI history, but who may not have the time or patience to read through several hundred pages to find it.

Harold R. Sampson
Flossmoor, Illinois.

167627

Year

- 1000 The woodland and prairie wilderness that was to become C&Eiland was peopled by the mound builders, particularly that section along the rivers of what we now designate as "downstate" in Illinois and Indiana.
- 1500 Indians roamed the entire area, traveling much in the direction the railroad now runs, but occasionally east and west.
- 1673 French explorers reached what is now Illinois.
- 1679 The French had penetrated the Indiana wilderness.
- 1717 Fort Ouiatenon built on the Wabash river at a point east of present day Danville, Illinois.
- 1720 Fort de Chartres built on the Mississippi river some fifty miles down stream from present day East St.Louis, Illinois.
- 1732 Fort Vincennes built on the Wabash river near the site of present day Vincennes, Indiana.
- 1763 The British conquer the French, the winner taking the country east of the Mississippi river.
- 1788 The George Rogers Clark expedition moved from Kentucky across Southern Illinois via present day Karnak on the Joppa branch, and Goreville on the Southern Illinois line.
- 1779 George Rogers Clark, and a force of less than two hundred men, cross Illinois in midwinter and take Vincennes.
- 1790 Knox County (Indiana) formed, comprising most of the present area of the entire state. St.Clair County (Illinois) created, covering the area between the Wabash and Mississippi rivers.
- 1800 Indiana Territory organized including the area that is now Illinois, Michigan, Wisconsin and Minnesota. The capital was Vincennes.
- 1803 Fort Dearborn erected at the point where the Chicago river then flowed into Lake Michigan.
- 1809 Indiana Territory divided, the western part extending from the Ohio river to the Canadian border being called Illinois.

- 1816 Indiana arrived at Statehood, being the nineteenth state in the Union and taking its present area.
- 1818 Illinois admitted as the twenty-first state, also taking its present form.
- 1820 The first stage coach service was established over little more than a trail between Evansville, Indiana and Princeton, Indiana.
- 1823 The American Fur Company establish a trading post at the site of present day Danville, Illinois. Gurdon S. Hubbard, an employee of the fur company, laid out a trail from Danville to Chicago. It was known as Hubbard's Trace, and is followed closely by the present day C&E right-of-way. State Street, Chicago is a continuation of the trail.
- 1830 The Lincoln family, with Abe who was then twenty-two years of age, move from Southern Indiana to Central Illinois via Vincennes, Indiana and Sullivan, Illinois.
- 1832 Work started on the Wabash and Erie Canal, much of which was later to follow the Wabash river valley.
- 1833 The Illinois State Assembly authorized the Chicago-Vincennes road to be located. Numbered at one mile intervals, some of the milestones may still be seen today.
- 1834 Indiana's first railroad, a horse drawn carriage moving on rails, began service in Central Indiana.
- 1835 Illinois' first railroad, the Northern Cross chartered with authority to build from the Mississippi river to the Indiana state line via Quincy, Jacksonville, Springfield, Decatur and Danville.
The Internal Improvement Bill of 1835 provided for a railroad running north from Evansville, Indiana but failure of the public works program caught it before it started.
- 1836 The Madison and Indianapolis RR authorized to be built from the Ohio river at Madison, Indiana to Indianapolis.
- 1838 The Northern Cross RR began operation. The original locomotive was the eight and one-half ton engine named "Experiment".
- 1841 The Madison and Indianapolis began operation of twenty-seven miles of four feet gauge line. Later converted to standard gauge it has the steepest grade in the United States.

- 1848 December Indiana has eighty-six, and Illinois fifty-three miles of railroad in operation.
- 1849 January 2 The Evansville and Illinois Railroad chartered to build and operate a railroad from Evansville, Indiana on the Ohio river via Princeton, Indiana and on to connect with the Ohio and Mississippi Railroad (now the B&O) at, or near Olney, Illinois.
- August 16 Notices of organization of the E&I were published. Samuel Hall of Princeton, Indiana elected president.
- October 25 First boat, the "Two Pollies", reached Terre Haute via the Wabash and Erie canal.
- 1850 January 21 Charter of the Evansville and Illinois RR amended to authorize a change in route from Princeton, Indiana to Vincennes, Indiana in lieu of the original route to Olney, Illinois.
- February 20 Contract let for grading E&I Evansville to Princeton.
- May 14 First sod cut for grading on the E&I - about one-half mile of line in each segment of contract.
- July Contract closed for iron rail to be shipped from England via New Orleans and river boat. To be paid for by bonds issued by the city of Evansville.
- 1851 February 6 Wabash Railroad incorporated to build a railroad from Vincennes, Indiana to Terre Haute, Indiana, and if desired by the company, on to Crawfordsville, Indiana, and to extend south to connect with the E&I RR.
- April 5 Steamer "Uncle Sam" arrives Evansville from New Orleans with 540 tons of iron rail for the E&I.
- May Steamer "Fort Pitt" arrives Evansville with the first locomotive for the E&I. It weighed seventeen tons and was named the "Vanderburgh".
- July 4 Excursion train operated all day between Evansville and Pigeon Creek. Passengers were carried on construction cars.
- November 8 Rail laid to within eight miles of Princeton. Passenger cars have been received and are in service. Wood for fuel cost \$2.00 per cord delivered to designated locations along the line.
- 1852 January Evansville and Illinois reaches Princeton, Indiana.

May Grading under way north of Princeton.

July 10 Contract let for bridge over the White river. Grading under way south from Vincennes.

November 18 Evansville and Illinois Railroad and the Wabash Railroad consolidate taking the name of the former.

December 9 Trains begin using the bridge at Patoka, Indiana.

1853 March 4 Evansville and Illinois Railroad changes name to the Evansville and Crawfordsville Railroad.

April 25 Service established from Evansville to the White river.

December 14 Line opened for service Evansville to Vincennes, but with a transfer over the White river due to the bridge still being under construction.

1854 February 1 Through service established Evansville to Vincennes.

May 25 Track being laid between Vincennes and Terre Haute in each direction - about one-third mile of track in place each day.

November 23 Last rail laid between Vincennes and Terre Haute and service started following day. Cost of road complete said to have been \$20,229.33 per mile.

1855 August Gross E&C receipts for eleven months ending August 31, 1855 were \$116,890.17
Line graded from Terre Haute to Rockville, Indiana and work suspended.

1857 E&C gross revenue for the year up to \$249,867.63.

1860 November 24 E&C complete Evansville to Rockville and first train in service.

1861 Wabash and Erie canal abandons service south of Terre Haute.
E&C trains rarely exceeded twenty cars and speeds were about fifteen miles per hour.

1865 February 16 Chicago, Danville and Vincennes Railroad incorporated to construct a railroad from a point in Lawrence County, Illinois on the Wabash river opposite Vincennes, Indiana to Chicago via Paris, Illinois and Danville, Illinois. First president of the CD&V was W.D. Judson with headquarters in New York.

August E&C gross revenue reaches one-half million dollars for the first time (\$559,127.68).

- 1869 April 22 Celebration at Momence occasioned by the ground breaking ceremony of the CD&V RR at the north edge of town.
- May 21 Track laying on the CD&V starts southward from Delton, Illinois where connection was made with the Pittsburgh, Cincinnati and St. Louis RR for trackage into Chicago.
- June 2 Evansville, Terre Haute and Chicago Railroad chartered to build from Terre Haute, Indiana to the Illinois state line east of Danville, Illinois. John Ingle Jr., who was serving as President and Superintendent of the E&C was also elected president of the new road Terre Haute north.
- September 11 Contract awarded for building the Wabash river bridge at Clinton, Indiana for the ETH&C. Decision reached to use the E&C from Terre Haute to Otter Creek, thence the new line to be built. Grading of the CD&V progressing between Momence and St. Anne.
- October 10 CD&V begin service between Momence and Chicago.
- November 4 Ingle resigns as president of the ETH&C and was succeeded by Josephus Collett Jr., of Newport, Indiana.
- December 2 Three piers of the Clinton bridge in place and work proceeding rapidly.
- 1870 May 19 Union station at Vincennes, Indiana under construction. E&C purchases first coal burning locomotive, the "Shelburne". All previous locomotives had been wood burners. ETH&C and CD&V both making slow progress due to the effect of the Franco-Prussian war on the bond market.
- July 28 Danville and Rosedale Ry organized to build between the Indiana state line and Danville, Illinois for the ETH&C.
- August 10 Timbers for the CD&V bridge over the Iroquois river at Watseka begin arriving.
- 1871 April Union track built at Evansville, providing the E&C with a connection with the L&N. Grading of the ETH&C completed and the CD&V now three miles south of Rossville, Illinois.
- October 8-11 CD&V general offices burn in the great Chicago fire.
- October 26 ETH&C begins service between Terre Haute and Danville.

November 16 CD&V begins service between Chicago and Danville. First entry into downtown Danville was via the Toledo, Wabash and Western tracks from Danville Junction. Chicago station was located at Kinzie and Clinton Streets.

1872 January Survey being made for the Danville, Tuscola and Western RR to be built from Tuscola to Danville. Service now established between Evansville, Indiana and Chicago, Illinois via the E&C to Terre Haute, the ETH&C to Danville, and the CD&V.

March 4 The CD&V RR was consolidated with the Rossville and Indiana RR.

March 6 A further consolidation was effected with the Attica and Terre Haute RR.

March 9 A still further consolidation was effected with the Western Indiana RR. The consolidated company (in each case the Chicago, Danville and Vincennes RR) was empowered to build and operate a railroad from Warren County (Indiana) to Brazil, Indiana. None of the three companies (R&I, A&TH, and WI) built any lines.

March CD&V purchase \$600,000.00 of Chicago real estate to build a freight and passenger station on Halsted Street near Fulton. Also dock property on the south side of the south branch of the Chicago river at Bridgeport.

May Contract let for the construction of the Danville, Tuscola and Western RR.

June 10 CD&V and ETH&C trains begin operating into downtown Danville via their own rails which had been laid down from Danville Junction.

July 1 The E&C line Terre Haute to Rockville was leased to the Logansport, Crawfordsville & Southwestern Ry.

September 12 The new sleeping car "China" on the line of the E&C making regular trips between Evansville, Indiana and Cincinnati, Ohio via Terre Haute and the Vandalia Line.

November 12 Danville and Rosedale RR consolidated with the ETH&C,

December Through sleeping car line established (Woodruff) between Chicago and Evansville (\$2.00 per berth)

1873 June CD&V decide to build their own line from Dolton to downtown Chicago. Will build from Thornton via Blue Island (present Grand Trunk right-of-way).
 CD&V now averaging ninety cars of coal per day into Chicago.

July Fountain County branch (also called the Indiana Division, from Youngs, Illinois near Bismarck to Snoddy's Mill, Indiana (25 miles in length) completed and opened for service.

August Danville, Tuscola and Western RR completed from the Paris and Danville RR (now NYC) to Indianola, Illinois. This gave an outlet by use of the Paris and Danville RR to Tilton, thence the Toledo, Wabash and Western RR (now the Wabash RR) to Danville, Illinois.

November 3 CD&V passenger trains began using the new station in Chicago at the corner of Clinton and Carroll Streets. By timetable, CD&V passenger trains were restricted to 22 miles per hour, freight trains to 12 miles per hour.

March CD&V fails and a new corporation, the Chicago and Southern RR was formed to finish the work started on the line Dolton to Chicago.

June Work resumed on the C&S from Dolton to Chicago.

July 16 Eads Bridge over the Mississippi river at St. Louis opened for regular service.

November Chicago and Southern RR completed from Thornton Junction to 26th Street, Chicago.

December ETH&C mail contract earns \$50.00 per mile per year.

1875 January President Ackerman of the Illinois Central urges his board to buy the CD&V to eliminate unfair competitive practices.

February 27 CD&V foreclosed.

March E&C buys its first steel rails and puts them in the line near Patoka, Indiana.

June CD&V paying rental of \$70,000.00 per year to the PC&StL for entry into Chicago - expect to pay the C&S \$21,700.00 per year for trackage from Thornton Junction to Chicago.

July Several bridges of the road were lost in floods, including the grade at Clinton, Indiana.

October Court authorizes CD&V to lease C&S and to operate two suburban trains.

November C&S facilities in such poor shape that the court ordered the CD&V to take rental due the C&S ~~in~~ in lieu thereof to build a turntable and single stall engine house and station at Blue Island (not to exceed \$2500.00), also a depot at Archer Avenue and 47th Street for \$500.00, a round house at the C&A crossing for \$6,000.00, telegraph poles for \$500.00 and the balance for repairs to the road.

December 14 Chicago and Nashville RR incorporated to build Chicago to Danville, a branch Dolton to Lake Michigan, and a branch from Bismarck to the Indiana state line, and a branch to any point in Vermilion County, Illinois south of Danville.

1877 February The Illinois Division of the CD&V was sold on February 7th and reorganized as the Chicago and Nashville RR. The Indiana Division from the Illinois line to Coal Creek was sold on February 9th and reorganized as the State Line & Covington RR. The articles of incorporation of the C&N were filed on February 12, and the articles of the SL&C were not filed until August 9, 1877 (dated July 30, 1877)
The Evansville and Crawfordsville RR brought suit against the Logansport, Crawfordsville and Southwestern RR to recover damages for depreciation in condition of the 23 miles of road leased to them.

March 5 The name of the Evansville and Crawfordsville RR was changed to the Evansville and Terre Haute RR

April 28 Chicago and Southern RR foreclosed

May ETH&C fails to make interest on bonds for the first time.

August 28 Chicago and Nashville RR and the State Line and Covington consolidate and form a new corporation to be known as the Chicago and Eastern Illinois RR. This was the first of six corporations to be identified with initials C&EI. Transfer of property made on September 1, 1877.

October Builders of the future Grand Trunk Ry negotiate for the purchase of the Chicago and Southern.

December C&EI bond holders were called upon for an assessment of \$150.00 per bond on the Illinois Division and \$50.00 per bond on the Indiana Division.

1878 April 17 The Indiana Block Coal Railroad was incorporated to construct a line from Knightsville, in Clay County (Indiana) to the Evansville, Terre Haute and Chicago RR in Vigo County (Indiana).

June The Chicago and State Line RR incorporated and purchased the Chicago and Southern RR which ended the C&EI hope of having their own line into downtown Chicago via Blue Island.

August First annual report of the C&EI. Complains about the condition of the property taken over from the CD&V - "road is in poor condition, track has never been ballasted, ties (mostly hemlock) were in bad state of decay and were replaced with over 85,000 oak ties during the year".
C&EI surveying a line from Dolton to the mouth of the Calumet river in the hopes of reaching the steel mills. Earnings for the first corporate year - \$784,555.76.

November E&TH purchases a small steamer and barges to operate on the White river.
Standard box car was 28 ft. 10 inches long.
C&EI gauge is given as 4 ft. 8½ in. while the ETH&C gauge is given as 4 ft. 9 in. Regardless of this there was no apparent problem in interchanging equipment.

1879 January 1 Indiana Block Coal RR opened for service Otter Creek to Brazil, being operated by the ETH&C who was the actual builder. Locally the line was (and still is today) known as "The Pea Vine".

June 2 Chicago and Western Indiana RR incorporated by C&EI interests to build from Dolton to Chicago.

July Construction of the C&WI begins.

August E&TH begin laying track on a branch line westward from the main line at Fort Branch.

September E&TH branch completed and trains operating as far as Owensville, Indiana.

October 24 C&EI signs lease for use of the C&WI. Lease gives exclusive right to serve local territory (both freight and passenger) Dolton to Chicago.

December 10 The E&TH grant the Terre Haute and Logansport RR the right to use the line Terre Haute to Rockville, the first six miles (Terre Haute to Otter Creek) being joint with the ETH&C.

1880

Bridge over the Wabash river at Clinton rebuilt.

The Indianapolis and Evansville RR (from Washington, Indiana to Evansville) organized. E&TH buys it.

March 11

The Danville and Grape Creek RR incorporated to build a line from Danville to the coal mine area at Grape Creek, Illinois.

April

C&WI began operating Dolton to 22nd Street, Chicago. Road terminated there for over a year due to litigation with other lines with respect to crossings, and with the city with respect to the location of the terminal. Because trains of the Wabash RR were unable to reach the downtown section, they believed their passenger fare should be \$1.00 less than that of the Alton from St. Louis to Chicago. This started a rate war which spread across the entire country, some examples being \$1.00 Chicago to St. Louis, and \$4.25 St. Louis to Boston. In the meantime C&EI freight trains continued to use the PC&StL.

May 1

ETH&C (including the Indiana Block Coal RR) leased by the C&EI and operated as the Terre Haute Division.

August 11

The Strawn and Indiana State Line RR incorporated to construct a railroad from the C&EI main line at Wellington Junction westward to Cissna Park, Illinois.

August 31

C&EI has it's first one million dollar gross revenue year. Gross for the year ending August 31 was \$1,020,794.56.

September 1

Steel rail now in 68 miles of E&TH track - new station buildings built at Sullivan, Carlisle, and Princeton, Indiana.

September 10

Courts finally clear the way for the C&WI to build to Van Buren Street, Chicago.

September 15

C&WI lay track across the Illinois Central RR (Wisconsin Division) at night under police protection. The following night track was laid across several streets between 12th Street and Van Buren Street. Late in the month the C&WI abandoned it's right to build to Van Buren Street due to the congestion that another station (LaSalle Station was already built) would create.

November

The Danville and Grape Creek completed to Grape Creek. The Indiana Division of the C&EI Bismarck Jct. to Covington, Indiana abandoned and rails removed.

November 12 Line of the C&WI built over the Lake Shore RR under police protection and the road opened Dolton to 14th Street.

December Arrangements made with the C&WI to build a line from South Englewood to South Chicago and for the C&EI to use such tracks to reach the steel mills.

1881 February 1 E&TH deed 1.42 miles of track Garvin Street to Fifth Avenue, Evansville to the L&N (formerly the Southeastern and St. Louis Ry), each company to have equal trackage rights.

March 8 C&EI consolidates with the Danville and Grape Creek RR forming the second corporation with C&EI as initials.

Citizens of Southern Indiana vote an appropriation to help extend the E&TH branch from Owensville to Cynthiana.

May 9 Evansville Belt Railway incorporated and 3.77 miles of main track built by the E&TH.

July C&EI now holds 40% of E&TH stock. F.W. Huidekoper president of both companies.

Work underway on the belt line in Chicago being built by the C&WI.

C&EI freight revenue reaches one million dollars.

October C&EI extends line from Grape Creek to Westville, Illinois.

December Danville to Westville line now extended to Sidell's Grove, Illinois over the section previously built by the Danville, Tuscola and Western RR.

The Indianapolis and Evansville RR now completed from Washington, Indiana to Petersburg, Indiana.

1882 January 15 Regular service established Danville to Sidell's Grove.

January 25 Strawn and Indiana State Line RR now complete and being operated by the C&EI.

June 22 E&TH branch completed as far as the PD&E crossing at Poseyville, Indiana.

July 25 E&TH branch completed to Mt. Vernon, Indiana. One passenger train round trip Mt. Vernon-Princeton, one round trip Fort Branch-Mt. Vernon.

August 31 All but five miles of E&TH rail now steel.

The annual report of the E&TH states that the average life of their locomotives is fifteen years.

1883 Work resumed on the Danville, Tusdola and Western.

Five roads leasing the C&WI become equal owners (C&EI, Erie, Monon, Grand Trunk and Wabash)

June 23 The Evansville, Washington and Brazil Ry organized to build from Washington, Indiana to Worthington, Indiana. Promoted by the E&TH RR who had acquired control of the Terre Haute and Southeastern RR farther north.

August 14 C&WI decide to build passenger station at Polk Street, Chicago. Contract let October 1, 1883.

August 31 Last five miles of E&TH laid with 60 lb. steel rail.

November Adoption of Standard Time which eliminated minor differences in time along the E&TH and C&EI.

1884 June 16 That portion of the E&TH between Washington, Indiana and Evansville, Indiana passed to the Evansville and Indianapolis RR which had been formed in the interest of the E&TH.

July 19 L&N bridge between Evansville, Indiana and Henderson, Kentucky opened for service.

September Through sleeping car runs established between Chicago and Nashville, Tennessee via Evansville and the L&N, and between Chicago and Indianapolis, Indiana via Danville, Illinois and the IB&W RR.

1885 November 14 the Evansville and Indianapolis, the Evansville, Washington and Brazil, and the Terre Haute and Southeastern were consolidated into the Evansville and Indianapolis RR, the C&EI subsequently acquiring the capital stock of the new corporation.

November 27 The Chicago and Indiana Coal Ry organized November 27, 1885 to take over the property of the Lake Michigan and Ohio River Ry extending from Yeddo, Indiana to Brazil, Indiana.

Dearborn Station, Chicago completed.

1886 March C&EI declares first dividend - 2½ percent.

L&N sell their E&TH stock to the C&EI.

April 12 Indiana Railway company formed to take over property of the Chicago and Great Southern Ry extending from Fair Oaks, Indiana to Yeddo, Indiana.

April 14 Chicago and Indiana Coal Ry takes over the Indiana Railway company.

E&TH gain control of the Peoria, Decatur and Evansville RR (now the Illinois Central RR) which was held until 1894.

1887 January The Chicago and Indiana Coal Ry extends the line from Fair Oaks, Indiana to LaCrosse, Indiana.

March 10 The Chicago, Danville and St.Louis RR incorporated to construct a line from Sidell, Illinois towards St.Louis, Missouri. Work began same year using the grade which had previously been constructed by the Danville, Tuscola and Western RR.

April C&EI bought by a syndicate in the interest of the Chicago and Indiana Coal Ry, stock being priced at 110.

June C&EI announce plans to build a line from Momence, Illinois to a point near Goodland, Indiana to connect with the Chicago and Indiana Coal Ry. The Momence and State Line RR formed to build that portion in Illinois, the C&IC to build the Indiana portion.

November The Chicago, Danville and St.Louis RR, and the Strawn and Indiana State Line RR consolidated with the C&EI thus forming the third company with C&EI initials.

December The line completed into Tuscola during the month.

1888 August 12 C&EI had been endeavoring to build into downtown Tuscola for several months but had been prevented from doing so by the Indianapolis, Springfield and Western RR. A large force of men put to work at night and the line completed before morning.

September The line connecting the C&EI at Momence, Illinois and the Chicago and Indiana Coal Ry at Percy Junction, Indiana completed.

The remainder of the Indiana Division of the C&EI from Covington, Indiana to Coal Creek, Indiana abandoned and trackage rights Danville, Illinois to Covington, Indiana over the Ohio, Indiana and Western RR relinquished.

November Passenger trains of the C&EI made the following stops within Chicago after leaving Dearborn Station: Archer Avenue, 33rd Street, 49th Street, 63rd Street, Auburn Junction, Auburn, Hammond Junction, Oakdale and Kensington.

November The same group who controlled the Chicago and Indiana Coal Ry (and now the C&EI) held substantial interest in the Illinois Steel Company, and in turn the Duluth and Iron Range RR. The president, treasurer and purchasing agent of the C&EI held the same position on the D&IR at the same time.

Double track being installed Momence, Illinois to Dolton, Illinois by the C&EI.

1889 March Chicago and Indiana Coal Ry stockholders vote to exchange their stock for C&EI stock (both common and preferred) share for share.

June 20 ETH&C stockholders meet in Terre Haute to make formal transfer of majority of stock to the C&EI.

1890 January 20 Agreement signed for C&EI to operate the E&TH.

May Line being surveyed from Tuscola, Illinois to Sullivan, Illinois and plans being made to continue to Shelbyville.

June C&WI building second main track Dolton to Oakdale.

1891 First year for a million dollar gross for the E&TH.

January First off-line traffic office established by the C&EI at Atlanta, Georgia, joint with E&TH.

June C&EI into Chicago suburban passenger business in a serious way - builds an eight stall roundhouse at Crete, Illinois to house suburban engines.

September 8 Trains now running Danville to Sullivan, Illinois.

November Bridge over the Okaw river completed. Is now the longest bridge in Illinois.

November 28 Last rail laid Tuscola to Shelbyville. This was to be the southern terminus of the Illinois line until 1896.

1892 April The name "Dixie Flyer" born.

Contracts let for double tracking Momence to Danville.

June 1 Chicago and Indiana Coal Ry leases its property to the C&EI for 999 years.

D&IR locomotives begin to appear on C&EI roster.

1893 March 31 C&EI grants trackage rights to the Calumet and Blue Island RR Chicago Heights to the Danville coal fields. This company later became the Chicago, Lake Shore and Eastern Ry and still later the Elgin, Joliet and Eastern Ry.

April Contract let to build a branch line from Rossville, Illinois to Sidell, Illinois (34½ miles).

August Terre Haute and Indianapolis RR (now the Pennsylvania RR) makes contract for use of station at Terre Haute by C&EI..

November Rossville-Sidell branch completed.

December 19 Chicago, Paducah and Memphis RR chartered to be built from Altamont, Illinois to Metropolis, Illinois with a branch from Johnston City, Illinois to Carbondale, Illinois

1894 March Survey of the CP&M completed Altamont to Salem, Illinois.

June 6 Chicago and Indiana Coal Ry consolidated into the C&EI forming the fourth C&EI company.

June 30 C&EI passenger trains gross over one million dollars for the first time.

August 29 Track laying on the CP&M complete Mt. Vernon, Illinois to Benton, Illinois and in progress from Benton to Marion, Illinois.

September 25 Service begins on the CP&M between Mt. Vernon, Illinois and Marion, Illinois - work still in progress north of Mt. Vernon.

1895 January 29 CP&M rail reaches Mt. Vernon, Illinois thus completing the line St. Elmo, Illinois to Marion, Illinois. Eight miles remain to be completed from St. Elmo to Altamont.

February CP&M all complete and operating Altamont to Marion.

1896 July 24 The Shelbyville Southern RR incorporated to construct a line for the C&EI southward from Shelbyville to connect with the CP&M.

December Line completed Shelbyville to Altamont and C&EI takes over the operation of the CP&M.

1897 February 20 C&EI purchases the line of the CP&M Altamont, Illinois to Marion, Illinois as well as the coal mine branches - purchase price \$1,400,000.00.

March 10 The fill on the approach to the White river bridge south of Hazleton, Indiana gave way under train No. 5 at 3:00AM. Conductor and an undetermined number of passengers were lost.

March 22 Chicago Heights Terminal Transfer RR incorporated.

May 10 C&EI engine No. 129 handled a 2,200 ton train of 55 cars Danville to Chicago - considered quite a feat.

1899 Collett Street station built in Danville, Illinois and used until 1917.

January 26 The Eastern Illinois and Missouri RR incorporated to construct a line from Marion, Illinois to Thebes, Illinois - also the Joppa branch.

September About ten miles of the Eastern Illinois and Missouri RR already completed.

October 23 Eastern Illinois and Missouri RR conveyed to the C&EI.

November C&EI purchase land at Dolton, Illinois for a new 3,000 car capacity yard.

December 27 C&EI purchase the ETH&C RR and the Indiana Block Coal RR, which had been operated under lease.

1900 January Marion to Thebes line completed. Through passenger train service established between Chicago and Texas via Thebes and the Cotton Belt - cars were ferried across the river for through movement.

December Joppa branch completed.

December 6 C&EI, IC, St.Louis Iron Mountain and Southern RR, St.Louis Southwestern and the Missouri Pacific RR form the Southern Illinois and Missouri Bridge Company to build the Thebes bridge.

1901 January 4 Chicago-Florida Limited established Chicago to St.Augustine, Florida.

November 1 C&EI given trackage rights by the bridge company from Thebes, Illinois to Illmo, Missouri.

November 19 Freeland Park branch completed.

1902 March 27 IC gives trackage rights to C&EI from Thebes to Bridge Jct.

July 1 Account complaints of the other users against the C&EI having exclusive traffic rights on the C&WI, agreement made giving five proprietary lines equal rights.

October 1 St.Louis-San Francisco Ry buys control of the C&EI, paying \$250.00 for each share of common, and \$150.00 for each share of preferred stock.

- November 1 C&EI (with the St.Louis-San Francisco also a party) enter into an agreement whereby the CCC&StL would double track their existing single track line from Pana, Illinois to Hillsboro, Illinois and build a double tracked cut-off from the latter point to Mitchell, Illinois and the C&EI would abandon plans to build their own line.
- 1903 January 8 A portion of the Rossville-Judyville branch acquired in the name of the Rossville and Eastern RR conveyed to the C&EI - branch completed the same month.
- January 23 The Eastern Illinois and St.Louis RR incorporated to build a cut-off line from Woodland, Illinois to Villa Grove, Illinois and from Findlay, Illinois to Pana, Illinois in order to give the C&EI a competitive line between Chicago and St.Louis and a service connection with their parent line (the Frisco).
- May 1 CRI&P gain control of the St.Louis-San Francisco and thereby control of the C&EI.
As a result, passenger trains of the C&EI began the use of LaSalle Street station in Chicago, leaving the tracks of the C&WI and entering the CRI&P tracks at 79th Street.
- December C&EI expect to complete the work of double tracking the line Danville, Illinois to Clinton, Indiana by the end of the month.
- 1904 January C&EI trains discontinue the use of the downtown station in Danville, Illinois and use the Collett Station (or Danville Junction as it was known locally) exclusively for their Danville work.
- July 23 New C&EI yard opened for use at Villa Grove, Illinois.
- August 1 C&EI inaugurates Chicago-St.Louis passenger service with one night train in each direction using the CCC&StL old main line Hillsboro to East St.Louis account the new cut-off still under construction.
- October 1 Hillsboro-Mitchell cut-off completed and freight service inaugurated and a day train added to the Chicago-St.Louis passenger service.
- 1905 January 3 The St.L-SW give the St.L-SF trackage rights between Illmo, Missouri and Rockview, Missouri and on May 25, 1905 these rights were assigned to the C&EI.
- April 1 Thebes bridge placed in service.

June 30 Franchises of the Eastern Illinois and St. Louis RR (Woodland Junction to Villa Grove, Illinois and Findlay, Illinois to Pana, Illinois conveyed to the C&EI.

Third main track being constructed from Momence, Illinois to NE Tower, just south of Crete, Illinois.

September New northbound yard being built at Dolton, Illinois.

Shops moved from St. Elmo, Illinois (at which point they had been located since the line was built) to Salem, Illinois. Salem donated a strip of land one thousand feet wide and two miles long for the new yard.

1906 August 24 St. Louis, Memphis and Southeastern and the St. Louis-San Francisco RR grant trackage rights to the C&EI from Rockview, Missouri to Chaffee, Missouri.

November C&EI now has 341 locomotives and it became necessary to enlarge the Oaklawn shops.

The line Villa Grove to Tuscola now double tracked.

1907 July Work in progress on the new E&TH passenger station at Eighth and Main Streets, Evansville.

October Vincennes, Indiana industrial track, one and one-half miles long, being built.

December 1 A cutoff line built and now in use Bismarck, Illinois to Starr, Illinois (2 miles) from which point C&EI freight trains used the Chicago, Terre Haute and Southeastern Ry for 7 miles to Brewer Yard south of Danville. A better grade and improved movement of freight trains due to less delay around the Danville passenger station was the object.

1909 June 30 C&EI owns 79% of the E&TH common stock.

December 1 CRI&P sells St. Louis-San Francisco RR back to previous owners. Thus C&EI continues under Frisco influence.

1910 June 1 C&EI grants trackage rights to the CB&Q between Hudgens Junction, Illinois and West Vienna, Illinois thereby giving the Burlington a route to Paducah, Kentucky.

December E&TH began dispatching trains by telephone.

1911 June C&EI freight density 2,020,000 tons and the parent company (Frisco) 520,000 tons, or only about one-fourth as much. Average C&EI freight train handled 561 tons, Frisco trains 221 tons.

23% of C&EI main track was 85 lb rail, 30% was 80 lb, and the balance was lighter.

- July 1 C&EI takes over the operation of the Evansville and Indianapolis RR.
- July 20 E&TH and the Evansville Belt Ry consolidated with C&EI.
- 1912 April 29 Eastern Illinois and Peoria RR organized to build a line for the C&EI from St.Elmo, Illinois to Peoria, Illinois and survey started.
- November 25 C&EI begins dispatching trains between Chicago and Danville by telephone.
- 1913 January 5 The first All Pullman Dixie Limited inaugurated Chicago to Palm Beach, Florida.
- May 27 C&EI and Frisco Lines go into separate receiverships.
- August 1 C&EI discontinues use of LaSalle Street station, Chicago and returns to Dearborn station.
- C&EI passenger train revenue running about 25% of total gross - passenger revenue almost equaled coal revenue for the year.
- 1914 Automatic Train control (Miller), the first in the United States for a major installation, was placed in service on 107 miles of C&EI line.
- Dearborn Station Annex built by the C&WI.
- 1916 February 20 The Evansville and Indianapolis RR into receivership.
- 1917 December 31 C&EI into Federal Control with all other carriers.
- Projects completed during the year included a new bridge over the Okaw river in Illinois, a new passenger station at Danville, Illinois and a new bridge over the White river in Indiana.
- 1918 January 1 Off-line traffic offices all closed and all advertising discontinued.
- December C&EI owns 25,659 freight cars.
- 1920 March 1 Railroads returned to owners.
- June 3 The Evansville and Indianapolis RR sold under foreclosure.

September 1 C&EI grants trackage rights to the Evansville, Indianapolis and Terre Haute Ry to enable them to enter Evansville from Straight Line Junction.

December 13 C&EI Ry organized thereby forming the fifth company with the same initials. Property transfer made effective January 1, 1922.

1921 Of all C&EI tonnage, 78% originates on line.
Off-line traffic offices gradually being re-established.

December 31 That section of the road from LaCrosse, Indiana to Brazil, Indiana known locally as "the old coal road" discontinued operation.

1922 January 1 As the new C&EI Ry began operation, the former Evansville and Indianapolis RR property was not included, nor the "Coal road" mentioned above.

November 1 C&EI grant trackage rights to the Illinois Central RR to enable them to reach their east side property at Evansville, Indiana.

1924 February 8 C&EI sells that portion of the line from Otter Creek Junction, Indiana to Rockville, Indiana to the Pennsylvania RR. Line had been operated under lease by various companies since June 13, 1872. C&EI also granted trackage rights to the PRR from the Junction to Terre Haute.

1926 March 1 C&EI begins use of the Mobile and Ohio freight house in East St. Louis, Illinois.
Lincoln Fields Race Track completed at Crete, Illinois.

August 10 Alton and Southern connection with C&EI at Mitchell, Illinois opened for use.

1927 Oversize lettering on box cars came into C&EI use early in the year - coal cars had carried them earlier.

August 19 C&EI acquires the Chicago Heights Terminal Transfer RR.

1930 January 7 C&EI comes under influence of the C&O Ry as the Van Sweringens gain control.

1932 July First air-conditioned dining cars come out of C&EI shops.

1933 April 18 C&EI petitions for receivership. Temporary trustee appointed on September 15, 1933 and permanent appointment made on October 10, 1933.

1934 Products of Mines amounted to 71.7% of all tonnage originated on the C&EI. Of total tonnage handled by the company, 58.7% was Products of Mines.

1935 March 1 C&EI discontinues use of their own station at Evansville and began the use of the L&N station for all trains.

1936 January 2 The first "one night only" train placed in service Chicago to Miami via C&EI-L&N-NC&StL-ABC-ACL and FEC. Competing roads followed three years later.

1937 January Ohio river flood leaves C&EI as the only line able to provide service into and out of Evansville, Indiana.

November 22 Oaklawn Shops at Danville, Illinois burn.

1940 April Present C&EI trademark (oval with Saturday Evening Post lettering) adopted.

June 27 Present C&EI RR, the sixth with the same initials, incorporated. Property transfer made December 31, 1940.

October 24 Momence to State Line branch discontinued.

December 17 The first all coach streamliner placed in service Chicago to Miami via C&EI-L&N-NC&StL-ACL and FEC.

December 31 Property transfer made to the new C&EI corporation. Final decree made by the court the following June (1941).

1944 Best passenger train year in the history of the C&EI - nearly nine million dollars grossed by passenger trains for the year (\$8,977,602.00).

1945 July 23 CHTT completely dieselized.

August 20 C&EI takes over operation of parlor cars formerly operated by Pullman.

November Board authorizes CTC Clinton, Indiana to Evansville.

December Mars lights standard equipment on C&EI passenger trains.

1946 May 20 First C&EI road diesels (Nos. 1100 and 1101) go into regular passenger train service.

October New light weight streamliners for Southern Illinois and Indiana received from Pullman Standard Mfg. Co.

November C&EI passenger station at Evansville sold to the city during the year.

| | | |
|------|-------------|--|
| 1948 | January 1 | Bald Hill cut-off placed in service in Indiana. |
| | June 1 | "The Georgian" placed in service Chicago to Atlanta. First freight road diesels go into service. |
| | July 20 | Chicago Railroad Fair opens with C&EI engine 222 playing a part in the outdoor pageant. |
| 1949 | January | C&EI inaugurates piggyback freight service between Chicago and St.Louis. |
| | April 20 | All C&EI passenger train service between Chicago and St.Louis discontinued. |
| | May 8 | Chicago-Southern Illinois sleeping car service is discontinued. |
| 1950 | February | Line abandoned between Brother, Illinois and Maizetown, Illinois on the Rossville-Sidell branch. |
| | April 7 | Freeland Park branch discontinued. |
| | May 5 | Last C&EI steam locomotive (1944) worked its regular assignment at Vincennes, Indiana. |
| | June 1 | New Wansford Yard opened for service at Evansville, Indiana. |
| | August 1 | First C&EI Canadian traffic office opened at Toronto, Ontario. |
| 1951 | May 16 | Miller train control on the C&EI replaced with GRS. |
| | December | C&EI, IC and Mo.Pac. purchase the Jefferson Southwestern RR in Southern Illinois. |
| 1952 | August | First welded rail on C&EI - 2½ miles between Glenwood, Illinois and Chicago Heights, Illinois placed in use. |
| | September 2 | Chicago-Evansville piggyback freight service established. |
| | October 1 | All C&EI local l.c.l. freight moving by truck. |
| 1954 | January | Rail to barge coal transfer place in use at Joppa, Illinois |
| | August 16 | C&EI buys a one-tenth interest in the Illinois Terminal RR. |
| | October 18 | C&EI purchases the St.Louis and O'Fallon Ry - nine miles of line in the East St.Louis, Illinois area. |

| | | |
|------|-------------|--|
| 1955 | March | Installation of radio communication begun on C&EI. |
| | May 1 | C&EI no longer a party to the Chicago Consolidated Ticket Offices. |
| | December 4 | A Budd RDC car begin service between Chicago and Southern Illinois. |
| 1957 | January 15 | The Chicago-Jacksonville, Florida sleeping car operated on the "Dixie Flyer" since 1902 was discontinued. |
| | June | The Terre Haute freight house moved from uptown to Baker Yard. |
| | September | Baker Yard in full service at Terre Haute. |
| | November 29 | "The Dixieland" makes last trip Chicago to Florida, leaving the C&EI without regular through sleeping car service between Chicago and Florida for the first time since early in the century. |
| | | Highest gross revenue in C&EI history (\$38,273,878.00). Freight train revenue also the highest in the history of the company (\$32,650,379.00). |
| 1959 | June | That portion of the line Danville, Illinois to Clinton, Indiana being converted to single track with CTC. |
| 1960 | April | Union Station at Terre Haute, Indiana built in 1892 being demolished. |
| 1961 | | C&EI General Offices move from Chicago to Chicago Heights, Illinois. |
| 1962 | January 5 | All passenger train service on the C&EI between Chicago and Southern Illinois discontinued. |
| | June | Hearing being held before the ICC examiner to determine who may control the C&EI. |

