

ALL ABOARD!



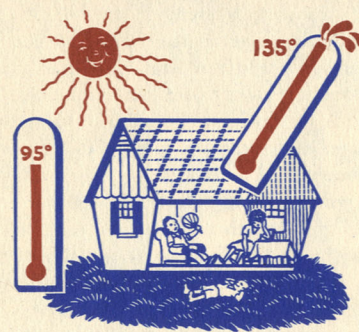
This month the Freedom Train travels over our railroads. Priceless historical landmarks like the Bill of Rights, Declaration of Independence, Bill of Religious Freedom, Emancipation Proclamation, and the Gettysburg Address are among the hundred documents which are aboard.

Through Northern Illinois the Train follows routes that not so long ago were Indian trails, wilderness paths. Along the way are "Our Landmarks"—homesteads, old churches, early schools, and canals to remind us of our pioneer fathers and their contribution to our American heritage.

In this "year of rededication" being observed across our nation, the Service Bulletin will continue to bring you more about the role Northern Illinois has played in making it possible for all of us to enjoy the blessings of freedom.

Visit the CHICAGO RAILROAD FAIR — July 20 into September

ABOUT YOU AND YOUR HOUSE



This is the story of a Household whose members every one greeted the summer season with misgiving for when the temperature measured 95° outdoors it climbed to 135° in their attic because the hot air caught under the roof just hung there motionless stagnant and became hotter and hotter and hotter and hotter until at night



when the temperature fell to 75° outdoors the hot stagnant motionless air in the attic heated the house to 110° and the Household could not sleep—and after night after night of tossing and tossing and bashing the pillow the Little Woman became snappish with the children and the Head of the House began belting his buddies oh, it was simply awful until



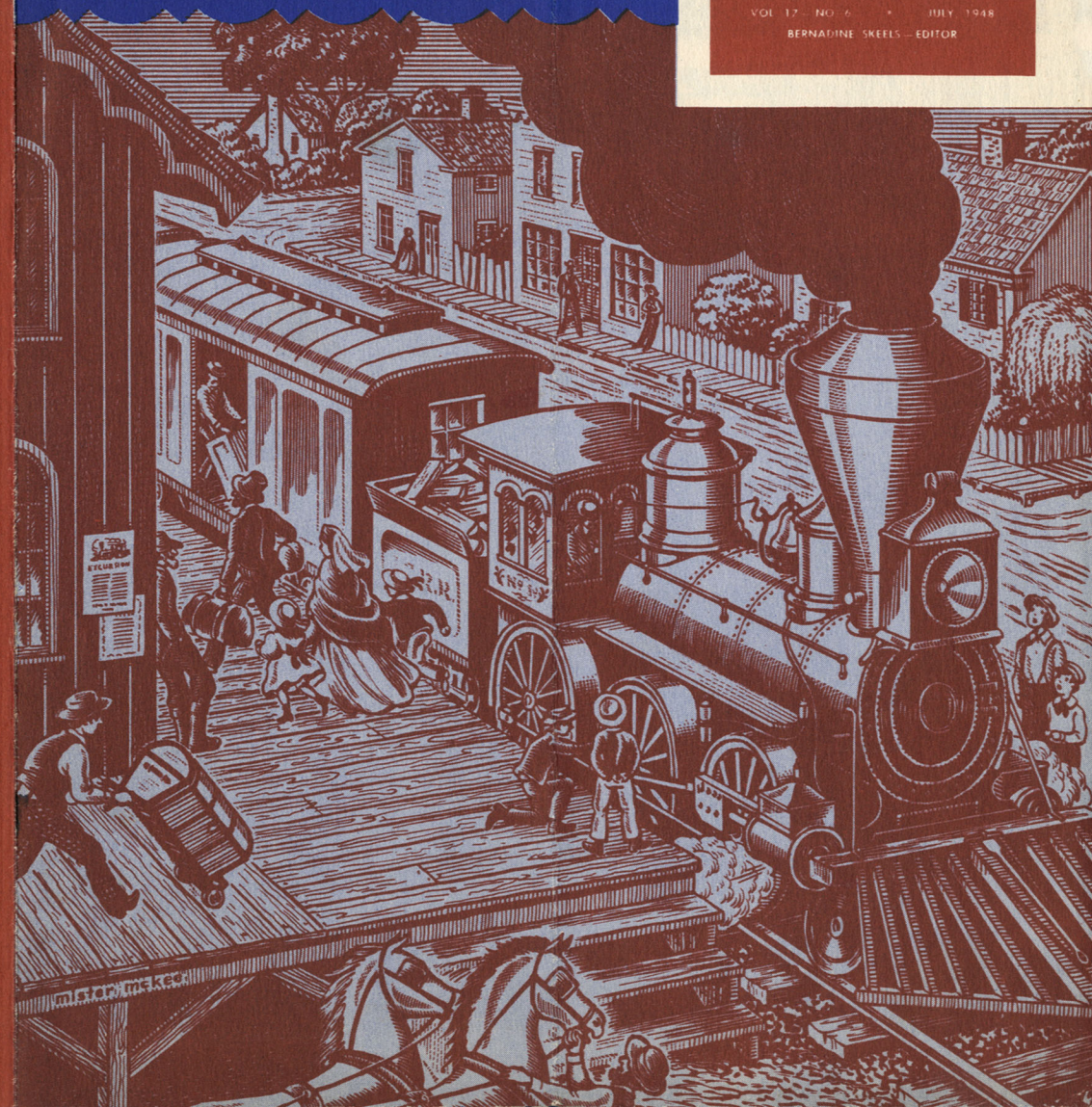
they installed a Nightcooling Fan whose blades revolving slowly, quietly pulled in the cool night air forced out the hot stagnant motionless air so when the temperature fell to 75° outdoors it also fell to 75° indoors and the Household SLEPT—and grew to welcome summer without misgiving.

Home Owners! Apartment dwellers! Ask about night cooling at our store or your local dealer's



OUR RAILROADS in Northern Illinois

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BERNADINE SKEELS - EDITOR





UR story takes place in the Fifties, when the railroad fever swept Illinois and transformed it from a prairie wilderness into an important part of our country.

In 1850, transportation was tedious. Northern Illinois had one waterway, the I. & M. Canal; two short railroads, the Galena and Chicago Union (parent of the Chicago and North Western which is celebrating its centenary) and the Aurora Branch (the baby Burlington). Stage travel was miserable: "Fortunate indeed was the traveler who was not compelled to help pry the coach out of deep mud or wait until morning for a yoke of oxen to pull him out of some worse than ordinary slough. Mails were often delayed and during the winter storms and spring rains farmhouses and even large towns were completely isolated."

Let's see what happened to some of our railroads during the Feverish Fifties:

By 1850, the iron-shod wooden rails of the G.&C.U. extended to Aurora and Elgin. (When wornout and broken, the straprail's iron cap, known without affection as a "snake-head," curved up and impolitely thrust itself through the floor between the passenger's feet, sometimes scoring a hit.) In 1851, the Galena Road scrapped her straprail for the now standard T-shaped iron rail, an 1830 invention whittled out by yankee Colonel Robert Stevens while en route to England on a strap iron buying trip. The Galena entered Rockford in 1852, Freeport in 1853, and its Dixon Air Line reached Dixon and at long last the Mississippi

in 1855. By 1856, it became the first railroad in the West to use telegraph (between Chicago and Freeport), and purchased two new coal-burning locomotives to be paid for "if they would operate successfully with Illinois coal." By 1860, the Galena eyed with interest the Chicago and North Western with which it would consolidate in 1864.

Greatest 1851 Christmas gift to the settlers came when ceremonial ground was broken at Chicago and Cairo for a third railroad, the Illinois Central, the first of the land grant lines. In July, 1853, the I.C. entered Kankakee. One of the residents from nearby Hawkins Settlement rode over to take a look, but when Locomotive No. 1 screeched, the Hawkins one-man Welcome Committee had to cling "like a woodtick" to his terrified horse to keep from being spilled.

Excerpt from an 1853 rave-letter by one of the I.C.'s financial backers after a horse-and-buggy tour of the prairies: "It surprised me to see so very small a portion of these prairies under cultivation, and I just begin to realize their vast extent. There is substantially no population except upon the streams and timber, which are generally found together. To ride a whole day over nothing but prairie, with the exception of a very narrow strip of sparse timber at one or two points, and during a great portion of the time without the sight of a single tree of any kind or a human habitation in any direction, while your view is limited only by the distant horizon, gives one very peculiar sensations, and impresses him with new ideas as to the extent of these vast meadows. Whenever we do find a crop of corn it is of great

height and apparently of heavy yield, and it is quite apparent that when even one-quarter of the land shall be under cultivation, the local business of the road in carrying the product to market must be immense. When I undertake to make an estimate on this subject, results are produced so astounding as to seem scarcely possible."

On January 13, 1855, "The good citizens of North Dixon were frightened out of their dwellings by the uncommon loud scream of the 'iron monster' as he dashed through the town for the first time. Next Monday regular trains will run through to Galena on this road, the Central. As the bridge is not completed, Porter & Mallett have been engaged to carry passengers across the river."

September, 1856, last rail in the construction of the original I.C. was spiked into place.

The "Chicago Daily Democrat" of October 13, 1852, reported: "Very quiet and efficient are the men who have in mind the building and equipping of the Chicago and Rock Island Railroad. They started their first train to Joliet Sunday morning the 10th at ten o'clock, without the blowing of trumpets or the firing of guns. We went along and found Mr. Gilmore, the efficient superintendent, giving his personal attention to those interests confided in him. Most of the distance the road passes through prairie, though, now and then, it crosses groves of timber. The stations on the road are: Junction, Blue Island, Bremen (Tinley Park), Mokena. The locomotive, the 'Rocket', in charge of James Lendabarker, formerly an engineer on one of the lake boats, handled the six new and beautifully painted coaches in

good shape, unmindful of the crowd they contained. Conductor N. W. Wheeler was in charge of the train and appeared as gracious to the inquiring passengers as was his custom when aboard one of the Canal packet boats. For a new road we may say it is remarkable for its smoothness and solidity. These portions of it which are already ballasted are equal in these respects to the best constructed Eastern roads."

A witness of the day, "Before the coming of the first stretch of iron rail, all marketing had to be done via the ox-team route to Chicago, and the coming of this first train was made a time of festivity. Many people, well up in years, experienced their first ride. Currency was very scarce and many did not have the money to satisfy the demands of the train conductor, station and ticket agents still remaining unknown at many places where passengers boarded the crowded cars, but the good-natured conductor solved the problem by collecting fares in eggs, butter, vegetables, or, perhaps, a little grain." When the "iron horse and its train of living freight" reached Joliet, it was acclaimed by those who wanted the railroad, but ridiculed by others who favored the I.&M. Canal. Many prominent Joliet citizens boarded the train for the return trip (a "backup" run, for no provision yet existed for turning the locomotive at Joliet) to Chicago where they were entertained by dinner at the Sherman House, a sightseeing tour of the city, and theatre.

January, 1853, the Rock Island reached Morris; February, Ottawa, where the "distinguished engineer and train crew were banqueted and toasted"; March, LaSalle. In 1856, it was the first to actually bridge the Mississippi. (A steamer wreck caused by running against the bridge piers, launched a legal battle between rail and boat interests. Abraham Lincoln fought for the railroad—the bridge stayed.)

The Chicago and Alton (now part of the

Gulf, Mobile, and Ohio) was put into operation in the Fifties. In 1858, George Pullman converted two of their day coaches into two sleepers—the first was historic No. 9—lighted by candles, uncarpeted, and heated by stoves. The roof was so low that a tall man might bump his head. Lower berth was made by dropping the back of the seat until it was level with the seat itself; mattresses and blankets were placed on the "bed," but sheets were an "unnecessary refinement."

Down into Illinois from Beloit came the Milwaukee Road and by 1859, its rails reached Freeport. (In 1872, another branch would start westward from Chicago, and a year later would be completed to Elgin.)

In 1849 a charter was given a road which 28 years later was to merge with other short lines into the Chicago & Eastern Illinois.

Through the Indiana gateway to Northern Illinois came two now-great railroads—from Michigan City in 1852, what was to be the New York Central; from Ft. Wayne, 1859, the forerunner of the Pennsylvania Railroad.

The Chicago Great Western began in 1854 with the charter issued to the Minnesota & Northwestern Railway Company, and was to be completed into Chicago via Freeport and Forest Park in 1887.

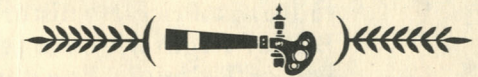
The railroads colonized the West. They flooded the United States, Canada, and Europe with land pamphlets. "The climate of Illinois is salubrious. Upon the prairie there is always a refreshing breeze; and those stifling, enervating heats, characteristic of the valleys and wooded region, are comparatively unknown," and "Bills of mortality show that the average duration of life is higher in Illinois, than in most of the older states, or in most of the countries of the Old World."

A notice in the New York Post in 1860: "Illinois, the last settled of all the states east of the Mississippi, leads them all in the wonderful progress of the last decade. She has gained 839,768 in population, and the prairie

lands have quadrupled in value. By the opening of railways, greater wealth of agricultural products has been developed there than in any other state. These facts have a bearing also upon the political condition of the nation, and particularly upon its condition in the future, which wise statesmen will not, or at least, ought not, to overlook."

By 1860, Illinois possessed 2,867 miles of railroad in operation, and Chicago, the terminus of eleven major lines, had become No. 1 Rail Hub in the country.

(By 1884, the Santa Fe under the name Chicago and St. Louis, had ambled into Chicago's old frame depot on 23rd Street. Four years later it not only had its own track all the way to the Pacific, but boasted "the longest electric-lighted vestibule trains in the world," the first of which left Chicago for Kansas City, April 28.)



TODAY, Chicago is the center of 19 trunk lines operating over 104,532 miles of railroad . . . rail lines which have greatly stimulated the development of the whole nation's natural resources and agricultural, industrial, and commercial possibilities. Besides contributing to the economic progress of our own Northern Illinois, the railroads over the years have swept away the barriers of distance and aided materially in bringing this area into the most friendly relations with other sections of the country. As a railroad historian writes, "These myriad bands of steel reaching out into every part of our great land, have knitted, cemented, and unified the nation with innumerable ties of common interest, common sympathy, and common understanding. Their value in this regard can never be estimated."

Second of two stories on our railroads. Thirteenth in the Northern Illinois series.