

1851), five miles of track were laid before the end of 1850. Officers of the Milwaukee and Mississippi and their guests were whisked (at twenty-five miles an hour) to Wauwatosa and back on two uncovered freight cars behind the locomotive "Wisconsin." By 1873 the line between Milwaukee and Chicago was put into operation, and on March 31, 1927, the name of the railroad was changed to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

The first shipment of fruit under refrigeration upon any railroad in the United States was made in 1866 from Cobden, Illinois, to Chicago over the Illinois Central, which celebrates its centennial in 1951, and whose beginning we related in the June and July 1948 *Service Bulletins*.



Today, Chicago and Northern Illinois is served by 22 trunk lines and 17 belt and terminal railroads . . . railroads which play a leading part in the rapid expansion of this great area . . . railroads which created hamlets and villages from a wilderness and built them into busy towns, thriving and teeming cities . . . railroads which opened our lands to agriculture and gave access to our mineral wealth.

"Chicago," said Charles H. Markham, pioneer railroader and president of the Illinois Central from 1911 to 1926, "is a majestic monument to railway enterprise and achievement—a mighty tribute to the faith and courage of the empire builders whose genius and daring brought the great American railway system into being."

EDITOR'S NOTE: We have available on request a limited supply of the June and July 1948 *Service Bulletins* which tell the beginnings of other of "Our Railroads."

Third of three railroad stories.
Fifteenth in the Northern Illinois series.



County Fair Calendar

And don't forget that soon it will be time for Hi-Ho Come to the Fair—the County Fair—in Northern Illinois.

GRUNDY COUNTY AGRICULTURAL DISTRICT FAIR

Mazon September 2-5

KANE COUNTY FAIR
Elgin August 1-5

KANKAKEE COUNTY FAIR
Kankakee August 8-12

LAKE COUNTY FAIR
Libertyville August 4-7

LA SALLE COUNTY 4-H SHOW AND JUNIOR FAIR
Ottawa August 9-11

LIVINGSTON COUNTY FAIR
Pontiac August 9-11

MARSHALL-PUTNAM COUNTY FAIR
Henry Aug. 30-Sept. 3

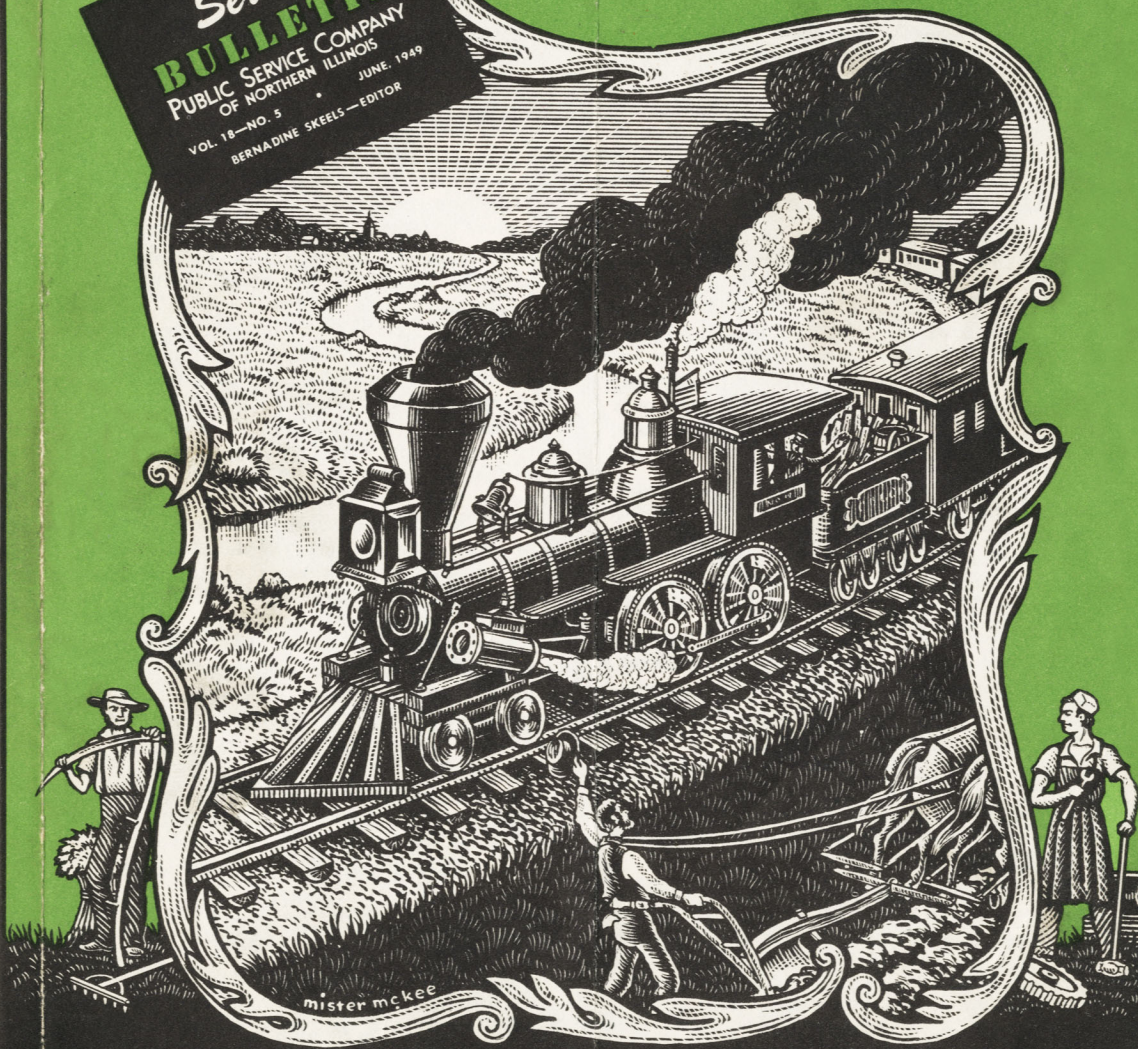
MONEE-WILL COUNTY FAIR
Monee July 1-4

WILL COUNTY FAIR
Peotone Aug. 30-Sept. 1



OUR RAILROADS

in Northern Illinois



Visit the CHICAGO RAILROAD FAIR—opens June 25



The Railroad Fair again playing Chicago (opening June 25) and the Chicago, Burlington & Quincy and the Chicago & Eastern Illinois celebrating their charter centennials this year, we've been at the railroad history books again.

When the cornerstone was laid in Baltimore July 4, 1828, for the route of the first railroad to provide public rides in this country—the Baltimore & Ohio—the only surviving signer of the Declaration of Independence, 91-year old Charles Carroll of Carrollton, said of his part in the ceremony, "I consider this among the most important acts of my life, second only to my signing the Declaration of Independence, if even it be second to that."

Although Mr. Carroll, who had helped announce our political freedom to the world, shared with many others the foresight that the railroad would secure our economic independence, there were those whose hackles rose at such newfangled nonsense. Cried one myopic mossback:

Railroads will set the whole world gadding. Twenty miles an hour! Whew! No apprentice boy will stay at his work. It will encourage flightiness of intellect. Barrels of pork, flour, and coal used to slow travel will be whisked about like comets. Beasts of burden are more according to Scripture anyway. None of your hoppety-skip and jump whimsies for me!

But even in the days when the railroad was only a poor competitor with the canal for first place in transportation, rumbles reached Illinois and the rest of the Midwest that the railroad was here to stay. Governor Duncan, Chief Executive of the State of Illinois in 1835, spoke up in meeting:

When we look abroad and see lines of railroad penetrating every section of our sister

states, the locomotive bearing in triumph the rich productions of the interior to the sea, thus annihilating time and space, what patriot bosom does not beat high with a laudable ambition to give Illinois her full share of these advantages.

The State legislature responded by providing for a large number of railroads. The Galena and Chicago Union Railroad (parent of the Chicago and North Western which celebrated its one-hundredth birthday last year—see June and July 1948 *Service Bulletins*) received its first charter January, 1836. But it was October 25, 1848, before the "Pioneer"—a third-hand locomotive purchased in the East and shipped by water to Chicago—took a five-mile turn over the little Galena line, first railroad in Chicago and Northern Illinois. (The Panic of 1837 had nixed the Legislature's program. Railroad development stopped until after the acquisition of Oregon in 1846 and the Mexican Cession and the discovery of gold in California two years later. Then people poured into the Mississippi Valley en route to the pot of gold. American dollars again piled up and the time had come to begin working on the railroad.)

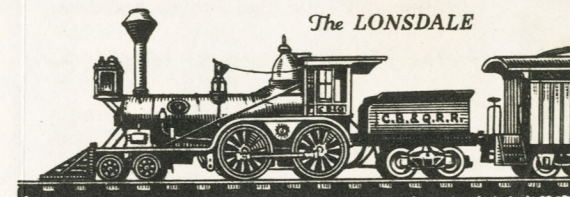
Townfolk in Aurora, a milling center on a stagecoach route thirty-eight miles from Chicago, threw their hats in the air February 12, 1849, when a group of alert local business men got a charter approved by the governor to



build the Aurora Branch (forerunner of the C. B. & Q.) twelve miles north to join the Galena Road. The Railroad Company was organized nine days later, contracts for grading and masonry were let December 20, and on March 26 of the following year, the board passed a resolution "that it is the desire of the directors of this company to extend the Aurora Branch to the most feasible point on the Illinois River." Work progressed rapidly despite labor upsets, such as the trouble in May when "50 hands, receiving 75 cents, stopped work to enforce their demand for an additional shilling." By August, six miles of wooden rails, reinforced with iron, were ready for service between "Junction"—later Turner Junction, now West Chicago—and Batavia. On September 2, 1850, the Aurora Branch via the Galena Road east of the Junction entered Chicago, having borrowed the "Pioneer" and a coach from the G. & C. U. for the occasion! Thus it was that Chicago's first two railroads used the city's first locomotive, same passenger station and same tracks. By October, 1850, the tiny railroad reached Aurora, the Company's first two locomotives (the 12-ton "Whittlesey" and the 14-ton "Pigeon") arrived, and the first regular service to Chicago—two trains each way daily—was inaugurated. Took only four hours each way! By June, 1852, the Aurora Branch's charter was amended to provide for a line to Mendota and its name was changed to the "Chicago and Aurora Railroad Company." On October 20, 1853, the Chicago and Aurora reached Mendota. And on St. Valentine's Day, 1855, it changed its name again to "The Chicago, Burlington and Quincy Railroad." It had spanned Illinois and connected Chicago with the Mississippi at both Burlington and Quincy in less than seven years! By 1864, the Burlington route completed its own track from

Aurora to Chicago through Naperville and Downers Grove.

It was January 2, 1849, that the Evansville and Illinois Railroad Company (today the C. & E. I.) was chartered to build a railroad from Evansville to Vincennes, 53 miles away. Starting at Evansville, its first stretch of track ran 28 miles north to Princeton, Indiana. And early in 1852, an engine arrived in Evansville on a boat from Pittsburgh. Straining oxen pulled the locomotive up the banks of the Ohio onto the tracks where it steamed on to Princeton. The original line from Evansville to Vincennes was completed in 1853. The road extended its track many miles and changed its name many times before it entered Chicago from Dolton, New Year's Day, 1872. (Like many major railroads in operation today, the C. & E. I. is a combine of small lines which



popped up during the "Westward Ho!" of the middle 19th century.) It became the Chicago & Eastern Illinois, August 28, 1877.

In the spring of 1849 the Milwaukee & Mississippi Rail Road Company (today the Milwaukee Road) was organized (it had been chartered in 1847 as the Milwaukee and Waukesha). On September 13, 1850, the Milwaukee *Sentinel* cheered the company:

Hurrah for the Rail Road. The first rails of the Milwaukee & Mississippi Rail Road were laid down yesterday, and the first Locomotive is of the largest size and best pattern, weighing some twenty tons, and built in excellent style. It will whisk a train of passenger cars from here to Waukesha next month, in ten minutes less time than Puck required 'to put a girdle round about the earth,' which was 'in forty minutes'.

Although the *Sentinel* was overly optimistic (the road to Waukesha was not completed until