

Tracks Elevated
 Tracks to be Elevated

Digitized by Google TRACK ELEVATION IN CHICAGO—ELEVATION COMPLETED AND PROVIDED FOR IN EXISTING ORDINANCES. from PRINCETON UNIVERSITY

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TRACK ELEVATION IN CHICAGO.

The Great Work of Raising 745 Miles to Cost Over Thirty-eight Million Dollars.

The public, and even railway men directly interested, do not appreciate the magnitude of the work of track elevation, completed, in progress and proposed in Chicago, undertaken chiefly for the purpose of abolishing grade crossings of streets by trains. Commenced in 1893 by voluntary action of the Illinois Central Railroad Company, primarily for the purpose of affording rapid and uninterrupted transportation to the World's Fair, the work

For better understanding of the extent of this great work The Railway Age has prepared the accompanying map, showing the lines of railway on which track elevation has either been completed or for which ordinances have been prepared. The large tables, furnished by Superintendent O'Neill, summarize the principal features of the work completed and yet to be done, and the following report by that official for the year ended on December 31, 1900, condenses the results up to that date and states more in detail the work still in contemplation:

There have been to December 31, 1900, 318.61 miles of rail-

TRACK ELEVATION COMPLETED.

Roads.	Ordinance Passed.	Number of Tracks.	Miles of First Main Track.	Miles of Track Built.	Actual Subways Constructed.	Joint Subways Constructed.	Number Crossings Elevated.	Estimated Cost of Work.
Illinois Central	May 23, 1892	8	3	28.7	13		19	\$ 2,000,000
Lake Shore & Michigan Southern	July 9, 1894	6	1.5	9		7	2	375,000
Chicago Rock Island & Pacific	July 9, 1894	6	3.5	25.5		17	47	1,125,000
Chicago Rock Island & Pacific	July 9, 1894	6	3.5	34.77	9	6		1,500,000
Chicago & Northwestern, Galena Division	February 18, 1895	4	2.5	18.29	7		20	400,000
Chicago & Northwestern, Wisconsin Division	March 30, 1896	4	4.5	15.78	27	5	45	1,600,000
Chicago & Northwestern, Milwaukee Division	March 30, 1896	3	2.5	7	13		29	500,000
Pittsburg Fort Wayne & Chicago	July 27, 1896	3	2	4.85	8			400,000
Pittsburg Fort Wayne & Chicago	July 27, 1896	4	2	15.16	20		17	750,000
Pittsburg Fort Wayne & Chicago	January 18, 1897	5	1	4.79	2		1	250,000
Lake Shore & Michigan Southern	January 18, 1897	3	2	20.61	2		1	1,000,000
Chicago & Northwestern	January 18, 1897	4	1.8	6.84		19		600,000
Pittsburg Cincinnati Chicago & St. Louis	January 18, 1897	4	1.8	5.37			20	400,000
Chicago Terminal Transfer	January 18, 1897	2	.4	1.98	1		2	130,000
St. Charles Air Line	May 17, 1897	3		19.77	10	1	12	2,000,000
Chicago & Northwestern	December 29, 1897	7	3	29.8	25		32	1,200,000
Chicago Milwaukee & St. Paul	December 29, 1897	2	.5	2.14	3		3	100,000
Chicago Burlington & Quincy	January 24, 1898	4	2.3	9.46	18		30	500,000
Chicago Milwaukee & St. Paul	February 21, 1898	4	6	10.72	31		42	2,040,000
Chicago & Northwestern	February 21, 1898	2	.5	1	3			130,000
Chicago & Northwestern	February 21, 1898	2	.7	2	2		2	230,000
Chicago Rock Island & Pacific	January 17, 1898	3	1.5	4.43	7		11	300,000
Chicago & Western Indiana	April 6, 1898	2	1.35	2.5	10		10	250,000
Atchison Topeka & Santa Fe	May 1, 1898	1						
Chicago Madison & Northern	May 1, 1898	2	4	9.35	2	1	3	225,000
			54.85	289.76	213	56	351	\$17,405,000

has gradually been extended by a series of ordinances passed, by the city council and accepted after consideration and conference by the railways. Every railway company and every main track in the city has been the subject of legislation, and the greater part of the work of eliminating grade crossings in the thickly peopled portions of the city has already been accomplished and the entire completion of the great undertaking is now almost in sight. While the railway companies have done the work and borne unaided the enormous expense which it involved, the pleasanter, though still difficult, part of initiating the ordinances and supervising the work has been in the hands

road tracks elevated and depressed within the corporate limits of the city of Chicago, eliminating 389 street grade crossings, at an approximate estimated cost of \$17,155,000.

Ordinances have been passed by the city council and accepted by the different railway companies for 227.5 miles more of railway tracks to be elevated, which, when completed, will eliminate 185 more grade crossings. The estimated cost of this additional work is \$9,958,000, so that when the entire work mentioned above has been fully completed there will have been elevated 546.11 miles of railway tracks, eliminating 574 street grade crossings, at a total estimated cost of \$27,113,000.

There have also been prepared and presented to the city council and referred to the special committee on track eleva-

WORK TO BE DONE, FOR WHICH ORDINANCES HAVE BEEN PASSED.

Roads.	Ordinance Passed.	Number of Tracks.	Miles of First Main Track.	Miles of Track Elevated.	Actual Subways Constructed.	Joint Subways Constructed.	Grade Crossings to be Eliminated.	Estimated Cost of Work.
Atchison Topeka & Santa Fe	May 22, 1899		3.61	6.78	1			\$ 587,250
Chicago Madison & Northern	May 22, 1899	8	3.61	5.42	1	19		587,250
Chicago & Alton	May 22, 1899		4.32	21.18	32		56	875,250
Union Stock Yards & Transit	May 22, 1899		1.25	2.32		6		343,250
Chicago Terminal Transfer	May 22, 1899	6	1.25	1.79				170,000
Pittsburg Cincinnati Chicago & St. Louis	May 22, 1899		1.25	2.94	1			170,000
Pittsburg Ft. Wayne & Chicago	October 23, 1899	4	4.30	35.71	2	27	1	1,250,000
Chicago & Western Indiana	October 23, 1899	4	6.41	62.18	20		64	1,500,000
Pittsburg Cincinnati Chicago & St. Louis	October 23, 1899	1	.7	1.18	6		6	300,000
Chicago Terminal Transfer	October 23, 1899	2	.5	.68		3	3	175,000
Union Stock Yards & Transit	October 23, 1899	2	.5	.68				175,000
Chicago Terminal Transfer	February 19, 1900	2	2	5.85	15		15	750,000
Chicago Terminal Transfer	July 16, 1900	2	.75	2	5			150,000
Pittsburg Cincinnati Chicago & St. Louis	February 11, 1901	7	2.05	13.35		8		600,000
Chicago & Northwestern	February 11, 1901	3	2.25	21.70			10	700,000
Chicago Milwaukee & St. Paul	February 11, 1901	4	2.50	37.88	5	1		500,000
Chicago Rock Island & Pacific	February 18, 1901	12	.5	4.75		2		400,000
Lake Shore & Michigan Southern	February 18, 1901	8	.7	2.8		5		350,000
			38.3	232.19	88	71		\$8,583,000

of the city's superintendent of track elevation, Mr. John O'Neill, a competent engineer, with whom the railway managers and engineers have cordially co-operated in working out the details of their respective ordinances. What has already been accomplished and is yet to be done is indicated in the following astonishing figures compiled from data furnished to The Railway Age by Mr. O'Neill:

	Grade Crossings Miles. Eliminated.	Cost.
Track elevation completed	318.6	389 \$17,155,000
Ordinances passed and accepted	227.5	185 9,958,000
Ordinances prepared	199.7	145 11,258,000
Totals	745.8	719 \$38,371,000

tion, for investigation, ordinances for the elevation of the road-bed and tracks of the following railway companies:

Chicago Burlington & Quincy Railroad, from Washtenaw avenue to Blue Island avenue viaduct; number of miles of tracks to be elevated, 27.93, at an estimated cost of \$800,000.

Chicago & Northwestern Railway, from Twelfth street to Blue Island avenue viaduct; miles of tracks to be elevated, 32.25; estimated cost, \$400,000.

Chicago Terminal Transfer Railroad, from Twelfth street to Blue Island avenue; miles of tracks to be elevated, 12.75; estimated cost, \$700,000.

Pittsburg Cincinnati Chicago & St. Louis Railway, from Twelfth street to Thirty-first street; miles of tracks to be elevated, 10.15; estimated cost, \$500,000.

Chicago Junction Railway, from Ogden avenue viaduct, south

to Thirty-first street; miles of tracks to be elevated, 4.45; estimated cost, \$250,000.

Atchison Topeka & Santa Fe Railway, on the south side of Twenty-sixth street, from east of Western avenue, west to Rockwell street; miles of tracks to be elevated, 1.0; estimated cost, \$100,000.

Belt Railway of Chicago, from Taylor street south in West Forty-sixth avenue to Ogden avenue, elevating about 20.885 miles of tracks, and eliminating 14 street grade crossings by subways, at an estimated cost of \$700,000.

Illinois Central Railroad, from Sixty-seventh street to Eighty-second street, 11 subways, 5 of which are joint subways; miles of tracks to be elevated, 17.93; estimated cost, \$1,000,000.

Lake Shore & Michigan Southern and Pittsburg Fort Wayne & Chicago railways, from Sixty-seventh street to Jeffrey avenue, 11 joint subways; miles of tracks to be elevated, 16,603; estimated cost, \$800,000.

Baltimore & Ohio Railroad, from Sixty-ninth street to Seventy-first street, 0.4 mile of tracks to be elevated, at an estimated cost of \$5,000.

New York Chicago & St. Louis Railway, from Seventy-fifth street to Eighty-second street, five joint subways; miles of tracks to be elevated, 2.763; estimated cost, \$200,000.

Englewood Connecting Branch, operated by the Pittsburg Cincinnati Chicago & St. Louis Railway, from Halsted street to Leavitt street, 24 subways; miles of tracks to be elevated, 2.4; estimated cost, \$500,000.

Chicago Milwaukee & St. Paul Railway (Bloomingdale road), from Ashland avenue to Lawndale avenue, 36 subways; miles of tracks to be elevated, 5.776; estimated cost, \$1,000,000.

Chicago Junction Railway, from Halsted street to a connection with the Illinois Central Railroad Company's tracks, 24 subway streets, and 9 subway alleys; miles of tracks to be elevated, 11.89; estimated cost, \$700,000.

Pittsburg Cincinnati Chicago & St. Louis Railway and the Chicago Terminal Transfer Railroad, from Thirty-ninth street to Fifty-fifth Street boulevard, six joint subways; miles of tracks to be elevated, 14.66; estimated cost, \$600,000.

Michigan Central Railroad, operated by the Terminal Railroad Company, and the Chicago & Grand Trunk Railway, from Halsted street to Western avenue, 26 joint subways; miles of tracks to be elevated, 11.18; estimated cost, \$1,100,000.

Chicago Junction Railway, from Stewart avenue north to Forty-seventh street, five subways, three of which are joint subways; miles of tracks to be elevated, 4.2; estimated cost, \$200,000.

Mayfair cut-off branch of the Chicago & Northwestern Railway, and the Belt Railway of Chicago, from Kinzie street to Milwaukee avenue, in West Forty-sixth avenue, 12 subways, five of which are joint subways; miles of tracks to be elevated, 21.31; estimated cost, \$1,500,000.

Chicago & Council Bluff division of the Chicago Milwaukee & St. Paul Railway, from West Fortieth avenue to West Fifty-second avenue, 13 subways; miles of tracks to be elevated, 4.5; estimated cost, \$700,000.

It may be seen from Mr. O'Neill's statement that while ordinances have been passed for the elevation or depression of 546 miles of track at a cost of \$27,113,000, there remained at the date of his report proposed ordinances covering almost 200 miles of track and involving an estimated cost of \$11,258,000 for elevation. Since then about half of these ordinances have been passed and the work is included in the table herewith.

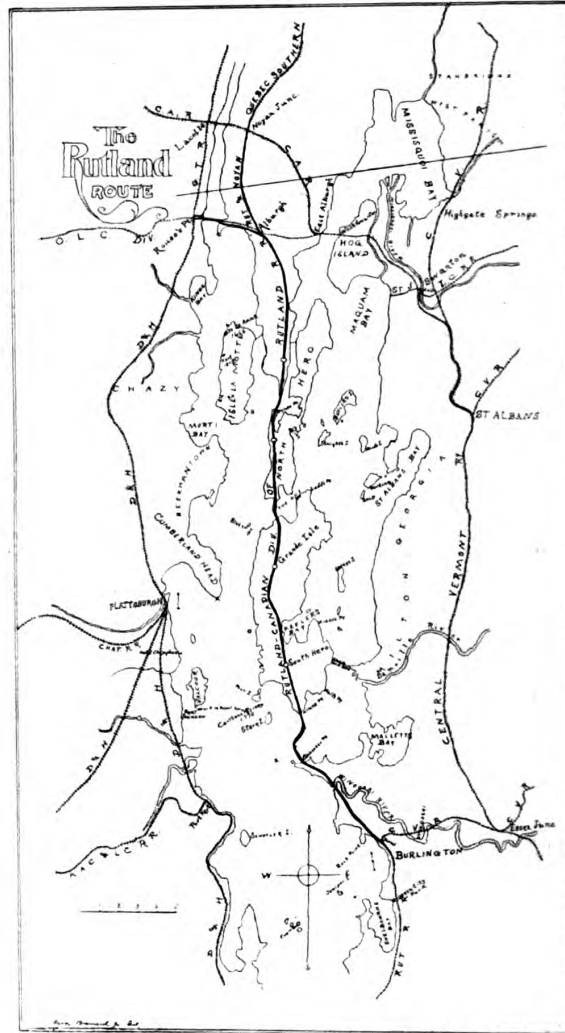
Even the latest ordinances do not cover all the work yet to be done, for considerable mileage in the heart of the city, reaching the main terminals, is yet to be considered. For the tracks of the Chicago & Northwestern and Chicago Milwaukee & St. Paul in Kinzie street, it is now suggested by the mayor that the roadway be elevated, leaving the tracks depressed at their present level. It is possible that this plan may be found a feasible substitute for the objectionable project of elevating the roadway in the business center, to the irreparable injury of adjacent manufacturing and mercantile property.

The United Brotherhood of Railway Employees is the name of a secret organization which has been started at San Francisco by employes of the Southern Pacific. Members of the Order of Telegraphers are thought to be the moving spirits. The avowed purpose of the new brotherhood is stated to be to band together all the railway employes of the country into an organization similar to the American Railway Union, which went to pieces under the administration of Eugene V. Debs. A year or two ago the Southern Pacific made an effort to establish a relief and pension department, but it met with opposition from many of the employes, and a desire to defeat any attempt that may be made to revive this department is given as one of the objects of the new union. Officers of some of the older organizations have assured the officers of the Southern Pacific that they do not approve the plans of the new brotherhood and that they will lend it no encouragement.

THE RUTLAND'S RECENT EXPANSION.

New railroad track aggregating 41 miles in length was laid in New England in 1900. Of this total, the Rutland road put down almost three-fourths. Including a branch jutting over into Canada, the new Rutland-Canadian division of the Rutland, which was recently finished, measures 47 miles of main line, the distance from Burlington, Vt., to Rouse's Point, N. Y., being 40.80 miles, and from Alburg Junction, Vt., to Noyan Junction, P. Q., 5.80 miles. This additional mileage brings the Rutland into a more important position in the field of traffic between the West and New England and New York than ever before.

The Rutland, formerly leased to the Central Vermont, became independent on May 7, 1896. Some two years and a half



THE RUTLAND ROUTE.

later the Ogdensburg & Lake Champlain, extending from Ogdensburg to Rouse's Point, N. Y., 118 miles, was bought outright, and subsequently the steamboats of the Ogdensburg Transit Company, which had previously been operated in connection with the Ogdensburg & Lake Champlain, were acquired. To operate these steamers a new corporation, called the Rutland Transit Company, was organized, and this company has now a fleet of eight ships plying between Ogdensburg and Chicago, touching at intermediate points.

The acquisition of these properties, as well as the diversion from the Ogdensburg & Lake Champlain to the Grand Trunk of traffic formerly routed over the Central Vermont, made advisable the construction of a new line from Burlington, then the northern terminus of the Rutland, to a connection with its Ogdensburg & Lake Champlain division at Rouse's Point. More