Off the Beaten Track

Itinerary

April 16, '39

The Original Fan-Tour

via

Pennsylvania Railroad
CHICAGO UNION STATION

Pass under Chicago Daily News Building

Tracks used jointly by P.R.R. and C.W. St.P. & P.

We proceed northward to Wayman street, where we turn westward, through P.R.R. Roset street yard to Western avenue. Turning southward, we parallel Western avenue on right (or west) side to 35th street, where we cross over to left (or east) side, continuing to 33rd street, where we turn to the south east.

Just south of Taylor street, we cross at grade C. & N.W. and B. & O. C. T.__

Latter line parallels P.R.R. south to Brainard Jct. (About 30th street)

Interchange freight with C. & N.W., at their Wood Street yard, just.

east of here

Interchange with B. & O. C. T. at their

Roman avenue Yard to the West (on right).

Interchange with C. & N.W. at P.R.R.

16th street Yard.

Near 19th street, we cross by separated grades the C. B. & Q.—interchange here in "Q's" Western avenue Yard.

26th street—Interchange with Illinois Northern, which P.R.R. crosses here

at grade; also west of this point M. St.P. & S.S.M. (Soo Line)

27th street Cross south branch of Chicago River

International Harvester Company on each side of track.

31st street connection with C. & I.W.

Cross Sanitary District Canal

Cross I.C. and Santa Fe at Grade

Cross Illinois & Michigan Canal

Interchange with Chicago Produce

Terminal Ry. Chicago Produce Termi-

nal to the east.

37th Street — Cross Alton Railroad at grade

Alton's Brighton Park freight and

passenger yard to the west.

Now we cross over to the east side of Western avenue.

The extensive yards to the east (left) serve the Chicago Union Stock

Yards district, including Ashland

ave., Oakley ave., and Leavitt St.

yards of the C.J.Ry. Interchange here with C.J.Ry. and C.R.I. & P.
Cross B.& O.C.T. at grade near 48th street.

B. & O. now parallels us to the west.

49th street - Indiana Harbor Belt and Grand Trunk cross over P.R.R.

51st street - We enter extensive yards, known as 59th street Yards of the Pennsylvania Railroad, which extend southward to 71st street.

South of 57th street, to the east (left side of train) is the connection with P.R.R.'s Englewood Connecting Railway (connects Pan Handle line with Fort Wayne line).

P.R.R. enginehouse facilities are seen east of track just south of 59th street.

75th street - P.R.R. crosses Belt R'y. of Chicago and Wabash R'y. at grade. Wye connections at this point with Belt R'y. - route of interchange service to Clearing Yard, where interchange is made with 21 railroads.

To west and south is Lunders Yard of Wabash R'y.

P. R. R. TURNS TO SOUTHEAST AT 83rd street.

90th street - B. & O. again crosses P.R.R. at grade

Beverly Junction tower.

91st street - C.R.I. & P. crosses P.R.R. at grade.

Between 103rd and 104th street - cross Vincennes Road line of Chicago Surface Lines at grade.

C.R.I. & P. again crosses P.R.R. at grade.

WASHINGTON HEIGHTS - 16.2 miles from Chicago Union Station.

First railroad here was C.R.I. & P. (1852) Pennsylvania R.R. built through here in 1865. P.R.R. station now used only for freight service.

To the west (right side of train) lies WEST FULLMAN station on east side of beautiful residential section of Beverly train, south of 112th st., used for Hills, extending from 37th to 112th sts.

Freight only.

Near 121st street - Branch of Illinois Central crosses P.R.R. at grade. Wye connection and interchange point for cars between P.R.R. and Chicago, West Fullman & Southern R.R.

Near 130th street - cross Little Calumet River.

East side of track--Acme Steel Co.
Near 136th street - Illinois Central main line crosses over P.N.R.
B. & O. crosses at grade near the I.C. overhead

SOUTHEAST

B. & O. yard to the west of train

RIVERDALE - 20.7 miles from Chicago Union Station

Station (west of track) is located south of 137th St. Freight only for number of years.

Near 140th street - Indiana Harbor belt R. R. crosses P. R. R. at grade.
Few hundred feet further is grade crossing with Chicago & Western Indiana.
Wye connections provide interchange here for P.R.R. with I.H.B. and C.& W.l.

Population 5,000

DOLTON - 21.5 miles from Chicago Union Sta.

Station building (left side of train) - Town first settled in 1343.
now used for freight service only.

First railroad - Pennsylvania, built in 1365. Other railroads - C.& E.I., 1370, I.H.B., 1385, B.& O.C.T. 1385. Town situated on Little Calumet River. Brick companies here, also C.& E.I. yards and shop. It is claimed that 90% of the nation's onion set crop is raised in vicinity by farmers of Dutch descent.

Near 171st Street - Connection between the two Pan Handle lines of the Pennsyl-
bania, one over which you have been riding and the other running from this point to its connection with the Fort Wayne line of the P.R.R. at Colehour Junction.

BEARNOCE

Distance from Chicago Union Station - 26.3 miles by route you have just traveled-23.4 miles via connecting line mentioned above, which is the regular passenger route at the present time.

(Distances from this point on will be via regular passenger route.)

LANING - 24.7 miles from Chicago

Freight and Passenger station on left. 3,500 feet southeast of Lansing Station, we enter the State of

INDIANA

LAKE COUNTY

3,000 feet southeast of the Illinois-Indiana state line is Air Line Junction Tower---Crossing at grade - P.R.R. and C.I.& L. (Monon)

26.7 miles from Chicago

MAYNARD is first station we reach in INDIAN.

Grand Trunk crosses P.R.R. at grade

HARTSDALE 29.6 miles from Chicago

Michigan Central and Elgin, Joliet & Eastern cross here. Also interchange point for freight between P.R.R. and M.C. and E.J.& E.
Population: 483  
SCHERRVILLE - 31.2 miles from Chicago.

Freight and passenger station - gardens and farms surround the town. Immediately southeast of Schererville, we leave the Chicago Terminal Division of the P.R.R. and enter upon the tracks of the Logansport Division.

Population: 4,044  
CROWN POINT - 37.8 miles from Chicago.

County seat of Lake County. One of the highest points in Indiana - altitude 714 ft. above sea level. First court house built about 1837. Being a two-story house, built of logs, it always has been known as the "Old Log Court House." Three other court houses were built from time to time, the latest structure having been erected in 1879. There have been many additions to this building. Crown Point formerly was known as a "matrimonial haven" where Chicago couples rushed for quick marriages. Grindah machine company located here. Town in center of agricultural community. Erie R.R. also here.

Population: 313  
LEROY - 44.1 miles from Chicago.

Freight and passenger station. Approximately 4 miles southeast of LeRoy, we leave Lake County and enter PORTER COUNTY

HEBRON - 48.7 miles from Chicago.

Freight and passenger station on right. The land surrounding Bethlehem (name changed to Hetron in 1841) was inhabited by the Pottawatomies before the white men came and was part of the Kankakee Marsh. The Kankakee River is 4 miles south of Hetron. First settlers were Judge Jesse Johnson and family (spring of 1835). Leaving Hetron, we turn directly east.

SANDY HOOK - 55.6 miles from Chicago.

P.R.R. locomotive fuel and water supply: E A S T
(on left side of train)

58 miles from Chicago - KOUTS

Freight and passenger station on left.

Five miles east of Kouts, we leave Porter County and enter LA PORTE COUNTY

Population 566  
LA CROSSE - 64.9 miles from Chicago.

Freight and passenger station on left. Town surrounded by swamp land years ago. Dredging of Kankakee River and many dredge ditches changed land to fertile corn and small grain territory. Prior to 1829, there were no white inhabitants in LaPorte County. First rail road built was the Monon (1853) and was known as the "Louisville, New Albany & Chicago." The P.R.R. (then the Chicago & Great Western) was built in 1863. Other railroads C. & K. I. (Now C.A.L. & S.) and Pere Marquette, built 1875-80, C. & O. after 1880.

Leaving LaCrosse, we turn again to the southeast and cross the KANKAKEE RIVER SOUTHEAST (4 miles east of LaCrosse)

LaSalle passed down the Kankakee River 1671-1672

We leave LaPorte County and enter STARKE COUNTY.
Population 250  
ENGLISH LAKE - 69.9 miles from Chicago.  
Served by P.R.R. and C. & O.  

Population: 1,535  
NORTH JUDSON - 75.2 miles from Chicago.  

Freight and passenger station on the left. Settled in the late 50's by Central Chioans. Town originally called Brentwood. Name changed to North Judson, after Judson, one of promoters of Chicago & Great Eastern (Now P.R.R.). About 1873, the I.I.L. Ry. (Now NYC) built and North Judson was eastern terminal until 1885, when road was continued to South Bend. Erie built in 1881-82 and C. & O. 1901-2. P.R.R. crosses Erie and N.Y.C. at grade. Leading industry - American Oak Preserving Co., producers of foliage, used by florists and decorators. Onions, potatoes, celery and mint grown on farm lands settled about 1900 by Germans, Bohemians and Poles. Also dairy farming and poultry rearing in this community. The nearby Kankakee Marsh was known in the early days for its great abundance of fish and water fowl, which attracted sportsmen from all over the Middle West.

Approximately 4 miles southeast of North Judson, we leave Starke County and enter

PULASKI COUNTY  

Population 115  
DENHAM - 80 miles from Chicago

Population 85  
RIPLEY - 84.3 miles from Chicago

Population 1,679  
WINANAC - 88.9 miles from Chicago

County Seat of Pulaski County

Freight station on left  
Passenger station on right

For a long period in the 18th Century, it was an Indian Village. Named for Chief Wynemoch of the Miamis Tribes. Situated on the west bank of the scenic TIPPECANOE RIVER. Town surveyed by John Pierson and others in 1838, but Indians remained for more than 10 years thereafter. Town incorporated 1863. First church established 1838. Chicago & Cincinnati R.R. (now P.R.R.) constructed 1861. Beautiful natural and virgin timber park across river from town and 6,140 acre park seven miles north.

STAR CITY - 94.8 miles from Chicago

Freight and passenger station on right.

Founded in August, 1858, and originally named Scarboro. Changed to Star City in 1861. First hotel cost $700. First P.R.R. passenger train ran through Star City in May, 1861, carrying soldiers. In 1870, W.C. Howard constructed a "telephone" line from his house to his store, using tin cans and wire. First real telephone here in 1889. This town was the home of the Star City Horse Thief Detective Association, organized in 1880. Anybody caught was hanged on "the friendly limb of a tree."

Population 85  
THORNHOPE - 98.4 miles from Chicago

We leave Pulaski County and enter CASS COUNTY approx. 1 mile s.e. of Thornhope.

Population 776  
ROYAL CENTER - 103 miles from Chicago

Station on the right.
Town founded in April, 1846, by E. Andrews, and was incorporated in 1830. Royal Center Post Office was established in 1842 (4 years before town was laid out) by Daniel Weyand, first Postmaster. Town named after a town in New York State. Mail was carried on horsetack over a corduroy and mud road. Original notification of the establishment of the Post Office is a prized relic.

KENNETH TOWER 110.7 miles from Chicago.

We connect here with P.R.R.'s Effner Branch of the Logansport Division, which runs west to Effner, Ind., passing through Monticello, Reynolds, Wolcott, Remington, Goodland and Kentland. This branch connects P.R.R. at Effner with the Toledo, Peoria & Western R.R. American Aggregates Corporation (sand and gravel) and France Limestone Co., both near Kenneth.

P.R.R. YARD "C"

"VAN" TOWER (LOGANSPORT) - 115.2 miles from Chicago

Only 1.2 miles from Logansport passenger station, this tower is on the site of the first Masonic Lodge meetings in this territory. Here we have the junction of the South Bend Branch of the Logansport Division from the north and the Indianapolis line from the south. Approximately one mile north of this tower is the junction of the Butler Branch of the Fort Wayne Division and the South Bend Branch of the Logansport Division.

Our train will not go into the Logansport passenger station. However, the following facts about the City of Logansport may be of interest:

LOGANSPORT is 116.4 miles from Chicago. Its population is 13,467. The first trading post in this part of the country was near the point where Eel River flows into the Wabash River. Part of land where city now stands was transferred to the Federal Government by a treaty signed on Oct. 26, 1825, between General John Tipton and Chief George Cicott, head of the Pottawatomies. City was named for Chief Logan, another chief of this tribe.

Toledo-Vincennes canal served Logansport. Government granted permission to Indians for construction in 1827. Longest canal in the world at the time. Passed through Logansports on streets now known as Erie and Fifth. One of first houses built on Eiddle's Island in Wabash River, opposite P.R.R. passenger station. Home still standing and occupied. Chief Nokamnarah is buried at foot of large elm in the back yard of this home.


Logansport is county seat of Cass County, one of the banner corn counties of Indiana. Abundance of sand, gravel and limestone. Logansport has a large number of industries and is the headquarters for the Logansport Division of the Pennsylvania Railroad. Indiana State Hospital for Insane across Wabash River to the south.

Leaving VAN TOWER, we head northward and later northeastward over the Butler Branch of the Fort Wayne Division--the most scenic and picturesque portion of our tour.
The Butler Branch was placed in operation between Logansport and Butler in 1874, and was first known as the Detroit, Eel River & Illinois Railroad Company. Later it became the Eel River Railroad Co. On Aug. 28, 1879, it was leased to the Wabash Railway Company which operated the line until Jan. 1, 1902, when it became a part of the Terre Haute & Logansport Ry. (now P.R.R.). The latter line was consolidated with other (P.R.R.) lines, to become a part of the Vandalia Railroad Company, all stock in which was owned by the Pennsylvania Railroad Company. Passenger train service on the Butler Branch was discontinued many years ago.

Soon we border Eel River, and see, to the right on the opposite bank, Riverside Park. Following the river, we pass around curves to right and left, over Tick Creek trestle, and on to

ADAMS BORO - 5.1 miles from Logansport
Pass over Mad Branch trestle
Eel River to the right
Over Twelve-Mile trestle, through wooded area, then past dense woods on right to

HOOVER - 10.1 miles from Logansport
Station on left
Tower on right
Cross C. & O.
Country homes on high ground to left
Eel River to right
Long curve to the left
Wooded area on right.
Now we pass from Cass County into MIAMI COUNTY

MEXICO - 14.3 miles from Logansport
Founded 1834
Station and grain elevator to right
Eel River still to the right.
We pass around a series of curves and over trestle, into

Population 500
DENVER - 18.3 miles from Logansport
Station on the left. Nickel Plate crosses P.R.R. here
Large shipments of eggs from this town
First railroad in Denver was N.K.P. (1861) formerly Indianapolis, Peru & Chicago.
Eel River south of village, Weesaw Creek on west. Until the 1840's, Weesaw Indian tribe lived along the Eel River. It is said Eel River was so named because of the unusually large number of eels in it. Founded 1830.

Around curve to right, past wooded areas, over trestle into village of

CHILI - 21 miles from Logansport
(PRONOUNCED CHY-LY)
Station to left
High school to right.
Pass over Winona R.H. Co. (electric line), curve to left, over trestle, then curve to right, dense foliage and trees.
We next cross Eel River, which is arched-over by trees.
We leave Miami County and enter Wabash County.

Population 500

ROANNE - 27.2 miles from Logansport

Station on right of track (built 1877)

On through foliage and past wooded areas and over trestles, to

JAMESVILLE

Founded on Sept. 8, 1836

LAKE TON 33.2 miles from Logansport

La Salle is said to have been the first white man to visit Wabash County - 1664. Miami and Pottawatomies were particularly strong in this locality. One of the least important battles between Indians and Whites fought Dec. 13, 1812, in lower part of Wabash County.

NEWTON 33.9 miles from Logansport

Station - left. Erie Railroad crosses P.R.R. Tower - right.

An enginehouse situated here years ago accommodated seven locomotives and there were visions of Newton becoming the "railroad metropolis of the Middle West." Freeman Fox operated the most popular "eating house" for railroad men.

Through more Indiana countryside, over Eel River again and across Big 4 (C.C.&St.L) at grade into

Population 3,000

NORTH MANCHESTER 37.1 miles from Logansport

On left, Estelle Peabody Memorial Home for the Aged, regardless of creed. Presbyterian Synod of Indiana supervises the operation. New carillon tower is 120 ft. high. Chapel recently completed. All buildings given by the Peabody Family of North Manchester.

North Manchester is a Dunkard center

On through scenic countryside for about three miles, then notice to the right the old covered wagon bridge on the road which leads to Liberty Mills.

Cross two trestles over Eel River just before we reach

LIBERTY MILLS 40.5 miles from Logansport

"We remain here until 2 P.M., so that you may leave the train for a short walk to one of the few remaining covered bridges in the Middle West. Be sure and take your camera.

Beautiful wooded area to left. Maple grove on left annually yields hundreds of gallons of maple syrup

Prize cattle shipped all over U.S. from stock pens on the right -- grain elevator.

Leaving Liberty Mills, we leave Wabash County, and cut across the southeastern corner of Kosciusko County, into Whitley County.
-10-

Over Eel River again

\[ \text{NORTHEAST} \]

In the distance to right is South Whitley

Population 1,100

\[ \text{SOUTH WHITLEY} \quad 47.1 \text{ miles from Logansport} \]

Station and tower on right.

Cross Nickel Plate at grade.

Site of second white settlement in the county. Founded in 1833 and originally called Springfield. First school building was a log cabin on bank of Eel River (1833). Miami and Pottawatomie Indians here until 1844, when they moved beyond Mississippi River. P.R.R. built through South Whitley in 1871. Nickel Plate, 1831

Wooded spots on right and left for several miles--curves to right and left.

\[ \text{VANDALE TOWER} \quad 55.3 \text{ miles from Logansport} \]

Tower on the left. We now turn onto the Chicago-New York main line of the Pennsylvania Railroad.

Population 3,791

\[ \text{COLUMBIA CITY} \quad 55.9 \text{ miles from Logansport} \]

County seat of Whitley County.

First railroad P.R.R. - (Ft.Wayne line) 1856. Home of the late Vice President Thomas R. Marshall. Before whites settled here in 1840, this territory was almost constant battleground for the Miami Indians and other tribes. Famous chiefs were Chief Coesse, Chief Little Turtle and Chief Red Turkey. Early white settlers were David Long, John Rhodes, S. H. Wunderlich, H. Swihart, Levi Myers.

Cross Eel River 1g miles east of Columbia City.

Population 169

\[ \text{COESSE} \quad 60.7 \text{ miles from Logansport} \]

Town named after Chief Coesse, famous Indian trave.

About three miles east of Coesse, we leave Whitley County and enter ALLEN COUNTY.

Population 175

\[ \text{ARCOLA} \quad 66.4 \text{ miles from Logansport} \]

Seven miles east of Arcola is JUNCTION TOWER (Fort Wayne) - on the right. Tracks immediately west of the tower are N.Y.C. on the left and Nickel Plate on right.

\[ \text{JUNCTION TOWER} \quad 73.4 \text{ miles from Logansport and 146.6 miles from Chicago, via Ft.Wayne Division main line} \]

Grand Rapids Division of the Pennsylvania Railroad joins the Fort Wayne division (over which we are traveling) at this point.
Population 122,329

FORT WAYNE - 148 miles east of Chicago, via
Ft. Wayne Division main line

County Seat of ALLEN COUNTY

Passenger station on left. P.R.R. freight:
station on left about three blocks east:
P.R.R. and Wabash tracks elevated
through the city.

The ground on which the city rests is the oldest historically, in Indiana. First
French post believed to have been established in 1686. French commandants in
charge until 1760, when post was surrendered to the English. Even after the
Revolutionary War, it was an English stronghold. President Washington sent three
armies to the west to erect an American post here but the first two were un-
successful, but "Mad Anthony" wayne dealt the tribes and their English abettors
such a blow that peace endured until outbreak of War of 1812. Fort Wayne, the
stockade, was dedicated on Oct. 22, 1794. Fort was under siege during September,
1812, but General William Henry Harrison arrived with a relief army to save the
garrison. Fort was evacuated in 1815.

City named for General "Mad Anthony" Wayne. It is located on three rivers,
Wabash, St. Joseph and St. Mary's.

First railroad: P.R.R., 1853; Others, Wabash, 1854, Lake Shore & Michigan Southern
(N.Y.C.) 1869, Nickel Plato, 1862.

Points of outstanding interest: Ft. Wayne Historical Bldg., and Lincoln Museum
of Lincoln Life Insurance Co. Principal industries: General Electric Co.,
International Harvester Co. (truck manufacturing); Allied Mills, Mayflower Mills,
Inc., and Phelps-Dodge Corp. (copper wire).

FORT WAYNE ENGINES HOUSE - approx. 148 miles east of Chicago

WE REMAIN HERE UNTIL 4:45 P.M. FOR AN INSPECTION OF THE ENGINES HOUSE FACILITIES.

The enginehouse has 23 stalls and a 110-ft. turntable. Locomotives are prepared
here for freight and passenger runs on the Fort Wayne and Grand Rapids divisions.

The coaling station serves locomotives on through trains as well as those being
prepared at the enginehouse.

At Fort Wayne, the Pennsylvania also has a central airbrake repair shop between
the enginehouse and the back shop. Here are repaired and kept in condition all
air brake material for the Western Region locomotive injectors, air pumps, etc.

Fort Wayne shop also repairs locomotive cranes, wrecking derricks and all main-
tenance of way motor cars.

Leaving Fort Wayne, we shall run on the schedule of the famous Detroit Arrow of the
P.R.R., which is scheduled to run the 148 miles from Fort Wayne to Chicago in 130
minutes. Eastward, the Detroit Arrow covers the distance in 123 minutes. The
schedule from Junction Tower (Fort Wayne) to Englewood Station (Chicago) is 138.5
miles, in 113 minutes--an average of more than 74 miles an hour. From Vendale to
Faymouth, the schedule calls for an average speed of approximately 79 miles an
hour -- 44.6 miles in 34 minutes.
We retrace our route westward, crossing the St. Mary's River and passing (on the left) JUNCTION TOWER.

Our 148-mile ride into Chicago is to be on the Fort Wayne Division main line, one of the finest stretches of double track in America.

Population 175

ARCOLA 139.6 miles from Chicago.

About three miles west of Arcola, we leave Allen County and enter WHITELLEY COUNTY.

Population 169

COESSE 133.9 miles from Chicago.

Population 3,741

COLUMBIA CITY 129.1 miles from Chicago.

County seat Whitley County: Station on right Westward

Cross Butler Branch of Ft. Wayne Division at:

L 128.5 miles from Chicago VANDALIA TOWER
(On the left)

Population 260

LARWILL 121.4 miles from Chicago

Leave Whitley County and enter KOSCIUSKO COUNTY about 2 miles west of Larwill.

There are 80 lakes in Kosciusko County.

Population 1,200

PIERCETON 117.1 miles from Chicago

Station on left side of train.

Population 700

WINONA LAKE 110.6 miles from Chicago

Station and Lake on the left. Settled in 1875. First named Eagle Lake, but changed in 1894 to Winona Lake. Winona interurban line built in 1908 - P.R.R. in 1856. Famed as home of late Rev. William A. (Billy) Sunday, noted evangelist, and for Winona Assemblies and Religious Associations. Large hotels and numerous cottages.

Cross over Winona Railway.

Entering Warsaw, we cross at grade the C.C.C. & St.L. (Indianapolis-South Bend line).

Population 7,000

WARSW 109 miles from Chicago

County seat of Kosciusko County. Station on the right.


Cross Walnut Creek.

Cross Tippecanoe River.

Population 250

ATWOOD 102.2 miles from Chicago

Population 350

ETNA GREEN 98.4 miles from Chicago
We leave Kosciusko County and enter Marshall County about one mile west of Etna Green.

Population 1,200

Bourbon 94.5 miles from Chicago

H. J. Heinz Co. has large pickle vats here

Population 318

Inwood 39.3 miles from Chicago

Settled 1854—First known as Pearsonville—changed to Inwood 1856

Cross Yellow River at Plymouth

Population 4,338

Plymouth 133.9 miles from Chicago

County seat of Marshall County: Station on right

Cross at grade South Bend Branch of Logansport Division (P.R.R.)

Cross Nickel Plate at grade immediately west of station.

Population 200

Donaldson 77 miles from Chicago

Approximately 1 mile west of Donaldson, we leave Marshall County and enter

Starke County

Population 76

Grovertown 73.6 miles from Chicago

Cross N.Y.C.

Population 458

Hamlet 69.8 miles from Chicago.

Approximately six miles west of Hamlet, we leave Starke County and enter La Porte County. Counties are divided by Kankakee River, which we cross.

At Davis watering station, we reduce speed as locomotive takes water "on the run" from track pans (2,400 feet in length) in center of track. Troughs are in both westbound and eastbound tracks and water is available throughout all seasons of the year. A scoop on the bottom of the locomotive tank, and controlled by the engine crew, is lowered into the water and the speed of the train forces it into the tank.

Population 377

Hanna 53.9 miles from Chicago

Settled 1837. Cross Pere Marquette (1832) here

Pioneers: Jesse West, Elrod West and Emanuel Metz.

Population 720

Wanatah 32.7 miles from Chicago

Settled Sept. 7, 1865. Named for Indian chief. First railroad: C&L, 1854

Cross Monon here

Cross a tributary of the Kankakee River.
Approximately 1½ miles west of Wanatah, we leave LaPorte County and enter

PORTER COUNTY

Two miles further, we cross Crooked Creek, another Tributary of Kankakee River

Population 3,079

VALPARAISO 43.6 miles from Chicago.

First railroad was P.R.H. (1856), Station on the right. As we enter the
Peninsular Railroad, 1874 (Later Port town from the east, Valparaiso University
Huron R.R. now Grand Trunk), NKP, 1881 may be seen on the right.

Town settled in May, 1833. First settlers: Thomas A. E. Campbell, Adam Campbell,
Jacob Fleming, Theodore Coleman and Ruel Starr. First called Portersville, but
changed to Valparaiso when incorporated in 1850. Near present site of
Valparaiso was small Indian village of Chique's, named for Chica, Pottawatomie
chief. Village built of bark houses. Old Sac trail passed through where public
library now stands and was used for many years by many tribes and various
explorers. In 1781, Spanish Army under Don Pierre passed over the trail. Chain
of lakes, north of town, is favored summer resort. The city has several promi-
inent manufacturing concerns.

NORTHWEST

Interchange for freight with Grand Trunk Western

Cross Salt Creek 1½ miles west of Grand Trunk Crossing

Population 325.

WHEELER 37 miles from Chicago.

Leave Porter County and enter LAKE COUNTY - 2 miles west of Wheeler.

Here we leave the Fort Wayne Division and enter upon the tracks of the Chicago
Terminal Division.

Population 5,780

HOBART 33.3 miles from Chicago.

Cross E.J. & E.Ry. here. Station on right.

Leaving town we cross Deep River.

Population 475

NEW CHICAGO 31.2 miles from Chicago.

Tower on left. LIVERPOOL TOWER

Cross Michigan Central here, also interchange with M. C.

Cross Calumet River 1½ miles west of Liverpool

Cross M.C. and I. H. B. (overhead)

Population 105,460

GARY 25 miles from Chicago Union Station.

Passenger station on left. Founded April 1903, named for Judge Elbert H. Gary.
Situated on Lake Michigan. Noted as great steel center. Besides the
Pennsylvania Railroad, Gary is served by the Wabash, E.J. & E., N.Y.C., B.& O.,
Nickel Plate, M.C., I.H.B. and C.S.S.&S.B. Railroads were in the territory
before the city was founded.
-15-
C.S.S. & S.B. crosses overhead

Less than one mile west of Gary station, we again cross the Calumet River and pass through Clarke Yard. Watash parallels to right.

BUFFINGTON 21.5 miles from Chicago

INDIANA HARBOR 19.3 miles from Chicago.

Station on left: Steel center

Cross N.Y.C.

Cross Indiana Harbor Canal

Pass Youngstown Sheet & Tube Co.

Pass Fruit Growers Express Co. Yard to right.

Cross B.& O. just before we reach

Population 10,830

WHITING 17 miles from Chicago.

Standard Oil Company

ROBERTSDALE

ROBY

Lever Bros Co. plant to left (LUX)

COLEHOURS FREIGHT YARD OF P. R. R.

INDIANA-ILLINOIS STATE LINE - 14.1 miles from Chicago.
P.R.R.'s Pan Handle line from southeast connects here. This is the line which connects with other Pan Handle Line at Dolton.

EAST SIDE

From this point into Chicago Union Station, the P.R.R. is a four-track railroad.

RIVER BRANCH JUNCTION 13.3 miles from Chicago

Cross Calumet River

Cross C.R.L. P. and C. & W.I.

SOUTH CHICAGO - 12.6 miles from Chicago.

N.Y.C. parallels on right.

Cross I.C. and N.Y.C. & St.L.
-16-

ENGLWOOD  7.1 miles from Chicago Union Station.
(63rd Street).

NORTH

Leaving station, we cross CH&P

GARFIELD BOULEVARD - 5.8 miles from Chicago Union Station

On left is 55th St. enginehouse
and freight yard of Pennsylvania
R.R. Capacity 2,525 cars

Cross over Chicago Junction Railway
Overhead is Elevated Railway

ALTON JUNCTION

Just north of 22nd Street, we cross at grade, I.C., C.& W.I. and C.& A.

Cross South Branch of Chicago River

16TH STREET YARD - (on right)

C.B.& Q. connection on left.

ST. CHARLES AIRLINE CROSSES OVERHEAD.

On right - extensive P.R.R. passenger
yards - 16th and 14th Streets.

High cream brick building with tall stacks to right is
Chicago Union Station Power and Heating plant.

Immediately north, to the right, large building is P.R.R. Polk St. Freight
Terminal.

On left C.B.& Q. freight station.

On right C.& A. Freight House.

Overhead as we enter station sheds, is Chicago Post Office.

CHICAGO UNION STATION