

66

OFF

THE BEATEN

TRACK 99

ITINERARY

APRIL 16, '39

The Original Fan Tour
via

PENNSYLVANIA RAILROAD

-2-
CHICAGO UNION STATION

: Chicago River to the right
Pass under Chicago Daily News Building

:
Tracks used jointly by P.R.R. and C.M.St.P. & P.

:
We proceed northward to Wayman street, where we turn westward, through P.R.R. Robey street yard to Western avenue. Turning southward, we parallel Western avenue on right (or west) side to 33rd 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 Brainerd 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
Homan avenue Yard to the West (on right)

: Interchange with C. & N.W. at P.R.R.
16th street Yard

:
Near 18th 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

SOUTH

Cross I.C. and Santa Fe at Grade

Cross Illinois & Michigan Canal

:
Interchange with Chicago Produce
Terminal Ry. Chicago Produce Term-
inal to the east.

: Continental Can Co. and Campbell Soup Co.

:
37th street -- Cross Alton Railroad at grade

: Alton's Brighton Part 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.

: Tracks to the west (right side of train
are used for interchange of freight
between P.R.R. and Alton R.R.

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 connect-
ion with P.R.R.'s Englewood Connect-
ing Railway (connects Pan Handle
line with Fort Wayne line.

SOUTH

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

& 71st

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

:To west and south is Lenders Yard of
: Wabash Ry.

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 PULLMAN station on east side of: beautiful residential section of Beverly
train, south of 119th st., used for :Hills, extending from 87th to 119th 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
Pullman & 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.R.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.I.

Population 5,000

: DOLTON - 21.5 miles from Chicago Union Sta.

Station building (left side of train) : Town first settled in 1348.
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. 1335. 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-
vania, 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.

BERNICE

:
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.)

:
LANSING - 24.7 miles from Chicago

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

INDIANA

SOUTHEAST

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 INDIANA

:
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

SCHERERVILLE - 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. Grinding 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 Hebron 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 Hebron. First settlers were Judge Jesse Johnson and family (spring of 1835). Leaving Hebron, we turn directly east.

SANDY HOOK - 55.6 miles from Chicago.

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

E A S T

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 568

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 railroad built was the Monon (1858) and was known as the "Louisville, New Albany & Chicago." The P.R.R. (then the Chicago & Great Eastern) was built in 1863. Other railroads C. & E. I. (Now C.A. & S.) and Pere Marquette, built 1875-80, C. & O. after 1900.

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 Ohioans. Town originally called Brentwood. Name changed to North Judson, after Judson, one of promoters of Chicago & Great Eastern (Now P.R.R.). About 1878, the I.I.I. 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 raising 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

SOUTHEAST

Population 115

DENHAM - 80 miles from Chicago

Population 85

RIPLEY - 84.3 miles from Chicago

Population 1,679

WINAMAC - 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 Wynemach of the Miami 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 1868. 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 1880. 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 horseback 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 18,467. 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, 1826, 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 Biddle's Island in Wabash River, opposite P.R.R. passenger station. Home still standing and occupied. Chief Nokamenah is buried at foot of large elm in the back yard of this home.

Wabash, taken from the Indian, means White Stone. River made famous by Paul Dresser's song "On the Banks of the Wabash" -- adopted as State Song in 1924.

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. 26, 1879, it was leased to the Watash 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

ADAMSBORO - 5.1 miles from Logansport

Pass over Mud 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 NORTHEAST

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.(1869) 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.R. 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

ROANN - 27.2 miles from Logansport

: Station on right of track (built 1877)

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

IJAMSVILLE

Founded on Sept. 8, 1836

LAKETON 33.2 miles from Logansport

LaSalle is said to have been the first white man to visit Wabash County - 1669. Miami and Pottawatomies were particularly strong in this locality. One of the last important battles between Indians and Whites fought Dec. 18, 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 populat "eating house" for railroad men.

Through more Indiana countryside, over Eel River again and across Big 4 (CCC&StL) at grade into

Population 3,000

NORTH MANCHESTER 37.1 miles from Logansport

On left, Estelle Peabody Memorial Home : Station on right.
for the Aged, regardless of creed. Presby; On the right, near the outskirts of the
terian Synod of Indiana supervises the : town, as we leave, is Manchester College
operation. New carillon tower is 120 ft. : (1,000 students) one of the few Dunkard
high. Chapel recently completed. All : schools in the U.S. Operated by the
buildings given by the Peabody Family of : Brethern branch of the Dunkard church.
North Manchester. : The square chime tower on the college
campus is on the administration building

North Manchester is a Dunkard center

NORTHEAST

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 : Prize cattle shipped all over U.S.
grove on left annually yields hundreds : from stock pens on the right -- grain
of gallons of maple syrup : elevator.

Leaving Liberty Mills, we leave Wabash County, and cut across the southeastern corner of KOSCIUSKO COUNTY, into WHITLEY COUNTY.

Over EEL RIVER again

NORTHEAST

In the distance to right is South Whitley

Population 1,100

SOUTH WHITLEY 47.1 miles from Logansport
Station and tower on right.

Cross Nickel Plate at grade.

Site of second white settlement in the county. Founded in 1838 and originally called Springfield. First school building was a log cabin on bank of Eel River (1838). Miami and Pottawatomie Indians here until 1844, when they moved beyond Mississippi River. P.R.R. built through South Whitley in 1871. Nickel Plate, 1881

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

VANDALE TOWER - 55.3 miles from Logansport

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

Population 3,791

COLUMBIA CITY 55.9 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 1½ miles east of Columbia City.

Population 169

COESSE 60.7 miles from Logansport

Town named after Chief Coesse, famous Indian brave.

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

Population 175

ARCOLA - 66.4 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.

JUNCTION TOWER - 73.4 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: On the right, Wabash Ry.
station on left about three blocks east : P.R.R. and Wabash tracks elevated
of passenger station. : 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 1636. 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 unsuccessful, 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 1819.

City named for General "Mad Anthony" Wayne. It is located on three rivers, Maumee, St. Joseph and St. Marys.

First railroad: P.R.R., 1853; Others, Wabash, 1854, Lake Shore & Michigan Southern (N.Y.C.) 1869, Nickel Plate, 1882.

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 ENGINEHOUSE - Approx. 149 miles east of Chicago

WE REMAIN HERE UNTIL 4:45 P.M. FOR AN INSPECTION OF THE ENGINEHOUSE 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 maintenance of way motor cars.

- o - o - - o - o -

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 139.5 miles, in 113 minutes--an average of more than 74 miles an hour. From Vandale to Plymouth, 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 WHITLEY COUNTY

Population 169 COESSE 133.9 miles from Chicago.

Population 3,791 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 VANDALE 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 WARSAW 109 miles from Chicago

County seat of Kosciusko County Station on the right.
Settled in 1836. First railroad: P.R.R., 1856, C.C.C. & St.L. 1870, Tippecanoe River, Center Lake and Pike Lake. Pottawatomie villages near here in early days. Noted for eggs and poultry. County called "Egg Basket of Indiana."

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 W E S T

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

Population 318 INWOOD 89.9 miles from Chicago

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

Cross Yellow River at Plymouth

Population 4,338 PLYMOUTH 83.9 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 58.9 miles from Chicago

 Settled 1837. Cross Pere Marquette (1832) here

 Pioneers: Jesse West, Elrod West and Emanuel Metz.

Population 720 WANATAH 52.7 miles from Chicago.

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

Cross Monon here

Cross a tributary of the Kankakee River

Approximately $1\frac{1}{2}$ 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 8,079

VALPARAISO

43.6 miles from Chicago.

First railroad was P.R.R. (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 Chiqua's, named for Chiqua, 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 prom-
inent manufacturing concerns.

NORTHWEST

GRAND TRUNK 40.9 miles from Chicago

Interchange for freight with Grand Trunk Western

Cross Salt Creek $1\frac{1}{2}$ 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 $1\frac{1}{2}$ 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 1908, 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.

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. : Wabash parallels to right.
E. J. & E. overhead. Cross S. L. & I. C. R.

BUFFINGTON 21.5 miles from Chicago

INDIANA HARBOR - 19.8 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. Ct just before we reach

Population 10,880 WHITING 17 miles from Chicago.

Standard Oil Company

ROBERTSDALE

ROBY

Lever Bros Co. plant to left (LUX) :

COLEHOUR 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. & 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.

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

NORTH

Leaving station, we cross CR&P

GARFIELD BOULEVARD - 5.8 miles from Chicago Union Station

: On left is 55th St. enginehouse :
: and freight yard of Pennsylvania :
: R.R. Capacity 2,625 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

18TH 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 right C. & A. Freight House. :

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

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

CHICAGO UNION STATION