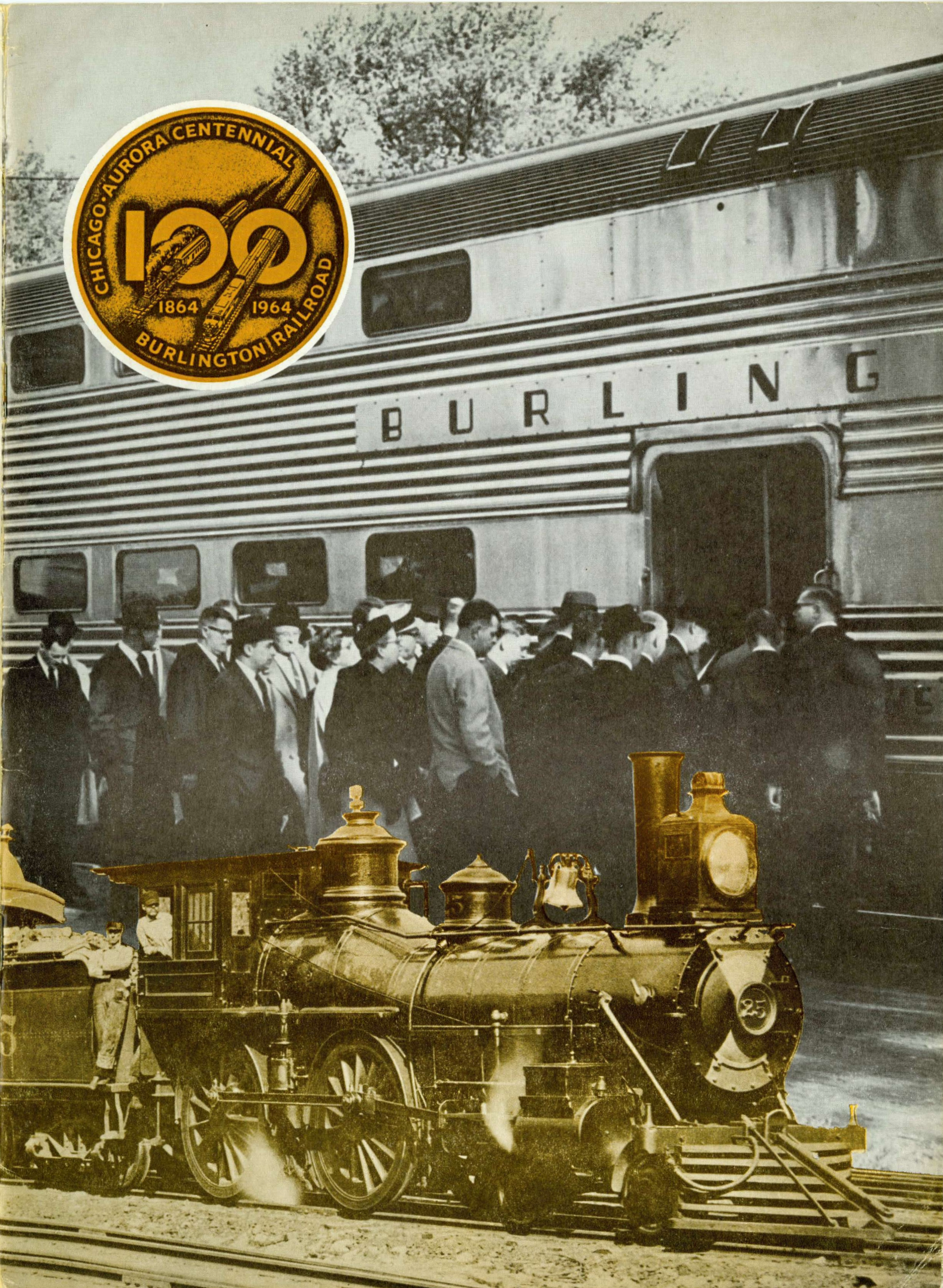

CHICAGO·AURORA CENTENNIAL
100
1864
1964
BURLINGTON RAILROAD
BURLING

From steamcars to Vista-Domes

Foreword

During most of the one hundred years of existence of our Aurora-to-Chicago line, the Burlington has provided transportation between home and work for a significant percentage of suburban residents.

Over the years, this has added up to a service undertaking which, in the aggregate, has involved hundreds of thousands of riders, thousands of train crewmen, and many other railroad employees and officers whose job performance has been essential to successful train operation.

Year in and year out, the overriding consideration that has dictated the policies of suburban service has been the safety of those passengers who entrust to the railroad the responsibility of dependable and punctual home-to-work-to-home transportation.

With safety uppermost in mind, past and present day managers of the railroad have endeavored constantly to improve service, incorporating modern equipment and devices as they became available and their worth and desirability thoroughly proven.

There exists a feeling of family association between our patrons and members of the Burlington organization that is a source of constant satisfaction and pride to us. We intend to do our best to retain this very pleasant relationship.

We hope you will enjoy reading this story of the first hundred years of the Aurora-Chicago line and trust you may want to keep it as a historical souvenir. We hope, too, it will serve as a constant reminder of our appreciation of your patronage and loyal support.

HARRY C. MURPHY
President
Burlington Lines

Chicago Historical Society.

Frink & Walker stage leaves terminal, Lake and Dearborn, about 1840.

From plank roads to iron rails

THEY came seeking a better life — and land. The pioneers came west by wagon, a tedious journey across the endless prairies. A few went down the Ohio River, floated into the Mississippi, bucked the current as far north as the Illinois, then turned up the Fox to settle Oswego and Aurora. More chose the Erie Canal and Great Lakes route. Later, with the advent of steamboats, many families chose the "propellers" to reach the lusty burgeoning settlement of Chicago — but only after a six-week journey from Buffalo or Cleveland.

They followed Indian trails westward from the lake. Their wagons weren't suited to climbing hilltops, a practice favored by the wary red man, so they rumbled west at lower elevations. Their ruts became the Ogden road and the Plainfield road.

These early pioneers — mostly from New England, the Middle Atlantic States, and Ohio — settled the country and built farms and grist mills. After Black Hawk had been subdued and the Indians banished across the Mississippi, they slowly began to populate Cook, Du Page, and Kane counties. They built towns: Capt. Joe Naper of Ashtabula, O., and his brother John established a colony of 60 souls on the west branch of the Du Page River; Pierce and Stephen Downer settled in a wooded grove halfway to Brush Hill (the latter was a hideout for horse thieves); Jake and Benjamin Fuller and their numerous offspring converted boisterous Brush Hill to flourishing Fullersburg; and the McCarty brothers exercised a water-power patent and built a mill at Aurora.

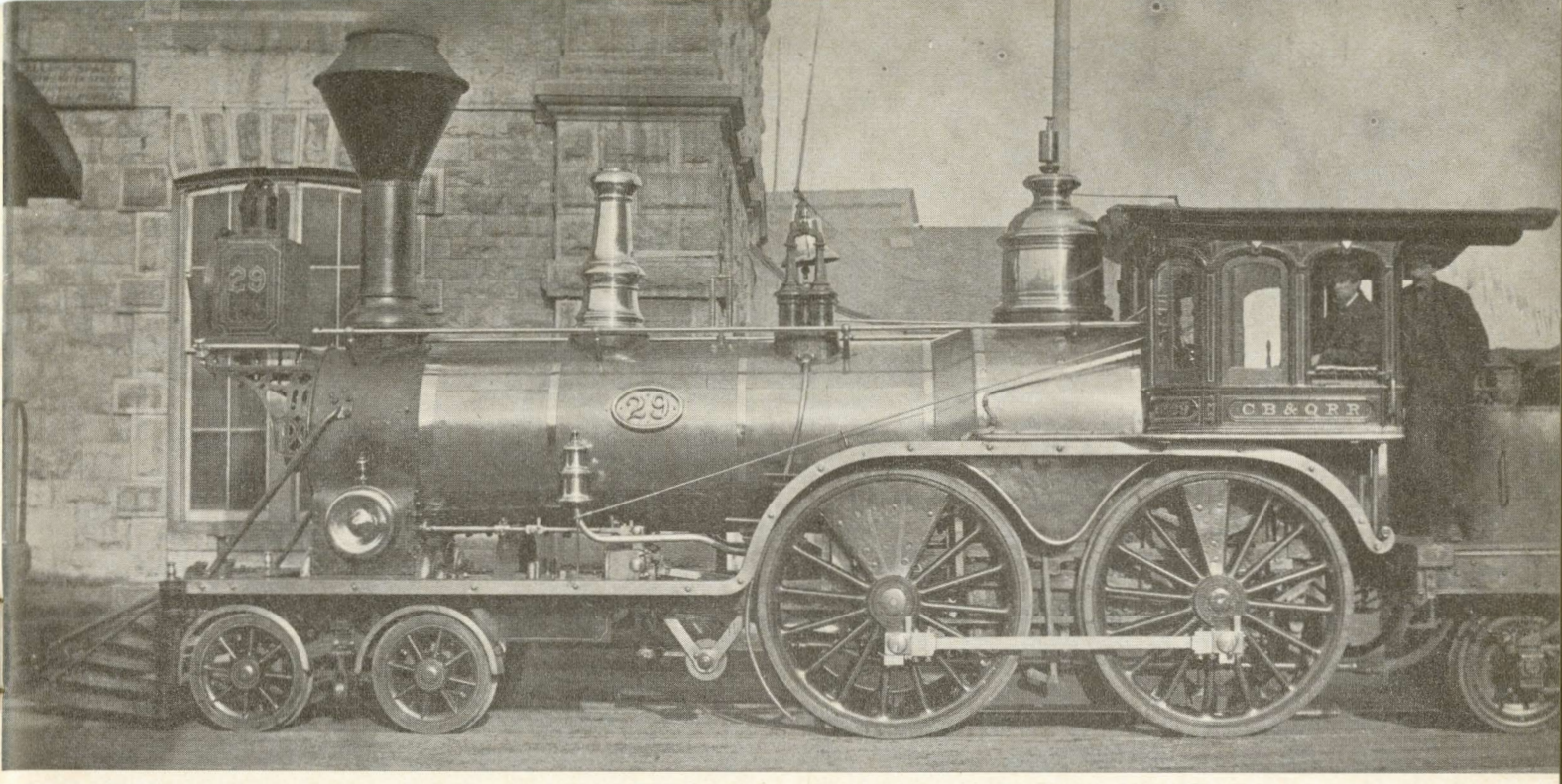
The great need in Illinois as elsewhere in the growing United States was for transportation. The civilizing effect of transportation on raw frontier communities can hardly be understood in this day of instantaneous communication and of almost-as-fast travel. The craving for mobility in those days when the nation was literally stuck in the mud bordered on national mania.

Dr. John Taylor Temple began running stagecoaches over the "high prairie trail" from Chicago to Laughton's Tavern on the Des Plaines River, through Brush Hill (present Hinsdale) to Walker's Grove on the Du Page (near present Plainfield), and on to Ottawa, to which he carried mail. Two other stage routes operated by Dr. Temple proceeded to Naperville. One branched south to Ottawa, the other north to Galena.

Frink & Bingham, which soon became Frink & Walker, bought Dr. Temple's enterprise in 1837. Their red coaches with green stripes became a familiar sight. In the early 1840's, John D. Winters operated a stage line on a tri-weekly basis at a cost of $5 per person from Chicago to Galena via Brush Hill, Downers Grove, Naperville, and Aurora.

Along early-day highways, if such they could be called, taverns sprang up to nourish the weary traveler. These early hostelries were something less than luxurious, and food lacked a gourmet's touch. As a result, most teamsters chose to stay in their wagons in all but extremely severe weather.

Start of construction of the Illinois and Michigan canal in 1836 (completed in 1848) brought laborers into southeastern Du Page County. The 1837 panic gained momentum in northern Illinois after the col-



Inside-coupled American type — built by Manchester as North Wind *in 1855 and numbered 29 in 1862 — rests beside old office building at 2 South Water Street after passenger run. Condition of brasswork shows attention lavished on locomotives of a century ago.*

lapse of wild land speculation. In 1839 Du Page County was organized, and Naperville soon became the county seat.

Chicago was fast becoming a major marketing center, and farmers were finding that here they could get more for their wheat than at home (87 cents a bushel in 1842, against 50 cents at home).

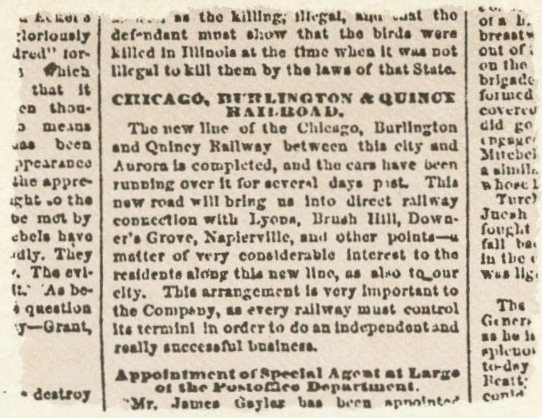
In 1850 a Canadian innovation, the plank road, arrived. The Southwest Plank Road stretched from Bull's Head Tavern, at the corner of Ogden and Madison in Chicago, to Brush Hill (then becoming known as Fullersburg). The 8-foot-wide one-lane road was made of 3-inch-thick planks laid like railroad ties on log stringers embedded in the ground. Beyond Fullersburg to Naperville the road was known as the Oswego Plank Road although it never reached that destination. It was crowded with toll-paying wagons for a decade or so until the major flaw of plank roads — an inability to withstand constant traffic — became apparent. Using them in their state of disrepair was often considered more of a hazard than not using them at all. Nevertheless, Naperville bet on the plank road, reportedly refusing to allow the fledgling Galena & Chicago Union Railroad to build there. The cost of hauling a ton of freight in Northern Illinois before the railroads came was about $10 for each 20 miles (it is interesting to compare this with today's average rail charge: about 30 cents for 20 ton-miles).

But in 1849 an event occurred at Aurora that would forever affect those communities along the old plank road. The Aurora Branch Railroad was incorporated as a 12-mile line from Aurora and Batavia to a junction (now West Chicago) with the Galena & Chicago Union, recently completed from Chicago. Secondhand strap-iron rail was purchased from a railroad linking Buffalo and Niagara Falls, N. Y. Thanks to the action of the New York legislature in outlawing strap rail, the rail was available at a bargain price.

The first train chugged its uncertain way over the Aurora Branch in November of 1850, and soon wood-burning locomotives were pulling wooden cars from Aurora to Chicago over the rails of the Galena & Chicago Union by way of Wheaton, Glen Ellyn, Elmhurst, and Oak Park (then Harlem).

The Aurora Branch became the Aurora & Chicago Railroad, and by 1855 the Chicago, Burlington & Quincy — names of the line's eastern and two westernmost terminals. In 1857 the Galena & Chicago Union apparently felt that its own traffic taxed the capacity of its two-track line to Chicago and gave notice to the Burlington that the trackage-rights contract between them must soon terminate. Although the Galena & Chicago Union extended the cancellation date to May 1, 1864, the Aurora line knew it must act.

Burlington officials tried unsuccessfully to buy one of G&CU's two tracks. Then calculations showed that Burlington traffic between the Junction and Chicago (revenues from which were divided with the G&CU) would make building a new line more profitable than continuing to rent. The Burlington already held a charter right (1854) to build direct from Aurora to Chicago. So the search for a right of way was on.



as the killing, illegal, and that the defendant must show that the birds were killed in Illinois at the time when it was not illegal to kill them by the laws of that State.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

The new line of the Chicago, Burlington and Quincy Railway between this city and Aurora is completed, and the cars have been running over it for several days past. This new road will bring us into direct railway connection with Lyons, Brush Hill, Downer's Grove, Naperville, and other points—a matter of very considerable interest to the residents along this new line, as also to our city. This arrangement is very important to the Company, as every railway must control its termini in order to do an independent and really successful business.

Appointment of Special Agent at Large of the Postoffice Department.

Mr. James Gayler has been appointed

Editorial in Chicago Tribune, May 22, 1864.

Building the Aurora to Chicago line

SURVEYS showed that a direct line between Aurora and Chicago would be 6 miles shorter than the former route and could be built for $800,000. On March 22, 1862, a committee appointed by the directors to explore the need recommended construction of an "air line." The proposal was advanced by director John Murray Forbes, who predicted that cost of operation would be $93,000 per year ($30,000 per year less than over the G&CU route). Forbes's motion was approved and work got under way about October 1, 1862, with Burlington President John Van Nortwick of Batavia serving as chief engineer of the project.

The winter of 1862-1863 was harsh. Owing to the Civil War, labor was scarce. Although the price of labor and materials soared, the directors decided to lay double track for the first 10 miles from Chicago. Cost estimates of the "Chicago Branch Rail Road" were revised upward to $850,000.

Biggest construction problem was the swamp between present Hinsdale and Western Springs. In those days one could go between the two places by boat, and in winter skating over the frozen marshes was popular. Carloads of rock, plus 50,000 cubic yards of earth more than the estimated requirements, were dumped into the seemingly bottomless bog. Accounts of a construction train's sinking 11 feet into the swamp as the rails settled doubtless have some basis in fact.

In the archives of the Burlington is a letter from railroad President John Van Nortwick written April 29, 1864, the day after the last rail was put in place. Written in flowing script, it says:

"The track of our new road is now all laid. The last bar was laid on Wednesday and the gravel trains are now running over it. This work has been much delayed on account of bad weather, it having rained nearly every day for the last month. We shall have the track, however, in very good condition for operating by the 20th."

Final cost proved to be about 1 million dollars. After construction, solace was found in the fact that booming wartime traffic would have required higher payments to the Galena & Chicago Union had it been routed over that line. Additionally, $25,000 worth of business — undoubtedly agricultural products — came from communities along the new line during the railroad's first year of operation. The new road was an immediate financial success, yet history records that although local settlers regarded it as a boon, they felt its promoters were insane and would soon "lose their shirts."

Stations with new names appeared on the "branch," among them:

- Clarendon Hills, for a suburb of Boston.
- Western Springs, for mineral springs south of the railroad.
- La Grange, for the town in Tennessee.
- Hinsdale, for Hinsdale, N. Y., birthplace of Fullersburg postmaster Bush; and/or for H. W. Hinsdale, Chicago merchant who reportedly helped finance construction companies which held the contract to build the railroad; and/or, most likely, by real estate promoter William Robbins, who liked the sound of the name.
- Westmont, for its western location on high ground (in steam engine days, firemen laid aside coal shovels here as eastbound locomotives coasted into what is present-day Brookfield).

At many towns the freight station doubled as passenger station in early months of operation. By 1865, however, passenger facilities had been built at most of the present suburban communities and at communities now within the city limits of Chicago.

Modern commuters may be surprised to learn that the new line's Chicago terminal — shared with the Illinois Central and Michigan Central lines — was between Randolph and Lake streets east of Michigan Avenue. The lakefront station was reached over the Chicago, St. Charles & Mississippi Air Line Rail

Road (now the St. Charles Air Line) and Illinois Central. Burlington trains joined the Air Line somewhere east of present Western Avenue, crossed the South Branch of the Chicago River, and ran straight to Wabash Avenue just north of present 16th Street. There the line curved across Michigan Avenue and onto the Illinois Central Railroad whose tracks, built on pilings along the edge of Lake Michigan, led to the yards and terminal south of the Chicago River.

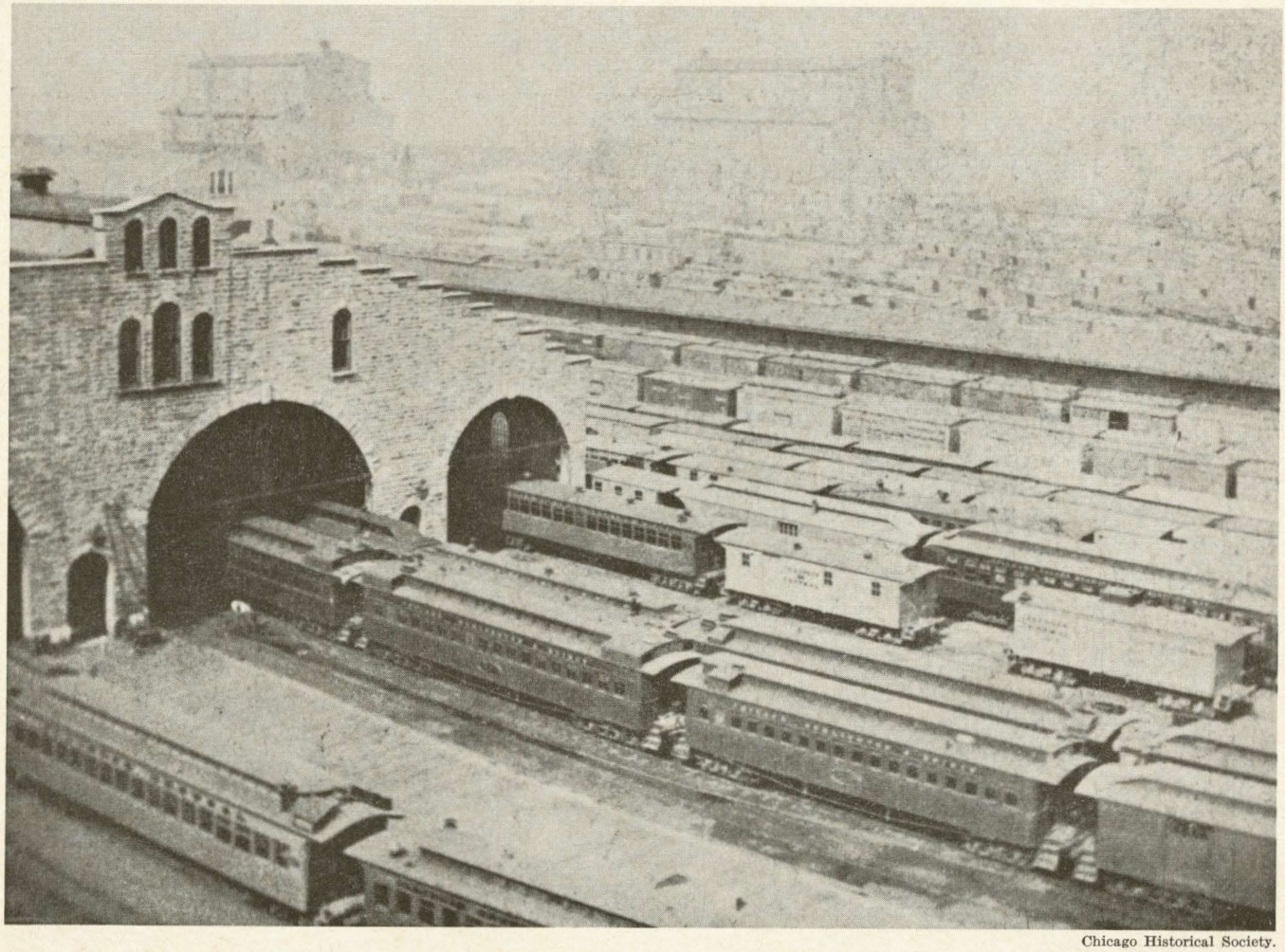
Burlington trains used this joint station from 1856 until the Fire of 1871.* After the fire, temporary quarters at the same location were used until operations were moved to the original Union Station at Canal and Adams streets in 1881. The present Union Station replaced this structure, opening in July 1925.

The opening of the new line did not result in the acclaim such an event would receive today. No special newspaper editions were published, no parades were held. It rated not much more than passing mention. The Chicago *Tribune* of May 23 carried a brief editorial acknowledging that a new line now served Chicago. On the back page of the four-page Aurora *Beacon* of May 26, 1864, sandwiched between advertising notices and personal mentions, was this less than enthusiastic paragraph:

"The first passenger train over the new road left this town last Friday p.m. The new timetable will be found in our columns this week, by which it will be seen that the running time is reduced by but about 10 minutes — not so much as we had anticipated. The Batavia and Junction trains are so arranged that the Batavians will be as well accommodated with railway privileges as heretofore."

Railroad management apparently had no intention of setting any speed records over the new roadbed, an understandable precaution in view of the difficulties experienced in filling the swamp between Hinsdale (Brush Hill) and Western Springs. The spirits of the editor probably rose later with the shortening of train schedules to Chicago.

*From 1856 until the "branch line" to Chicago was completed in 1864, trains reached the lakefront station over the St. Charles Air Line from Harlem (now Oak Park). Trains from Aurora went north to Batavia and onto the Galena & Chicago Union (now Chicago & North Western) at what is now West Chicago. From there they proceeded to a junction with the St. Charles Air Line at Oak Park. From 1850 until the lakefront station was opened June 12, 1856, Burlington trains used the Galena line terminal at Kinzie Street. There were downtown Chicago stops other than the station at Lake Street. One was at State Street and 16th, another at about 16th and Canal Streets.



Chicago Historical Society.

Burlington passenger cars are shown in this Civil War period picture of the Lake Street station which was used by Burlington, Illinois Central, and Michigan Central trains.


The Old Favorite Line
Via either the NORTHERN or SOUTHERN ROUTES.
TO SAN FRANCISCO
SHORTEST LINE
BETWEEN
Chicago & Kansas City
THE JONES, LITHO CO. CHICAGO.
GRAND PASSENGER STATION.
ON CANAL STREET, BETWEEN MADISON & ADAMS ST
CHICAGO.
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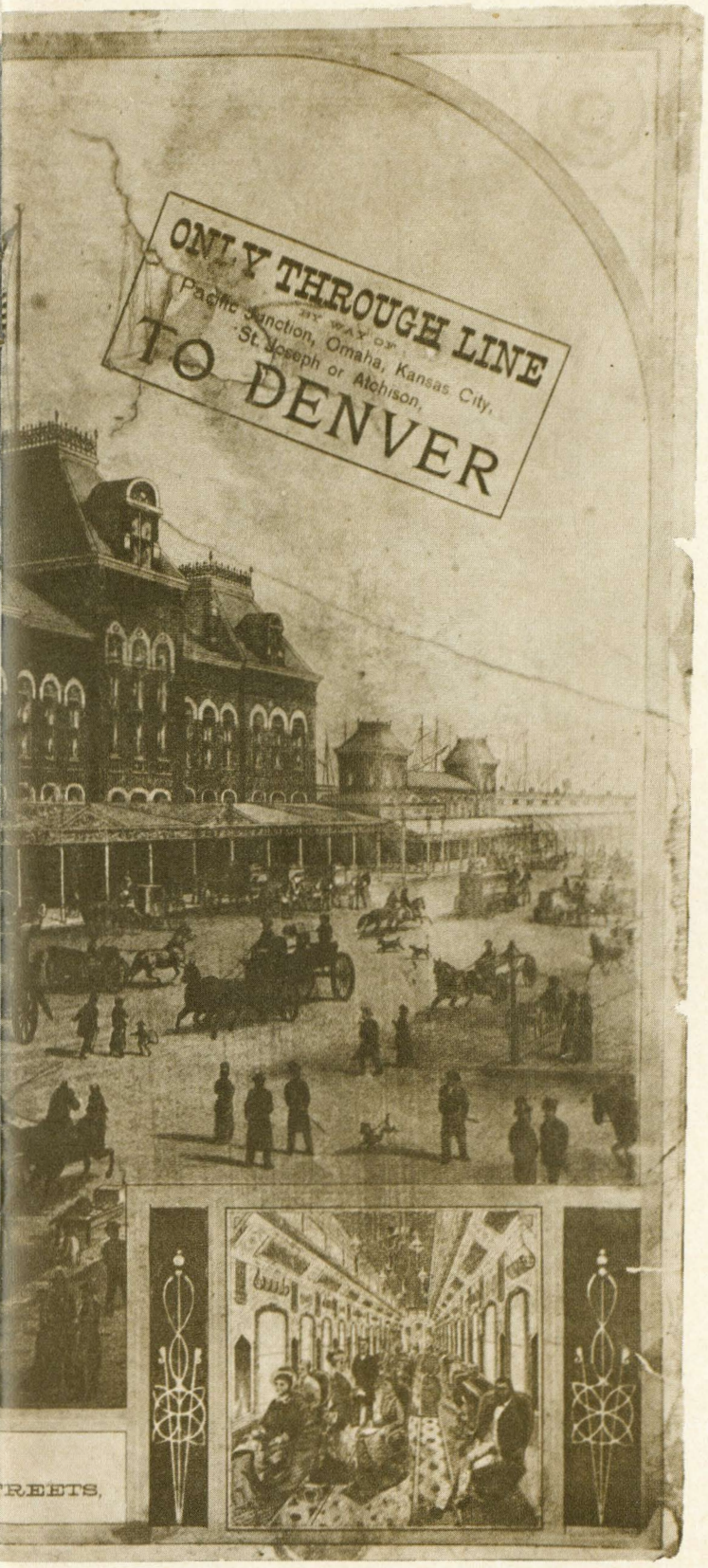


The 19th century suburbanite

THE new "branch line" was here to stay. The character of communities along the line began to change. Originally they had been small country towns with agriculture the mainstay of their economy (the first trains stopped primarily to pick up milk cans, hay, and wheat at La Grange, Hinsdale, Naperville, and Downers Grove), but they gradually acquired a more residential appearance.

Prosperity had arrived with the railroad, and the area began to grow. Through passenger trains of the mid-1860's stopped at more and more settlements. Businessmen from Chicago moved into the little villages along the new Burlington line and enjoyed the advantages of living in the country while riding the trains to and from the city.

In about 1869 appeared the first trains whose primary purpose was to carry residents of the fledgling villages into Chicago in the morning and return them at night. As towns gained residents, more trains were added to accommodate riders. By 1895, Dow-

Burlington's first general office building at 2 South Water Street, Chicago, was opposite passenger station (opened in 1856) used by Burlington, Illinois Central, and Michigan Central trains. The building, shared with Michigan Central, burned in the fire of 1871.

All photos: Chicago Historical Society.

ners Grove reported 25 trains making the 43-minute weekday run to Chicago.

Gaslights and macadamized streets arrived. It was the period of crinoline and lace, of suburban estates with verandas, cupola, and barn. Social life was pleasant with piano recitals, archery meets, literary readings, and costume parties.

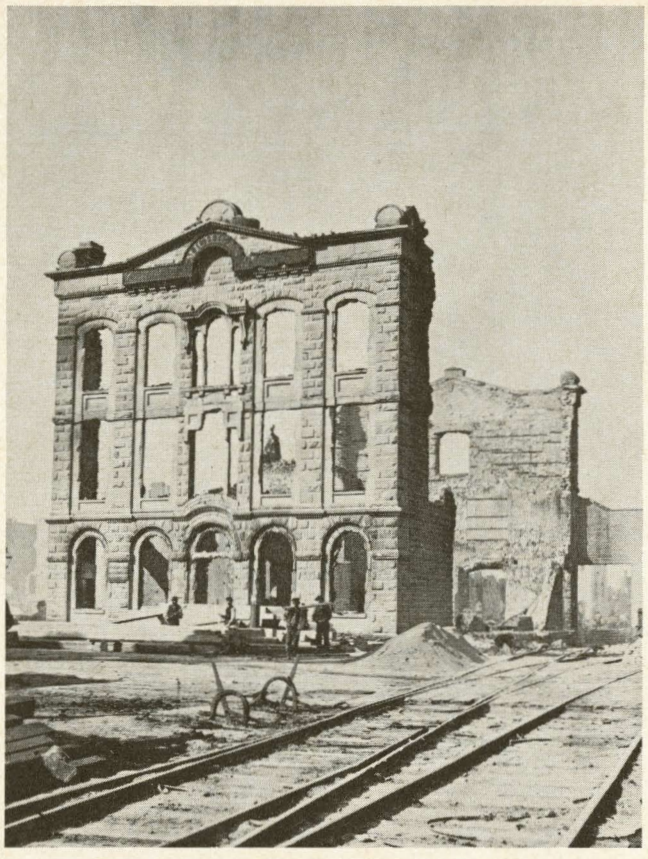
The railroad station was often the center of town life. At Hinsdale it served as church and city hall. The stationmaster and his wife lived in the second story. On Sundays she wheeled her prized piano out of a corner of the freight house and, together with the Lyonsville choir, provided music for church services.

Special trains were a part of the social scene. A Chicago newspaper of February 3, 1873, carried this notice: "A masquerade ball is to be given at Hinsdale by Mr. and Mrs. O. J. Stough next Wednesday evening. A train will leave Central Depot at 7 o'clock in the evening, stopping at State and Canal streets, and returning, leave Hinsdale at 2 o'clock in the morning. The cards of invitation will pass gentlemen and ladies upon the train both ways." Theater trains, popular with partisans of the dramatic arts, were operated for many years.

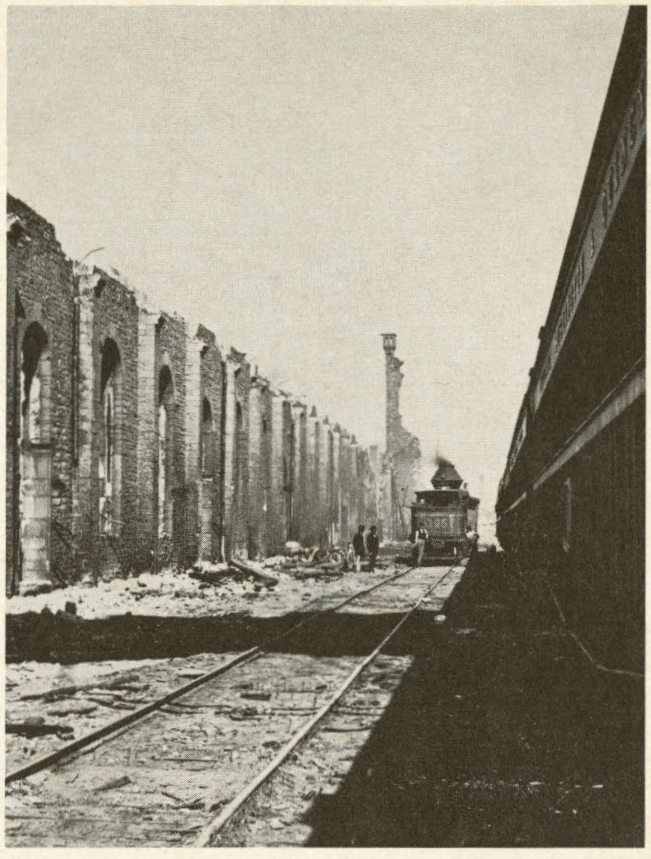
Officials of the Burlington built homes along the new line. A. T. Hall, treasurer; J. M. Walker, attorney and later president; and Robert Harris, general superintendent and also later president, settled in Hinsdale. Walker acquired 370 acres. Several, needing to keep in touch with developments on the railroad, had telegraph keys installed in their homes to the delight of neighborhood children who reportedly watched through the windows in fascination at the mysterious clicking instrument. Officers of other railroads also settled along Burlington's suburban line, a precedent that was to endure to present times.

An interesting description of suburban trains of the early days of the line is contained in the late Hugh Dugan's history of Hinsdale, "Village on the County Line":

"The cars of that day, viewed from the outside, were square looking at the ends, and were painted a bright color. Inside, the seats were arranged much the same as they are today. . . . But space was provided for a stove at each end, though sometimes a single stove served, in the middle of the car, with a box of wood for fuel. Kerosene lamps gave light. The car trucks were a combination of wood and iron members, bolted together. At this date air brakes had not arrived, nor had the automatic coupler. Hand-operated brakes and the old link-and-pin cou-



Burlington corporate records — reportedly in a fire-proof safe designed into the building by architect Beman — survived the fire. Front wall and center arch remained standing and were incorporated into rebuilt structure.



Locomotive negotiates heat-warped rails through ruins of old station after 1871 fire. Temporary facilities here were used by Burlington passenger trains until 1881 when operations were shifted to original Union Station.

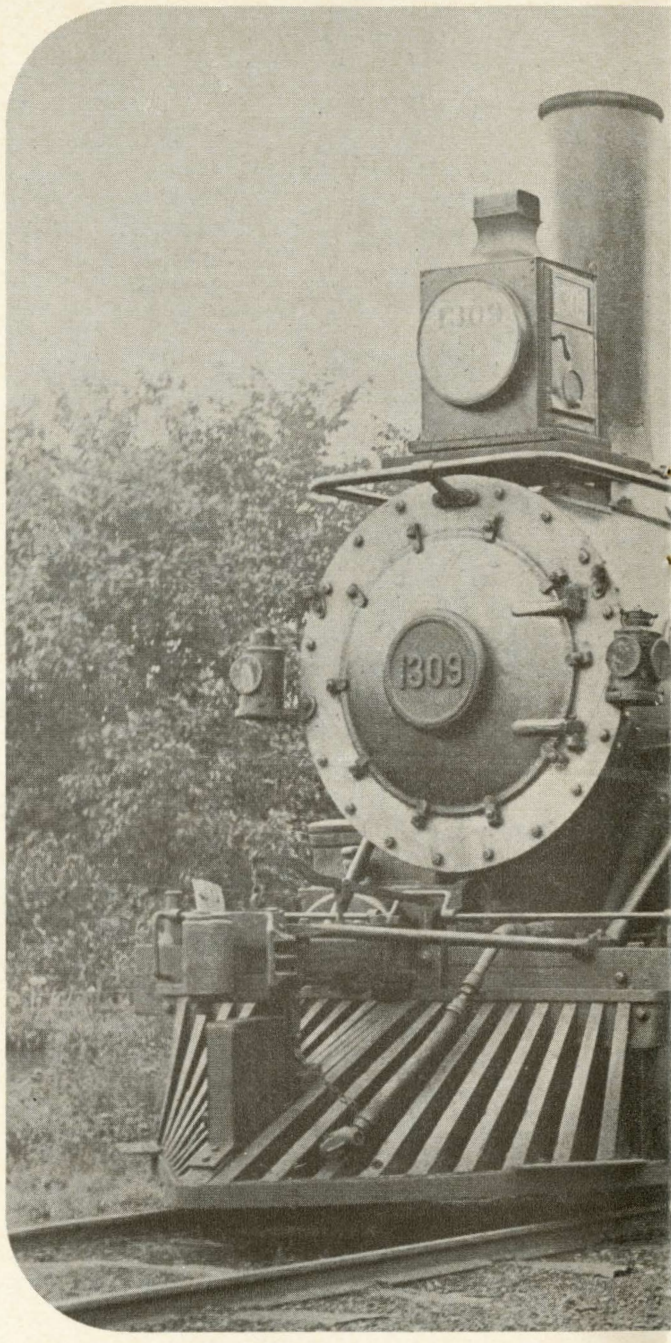
pler were to serve until well along in the Eighties.

"Train dispatching by telegraph had become standard practice . . . but automatic block signals, electrically operated, were a long way off. The old 'high ball' signal, consisting of a sphere about 18 inches in diameter which could be raised or lowered on a high pole, had been replaced by the hand-operated semaphore. With the dispatching of trains by telegraph, 'train orders' became standard practice. The engineer was handed a written message, before starting a run, instructing him concerning other trains he was to meet on the way, the stops to be made, and any other information that was pertinent to a safe and expeditious journey. These train orders were subject to cancellation and revision, in which event the engineer would be handed new orders at some station along the way, all these arrangements being made by telegraph. Operators of telegraph instruments were important people in those days, for the safety of trains depended upon the accuracy of their messages; and special examples of alertness on their part often were mentioned in the novels of the period, in which the dispatcher frequently was the hero of the story. . . . The length of the new line was 35¼ miles. The maximum grades east and west were 28 feet to the mile and the highest point was 140 feet above the level at Chicago. The grades have been reduced over the years."

Full-scale conversion from wood- to coal-burning locomotives came about in the early years of the new Aurora-to-Chicago line, and during the late 1860's the railroad presented medals to firemen and engineers who had proved extremely proficient in the art of getting the most out of the more efficient coal burners.

Real estate promoters were a part of the suburban scene from the first days of the line. Their untiring efforts played an important part in the development of towns along what had once been the old Southwest Plank Road. So did an awesome event of 1871: the Great Chicago Fire.

Suburban residents counted their blessings as news from Chicago revealed the scope of the disaster, and they climbed upon rooftops as far away as Hinsdale to watch the ugly red glow in the eastern sky. Burlington's telegraph wires carried the news to cities and towns throughout Illinois and Iowa. An appeal was made for bandages, clothing, and food; and relief trains were hastily made up and rushed into the stricken city. Chicago would rise again, but the advantages of suburban life had been vividly brought home to thousands.



The good life in suburbia

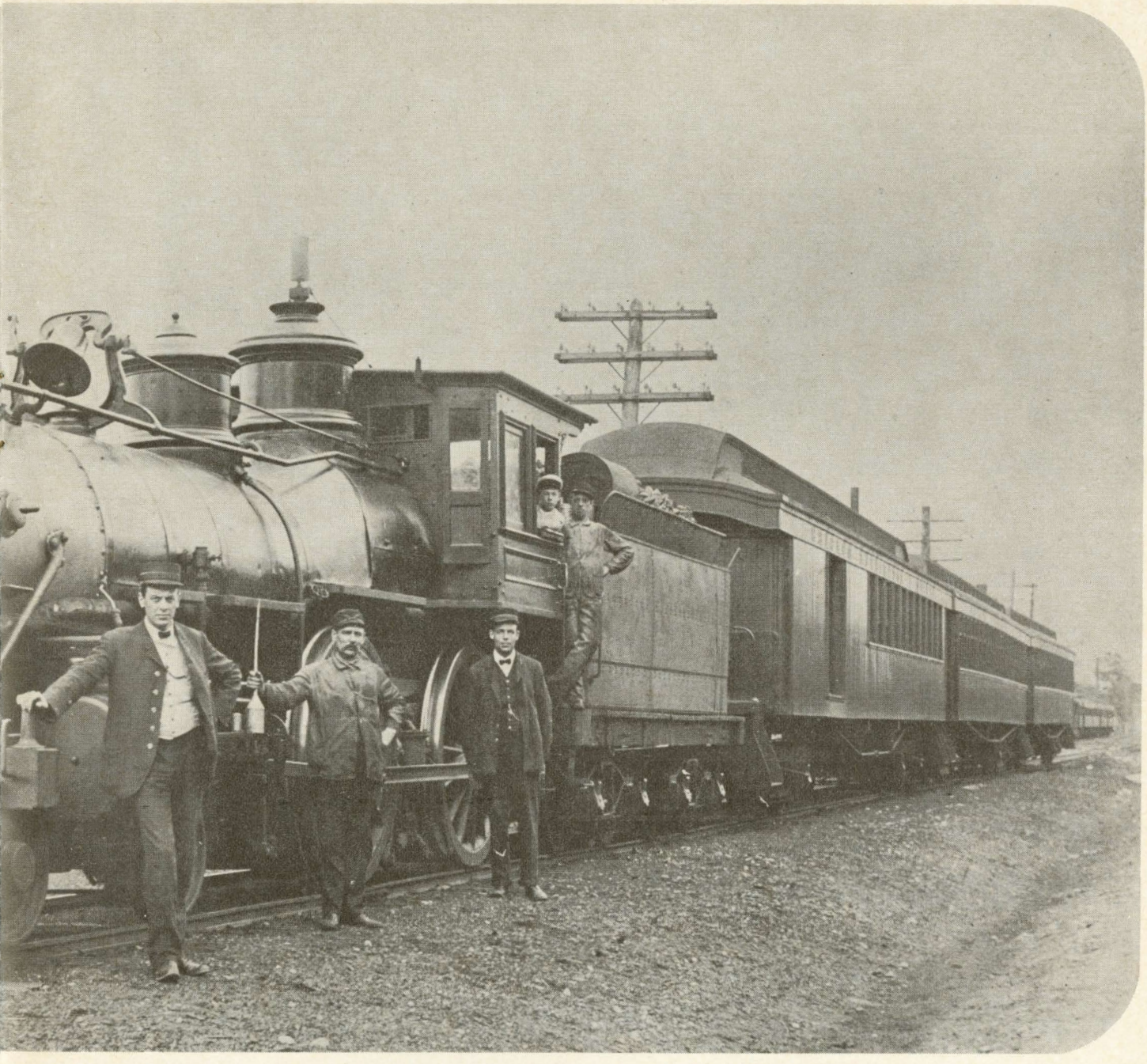
REAL ESTATE developers had an enthusiastic ally in the passenger department of the Burlington Railroad. A booklet published about 1895 entitled "Chicago Suburbs on the Chicago, Burlington & Quincy R.R." featured a handsome color cover depicting a couple relaxing in an idyllic forest glen and contained sales copy not entirely subtle. Introductory paragraphs hinted at what was to come:

"Out of reach of the smoke and grime and dust, and yet completely in touch with the city, are hundreds and hundreds of beautiful homes along the Chicago, Burlington & Quincy Railroad. Nearly all of the suburban districts in which these homes are located are, in point of time, nearer to the business part of the city than Lake View, Hyde Park, Englewood, Holstein, or Humbolt Park. Trains that run to and from them during the day and night carry their residents to and from business much more pleasantly, much more quickly, and always more promptly on time than residents within the city are carried one-fifth the distance on the streetcars."

If any proprietors of Chicago streetcar lines read the booklet and began to bristle, their blood pressure was scheduled to soar with the next paragraphs:

"And then what a contrast in the manner of travel. The train passengers have comfortable seats, plenty of bright daylight to read their papers by, pure air blowing from open fields or woodlands, no damp reeking tunnels to pass through, but the groves and streams and flowers to feast the eyes on while speeding by.

"In order to travel over a distance less than 4 miles



Riverside was once a train change point and terminal for suburban service. This 1903 train operated from Riverside to Downers Grove. No. 1309 — built in Aurora shops, 1879; scrapped, 1910 — pulled fast expresses and Chicago suburban runs.

from the City Hall the hapless traveler on the streetcars has for the same or a greater length of time to cling like a fly to steps or straps or platform guard. He is jostled, crushed, choked with dust or bedraggled with rain and mud. If the journey be homeward bound he arrives at home too miserable and disgusted to eat his dinner. Even the well-cooked meal that a devoted wife has tried to keep warm to await his coming has no attraction for him. Nor is it to be wondered at, as owing to the uncertainty of streetcar travel he rarely reaches home at the same time on two consecutive evenings, and the best-cooked meal gets spoiled by waiting. He endures the same tribulations on the downtown trip as when homeward bound and he reaches his office, each morning, as tired as if he had already concluded a hard day's work."

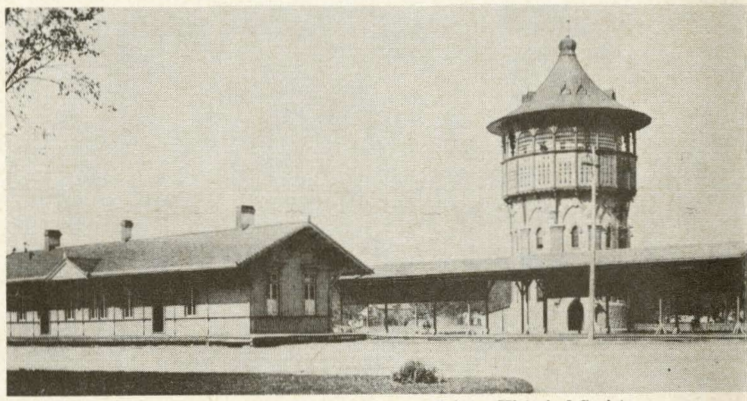
Get the message? Obviously steeped in the hard-sell tradition, early passenger department salesmen weren't about to risk letting the prospect miss the point. They added this attention-getter:

"But the great point is in the manner of reaching

these places as compared with the suburbs and in what one sees at the end of the journey. In the city we have dusty streets, manure bestrewn alleys, dirty yards, stifling air in the pokey little flats or tenement houses and with grimy smoke and dust on everything. At the end of half an hour's journey on the train, nay, even in half that time, one sees copiously sprinkled avenues and boulevards, houses surrounded by trees and well-kept lawns, pure air. . . ."

All aboard for suburbia!

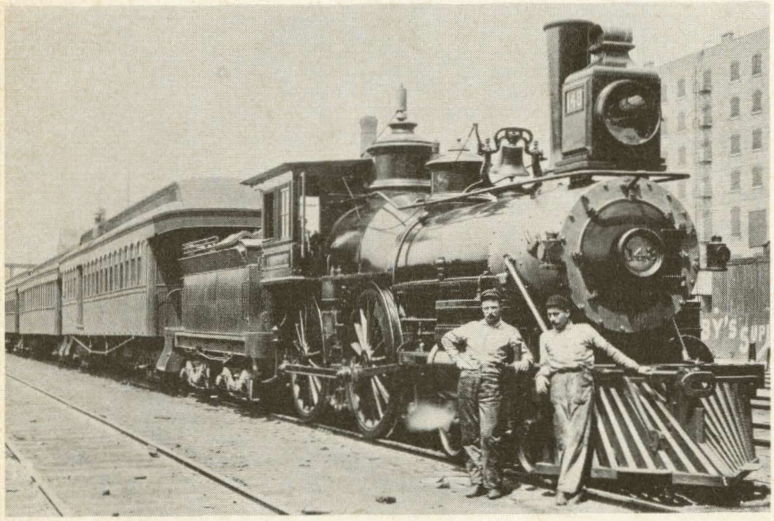
One of the conveniences of the new suburban towns, said this enticer-to-suburbia, "is that parcels bought at any of the big department stores in Chicago are delivered at suburban residences . . . on the day of purchase. . . ."



Chicago Historical Society.

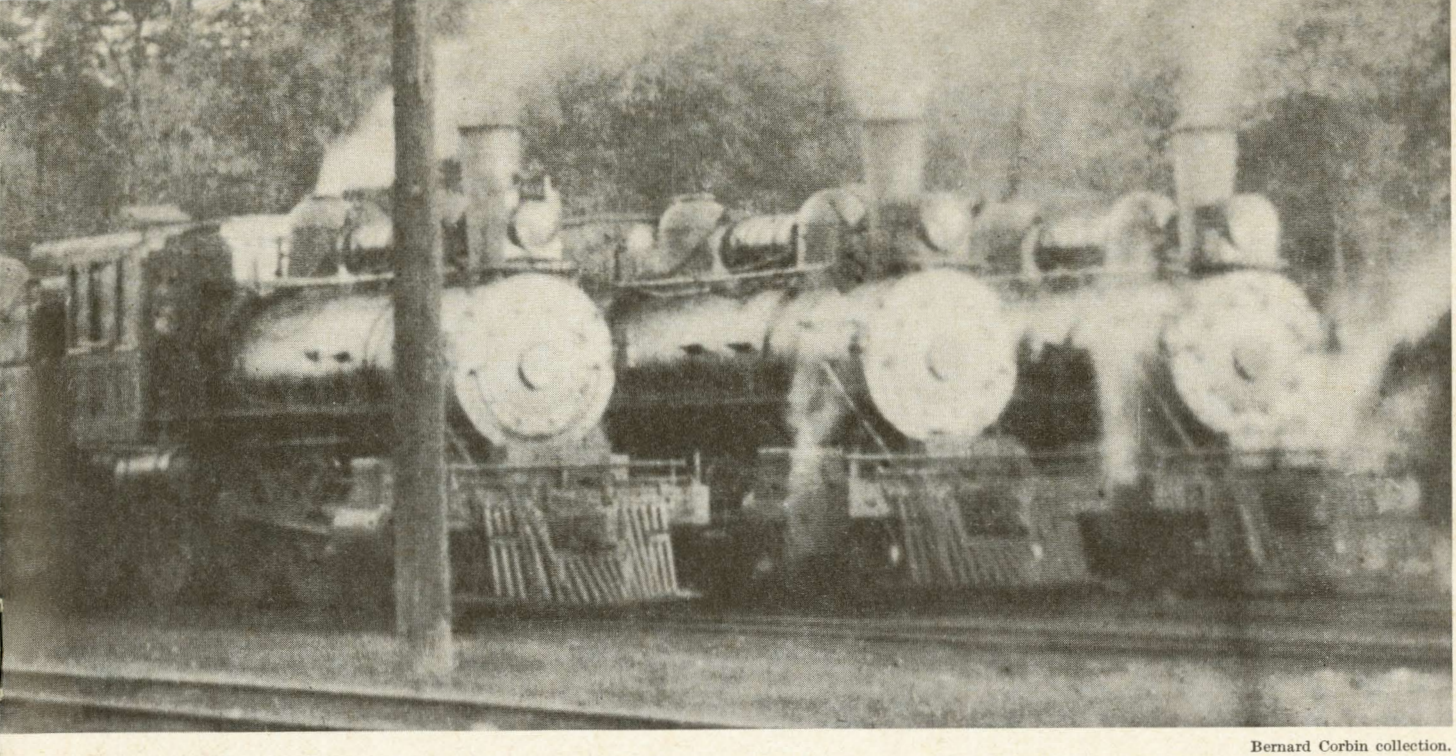
Riverside station and water tower served one of the first preplanned U. S. residential towns, established in 1866 by Riverside Improvement Company which spent 1.5 million dollars and reportedly netted 7 million.

CB&Q depot at LaSalle and New York streets in Aurora was built in the '60's and remained in service until 1922.



Collection of Bernard Corbin.

Engineer Ty Johnson and Fireman Joe Shambo relax at the front of No. 148 (built at West Burlington shops, 1887) before loading commuters at old Union Station.



Bernard Corbin collection.

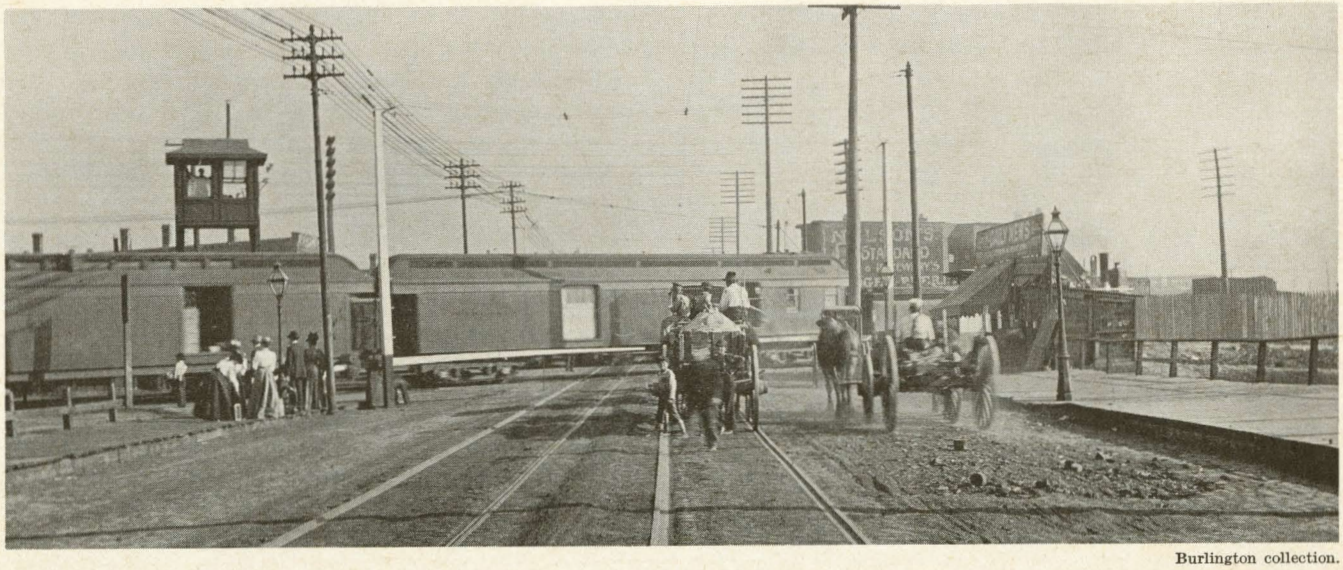
By 1910-11, 600-class Ten-Wheelers had taken over suburban runs. Here trains await assignments at Downers Grove.

" 'Beautiful Berwyn' is a charming locality. No saloons exist in Berwyn and none will be permitted. . . . In addition to several stores it has a post office, an express office, a splendid new schoolhouse built of stone and pressed brick, two churches, and an interesting kindergarten. [The latter comment was not amplified.]

"Riverside is the home of many of Chicago's prominent lawyers, judges, members of the board of trade, and men in many other professions and businesses. Yet choice property can still be had at $25 per foot front and the lots are all 200 feet deep. . . . Early in the '70's an improvement company spent $3,000,000 in beautifying Riverside. Nearly 60,000 shrubs and trees were planted which are now in luxuriant foliage. . . . Artesian wells, of more than 2000 feet in depth, provide a supply of 256 gallons of water each minute, and . . . it is claimed for the water that it is 30 per cent softer than that of Lake Michigan. . . . A town hall is now being completed at a cost of $26,000.

"Hollywood . . . is laid out in park style and shows what money, improvements, and the unequaled and cheap suburban train service of the Chicago, Burlington & Quincy Railroad can effect in the making of a delightful place to find home life. . . .

"La Grange . . . is the largest of the towns on the road between the city and Aurora, and boasts of a population of 5000 people. The inhabitants are accustomed to speak of their town as 'the garden spot of Cook County.' . . . Brainerd Avenue is already



Burlington collection.

Western Avenue station looked like this before track elevation circa 1900. Old newsstand is on present Link-Belt site.

TRAINS FROM CHICAGO.

STATIONS.	Miles.	Downer's Grove Pass.	Galesburg Pass.	Dubuque Pass.	Downer's Grove. Pass.	Pacific and Denver Expr.	Kans's City Expr.	Downer's Grove Pass.	Aurora Pass.	Downer's Grove Pass.	St. Louis Pass.	Aurora Pass.	Downer's Grove Pass.	Southern Pacific and Omaha Expr	Dubuque Pass.	Theatre Train.	Downer's Grove Sun'y Pass.	Aurora Sun'y Pass.
		No.15 B	No.11 B	No. 9. B	No. 17. B	No. 1. A	No. 5. A	No.19 B	No.21 B	No.23 B	No.7. B	No.25 B	No.27 B	No. 3. A	No. 29. B	No.31. B	No.33	No.35
Leave		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
Central Depot.	..	.....	.....	10.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.30	.....	.....	.....
Van Buren St.	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Indiana Ave.	..	.....	.....	10.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.40	.....	.....	.....
Union Depot.	0	7.30	8.25	.....	11.05	12.45	12.15	1.30	3.20	4.30	4.45	5.30	6.20	10.00	.....	11.30	8.30	1.05
Chicago Stat'n	2	7.38	8.33	10.16	11.13	12.53	12.23	1.38	3.28	4.38	4.53	5.38	6.28	10.08	9.47	11.38	8.38	1.13
Blue Island Av.	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
C.C. & I.C.Cr'g	5	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Douglas Park	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Millard Ave	6	7.52	.....	†10.25	11.27	.....	.....	1 52	†	4.52	.....	5.52	6.40	.....	†	11.52	8.52	1.27
Crawford	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Hawthorne	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Clyde	..	†	....	.....	11.31	.....	.....	1.56	†	4.56	.....	†	6.45	.....	†	11.56	8.56	†
La Vergne	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Riverside	12	8.02	8.55	10.37	11.37	.....	.....	2.02	4.00	5.02	.....	6 07	6.52	.....	10.17	12.02	9.02	1.43
LaGrange, 5th Av	15	8.08	.....	†10.42	11 42	.....	.....	2 07	4.08	5.07	.....	6.15	6.57	.....	10.23	12 07	9.08	1.50
" Stone Av	16	8.10	.....	.....	11.45	.....	.....	2.09	4.10	5.09	.....	6.18	6.59	.....	†	12.10	9.10	1.52
Western Spg's	17	8.13	.....	†	11.48	.....	.....	.....	4.13	5.12	.....	6.22	7.04	.....	†	12 13	9.13	1.55
Highlands	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Hinsdale	18	8.18	9.05	10.48	11.53	.....	.....	2.15	4.17	5.15	.....	6.27	7.08	.....	10.31	12.18	9.18	1.59
Stough	..	8.19	.....	.....	11.54	.....	.....	2.16	†	5.16	.....	†	†	.....	.....	12.19	9.19	†
Clarend'n Hills	19	8.22	.....	†	11.58	.....	.....	2.18	4 21	5.18	.....	6.32	7.14	.....	†	12.22	9.22	2.02
Burlingt'n H'ts	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
Greggs	..	†	.....	.....	†	.....	.....	†	†	†	.....	†	†	.....	.....	†	†	†
East Grove	..	8.27	.....	.....	12.02	.....	.....	2 22	†	5.23	.....	†	7.20	.....	.....	12.27	9.27	†
Downer's Gr'v	22	8.30	9.15	10.57	12.05	.....	1.07	2.25	4.29	5.25	5.35	6.40	7.25	.....	10.40	12.30	9.30	2.12
Lacton	..	.....	.....	.....	.....	.....	.....	.....	†	.....	.....	†	.....	.....	.....	†	.....	†
Lisle	25	.....	9.21	†	.....	.....	.....	.....	4.37	.....	.....	6.46	.....	.....	†	†	.....	2.20
Naperville	29	.....	9.31	11.11	.....	.....	1.19	.....	4.47	.....	5.49	6.54	.....	.....	10.57	12.45	.....	2 30
Eola	34	.....	9.40	†	.....	.....	.....	.....	4.57	.....	.....	7.04	.....	.....	†	†	.....	2.42
Aurora	38	.....	9.50	11.25	.....	2.10	1.35	.....	5.05	.....	6 05	7.12	.....	11.25	11.20	1.00	.....	2.50
Arrive		A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.

A-Daily. B-Daily, except Sunday. C-Daily, except Saturday. D-Daily, except Monday. † Trains stop only on signal or to leave passengers. Train No. 29 will stop at Clyde when flagged or to leave passengers.

No. 3 will stop on Sunday night at Millard Ave., Riverside, La Grange (5th Ave.), Hinsdale, Downer's Grove and Naperville.

Theatre Train No. 31 will only run to Downer's Grove, except Saturdays, when it will run to Aurora.

Reproduced from 1883 CB&Q Suburban Time Table.

completed. . . . Saloons have no place in La Grange, but instead there are three grammar schools, a township high school, and a kindergarten. To offset the lack of saloons there are two bakeries, four meat stores, four drug stores, nine groceries, and a variety of other stores. . . . La Grange has a local telephone system and arrangements are being made to have it connected with the Chicago and long-distance system. . . . Among the local societies are the Social and Cycling Clubs and the Music Hall Association.

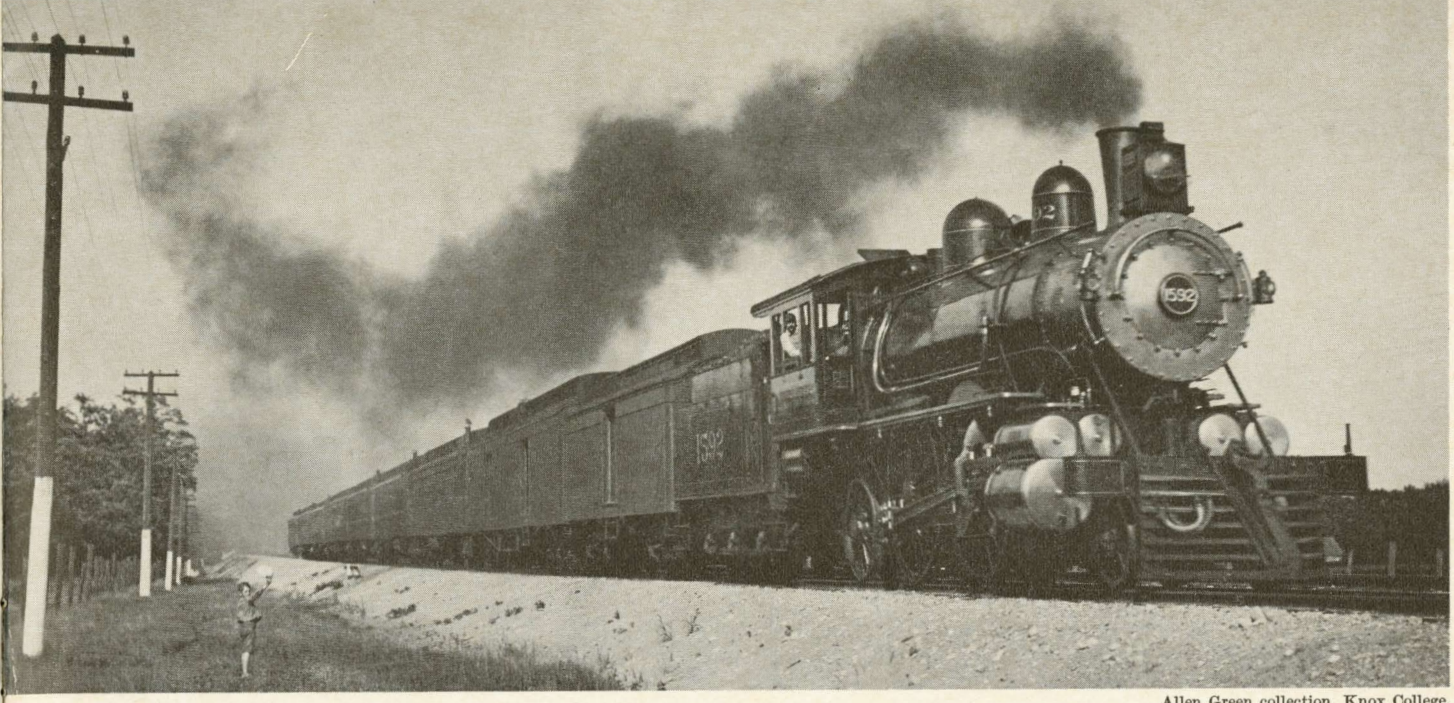
"Western Springs," reported the booklet, "has a commodious sanitarium, and people come from distant parts to drink its famous water.

"Hinsdale is a romantic little town nestling among the hills and dales . . . as picturesque as any suburban town could well be, and promises to wrest the laurels from Evanston when it has had a few more years in which to carry out the improvements that have been projected. . . . It is claimed that nowhere else in the State, or in any of the other States for that matter, can such fine roses be found as those grown at Hinsdale. A celebrated florist, who had for years unsuccessfully endeavored to compete with a rival at Hinsdale, was finally obliged to move into that part of the country before he was able to propagate as good roses as his rival.

"Between West Hinsdale and Downers Grove there are three stations, Clarendon Hills, Greggs, and East Grove, all of them places of interest . . . not yet built up to any great extent. . . .

"Downers Grove has 2500 inhabitants and is bound to have more in the near future . . . [and] is attractively located on rolling ground in the midst of beautiful groves of native timber. Costly residences line its shaded streets. Downers Grove has telephone communications with the city. Saloons are prohibited, but in lieu of them there are stores of nearly every character. . . . The time in transit (to Chicago) is 43 minutes."

So they flocked to Burlington suburbia.



Allen Green collection, Knox College.

Burlington's famed Denver Flyer *speeds through Downers Grove on August 27, 1899.*

Chicago Historical Society.

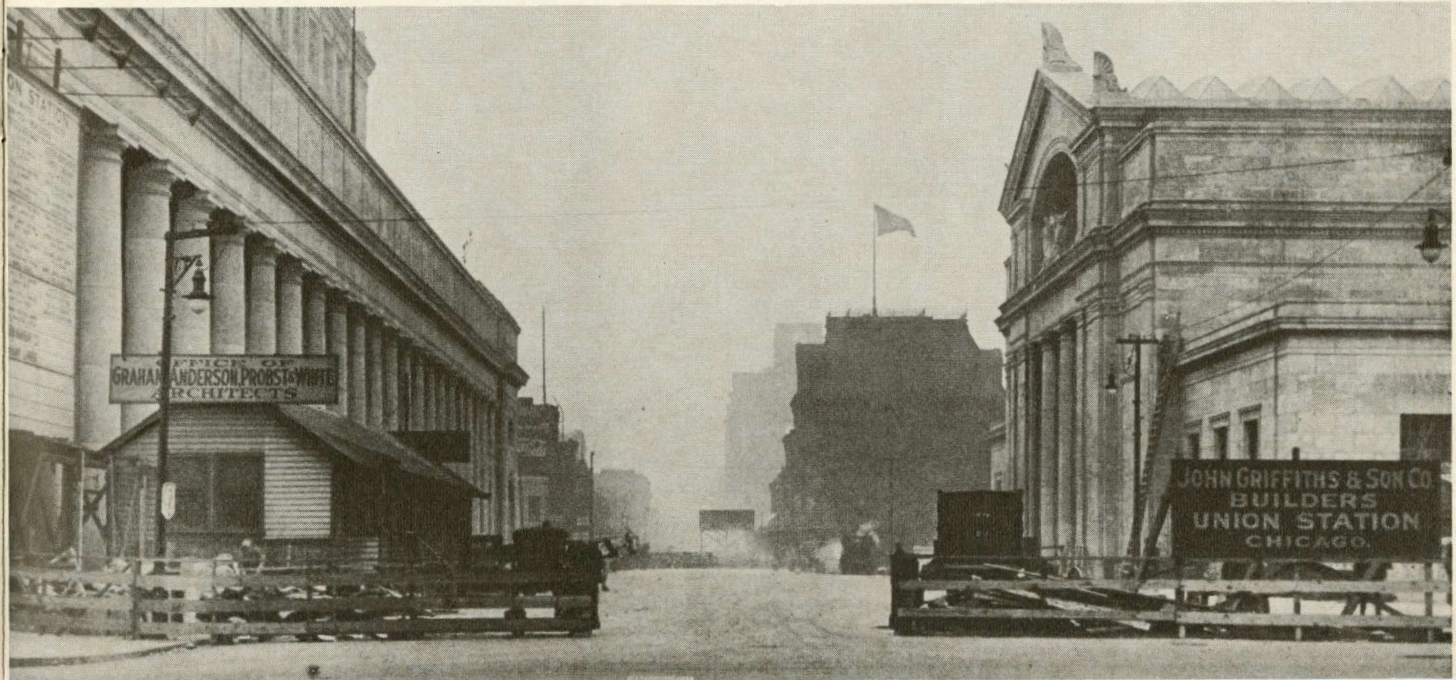
Train gates were on old Union Station's lower level. Roses in showcase are probably from Hinsdale.

Chicago Historical Society.

Waiting room of original Chicago Union Station was located upstairs (1905 photo).

Both new and old Union Stations are visible in this 1924 photo, looking north on Canal Street from Jackson Boulevard.

Chicago Historical Society.



From steam to stainless steel

THE towns along the Chicago-to-Aurora line grew slowly but steadily throughout the 19th century.

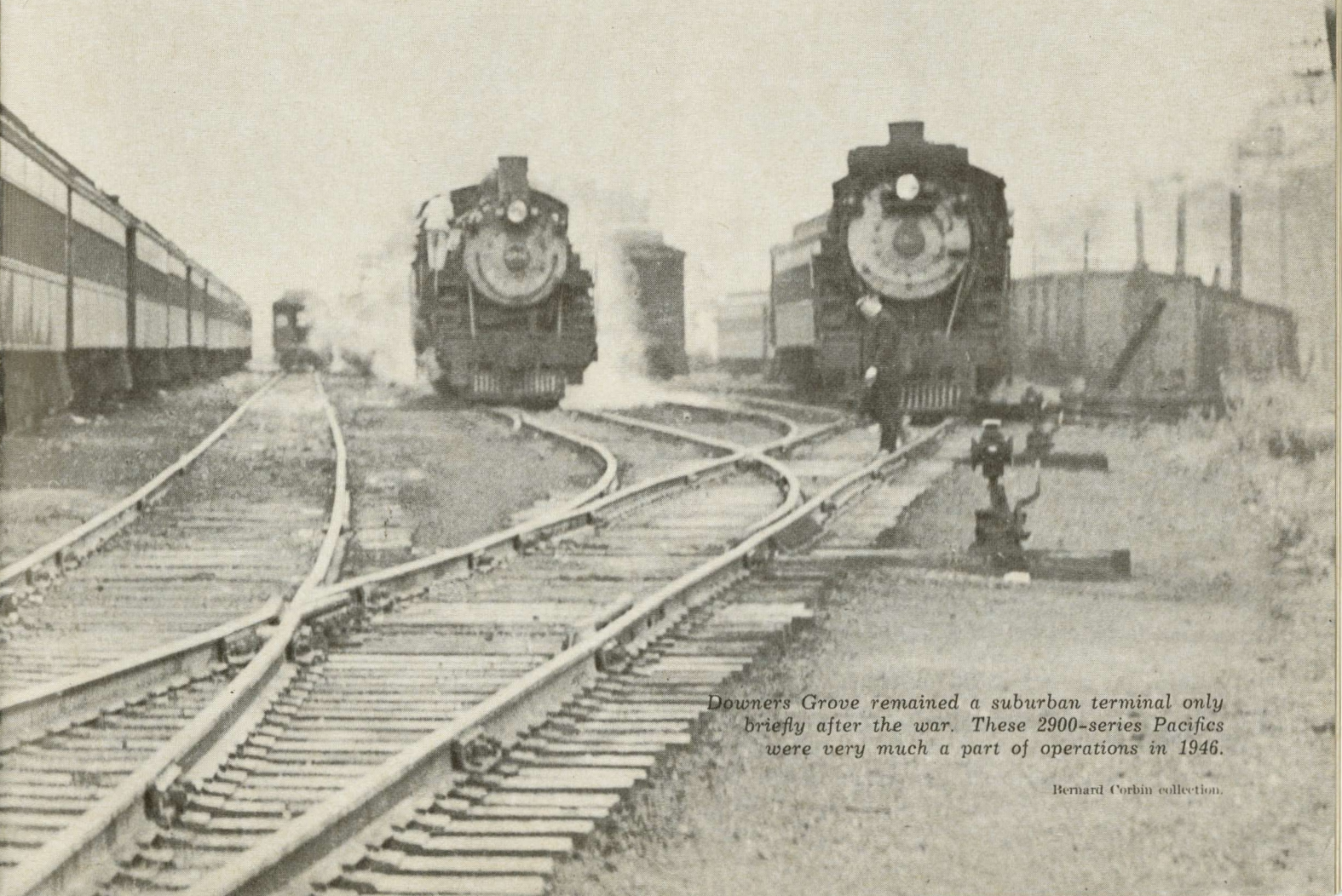
Railroading, too, underwent an evolutionary process. For some 25 years, locomotives that pulled suburban trains had been of the American type: four

small leading wheels to guide the engine more easily around curves; four large driving wheels behind them. In the '90's, however, the Burlington tried out locomotives not too unlike the Forney steam engines used on elevated trains in the days before electricity. With six driving wheels and two smaller trailing wheels, they carried coal in a boxlike addition to the frame behind the cab. The small driving wheels gave the engine pulling power but unspectacular speed. With many stops to make, there was no great opportunity for high speed anyway.

These 500-series locomotives of 0-6-2T (for tender attached) wheel arrangement were scrapped by 1910. In their place came swift Ten-Wheelers with four leading wheels and six driving wheels large enough to reach 80 miles per hour in a relatively short distance.

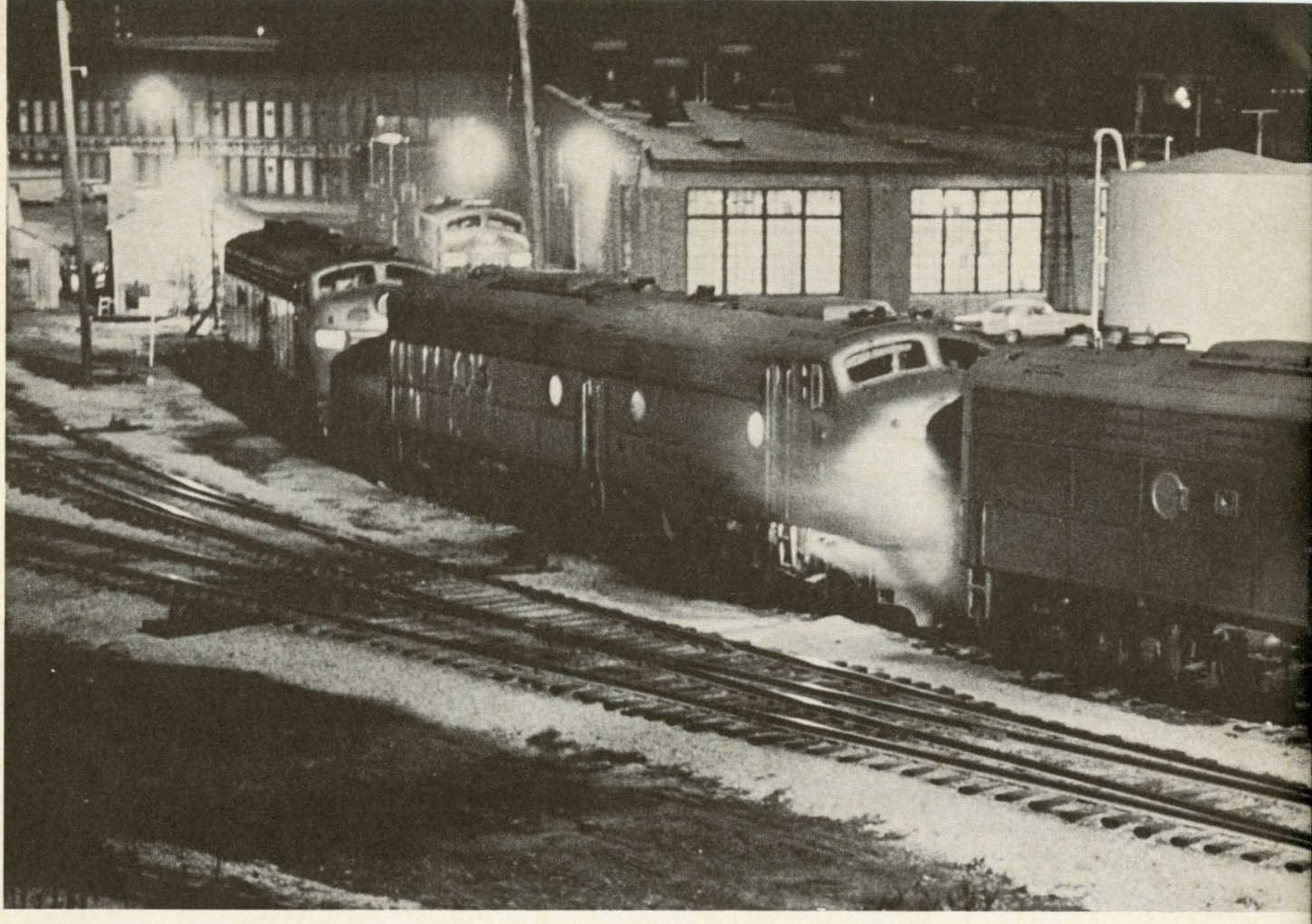
About the time of World War I all-steel coaches appeared. In the '30's fleet Pacific-type steam locomotives were diverted from mainline runs to suburban trains as bigger, speedier steam locomotives took on the task of hauling Burlington's famous through express trains on faster schedules. The Pacifics had four small leading wheels, six large driving wheels, and two trailing wheels under the cab to carry the weight of the firebox. Suburban train performance moved ahead substantially with the Pacifics.

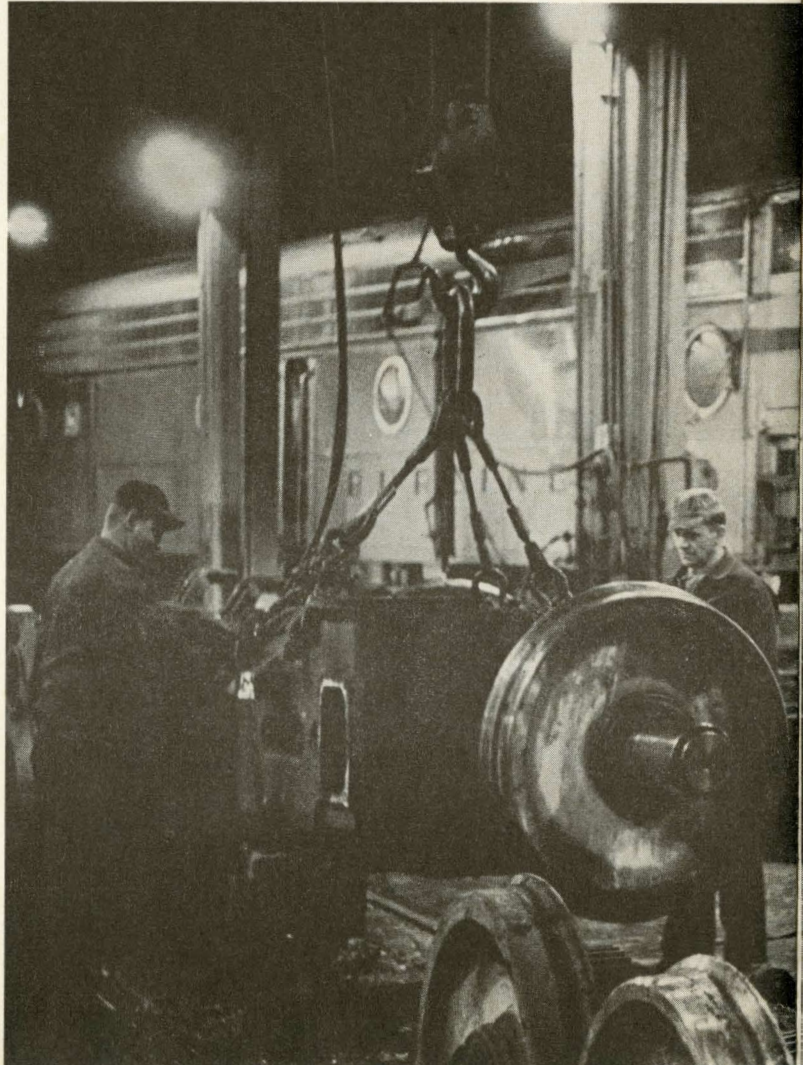
Then in 1934 something happened that was to have a profound long-range effect upon Burlington suburban service. Seeking to cut staggering passenger losses of the depression '30's, when trains on some parts of the system were carrying virtually as many



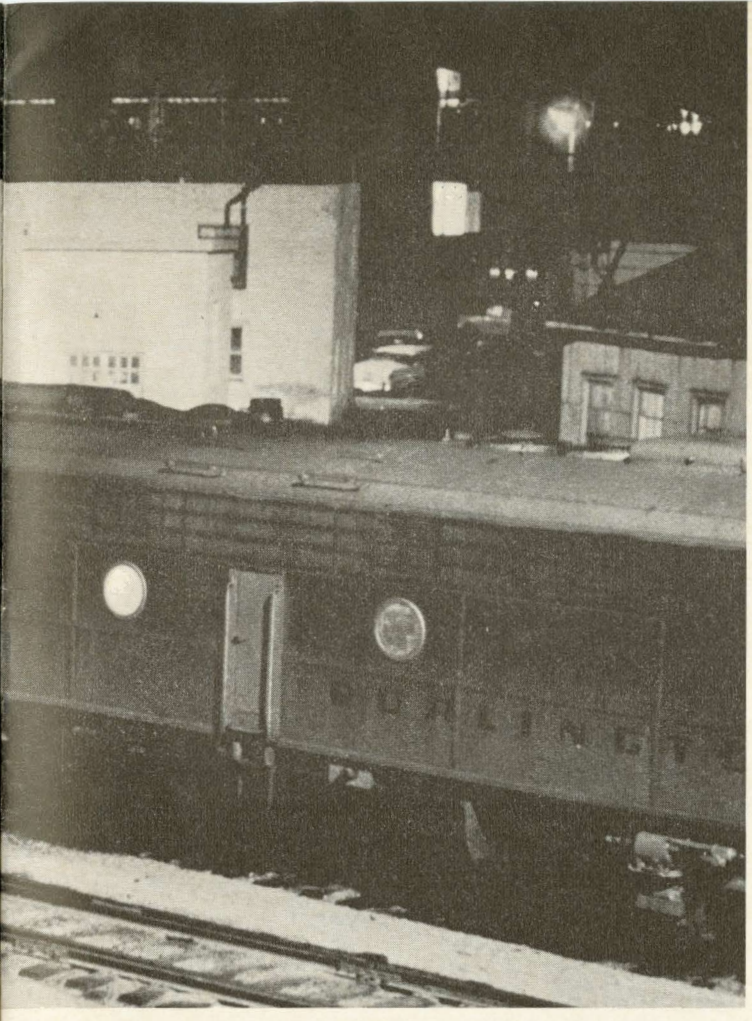
Downers Grove remained a suburban terminal only briefly after the war. These 2900-series Pacifics were very much a part of operations in 1946.

Bernard Corbin collection.





Stainless-steel cars of Burlington suburban train are administered their daily bath at Chicago yards.



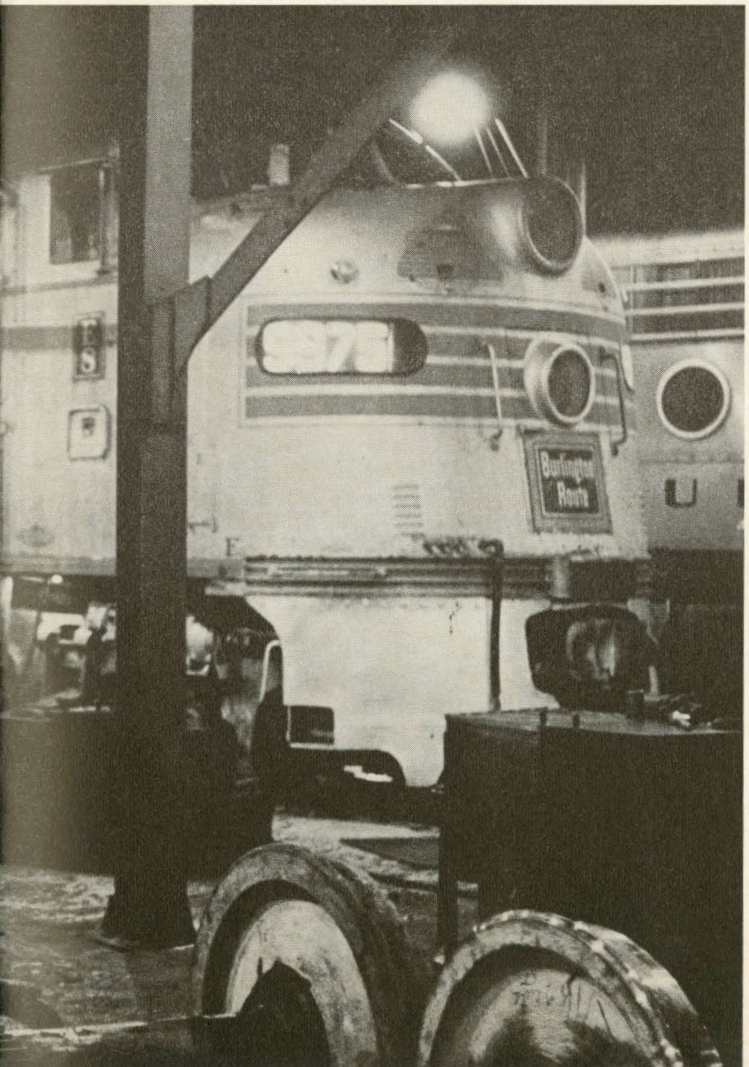
Diesel passenger units await next morning's suburban assignments on ready track at Aurora, Ill.

crewmen as passengers, Burlington's late President Ralph Budd, one of railroading's all-time greats, ordered a stainless-steel articulated streamlined train that would weigh only about as much as a conventional Pullman car. He was convinced that the corrosion-resistant qualities of tough stainless steel would prove well worth its extra cost. President Budd took another gamble and in so doing made railroad history. He ordered a diesel engine installed in the locomotive compartment of the new streamliner. Budd had seen two diesel engines that generated electricity for the General Motors exhibit at the 1933 Century of Progress Exposition. They used water from adjacent Lake Michigan for cooling. The unanswered question was whether such an engine could be successfully cooled if subjected to the rigorous demands of high-speed locomotive service in which Lake Michigan could not be conveniently carried along. He was willing to gamble that General Motors could lick the problem, and his faith prompted that corporation to try.

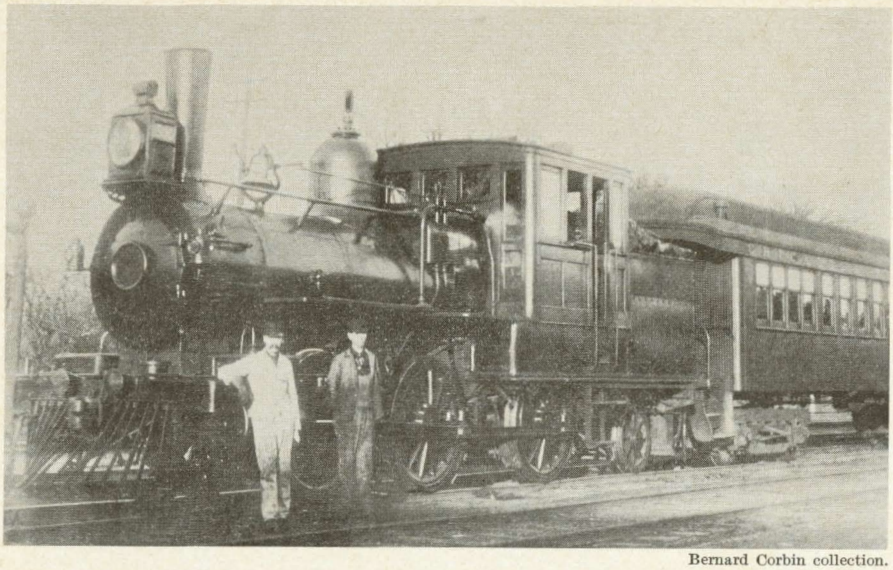
Behind Budd's decision to order a diesel locomotive for the revolutionary new streamlined train instead of conventional internal combustion engines was his experience with stationary diesel engines. As president of the Great Northern Railway in the 1920's he had employed diesels to power ventilating systems used in drilling the difficult Cascade Tunnel, longest bore on the North American continent. He knew what they could do; now it was up to General Motors to make them perform in a railway locomotive.

The gleaming three-car Burlington *Zephyr* rolled from the Hunting Park (Pa.) plant of the Edward G. Budd Company (no relationship to Ralph Budd) on April 9, 1934. On April 18, Marguerite Cotsworth, a student at nearby Swarthmore College, smashed a bottle of champagne over the gleaming prow as the *Zephyr* faced an enthusiastic throng at old Broad Street Station, Philadelphia. Then the *Zephyr* raced over the Pennsylvania's Main Line west of Philadelphia while Graham McNamee described for millions of radio listeners how it felt to be a passenger aboard. "They call it a *Zephyr*, but I would have called it a Whirlwind," he cried as the train quickly topped 90 mph on its maiden run.

On May 26, the Burlington *Zephyr* excited a depression-weary nation by running 1015 nonstop miles during daylight hours from Denver to Chicago's Century of Progress Exposition in 13 hours 5 minutes. The running time of conventional passenger trains



Diesel mechanics at Aurora roundhouse change locomotive wheels in preparation for tomorrow's commuter runs.



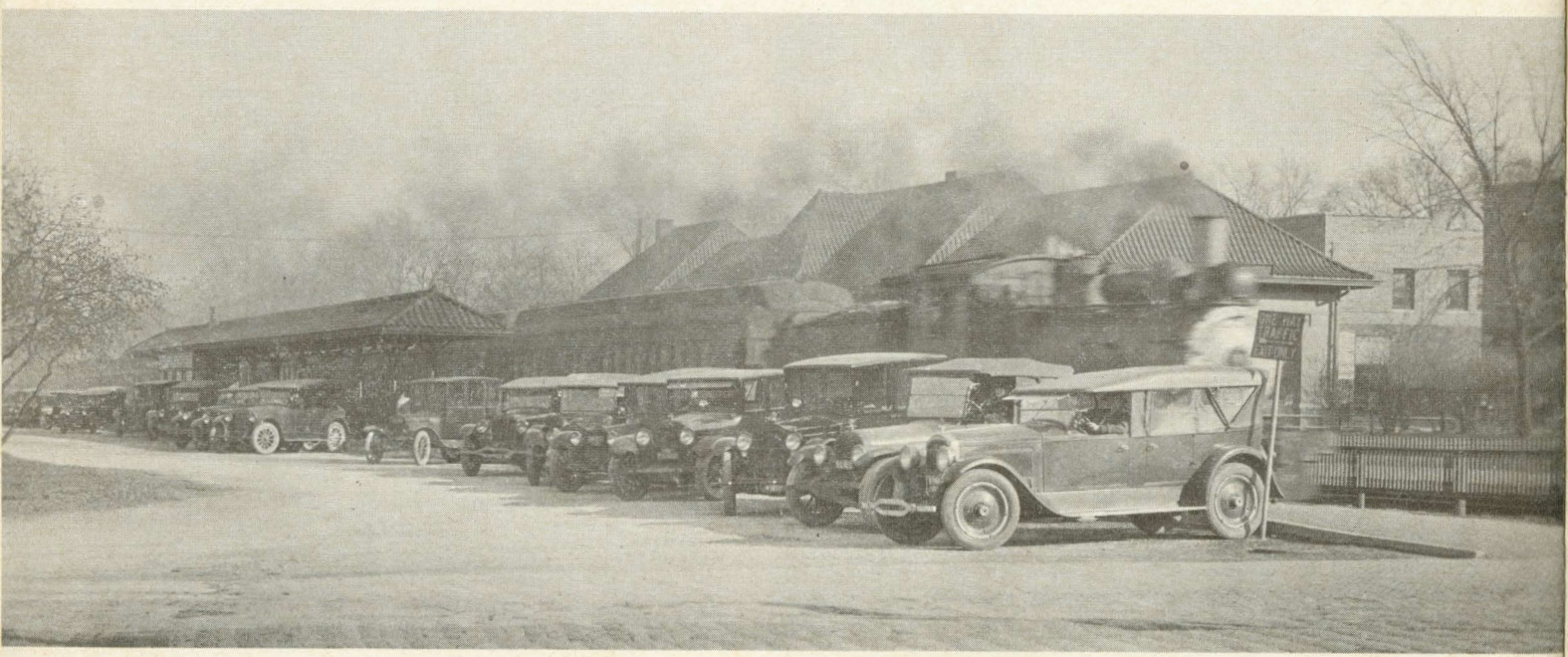
Bernard Corbin collection.

Between 1889 and 1893, the Aurora shops built five 0-6-0T suburban engines, Nos. 500-504. They were no match for the speedier Ten-Wheelers and all were scrapped by 1910 except for No. 500 which lingered until 1911. No. 500 is shown here at Downers Grove.

Courtesy of Paul Weis.

Thousands thronged around the old station at Aurora on September 13, 1917, to watch the boys leave for France. Tracks were at street level. Present elevated line is on site of train in picture. Station was built about 1865, replacing the one across the street. Present Aurora station was built in 1922 at time of track elevation.

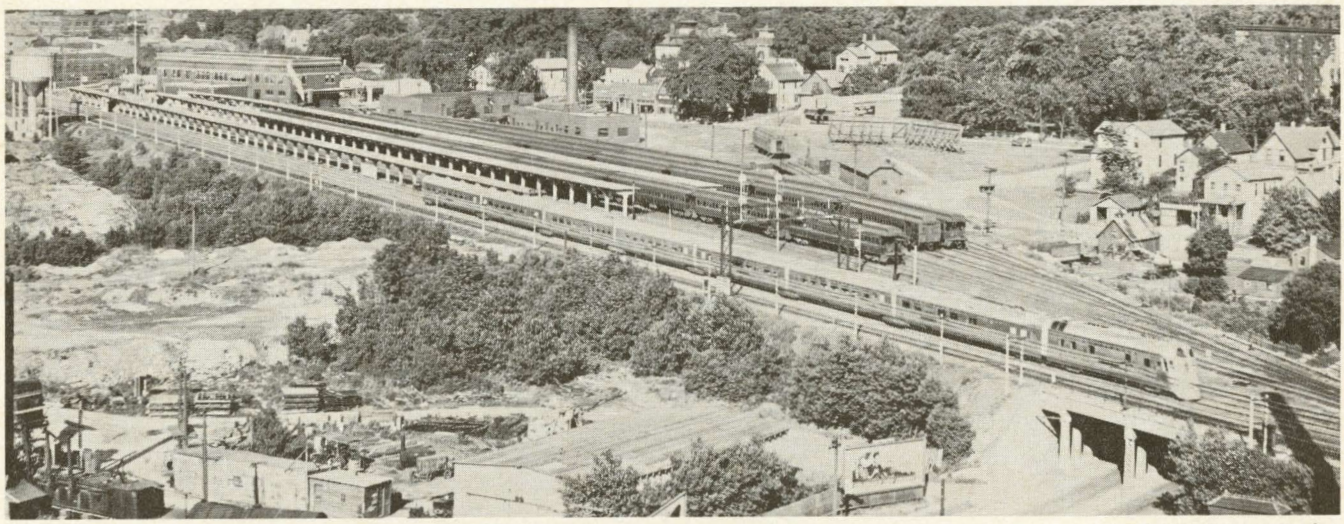
Touring cars to delight the hearts of today's classic car collectors await passengers from the suburban train from Chicago which has just arrived behind a Ten-Wheeler at Hinsdale station in the 1920's.



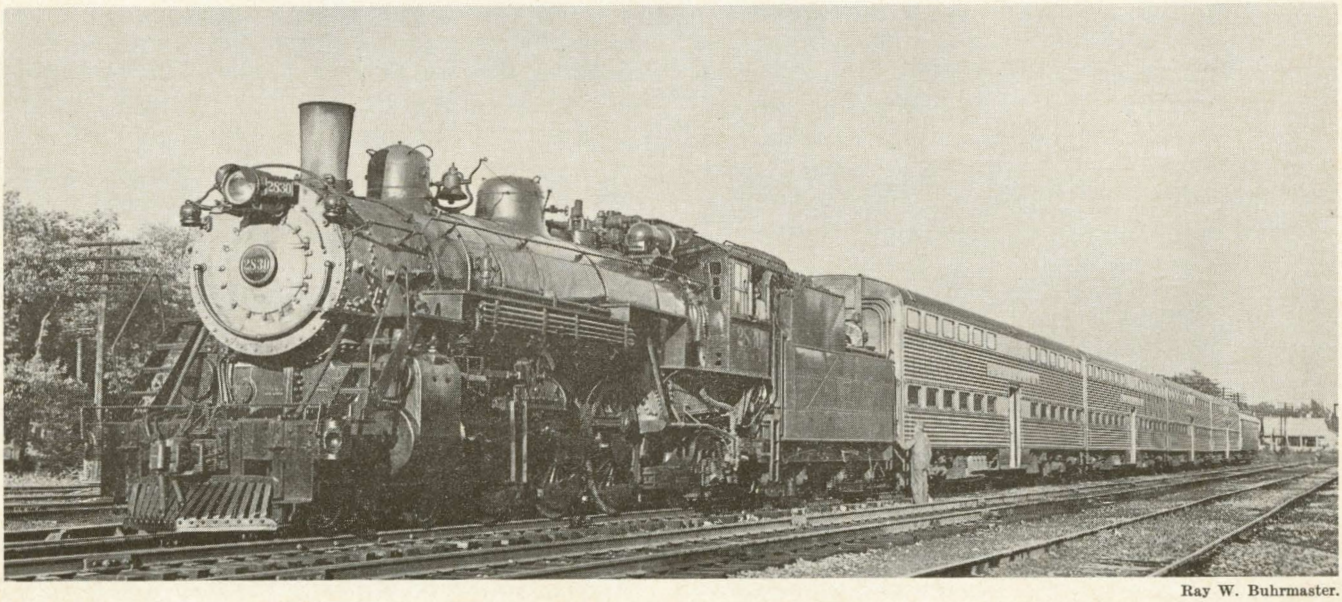
Hinsdale Library.

The diesel revolution began with a bang when the Burlington Zephyr *made its record-breaking nonstop dash from Denver to the Century of Progress Exposition on Chicago's lakefront. Here the* Zephyr *streaks through Aurora on May 26, 1934. Engineer Jack Ford would later become famous as the world's first diesel engineer.*

On a sunny June evening in prewar 1939, the Denver Zephyr *glides out of Aurora as premodernization suburban trains await the morning rush. The die of diesels-and-stainless steel had been cast, however, and major change in suburban service was only a decade away.*

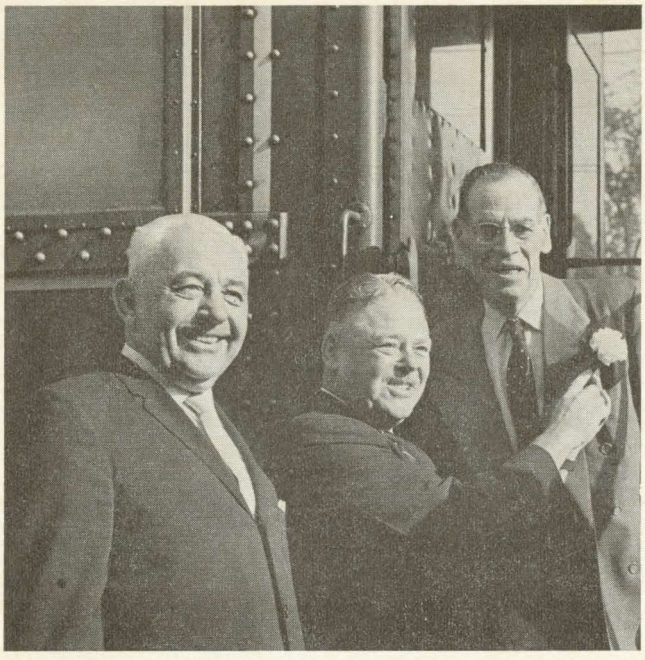


Bernard Corbin collection.



Ray W. Buhrmaster.

September 26, 1952, marked the last day of operation of the Downers Grove suburban yard as well as the final day of steam operation of suburban trains. Here, Pacific 2830 pulls four new gallery cars and a power car.



Burlington's oldest commuter is Arthur E. Higgs (right) of Riverside. On July 1, 1963, Mr. Higgs, then 82 years old, began his 69th straight year of commuting to Chicago. W. F. Burke, general passenger traffic manager (center), pins a carnation in his lapel. At left is Joseph P. Juric, Riverside village president. Mr. Higgs rode to work that day in a gaily decorated car, was guest of Burlington officials at a luncheon, posed for newspaper and television cameramen, and then returned to his job at the grain brokerage firm of David Noyes & Company and worked until 9 p.m.

was cut in half. It was a momentous day and Burlington folks, including present President Harry C. Murphy, who was aboard, remember it vividly.

The effect of the new streamliner upon railroad passenger service was soon noticeable. Additional *Zephyrs* were built and proved so popular that larger stainless-steel trains were soon ordered to replace them. The gleaming speedsters, all bearing the proud *Zephyr* name and pulled by throbbing diesel engines, streaked through the western suburbs en route to St. Paul and Minneapolis, Denver, Omaha and Lincoln. Their smooth-riding qualities and gleaming appearance that bespoke modernity attracted new customers by the thousands.

Then World War II broke upon the nation, which turned to the grim job of winning. The sturdy *Zephyrs* played a remarkable role during the war, and when the job was done Burlington again turned its eyes to the future. At the same time new stainless-steel trains were being ordered for high-speed long-distance service, the decision was made to convert the railroad's suburban trains into the world's first all-dieselized, all-air-conditioned service.

Track capacities at the Aurora and Chicago terminals could hardly be increased. Proper spacing of trains during morning and evening rush hours was necessary because of the time needed by protective signals to perform their stop-to-go cycle. It was not possible to operate longer trains or many more trains in suburban territory.

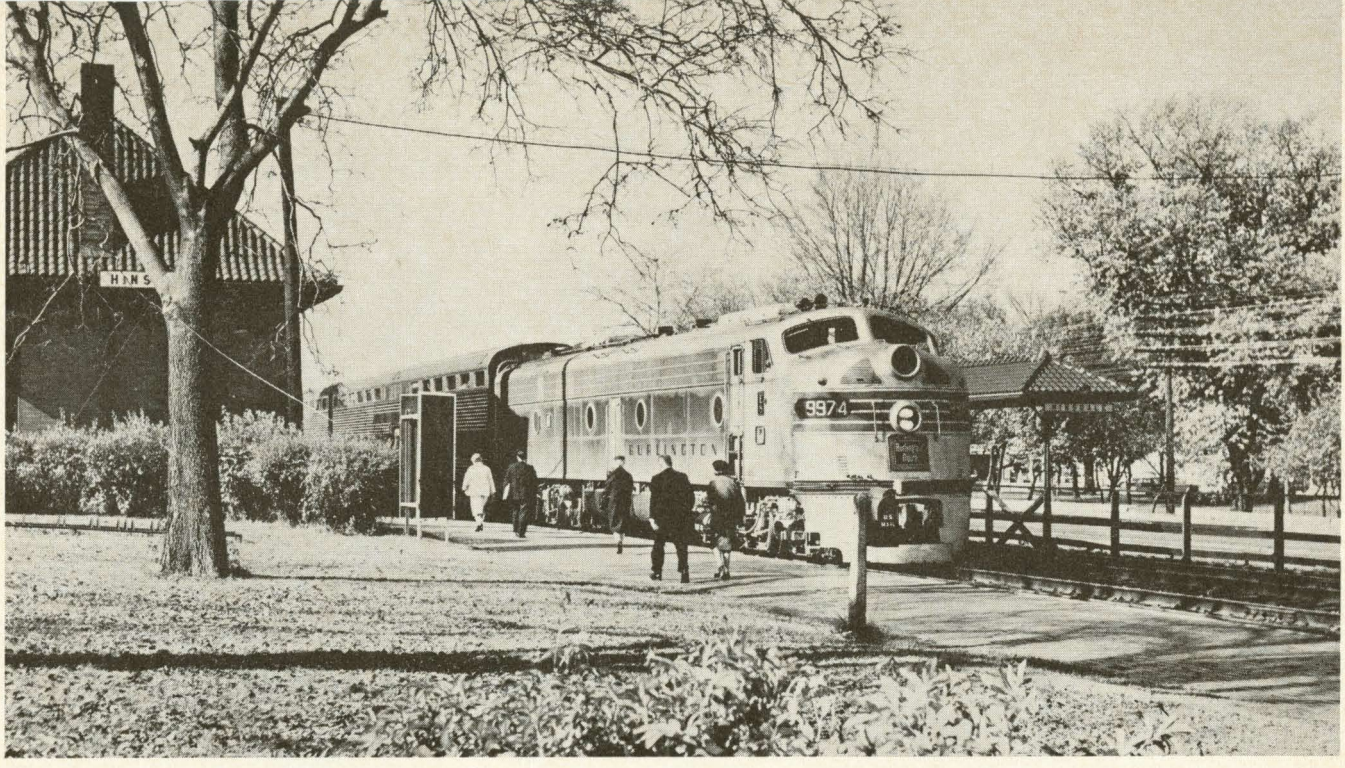
Burlington officials were interested in a suburban car used by an Eastern road which employed a staggered two-level seating arrangement, but an on-the-spot inspection showed that it left much to be desired. Then the Budd Company came up with a design that permitted comfortable seating on two separate levels. The railroad acted promptly.

Thirty of the new "gallery" cars were delivered in 1950. Each was 85 feet long, air conditioned, built of stainless steel, and equipped with roller bearings. Thirty more were added in the next seven years, and the remainder of the railroad's 148-car suburban fleet was brought to comparable standards. Standard steel cars were given roller bearings, "tightlock" couplers, new floors and seats, vestibules, high-intensity lighting, and air conditioning. With all-diesel operation a fact, in September 1952 the Downers Grove terminal operation was moved to Aurora where henceforth all suburban trains — instead of half as previously — would originate and terminate. More service was therefore available to the growing towns west of Downers Grove.

The efficiency of the new operation is illustrated by the fact that in 1951, before the commuter service transformation, 10 trains arrived at Chicago between 7:30 a.m. and 8:30 a.m. carrying about 8000 passengers. Today, 14 trains arrive within that same hour carrying 14,000 passengers. Additional efficiency is obtained because diesel locomotives used in suburban service also power mainline passenger and express trains. Such interchangeability of motive power reduces the number of diesels needed for the entire passenger operation, an economy reflected in Burlington's low suburban fare structure.

The new suburban service was enthusiastically received by residents and riders. Now more than ever, property values in Burlington suburban areas would be greatly enhanced. During the 1950-1960 decade, population spurted an average of 26.3 per cent along Burlington's suburban line with increases ranging from 2.3 per cent at Cicero to 181.2 per cent at Lisle, 141.4 per cent at Clarendon Hills, and 123.3 per cent at La Grange Park. Industries that fit the pattern of suburban life began to take root, and the trend is continuing.

In contrast to stately Victorian frame houses erected in the last century, one-floor ranch-style homes of various sizes mushroomed in the postwar period. Every city, town, and village developed a traffic problem as more families settled each area and multi-car families became commonplace. In addition to the march of homes over what had been forest and prairie, another phenomenon of the postwar era was the erection of gleaming ultramodern schools throughout suburban territory.

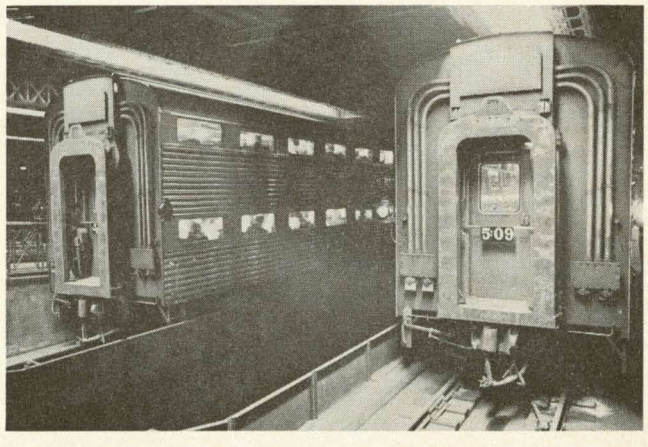


Powered by E8 unit No. 9974, double-deck suburban train comes to a stop at Hinsdale station.

The morning rush descends upon the brick platform at Naperville, 28.4 miles west of Chicago, under the watchful eye of the conductor.

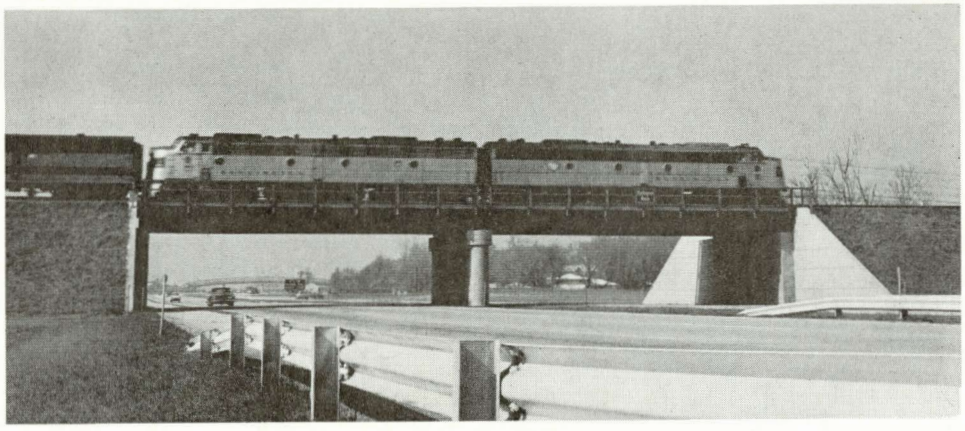
Commuters devour their papers as a trainman checks tickets in aisle.

The 7:08 departs Aurora, while the 7:17 7:20 remain. Skip-stop service saves time for commuters.



Departure times of outbound commuter trains are posted on the rear vestibules of gallery cars.

Trains: W. A. Akin Jr.



Swamp between Highlands and Western Springs proved most difficult part of construction of Aurora-Chicago line a century ago. Today, Vista-Dome Empire Builder *speeds across while cars and trucks whiz underneath on Illinois Tollway.*

What will the future bring?

THIS historical account of the first hundred years of the Aurora-Chicago suburban line is testimony to the fact that the Burlington is a transportation organization characterized by constant change, by continuing evolution. Without doubt, it will continue to be so in the years ahead.

The appearance of "push-pull" trains early next year will provide another change. In addition to providing patrons with the latest in passenger equipment, their use will help control operating expenses and enable the railroad to keep its fare structure at a level lower than would otherwise be possible. Ideas for other types of trains, quite different in concept from existing ones, are now being evaluated by railroad officers. If considered practicable, they will be put into use at some future time.

The big problem facing modern suburban railroads is the vast expansion of highways and expressways that afford fast driving time to metropolitan centers. These new roads, coupled with the development of shopping centers and business areas close to the homes of suburbanites, tend to divert passengers from suburban trains. This has proved to be the case on the Burlington during the past several years despite the gradual growth of its suburban cities and towns.

The highway network, although largely built and maintained by gasoline and fuel taxes primarily borne by the private motorist, is constructed upon tax-free land. This places an increasing handicap upon railroads, whose taxes rise as more schools and other governmental services are required by increasing population along the line. Also, with more land removed from the tax rolls to build superhighways, loss of tax revenues from these lands must be made up by remaining taxpayers, of which railroads are among the most prominent.

Some students of the problem propose a solution adopted in areas of Europe, where railroads are considered to be "public highways" (they are required to carry all goods and people who desire such transportation). Their rights of way are exempted from taxation, and "in-lieu-of" payments are made to local taxing districts by the federal government from general taxation sources. Others have suggested that commercial truckers using the new roads should pay increased user-charges.

Also confronting the railroads across the nation (and not unknown in the Chicago area) is the tendency of publicly operated passenger-carrying lines to seek to expand and compete with privately operated taxpaying railroads.

These are the pressing problems facing the commuter railroads in the years ahead. On the occasion of its centenary of suburban-area passenger service, Burlington patrons can be assured that the railroad will meet its problems with the ingenuity and transportation skills born of a century of experience in what an earlier-day railroadman once termed "a difficult business."

Burlington Route

CHICAGO · AURORA CENTENNIAL

100

1864 1964

BURLINGTON RAILROAD