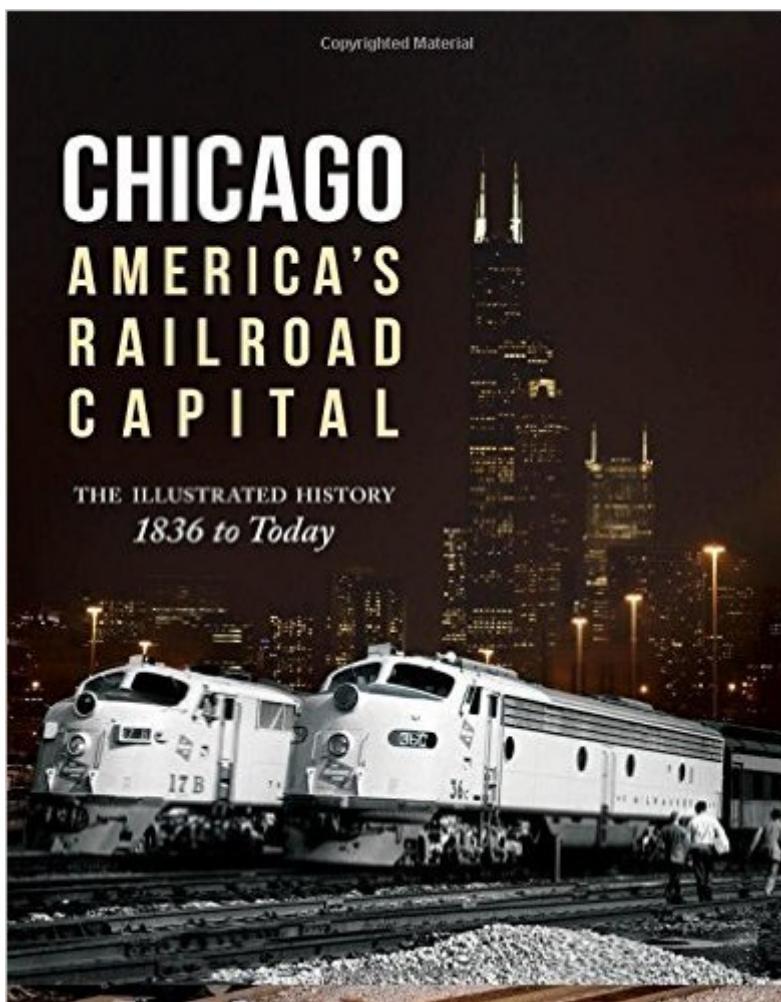


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# Chicago: America's Railroad Capital: The Illustrated History, 1836 To Today



## Synopsis

The first illustrated history of the people, machines, facilities, and operations that made Chicago the hub around which an entire continent's rail industry still revolves. In the mid-nineteenth century, Chicago's central location in the expanding nation helped establish it as the capital of the still-new North American railroad industry. As the United States expanded westward, new railroads and rail-related companies like Pullman established their headquarters in the Windy City, while eastern railroads found their natural western terminals there. Historically, railroads that tried to avoid Chicago failed. While the railroad industry has undergone dramatic changes over the course of its existence, little has changed regarding Chicago's status as the nation's railroad hub. In Chicago: America's Railroad Capital, longtime, prolific railroading author and photographer Brian Solomon - joined by a cast of respected rail journalists - examines this sprawling legacy of nearly 180 years, not only showing how the railroad has spurred the city's growth, but also highlighting the city's railroad workers throughout history, key players in the city and the industry, and Chicago's great interurban lines, fabulous passenger terminals, vast freight-processing facilities, and complex modern operations. Illustrated with historical and modern photography and specially commissioned maps, Chicago: America's Railroad Capital also helps readers understand how Chicago has operated - and continues to operate - as the center of a nationwide industry that is an essential cog in the country's commerce.

## Book Information

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## Customer Reviews

[View larger](#) 180 Years of Chicago's Unique and Fascinating Railroad History Chicago is more complex in terms of its history, infrastructure, and operations than any other railroad city. Despite innumerable changes in the railroad industry, it's still America's railroad capital. On any given day, about 1,300 trains carrying freight and passengers pulse across its urban landscape. As authors of this book, we have accepted the challenge of distilling this immense topic into one concise, illustrated volume. There's four independent approaches intended to give the reader a thoroughly detailed, if not all-inclusive, understanding of the railroad city that works. Together, the author and contributors have pored over hundreds of sources; met with dozens of railway experts, railroaders, and Chicagoans; and reviewed thousands of images. What you have here is a starting point for understanding how Chicago's railroads came to be and how they operate today.

[View larger](#) [View larger](#) [View larger](#) The book includes amazing b/w & color photos from all eras... Although elegant, Chicago's Grand Central Station was never more than a minor terminal. It served Baltimore & Ohio, Pere Marquette, Soo Line, and Chicago Great Western. Unlike the other Chicago terminals, it didn't host significant suburban services. When it closed in 1969, an average of only 210 passengers a day boarded or left trains there.

(Philip A. Weibler) To promote Railroad Week in 1935, Chicago railroads posed five locomotives on Burlington tracks near Halsted Street: a historic CB&Q steam locomotive and fast-running locomotives of the Milwaukee Road, North Western, and CB&Q, competitors on the Chicago to Twin Cities run; and the Alton from Chicago to St. Louis. (John Gruber collection) The modern-day Chicagoland operations is examined Metra and Amtrak trains pass in the evening at Roosevelt Road on the approach to Union Station. This bridge spanning many tracks has been a popular vantage point for railroad photographers for decades. To the east of the main lines are Amtrak's 12th Street car shops. (Don Kalkman)

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