



# RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC. CHICAGO CHAPTER

FEBRUARY MEETING

Friday February 12, 2016 7:00 P.M.

## THE PACKERS & THE CHICAGO UNION STOCKYARDS AND THE RAILROADS THAT SERVED IT PART II: FROM 1893 TO THE END IN 1971

A year ago our speaker this month, David Leider, gave us a history of the stockyards of Chicago and the railroads that served them, from the beginning to 1893. This month he will complete the history of this once important industry in Chicago to the closing of the Union Stock Yards on July 30, 1971, a day which will be fragrantly remembered by all those in the vicinity of it.

The railroad (or railroads) directly serving the Yards had a complex history, revealing an attempt to operate the extensive mileage serving the yards in an economical manner, or for other purposes. The Chicago Junction Railway was incorporated in 1898 to consolidate with the Chicago & Indiana State Line Rly. (which seems not to have laid any track, but to have been created in the 1890's to receive and hold the capital stock and lease the railroad of the "Chicago Junction Railways and Union Stock Yards Co.", which had been created in 1890 to control the capital stock or the railroad of the original Union Stock Yards & Transit Company) and the Chicago Hammond & Western, created in 1898 (which actually built some track in the western and southern suburbs). In 1907, all the former CH&W track was sold to the Indiana Harbor Belt (controlled by the NYC and its subsidiaries), and the CJ wound up with about 27 miles of its own track (plus some miscellaneous trackage rights over connecting lines) and the lease of the USY&T's railroad, which consisted of about 9 miles of main line track and 125 miles of yards and sidings (most within the stock yards proper) and its engines and cars. Have you got that?

In 1908, the Chicago River & Indiana RR began operating on the southeast side of Chicago with 3 miles of owned track, 11 miles of track leased from the Chicago Junction, and 5 miles of trackage rights. In 1922 the NYC acquired the CR&I capital stock and immediately leased the Chicago Junction. (The ICC would not let the NYC buy it.) So that is how the NYC wound up in the stock yards. Any questions?

If you have any, please save them for Dave Leider at our meeting, which will begin at 7 p.m. in the Chicago Temple Building, 77 West Washington Street (on the southeast corner of Clark), across the street from Daley Plaza and "the Picasso." Ask the guard in the Lobby whether we will be in the lower level theater or in the 3<sup>rd</sup> floor Choir Room.

Prior to the meeting, members, guests, and friends of the Chapter are invited to the regular pre-meeting get-together for conversation, cocktails, and comestibles at Maxim's restaurant, located one block south of the Temple Building, on the northwest corner of Clark and Madison. We begin gathering about 5:00 p.m. and order dinner about 5:30. We look forward to seeing you there.