Metra Electric District
National Register of Historic Places
Determination of Eligibility

Chicago to University Park, Illinois

Prepared For:
Metra

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WSP

Final Report
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Executive Summary

The Metra Electric District (MED) is an urban and suburban commuter railway in Chicago that comprises an approximately 31-mile Main Line with two branch lines: the approximately 4.7-mile South Chicago Branch Line and approximately 4.4-mile Blue Island Branch Line. The lines, originally built by the Illinois Central Railroad beginning in 1856, are owned and operated by Metra and contain tracks, stations, viaducts, catenaries, and other railroad infrastructure. For the purposes of this evaluation, the Main Line, South Chicago Branch Line, and Blue Island Branch Line are collectively referred to and evaluated as the MED

Section 106 of the National Historic Preservation Act of 1966 (NHPA) and its implementing regulations at 36 CFR Part 800 requires federal agencies to consider project effects on historic properties, which are properties eligible for or listed in the National Register of Historic Places (NRHP). In order to assist with decision-making for any future undertakings subject to Section 106 that may occur along the line, qualified architectural historians and historians evaluated the railroad corridor and its related elements to provide Metra with a determination of NRHP eligibility for the entirety of the MED.

The qualified professionals determined the MED is eligible for listing in the NRHP under Criterion A for its association with community planning and development as well as transportation and Criterion C for its engineering. It retains all aspects of integrity, although integrity of design, materials, and workmanship for various individual rail-related resources comprising the MED has been diminished due to alterations occurring since their original construction. The MED period of significance extends from 1892 to 1946, which encompasses its grade separation and electrification. Its historic property boundary includes existing railroad right-of-way and select adjacent parcels containing rail-related resources; the Main Line from Millennium Station to Richton Park; and the entirety of the Blue Island and South Chicago branch lines. In addition to the overall determination of eligibility, this report provides identification of contributing and noncontributing rail-related resources within the MED's historic property boundary.

1.0 Scope and Methodology

1.1 Introduction and Project Background

This evaluation assesses the National of Register of Historic Places (NRHP) eligibility of the Metra Electric District (MED), which is comprised of the approximately 31-mile Main Line and the approximately 4.7-mile South Chicago Branch Line and approximately 4.4-mile Blue Island Branch Line through urban and suburban Chicago. Specifically, this evaluation focuses on the corridor's rail-related resources originally built and operated by the Illinois Central Railroad, Metra's predecessor. For the purposes of this evaluation, the Main Line, South Chicago Branch Line, and Blue Island Branch Line are collectively referred to as the MED.

The MED corridor extends through portions of four NRHP-listed historic districts: Grant Park; Hyde Park-Kenwood Historic District; Jackson Park Historic Landscape District and Midway Plaisance; and Chicago Park Boulevard System Historic District. This evaluation and its associated determination of eligibility does not propose to alter any preexisting findings, historic property boundaries, or to incorporate prior historic property boundaries with those proposed here. However, the purpose of this documentation and evaluation is to provide Metra with a determination of eligibility for the entirety of the MED corridor in order to assist with decision-making for any future undertakings subject to Section 106 that may occur along the line. Because historic districts possess "a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development," qualified professionals evaluated the MED corridor as a historic district comprising numerous individual contributing or noncontributing resources located within its boundary.

This evaluation was prepared by Architectural Historians Aimee D. Paquin and Guy V. Blanchard and Historian Damon Tvaryanas. Architectural Historian Stephanie S. Foell provided quality control and technical review services. All meet the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) in their respective disciplines. GIS Analyst Meghan Hamilton prepared the maps included in this document.

1.2 Evaluation Criteria

This section describes the primary sources that the project team reviewed and considered to develop an evaluation approach in order to determine the NRHP eligibility of the MED. The project team reviewed the NRHP Criteria for Evaluation (36 CFR § 60.4), the National Register Bulletin "How to Apply the National Register Criteria for Evaluation," the National Register Bulletin "How to Complete the National Register Registration Form," and the Pennsylvania, North Dakota, and Minnesota state guidance documents for the evaluation of historic railroad corridors.

1.2.1 NRHP Criteria for Evaluation, Aspects of Integrity, and Period of Significance

Historic properties are listed in or determined eligible for listing in the NRHP by applying the NRHP Criteria for Evaluation to evaluate a property's historic significance. The criteria state that the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that:

A. Are associated with events that have a made a significant contribution to the broad patterns of our history; or
B. Are associated with the lives of persons significant in our past; or
C. Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction; or
D. Have yielded, or may be likely to yield, information important in prehistory or history.

Built resources are typically evaluated under Criteria A, B, and C; Criterion D applies primarily to archaeological resources.

In addition to meeting at least one of the above criteria, historic properties must also retain integrity. The National Park Service has identified seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities. The relative importance of the different aspects of integrity may vary based on the type and defining characteristics of the property under consideration:

- **Location** is the place where the historic property was constructed or the place where the historic event occurred.
- **Design** is the combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting** is the physical environment of a historic property.
- **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time.
- **Association** is the direct link between an important historic event or person and a historic property.

Historic properties have one or more periods of significance, which is the length of time when a property attained its historic or architectural associations and those characteristics that qualify it for the NRHP. The period of significance may be a single year or a broad span of time and varies based on the specific events directly related to the significance of the historic property.

The National Park Service provides the following guidance for selecting the period(s) of significance for a historic property:

- A property must possess historic integrity for all periods of significance.
- The period of significance is based upon the time a property actively contributed to a historic trend or achieved the character on which significance is based. Continued use or activity does not necessarily justify continuing the period of significance.
- Fifty years ago may be used as the closing date for the period of significance if the activities begun historically continue to have importance and no more specific end date can be defined to end the historic period.

In the case of historic districts, determining the historic associations, integrity, and period of significance for which the district is significant informs the identification of contributing and noncontributing resources within its boundaries. A contributing resource is one that adds to the historic associations or architectural qualities for which a historic property is significant while also being present during the period of significance and possessing historic integrity. Such resources may also independently meet the NRHP Criteria for Evaluation. A noncontributing resource is one that does not add to the historic associations or architectural qualities for which a historic property is significant, was not present during the period of significance, no longer possesses historic integrity due to alterations, or does not independently meet the NRHP Criteria for Evaluation.

1.2.2 Historic Railroad Corridor Guidelines for Evaluation

Beyond the basic framework of the NRHP Criteria for Evaluation and the National Register Bulletins, specific federal guidelines do not exist for evaluating and documenting historic railroad corridor properties. As a result, several individual state historic preservation offices developed their own evaluation approaches to historic railroad corridors based on the NRHP Criteria for Evaluation. These approaches range from piecemeal evaluation of individual railroads to development of statewide thematic studies and guidance documents. Pennsylvania, North Dakota, and Minnesota have produced substantive guidance documents that outline an approach to assess the significance and integrity of the railroad corridors that extend through their respective states and reflect each state's unique railroad history, as described in the below documents:

- Minnesota State Historic Preservation Office and Minnesota Department of Transportation. "Guidelines for Inventory and Evaluation of Railroads in Minnesota." March 2019.

- Pennsylvania State Historic Preservation Office. "Researchers Guide for Documenting and Evaluating Railroads." Harrisburg, Pennsylvania.

- Schmidt, Andrew J. and Andrea C. Vermeer. "Railroads in North Dakota, 1872-1956." National Register of Historic Places Multiple Property Documentation Form. Summit Envirosolutions, Inc., St. Paul, Minnesota, (2009).

- Schmidt, Andrew J, Daniel R. Pratt, Andrea C. Vermeer and Betsy H. Bradley. "Railroads in Minnesota 1862-1956." National Register of Historic Places Multiple Property Documentation Form. Summit Envirosolutions, Inc. and Arch[3], LLC, St. Paul, Minnesota, June 21, 2013.

Although prepared for and by specific states, these guidelines are relevant and instructive in evaluating the NRHP eligibility of railroad corridors and provide basic tenets that would apply to any state. The project team considered the applicable findings and recommendations for evaluating a suburban commuter passenger rail line like the MED and identified the relevant evaluation criteria from these studies to inform the evaluation approach in Section 1.3.

1.3 Evaluation Approach

In the absence of state-specific guidelines for Illinois railroad corridors, the project team considered the relevant recommendations of the historic railroad corridor studies, the NRHP Criteria for Evaluation, and the National Park Service guidelines to develop the following evaluation approach for the MED corridor. This approach informed the significance evaluation, assessment of integrity, definition of the period of significance, and identification of contributing and noncontributing rail-related resources of the MED corridor.

1.3.1 NRHP Criterion A

Under Criterion A, most historic railroad corridors are significant as major transportation improvements associated with:

1. Moving commodities, products, or services between the source and an important transfer point or market, including to other modes of transportation or other connections; or
2. Connecting other railroad corridors and allowing for an expansion of commercial, industrial, or agricultural development; or
3. Settlement patterns.

While the statewide railroad corridor guidelines exclusively identify transportation as an area of significance, the project team considered additional areas of significance under Criterion A based on the events leading to the development of the MED corridor. The National Register Bulletin "How to Apply the National Register Criteria for Evaluation" recommends, for any property evaluation, developing a historic context and identifying themes to determine areas of significance. The bulletin notes, "A theme is considered significant if it can be demonstrated, through scholarly research, to be important in American history" and may include any number of elements "that have influenced the development of an area."[1]

Consideration should be given to the property type and how its historic context is illustrative of a particular theme in addition to associations and physical features the property must possess to reflect that significance. Further, examining local context, in addition to state or national contexts, provides crucial information for determining areas of significance that are unique to

[1] U.S. Department of the Interior, "How to Apply the National Register Criteria for Evaluation," (Washington, DC: National Park Service, 1997), 7-9.

the historical development of cities and regions and helpful for evaluating specific associations and significance under Criterion A.

1.3.2 NRHP Criterion B

Under Criterion B, railroad corridors likely do not possess significance because railroads do not represent the work or achievements of a single individual but rather reflect the accomplishments of corporations and similar entities. "How to Apply the National Register Criteria for Evaluation" describes Criterion B as applying to an individual's productive life. Architects and engineers, whose works may comprise a railroad's numerous built elements, may be included under Criterion C; however, architects' or engineers' residences, of which they are personally associated, may be eligible under Criterion B.

1.3.3 NRHP Criterion C

The majority of state railroad corridor evaluation guidelines did not consider engineering as an area of significance under Criterion C since the basic technology of railroad design was already established by the time railroads in those states were established and new technology was introduced on existing established railroad corridors. Railroad design and construction efforts could be construed as a major civil engineering undertaking of their time and demonstrate evolving technology of railroad transportation. Railroad corridors could be "significant and distinguishable" entities that embody "the distinctive characteristics of a type, period, or method of construction" or represent "the work of a master." Given the development and history of the MED as an elevated and electrified commuter rail line, the project team considered the MED's significance in the area of engineering under Criterion C.

"How to Apply the National Register Criteria for Evaluation" explains that "'type, period, or method of construction refers to the way certain properties are related to one another by cultural tradition or function, by dates of construction or style, or by choice or availability of materials and technology." Significance under Criterion C may exist if the property "is an important example (within its context) of building practices of a particular time in history" with general or specific distinctive characteristics expressed in "form, proportion, structure, plan, style, or materials." Importantly, Criterion C recognizes that a property may be eligible as a representative of "a significant and distinguishable entity whose components may lack individual distinction."

1.3.4 NRHP Criterion D

Under Criterion D it is unlikely that the historic significance of railroad corridors would rely on surviving historic buildings, structures and archaeological resources to physically yield information important in history that was not available from other sources. However, railroads could be considered "large scale industrial archaeological resources" and thus may possess significance for information that they might yield.[2]

"How to Apply the National Register Criteria for Evaluation" notes that to be significant under Criterion D, a property must have been "used as a source of data and contains more, as yet

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[2] Pennsylvania Historic Preservation Office, "Researchers Guide," 16.

unretrieved data" or "if it has not yielded information but, through testing or research, is determined a likely source of data." Within its context, the information must be important.

1.3.5 Integrity

In order to be eligible for listing in the NRHP, a railroad corridor historic district must not only meet the NRHP Criteria for Evaluation, but it must also retain historic integrity as defined by the seven aspects of integrity. Based on the guidance provided in "How to Apply the National Register Criteria for Evaluation" and the state railroad corridor evaluation guidelines, the project team assessed the different aspects of integrity that may be more or less relevant to the significance of the MED and its eligibility for listing in the NRHP.

For example, a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). Thus, a property determined eligible under Criterion A ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important in illustrating significance as location, setting, feeling, and association.

A property important for illustrating a particular architectural style or construction or engineering technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of features that illustrate its type and/or style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its type or style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important in illustrating significance under Criterion C than location, setting, feeling, and association. Location and setting will be important for those properties whose design reflects their immediate environment.

For a historic district to retain integrity, such as the MED, the majority of the components that make up the district's historic character must possess sufficient integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings along the MED line. These changes may have been made prior to determinations of eligibility or since those determinations were made.

Location

In order to possess integrity of location a railroad corridor should conform to the horizontal and vertical alignment present at the end of the historic district's period of significance. Changes in alignment do not represent a loss of integrity for railroad corridors that possess historic significance only under Criterion A, but a preserved alignment is required for railroad corridors that are significant under Criterion C in the area of engineering.

Design

Railroad corridors should reflect historic design through their major built elements including bridges, tunnels, and stations, all of which convey the relationship of the railroad to the landscape and topography. Intact buildings and structures within a railroad corridor may strengthen a corridor's integrity of design due to their visual presence and ability to convey historic functions.

Materials

In general, tracks, ballast, and roadbed are not integral to the integrity of a railroad corridor as these components are typically and frequently replaced to meet the requirements of an operational railroad line. Thus, the presence or absence of these original or replacement components would not preclude NRHP eligibility for a railroad corridor.

Setting

General land uses and features around an NRHP-eligible railroad corridor historic district should be similar to the historic land uses that would have been encountered during the railroad corridor's period of significance. The concept of setting does not include aesthetics alone and that the setting, whether rural, urban, natural or even cultural, is linked to the railroad corridor due to engineering considerations, its design, function, and the role of the railroad. Integrity of setting may also be less important if a railroad corridor retains integrity of location, design, and materials, and alterations to adjacent properties do not significantly interfere with the district's ability to convey its period of significance.

Workmanship

Generally, workmanship would not be an important aspect of integrity due to the utilitarian nature of a railroad corridor and standardized design of its components. However, in those instances where specific elements exhibit high degrees of workmanship, evidence of the craftsmanship used to work the materials should be evident if integrity is present.[3]

Feeling

For a railroad corridor, feeling is the cumulative presence of a railroad corridor's character-defining features and its ability to convey its function and feeling as a railroad during its period of significance and in its areas of significance. The extent to which a

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[3] Schmidt and Vermeer, "Railroads in North Dakota, 1872-1956," 98-99, Schmidt et al., "Railroads in Minnesota 1862-1956," 202, and Pennsylvania Historic Preservation Office, "Researchers Guide," 18.

railroad corridor historic district retains its integrity of feeling is often derived from its ability to retain other aspects of integrity.

Association

Association is the direct link between the railroad corridor and the transportation and/or services it provided, its engineering design, or other areas of significance identified.

1.3.6 Period of Significance

In defining the period of significance for the MED, the project team considered the corridor's areas of significance and the time the corridor actively contributed to these areas of significance. This included an assessment of the significant dates in the MED's history and the contributing status of extant rail-related resources associated with the identified areas of significance that continue to convey the corridor's significance.

2.0 Description

The MED is a depressed and elevated, multi-track, electrified railroad corridor through urban and suburban Chicago with a Main Line that extends approximately 31 miles from Millennium Station to University Park. Two at-grade branch lines, the Blue Island Branch Line and South Chicago Branch Line, depart from the Main Line: the South Chicago Branch Line separates from the Main Line near E. 69th Street in a generally east and southeasterly direction for 4.7 miles and ends at the South Chicago station while the Blue Island Branch Line departs from the Main Line near E. 120th Street and extends in a west and southwesterly direction for 4.4 miles and ends at the Blue Island station. Railroad elements include the roadbed; grade-separated structures such as the elevated embankment, retaining walls, and viaducts; electrification infrastructure including the overhead catenary system, power substations, and power tie stations; railroad stations; railyards; and signals, switches, and interlocking towers.

This section describes the MED railroad resources that were originally built by the Illinois Central Railroad for the rail corridor and are now primarily owned and operated by Metra within the railroad right-of-way. Illinois Central Railroad-built resources that are now owned by others, such as Amtrak or Canadian National, are described and evaluated for contributing or noncontributing status as part of this evaluation of the overall railroad corridor; however, Metra is not responsible for the maintenance of those resources. For example, Metra owns and operates the passenger railroad tracks comprising the Main Line, while Canadian National owns and operates the freight railroad tracks in the railroad right-of-way. Similarly, the Homewood Station consists of co-located Metra and Amtrak facilities. Amtrak owns and operates the original 1923 depot (west) and adjacent platform, while Metra owns and operates the east depot, pedestrian tunnel, head houses, warming house, shelters, and platform. Regardless of current ownership, these railroad resources were built for the original railroad corridor by the Illinois Central Railroad during the district's period of significance (1892-1946) and are evaluated for this NRHP determination of eligibility.

For each identified railroad resource, a determination was made for its contributing or noncontributing status to the MED. This determination was based on the retention of railroad elements from the district's period of significance (1892-1946) that have historic integrity and contribute to an understanding of the district's significance as a grade-separated and electrified rail line. An overview of the contributing and noncontributing resource types is provided in Table 2-1 and more information for these resource types is provided in Appendices A, B, and C.

Table 2-1. MED Summary of Contributing and Noncontributing Resource Types

Resource Type	Contributing	Noncontributing
Railroad Roadbed	1	0
Railroad Tracks *Collectively treated as a single contributing resource*	1	0
Elevated Embankment	1	0
Retaining Walls *Collectively treated as a single contributing resource*	1	0
Viaducts and Bridges	59	9
Railroad Stations	2	48
Interlocking Towers	2	3
Railroad Yards	3	1
Overhead Catenary System *Collectively treated as a single contributing resource*	1	0
Power Substations	7	6
Power Tie Stations	2	3
Total	80	70

2.1 Railroad Roadbed

The MED's railroad roadbed comprises a flat, depressed or elevated surface covered with ballast and railroad tracks with steel rails resting upon timber ties. While numerous tracks are found at the railroad's termini (current or former), storage and maintenance facilities, or at some stations, the number of tracks is generally consistent for large sections of the line. From Millennium Station to 79th Street/Chatham, the Main Line consists of four parallel running electrified tracks for passenger use; two additional tracks on the east side of the railroad roadbed are used for freight and operated by other railroads. South of 79th Street/Chatham, the roadbed widens to include an additional two tracks, reaching a total of eight. A ninth track is added between approximately E. 89th Street and E. 93rd Street before returning to eight tracks. Beginning north of E. 113th Street, the lines consolidate to six tracks at the Kensington station before again expanding to eight and maintaining a variable number of tracks south through the Metra KYD Facility at E. 123rd Street. Continuing south, the line consolidates once more to six tracks, two electrified and four freight, before expanding to seven tracks at W. 141st Street. At 157th Street, the line once again consolidates to between four and six tracks through the end of the line at University Park.

The Metra-owned and operated railroad roadbed and tracks are two contributing resources to the MED. They retain integrity of location, setting, feeling, and association. Their integrity of design, workmanship, or materials is greatly diminished because the original ballast, tracks, and timber ties have been replaced over the years as part of routine maintenance and safety improvements to keep the line operational.

2.2 Railroad Grade Separation Structures

2.2.1 Elevated Embankment

Beginning north of E. 47th Street, the Main Line begins a modest rise via an embankment that extends the length of the line to its southern terminus. The embankment, constructed beginning in the 1920s, is generally trapezoidal in shape, built with sloping sides that help support the flat railroad bed. Due to changes in the number of tracks along the route, the embankment features a variable width commensurate with the tracks. The embankment height also varies by topography while the railroad bed remains level. Fill material, likely a mixture of various clays, sands, soils, and crushed stone comprise the embankment. Ballast covers the railroad bed upon which tracks have been laid.

While the bed areas remain generally clear, the embankment sides feature grasses, shrubs, and trees in many locations. Over time, these sides have also produced areas of modest slope erosion or displacement as a result of age and weather. In areas where viaducts, buildings, or roadways are present, the embankment narrows with retaining walls and viaduct wingwalls containing the embankment.

The embankment is a contributing resource to the MED. It retains integrity of location, setting, design, workmanship, feeling, and association. Its integrity of materials is diminished by repairs and modest changes to the slope as a result of age and weather. Figure 2-1 through Figure 2-7 show the variation in embankment height, fill material, and the presence of slope vegetation and retaining walls at various locations along the Main Line.

Figure 2-1. View of embankment (at left) along Harper Ave north of 59th St

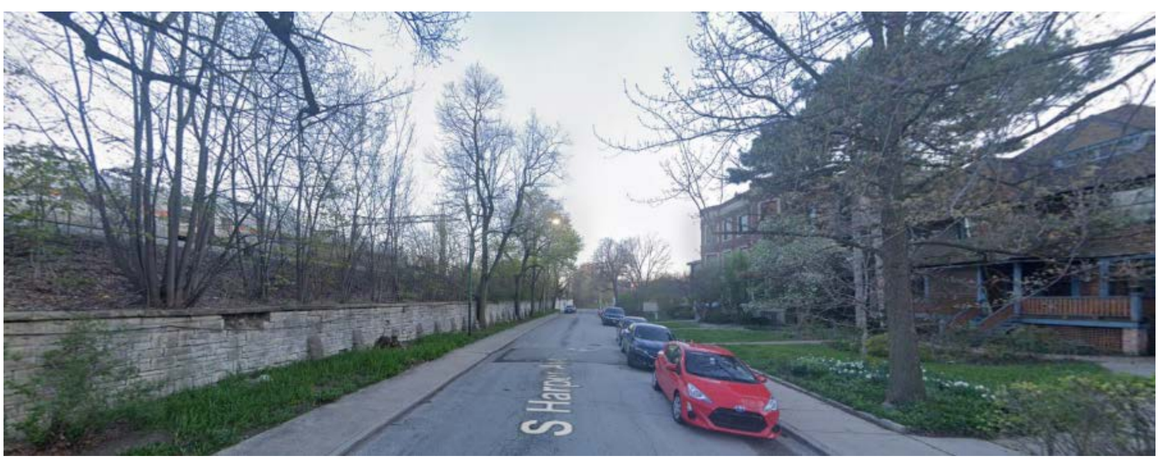


Figure 2-2. View of embankment (at left) along Dauphin Ave near 89th St

Figure 2-3. View of embankment (at left) along Dauphin Ave at 100th Pl

Figure 2-4. View of embankment (at left) along Front Ave at north end of Kensington Station

Figure 2-5. View of embankment (at left) along Indiana Ave north of 127th St

Figure 2-6. View of embankment (at left) along Park Ave at 154th St

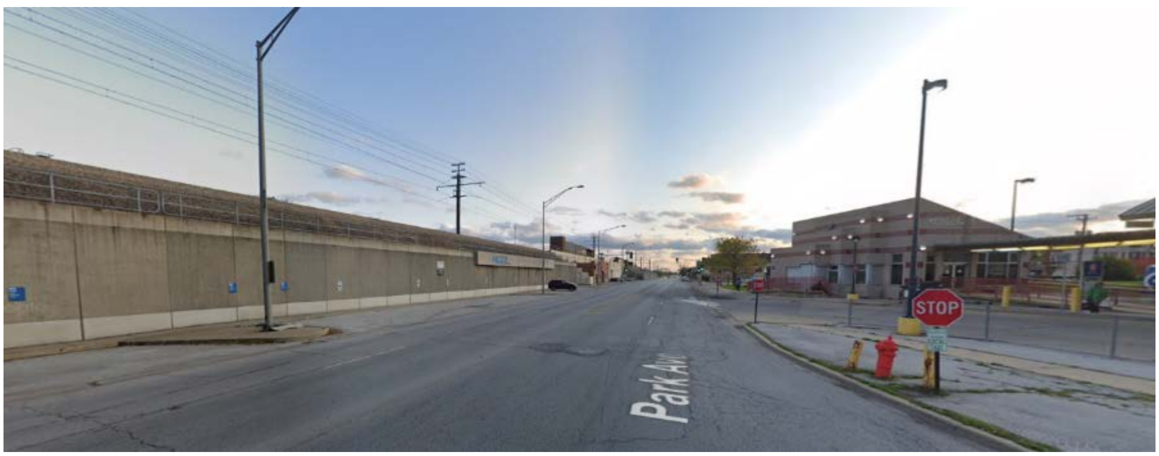


Figure 2-7. View of embankment (left) along Governors Hwy at University Park Station

2.2.2 Retaining Walls

The retaining walls along the Main Line are used to provide additional support to the embankment in areas where the railroad bed narrows adjacent to buildings, on approaches to viaducts, or where city streets extend alongside the railroad alignment. They are predominantly located on the west side of the Main Line embankment, though several sections of retaining wall are present on the embankment's east side.

The majority of retaining walls were originally constructed from 1890 through ca. 1926 and have been repaired or replaced as needed to support the embankment. In many instances, the retaining walls appear as extensions of nearby viaduct wingwalls. Materials used to originally create the retaining walls include stone blocks, concrete, and brick. Replacement sections are built of concrete or wood planks or fencing; examples of this are located at 61st Place to 63rd Street and 64th Street to Marquette Road. The heights and lengths for retaining walls vary and are dependent upon the proximity of other nearby built elements. In general, retaining wall height increases as the embankment narrows.

The discrete sections of retaining walls are treated as a single contributing resource to the MED. The rock-faced ashlar stone, concrete, and brick sections of retaining wall that date to the district's period of significance contribute to the significance of the MED's grade-separated construction and collectively, retain sufficient integrity of location, setting, feeling, association, design, workmanship, and materials to convey that significance. Some sections of retaining walls within the period of significance may have diminished integrity of design, workmanship, and materials due to deterioration; however, they are considered contributing to the MED. Non-contributing sections of the retaining wall include the wood plank or fence sections, the sections built outside of the district's period of significance, and/or the sections built within the period of significance that have been substantially replaced or repaired with incompatible materials since their construction.

Stone Retaining Walls

Where visible, stone retaining walls feature rusticated or quarry-faced ashlar stone blocks. Simple stone or concrete coping is sometimes used to cap the walls. Between 47th and 71st Streets, the stone retaining walls were built in 1892-1893 as part of the Main Line track elevation associated with improvements for the World's Columbian Exposition.[4] Extant examples of this type are briefly described in the following sections. They are present on the west side of the embankment near 47th Street, Hyde Park Boulevard, 53rd Street, 55th Street, 56th Street, and 60th Street, as well as on the east side of the embankment from 65th to 67th Streets.

South of 47th Street, the viaduct's concrete abutment extends southward approximately 50 feet where it becomes a tiered rock-faced ashlar stone retaining wall. The tiered configuration allows for plantings on the lower wall while the upper wall is the same height as the concrete abutment. This section was built in the period of significance and retains integrity.

At Hyde Park Boulevard, 53rd Street, and 55th Street, the stepped, rock-faced ashlar stone retaining walls appear as extensions of the viaduct abutments. Between 55th and 56th Streets, the north half of the embankment has a rock-faced ashlar stone retaining wall, while the south half has a concrete retaining wall. The ashlar stone retaining wall resumes south of 56th Street and

[4] "Track Elevation in Chicago." Engineering News and American Railway Journal. Vol XLIII No. 8, February 22, 1900.

steps down in height about halfway between 56th and 57th Streets. These sections of stone retaining wall were built in the period of significance and retain integrity.

Between the north abutment of the 59th Street Viaduct and the south wall of the apartment building at 5817 S. Harper Avenue, there is an approximately 350-foot long section of ashlar stone retaining wall. The stone retaining wall resumes at the south abutment of the 60th Street Viaduct and proceeds south approximately 500 feet; additional stone wall sections may be present further south but dense vegetation and buildings obstruct views to the embankment. Built within the period of significance, this section of retaining wall has diminished integrity of design, workmanship, and materials due to deteriorated, cracked, or loose stones; however, it retains integrity of location, setting, feeling, and association and overall, retains integrity to convey its significance as a contributing resource to the MED.

On the east side of the Main Line embankment, a rock-faced ashlar stone retaining wall is located between 65th Street and approximately 250 feet south of 67th Street. Large portions of the wall are in disrepair or missing, with some areas of concrete patching. These sections of stone retaining wall were built in the period of significance and have diminished integrity of design, workmanship, and materials; they retain integrity of location, setting, feeling, and association.

Figure 2-8. Stone retaining wall near 47th St

Figure 2-9. Stone retaining wall near 53rd St

Figure 2-10. Stone retaining wall near 59th St

Concrete Retaining Walls

Some locations along the MED feature reinforced concrete retaining walls. These vary in appearance and height with form liners visible in some locations. Research indicates these were built between 1910 and ca. 1926. Extant examples of this type are briefly described in the following sections. They are present on the west side of the embankment near Hyde Park Boulevard to 53rd Street, 56th Street, 72nd to 75th Streets, 115th Street to Kensington Avenue, and 153rd to 155th Streets. On the east side of the embankment, there is a section of concrete retaining wall near 61st to 62nd Streets and 113th to 115th Streets.

The continuous low concrete retaining wall between Hyde Park Boulevard and 53rd Street has visible form liners and appears to be of newer construction, and therefore, not contributing to the district. Between 55th and 56th Streets, the south half of the block comprises a concrete retaining wall and appears to date to the period of significance and retains integrity.

The formed concrete retaining wall between 72nd and 75th Streets, along the west side of the Main Line embankment was built in 1910.[5] A large section of the wall has a painted mural nearest 73rd Street and areas of patching are present nearest 75th Street. Cracking and spalling are also present along portions of the wall. These alterations diminish this section's integrity of design, workmanship, and materials, but this section of concrete retaining wall still retains sufficient integrity and was built in the period of significance.

The formed concrete retaining wall between 115th Street and Kensington Avenue, along the west side of the Main Line embankment and Front Street, was built in 1917.[6] It retains its overall design, workmanship, and materials though cracking is present on portions of the wall. This section of concrete retaining wall was built in the period of significance and retains integrity.

The concrete retaining wall between 153rd and 155th Streets on the west side of the embankment was built in 2008, outside of the period of significance, and does not contribute to the MED.

Two sections of concrete retaining walls are present on the east side of the embankment near 61st to 62nd Streets and 113th to 115th Streets. They appear to date to the period of significance and retain integrity of location, setting, feeling, and association but have diminished integrity of design, workmanship, and materials due to deterioration of the concrete.

[5] Engineering-Contracting. "Methods and Cost of Placing Concrete in Long Wall by Chutes." Vol. XXXIV No. 13, Chicago: The Myron C. Clark Publishing Co., September 28, 1910.
[6] Albert M. Wolf. "Construction Methods Employed for Track Elevation Work." Cement World. Chicago: International Trade Press, Incorporated, October 1917.

Figure 2-11. Concrete retaining wall near 56th Street

Figure 2-12. Concrete retaining wall near 73rd St

Brick Retaining Wall

On the east side of the embankment at 62nd Street is a ca. 1895 former brick pedestrian tunnel consisting of a single, central, round-arch opening with flanking sidewalls. Clad in brick, the sidewalls and arch act as retaining walls against the elevated embankment at this location. The arch itself is set into the brick with subtly articulated flanking pilasters and corbeling along a decorative cornice capped with concrete coping. Sidewalls feature no ornamentation and are also covered with the concrete coping. The arch opening is infilled with concrete blocks; a concrete wall obstructs the former tunnel opening on the west side of the embankment. Despite the concrete block infill, this brick retaining wall retains integrity and dates to the period of significance.

Figure 2-13. Brick retaining wall near 62nd St

2.2.3 Viaducts

Viaducts, designed to carry a railway across low-lying ground or in some cases grade separations of roadways, along the MED comprise three main types: slab bridges, girder bridges, and truss bridges. Slab bridges, which often display decorative elements, are constructed of reinforced concrete, while girder and truss bridges feature exposed steel members and lack ornamentation. Several bridges feature composite construction with both reinforced concrete and exposed girder spans.

Other minor viaducts, such as culverts, are utilitarian structures designed for functionality rather than aesthetics. As a result, these simple reinforced concrete structures provide a small but essential role to the line.

A complete list of viaducts and bridges, their construction dates, and contributing or noncontributing status is provided in Appendix A. For a viaduct to be contributing it must retain sufficient integrity of design, materials, and workmanship and date to the MED's period of significance.

2.2.3.1 Slab Bridge – Decorative Arches

The E. Hyde Park Boulevard Viaduct is a decorative concrete slab bridge constructed by the Illinois Central Railroad in 1920. The viaduct superstructure utilizes four precast, reinforced concrete spans. Each span is faced with decorative, concrete, round-arch openings and lined with concrete balustrades and posts with recessed rectangular panels. Most posts are topped with concrete obelisks. The southernmost span on the viaduct's west face appears altered and no longer retains its original arched appearance.

On this type, viaduct substructures feature arcade-like bents with cylindrical piers supporting round arches between each span. The outermost pier on each bent is squared and filled with a rectangular recessed panel and covered by a post cap. The bents provide clearance for vehicular or pedestrian traffic to pass beneath each span; the bents also separate modes of transportation and travel lanes.

Wingwalls utilize simple rectangular shapes that contain the railroad's embankment adjacent to the viaduct. These concrete or stone wingwalls extend outward from each viaduct's flat, reinforced concrete abutments or are oriented in-line with the viaduct.

2.2.3.2 Slab Bridge – Art Moderne Type 1

The 47th Street Viaduct is a single concrete slab bridge on the MED constructed by the Illinois Central Railroad in 1937. The viaduct superstructure utilizes five precast, reinforced concrete spans capped with decorative concrete coping and featuring decorative projecting horizontal elements and vertical scoring to provide a streamlined appearance to the viaduct. Spans range between 26 feet and 48 feet long and carries four tracks.

The viaduct's substructure features arcade-like bents with square piers supporting segmental arches between each span. The outermost pier extends upward beyond each span and is topped by a hammerhead shape that appears fixed to the span. The bents provide clearance for vehicular or pedestrian traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

The viaduct's concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and feature scored rectangular designs that contain the railroad's embankment and are oriented in line with the viaduct.

2.2.3.3 Slab Bridge – Decorative Panel Type 1

This viaduct subtype on the MED includes concrete slab bridges constructed by the Illinois Central Railroad in the years 1917, 1920, and 1926. The viaduct superstructures utilize between four to six precast, reinforced concrete spans with decorative, recessed panels with alternating long and short rectangular shapes on the face of each precast span. Spans range between 12 feet and 80 feet long and carry one, two, or four tracks. Additional decorative flourish is added to several viaducts within this subtype and include concrete balustrades and obelisks on viaducts at 53rd Street, 55th Street, and 57th Street. At 64th Street, the concrete railings appear utilitarian and feature short concrete piers with parallel horizontal rails.

Viaduct substructures feature arcade-like bents with round piers supporting round arches between each span. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

Some variation within this subtype is seen in the bridge wingwalls, which utilize decorative or utilitarian designs that contain the railroad's embankment. The concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and are usually stepped or squared with varying length. Viaducts featuring balustrades sometimes continue the railing or provide decorative coping along the top of the wingwall.

Bridges of this subtype include the 53rd Street Viaduct, 55th Street Viaduct, 57th Street Viaduct, 63rd Street Viaduct, 64th Street Viaduct, and 65th Street Viaduct.

2.2.3.4 Slab Bridge – Round Arches and Square Piers

This viaduct subtype includes concrete slab bridges constructed by the Illinois Central Railroad in 1909. The viaduct superstructures utilize four to five precast, reinforced concrete spans capped with decorative concrete coping. Spans range between 28 feet and 96 feet long and carry four tracks. Nonoriginal, rudimentary timber railings have been added to the spans at 71st, 72nd, and 73rd Streets while a concrete parapet has been added to the east side of the 70th Street Viaduct.

Viaduct substructures feature arcade-like bents with square piers supporting round arches between each span. Outward-facing visible spandrels beneath each span form rounded arch openings for traffic below. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

Minor variation within this subtype is seen in the bridge wingwalls, which utilize simple shapes that contain the railroad's embankment. The concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and are stepped, squared, or a combination of these elements on walls of varying length.

Bridges of this subtype include the 70th Street Viaduct, 71st Street Viaduct, 72nd Street Viaduct, and 73rd Street Viaduct

2.2.3.5 Slab Bridge – Square Piers and No Panels

This viaduct subtype includes concrete slab bridges constructed by the Illinois Central Railroad in 1911. The viaduct superstructures utilize precast, reinforced concrete spans capped with decorative concrete coping; however, modifications have occurred that eliminate the coping in some instances. Further, the viaduct at 75th Street-S. Chicago Avenue features a riveted plate girder span that extends across multiple lanes of traffic to allow for movements within that intersection. Spans range between 16 feet and 92 feet long and carry one, two, or four tracks.

Viaduct substructures feature arcade-like bents with square piers supporting trapezoidal arches between each span. On the west side of 76th Street, outward-facing visible spandrels beneath each span form trapezoidal arch openings for traffic below. The bents provide clearance for vehicular or pedestrian traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

The bridges' concrete wingwalls utilize simple squared or sloping shapes that contain the railroad's embankment and extend outward from each viaduct's flat, reinforced concrete abutments.

Bridges of this subtype include the 75th Street Viaduct, S. Chicago Avenue Viaduct, and 76th Street Viaduct

2.2.3.6 Slab Bridge – Decorative Panel Type 2 and Round Piers

This viaduct subtype includes concrete slab bridges constructed by the Illinois Central Railroad between 1911 and 1926. The viaduct superstructures utilize between three to five precast, reinforced concrete spans with decorative, recessed rectangular panels on the face of each precast span.

Viaduct substructures feature arcade-like bents with cylindrical piers supporting round arches between each span. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

Greater variation within this subtype is seen in the bridge wingwalls, which utilize a variety of shapes and designs that contain the railroad's embankment. The concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and are stepped, squared, sloping, or a combination of these elements on walls of varying length. Although most wingwalls are unadorned, the wingwalls at Flossmoor Road are faced with brick.

Bridges of this subtype include the 82nd Street Viaduct, 95th Street Viaduct, 100th Street Viaduct, 103rd Street Viaduct, 105th Street Viaduct, 107th Street Viaduct, 109th Street Viaduct, 111th Street Viaduct, 113th Street Viaduct, and Flossmoor Road Viaduct.

2.2.3.7 Slab Bridge – Decorative Panel Type 2 and Square Piers

This viaduct subtype includes concrete slab bridges constructed by the Illinois Central Railroad between 1915 and 1929. The viaduct superstructures utilize between three to five precast, reinforced concrete spans with decorative, recessed rectangular panels on the face of each precast span. To account for curvature along the railroad line, spans are sometimes staggered as seen at the 171st Street Viaduct and the IL-1 Viaduct.

Viaduct substructures feature arcade-like bents with square piers supporting trapezoidal arches between each span. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

Further variation within this subtype is seen in the bridge wingwalls, which utilize a variety of shapes and designs that contain the railroad's embankment. The concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and are stepped, squared, sloping, or a combination of these elements on walls of varying length.

Bridges of this subtype include the 79th Street Viaduct, 87th Street Viaduct, 91st Street Viaduct, 93rd Street Viaduct, 115th Street Viaduct, 130th Street Viaduct, 137th Street Viaduct, 138th Street Viaduct, 144th Street Viaduct, 147th Street (Sibley Boulevard) Viaduct, 152nd Street Viaduct, 154th Street Viaduct, 155th Street Viaduct, 157th Street Viaduct, 171st Street Viaduct, Dixie Highway Viaduct, E. Kensington Street Viaduct, Illinois-1 Viaduct, Vollmer Road Viaduct, Halsted Street Viaduct, GTWRR Bridge, and BOCTRR Bridge.

2.2.3.8 Girder Bridge – Art Moderne Type 2

The 83rd Street viaduct comprises three girder bridges constructed by the Illinois Central Railroad in 1944. The viaduct superstructures utilize a single rolled girder span with concrete ornamentation applied that features projecting horizontal and vertical elements to provide a streamlined appearance to the viaduct. Vertical scoring and stepped elements with rounded corners, particularly over the roadway's flanking sidewalks, utilize elements found in the Art Moderne style. Metal railings with decorative squares between the rails line each span. Spans are approximately 51 feet long and each carry four tracks.

The viaduct's substructures feature reinforced concrete arcade-like bents with square piers supporting trapezoidal arches between each span. Additional scoring is found on each pier, and the outermost piers extend upward beyond each span. The bents provide clearance for vehicular traffic to pass beneath the viaduct; the bents also separate modes of transportation.

The viaduct's concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and feature stepped, rounded corners with horizontal scoring and inscribed Greek key designs.

2.2.3.9 Composite Bridge – Slab and Girder with Decorative Panel Type 1

This viaduct subtype includes decorative concrete slab-and-girder bridges constructed by the Illinois Central Railroad in 1920. The viaduct superstructures utilize three precast, reinforced concrete spans with one plate girder span over the vehicular travel lanes. Spans range between 46 feet and 58 feet long and carry one, three, or four tracks. Each span is faced with decorative with decorative, recessed panels with alternating long and short rectangular shapes on the face of each precast span. While the girder span is unadorned in most instances, the east faces of the 67th Street and 56th Street viaducts feature decorative concrete paneling to hide the steel girders. Additionally, the 56th Street Viaduct contains a concrete balustrade that lines the bridge.

Viaduct substructures feature arcade-like bents with round piers supporting round arches between each span. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate modes of transportation.

Wingwalls utilize simple rectangular shapes that contain the railroad's embankment adjacent to the viaduct. These concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments.

Bridges of this subtype include the 56th Street Viaduct and the 67th Street Viaduct.

2.2.3.10 Composite Bridge – Slab and Girder with Decorative Arches

This viaduct subtype includes decorative concrete slab-and-girder bridges constructed by the Illinois Central Railroad between 1917 and 1920. The viaduct superstructures utilize four precast, reinforced concrete spans with one to two plate girder spans over the vehicular travel lanes. Spans range between 39 feet and 88 feet long and carry two or four tracks. Each span is faced with decorative, concrete, round-arch openings and lined with concrete balustrades and posts with recessed rectangular panels. While vertical balusters fill the space between rails in most instances, the west balustrade on the 59th Street and Midway Plaisance Viaduct is filled with a sunburst design.

Viaduct substructures feature arcade-like bents with round piers supporting round arches between each span. The outermost pier on each bent is squared and filled with a rectangular recessed panel and covered by a post cap. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate modes of transportation.

Wingwalls utilize simple rectangular shapes that contain the railroad's embankment adjacent to the viaduct. These concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and are oriented in-line with the viaduct.

Bridges of this subtype include the 59th Street and Midway Plaisance Viaduct, 60th Street and Midway Plaisance Viaduct, and E. Marquette Road Viaduct.

2.2.3.11 Slab Bridge – Single Span

This viaduct subtype comprises simple reinforced concrete single-span bridges constructed by the Illinois Central Railroad in 1925-1926.

Viaduct substructures only feature reinforced concrete abutments that provide clearance for traffic to pass beneath. Wingwalls utilize squared designs that contain the railroad's embankment. Overall, the viaducts lack embellishment or decoration and appear to be constructed for a utilitarian purpose without aesthetic considerations.

Viaducts within this subtype include the IHBRR Bridge and 156th Street Viaduct.

2.2.3.12 Composite Bridge – Slab and Girder

This viaduct subtype includes concrete slab-and-girder bridges constructed by the Illinois Central Railroad between 1925 and 2003. The viaduct superstructure utilizes between two or fewer reinforced concrete spans, some featuring decorative recessed panels on the face of each precast span, in addition to two or fewer riveted plate girder or rolled girder spans. It is likely the Front Street Viaduct has been altered due to the inconsistent application of decorative concrete facing and irregular height of its spans. Additionally, the Central Park Avenue Viaduct features exposed girders on each face with precast concrete spans and a timber railing on its west side.

Viaduct substructures generally feature arcade-like bents with square piers supporting trapezoidal arches or round piers between each span. The bents provide clearance for vehicular, pedestrian, or rail traffic to pass beneath each span; the bents also separate lanes of traffic and modes of transportation.

Wingwalls utilize stepped or sloping designs that contain the railroad's embankment. The concrete wingwalls extend outward from each viaduct's flat, reinforced concrete abutments and vary in length. Many of these viaducts lack embellishment or decoration and appear constructed for utilitarian purposes without aesthetic considerations.

Bridges of this subtype include the Central Park Avenue Viaduct, 159th Street Viaduct, CSX Railroad Bridge, and the Front Street and MCRR Viaduct

2.2.3.13 Rolled or Plate Girder Bridges

This viaduct type includes girder bridges constructed by the Illinois Central Railroad between 1983 and 2011. Only the Bishop Ford Expressway (I-94) Viaduct, constructed in 1962, predates the other bridges of this type. The viaduct superstructures utilize three or fewer riveted plate girder spans. Both the Sauk Trail Viaduct and 211th Street Viaduct feature curved brackets on the bridge faces that secure the bridges' steel decks. A nonoriginal timber railing lines the Railroad near 217th Street Viaduct and the Sauk Trail Viaduct features a metal railing. The 211th Street Station is located on that viaduct's span over the roadway.

Viaduct substructures feature a solid, reinforced concrete bent, while the I-94 Viaduct features bents comprising round piers and a horizontal bent cap. The bents provide clearance for rail, vehicular, or pedestrian traffic to pass beneath each span. A brick veneer has been applied to the Sauk Trail bent. The NS Railway Bridge and 211th Street Viaduct feature no bent.

Wingwalls utilize stepped, squared, or sloping designs that contain the railroad's embankment. The concrete wingwalls extend outward from the viaduct's flat, reinforced concrete abutments and vary in length. Other than the brick veneer applied to the Sauk Trail Viaduct, the viaducts lack much embellishment or decoration and appear to be constructed for a utilitarian purpose without aesthetic considerations.

Bridges within this type include: NS Railway Bridge, 183rd Street Viaduct, Railroad near 217th Street Viaduct, 211th Street, Sauk Trail Viaduct, Bishop Ford Expressway (I-94) Viaduct.

2.2.3.14 Drainage Culvert

The Calumet Union Drainage Canal Culvert and the Butterfield Creek Culvert were constructed by the Illinois Central Railroad in 1925 and 1890, respectively. The culverts utilize reinforced concrete to form their spans, abutments, and wingwalls. The spans carry two tracks and provide clearance over the normal high-water mark.

The culverts' concrete wingwalls utilize a stepped design that contain the railroad's embankment and extend outward from each viaduct's flat, reinforced concrete abutments.

2.2.3.15 Warren-Through Truss Bridge – Little Calumet River (North)

The Little Calumet River Viaduct comprises four parallel bridges constructed by the Central Illinois Railroad in 1925 and later substantially modified in 1971 following widening of the Little Calumet River. Each bridge carries two railroad tracks and features a superstructure composed of multiple steel deck girder approach spans and an off-center steel warren through truss span. Spans vary in length with a main central truss span approximately 310 feet long.

The viaduct's substructure features multiple reinforced concrete bents anchored to the Little Calumet River riverbed. A number of bents include inoperable steel bascule mechanisms attached to spans; all bridge spans are currently fixed. The viaduct's abutments are reinforced concrete walls that flank the Little Calumet River and retain the railroad's raised earthen embankment.

2.3 Railroad Stations

A railroad station is the portion of the railroad right-of-way used for a railroad stop and designated by name in railroad timetables. It consists of buildings, structures, and objects designed for loading and unloading passengers and freight and for railroad operational needs. The Metra *Commuter Rail Station Guidelines and Standards* (August 2007) describes a MED railroad station as consisting of one or more of the following built elements or spaces:

- A primary waiting area, such as a depot or warming house. A **depot** is a building that includes a passenger waiting area and ancillary spaces like a ticket agent, vendor space, crew facilities, and/or other passenger amenities. A **warming house** is a fully enclosed and heated structure providing a passenger waiting area. It is usually located close to the middle third of the rail platform, though larger or higher volume stations may have two warming houses that are located at approximately one third points along the platform length.

- Supplemental waiting areas, such as inside a warming house, in a shelter, or under a rail platform canopy. A **warming house** is a separate building from the depot or headhouse that provides more seating space for waiting passengers than a shelter, which is a smaller enclosed structure with seating space. The warming houses are constructed of masonry or brick, while newer warming houses have metal glazed curtain walls. The shelters are generally comprised of metal glazed curtain walls of more recent construction on a concrete curb or base.
- A **headhouse**, separate from the warming house, contains the ticket vending machines and allows passengers to enter or exit the railroad station at ground level. The headhouse also provides access to and from the rail platform and encloses the stairway, ramp, and/or elevator. These structures are typically found at roadway viaducts or pedestrian tunnels for the elevated railroad stations along the Main Line.
- **Underpasses/tunnels** allowing passengers to access the railroad station. These have a utilitarian design and are constructed of reinforced concrete.
- One or more rail **platforms**.

The following describes the Main Line, South Chicago Branch Line, and Blue Island Branch Line railroad stations, identifying the common configurations of structures or spaces found throughout the line and numerous alterations that have occurred since their original construction. All of the railroad stations are located at their original stop on the Main Line, South Chicago Branch Line, and Blue Island Branch Line. However, all have experienced varying degrees of alterations to one or more of their individual station elements; the majority of stations have been completely reconstructed as a result of aging infrastructure, passenger volumes, and routine maintenance and safety improvements to keep the line operational. Common alterations include platform replacement, material replacement at depots or electric headhouses, and additional and/or replacement supplemental waiting areas on the platform. Stations should retain enough of these original major built elements and sufficient integrity of design, materials, and workmanship from the MED's period of significance in order to be contributing to the district.

Alterations over time have resulted in a loss of design, materials, workmanship, feeling, and association to most stations. The majority of stations originally constructed in the period of significance have since been rebuilt or substantially altered. Consequently, only three stations built in the period of significance retain sufficient integrity to be contributing to the MED. A complete list of stations, their construction dates, alterations, and contributing or noncontributing status is provided in Appendix B.

2.3.1 Main Line

The Main Line has 34 operating railroad stations that can be categorized into four station configurations, constructed between 1896 and 2005 by the Illinois Central Railroad or Metra.

The station configurations are underground, below-grade, at-grade, or viaduct or elevated stations with a platform on an embankment.

2.3.1.1 Belowground Railroad Stations

Millennium Station and McCormick Place Station are located belowground, both having been extensively rebuilt since their original construction. Located under Millennium Park in downtown Chicago, Millennium Station is the MED’s north terminal station. The station was built underground from 1998 to 2004 on the site of the former Randolph Street Terminal and its predecessor, the Great Central Station. The Great Central Station was opened in 1856 and demolished and replaced by the Randolph Street Station in 1893. Originally, the Randolph Street Station was built at street level. In 1926, the station platforms and railbed were lowered into a cut as part of the electrification of the line and the elimination of grade crossings. The station was rebuilt underground in 1955 with the construction of the Prudential Building above it; portions of the trackage remained open air until they were covered in the late 1990s for the construction of Millennium Park above it. The station was redesigned by Skidmore, Owings and Merrill and reopened in 2005 as Millennium Station with the main entrance on Randolph Street/Michigan Avenue and another on South Water Street; the latter was built in 1970 to provide direct access to the One Illinois Center building above it.

The McCormick Place Station was originally built below-grade at 23rd Street when the line was electrified and grade separated in 1926. The expansion on the McCormick Place convention center in the early 1990s over the station ultimately placed it underground. The station was rebuilt in 1993 and a series of upgrades were completed in 2017.

2.3.1.2 Below-Grade Railroad Stations

The Main Line station configuration at the Van Buren Street and Museum Campus/11th Street stations consist of high-level island platforms to allow for level boarding of the trains, which are below-grade in a cut at these locations. The Van Buren Street Station was built below-grade in 1896 and retains its original late-nineteenth century depot. The depot was renovated in 1990 but retains many of its original architectural features. The Museum Campus/11th Street Station was placed below-grade in 1926 in conjunction with the grade separation and electrification of the line; the station’s headhouses, warming houses, and platforms were replaced in their entirety in 2009.

2.3.1.3 At-Grade Railroad Stations

The Main Line station configuration at the 18th Street and 27th Street stations consist of high-level island platforms to allow for level boarding of the trains, which are at-grade in these locations. The platforms are constructed of heavy timber and reached by a steel pedestrian bridge extending over the railroad to the platform. The 18th Street Station has a single wood-framed shelter in the middle of the platform with bench seating facing both tracks. It was built in 1926 and its platform and shelters have since been replaced. The 27th Street Station has a single warming house with a rectangular footprint, wood siding, and gable roof. Built in 1952, it has been altered since its construction with a new warming house and platform.

2.3.1.4 Viaduct or Elevated Railroad Stations, Platform on Embankment

Between 47th and 155th Streets, the Main Line station configuration consists of a headhouse or stair-only access built into the rail viaduct and embankment to access the rail platform on the embankment. The headhouse is typically associated with larger stations and consists of concrete and non-historic metal glazed curtain wall systems. Enclosed interior stair and elevator access are provided from the electric headhouse to the platforms. Stations with stair-only access through the embankment are enclosed by a headhouse or warming house at the embankment level. The majority of these stations were built in 1926 as part of the electrification and grade separation of the line. The Kensington/115th Station depot was built in 1916 and the Harvey Station depot was built in 1902. Common alterations to the stations since their construction include infill materials and/or new platforms, headhouses, warming houses, and shelters.

Between 170th Street and Steunkel Road, the Main Line station configuration consists of a headhouse, warming house, or depot as the primary waiting area leading to the elevated rail platform on the embankment via pedestrian tunnels and stairs. The Flossmoor Station depot was originally built in the early twentieth century and became privately owned and adaptively reused in 1996; it was replaced by a platform-level headhouse and the station was renovated in 2015. The Olympia Fields Station was originally built in 1917 and was replaced in 1991 with new platforms, headhouse, warming house, and shelters. The stations at Hazel Crest, Calumet, Homewood, and 211th Street were originally built in 1926 and subsequently altered by station, platform, warming house, and/or shelter replacements occurring between the mid-1980s and 2010s. The stations at Matteson and Richton Park were originally built in 1955 and both were rebuilt in the late 1980s. The University Park Station was the last station built on the line in 1977 and it was renovated in 2004.

2.3.2 South Chicago Branch Line

The South Chicago Branch Line has eight railroad stations, all with a similar appearance and configuration, and varying in materials and number of individual structures. The stations were built between 2000 and 2007, replacing older stations in these locations (Figure 3-22). The stations generally consist of a headhouse with a high-level island platform on one side, and on the other side, ramp access to the headhouse entrance. The headhouse is clad in brick with either bands of modest limestone or darker brick accents around its elevations. The gable headhouse roof is replacement standing seam metal.

The railroad tracks are at-grade, while the station platforms are elevated to allow for level boarding of the trains. Each station has a single island platform of varying length. A structural steel, gable canopy tops each platform, extending out from the headhouse.

The South Shore station has a windbreak at the rear of the platform, located under the canopy. The wind break consists of a single wall to impede the flow of wind.

2.3.3 Blue Island Branch Line

The Blue Island Branch Line has seven railroad stations, all with a similar appearance and configuration, at the original 1926 locations. The stations were replaced in 2004-2015 with new warming houses, platforms, and shelters; none of the original stations remain. The stations generally consist of a warming house with a high-level island platform and one or two shelters.

The warming house is a one-story building with a rectangular footprint, wood or vinyl siding, and a gable roof.

The railroad tracks are at-grade, while the station platforms are elevated to allow for level boarding of the trains. Each station has a single island platform of varying length. A structural steel, gable canopy tops each platform, extending out from the warming house.

2.4 Railroad Interlocking Towers

2.4.1 Interlocking Towers with No Architectural Style

There are three interlocking towers of this type include the 51st Street Interlocking Tower located on the west side of the MED Main Line and adjacent to S. Lake Park Avenue between E. Hyde Park Boulevard and E. 49th Street; the 67th Street Interlocking Tower located on the west side of the MED Main Line and between 67th Street and E. Marquette Road near S. Kenwood Avenue; and the Matteson Interlocking Tower near the Richton Park Metra Electric Railyard in Matteson.

The interlocking towers are two-to-three-story, rectangular, brick-clad towers featuring a high, concrete foundation and flat roof. The buildings display no discernible architectural style due to substantial alterations that have occurred over time and appear utilitarian in function. The high foundation is a result of allowing the first brick-clad story to meet the railroad grade. Fenestration is irregular throughout with numerous openings found on the south, north, and east elevations. Nonoriginal metal doors cover entries while window openings are covered, infilled with brick, or contain metal-frame replacement windows. Some concrete sills remain on the east elevation where windows originally were located facing the MED Main Line. Metal staircases provide access to the building and surrounding railroad infrastructure.

The 51st Street Interlocking Tower includes a small, square, single-story concrete-clad addition located on the south elevation. Research indicates the buildings 51st Street and 67th Street interlocking towers originally featured a decorative, crenelated roofline. The 51st Street Interlocking Tower's top story was removed between 2008-2010. Similarly, the 67th Street Interlocking Tower's top story was substantially altered to remove its original windows and decorative roofline feature.

Due to substantial alterations, these interlocking towers no longer retain integrity of design, materials, workmanship, feeling, or association and are unable to convey their significance to early electrification of the line. As a result, these three interlocking towers are noncontributing to the MED.

2.4.2 Italian Renaissance-Inspired Interlocking Tower

Interlocking towers of this type include the Homewood Interlocking Tower located on the west side of the MED Main Line near the 183rd Street-Park Avenue intersection and the Kensington Interlocking Tower on the east side of the MED Main Line near the E. Kensington Avenue-S. Cottage Grove Avenue intersection.

The interlocking towers are three-story, rectangular, brick-clad towers featuring a high, concrete foundation and tile-clad hipped roof. The towers' high foundations are a result of allowing the first brick-clad story to meet the railroad grade. The buildings display elements of the Italian Renaissance style including symmetry, paired windows, and a hipped roof with wide, overhanging eaves and decorative cornice brackets. Notably, the towers' facades facing the MED Main Line feature a central, projecting box bay window supported by decorative brackets in the upper story. Fenestration is regular throughout and features symmetrical rows of three windows or paired windows; however, some openings have been altered and infilled with brick and covered with wood or metal. Windows configurations include two- or three-over-one, double-hung wood sashes with cement sills. Where present, doors are generally metal replacements and metal staircases provide access to the building and surrounding railroad infrastructure. The building's tile hipped roof features a single brick chimney.

The Homewood Interlocking Tower includes a small concrete room on its south elevation.

These two Italian Renaissance-inspired interlocking towers are contributing to the MED. They retain integrity of location, setting, design, workmanship, feeling, and association; integrity of materials has been diminished due to modest exterior alterations including window modifications.

2.5 Railroad Yards

The MED contains four railyards that feature an extensive number of sidings and various buildings related vehicle storage and maintenance.

The Weldon Yard/18th Street Yard is an elongated railyard with a central maintenance building. The railyard extends from approximately 14th Street south to 18th Street and oriented parallel to and bound on the east by South Lake Shore Drive and on the west by the McCormick Place Busway. Within the yard, sidings from the Main Line enter and exit from a central rectangular, metal-clad maintenance building. Northwest of the central building are a series of metal sheds and outbuildings without direct rail access.

The Metra Kensington Yard/KYD Maintenance Facility is a small railyard dominated by a large service building and was built in the 1990s. The facility is located on the west side of the Main Line between 122nd and 125th Streets and oriented parallel to the Main Line. Sidings lead from the Main Line into the service building and exit from the building to reconnect with the Main Line. A small parking area is located west of the building.

South of the KYD Maintenance Facility is the Markham Yard, which is now owned by the CN Railroad. The Illinois Central Railroad built the Markham Yard in 1926. It is located on the east side of the Main Line between the Harvey Station on the north and the Homewood Station on the south and is generally oriented parallel to the Main Line. According to aerial images, the railyard features a labyrinthine layout with interconnected layover areas and numerous sidings. A large, paved parking area is located near the railyard's center, north of the Tri-State Tollway (I-294/I-80). Several small buildings are located within the railyard and include an office and other outbuildings. A large maintenance facility building is located at the yard's southern end. Aerial images indicate these buildings are not original to the yard.

The Richton Park Metra Electric Railyard is a narrow railyard located immediately south of the Matteson station. The yard contains a number of sidings and small outbuildings and likely served as an early layover area at the Main Line's former southern terminus.

The Kensington Yard/KYD Maintenance Facility is noncontributing to the MED. The Weldon Yard, Markham Yard, and Richton Park Metra Electric Railyard are contributing to the MED. These early rail yards retain integrity of location, setting, feeling, and association. The yards feature a diminished integrity of design, materials, and workmanship due to changes to the yards' layouts and rails, although these types of changes are consistent with the function of rail yards. The yards are each considered a single entity that includes the various sidings and buildings.

2.6 Electrical Infrastructure

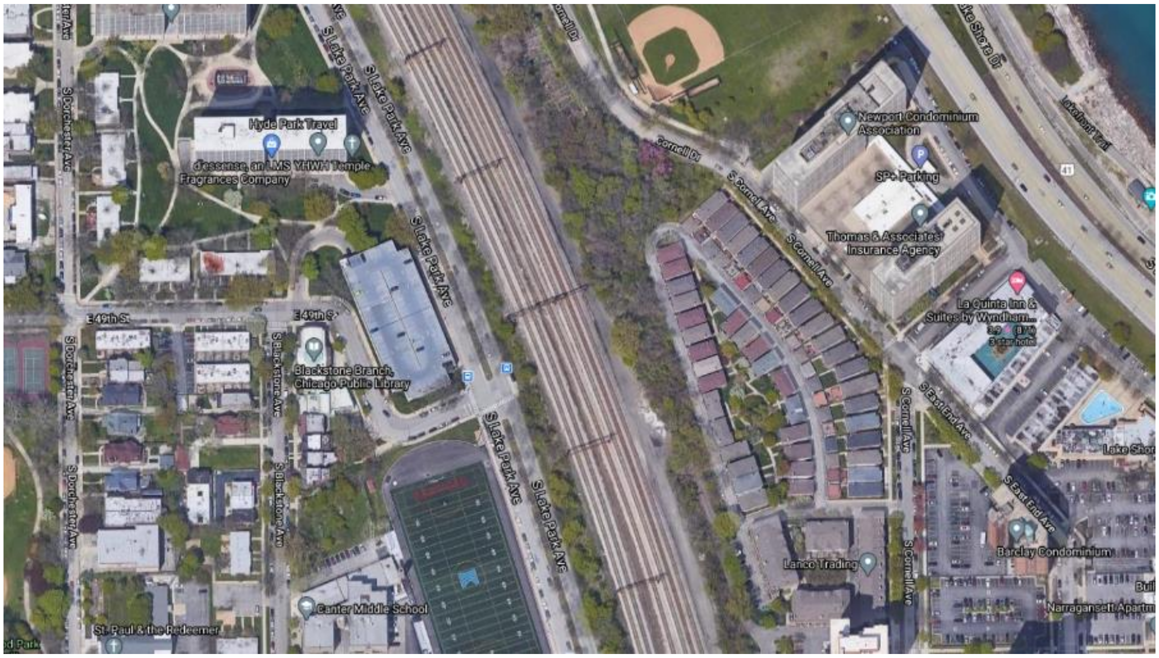
This section describes the electrical infrastructure of the MED, which is powered by an overhead catenary system at 1500 volts direct current from the system's substations. The MED's power distribution system features a separate, electrified catenary over each track, allowing the power to be sectionalized at the substations and other points along the line and preventing power loss to the entire line if one section loses power. Sectionalized points not at the substations are called tie stations. Both substations and tie stations have breakers.[7]

2.6.1 Overhead Catenary Support System

The MED overhead catenary system was constructed in 1926. The system comprises a series of steel support columns, often referred to as masts, fixed to concrete foundations. The tops of each mast feature smaller steel arms with catenary insulators designed to regulate high voltage lines that extend along and parallel to the tracks. The structural masts are generally spaced at regular intervals along the line.

[7] Bernard I. Stone, "The Story of the Illinois Central Suburban." Electric Bulletin of the Central Electric Railfans Association No. 14 (May 1940): 2.

Figure 2-14. Main Line track section near 49th St showing spacing



From the masts, steel arms extend outward over the tracks and carry suspended overhead wires. Attached to the arms' undersides are steel brackets and registration arms that attach to the catenary or messenger wire and the contact wire. These two overhead wires are oriented above and parallel to one another and centered over the tracks. An additional wire called the auxiliary messenger is situated immediately above the contact wire. Hangers, sometimes referred to as droppers, vertically connect the messenger and contact wires and help maintain wire tension. These hangers are spaced at approximately 15 to 22-foot intervals. Contact wire heights range from approximately 16 to 22 feet.

The overhead catenary system is a single contributing resource to the MED. The system retains integrity of location, design, setting, materials, workmanship, feeling, and association. Despite some modifications to the system using modern materials, alterations overall are minor and do not diminish the entire system's integrity of design, materials, or workmanship. Individual catenary structures built during the period of significance are contributing; those built later, including during the 1967 and 1990 building campaigns, are noncontributing.

Main Line

The Main Line overhead catenary system was constructed in 1926 with replacements to some of the trusses in 1967 and 1990. The majority of the 1926 catenary structures on the Main Line remain intact. It utilizes flanking truss-strengthened steel masts supporting a similarly built arm with a perpendicular span across the railroad line (Figure 2-15). Additional steel bracing has been added to the mast-arm junction. The majority of arms span two to three tracks and some extend across the entire width of the railroad embankment and are supported by additional masts. While the catenary system's structural supports generally carry wires, full-width structures along the route include signaling equipment where required.

At the Metra KYD Facility, near 123rd Street and S. Indiana Avenue, single masts are used to carry the catenary wires. These masts are situated between two tracks and fashioned from steel I-beams with arms extending over the tracks and carrying messenger and contact wires. Additional masts in the facility's vicinity include those adjacent to rail lines with an arm extending over a single track; painted gray, these masts do not appear original to the line. The use of single masts continues south of the KYD Facility to approximately the Little Calumet River where the line again uses dual flanking masts with spans before returning to using single masts south of the river. From there, dual flanking masts are used in a small section between 155th and 156th Streets and at 183rd Street.

Figure 2-15. Example of Main Line truss-strengthened steel masts at E. 100th Place

South Chicago Branch Line

The South Chicago Branch Line overhead catenary system was constructed in 1926 and replaced in 1967. The line itself is double-tracked and features a catenary system typically comprising a single steel mast spaced at generally regular intervals between the tracks. The masts feature concrete bases and some masts are incorporated into stations (Figure 2-16). From these masts, steel arms extend outward over the tracks and carry the messenger and contact wires. Like the Main Line, some of these masts feature signaling equipment. Above the arms, additional support apparatuses carry electrical wires the length of the branch line.

Figure 2-16. Example of South Chicago Branch Line single steel mast at Stony Island Station

West of the Stony Island station, masts and arms are irregularly spaced and configured as the railroad makes a turn eastward away from the Main Line. The irregular configuration includes dual masts with a single arm that spans both tracks, single masts without arms located adjacent to the tracks that appear to include only electrical wires, or the familiar single masts located between the tracks. East of Stony Island, the line consistently utilizes single mast configuration between the tracks. At approximately S. Exchange Avenue and E. 73^{rd} Street are a series of dual steel masts with an arm that spans the two tracks (Figure 2-17). These structures are similar in concept to those found on the Main Line but are fashioned using steel I-beams in lieu of a truss system. At the Windsor Park station, the catenary system returns to a single-mast configuration before once again returning to dual-mast configuration south of 87^{th} Street. Beginning at 90^{th} Street, the dual-mast configurations do not appear to be original.

Figure 2-17. Example of South Chicago Branch Line steel mast at 73^{rd} Street/Exchange Ave

Blue Island Branch Line

Unlike the South Chicago Branch Line, the Blue Island Branch Line overhead catenary system is generally uniform. Constructed in 1926, the system commonly comprises a single steel I-beam mast adjacent to the tracks and spaced at regular intervals. A single steel arm extends outward from the mast over the tracks and carries the messenger wire while a registration arm connects to the contact wire below (Figure 2-18). Above the arms, the masts carry electrical wires the length of the branch line. This mast configuration is consistent for the length of the branch line where it is single tracked. At the West Pullman station area, the line is dual-tracked and contains centrally located masts between the tracks similar to those found on the South Chicago Branch Line.

Figure 2-18. Example of Blue Island Branch Line steel arm mast at Ashland Ave

2.6.2 Substations

The MED receives power through a number of substations located at intervals along its route. These buildings house electrical equipment designed to manage voltage levels used to power the rail line.

Substations that existed at the time the Illinois Central Railroad completed electrification improvements in 1926 are located outside of the railroad right-of-way and were built by Commonwealth Edison. Only the Vollmer Road Substation, also built in 1926, was owned and operated by the Public Service Company of Northern Illinois. These companies acted as utility providers to the Illinois Central Railroad at the time of electrification; Metra later acquired these buildings.

The Commonwealth Edison substations are similarly designed approximately two-story, brick-clad buildings with concrete foundations and a flat roof. The buildings display elements of the Prairie Style and feature basement-level windows and an entry door beneath three prominent, multi-paned arched windows evenly spaced across its symmetrical facade. A single stringcourse divides the façade horizontally; above the course are decorative square panels and a wide, articulated cornice. The side elevations feature basement-level windows, the stringcourse, and a series of square, clerestory windows beneath the cornice. One substation, Harvey Substation, features a series of rectangular windows across its facade and a corner entry flanked by pilasters; pilasters are used throughout as decorative elements. Other embellishments are found on the substations to provide unique appeal.

The Vollmer Road Substation is an asymmetrical, two-story, brick-clad building with a complex footprint on a concrete foundation and hipped and gable roofs covered with scalloped asphalt shingles. Notably, the building features a decorative, multi-story, stepped central tower with a domed roof. The building is accessed via a covered porch lined with lunette windows. Windows throughout the building feature a multi-light configuration within round arches on all elevations. Curved, sloping walls extend outward from the building.

Substations constructed after the line's initial electrification are modest, utilitarian buildings clad with brick or metal and covered by flat roofs. The buildings contain a single-entry door and no window. These buildings are located within the Metra right-of-way.

Although these substations were built and originally owned by electric companies and may have provided additional power to sources beyond the railroad, their primary purpose was to provide the Illinois Central Railroad sufficient power during the railroad's initial electrification period. These substations, located adjacent to the railroad, were integral to the Illinois Central Railroad's successful system-wide electrification. The majority of these substations retain all aspects of integrity; as a result, substations constructed within the MED's period of significance are contributing to the MED despite some being located in areas just beyond the MED right-of-way. Additionally, substations constructed outside the period of significance are noncontributing because they were built after the Illinois Central Railroad's electrification.

2.6.3 Power Tie Stations

There are power tie stations at 11th Place, 51st Street, 95th Street, Riverdale, and Homewood. Tie stations found throughout the MED feature simple utilitarian designs with modest exteriors displaying brick, concrete, or stucco cladding and no discernible style. Typical tie stations are rectangular, single-story buildings with a concrete foundation and flat roof. Most tie stations contain a single metal entry door and no windows; on some earlier examples, windows may have existed and were later infilled. Louvered vents and air conditioning units on exterior elevations provide air flow for the buildings. The modest buildings are located adjacent to the railroad embankment and connected via overhead lines to the railroad's electric system. In some instances, the tie stations are found near interlocking towers.

While most tie stations display no stylistic references, the Homewood Tie Station features elements of the Mission Revival style including arched false windows and a modestly shaped Mission roof parapet; however, it is not a good example of the style and its unornamented exterior indicates a utilitarian function. A series of false windows designed as recessed arches with simple sills surround the building on multiple elevations; historic images indicate windows may have originally existed in some locations and were later infilled and covered with stucco. Above the windows, small vigas, prominently used in Pueblo Revival architecture, project from the walls at the base of the roofline parapet.

The majority of tie stations fall outside of the period of significance for the MED or no longer retain integrity of design, materials, workmanship, feeling, and association due to substantial modifications over time. The 95th Street Tie Station and the Homewood Tie Station retain integrity of location, design, setting, feeling, and association while only a modest integrity of materials and workmanship remains due to alterations over the years. As a result, the 95th Street Tie Station and Homewood Tie Station are contributing to the MED and the 11th Place, 51st Street, and Riverdale tie stations are noncontributing.

3.0 History and Development

This section describes the development of the MED, which was originally built by the Illinois Central Railroad as their suburban commuter line in 1856 and is currently owned and operated in the same capacity by Metra.

3.1 Illinois Central Railroad Early History (1856-1892)

Situated on the west bank of Lake Michigan, Chicago's place as one of America's great Midwestern cities has been closely linked to its location, but its rise as a great urban center has also been facilitated by a civic devotion to planning and an affinity for cutting-edge design and technological innovation. These attributes are reflected in the important role railroads played in the development of its urban landscape. At its peak, Chicago was the nexus of the American railroad system, and its railroads, in particular the Illinois Central Railroad (Illinois Central), helped drive the city's economic growth and supported its physical expansion. Although the Illinois Central was not Chicago's first railroad, it played an important role by connecting major cities within Illinois and linking Chicago to the Mississippi River via the City of Cairo, Illinois.[8] As a result, the Illinois Central provided an extensive reach that spanned from the Great Lakes to ports on the Gulf of Mexico and overland to the great cities of the American northeast, Boston, New York and Philadelphia.

On January 18, 1836, the Illinois Legislature incorporated the Illinois Central Railroad Company with a mandate to construct and operate tracks between Cairo, Illinois and Galena, Illinois.[9] Despite the $3.5 million of state funding provided the following year, the venture failed.[10] Mismanagement, financial limitations and political changes caused the state legislature to pass a pair of acts in 1840 that paused all railroad construction within the state.[11] Although construction on the Illinois Central Railroad had already commenced, the line consisted of less than a few hundred miles of graded alignment. The project remained dormant until 1850, when the federal government granted over two-and-a-half million acres of land to Illinois for a railroad company to finish the project in under ten years.[12] The reformed Illinois Central became the nation's first land grant railroad, a private company given title to vast swaths of federally owned land that it was entitled to sell or develop in order to financially support the construction of necessary railroad connections.

The railroad caught the attention of both the wealthy and those hoping to be. Stephen Douglas, the renowned U.S. Senator from Illinois, became one of the company's chief supporters. His

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[8] Patrick E. McLear, "The Galena and Chicago Union Railroad: A Symbol of Chicago's Economic Maturity," *Journal of the Illinois State Historical Society* 73 (Spring 1980): 23. The Galena and Chicago Union Railroad operated the first steam trains within the city limits in 1848.

[9] Newton Bateman, David McCulloch, and Paul Selby, *Historical Encyclopedia of Illinois*. Vol. 1 (Chicago: Munsell, 1901): 289.

[10] Sandra K. Lueckenhoff, "A. Lincoln, A Corporate Attorney and the Illinois Central Railroad," *Missouri Law Review* 61 (Spring 1996): 409.

[11] Ibid., 410.

[12] Ibid.

lands straddled the railroad alignment along a planned Chicago branch, putting him in a prime position to benefit from its presence. Benefitting in a different capacity was Abraham Lincoln, who served as the company's preferred legal counsel throughout much of the 1850s, prior to his presidency.[13]

Illinois Railroad survey work began on May 21, 1851, and by the end of the year, the line between Chicago and Cairo (Figure 3-1) was fully laid out.[14] The railroad began grading the first segment, between Chicago and Kensington, Illinois, in March 1852. The Illinois Central completed the first, 14-mile stretch by May.[15] This initial segment served an important purpose, as agreement had been reached with the Michigan Central Railroad (Michigan Central) to allow the Illinois Central to connect with and operate over the Michigan Central corridor. This connection to the Michigan Central provided Chicago with its first rail link to east coast markets. The first train to operate over the tracks was a Michigan Central passenger train that on the morning of May 22, departed from a temporary passenger station erected near the southern city line of Chicago at 22nd Street and extended to the Illinois-Michigan state line.[16]

Initially, the Illinois Central could not lay tracks northward into Chicago due to a lack of a city ordinance permitting such construction; however, the railroad overcame this hurdle a month later when, on June 14, 1852, the Chicago Common Council passed an ordinance that authorized the railroad to construct and operate a rail line within the city. The ordinance did come with an important stipulation: the railroad had to agree to accept an unfavorable right-of-way that extended along the edge of Lake Michigan's eastern shore that north of 12th Street became a north-south alignment located approximately 400 feet east of Michigan Avenue.[17] This alignment placed the Illinois Central tracks approximately 350 feet east of Lake Michigan's eastern shore and well within the lake.

Erosion from Lake Michigan plagued Chicago for decades. By the 1850s, Lake Michigan had begun to consume land beneath the city's lakefront properties, particularly the shoreline of an open tract of land between 12th Street and Randolph Road. The land had been reserved as public ground for the city's citizens when this part of Chicago was laid out in the 1830s. This open space, which would later become the core of Grant Park, was already recognized as a resource important to preserving the health and well-being of the rapidly growing population, which often lived in tight quarters with little natural light or healthy air circulation. Rather than bearing the cost of constructing a seawall or breakwater itself to spare the land, the city took advantage of the Illinois Central's immediate needs.

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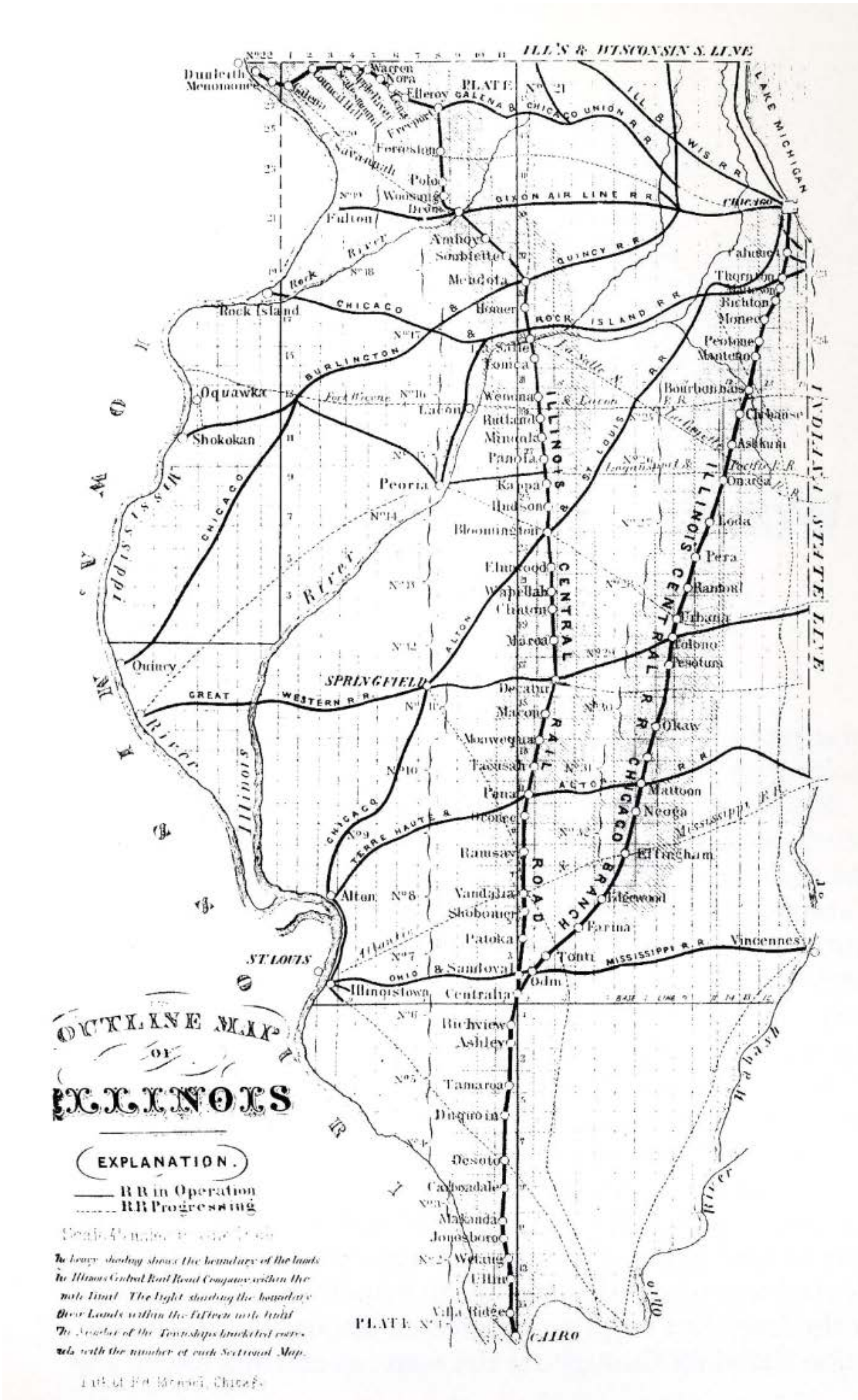
[13] Sandra K. Lueckenhoff, "A. Lincoln, A Corporate Attorney and the Illinois Central Railroad," 409.
[14] Batemen et al., Historical Encyclopedia, 289.
[15] Ibid.
[16] Charles H. Mottier, "History of Illinois Central Passenger Stations on the Chicago Lake Front." The Railway and Locomotive Historical Society Bulletin, no. 43 (1937): 69.
[17] Ibid.

Figure 3-1. Outline Map, ICRR Routes (ca. 1860)[18]



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18 Homewood-Flossmoor Chronicle (https://hfchronicle.com/article/2018/mar/30/local-history-origins-flossmoor). Accessed January 30, 2021.

Consequently, the railroad became responsible for protecting this stretch of Chicago's lakefront. The Illinois Central constructed its tracks on trestles sunk into the shoreline. North of 12th Street, where the line was required to extend across the lakebed, permission was needed from the State of Illinois because it held title to the lands beneath the lake's waters. The Illinois Legislature passed legislation authorizing construction, and at the behest of the city, also required that the railroad erect at its own expense a breakwater outboard of its tracks to protect the shoreline of the city's public ground. On September 2, 1852, the railroad accepted the proposition and began constructing a temporary wooden breakwater and trestles (Figure 3-2) that would carry its tracks.[19] Building a more substantial breakwater using earth and stone was delayed until the railroad was completed.[20] At a cost of $500,000, the breakwater became the most expensive project that the Illinois Central completed during its early years.[21]

Figure 3-2. Historic Photograph, ICRR Trestle in Lake Michigan (May 1, 1865)[22]

Looking southeast at funeral train of Abraham Lincoln on the ICRR trestle in Lake Michigan

[19] Ibid.

[20] Chicago Terminal Improvement Department, Illinois Central Railroad, "Our 70 Years on the Chicago Lake Front." Illinois Central Magazine, vol. 10. No. 9 (March 1922): 10.

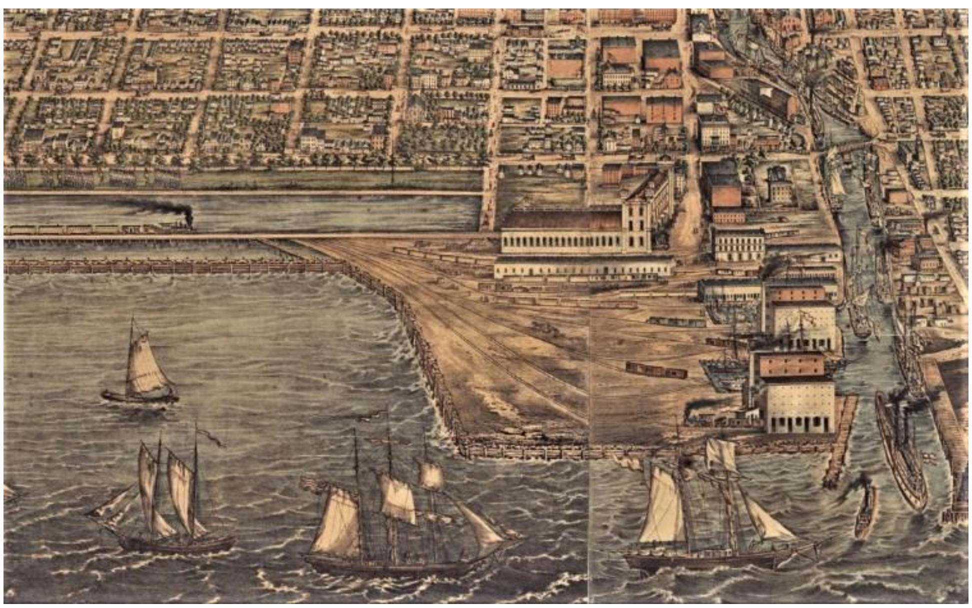
[21] Western Railroad Gazette, vol. 1, no. 36. (July 25, 1857): 1.

[22] McLean County Museum of History.

In 1853, the Illinois Central commenced construction of its Chicago terminal facilities (Figure 3-3) on South Water Street. Because of the undertaking's scale, a temporary passenger station was initially erected until a permanent station could be completed. Designed by the architect Otto H. Matz, and known as the "Great Central Depot," that permanent station was constructed at a cost between $200,000 and $250,000. The building featured a head house (Figure 3-4) with railroad offices on the upper floor and a massive train shed (Figure 3-5). It served not only the trains of the Illinois Central but also those of the Chicago Burlington and Quincy Railroad, Galena and Chicago Union Railroad, and the Michigan Central Railroad.[23] When the building opened in 1856, it was the largest building or structure in Chicago. The railroad's South Water Street complex also included wharves, a freight building, the Illinois Central's land office, and grain houses. To support railroad operations temporary shops, roundhouses and a railyard were also established at the eastern end of 14th Street.[24]

While the Great Central Depot was under construction, work on other segments of the railroad beyond Chicago also progressed. By July 1854, the Chicago branch extended as far south as Urbana, and by 1856, the entire 705.5 miles of the railroad as it was originally laid out was completed. This branch included the 301-mile-long mainline from Cairo to LaSalle and the 147-mile-long track from La Salle to East Dubuque.[25]

Figure 3-3. Detail of I. T. Palmatary and Christian Inger's *Bird's Eye View of Chicago* (1857)[26]



ICRR's Great Central Depot and Terminal Facilities between Randolph and South Water Streets

[23] Ibid.

[24] Chicago Terminal Improvement Department, "Our 70 Years on the Chicago Lake Front," 11.

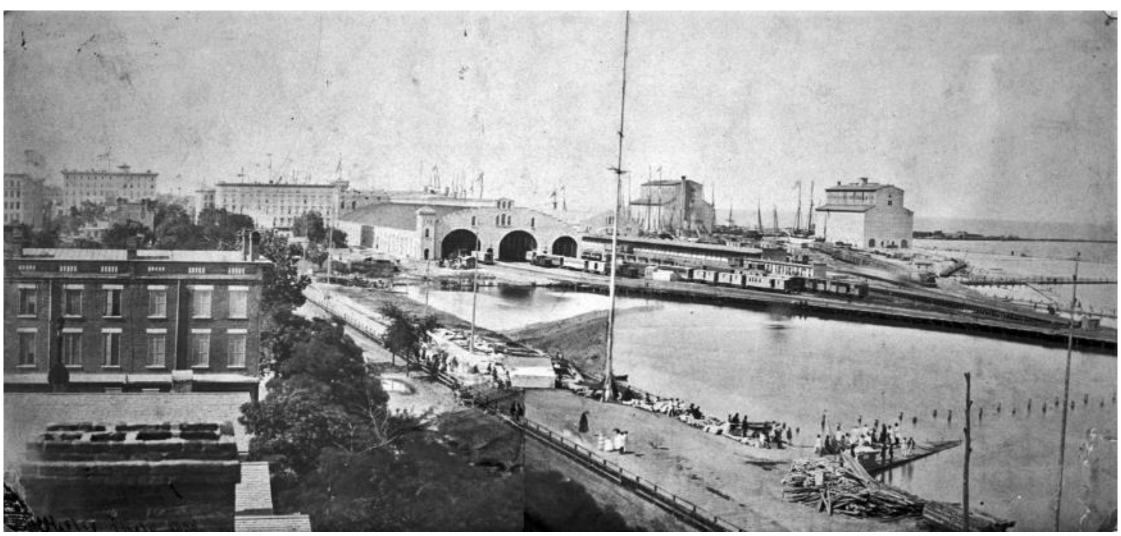
[25] Batemen et al., Historical Encyclopedia, 289.

[26] Chicago Historical Society.

Figure 3-4. Historic Photograph, Great Central Depot (ca. 1865)[27]

Looking east to head house of the Great Central Depot, taken by Charles R. Clark

Figure 3-5. Historic Photograph, Great Central Depot (ca. 1858)



Looking northeast to Great Central Depot, taken by Alexander Hesler. The lagoon between the train tracks (at right) and Michigan Avenue (at left) would be infilled after the Great Chicago Fire of 1871; now part of Grant Park.[28]

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[27] Newberry Library.

[28] Chicago Historical Society.

In 1856, the Illinois Central commenced suburban service along its Chicago branch. The first suburban trains ran from Chicago to the newly established town of Hyde Park. A single train, known as the "Hyde Park Special," was dedicated to the service and made four round trips every day of the week except on Sundays.[29] As metropolitan Chicago continued to grow and new communities formed on or near its tracks, the Illinois Central extended suburban service further south. By 1862, the railroad erected a station at Junction Avenue (now 63rd Street) in Woodlawn.[30] By 1871, service extended to 71st Street.[31]

The year 1871 was also the year of the Great Chicago Fire, which killed approximately 300 people and leveled about 3.3 square miles of the city. The fire gutted the Illinois Railroad's Great Central Depot, destroying the company's corporate offices located on the upper floor; only the building's exterior walls remained.[32] While the center of Chicago was in disarray, Illinois Central transferred passenger service to a wooden passenger station that had been erected in 1868 at 22nd Street. As soon as railroad workmen cleared the rubble from around and within the burned Great Central Depot, trains once again began to stop within its shell with ticketing and baggage service continuing at 22nd Street.[33] By 1872, the railroad utilized a temporary wooden station near the northern end of the Great Central Depot train shed. The stone walls at the southern end of the shed (Figure 3-6) remained for the next twenty-two years but the train shed roof was never rebuilt.[34] Despite the severe damage left by the fire at the northern end of the line, the Illinois Central continued to expand its suburban service throughout this period. The railroad extended its service as far south as 115th Street in the community of Kensington before the end of 1873. Rapid growth during the 1870s on the South Side of Chicago increased its population from 3,000 to nearly 88,000 persons, forcing the railroad to increase the frequency of its weekday service to twenty suburban trains a day between Randolph Street and 71st Street. However, only a single train operated daily between 71st Street and 115th Street due to minimal suburban development at the southern end of the line.[35]

While the area surrounding the southern end of the line steadily developed, the northern end of the line was also changing. While the Great Chicago Fire gutted the Illinois Central's Great Central Depot, destroyed railroad offices, and disrupted service at the northern end of the Chicago branch, the event also had other, less immediate impacts on the railroad. Chicago had to confront a disposal problem for the vast quantities of demolition debris (Figure 3-7) generated by ground clearing and rebuilding efforts. An easy and simple solution quickly presented itself: ash was swept up and, along with soot-streaked bricks, broken stone, and charred timbers, was carted away and dumped in the shallow Lake Michigan waters between

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[29] Charles B. Medin, "The Illinois Central Suburban Service during Steam Operation." *The Railway and Locomotive Historical Society Bulletin*, No. 66 (March, 1945): 28.
[30] Ibid.
[31] Stone, "The Story of the Illinois Central Suburban" 2.
[32] Mottier, "History of Illinois Central Passenger Stations" 72.
[33] Ibid.
[34] Ibid.
[35] Medin, "The Illinois Central Suburban Service" 28.

the railroad and the shoreline and between the railroad and the breakwater.[36] Suddenly, the railroad found itself less of a maritime venture and more of a terrestrial enterprise. The cleanup of Chicago created dozens of acres of new open land on fill derived from fire debris and incorporated new real estate into what was later known as Lakefront Park.

Figure 3-6. Historic Photograph, Ruins of Great Central Depot Train Shed[37]

Looking northeast to ruins of the Great Central Depot train shed after Chicago Fire of 1871

[36] Julia Sniderman and William W. Tippens. "Grant Park." National Register of Historic Places Nomination Form. Chicago Park District, Chicago (July 1, 1992): 8-26.
[37] Chicago History Museum.

Figure 3-7. Historic Photograph, ICRR Along the Lakeshore[38]

Looking northeast to Michigan Avenue at Adams Street after Great Fire of 1871

During the 1880s, Chicago continued to grow, and the Central Illinois's suburban service continued to expand to meet the needs of an increasing population. Developers laid claim to most of the open tracts of land adjacent to the railroad. In the early 1880s, George Pullman purchased approximately 4,000 acres of land along the Illinois Central tracks west of Lake Calumet in order to create a factory town.[39] The railroad erected a new station to cater to the Pullman community and increased its overall suburban service to thirty-six trains a day during the week. As available land along the railroad tracks became scarcer, prospective homeowners and businessmen needed to search further afield for real estate opportunities. In 1882, the railroad constructed an entirely new line that connected to the Chicago branch at 69th Street and extended a distance of 4.7 miles to serve the village of South Chicago. South Chicago had established itself as a growing manufacturing center on the southern rim of Lake Michigan at the mouth of the Calumet River. Initially, the Illinois Central operated fourteen trains along this

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[38] Your Chicago Guide (https://yourchicagoguide.com/grant-park/). Accessed January 30, 2021.
[39] Medin, "The Illinois Central Suburban Service" 28.

new route Monday through Saturday with six trains operated on Sunday.[40] In response to the continued growth in suburban traffic, the railroad finally replaced the temporary wood frame passenger station north of Randolph Street and constructed a new brick station specifically to handle this increased traffic.[41] In 1890, the Illinois Central extended suburban service on the Chicago branch to the village of Harvey, approximately twenty miles south of the railroad's Chicago terminal.[42] The railroad added another new line in 1892 when it laid tracks 3.9 miles westward from 120th Street to the village of Blue Island.[43] As the Illinois Central increased the mileage of suburban tracks in service, travel times across the system increased and no express trains were yet devoted to suburban traffic. Although separate and specific trains ran the routes between Chicago and Harvey, Chicago and South Chicago, and Chicago and Blue Island, every train stopped at every station along its designated route.[44]

3.2 The World's Columbian Exposition and Civic Improvement (1893-1918)

For the city and the people of Chicago, the two defining events of the second half of the nineteenth century were the Great Fire of 1871 and the World's Columbian Exposition of 1893, also referred to colloquially as the Chicago World's Fair. The Columbian Exposition was a celebration of the 400th Anniversary of Christopher Columbus' arrival in the New World. Like the Great Fire, the impacts of the Columbian Exposition on both the city and the Illinois Central Railroad were far reaching and profound. Approximately twenty-six million individuals are estimated to have attended the Columbian Exposition over the course of the six-month period between its opening day on May 1st and its closing day on October 30th. The Exposition required extensive planning and the work began several years in advance. Jackson Park and the neighboring Midway Plaisance, a mile-long corridor of parkland that connected Jackson Park with Washington Park to the west, were selected as the site of the festivities. Jackson Park was located on the lakefront over six miles south of the center of Chicago, but the area had recently been annexed by the city in 1889.[45]

For the Exposition, famed Chicago architect Daniel H. Burnham was selected as Director of the Works; the nation's most prominent architects were enlisted to design the fair's buildings; and preeminent American landscape architect Fredrick Law Olmsted was given oversight over the grounds. The resulting "White City" was an imposing neoclassical architectural assemblage that entranced visitors and served as the medium by which a new movement in architecture and urban planning, the "City Beautiful," was disseminated to the nation's populace.[46]

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[40] Ibid., 29.

[41] Mottier, "History of Illinois Central Passenger Stations" 73.

[42] Medin, "The Illinois Central Suburban Service" 29.

[43] Ibid.

[44] Chicago Terminal Improvement Department, "Our 70 Years on the Chicago Lake Front" 12.

[45] Robert Wagner. "Hyde Park-Kenwood Historic District." National Register of Historic Places Nomination Form. Illinois Department of Conservation, Chicago (November 10, 1977): 8-3.

[46] William White. *The City Beautiful Movement* (Baltimore: John Hopkins University Press, 1989): 57.

For the Illinois Central, the impacts of the exposition were both immediate and far reaching. First, the Illinois Central needed to plan for increased traffic. While the exposition had its own massive railway station that served many railroads including the New York Central, the Chicago branch of the Illinois Central ran within a few blocks of Jackson Park and extended directly through the Midway Plaisance. The railroad's suburban service remained the primary mode of transportation for visitors traveling to the exposition for many city residents and those visitors traveling the six miles back and forth daily between downtown hotels and the fairgrounds. In fact, the proximity of the Illinois Central's line to Jackson Park was one of the more important considerations involved in the final selection the site for the exposition.[47]

In order to expedite service between the fairgrounds and the city, the Illinois Central added two new tracks between Randolph Street and the midway. It also elevated its tracks from 53rd Street to 67th Street to avoid street traffic.[48] Importantly, to accommodate the anticipated increase in ridership, the Illinois Central finally reestablished the downtown presence it had lost when the Great Central Depot was consumed by the Great Chicago Fire in 1871. At 12th Street, the railroad erected a new train station.[49] Known as Central Station (Figure 3-8), the large brick terminal building surpassed the railroad's facilities north of Randolph Street in both importance and grandeur. Central Station soon became the functional hub of the Illinois Central's passenger service in Chicago.

The railroad also added 41 locomotives and 300 passenger cars to its suburban service for the duration of the fair to accommodate the anticipated crowds. For the first time in the history of the Illinois Central's suburban service, express trains were run, leaving downtown Chicago every fifteen minutes and making stops only at Van Buren Street (Figure 3-9), 53rd Street, 57th Street, 60th Street and 63rd Street.[50]

In addition to simply dealing with the increased traffic from the exposition, the railroad addressed its longer-term effects and impact on Chicago. Railroads played an important role in the success of the exposition as the dominant mode of transportation for visitors traveling to and from the grounds. Many exhibits and attractions also featured and embraced both the past and future of the railroad industry, including one vast exhibit that documented the history and development of railroad technology. Among the locomotives on display was the John Bull, one of the first steam engines to operate on American rails. It had been manufactured in England, disassembled and shipped to New Jersey in 1831, where it was reassembled and used on the Camden and Amboy Railroad. Purchased by the Smithsonian Institution in 1884, the John Bull traveled to the exposition, under its own power, all of the way from Jersey City, New Jersey.[51]

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47 Medin, "The Illinois Central Suburban Service" 29.

48 Ibid.

49 Mottier, "History of Illinois Central Passenger Stations" 73.

50 Medin, "The Illinois Central Suburban Service" 29.

51 Halsey Cooley Ives. *The Dream City, A Portfolio of Views of the World's Columbian Exposition* (St Louis, Mo., N.D. Thompson Publishing Co., 1893): 76.

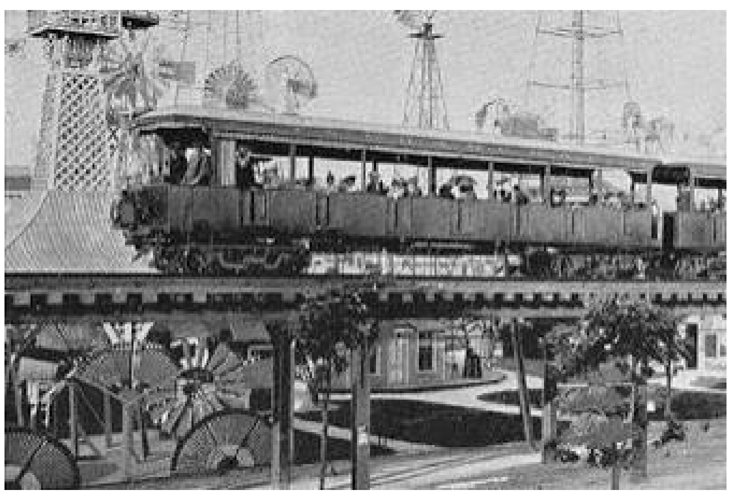
Figure 3-8. Historic Photograph, ICRR's Central Station at Twelfth Street and Michigan Avenue (ca. 1900)[52]

[52] Detroit Publishing Company, ca. 1900. Library of Congress.

Figure 3-9. Historic Photograph, Looking South, at ICRR's Van Buren Street Station (1893)[53]

One of the exposition's most memorable attractions for its visitors was the Intramural Railroad, an elevated, electrified railroad (Figure 3-10) that transported attendees along a six-mile-long track (Figure 3-11) linking the major buildings of the exposition.[54] The intramural railroad presaged the future of Illinois Central's suburban service as an electrified railroad that provided fair visitors with a quiet, clean, safe, and efficient mode of transportation utilizing the design and planning ideals of the "City Beautiful" movement.

Figure 3-10. Historic Photograph, 1893 World's Columbian Exposition Intramural Railroad[55]



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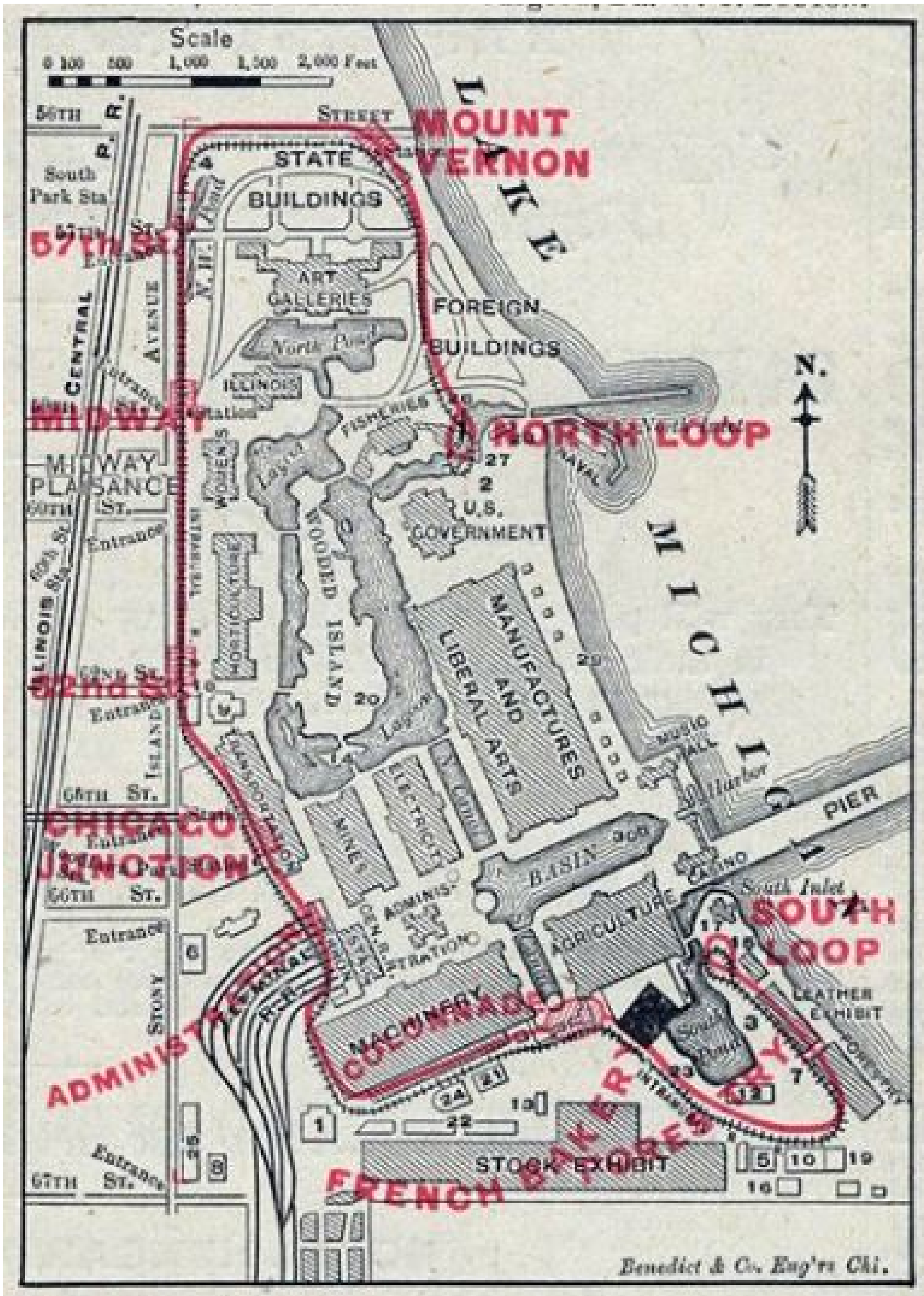
[53] Chicagology (https://chicagology.com/goldenage/goldenage021/) Accessed January 30, 2021.

[54] Hubert Howe Bancroft, *The Book of the Fair, An Historical and Descriptive Presentation of the World's Science, Art and Industry, As Viewed Through the Columbian Exposition at Chicago in 1893* (Chicago: Bancroft Company, 1893), 601.

[55] Digital Research Library of Illinois History Journal (https://drloihjournal.blogspot.com/2020/05/1893-worlds-columbian-exposition-intramural-railway.html) Accessed 1/30/2021.

Figure 3-11. Map, Intramural Railroad Route at 1893 World's Columbian Exposition[56]



ICRR tracks shown at left, extending north to south

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[56] Digital Research Library of Illinois History (http://livinghistoryofillinois.com/download/1893_Worlds_Columbian_Exposition_Intramural_Railway_05.jpg) Accessed 1/30/2021.

Following the close of the World's Columbian Exposition, workers disassembled the Intramural Railroad and most of the exposition's buildings, but the image of the White City persisted. Exposition visitors to the fair returned home and carried its memory to the far-flung corners of the country. In towns and cities across the nation, the concepts of the City Beautiful were well-received and began to find influence in the relatively young discipline of urban planning. In Chicago, city fathers, politicians, and others responsible for the city's future strongly embraced the City Beautiful and soon moved to remake the entire downtown in the image of the White City.

Chicago had long demonstrated a propensity towards civic improvement and beautification, and the White City became one manifestation of these tendencies. Another was the city's devotion to its parkland, most notably its protection of the public grounds that fronted the city between 12th Street and Randolph Street. The Illinois Central and many individuals had sought, over the years, to develop these lands for private and public benefit, but civic leaders fought against incursions into the public space. In 1852, the Chicago Common Council granted the railroad permission to lay its tracks on trestles along the lakefront, and by means of the same ordinance, it permanently banned the railroad from erecting buildings or structures within this public space or between it and the lakefront. The ordinance also prohibited the railroad from assembling or idling trains on its tracks within this same area.[57] The Chicago city charter (as ratified by the Illinois State Legislature in 1861 and 1863) also permanently banned any construction within the public grounds between Illinois Central's right-of-way and the eastern side of Michigan Avenue. The city refused to accept and ultimately manage to overturn state legislation passed in 1869 that would have permitted the Illinois Central to purchase land within the park for its own use.[58]

In Chicago, advocates of the City Beautiful movement sought to implement its ideals in two distinct ways. The first was through the planned creation of an urban landscape that would utilize the city's long-defended public lands along its lakefront as a setting for formal gardens and grand neoclassical buildings and monuments. The city proposed axial avenues radiating out from an urban hub at the center of the city to create grand perspective vistas and link civic landmarks. The second method utilized laws and the implementation of civic improvements that would broadly facilitate a healthier and more attractive urban environment.

Daniel H. Burnham, the head architect of the World's Columbian Exposition, led efforts to rebuild the city and began working on a plan almost as soon as the exposition ended. In 1895, in order to support the efforts of Burnham and other like-minded individuals, the city passed an ordinance that required the Illinois Central to depress its tracks within the public grounds (Figure 3-12) to build retaining walls on either side of its alignment, and to construct bridges across the tracks at key locations to facilitate passage to and from the eastern side of the alignment. Between 1896 and 1907, with the railroad depressed and the new bridges in place, the city began a massive campaign of adding fill (Figure 3-13) to create an expanse of new park

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[57] Chicago Terminal Improvement Department, "Our 70 Years on the Chicago Lake Front," 9.

[58] Joseph D. Kearney and Thomas W. Merrill, "Private Rights in Public Lands: The Chicago Lakefront, Montgomery Ward, and the Public Dedication Doctrine" *Northwestern University Law Journal.* Vol. 105, No. 4 (2011): 1424, 1430-1431.

land to the east and outboard of the Illinois Central's tracks. The old public grounds and this new swath of made lands were intended to serve as the lakefront hub of Burnham's Plan for Chicago and were formally named Grant Park in 1901.

Figure 3-12. Historic Photograph, Depressed ICRR Tracks in Grant Park (ca. 1901)[59]

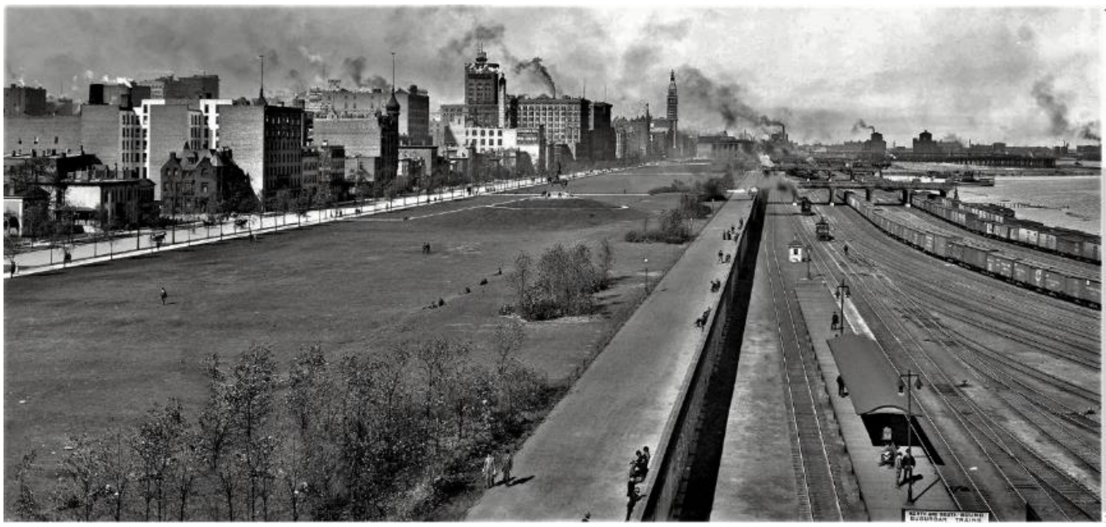

Figure 3-13. Historic Photograph, Landfill Activities in Grant Park (1907)[60]

The Commercial Club of Chicago supported development of Burnham's plan and had it published in 1909 as a gift to the city. However, by that year, Burnham's proposed City

[59] Detroit Publishing Company, ca. 1901. Library of Congress.
[60] Chicago Daily News Photo Archive.

Beautiful improvements on the lakefront had already begun to face resistance from those who wanted the park land left forever undeveloped. Chief among these was Montgomery Ward, who constructed the corporate offices of his mail order mercantile business on a plot of land overlooking the public grounds. Ward successfully sued the city on four separate occasions to prevent construction of permanent buildings or other view-obstructing infrastructure in the park. He also sued the Illinois Central and forced it to remove an ornamental balustrade that the railroad had erected along the two retaining walls required by the city to construct.[61] Ward's actions ultimately forced backers of the Burnham plan to move most of the park's planned civic improvements to other nearby locations.

Although Burnham's dream of a new White City anchored by Grant Park may have been largely thwarted, the efforts to improve and beautify the city through new environmental ordinances and other methods persisted. In 1881, before the World's Colombian Exposition, Chicago had become the first American city to pass an ordinance limiting smoke emittance. Ten years later, prominent Chicago residents petitioned the Illinois Central to improve its operational practices within city limits. The residents' expressed concern that the growth of Illinois Central's facilities and increase in rail traffic had become a significant nuisance.[62] The petition's authors were particularly concerned with the impacts of smoke from steam locomotives and noise from train whistles and recommended new ordinances that would require the railroad to use a less smoky form of coal, prohibit the switching of cars and locomotives, and disallow train assembly within central Chicago "in order that the Lake may be reasonably enjoyed by the citizens of Chicago, which is now impossible."[63]

The petition seemed to have had little immediate effect on the railroad's activities but concern and complaints by city residents continued to increase. In 1911, in response to growing pressure from social reformers and City Beautiful advocates, the Chicago Association of Commerce commissioned a study of the railroad's impact on air quality. A few years later, in 1915, it published the results in an exhaustive 1260-page report entitled, "Smoke Abatement and the Electrification of Railway Terminals in Chicago." The document drew on the expertise of railroad chief and operating engineers from around the country and studied conditions in other large railroad centers, the benefits of burning different types of coal, estimates of future rail growth, the specifics of Chicago's railroad industry and railroad infrastructure, the relative merits of different electrification systems, the success or failure of electrified railroads in use in other cities and countries, and the methods and environmental impacts of generating electricity for railroad use.

The report concluded that electrification of Chicago's railroads would not result in a substantial improvement in the city's air quality, that the infrastructure changes necessary were unachievable, and that the costs of implementing the change from steam to electric power were such that the enterprise would not be practical, either for the railroads to undertake on their

[61] Chicago Terminal Improvement Department, "Our 70 Years on the Chicago Lake Front" 15.
[62] "Petition to Illinois Central Railroad, October 6, 1891," Chicago Historical Society.
[63] Ibid.

own or with municipal assistance.[64] The report also did not recommend the use of cleaner types of coal. Instead, the study suggested creating a "Pure Air Commission" to study and regulate other sources of air pollution throughout the city. Almost as an afterthought, the report recommended that the commission should also be responsible for "devising methods of abating air pollution" from steam locomotives and steamboats and authority for "enforcing such provisions for the suppression of air pollution as may be found necessary."[65]

3.3 Grade Separation and Electrification (1919-1926)

Although the Chicago Association of Commerce's report found that the electrification of all of the city's railroads was neither advisable nor practical, many viewed railroad electrification as a central component of Chicago's City Beautiful aspirations.[66] These planning ideals were still being actively pursued by the Chicago Plan Commission established in 1909 by the City Council to implement Daniel Burnham's city plan. Four years after the smoke abatement report was issued, the city took an important step in the very direction that the report had strongly opposed and forced electrification of the city's railroads.

In 1919, the Chicago City Council passed an ordinance that finalized the results of extensive negotiations among the city; the Illinois Central; the Michigan Central Railroad, which still used the Illinois Central's tracks in Chicago; the South Park Commissioners, who were charged with the oversight of Grant Park; and the United States Government, which governed lake navigation.[67] The "Lakefront Ordinance of 1919" required the Illinois Central to electrify all of its suburban service by 1927, all Illinois Central freight service north of Roosevelt Road by 1930, and all freight traffic on its lines within the city by 1935.[68] By 1940, if certain conditions were met, the railroad would also be required to electrify the remainder of the passenger service utilizing its tracks within city limits.[69] Additionally, the ordinance permitted the railroad to construct a new passenger station on city land south of Roosevelt Road and east of Indiana Avenue in order to replace an aging Central Station at 12th Street thought to be inadequate to effectively handle electric service. Although impressive plans were drawn up for the new station, it ultimately was never constructed.[70]

During the same period that the Illinois Central was negotiating and planning the electrification of its lines (Figure 3-14 and Figure 3-15), it also was pursuing comprehensive grade separation of its Chicago branch suburban service. The railroad believed that the two efforts should be coordinated as grade separation would allow the railroad to safely implement electricity transmission to its trains and would also permit the railroad to reap the potential benefits of the

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[64] Chicago Association of Commerce. *Smoke Abatement and the Electrification of Railway Terminals in Chicago*. (Chicago, Rand McNally and Co., 1915): 1048-1049.
[65] Ibid. 1049-1050.
[66] H.G. Morgan, "Signaling of I.C. Chicago Terminal: Development of Complete New System of Signaling in Connection with Suburban Electrification." *Railway Signaling* vol. 30, no. 5: 175.
[67] Chicago Terminal Improvement Department, "Our 70 Years on the Chicago Lake Front" 18.
[68] Ibid.
[69] Ibid.
[70] Ibid.

change in motive power. Although expensive, electrification would provide substantial improvements in speed, schedule, and performance if all existing conflicts with street traffic could be eliminated.

Figure 3-14. Map, Extent of ICRR's Electrification Activities[71]

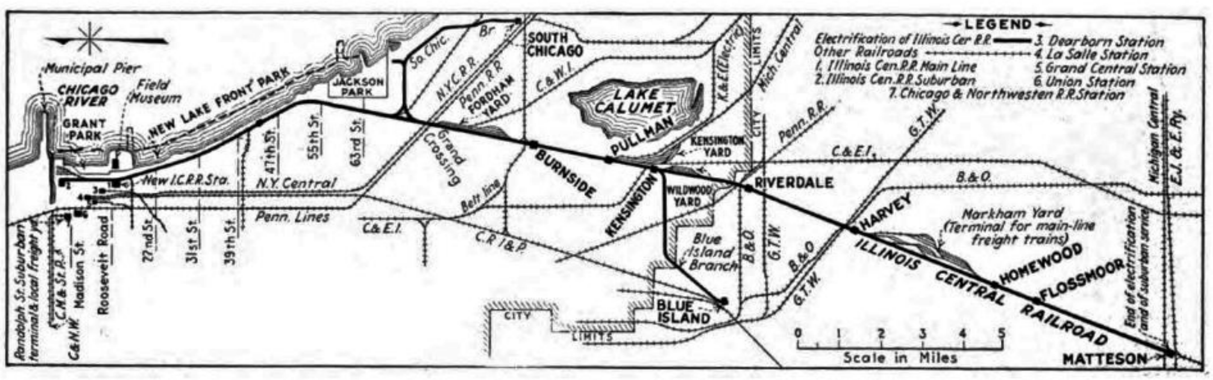

FIG. 1—ELECTRIFICATION AND LAKE-FRONT IMPROVEMENT ON THE CHICAGO TERMINAL LINES OF THE ILLINOIS CENTRAL R.R.

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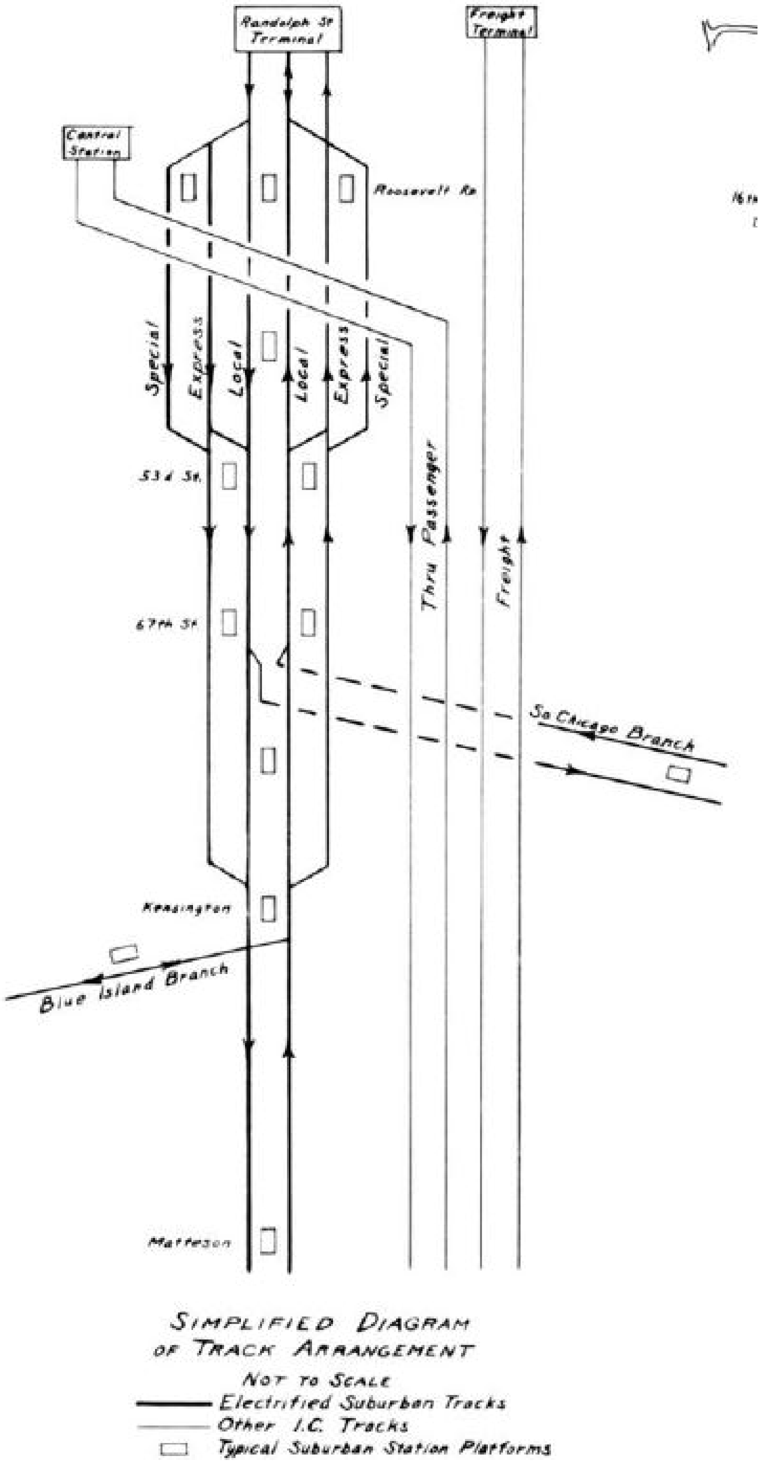
[71] *Engineering News-Record*, November 16, 1922, Page 841.

Figure 3-15. Diagram, Track Configuration of ICRR Suburban Service at Electrification[72]



[72] Stone 1940: 8.

Illinois Central's experience implementing grade separation had already been proven at several locations along the line. As discussed above, elevated tracks extended from 51st Street to 67th Street in anticipation of the World's Columbian Exposition, and in 1895, the railroad depressed its tracks between Central Station and Randolph Street due to Grant Park's creation. In 1911, a city ordinance also obligated the Illinois Central to elevate its tracks between 79th Street and Kensington Avenue before the end of 1916. This work eliminated one of the worst grade crossings in the United States where the Illinois Central's six Chicago branch tracks were crossed diagonally by two tracks of the Lake Shore & Michigan Southern Railroad and three tracks of the Pittsburgh, Fort Wayne & Chicago Railroad. Known as "Grand Crossing," this intersection (Figure 3-16) had been problematic since 1853 when a train wreck caused by unsafe conditions killed approximately twenty people.[73]

Figure 3-16. Historic Photograph, ICRR's 51St Street Viaduct (September 17, 1923)[74]

Although the Chicago branch's main line featured intermittent elevated locations within Chicago, President Markham of the Illinois Central strongly favored comprehensively grade separating the full 38 miles between Randolph Street and Matteson, Illinois.[75] The Illinois Central progressed with implementation of its grade separation plans throughout the first half of the 1920s. It hauled sand and earth to create raised embankments (Figure 3-17) that rose as high as 28 feet above grade and constructed wide steel-and-concrete viaducts in numerous

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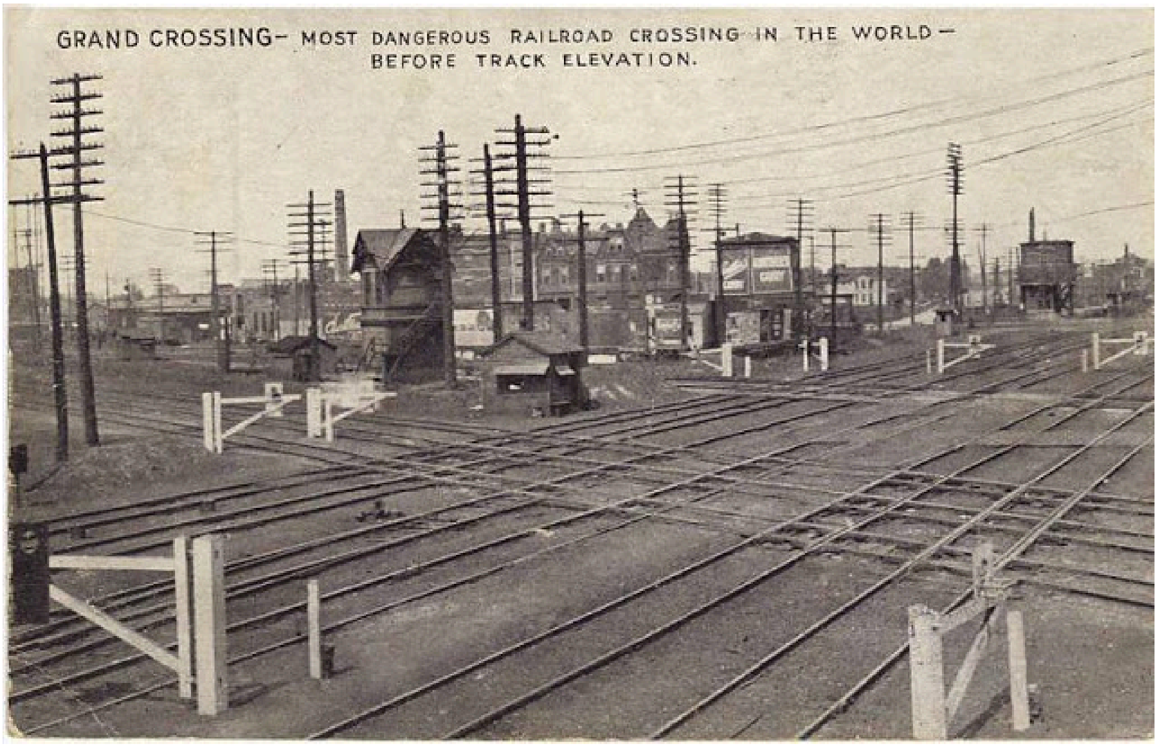
[73] David Young, "Crashed Rarely Kill Trains Passengers," *Chicago Tribune*, March 17, 1999.
[74] Metropolitan Water Reclamation District of Greater Chicago. (https://twitter.com/MWRDGC/status/1281596728588853248/photo/1) Accessed January 30, 2021.
[75] Oscar Hewitt, "Foolproof Line, Markham's Goal For New I.C": 9.

locations to carry the Chicago branch over city streets. As part of the overall project, tracks were elevated from Blue Island Junction to Matteson (13.5 miles; from 53rd Street to 47th Street (.6 miles); and depressed from 26th to 47th Streets (2.9 miles).[76]

Figure 3-17. Historic Photograph, Grand Crossing Prior to Grade Separation (ca. 1910)[77]



The grade separation efforts were not simply constrained to constructing new embankments, as the changes in track elevations resulted in cascading effects to other railroad infrastructure. The railroad was forced to construct a tunnel through the railroad embankment at 68th Street to permit trains passing between the Chicago branch main line and the South Chicago branch to proceed under the western freight tracks of the Chicago branch as they changed elevation when transferring between the two sets of tracks.[78] The Illinois Central did not include either the South Chicago branch or the Blue Island branch in its grade separation program. Additionally, the railroad constructed new stations and platforms that could better interface with the elevated and depressed tracks. Changes in elevation and track configuration rendered interlocking towers at Matteson, Harvey, Riverdale, Blue Island Junction, Burnside, and 43rd Street obsolete and consequently the railroad removed them and constructed new interlocking towers at 51st Street, 67th Street, Homewood, and Richton.[79] Because of the electrification project and changes in track configuration, the project also required redesign and construction of a new railroad

[76] H.G. Morgan, "Signaling of I.C. Chicago Terminal": 176.

[77] Industrial History (http://industrialscenery.blogspot.com/2014/10/railroad-crossing-war.html) Accessed January 30, 2021.

[78] Ibid.

[79] Ibid.

signaling system operated by means of alternating current (AC).[80] To a large extent, the changes required by grade separation and electrification projects erased the remaining elements of the nineteenth-century railroad. Only in a few places, such as where the tracks were elevated for the World's Columbian Exposition, in the depressed railroad alignment at Grant Park, at Central Station, and at the terminus of the Blue Island branch did any railroad infrastructure that predated 1900 survive.

The Illinois Central was not the first railroad to implement a grade separation program. English railroads built some of the first fully grade-separated rail lines in the mid-1890s. In the United States, railroads implemented grade separation programs in the greater New York-New Jersey metropolitan area during the opening years of the twentieth century. For example, in 1903, the New York State Legislature created the Brooklyn Grade Crossing Elimination Commission to comprehensively replace grade crossings on railroads throughout Brooklyn and Queens.[81] Railroads carried out other large projects in the first decades of the twentieth century on train corridors in New Jersey where the rail lines linking New York City with Philadelphia and the Pennsylvania coal fields passed through densely populated urban areas.

Railroads in the United States took the first steps towards electrification at a relatively early date. In the United States, railroad companies first introduced electric power for trains required to use long tunnels or when the greater torque provided by electric engines was beneficial to overcoming mountainous terrain. In 1895, for example, the Baltimore and Ohio Railroad utilized electric locomotives to move trains through Baltimore's Howard Street tunnel, and in 1913, the directors of the Butte, Anaconda and Pacific Railway electrified that railroad to more efficiently transport copper ore through the high mountains of Montana.[82] As was the case in Chicago, smoke abatement was also sometimes a factor in the electrification of train lines. In 1903, New York City passed legislation that banned the use of steam locomotives in Manhattan by 1908 and thus forced the electrification of all rail lines within its limits.

However, the coordinated electrification and grade separation of the Illinois Central's suburban lines placed the project within an entirely different category of rail improvement projects. Prior to the Illinois Central, only a very limited number of railroads had invested in electrification of long stretches of passenger track. The most notable of these were the Pennsylvania Railroad's West Jersey and Seashore line (electrified 1906), the Erie Railroad's Rochester line (1907), the New York, New Haven and Hartford tracks between New York City and New Haven (1907) and the Pennsylvania Railroad's Main Line tracks between Philadelphia and Paoli (1915).[83] The late 1920s would see a larger number of passenger rail lines electrified, but relatively few such electrification programs predated the Illinois Central's efforts. Illinois Central's extensive improvement program was noteworthy given that it included both electrification and grade

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[80] Ibid., 175.

[81] Brooklyn Grade Crossing Commission, "History of the Work of Eliminating Grade Crossings by the Brooklyn Grade Crossing Commission, a Joint Undertaking between the City of New York, the Long Island R.R. Co. and the Brooklyn Heights R.R. Co.," (April 30, 1918): 8.

[82] "Electrification Progress in the United States," *Electric Railway Journal*, Vol.41, No.23 (1913): 1006-1011.

[83] Ibid.

separation and involved the overall modernization of its entire suburban service along the main line of the Chicago branch.

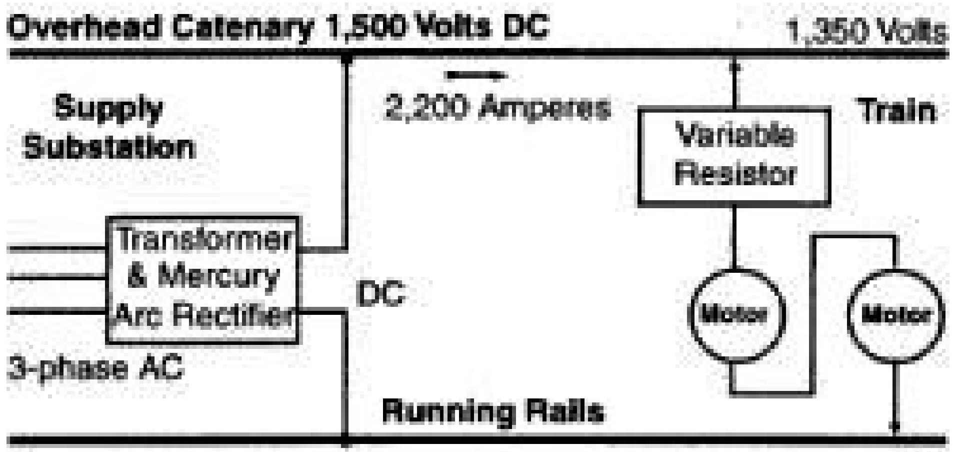
After committing to electrification, the Illinois Central's directors had to determine the type and configuration of the railroad's new electrified system. In December 1920, Illinois Central President Markham appointed Vice President A.S. Baldwin to lead a commission to "make a thorough investigation of the different systems of electrification available."[84] Two important decisions existed at the time: electrical current, using alternating current (AC) or direct current (DC), and power supply infrastructure using overhead or third rail technologies. The committee consulted with experts from around the county and studied previously electrified railroads. They concluded that a DC overhead system would be the most practical, efficient, and cost-effective choice for the Illinois Central. The committee selected DC power because it was considered by railroad engineers to be easily constructed and operated better than AC power at moving trains throughout a system of limited track miles. The company's experts considered AC power to be more technologically challenging and better suited to use in systems that covered longer distances than the Illinois Central's suburban service. The committee selected an overhead catenary system because it believed that deep Chicago winter snows would interfere with the power supply from a third rail and that the third rail would also prove to be a safety hazard for workers in the railroad's yards. The railroad's engineering experts recommended that the railroad should adopt a voltage of 1,500 as they judged it to be more economical than lower voltage systems and could support a larger number of units on a higher volume system.[85]

Because the Illinois Central chose to adopt an overhead powered, relatively high voltage DC system, it is considered by railroad historians to be an early example of a "second generation" DC system. While first generation electrified railroads primarily utilized lower voltage DC power, typically approximately 600 volts, and third rails to distribute power because catenary systems could not supply the large volumes of low-voltage electricity necessary to support a heavy railroad, second generation systems employed catenary-supplied power delivered at high voltages necessary to make catenaries practical for use on a railroad.[86] The Illinois Central's system relied on synchronous converters and mercury rectifiers to convert 60-Hz AC current provided by the power grid into the 1500V DC power transmitted by its catenaries (Figure 3-18).[87] Modern, third generation railroad power systems utilize AC power directly at 60-Hz without the need to step the frequency down before transmission. The Illinois Central was the first railroad to install mercury rectifiers in its power supply system and installed synchronous

[84] "Illinois Central Announces Plans for Chicago Terminals," Engineering News-Record, vol. 89 (November 16, 1922): 841; "Progress in Our Terminal Electrification," *Illinois Central Magazine* (March 1922): 26.
[85] "Illinois Central Announces Plans for Chicago Terminals": 841.
[86] John G. Allen, John P. Aurelius, and Joseph Black, "Electric Power Supply for Commuter Rail: How Are Railroads Keeping Up?" Paper given at Transport Chicago 2011 Conference, Chicago, June 3, 2011: 3.
[87] Bernard I. Stone, "The Story of the Illinois Central Suburban": 2.

converters and rectifiers in seven substations evenly distributed along its tracks.[88] Power was supplied to the substations by two of the region's electric companies. [89]

Figure 3-18. Schematic Diagram, "Second Generation" Electric Power Supply System Utilized by ICRR.[90]



The Illinois Central electrified a total of 132 miles of track including the 29 miles of the Chicago branch main line between Randolph Street and Matteson, 4.5 miles of the South Chicago branch, and 4.4 miles of the Blue Island branch. Although the Chicago ordinance of 1919 only required the railroad to electrify its suburban tracks within the city limits, the Illinois Central chose to electrify the full extent of its suburban network including 11.6 miles of track south of the city's boundary.[91] Portions of the railroad's Fordham railyard at Burnside and its Wildwood yard south of Kensington were also electrified to support operations.

Catenary power to each of the railroad's suburban service tracks was provided separately. Each track could be sectionalized in the event of localized problems or system failures. Railroad works could undertake repairs manually at any of the electrical substations or remotely from centralized locations with connections to "tie stations" that were erected by the railroad for this purpose at appropriate locations throughout the system.

For each electrified track, the catenary system included a stranded composite main messenger, a copper auxiliary messenger and two grooved contact wires. The catenary heights ranged from between 22 and 16.6 feet above the tracks depending on the locations and heights of various obstructions along the route.[92] Along the main line, north of the community of Kensington, the

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[88] John G. Allen et. Al., "Electric Power Supply for Commuter Rail: How Are Railroads Keeping Up?": 6.
[89] Ibid., 2.
[90] John G. Allen et al. 2011: 3.
[91] "Illinois Central Announces Plans for Chicago Terminals": 841-842.
[92] Bernard I. Stone, "The Story of the Illinois Central Suburban": 2.

catenaries were carried by steel bridge structures but south of Kensington and on the Blue Island and South Chicago branches they were hung from brackets attached to steel columns.[93]

The railroad's engineers designed the system to support an initial fleet of 140 electric multiple unit (MU) commuter railcars, each rail car consisted of a motor car and a semi-permanently coupled trailer. The motor and trailer bodies were identical except the carriages of the motor cars were configured to accommodate four, series wound, 750v motors and the roofs of the motor cars were fitted with twin pantographs.[94] Controllers were located at each end of the cars that eliminated switching or turning. Each train was manned by a minimum of three crewmen: an engineer, a conductor, and a flagman. For trains longer than four cars, the railroad assigned an individual fare collector for each additional two cars. [95]

3.4 The Illinois Central Electric Trains and Metra (1927-Present)

With much public anticipation, the Illinois Central inaugurated its electrified service with a special train that left Randolph Street at 10:24 in the morning on July 21, 1926.[96] Initially the railroad operated its new electric trains on its old steam schedules, but the new trains made their trips more quickly. For safety reasons, the electric trains were capped at the same maximum speed (50 miles per hour) as the older steam locomotives, but they accelerated more quickly out of the stations allowing for faster and more frequent trips. By the end of the 1920s, the railroad was running 400 suburban trains each weekday. Trains typically comprised six or seven MU coaches at peak times. The railroad handled over 40% of its weekday ridership during the two rush hours, between 8am and 9am and 5pm and 6pm.[97] Shorter trains operated when demand was less. The railroad soon enjoyed operating income from close to 100,000 paying customers per day. Under steam power, the Illinois Central operated its suburban trains at a loss that averaged approximately $1 million per year in the five years prior to electrification. In 1928, the railroad made over $1 million in profit on its electric commuter service; however, the railroad expended approximately $30 million to fund the program of improvements.[98]

But the cost of maintaining electric traction power did, as expected, prove to be less than that of maintaining a fleet of steam locomotives. Overall ridership increased by 60.5%, though some of that growth was driven by the novelty and public's attraction to electric power. The Illinois Central successfully marketed the speed and modernity of its service. Riders noted that the new electric trains were faster, cleaner, quieter, and smoother operating than the steam trains they had replaced (Figure 3-20).[99] Development and population explosion in Chicago's South Shore

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[93] Ibid.

[94] Ibid., 3.

[95] Ibid., 7.

[96] Oscar Hewitt," I.C. Runs First Electric Trains; Lessens Dirt: Noise Not So Bad" *Chicago Daily Tribune* (July 22, 1926): 7.

[97] Bernard I. Stone, "The Story of the Illinois Central Suburban": 7.

[98] Oscar Hewitt, "Electrification Generates Gold For I.C. System," *Chicago Daily Tribune* (March 18, 1929): 20.

[99] Oscar Hewitt," I.C. Runs First Electric Trains; Lessens Dirt: Noise Not So Bad": 7.

district also helped drive the increase in ridership. In 1928, the Illinois Central measured the total annual ridership of its suburban service at about 35 million. Almost 10.5 million of those customers rode the South Chicago branch that served the South Shore.[100]

Figure 3-19. ICRR's 67th Street Passenger Station after Electrification, Looking North (1926)

By the second quarter of the twentieth century, the profitability of the American railroad industry was beginning to be impacted by competition from trucks and automobiles. The Illinois Central's suburban service, as a commuter route within a congested major metropolitan center, initially suffered less of a drop off in ridership than many other railroads; ridership generally remained stable or increased. In 1934, Chicago, hoping to revive some of the magic of the World's Columbian Exhibition, hosted another World's Fair. The fairgrounds were once again located on the lakefront, and the Illinois Central did its best to capitalize on the event and served as the primary mode of transportation for many of the fair's visitors. The railroad touted the comfort, practicality, and convenience of electric trains to fair visitors (Figure 3-21). Optimistic about the railroad's place in the nation's post-World War II future, in 1946, the railroad extended its suburban service further south, moving the end of the line from Matteson to Richton Park. [101]

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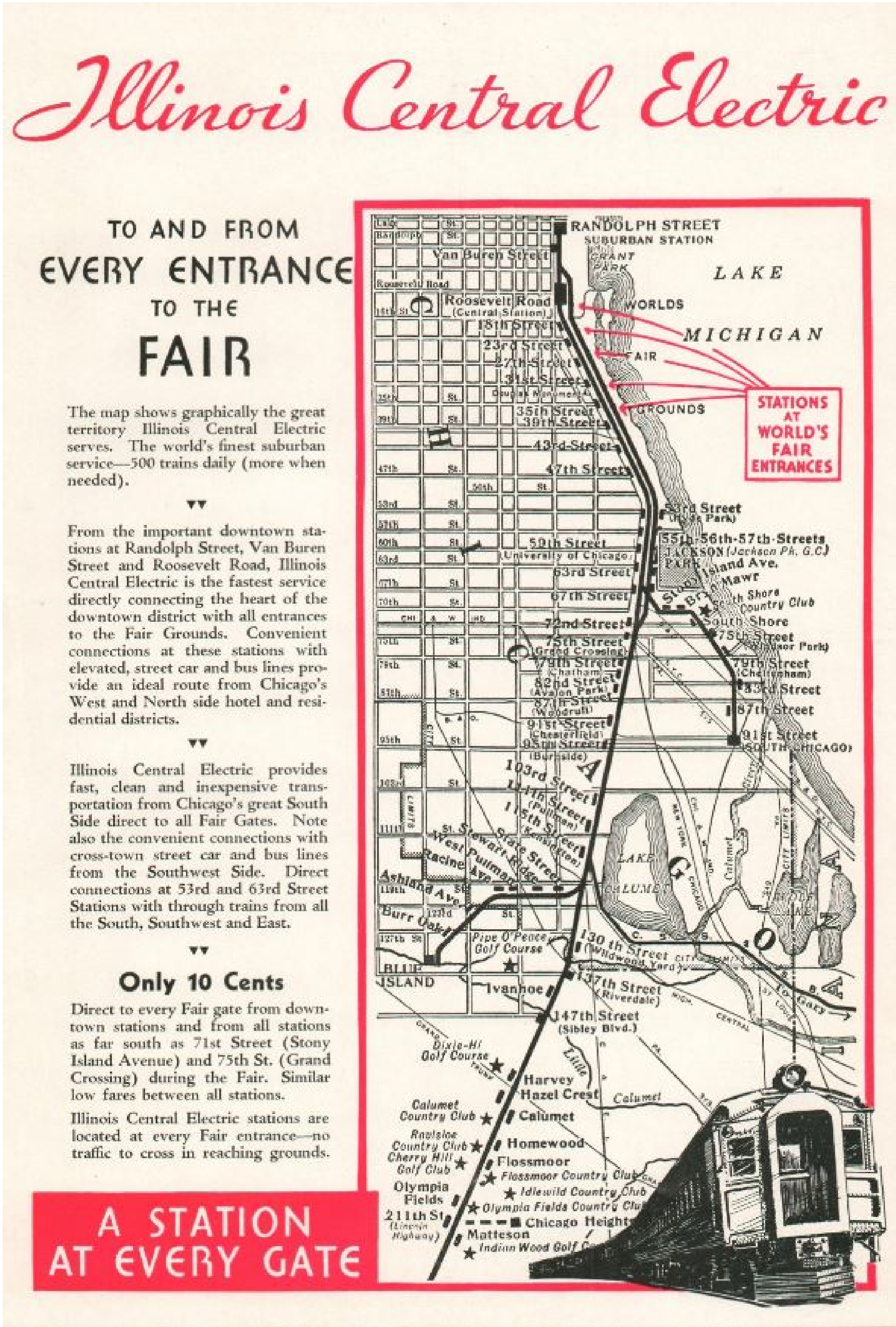
[100] Oscar Hewitt, "Electrification Generates Gold For I.C. System": 20.

[101] John G. Allen et. Al., "Electric Power Supply for Commuter Rail: How Are Railroads Keeping Up?": 11.

Figure 3-20. Advertisement, ICRR's Electrified Train Service to Chicago World's Fair (1934).[102]



102 Curtis Wright Maps (https://curtiswrightmaps.com/wp-content/uploads/scan_2020-11-17_16.11x11.21_inv1516.1-scaled.jpg.). Accessed January 30, 2021.

MED ridership began to decline during the mid-twentieth century, and by the late 1960s, the railroad's stations (Figure 3-22) and rolling stock no longer were regarded as modern but in need of revitalization. In 1971-1972, the railroad took the important step of replacing its original MU fleet (Figure 3-23 and Figure 3-24) with air conditioned, bi-level "Highliner" cars (Figure 3-25). These new heavier coaches refreshed and improved the passenger experience but put more strain on the electrical system due to their larger power needs. To improve its overtaxed power supply system, the railroad erected a new substation at Matteson at the same time it introduced the Highliners. Although patronage of Chicago commuter lines remained strong, the Illinois Central was not immune to the larger difficulties with ridership, such as societal preferences to use individual automobiles and mass exoduses from cities, and revenue that were negatively impacting the broader railroad industry. In order to address some of these financial woes through economies of scale and access to larger markets, on August 10, 1972, the Illinois Central Railroad merged with the Gulf, Mobile and Ohio Railroad to form the Illinois Central Gulf (ICG) Railroad.[103] The merger did not significantly improve the railroad's broader financial woes and railroad management began to defer maintenance on its aging Chicago commuter lines. Some assistance came in 1976, when the Chicago metropolitan area's Regional Transportation Authority (RTA) began to provide the ICG with operating and capital assistance.[104] This helped slow the deterioration of the railroad's infrastructure. In 1977, the railroad once again extended its suburban line further to the south, this time from Richton Park to a new terminus at University Park. To support the extension, the ICG constructed a new substation at Steunkel Road. It added another substation at Jackson Street in the early 1980s.[105] In 1987, the ICG sold its electrified suburban rail system to Metra, a commuter rail corporation overseen by the RTA (Figure 3-26). Metra implemented system-wide improvements to stations, tracks, power supply systems, and rolling stock. Metra made a particular effort to rehabilitate the catenary system.[106]

In the late 1990s, Metra commissioned a study to assess its power needs and investigate the possibility of switching over to a 60-Hz system. When the costs of changing to AC power were weighed against the benefits, Metra determined to retain the original 1500v DC power.[107] In 2004, Metra purchased 24 new self-powered Highliner coaches to begin the replacement of its older Highliner fleet. These new cars were supplemented by an order of 160 new coaches in 2010.[108] The new coaches continue to draw 1500v DC power from the catenary system but on-board inverters change the direct current into three-phase AC for use in the traction motors.[109] In February 2016, Metra received the last of this new order of coaches and retired its few remaining 1971 Highliners.

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[103] Ibid.
[104] Ibid.
[105] Ibid.
[106] Ibid.
[107] Ibid.
[108] "Facts About Metra's Highliner Purchase" (July 19, 2012). https://metrarail.com/about-metra/newsroom/facts-about-metras-Highliner-purchase. Accessed January 30, 2021.
[109] Ibid.

The MED and the Northern Indiana Commuter Transportation District's South Shore line are the last passenger railroads in the United States that still employ catenary-supplied D.C power.[110] The Iowa Traction Railway Company, which provides short-line freight service between Mason City and Clear Lake in Iowa, is the only other railroad in North America that also utilizes power supplied in this configuration.

Figure 3-21. Historic Photograph, ICRR's Original South Shore Station (1969).[111]

[110] John G. Allen et al. 2011: 3.

[111] https://twitter.com/backwards_river/status/1088492893776547841 Accessed January 30, 2021.

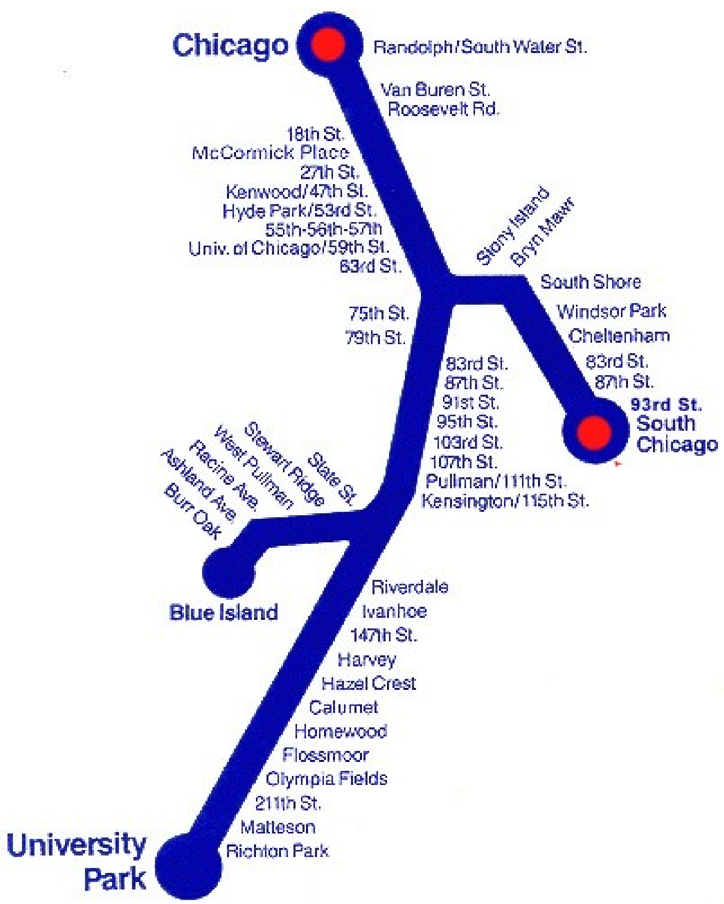
Figure 3-22. Historic Photograph, Original 1926 Illinois Central MU Coach at Harvey Station (1961).[112]

Figure 3-23. Historic Photograph, Original ICRR Multiple-Unit Cars at 63rd Street Station (November 14, 1966).[113]

[112] www.railarchive.net (https://www.railarchive.net/electric/ic_electric2.htm) Accessed January 30, 2021.
[113] Railroads Chicago Style (https://marmarinou.tumblr.com/post/150433249589/illinois-central-multiple-unit-mu-electric-train) Accessed January 30, 2021.

Figure 3-24. Historic Photograph, Original Illinois Central Gulf Railroad Highliner at Kensington Junction, 1981.[114]

Figure 3-25. Modern Schematic of Metra's Electric District Lines.



[114] (https://www.flickr.com/photos/25111976@N03/49188128078/) Accessed, January 30, 2021.

4.0 NRHP Evaluation

The MED was evaluated for significance under NRHP Criteria A, B, C, and D using the evaluation approach described in Section 1.3 of this document. This approach was informed by the guidelines set forth in the NRHP Bulletins "How to Apply the National Register Criteria for Evaluation" and "How to Complete the National Register Registration Form" as well as the guidelines provided in the state-specific historic railroad corridor studies established by State Historic Preservation Offices (SHPO) and cultural resources staff at various state Departments of Transportation.

The MED is significant under Criterion A within the area of Community Planning and Development because of the unique importance and influence of the Illinois Central Railroad within the history of urban planning in Chicago. The MED is a representative example of the City of Chicago's efforts to implement Burnham's plans and the ideals of the City Beautiful movement and reflects the broader contributions of Chicago to the history of urban planning in the United States. The passage of the grade separation ordinance in 1895 and the Lakefront Ordinance in 1919 for full electrification of the Illinois Central within the city limits were intended to better integrate the railroad into the council's broader plans for city beautification and to improve the aesthetics of the city by reducing locomotive smoke within its limits.

The MED is also significant under Criterion A within the area of Transportation. The Illinois Central's introduction in 1926 of electrified rail service between downtown Chicago, the South Side neighborhoods, and the rapidly growing south suburbs was an important step in modernizing the city's transportation network in the early twentieth century. By eliminating grade crossings and converting the system to electric power, the electrified rail service provided a fast, clean, safe, and efficient method of transporting workers and residents to downtown Chicago from the south suburbs.

The MED is not significant under Criterion B because it is not associated with persons significant in the past.

The MED is significant under Criterion C as it embodies "the distinctive characteristics of a type, period, or method of construction" and represents "a significant and distinguishable entity whose components may lack individual distinction." As one of two remaining commuter railroads utilizing overhead DC power, the MED is an example of the evolving technology of railroad transportation in the early twentieth century, and its contributions to the history and development of railroad electrification technology are notable. The MED is significant as an early and important example of a railroad that implemented a comprehensive modernization program that employed the combined strategies of grade separation and electric power to meet the unique requirements of an urban setting. This major civil engineering undertaking elevated miles of the line, eliminated grade crossings, improved safety, provided electrical power, and allowed for increased daily volume. The MED is also significant as a rare, surviving example of an American passenger rail line that utilizes catenary-supplied DC power. The use of catenary-supplied DC power by the Illinois Central reflected an important advancement in the evolution of electric railroad technology.

The MED is not significant under Criterion D. Although the Illinois Central implemented important advances in technology within the MED, the details of these achievements are well-documented in period journals, railroad records and other sources. Study of the surviving infrastructure of the railroad is unlikely "to yield, information important to history or prehistory." Similarly, given the type and nature of resource, it is unlikely to yield important archaeological data associated with the history of the rail line, its workers and its patrons.

The MED has 80 contributing resources and 70 noncontributing resources. Appendices A, B, and C provide an overview of the resources and their status.

Integrity

The MED retains integrity of location and setting because it retains its original alignment through urban Chicago and the suburban south suburbs. Nearly all the railroad stations retain their original location on the Main Line and the branch lines, except for the South Chicago Branch Line's South Chicago (93rd St.) Station, built in 2001; the Main Line's Millennium Station (formerly Randolph Street terminal), completed in 2005; and the Main Line's McCormick Place Station, built in 1960.

The MED retains moderate integrity of design, workmanship, and materials. While nearly all the MED railroad stations retain their original stop on the Main Line and branch lines and overall form, function, and configuration of station elements, all have experienced some degree of alteration since their construction or have been fully replaced by new station elements. Common alterations to stations include the replacement of platforms, reconstruction or rehabilitation of depot buildings, and replacement of the warming house, headhouse, and/or shelter structures to accommodate passenger volumes, perform routine maintenance, and improve the overall safety and operations of stations.

The MED retains integrity of feeling and association as a representative example of the city's efforts to implement Burnham's plans and the ideals of the City Beautiful movement within its transportation network and as an electrified and elevated commuter passenger railroad utilizing overhead DC power through its extant overhead catenary support system, and the system of viaducts and continuous embankment that eliminated grade crossings.

Because the MED is significant under Criteria A and C and retains sufficient integrity, it is eligible for listing in the NRHP.

Period of Significance

Based on the National Park Service guidance and evaluation criteria provided in Section 1.2.1 of this document, the MED period of significance is 1892 to 1946, which represents the time the MED achieved its significant characteristics that qualify it for the NRHP and when the MED actively contributed to the Community Planning and Development, Transportation, and Engineering areas of significance under Criteria A and C. The 1892 start date represents the Illinois Central Railroad's first efforts toward implementing the ideals of the City Beautiful movement into the transportation network through track elevation, while the 1946 end date represents the south extension of the line to Richton Park. It is a distinguishable end date to the

MED's historic period when the line and its contributing resources actively contributed to the areas of significance. The MED's continued use today does not justify extending the period of significance to a 50-year cut-off date (1971) because the MED achieved its significant characteristics by the time the line was extended to Richton Park in 1946. The MED's period of significance encompasses the Illinois Central Railroad's track elevation from 53rd Street to 67th Street in anticipation of the 1893 World's Columbian Exposition; the 1895 ordinance requiring the depression of the railroad's tracks within the lands that would become Grant Park; the 1919 Lakefront Ordinance requiring the electrification of the line; the completion of electrification and grade separation work in 1926 between Millennium Station (formerly Randolph) and Matteson; and the extension of the line from Matteson to Richton Park in 1946.

NRHP Boundary

The boundary extends from Millennium Station to the Richton Park Station, includes the Blue Island and South Chicago branch lines, comprises the width of the railroad's right-of-way and contains all contributing and noncontributing railroad-related resources and infrastructure. Additionally, substations located adjacent to the right-of-way are included within this boundary, which may result in a discontiguous boundary in some locations. Freight tracks that were not included as part of the railroad's electrification are excluded from this boundary.

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