

AN OUTLINE FOR A PHOTOGRAPHIC STORY ON RAIL TRANSPORTATION IN THE CHICAGO TERMINAL DISTRICT.

The Railroads of Chicago are today doing a more difficult and more important job than at any other time in their history. The gigantic scope of the operations involved, connecting the great Northwest with the industrial East, with lines tying it directly to the South and Southwest, make Chicago the center through which flows the food, merchandise and war materials needed to win the war. Hundreds of war plants throughout the country, millions of consumers both east and west, as well as many of our allies abroad, depend upon the efficiency with which the Railroads of Chicago do their work.

This is the story we wish to tell:

The 41 RR's serving the Chicago district consist of 22 trunk lines, several subsidiary lines and 8 Belt or switching lines interconnecting all the others. How is the freight handled?

The story of the railroad yard.

(Suggest: "Previso" yard in West Chicago of the Chicago and Northwestern RR, and "Clearing" yard — operated jointly by all the big roads.)

1. The receiving yard.
Here all the trains come in. The road engine is unhooked and sent off either to the roundhouse or for inspection, cleaning, watering, coaling, etc. Switch lists are made out for yard master and yard foreman.
2. The hump and classification yard.
The train is pushed over the hump by a switch engine. Each car is unhooked at top of hump and as it rolls down to classification tracks, it is checked by engine foreman, weighed by weighmaster, slowed down and sent to proper track by the retarder operator. Each car is sent to its proper classification track where it hooks on to its train.
3. The dispatching yard.
 - a. Trains are "doubled up" — trains on two tracks are connected into one. The train crew is assigned, road engine hooked on, waybills prepared for conductor and the train leaves for its next destination.
 - b. Just as a passenger arriving at one station may have to go to another railroad to continue his journey, so a freight train arriving at one yard may have to be taken to another railroad for further dispatching. In this case a switch engine is used to take the train from one yard to the receiving or classification tracks of another road. It is this interconnection of one railroad with another that makes

for the rapid movement of traffic. (The Belt Line of Chicago and the Indiana Harbor Belt line perform this function.)

4. The repair tracks.

Here are sent any cars which might have been damaged on their journey. Along the tracks are facilities for making major and minor repairs — new wheels, axels or entire trucks can be put on, air brake equipment repaired and many parts rebuilt and overhauled.

5. The Roundhouses.

Locomotives are repaired, rebuilt and converted. All sorts of major and minor repairs are made as well as cleaning out boilers, fire boxes and overall inspection of the engine.

6. The coaling and watering station.

(In addition to Proviso yard, suggest Penna RR engine yard at 54th Street, Chicago.)

Each engine is sent here before being sent on the road. Coal dumped into tender from overhead chute and water tank filled, Sand is poured into sand boxes and water is tested.

7. The operations department.

- a. Communication — teletyped switch lists received by yardmasters, engine foremen, retarder operators, etc. Inter-office and control tower loudspeaker system, pneumatic tubes, telephone system etc.
- b. Personnel — The men who run the yard, operations of the yard office, the officers, the paper work.

8. Special Handling.

Perishable goods such as vegetables, meats and live stock receive special handling at : Stock yards. Feeding and watering live stock (N. Y. Central R. R. and at "Clearing" yard — Chicago Belt Line.) Re-icing stations and Live Poultry facilities. (At clearing Yard — Chicago Belt Line or Indiana Harbor Belt Line at Blue Island yard.)

9. Less than carload shipments.

Goods brought in by truck to Freight house.
(Suggest Illinois Central S. W. 1st Street Freight Terminal.)

Throughout the coverage, of course, would be the story of the railroad worker, his job, his friends, his family, his contribution to the war effort.

During the course of the story most of the railroads in Chicago will of necessity be touched on at one time or another. But those most involved would probably be:

The Chicago and Northwestern R. R.
The B&O R. R. of Chicago (Owned jointly by a dozen of the largest Chicago roads.)

The New York Central RR.
Pennsylvania RR.
Illinois Central, Elgin Joliet and Eastern, Atchison Topeka and
Santa Fe, Chicago Milwaukee St. Paul and Pacific

Outline for a trip aboard a fast freight from Chicago, Ill. to San Bernardino, Cal. for the purpose of obtaining a photographic story of the important role played by the railroads in the national war effort.

It is proposed to make the trip aboard one of the fast diesel freights of the Santa Fe Railroad because a tremendous region would be covered, rich in cattle, hogs, sheep, wheat, fruits, vegetables, minerals and sources of war materials. Also, the fact that the Santa Fe operates the largest fleet of diesel locomotives plying between Chicago and the west coast makes the choice of this road desirable.

All along the way an important part of the story will be photographing the work of the train and engine crews - stopping for train inspection, signalling passing trains, switching off and picking up cars, getting train orders, and any operations necessary in the yards, such as icing refrigerator cars, dropping cattle at stock yards for rest, food and water. It will also be necessary to photograph some of the work that goes on in roundhouses and repair shops (at places designated in the outline below). Of course, special attention would be paid to the handling of foodstuffs. The region to be covered abounds in cattle, hogs, sheep, dairy products, vegetables, canned goods, fruits, wheat and flour. Also important are various minerals, oil, coal and natural gas.

The following is an itinerary of the proposed trip. Listed are all the district terminals and division points at which crews will change and possible short stop-overs for photographs may occur. Cities underlined are places where several days stay may be necessary. Since it would be

impossible to say, without actually being there, exactly what would be photographed at each place, the general type of material desirable has been indicated at each stop.

Leave from Chicago Ill. - Santa Fe RR yard, to Ft. Madison, Iowa.

Change of crews occurs at Chilliacothe, Ill. Possible shots of any movement of the train, any cars to pick up, change of crews etc.

Ft. Madison, Iowa.

The servicing and repair of the diesel locomotives in the Santa Fe Shepton Shops.

Ft. Madison, Ia. to Kansas City, Kansas.

Stop at Marceline, Missouri, to change crews.

Kansas City, Kansas.

Santa Fe yard at Argentine - a few miles out of town. The giant 10,000,000 bushel grain elevator at Argentine.

Kansas City, Kansas to Topeka, Kansas (by passenger train)

Topeka, Kansas.

Santa Fe's largest locomotive shops.

Topeka Kansas to Emporia Kansas. (by passenger train)

Emporia Kansas to Amarillo Texas (by freight train from here on)

Step to change crews at:

Wellington, Kansas
flour mills, grain elevators, change of locomotives.

Wayneoka, Okla
icing station and stock feeding point.

Canadian, Texas
one of the largest cattle loading points in the North Panhandle.

Amarillo, Texas

Stock yards, oil area.

Amarillo to Albuquerque, New Mexico.

Steps to change crew at:

Clevis, N.M. - change of locomotive and repair crew.

Vaughn, N.M. - Junction with Southern Pacific RR.
Sheep and cattle country.

Albuquerque, New Mexico

Center of New Mexico wool industry
Junction of Santa Fe lines from East West, North and South.
Locomotive shops and plant for creosoting tires.

Albuquerque, N.M. to San Bernardino, California.

Step to change crews at :

Belen, N.M.
fruit, sheep, cattle, gen. farming, flour mills.

Gallup, N.M.
coal mining area.

Winslow, Arizona.
cattle and sheep.

Seligman, Arizona
cattle and sheep.

Needles, California
large icing plant
Santa Fe division point and a railroad town.

Barstow, Cal.
mining, stock raising, fruit, canning, dairying and
gen. agriculture.
Important Santa Fe junction point for lines going
to Los Angeles, San Francisco and San Diego.

San Bernardino, Cal.

In center of an orange district. Important shipping
point for citrus fruits and variety of vegetables.

Santa Fe railroad shops - largest west of Topeka, Kan.

*Philadelphia et al. note
D. G. Star*

Delano

**BRIEF OUTLINE OF A PHOTOGRAPHIC STUDY OF THE RAILROADS
(Including a proposed itinerary and suggested subjects to be covered.)**

1. This is to be a study of freight traffic on the railroads of the west. The only way to get a thorough coverage is by actually riding on all sorts of freight trains in all kinds of terrain, climate, densely and sparsely populated areas and under all kinds of conditions. The following itinerary is proposed:
 - a. Chicago as a railroad terminal.
A story of a large freight yard, such as the Proviso yard.
 - b. Milwaukee or another city on Lake Michigan as a terminus of the car ferries across the lake.
A story of the car ferry.
 - c. Minneapolis and St. Paul.
 - d. The story of a fast freight across the northern states to the Seattle area.
 - e. Down along the West coast through Washington, Oregon and through California to Los Angeles.
 - f. Los Angeles to Barstow, San Bernardino and on to Las Vegas and Salt Lake City. (Perhaps a trip to Needles, Cal. and back to Barstow.)
and/or
 - g. (San Francisco to Sacramento to Salt Lake City.)
 - g. Salt Lake City to Denver.
 - h. Denver to Kansas City.
 - i. Kansas City to St. Louis.
 - j. St. Louis to Chicago.

Such a coverage would necessitate travel on the following railroads:

- Minneapolis, St. Paul and Pacific.
 - Pierre Marquette. (car ferry.)
 - Northern Pacific.
 - Chicago, Milwaukee, St. Paul and Pacific.
 - Southern Pacific.
 - (Western Pacific)
 - (Santa Fe)
 - Denver Rio Grande and Western. (also on the narrow gauge.)
 - Union Pacific.
 - (Missouri and Pacific.)
 - Burlington Route.
 - Illinois Central
- and branch lines.

2. The subject matter covered would be as diverse as the kinds of freight carried, the variation in the countryside, the people, the towns, the agriculture and industry, and methods of operation of the roads.

a. The story begins in Chicago.

A large freight yard.

General view of the yard seen from an elevation.

The tracks.

The trains coming in.

Breaking up a train.

The hump.

Retarders.

Control towers and their operation.

Train inspection.

Repairing cars.

The signal system.

How a train is made up.

The crew.

The roundhouses and repair shops.

The job of each man in the crew

the engineer

the fireman

the brakeman

the conductor

The yardmaster- his job.

Different types of locomotives, including switching types.

Steam up. A train ready to pull out.

Various kinds of cars (box, refrigerator, gondola, tank, etc.)
and cargoes.

Offices- the paper work.

Men at work.

b. A Lake Michigan rail terminus for car ferries.

General view of the terminal and yards.

Breaking up the trains.

Loading cars on the ferry.

Fastening cars on the ferry.

Rail traffic and switching at the terminal.

The ferry. (What it looks like, the men who run it, etc.)

The trip across the lake.

Casting off, passing other boats, life aboard the ferry,
the expanse of lake, operation of the ferry, etc.

Arriving on the Michigan side.

Unloading the cars.

The rail terminal and yards.

Making up trains again.

Checking the consist.

Mechanics of operation of the terminal.

c. Minneapolis and St. Paul

Roundhouses and repair shops in St. Paul. (Milwaukee R.R.)
Grain elevators at railroad yards.
The yards and traffic.

*Main Shop in
Milwaukee*

d. Leave the Twin Cities aboard a fast Northern Pacific freight bound for the Rockies.

This is the story of the fast freight. Starting with the making up of the train the story would cover:

The kind of goods carried.

The length of the train, the locomotive, the crew, getting train orders, inspection, coal, water, all other preparations.

Departure

leaving the yard, view of the yard from train, yard being left behind, passing other trains, cars, buildings and out into the open country.

The caboose

what it looks like inside, the men, the conductor and work he does, what it is like living in the caboose, looking out of the cupola, having coffee.

Stops on the way

for coal and water, changing engines, uncoupling cars, shots in the terminals we pass, (perhaps stay over for a day or so at places like Livingston and Masculla, Montana.)

At Butte, Mon. shots of the railroad yards etc.

From Butte to Seattle aboard a freight of the Chicago, Milwaukee, St. Paul and Pacific in order to cover the line's electrified sections across the Rockies and Cascades.

The electric locomotive

What it looks like, inside the cab, length of train it pulls, etc.

The trip across the mountains

Curves and grades

The mountains, towns and valleys

Whenever possible show other trains we pass and what they carry (ore, lumber, etc.)

e. Seattle to Los Angeles via Southern Pacific

After working several days in and around the railroad yards of the Everett, Seattle, Tacoma area, head south aboard the Southern Pacific to Portland, Sacramento and Los Angeles.

For this stretch a detailed shooting script is not practicable. The plan is to work through Oregon and California in a series of short hops, stepping off at towns on the way for as long as necessary. The pictures taken will depend on the kind of material found on the way. It may be to stop for several days at small railroad towns, looking all the time for:

The kind of freight shipped from each town

The mechanics of railroading

The towns themselves (what they look like)

The people who work on the railroad
The agriculture of the area
The physiography of the country
The railroad terminal, repair shops, fueling stations
and roundhouses.

This plan will also apply to the next stretch from

f. Los Angeles to Salt Lake City to Denver to Kansas City to St. Louis:

L.A. to Salt Lake City via the Union Pacific.

This stretch will provide rich material in the area around
L.A., San Bernardino and Barstow. (Railroad yards, produce
terminals, shipping of vegetables etc.)

Then toward Las Vegas, across the Mojave Desert and through
the country occupied by the Shivs and Lemahy desert villages.
Across Nevada and Utah, stopping at towns along the way, to
Salt Lake City.

Work in and around Salt Lake City then via the Denver, Rio Grande
and Western to Denver, Colo. stopping at towns along the way
(Provo, Colton, Grand Junction etc.)

Work in and around Denver, then perhaps take a detour to
Alamosa for a story on the narrow gauge railroad.

Denver to Kansas City via the Burlington Route.

Stopping at towns along the way, such as:

Kansas City and St. Louis, the cross roads of the East and the West.

The railroad terminals.

Meat and wheat.

Manufacturing.

Car building shops.

Volume of traffic, magnitude of railroad operations.

g. St. Louis to Chicago via Illinois Central, stopping at towns along the way.

Illinois as the state with second largest railroad mileage.