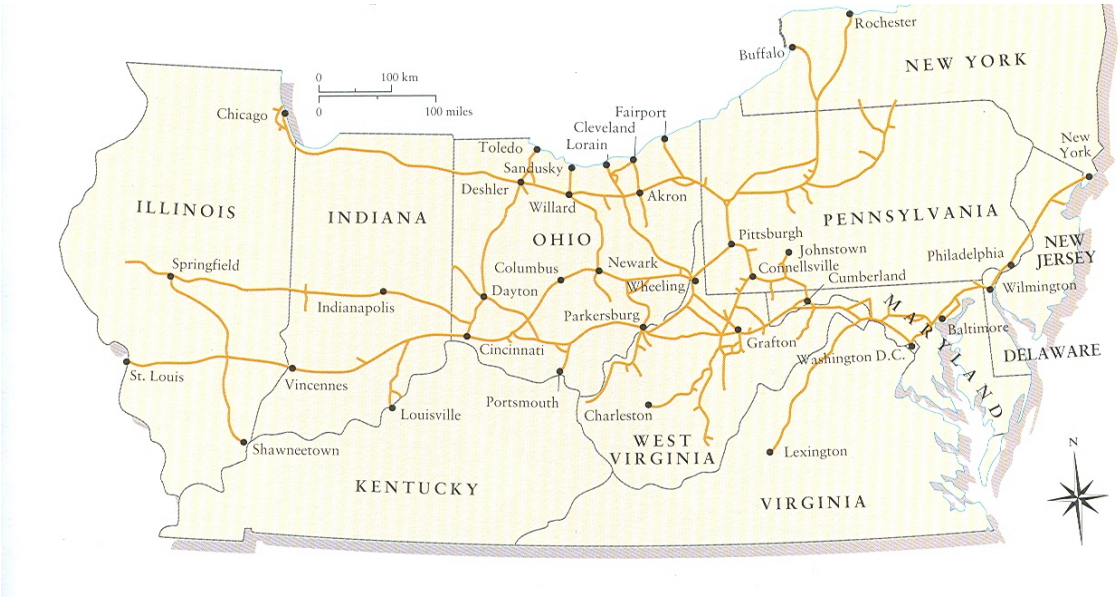
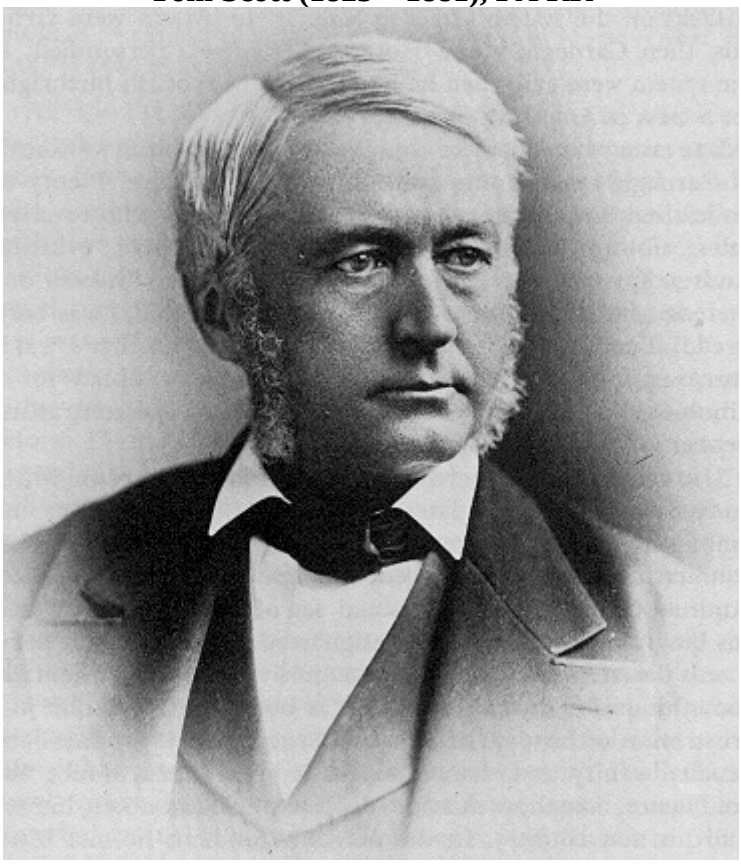
Baltimore and Ohio Railroad



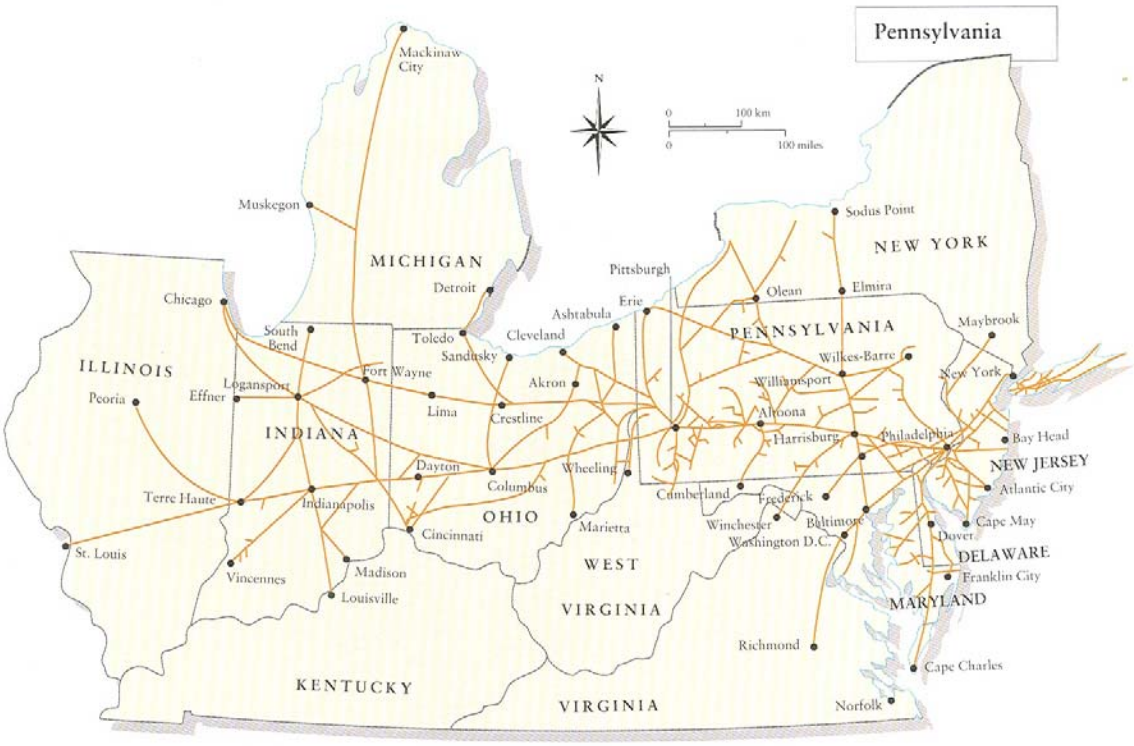
John Edgar Thomson (1808 - 1874), PA RR



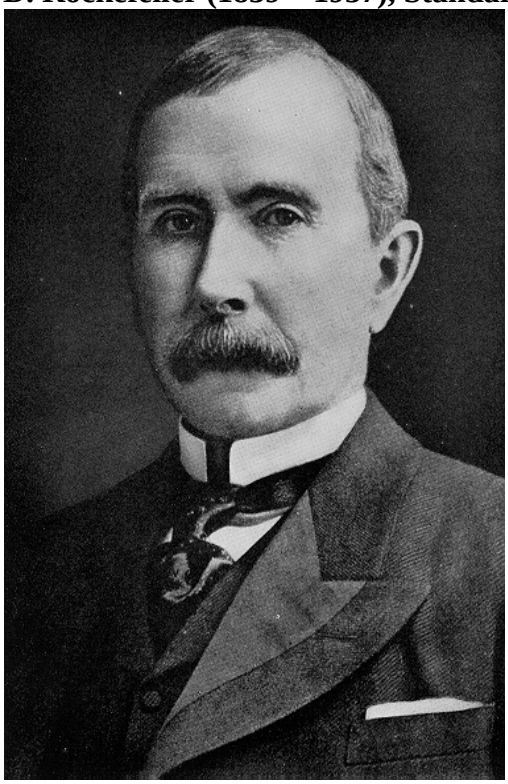
Tom Scott (1823 – 1881), PA RR



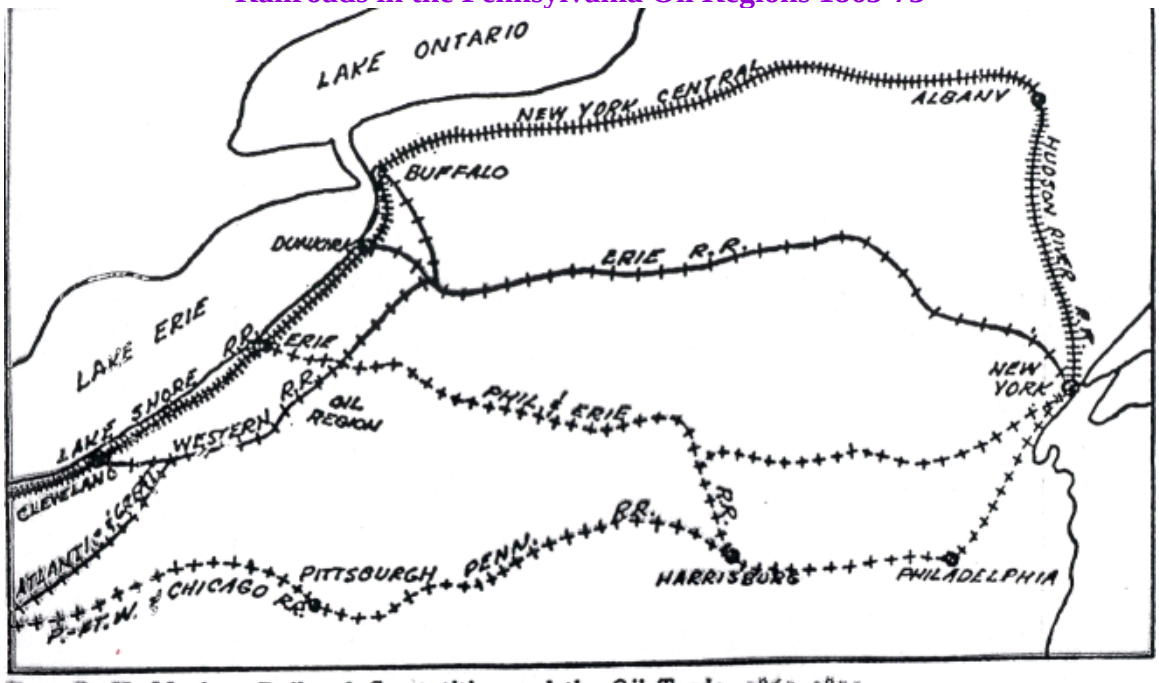
The Pennsylvania Railroad



John D. Rockefeller (1839 – 1937), Standard Oil

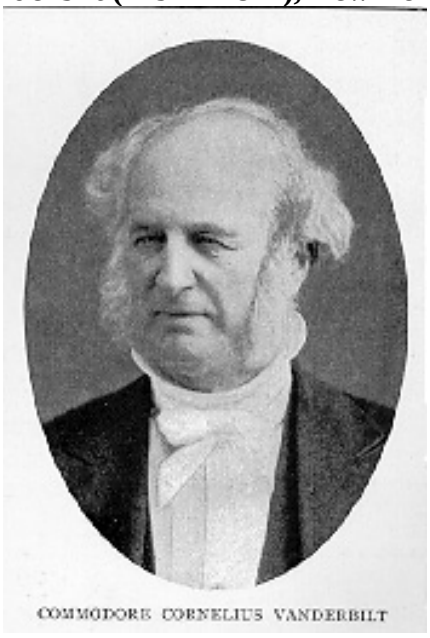


Railroads in the Pennsylvania Oil Regions 1865-73

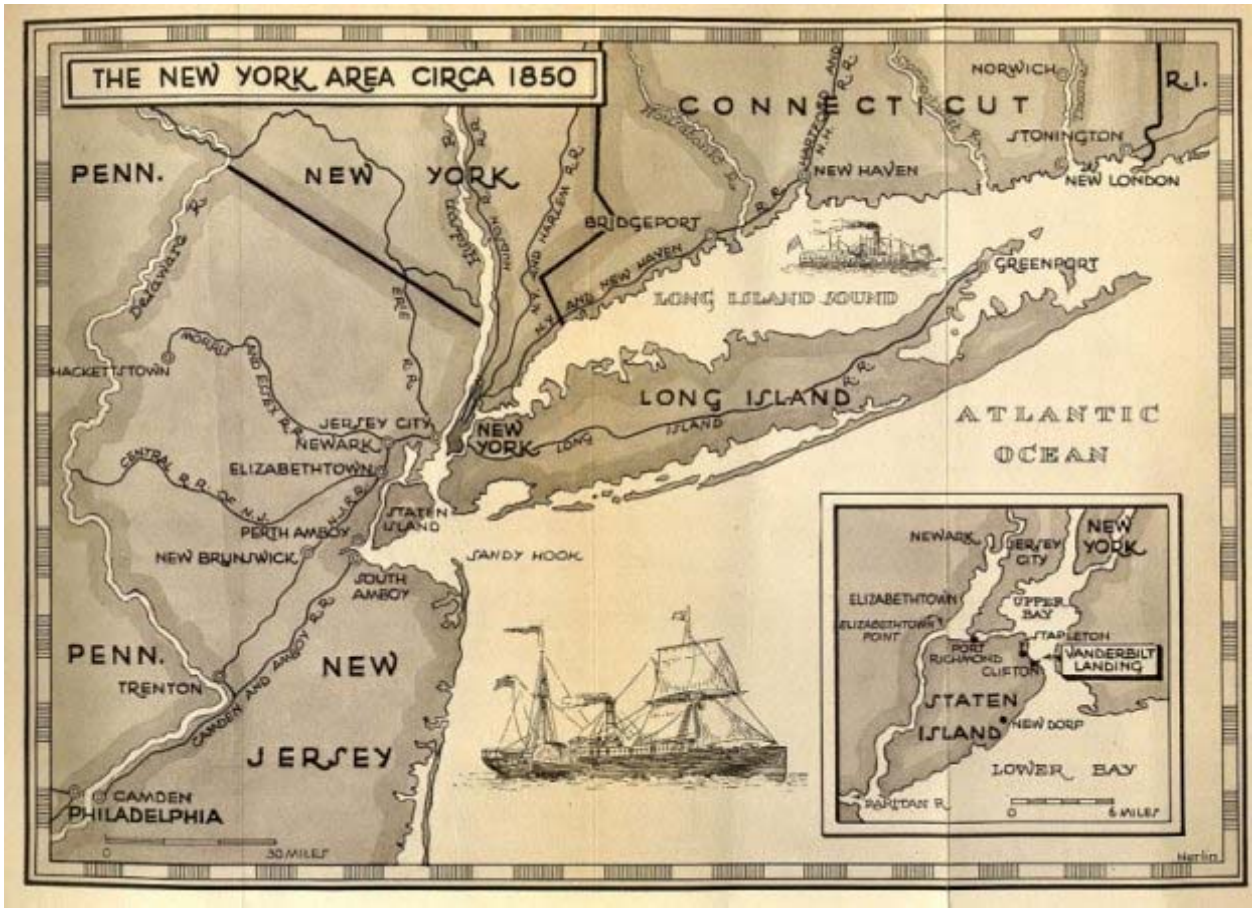


From R. H. Maybee, *Railroad Competition and the Oil Trade, 1865–1873.*

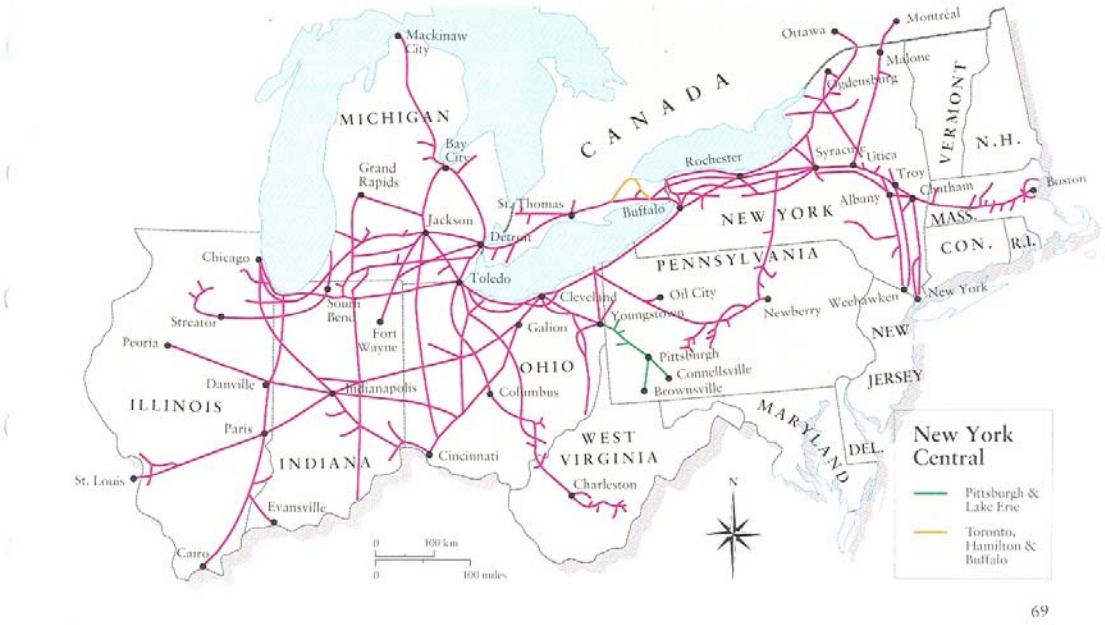
Cornelius Vanderbilt (1794 – 1877), New York Central RR



COMMODORE CORNELIUS VANDERBILT

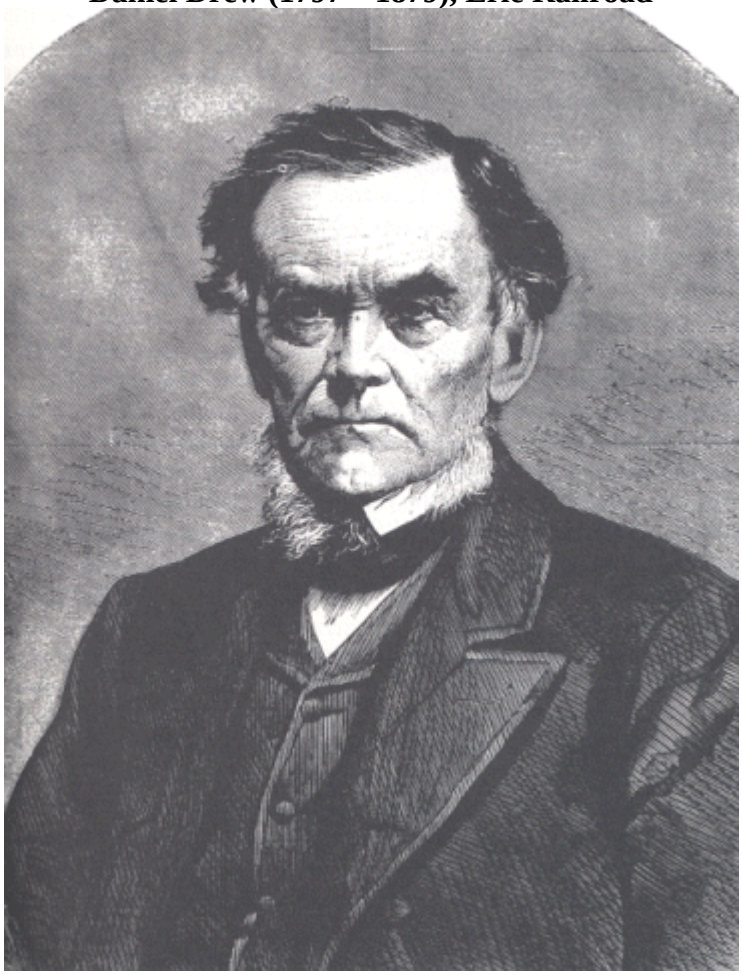

THE NEW YORK AREA CIRCA 1850
CONNECTICUT
R.I.
NORWICH
STONINGTON
NEW LONDON
NEW HAVEN
BRIDGEPORT
GREENPORT
LONG ISLAND SOUND
PENN.
NEW YORK
LONG ISLAND
ATLANTIC OCEAN
HACKETTSTOWN
JERSEY CITY
NEWARK
ELIZABETHTOWN
NEW YORK
PERTH AMBOY
NEW BRUNSWICK
STATEN ISLAND
SANDY HOOK
SOUTH AMBOY
PENN.
TRENTON
NEW JERSEY
CAMDEN
PHILADELPHIA
30 MILES
NEWARK
JERSEY CITY
NEW YORK
ELIZABETHTOWN
UPPER BAY
ELIZABETHTOWN POINT
STAPLETON
PORT RICHMOND
CLIFTON
VANDERBILT LANDING
STATEN ISLAND
NEW DORP
LOWER BAY
RARITAN R.
6 MILES

The New York Central Railroad



69

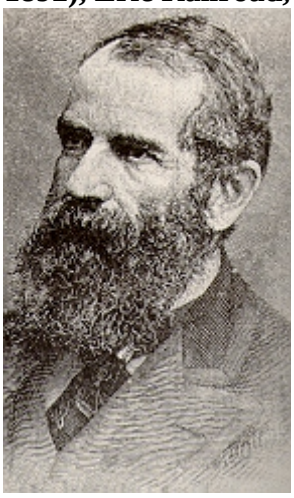
Daniel Drew (1797 – 1879), Erie Railroad



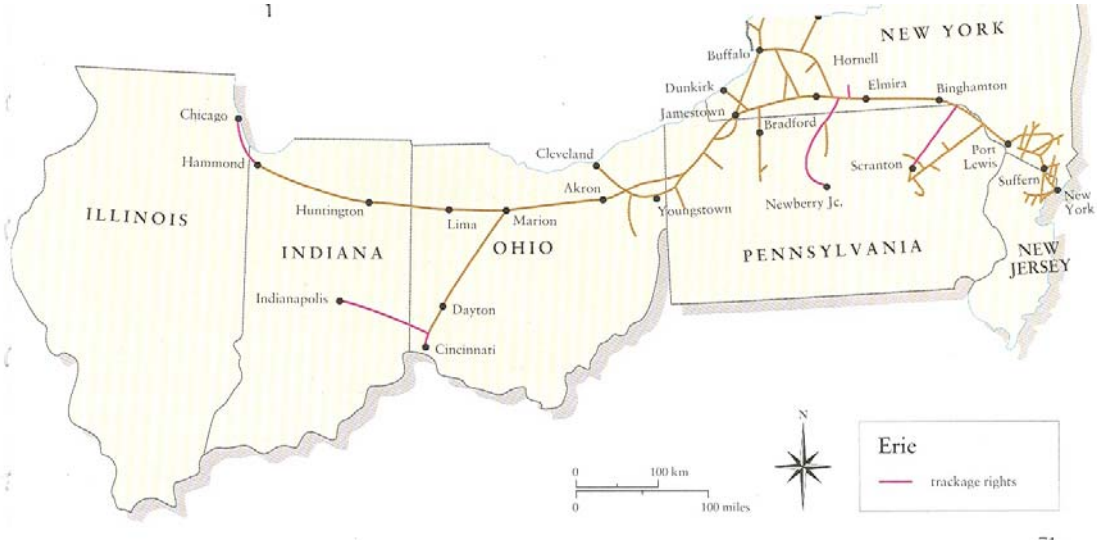
James Fisk, Jr. (1835 – 1872), Erie Railroad



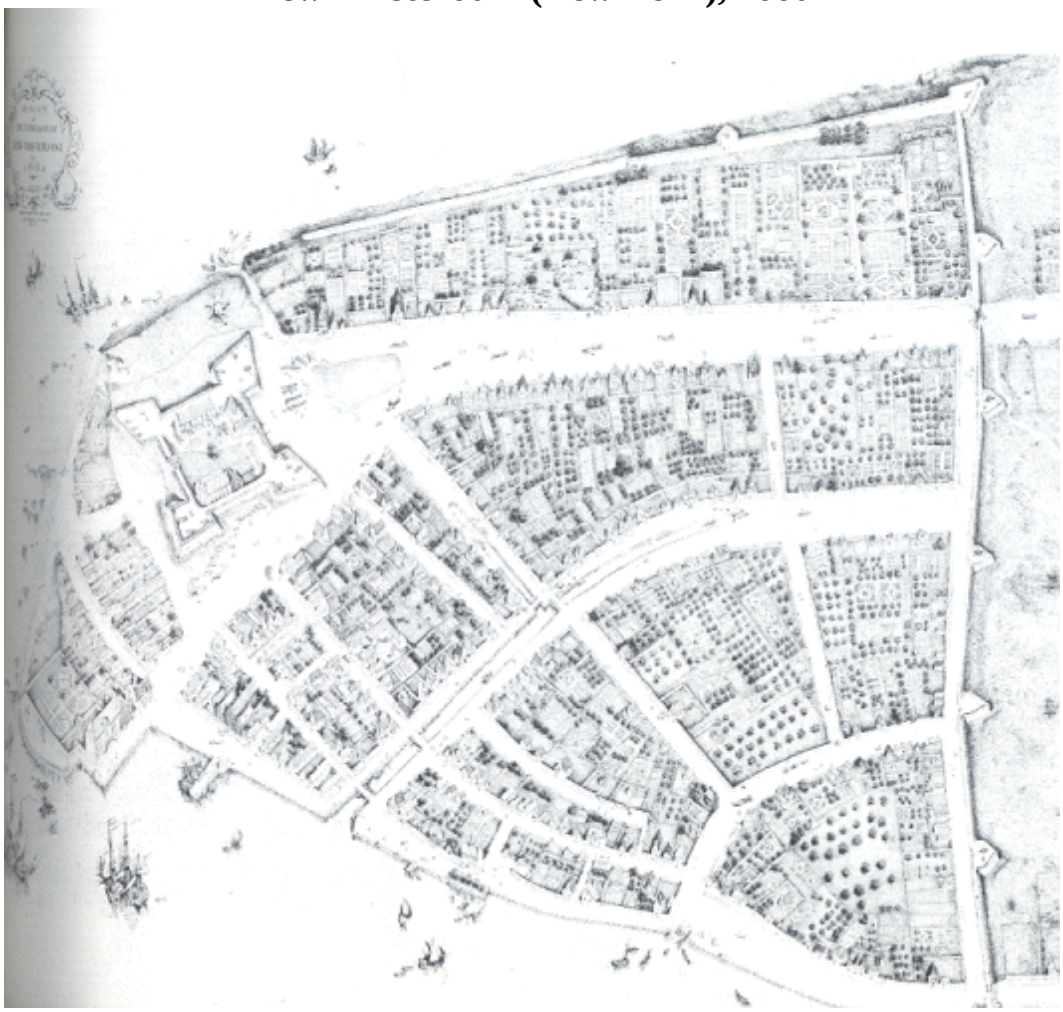
Jay Gould (1836 – 1892), Erie Railroad, Union Pacific, etc.



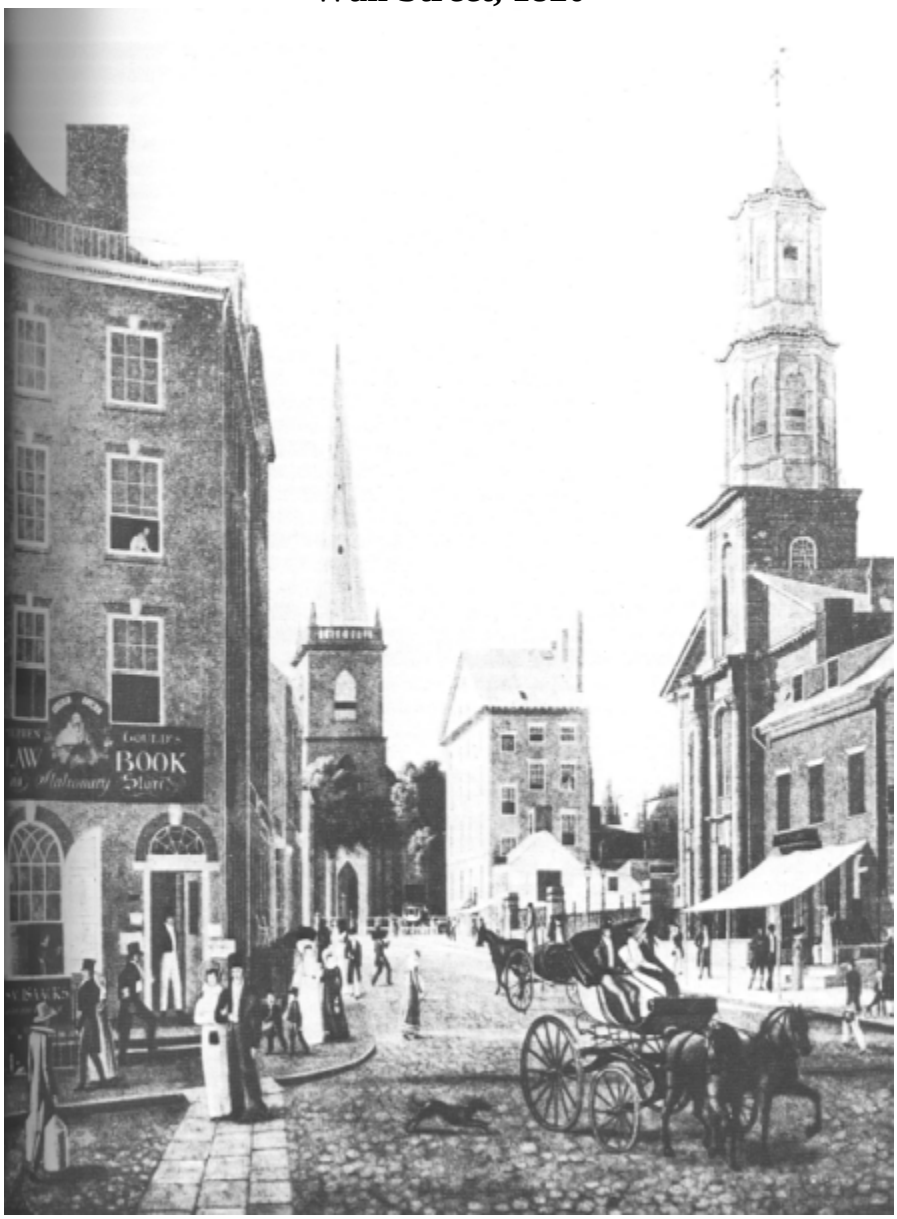
The Erie Railroad



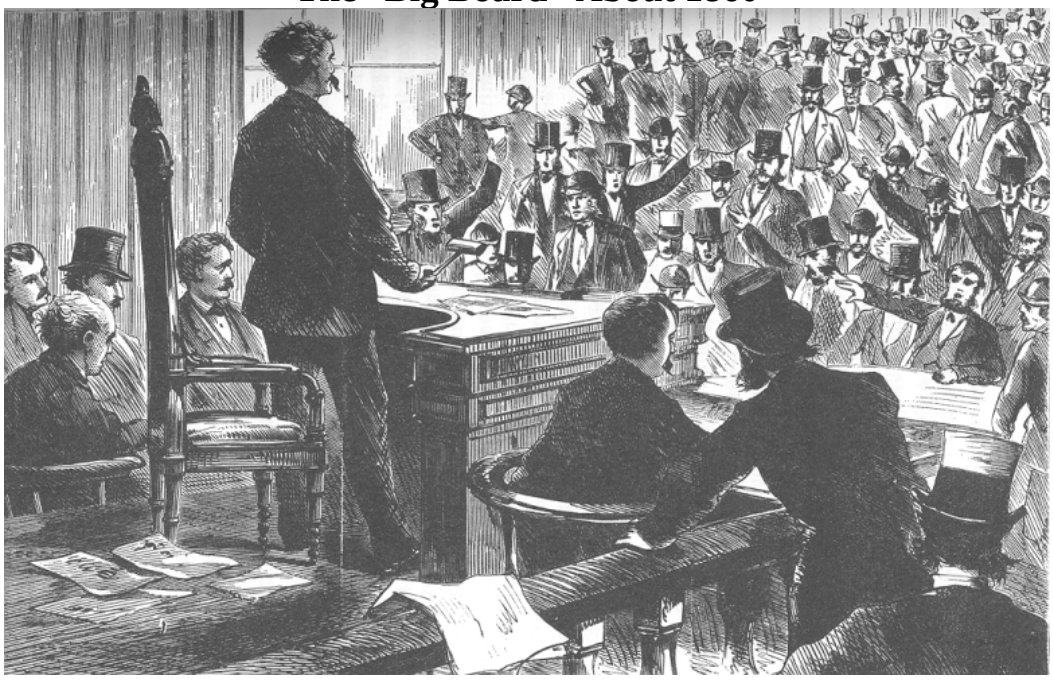
New Amsterdam (New York), 1660

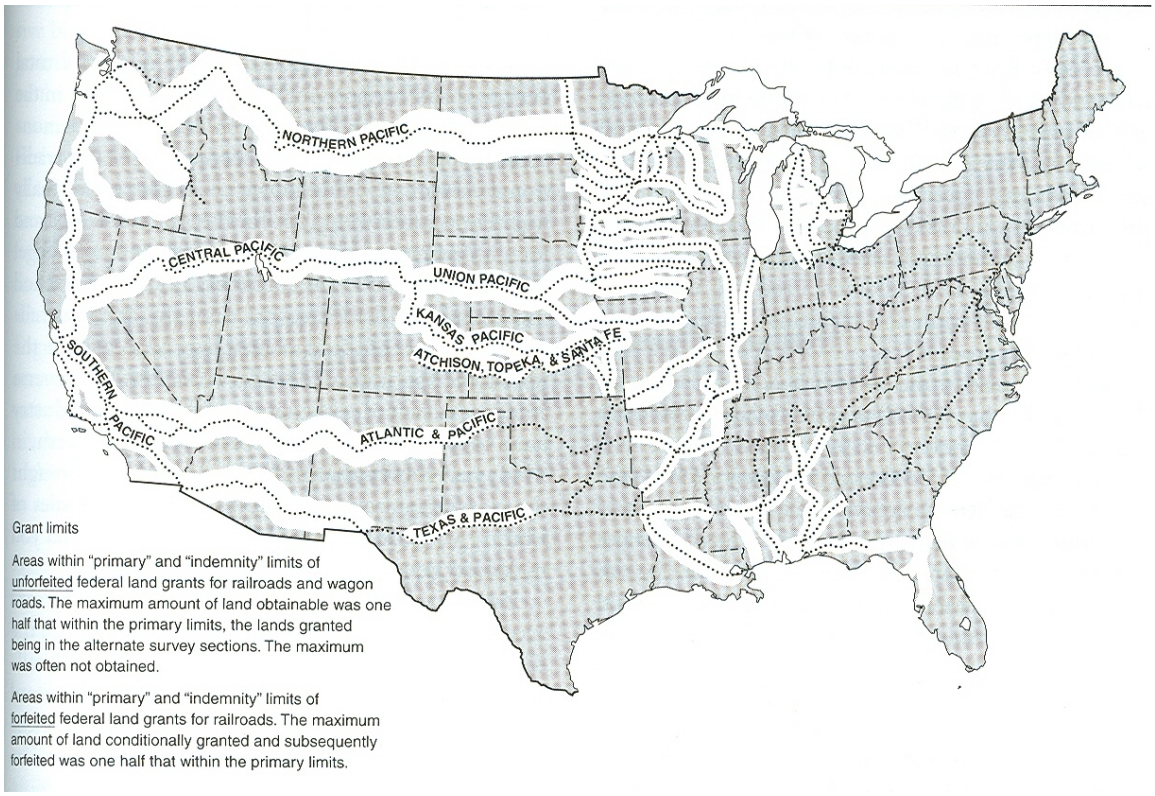


Wall Street, 1820

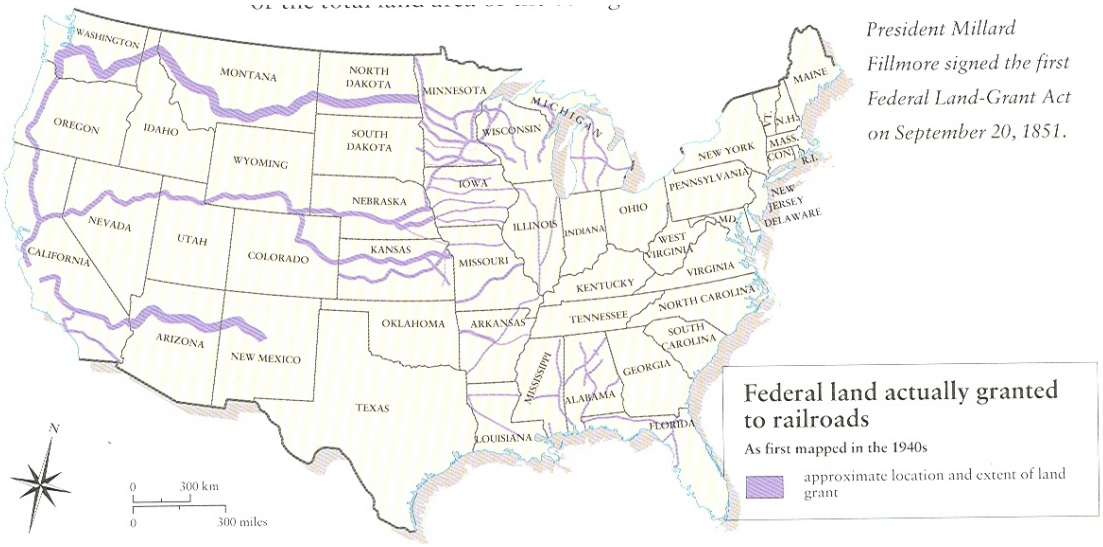


The “Big Board” About 1860





Land Grants Actually Used by the Railroads

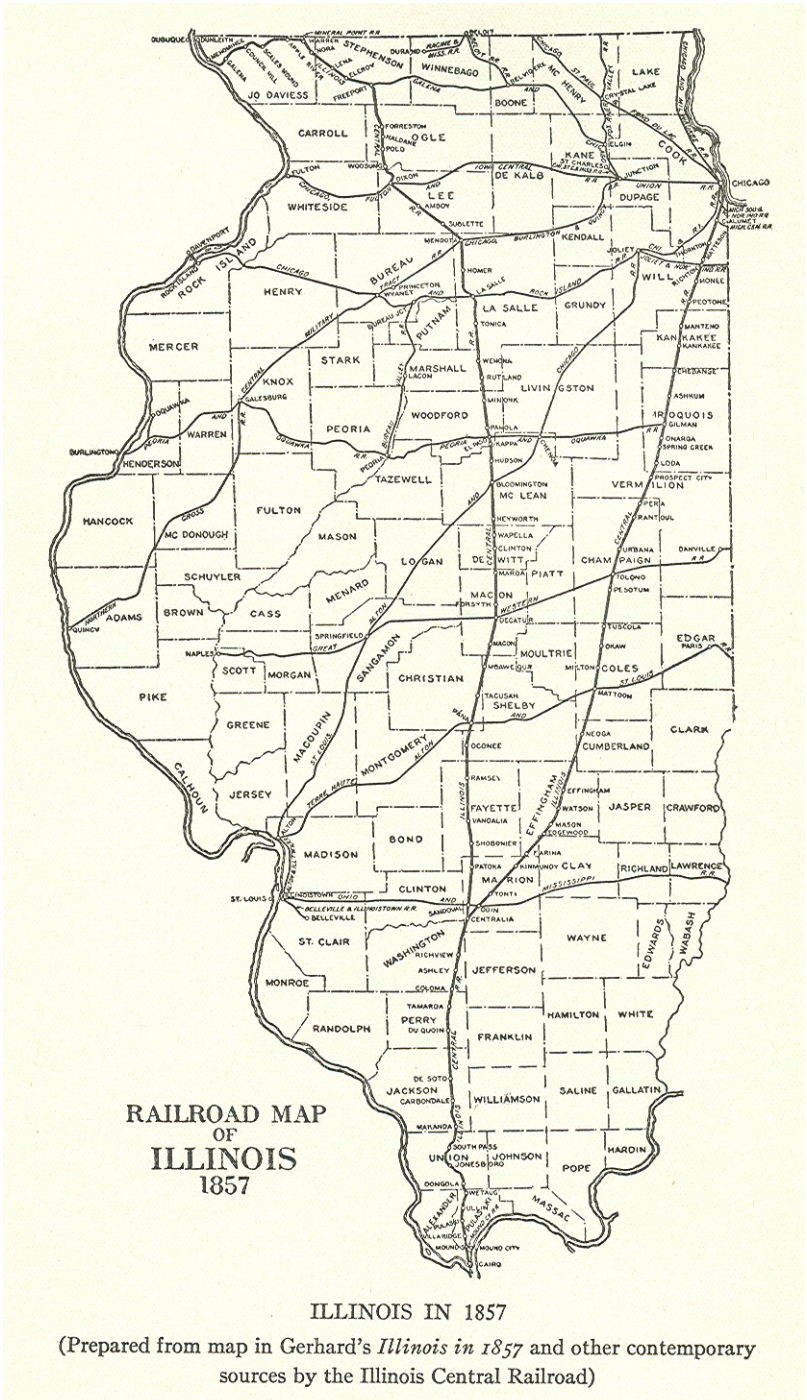


President Millard Fillmore signed the first Federal Land-Grant Act on September 20, 1851.

Stephen A. Douglas (1813 – 1861)

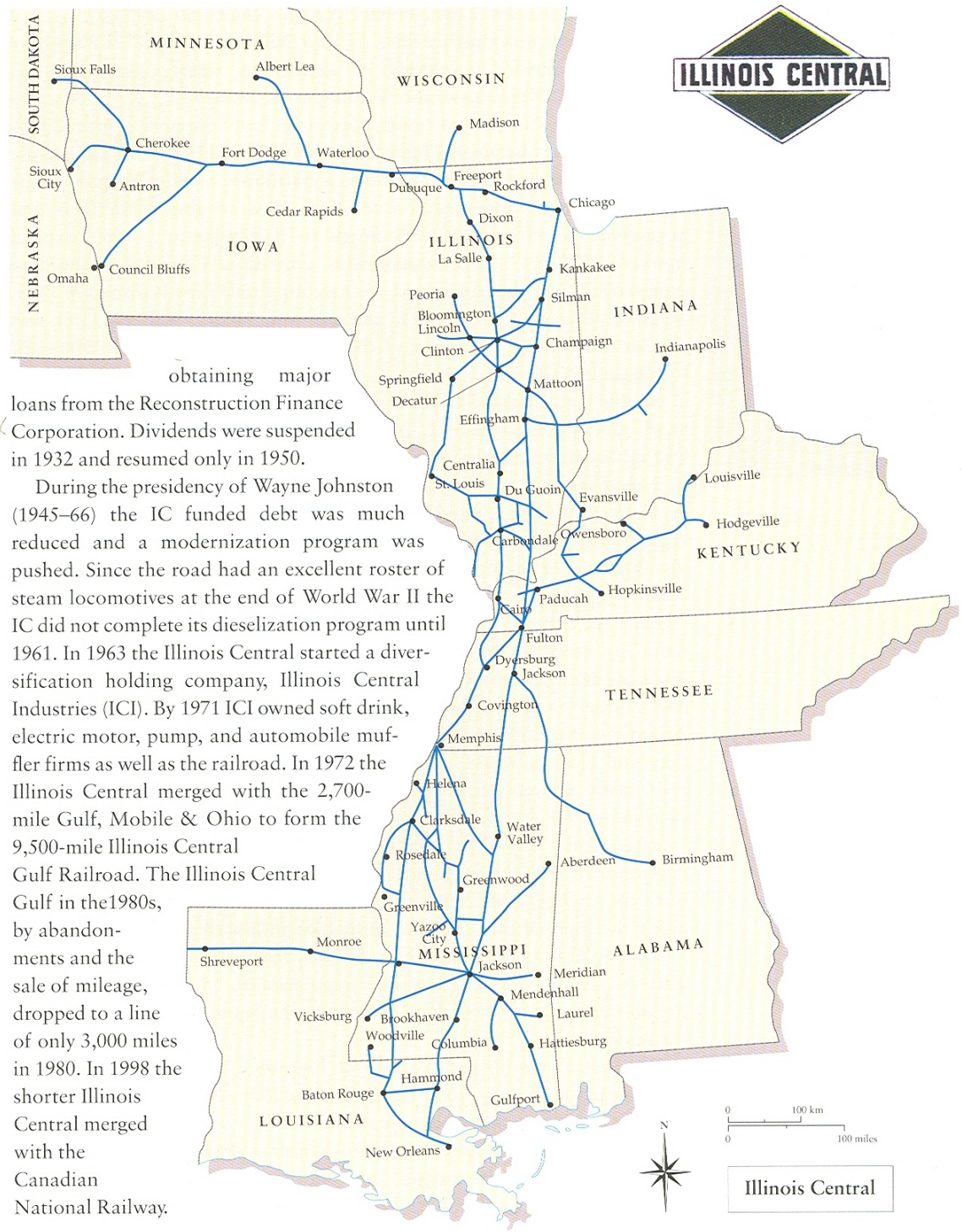


Illinois Central Railroad



ILLINOIS IN 1857

(Prepared from map in Gerhard's *Illinois in 1857* and other contemporary sources by the Illinois Central Railroad)



obtaining major loans from the Reconstruction Finance Corporation. Dividends were suspended in 1932 and resumed only in 1950.

During the presidency of Wayne Johnston (1945–66) the IC funded debt was much reduced and a modernization program was pushed. Since the road had an excellent roster of steam locomotives at the end of World War II the IC did not complete its dieselization program until 1961. In 1963 the Illinois Central started a diversification holding company, Illinois Central Industries (ICI). By 1971 ICI owned soft drink, electric motor, pump, and automobile muffler firms as well as the railroad. In 1972 the Illinois Central merged with the 2,700-mile Gulf, Mobile & Ohio to form the 9,500-mile Illinois Central Gulf Railroad. The Illinois Central Gulf in the1980s, by abandonments and the sale of mileage, dropped to a line of only 3,000 miles in 1980. In 1998 the shorter Illinois Central merged with the Canadian National Railway.

77

Illinois Central Railroad Advertisement for Labor

WANTED!

3,000 LABORERS

On the 12th Division of the

ILLINOIS CENTRAL RAILROAD

Wages, $1.25 per Day.

Fare, from New-York, only - - $4.75

By Railroad and Steamboat, to the work in the State of Illinois.

Constant employment for two years or more given. Good board can be obtained at two dollars per week.

This is a rare chance for persons to go West, being sure of permanent employment in a healthy climate, where land can be bought cheap, and for fertility is not surpassed in any part of the Union.

Men with families preferred.

For further information in regard to it, call at the Central Railroad Office,

173 BROADWAY,

CORNER OF COURTLANDT ST.

NEW-YORK.

R. B. MASON, Chief Engineer.

H. PHELPS, AGENT.

JULY, 1853.

ADVERTISEMENT FOR LABOR

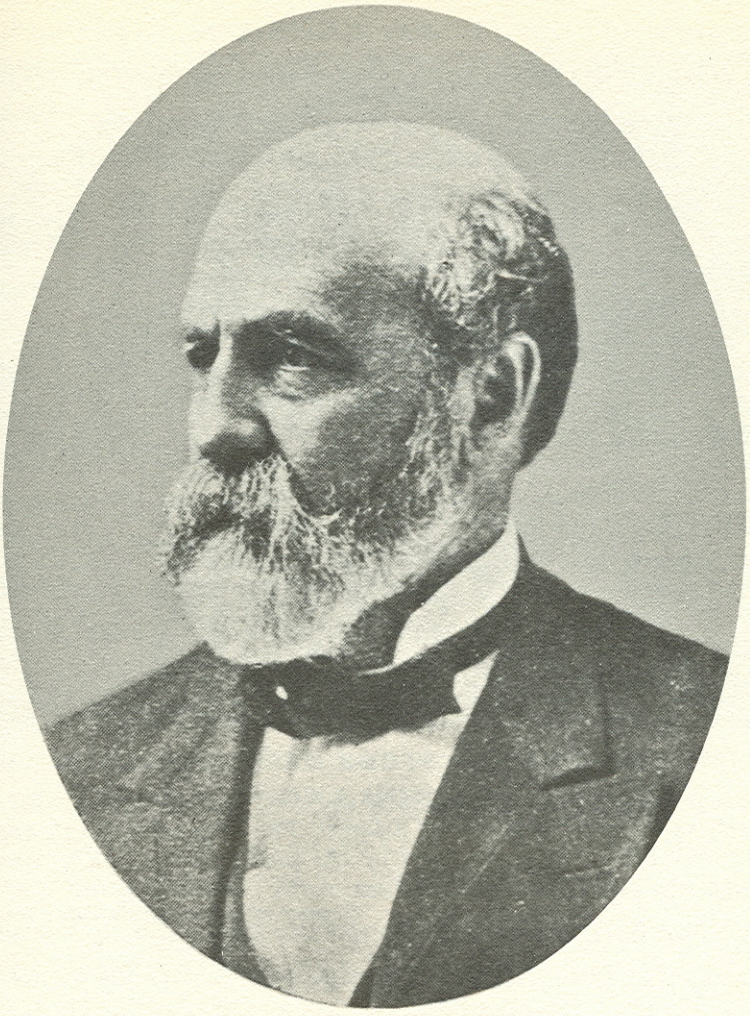
(Reproduced from an original broadside in the archives of the Illinois Central Railroad)

Theodore Dehone Judah (1826 – 1863)



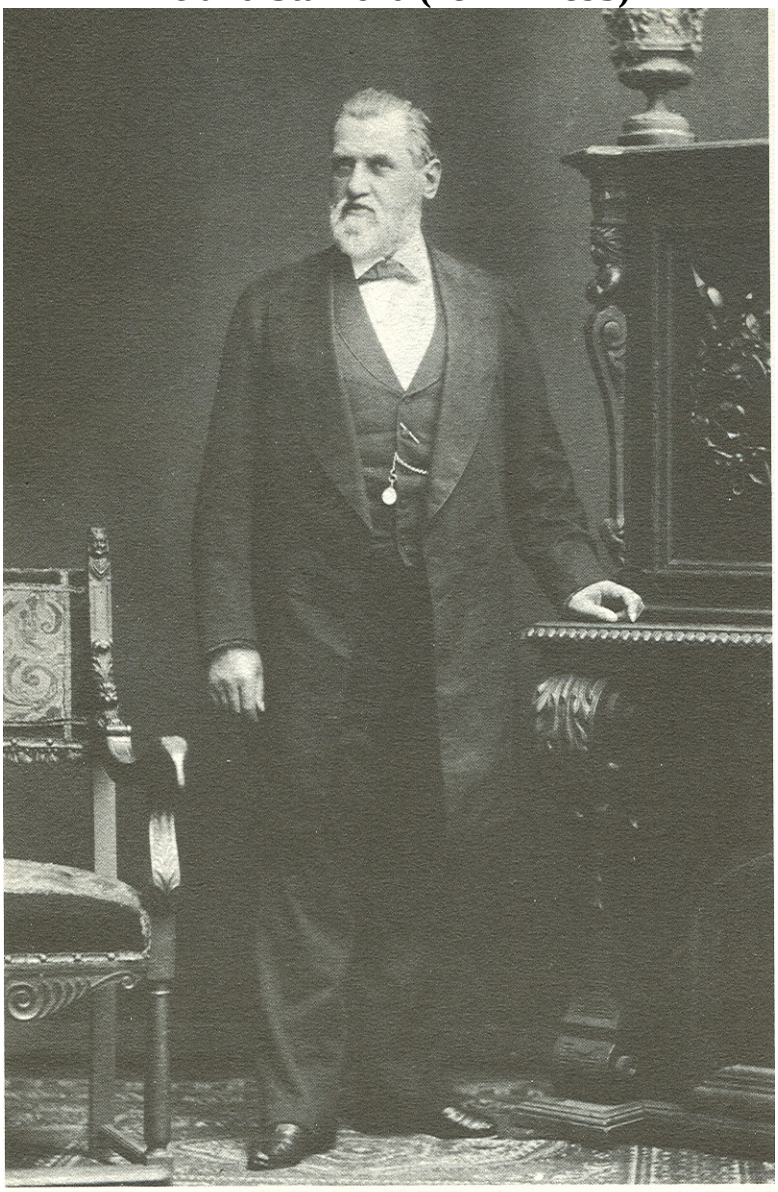
THEODORE DEHONE JUDAH
Courtesy of the California State Library

Collis P. Huntington (1821 – 1900)



COLLIS P. HUNTINGTON
Photograph by Taber, San Francisco, about 1880.

Leland Stanford (1824 – 1893)



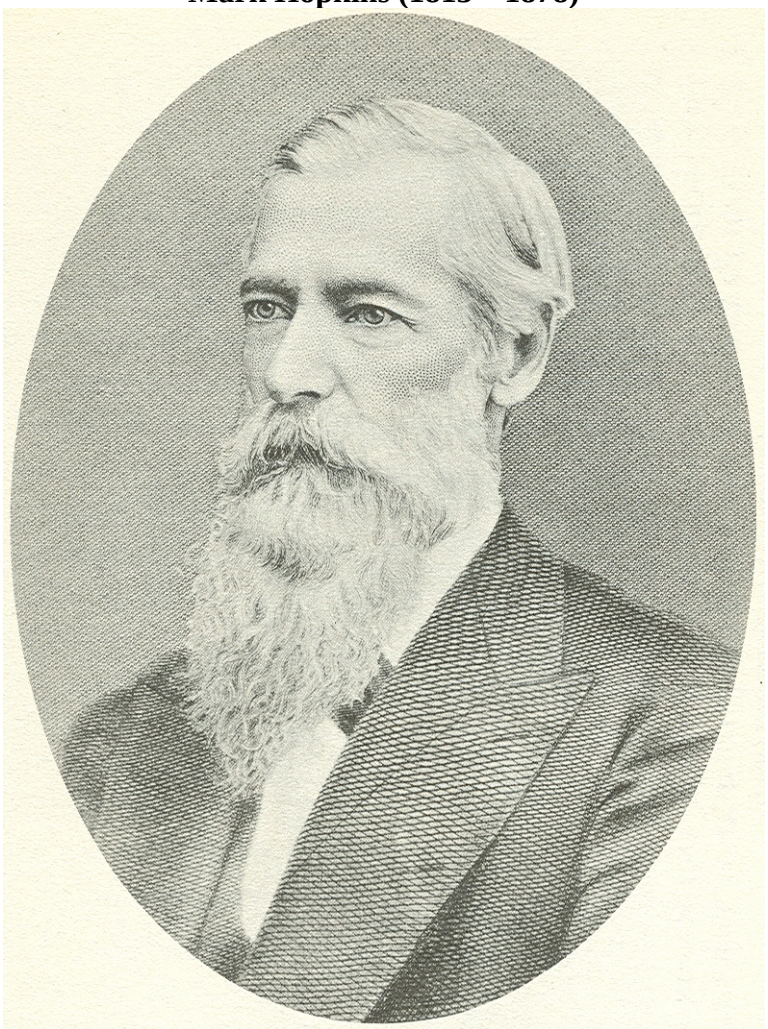
LELAND STANFORD
from a photograph made in Paris about 1885.
Courtesy of Edwin Grabhorn

Charles Crocker (1822 – 1888)



CHARLES CROCKER
from a photograph by Taber, San Francisco.

Mark Hopkins (1813 – 1878)



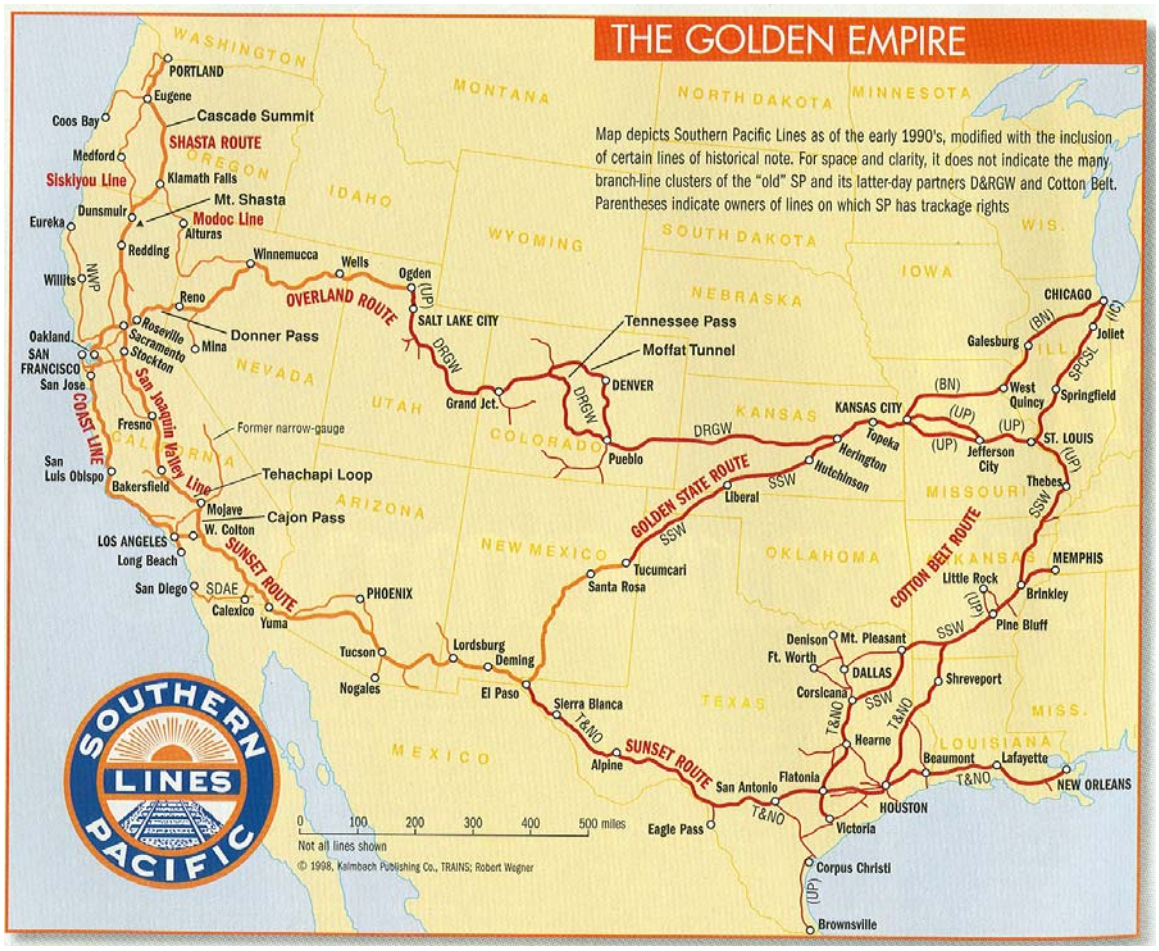
MARK HOPKINS
from E. B. Redding's A Sketch of the Life of Mark Hopkins

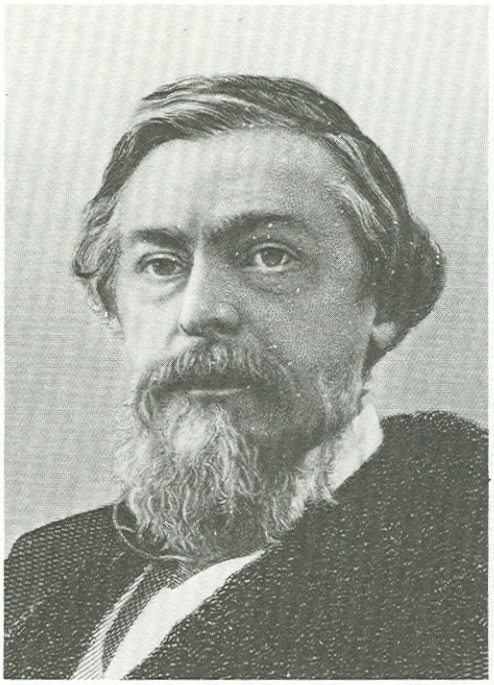
Central Pacific and Southern Pacific Railroads

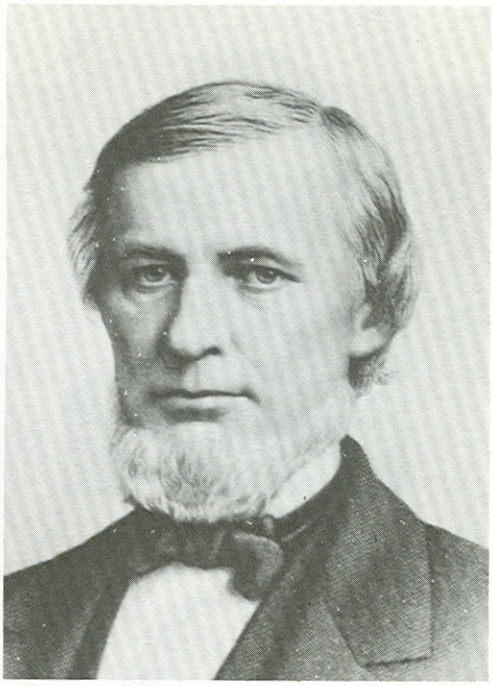
the Union Pacific.



Passenger traffic was excellent in the 1880s when this Southern Pacific train stopped at Los Gatos, California.

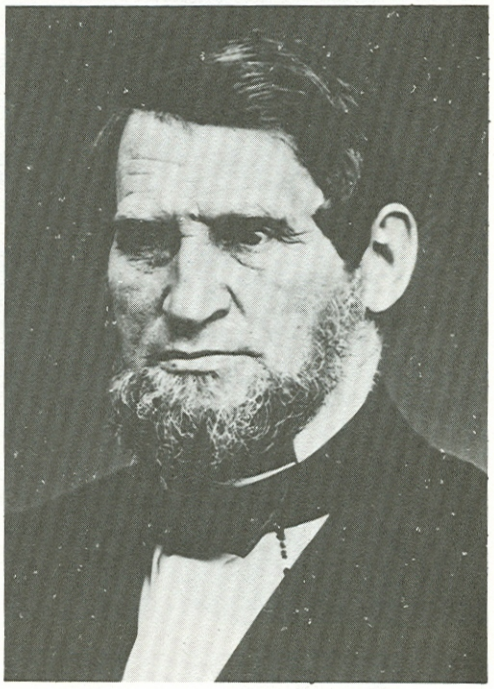

THE GOLDEN EMPIRE
Map depicts Southern Pacific Lines as of the early 1990's, modified with the inclusion of certain lines of historical note. For space and clarity, it does not indicate the many branch-line clusters of the "old" SP and its latter-day partners D&RGW and Cotton Belt. Parentheses indicate owners of lines on which SP has trackage rights
WASHINGTON
PORTLAND
Eugene
Coos Bay
Cascade Summit
SHASTA ROUTE
Medford
Siskiyou Line
Klamath Falls
OREGON
Mt. Shasta
Dunsmuir
Eureka
Modoc Line
Alturas
Redding
Willits
NWP
Winnemucca
Wells
Ogden
(UP)
OVERLAND ROUTE
Reno
Roseville
Sacramento
Stockton
Donner Pass
Mina
Oakland
SAN FRANCISCO
San Jose
NEVADA
SALT LAKE CITY
DRGW
Tennessee Pass
Moffat Tunnel
DENVER
Grand Jct.
UTAH
COLORADO
Pueblo
COAST LINE
San Joaquin Valley Line
Fresno
Former narrow-gauge
Tehachapi Loop
San Luis Obispo
Bakersfield
Mojave
Cajon Pass
W. Colton
LOS ANGELES
Long Beach
SUNSET ROUTE
San Diego
SDAE
Calexico
Yuma
PHOENIX
ARIZONA
Tucson
Nogales
Lordsburg
Deming
El Paso
Sierra Blanca
T&NO
Alpine
MEXICO
SUNSET ROUTE
Eagle Pass
San Antonio
Flatonia
T&NO
HOUSTON
Victoria
Corpus Christi
(UP)
Brownsville
GOLDEN STATE ROUTE
SSW
Liberal
Hutchinson
Herington
Topeka
KANSAS CITY
NEW MEXICO
Tucumcari
Santa Rosa
OKLAHOMA
TEXAS
Denison
Ft. Worth
Mt. Pleasant
DALLAS
Corsicana
Hearne
Shreveport
LOUISIANA
Beaumont
Lafayette
NEW ORLEANS
MISSOURI
Jefferson City
ST. LOUIS
Thebes
MEMPHIS
Little Rock
Brinkley
Pine Bluff
COTTON BELT ROUTE
KANSAS
(BN)
(UP)
(IC)
CHICAGO
Joliet
Galesburg
West Quincy
Springfield
SPCSL
ILL.
WIS.
IOWA
NEBRASKA
SOUTH DAKOTA
NORTH DAKOTA
MINNESOTA
MONTANA
IDAHO
WYOMING
MISS.
0 100 200 300 400 500 miles
Not all lines shown
© 1998, Kalmbach Publishing Co., TRAINS; Robert Wegner
SOUTHERN PACIFIC LINES



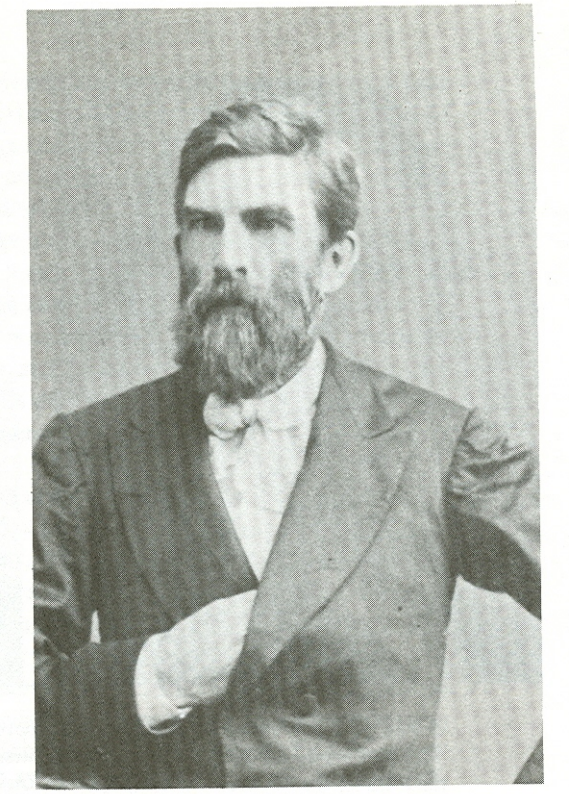


The Doctor, Thomas C. Durant *(left, above),* pulls some figures out of his hat, to the dismay of his detractors: *(clockwise)* Oliver Ames, Oakes Ames, and Rowland G. Hazard. *(Photograph of Oakes Ames courtesy of the National Archives, Rowland G. Hazard courtesy of The Rhode Island Historical Society)*

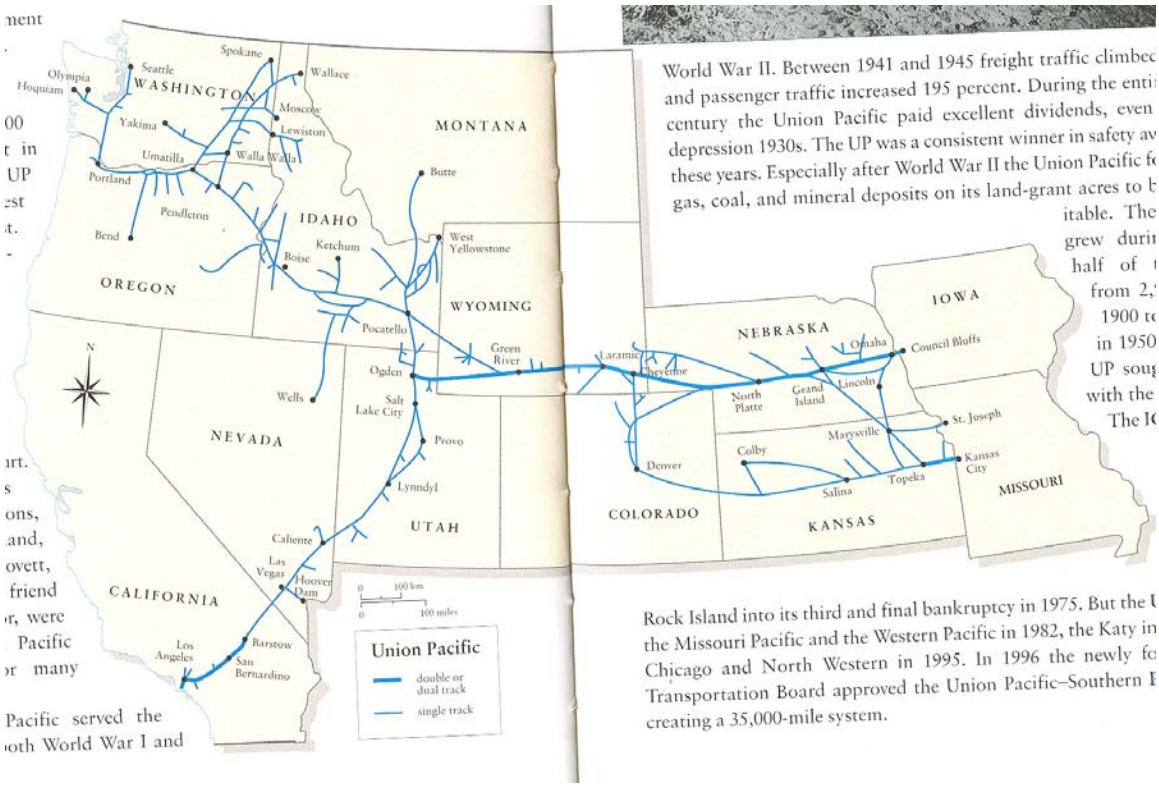




Grenville M. Dodge (1831 – 1916), Chief Engineer Union Pacific Railroad



Union Pacific Railroad



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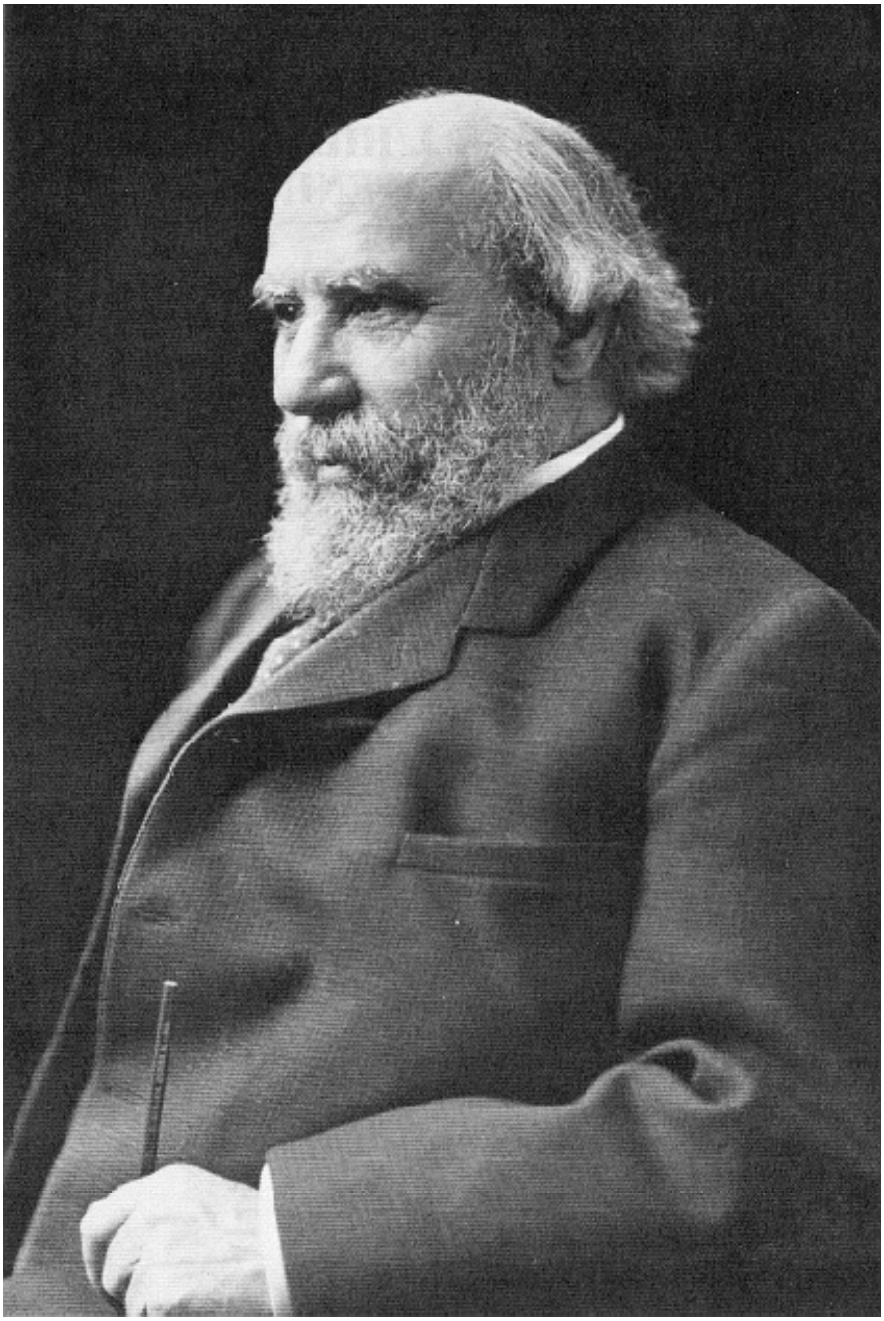
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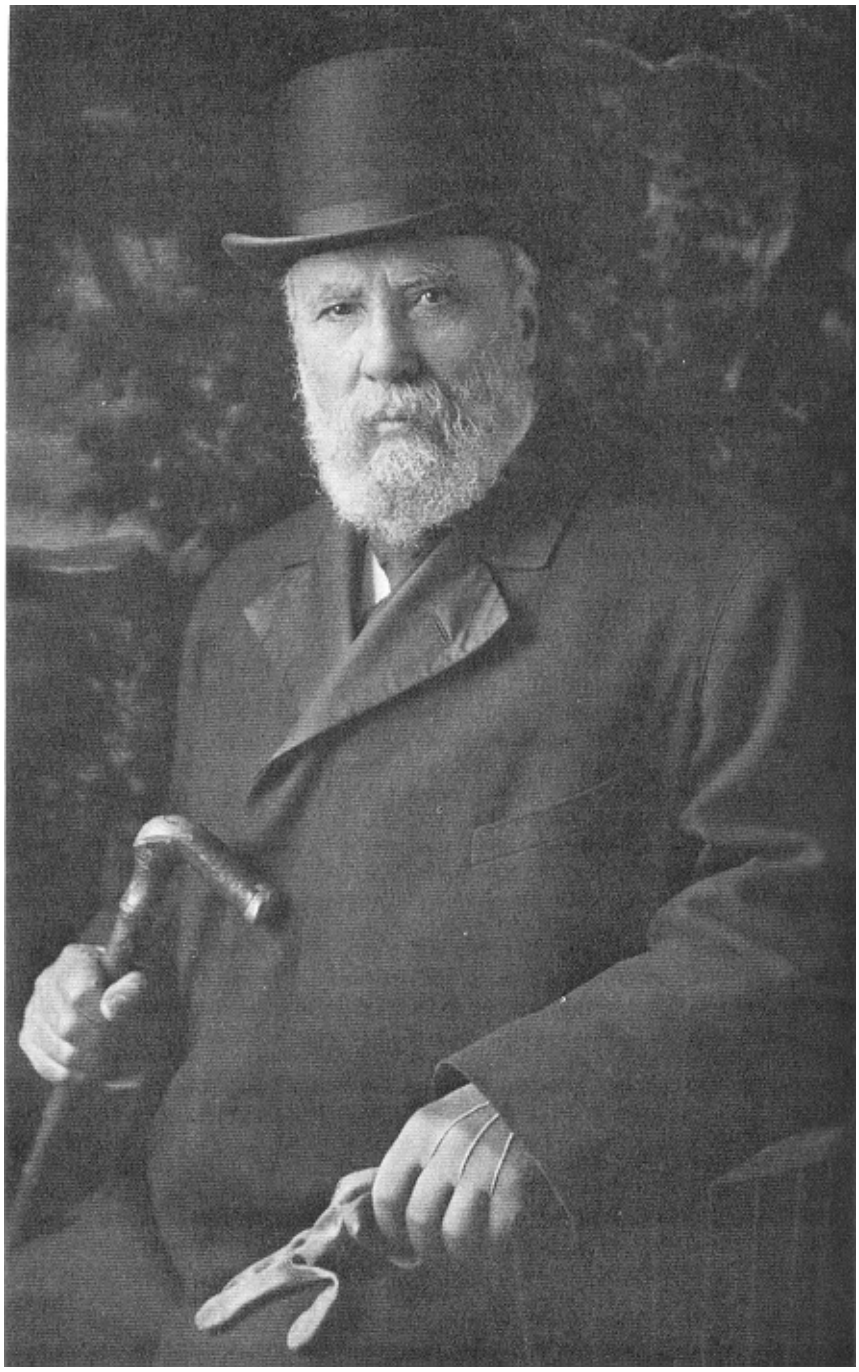
Pacific served the
oth World War I and

World War II. Between 1941 and 1945 freight traffic climbed
and passenger traffic increased 195 percent. During the enti
century the Union Pacific paid excellent dividends, even
depression 1930s. The UP was a consistent winner in safety av
these years. Especially after World War II the Union Pacific f
gas, coal, and mineral deposits on its land-grant acres to b
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UP soug
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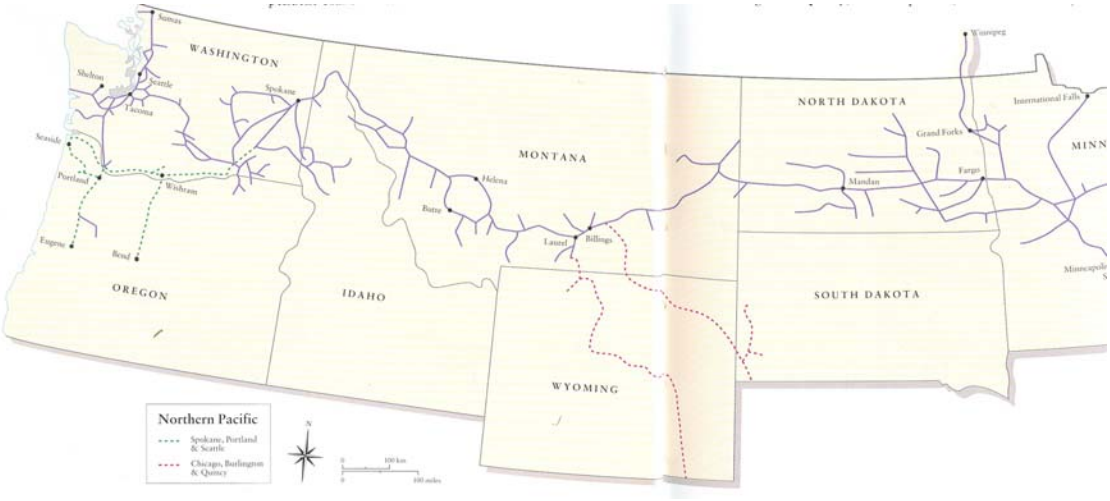
Rock Island into its third and final bankruptcy in 1975. But the U
the Missouri Pacific and the Western Pacific in 1982, the Katy in
Chicago and North Western in 1995. In 1996 the newly fo
Transportation Board approved the Union Pacific–Southern P
creating a 35,000-mile system.

James J. Hill (1838 – 1916), Great Northern Railroad and Burlington-Northern Railroad

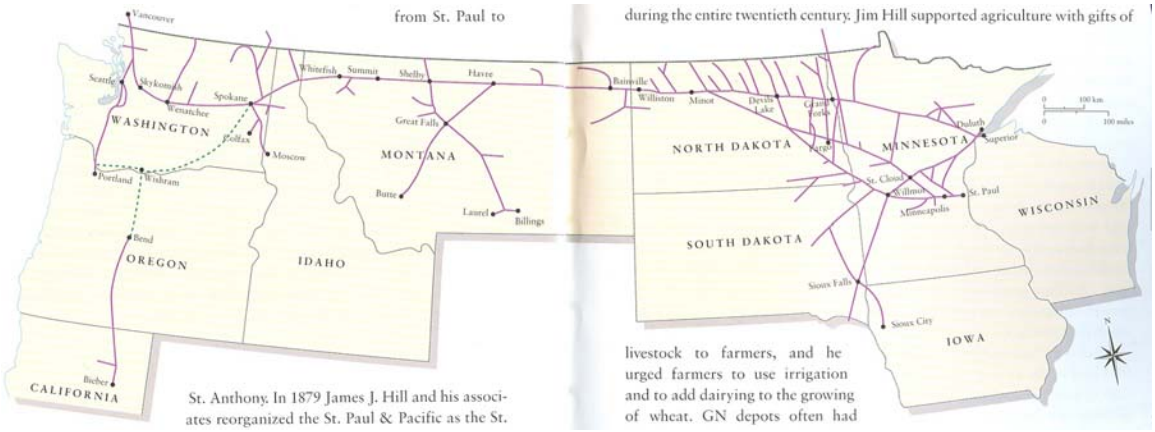




Northern Pacific Railroad



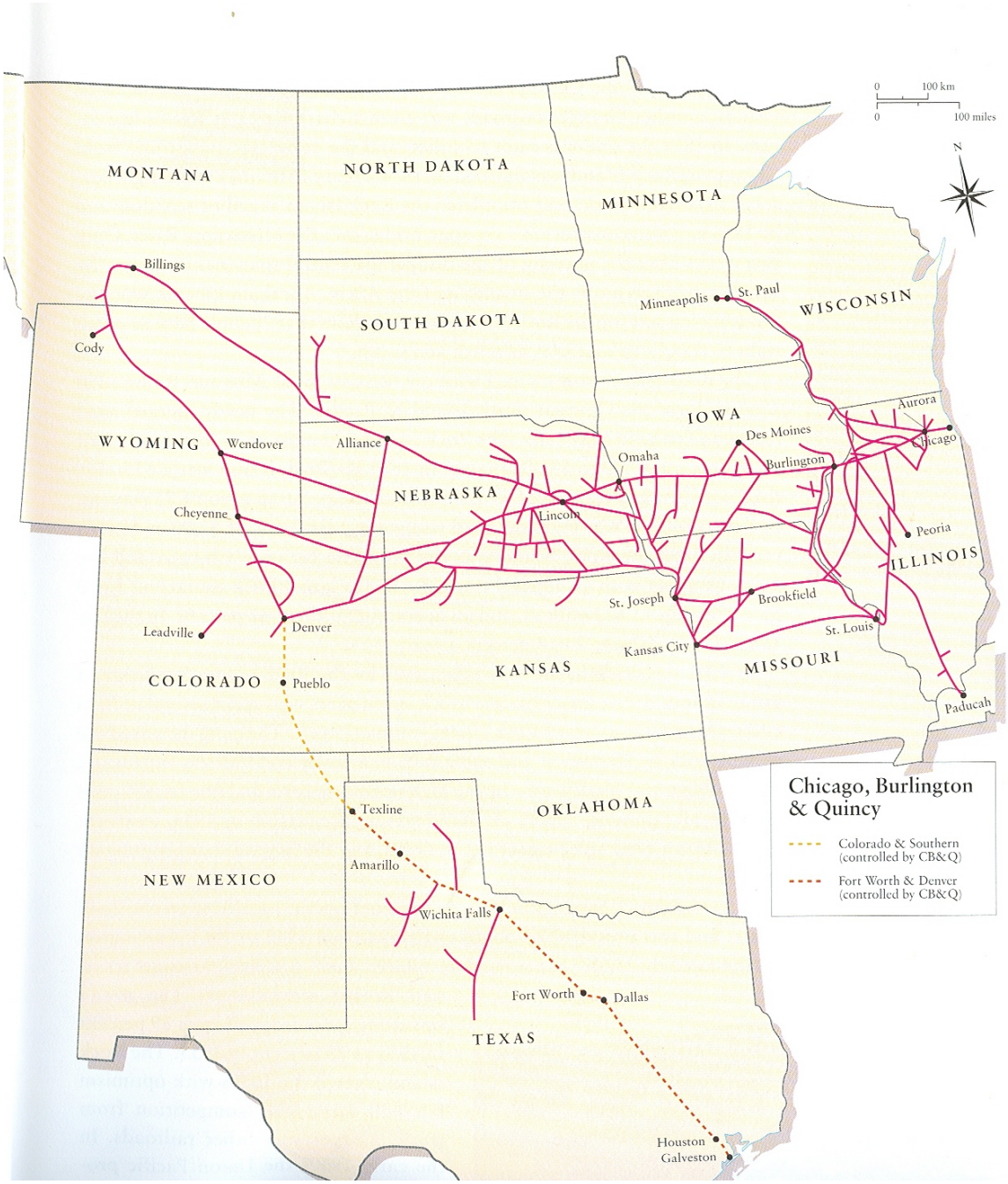
Great Northern Railroad



from St. Paul to St. Anthony. In 1879 James J. Hill and his associates reorganized the St. Paul & Pacific as the St.

during the entire twentieth century. Jim Hill supported agriculture with gifts of livestock to farmers, and he urged farmers to use irrigation and to add dairying to the growing of wheat. GN depots often had

Burlington & Quincy Railroad

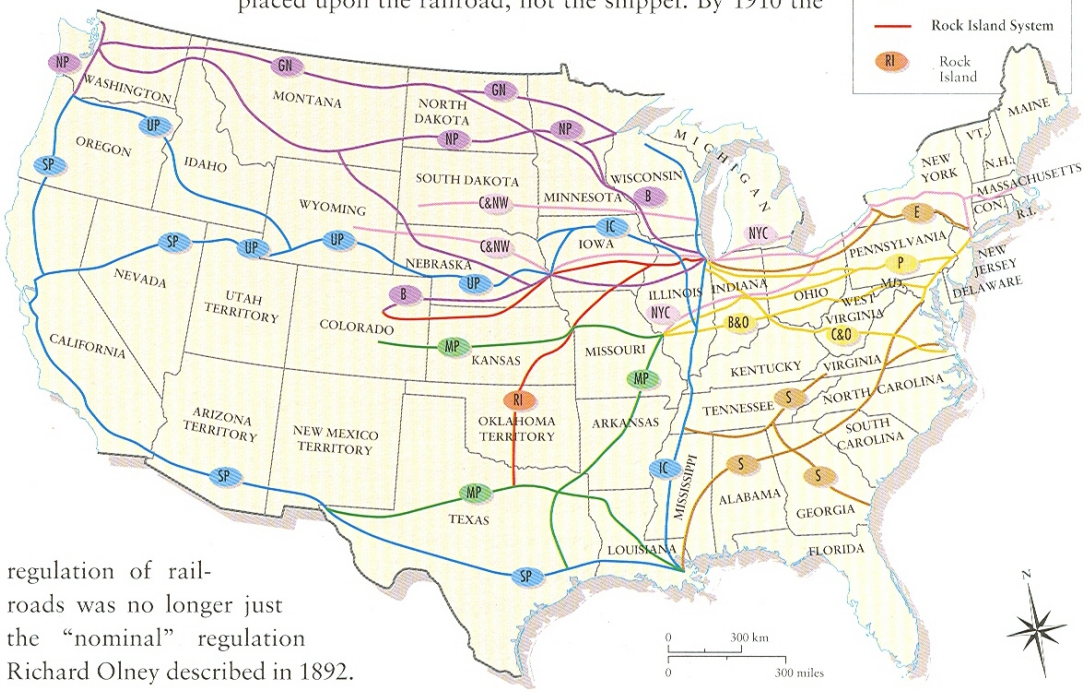


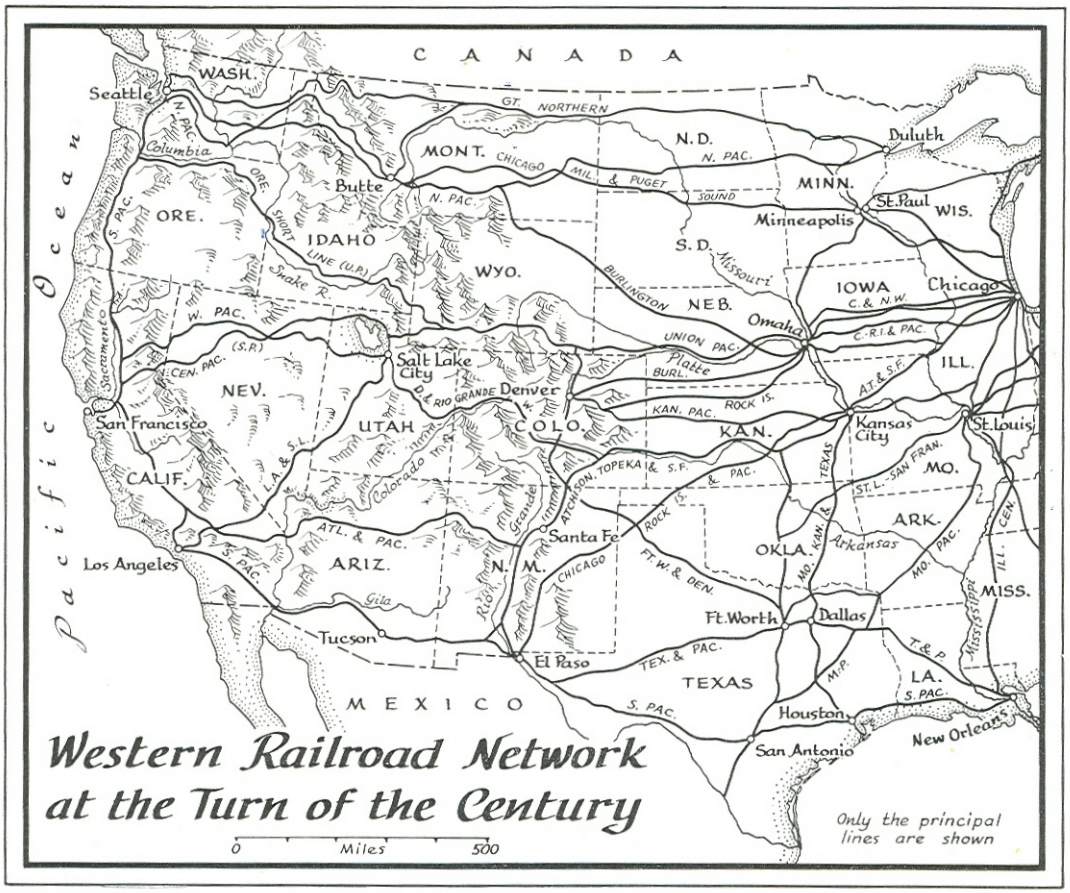
Major Systems in 1900

The more restrictive federal railroad regulations that appeared in the early twentieth century resulted from several forces: first, the seven major rail groups, which were fresh evidence of railroad monopoly that added strength to earlier charges of corruption and rate discrimination; second, the appearance on the political scene of the Progressive Movement and its desire for reform; and third, the new occupant in the White House, the energetic Teddy Roosevelt, who wished to show the railroads who was in charge. In 1903 Roosevelt signed the Elkins Act, which strengthened the prohibition on railroad rebates. The railroads themselves were happy to be rid of rebates.

Three years later, in 1906, Congress passed the Hepburn Act. This legislation enlarged the ICC from five to seven members and gave the Commission the power to regulate express, pipeline, and sleeping car companies as well as railroads. The Hepburn Act also abolished the granting of passes and empowered the commission to establish "just and reasonable railroad rates." James J. Hill did not like the new regulations and wrote, "It seems hard that we should be compelled to fight for our lives against the political adventurers who have never done anything except pose and draw a salary."

William Howard Taft, who became president in 1909, had never had any great love for railroads. Shortly before his presidency he had written that they were monopolies run by eight or nine men "exceedingly lawless in spirit." The Mann-Elkins Act of 1910 further increased the power of the ICC. This act permitted the commission to suspend new rates for as long as ten months, and the burden of proof as to the reasonableness of new rates was placed upon the railroad, not the shipper. By 1910 the regulation of railroads was no longer just the "nominal" regulation Richard Olney described in 1892.




C A N A D A
WASH.
Seattle
GT. NORTHERN
N.D.
Duluth
MONT.
CHICAGO MIL. & PUGET SOUND
N. PAC.
MINN.
St. Paul
WIS.
Minneapolis
Butte
ORE.
IDAHO
S. D.
Missouri
WYO.
IOWA
Chicago
BURLINGTON
NEB.
C. & N.W.
Omaha
UNION PAC.
C. R. I. & PAC.
Salt Lake City
Platte
BURL.
ILL.
NEV.
Denver
ROCK IS.
A. T. & S. F.
San Francisco
UTAH
COLO.
KAN. PAC.
KAN.
Kansas City
St. Louis
CALIF.
ATCHISON, TOPEKA & S. F.
& PAC.
TEXAS
ST. L.-SAN FRAN.
MO.
Santa Fe
ROCK IS.
ARK.
ATL. & PAC.
OKLA.
Arkansas
MO. PAC.
Los Angeles
ARIZ.
N. M.
CHICAGO
Ft. W. & DEN.
MISS.
Ft. Worth
Dallas
Tucson
El Paso
TEX. & PAC.
T. & P.
TEXAS
M. P.
LA.
S. PAC.
MEXICO
Houston
New Orleans
San Antonio
Western Railroad Network
at the Turn of the Century
Only the principal lines are shown
0 Miles 500