

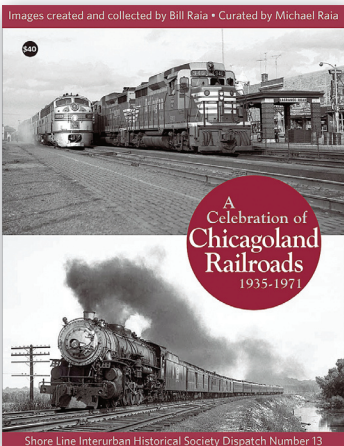
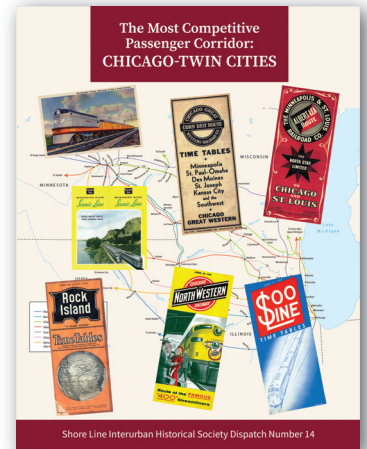


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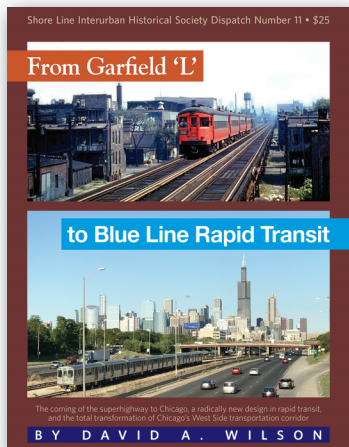
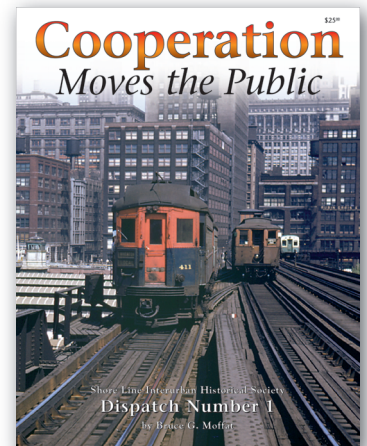
Shore Line's Dispatch Series features topics too large for a First & Fastest article, but not large enough to be a book.

NEW! The Most Competitive Passenger Corridor: CHICAGO-TWIN CITIES, Dispatch No. 14. Passenger rail competition in the Chicago-Twin Cities Corridor was absolutely FIERCE. Seven railroads over nine routes battled in this war for passengers. Speed, frequency of service, state-of-the-art trains with posh accommodations, impeccable service, quality of food and ticket prices formed the basis of competition. 132 pages with more than 180 modern color and historic black and white photos, images and maps.



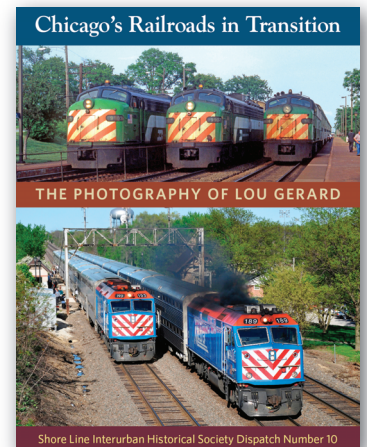
RECENT! A Celebration of Chicagoland Railroads: 1935-1971, Dispatch No. 13. 1935 was the beginning of a railroad industry revolution. Gleaming stainless steel and colorful lightweight passenger trains replaced heavyweight dark painted cars. Diesel-electric locomotives totally revolutionized the industry. Documented by almost 300 photos of historic significance, many unpublished, this revolution is vividly portrayed in images and words. All major railroads serving Chicago and Peoria are included. 132 pages. A must addition to your library.

Cooperation Moves the Public, Dispatch No. 1. Dispatch No. 1 describes the story of the integrated operations of the Chicago Aurora & Elgin and the Chicago Rapid Transit Company over the Garfield Park Branch of Chicago's rapid transit system until September 19, 1953. Trains were operated seconds apart "on sight" as there were no signals and no radios. This was a very complex operation, best described as cars of wood operated by men of steel pursuant to a book of rules that included a rule stating that "no collision with another train will be excused."



From Garfield 'L' to Blue Line Rapid Transit, Dispatch No. 11. In Dispatch No. 11, Shore Line completes over 125 years of history and the development of the first multimodal transportation corridor—rail freight, rapid transit and a limited-access highway connecting downtown Chicago with suburbia. Decades of public planning resulted in turning an obscure street named Congress Avenue into I-290, the Eisenhower Expressway; the transformation was an urban development project of incredible proportion. It became the model for the present Kennedy and Dan Ryan Expressways, I-90/I-94 both of which have rapid transit lines in the median and paralleling Metra commuter rail lines.

Chicago's Railroads in Transition: The Photography of Lou Gerard, Dispatch No. 10. In



1960, there were 19 intercity railroads in Chicagoland, 17 of which provided passenger service. Commuter service was provided by nine railroads along with two interurban electric railroads. Sixty years later the area is served by Metra, South Shore, Amtrak and six Class 1s plus several short lines. Over six decades, the railroad and transit industry in Chicagoland has undergone massive changes and rationalization. Lou Gerard's notable photography documents this incredible transition in this Dispatch. This is a must for your library. Over 200 photographs, mostly in vivid color in 100 pages.

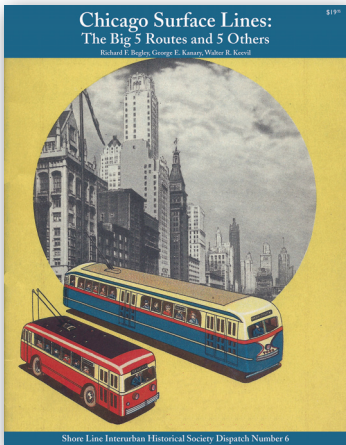
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Dispatch Series Special Publications *continued*

Shore Line's CSL Dispatches

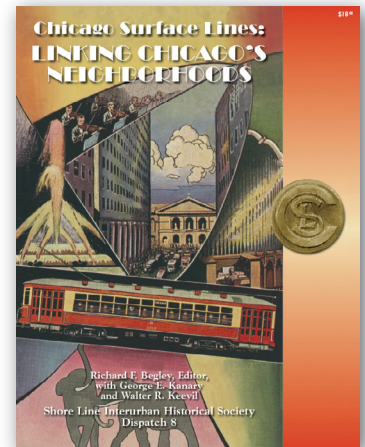
Dispatches 6, 8, 9 and 12 represent Shore Line's coverage of streetcar operations in Chicago from 1945 to 1958, with service provided initially by the Chicago Surface Lines and later by the Chicago Transit Authority. The neighborhoods were the fabric of Chicago, and with 3560 streetcars on the roster in 1945, the CSL served most of them on what was purportedly was the world's largest streetcar system operated under one management. Chicagoans forever identify themselves by their neighborhoods, linked by the streetcars. In 400 pages with over 495 photos (89 in color), including popular Then/Now photos; nine maps and thoroughly-researched narratives, the Dispatches provide the important story of Chicago, its neighborhoods and its streetcars in the immediate post-World War II period. These Dispatches are a study of Chicago as much as they are of the streetcars that carried the people. Edited by Richard F. Begley with George E. Canary and Walter R. Keevil. Most photos are from the W.R. Keevil Archive.



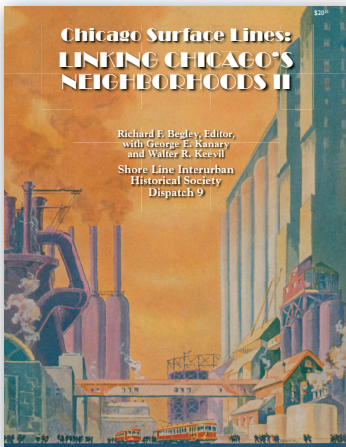
Chicago Surface Lines: The Big 5 Routes and 5 Others, Dispatch 6. CSL's Big 5 were: Ashland, Clark-Wentworth, Halsted, Madison and Milwaukee (including their branches) and this Dispatch covers them in detail. They covered much of the city and ran in Rogers Park, Morgan Park, Austin and Jefferson Park and many places in between. Additionally, the Dispatch covers five other routes, one of which (Webster-Racine in Lincoln Park) was only one-mile end-to-end. This time George Canary rides the Halsted line from north to south, passing the stockyards and other places of note.

Chicago Surface Lines: Linking Chicago's Neighborhoods, Dispatch No. 8. The neighborhoods in the 1940s and 1950s were like villages where everybody knew your name. The city's 77 neighborhoods were where things happened: education, entertainment, shopping—the everyday things of life. The common denominator was the streetcars of

the CSL and CTA. The 12 routes covered include Broadway-State, Lawrence and 63rd Street which ran in Lake View, Albany Park and Woodlawn, among other places. The routes carried about 20% of CSL's total originating revenue passengers in 1945. In this Dispatch George Canary takes you for a ride on the long Cottage Grove line from the Loop to Pullman.

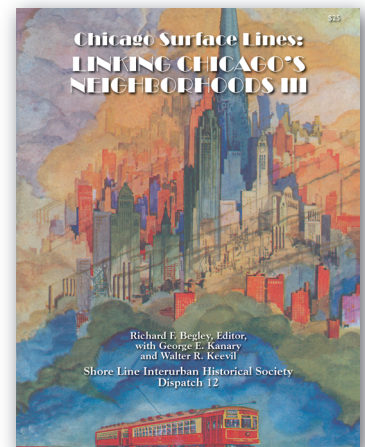


Chicago Surface Lines: Linking Chicago's Neighborhoods II, Dispatch No. 9. This Dispatch includes coverage of 26 streetcar routes which served multiple neighborhoods including Portage Park, Marquette Park, Pilsen, Woodlawn, Lincoln Park, Douglas and Logan Square. The routes covered include Cicero, Pulaski, all Lincoln services, Archer, Kedzie, 18th Street and Grand. Additionally, there is extensive coverage of eight distinctive lines of Southeast Chicago (including South Chicago-Ewing, Windsor Park, South Deering, 93rd-95th Street and Riverdale) which served communities including Hegewisch, East Side, South Chicago and South Shore. In this issue, George Canary takes you along on the Division-State-Van Buren line, with emphasis on his home turf in Wicker Park.



Chicago Surface Lines: Linking Chicago's Neighborhoods III, Dispatch No. 12. The newest CSL

Dispatch covers 20 streetcar lines, ranging from the heavy Roosevelt and Cermak lines to the single-track 115th Street line. Other routes covered include Wallace-Racine, Stony Island, 67th-69th-71st Street, 87th Street, Armitage, Fullerton, Morgan-Racine-Sangamon and Fulton-21st Street. Multiple neighborhoods were served by these lines including Austin, Woodlawn, Lake View, Kenwood, Englewood and Chicago Lawn. There is also coverage of the lakefront extensions of the Roosevelt and Cermak lines for the 1933-34 World's Columbian Exposition. Again, George Canary takes you for an interesting streetcar ride, this time on the Wallace-Racine line which served his childhood home in Bridgeport.

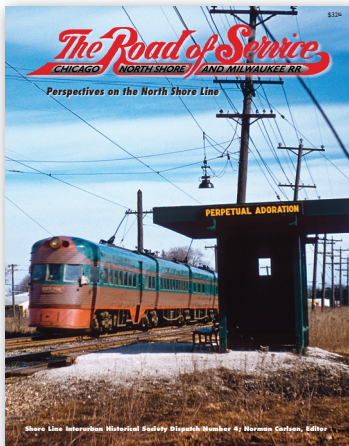
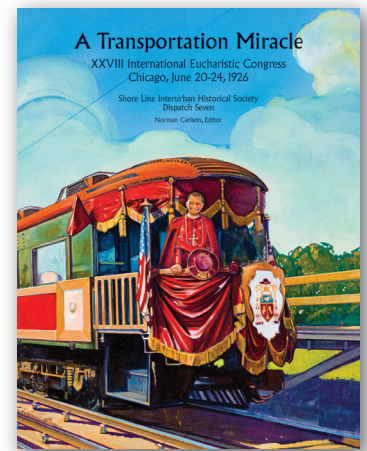


Available individually or as a 3-volume bundle consisting of Dispatches 8, 9, and 12.

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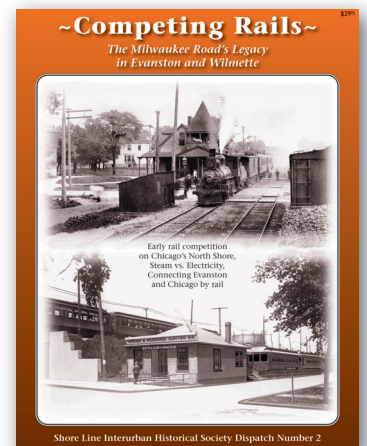
Dispatch Series Special Publications *continued*

A Transportation Miracle, XXVIII International Eucharistic Congress, Chicago, June 20-24, 1926, Dispatch No. 7. There has never been anything like the 28th International Eucharistic Congress held in June 1926. Steam railroads carried 600,000 people to Chicago; 1,000,000 attended. North Shore Line and Chicago Rapid Transit made the Closing Ceremony possible. Streetcars provided 15 million passenger trips. Interurbans, rapid transit and suburban trains carried people throughout Chicago. Five railroads combined to provide over 300,000 passenger trips for the closing ceremonies, in a triumph of logistics and coordination! During Chicago's first 100 years this Eucharistic Congress and the World's Fairs of 1893 and 1933-34 established Chicago as an international city. *A Transportation Miracle* tells this incredible story. Topics include background information, day-by-day details, the role that the railroads played. George Cardinal Mundelein with the assistance of Samuel Insull orchestrated this incredible event.

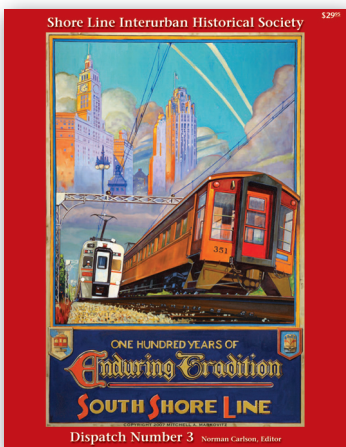


The Road of Service — Perspectives on the North Shore Line, Dispatch No. 4. This 100-page publication brings together a collection of diverse recollections by Shore Line members and people of different backgrounds who rode and/or lived along the North Shore Line. Collectively, it explains the influence the North Shore Line had on our lives and why, 60 years after its abandonment, the railroad still fascinates many people. Included is an impressive collection of color photographs, an extensive then-and-now section of the railroad between Waukegan and Milwaukee, the evening rush hour at Briergate, Ed Tobin's recollections of the streetcar service in Waukegan, taking us back to hanging around Kenosha's station and a dining car article by Dick George.

Competing Rails—The Milwaukee Road's Legacy in Evanston and Wilmette, Dispatch No. 2. This is a complex story full of business, political and financial intrigue covering the early days of the railroads serving Evanston and Wilmette. John Evans did not want Chicago & North Western to have exclusivity. He obtained a horse-car franchise that ended up as The Milwaukee Road commuter service. Plans to electrify manifested in the Northwestern Elevated Railroad, today's CTA Purple Line, coming to Evanston. Competition grew. From the north came North Shore Line's predecessor. From the south came a streetcar line that evolved into Evanston Railways.

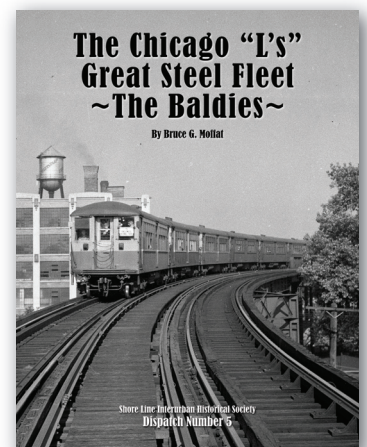


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One Hundred Years of Enduring Tradition — South Shore Line, Dispatch No. 3. Very different from all other railroad publications, Dispatch No. 3 covers the history of the South Shore Line as told by the people who were involved since 1926. We reflect on the first 100 years of the South Shore Line. Discover fascinating new information, enjoy in-depth discussions of why "The Last Interurban" survived and understand how a successful public-private partnership was created. 84 pages in color and duotone. Cover illustration by Mitch Markovitz.

The Chicago "L's" Great Steel Fleet—The Baldies—Dispatch No. 5. In the early 20th Century, overwhelmed with riders, managers of Chicago's elevated railways were faced with two huge challenges, an insufficient car fleet and tremendous congestion on the Loop. Through routing of trains and terminals short of the Loop eased the congestion. Providing sufficient rolling stock resulted in ordering the famous fleet of 4000s, 250 of which were called "Baldies" due to their bare steel arched roofs. Now, 100 years after the delivery of the first cars, Bruce Moffat discusses what was then a revolutionary car design with rolled steel components.



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