

Current Text	Lyn's Suggestions
Sign 1: At Main St.	
<ul style="list-style-type: none"> • This used to be a railroad path • The station was located here • How the route served Lombard 	<ul style="list-style-type: none"> • This used to be a railroad path • The station was located here • How the route served Lombard
<p>The Great Western Trail follows the route of the railroad that was once located here. Begun in 1887 as the Minnesota & Northwestern Railway, the railroad was reorganized in 1892 and renamed the Chicago Great Western Railway. In July 1968, the Chicago Great Western merged with the larger Chicago & Northwestern Railroad and mainline service was disbanded by December of that year. The line was abandoned altogether in 1984, then reopened as a multi-use trail in the early 1990s. The trail is owned by DuPage County and is officially designated as County Route 55. (94)</p>	<p>The Great Western Trail follows the route of the railroad once located here. Originally begun in 1887 as the Minnesota & Northwestern Railway, the railroad was reorganized 5 years later and renamed the Chicago Great Western Railway. (1) The line was abandoned in 1984 and repurposed as a multi-use public trail in 19XX. (2) The trail is owned by DuPage County and is officially designated as County Route 55. (67)</p>
<p>When the Chicago Great Western station was built east of Main Street, this location was on the outskirts of Lombard. By 1916, there were still only four houses near the station – all of which are still standing today. Sherman Street no longer exists as it became part of the railroad right-of-way. The railroad crossing at Main Street was at street level, so warning bells and gates were necessary. (68)</p>	<p>On the outskirts of town, the Chicago Great Western station was built east of Main Street on the south side of the tracks. By 1916, there were only four houses near the station – all of which still stand. (3) Sherman Street eventually disappeared, becoming part of the railroad right-of-way. Warning bells and gates were used at Main Street since the train crossed at street level. (64)</p>
<p>This 1906 advertisement for the Chicago Great Western focuses on its long-distance passenger service. In addition to the overnight passenger trains, the Chicago Great Western provided local passenger and freight service. The eastbound trains included a morning milk train and two stock trains. Because much of the Chicago Great Western's freight was agricultural produce, it was known as a granger railroad and was knick-named "The Corn Belt Route." (68)</p>	<p>While a 1906 advertisement highlights long distance passenger service, the Chicago Great Western provided local passenger and freight service from the Lombard stop. Eastbound trains included a morning milk train and two livestock trains. Since much of the Chicago Great Western's freight was agricultural produce, it was known as a granger railroad and nick-named "The Corn Belt Route." (58)</p>

	<p>(1) In July 1968, the Chicago Great Western merged with the larger Chicago & Northwestern Railroad and mainline service was disbanded by December of that year. What does this mean? What is mainline service? Was there still train traffic?</p> <p>(2) Can we come up with a year?</p> <p>(3) Is there another way to reference the buildings/houses? What if one of them goes down? Is that something we should worry about?</p>
Sign 2 at Charlotte	
<ul style="list-style-type: none"> • Sidings were located here • How the sidings served Lombard businesses 	<ul style="list-style-type: none"> • Sidings were located here • How the sidings served Lombard businesses • (Could we improve/sharpen our focus on this one?)
The Great Western Trail follows the route of the railroad that was once located here. East of Charlotte Street, sidings allowed trains to pull over so trains coming from the opposite direction could pass. The sidings were also used by businesses located alongside the tracks. (46) Map	The Great Western Trail follows the route of the railroad once located here. East of Charlotte Street, (4) sidings allowed trains to pull over to allow trains traveling in the opposite direction to pass. The sidings were also used by businesses to load and unload goods. (46)
The siding allowed Lombard Floral (formerly called Lombard Rose Garden) to transport coal for heating the greenhouses and to ship out roses which were sold wholesale. This view from the tracks is facing the southeast. (35)	The siding allowed Lombard Floral (formerly Lombard Rose Garden) to receive coal for heating greenhouses and shipping roses to market. Hines Lumber Company, the “so&sos” Stable & Livery and other businesses relied on access to the railroad. (5) (37)
westbound freight train (led by Locomotive #9) is in a siding east of Charlotte Street waiting for an eastbound train to pass. The telegraph poles on the left (south side of the tracks) and the utility poles on the right (north side of the tracks) provide clues to the direction of travel. (53)	In this 1964 photo, a westbound Chicago Great Western freight train, servicing Hines Lumber Company, waits on the siding for an eastbound train to pass. The telegraph poles on the left (south) side of the tracks and the modern utility poles on the right (north) side of the tracks provide clues to the direction of travel. (56)

<p>Caboose of westbound Chicago Great Western freight train in Lombard. Photo taken in May 1964 when the train was servicing Hines Lumber Company.</p>	
	<p>(4)Should we place the sidings in relationship to the station? ie- “east of the station” Do we assume people know a siding is a track?</p> <p>(5)Can we list other businesses? If we have a map with these spots marked we don’t need to include direction in the photo?</p> <p>(6) Include a generic stmt about how access to transportation was a benefit to businesses the world quickly modernized? Or rework the last sentence to include that thought.</p>
<p>Sign near bridges</p>	
<p>What do we want people to know here?</p> <ul style="list-style-type: none"> • Idea • idea 	<p>What do we want people to know here?</p> <ul style="list-style-type: none"> • Rail lines helped Lombard thrive? • Traffic congestion isn’t new? • help!
<p>The Great Western Trail follows the route of the railroad that was once located here. Since the CGW crossed the Chicago & Northwestern tracks (now the Union Pacific tracks), Grace Street, and St. Charles Road (all of which preceded the CGW), three bridges were built here.</p>	<p>The Great Western Trail follows the route of the railroad that was once located here. As towns and train lines grew, traffic became a concern. East of the station and the sidings, the Great Western tracks needed to cross two busy streets Grace and St Charles as well as the Chicago & Northwestern tracks. Three single track bridges were built. (7&8) (59)</p>
<p>The single-track Chicago Great Western bridge allowed trains to pass over the multi-track Chicago & Northwestern tracks.</p>	<p>A westbound Metra beneath the bridge for the Great Western Trail in 2014. Constructed from 2012-2013, there are three spans -- two 100-foot bridges over St Charles Road and over Grace Street and a 140-foot bridge over the Union Pacific tracks.(9) Construction of the bridge improved safety for trail users and enhanced storm water management. Fill for the construction of the bridges was excavated from Morris and Finley Road ponds, enlarging stormwater detention areas in an effort to reduce flooding. (80)</p>

<p>A westbound Metra passes beneath the bridge for the Great Western Trail on May 28, 2014. The \$6.1 million bridge, constructed from 2012-2013, has three spans -- two 100-foot bridges over St Charles Road and over Grace Street and a 140-foot bridge over the Union Pacific tracks. Construction of the bridge improved safety for trail users and also enhanced storm water management in Lombard. Fill for the construction of the bridges was excavated from Morris and Finley Road ponds, enlarging both stormwater detention areas in an effort to reduce flooding.</p>	
	<p>(7) I think we need some more info and/or a map. How long have Grace and St Charles been there? Some questions: Do we have pictures or info/dates on the street bridges? Did all 3 bridges go into place in the beginning or was the arrangement ever different? Any other facts that make this something other than "there are 3 bridges here?"</p> <p>(8) I don't know that we can expand this much but I felt the street and rail names were alphabet soup. I assumed all 3 bridges were single track. Is that right? I tried to fix that and maybe caused other problems</p> <p>(9) For consistency are we calling these the Chicago & Northwestern tracks or the UP tracks?</p>
<p>Sign at Park</p>	
<p>In 1927, Park Avenue was lowered and an overpass was built so street level traffic could move north and south on Park Avenue. The overpass was removed in 1985 after the rail line was abandoned. The picture was taken looking north on Park Avenue. (10)</p> <p>Photos showing the supports for the overpass on the CGW at Park Avenue after it was removed in 1985. The top photograph shows the east side of Park Ave. and the bottom photograph shows the west side.</p>	<p>In 1927, Park Avenue was lowered and an overpass built to allow unrestricted street level traffic.</p> <p>The overpass was removed in 1985 after the rail line was abandoned. (10)</p> <p>Photos showing the supports for the overpass on the CGW at Park Avenue after it was removed in 1985. The top photograph shows the</p>

<p>Numerous derailments occurred on the CGW in Lombard over the years. In 1940, fourteen loaded refrigerator cars and two tank cars derailed from the middle of a 55-car train just west of Park Ave. The cars were carrying meat and canned corn. A Lombard newspaper reported that 1000 spectators came to witness the sight and that they “salvaged” food before the police arrived. (63)</p> <p>The derailment shown in the picture occurred in June of 1947, just west of the Grace Street underpass. In 1948 another occurred just east of the depot on Main Street. (30)</p> <p>Graphic #3 – Telegraph poles</p> <p>Historically as well as at the present time, this has been an important corridor for the transmission of information, electricity, gas, and (since 1992) water. Buried in this corridor is a water main carrying Lake Michigan water to Lombard and surrounding communities, as indicated by the blue markers for the DuPage Water Commission that are visible at various points along the trail. On the north side of the trail, utility lines can be seen at many places and on the south side, some old telegraph poles remain west of Park Avenue. (91)</p>	<p>east side of Park Ave. and the bottom photograph shows the west side. (11)</p> <p>Numerous derailments occurred on the CGW in Lombard over the years. In 1940, fourteen loaded refrigerator cars and two tank cars derailed from the middle of a 55-car train just west of Park Ave. The cars were carrying meat and canned corn. A Lombard newspaper reported that 1000 spectators came to witness the sight and that they “salvaged” food before the police arrived. (63)</p> <p>The derailment shown in the picture occurred in June of 1947, just west of the Grace Street underpass. In 1948 another occurred just east of the depot on Main Street. (30)</p> <p>Graphic #3 – Telegraph poles Historically as well as at the present time, this has been an important corridor for the transmission of information, electricity, gas, and (since 1992) water. Buried in this corridor is a water main carrying Lake Michigan water to Lombard and surrounding communities, as indicated by the blue markers for the DuPage Water Commission that are visible at various points along the trail. On the north side of the trail, utility lines can be seen at many places and on the south side, some old telegraph poles remain west of Park Avenue. (91)(12)</p>
	<p>(10) taken looking north on Park Avenue. - this can be in the photo caption rather than the “story” text?</p> <p>(11) I think this is less interesting than the derailment. It could also be included with the info about the overpass above. Something like: the overpass was removed in 1985 after the line was abandoned while the abutments were removed later.</p> <p>(12) I think this is less interesting than the derailment. BUT: The poles are mentioned in the Charlotte St/siding sign. Maybe we say “look for the remaining poles” on that sign?</p>

