

Park Ave

The Great Western Trail follows the route of the railroad once located here. For the first 40 years, trains crossed this intersection at street level. This became more problematic as the village grew and vehicular traffic increased. In 1927, Park Avenue was lowered and an overpass built to allow unrestricted street level traffic. The overpass was removed in 1985 after the rail line was abandoned.

Numerous derailments occurred on the Chicago Great Western 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. THE LOMBARD SPECTATOR reported that 1000 spectators came to witness the sight and "salvage" food before the police arrived.

Plus : Newspaper clipping

Main St

The Great Western Trail follows the route of the railroad once located here. Built in 1887, the Chicago Great Western was one of the last class 1 railroads built in the U.S. Through efficiency and innovation the line survived until merging with the Chicago and Northwestern (C & NW) in 1968. The line was abandoned in 1984 and repurposed as a public trail. The final section of the 12 mile long trail was completed in 1992 and is officially designated as Country Route 55.

On the outskirts of town, the Chicago Great Western station was east of Main Street on the south side of the tracks. Nearly twenty years later, in 1916, there were only four houses near the station. 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.

Although the advertisement highlights long distance passenger service, the Chicago route provided primarily freight service at the Lombard stop. Eastbound trains included a morning milk train and two livestock trains. Since much of the freight was agricultural produce, the Chicago Great Western was known as a granger railroad and nick-named "The Corn Belt Route."

Charlotte St

The Great Western Trail follows the route of the railroad once located here. The sidings east of Charlotte Street allowed trains to pull over so trains traveling in the opposite direction could pass. The sidings were also used by businesses to load and unload goods.

In the 19th and early 20th Century, much of present-day Lombard was farmland. The stockyard on the east end of Heinke's property was used to ship livestock into Chicago. Heinke eventually sold his business to Alexander Lumber Company which was later bought out by Hines Lumber Company. Hines, along with other lumber companies in town, supplied building materials used to construct the many homes built in Lombard after WW2. They also sold coal once used to

1885-1968
Lombard by C&NW

heat homes and businesses. As the demand for lumber and coal declined, the lumber yards closed and homes were built on this site.

Looking west in 1964 as a westbound freight train waits for an oncoming train. 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. William Shapotkin Collection.

The greenhouses of Lombard Floral (formerly Lombard Rose Garden) once stood east of the lumber yard on the site of the present Lombard Post Office. The siding allowed Lombard Floral to receive coal for heating greenhouses and shipping roses to market.

Union Pacific Overpass

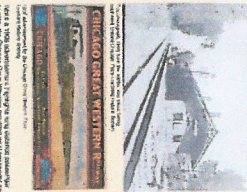
The Great Western Trail follows the route of the railroad once located here. By 1902, Lombard was a three train town and traffic became a concern. The Great Western tracks needed to cross two busy streets, Grace and St. Charles, as well as the Union Pacific tracks (at the time, called the Chicago & Northwestern).

Constructed from 2012-2013, the three new spans replaced the bridges at Grace Street, St. Charles Road, and the Union Pacific tracks. Construction of the bridge improved safety for trail users and enhanced stormwater 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.



About the Trail Main St.

The Great Western Main Street Station is a historic building that was built in 1887. It is located at the intersection of Main Street and Chicago Street in Chicago, Illinois. The building is a fine example of the Queen Anne style of architecture. It features a prominent gable roof, a large chimney, and a variety of decorative elements. The building was used as a passenger station for the Great Western Railway until 1963. It is now a part of the Chicago Great Western Railway Trail.



Chicago Great Western Railway

Chicago Great Western Ry
Main Street Station
1887



Chicago Great Western Railway Trail



About the Trail Union Pacific Overpass

The Union Pacific Overpass is a historic structure that was built in 1915. It is located at the intersection of Chicago Street and Union Pacific Avenue in Chicago, Illinois. The overpass is a fine example of the Art Deco style of architecture. It features a prominent central tower and a variety of decorative elements. The overpass was used to carry the Union Pacific Railroad tracks over the Chicago Great Western Railway tracks. It is now a part of the Chicago Great Western Railway Trail.



Union Pacific Overpass



A historical black and white photograph showing the Union Pacific Overpass structure over the Chicago Great Western Railway tracks. The image captures the architectural details of the overpass, including its central tower and the tracks below.

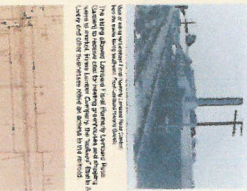


Chicago Great Western Railway Trail



About the Trail Charlotte St.

The Charlotte Street Station is a historic building that was built in 1887. It is located at the intersection of Charlotte Street and Chicago Street in Chicago, Illinois. The building is a fine example of the Queen Anne style of architecture. It features a prominent gable roof, a large chimney, and a variety of decorative elements. The building was used as a passenger station for the Great Western Railway until 1963. It is now a part of the Chicago Great Western Railway Trail.



Charlotte Street Station



Historical black and white photograph of the Charlotte Street Station, showing the building's facade and the tracks in front.

Chicago Great Western Railway Trail



About the Trail Park Ave.

The Park Avenue Station is a historic building that was built in 1887. It is located at the intersection of Park Avenue and Chicago Street in Chicago, Illinois. The building is a fine example of the Queen Anne style of architecture. It features a prominent gable roof, a large chimney, and a variety of decorative elements. The building was used as a passenger station for the Great Western Railway until 1963. It is now a part of the Chicago Great Western Railway Trail.



Park Avenue Station



Historical black and white photograph of the Park Avenue Station, showing the building's facade and the tracks in front.



Chicago Great Western Railway Trail

