

INTRODUCTION

Terminal Town



Chicago's system of passenger transportation terminals, famously complex and constantly changing, has for more than a century been a defining feature of its cosmopolitan character. Whether serving those traveling by aircraft, boat, bus, or train, these places have given the "Windy City" its reputation as the epicenter of America's passenger transportation network.

Yet the full extent of this system has gone unappreciated and misunderstood by many observers. Some of the most remarkable terminals are ignored in publications about the city's

history and largely unknown to contemporary travelers and transportation professionals. To provide readers a grasp of the system's extraordinary proportions, this book highlights 48 places in the metropolitan region that have been termini or important connecting points for intercity passengers since 1939. The various chapters take readers to the nerve centers of a transportation system that shoulders an enormous burden: moving people across the continent.

Chicago deserves to be the focus of such a book, if for nothing else than its top ranking in key areas of passenger travel. From the beginning of the twentieth century through 1969, Chicago had *six* major downtown railroad stations—twice as many as any other large American city. Between the 1930s and 1998, Chicago was home to the world's busiest airport (initially Midway Airport and later O'Hare International Airport). Passengers boarding in Chicago could—and can still—fly directly to more major American cities than from any other city in the country. From 1953 to 1989, Chicago was home to the nation's largest independently operated bus depot—the Chicago Greyhound Station—a facility that offered direct bus service to more places than from any other American city.

Evaluating this ponderous system of terminals reveals both the flattering and less-than-flattering sides of Chicago's transportation heritage. For generations, travelers who simply want to go from Point A to Point B have looked at Chicago's terminal system with both a

sense of awe and a sense of dread. The city gives them innumerable travel alternatives while also requiring them to contend with some of the country's most notorious bottlenecks. When the city's population was near its peak in 1955, buses, trains, planes, and ships arriving in the metropolitan area terminated at a bewildering 20 different locations.¹ Another five transfer points, some on the region's periphery, offered opportunities for timesaving connections for those passing through the region.

Readers may immediately be drawn to the chapters featuring the great icons of American transportation—Chicago Union Station, Midway, and O'Hare, to name only a few. Smaller and less-publicized locations, however, also deserve attention. Englewood Union Station on the South Side once had direct service to more of America's 100 largest cities than was available from any other train depot in the United States. Sky Harbor Airport in Northbrook, was home to the world's first "scheduled air taxi shuttle." Tiny Meigs Field on the Chicago waterfront boasted six carriers operating 122 daily passenger flights—the most ever at any downtown airport in the country.

The chapters featuring each of the stations and terminals are intentionally brief and focus primarily on the *transportation* role of each facility, to allow readers to appreciate the gestalt of Chicago passenger transportation. The first part of the book describes the downtown bus, train, and steamship terminals, and is followed by a review of the region's outlying termini and time-saving connecting points. Major airports and the smaller airfields used for short-hop air taxi flights are showcased in the latter part of the book, followed by an assessment of profound changes looming on the horizon.

Readers seeking detail on architecture or design, or more about the particular transportation services available, may wish to consult the bibliography at the end of this volume. Those interested in the many calculations presented in the pages that follow should consult the author's companion paper summarized in Appendix III. By design, the volume excludes from consideration the region's many local stations that were neither endpoints for intercity bus or train routes nor important transfer points for passengers traveling through the region.

As this book illustrates, the place so aptly described as the Windy City, the City of the Big Shoulders, and, as rhapsodized by Frank Sinatra, "that toddlin' town," is equally deserving of being called Terminal Town. ■

(Opposite) An illuminated sign evokes the memory of the Chicago & North Western Railway at the entrance to the footbridge over Canal St. leading to Ogilvie Station.
(Author's photo)

DEARBORN STATION

47 W. Polk St. ←



Santa Fe's *Grand Canyon* appears ready for a departure from Dearborn Station on June 6, 1962. The locomotives' colorful "war bonnet" paint contrasts sharply with the aging station. This photo was taken from the Roosevelt Rd. overpass, one of the city's most popular train-watching locales. (Bob Krone photo)

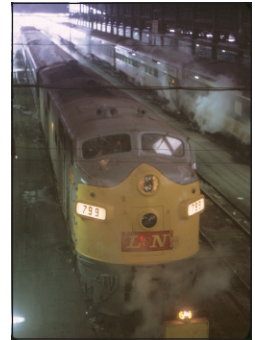
Dearborn Station was the elder statesman of Chicago's downtown terminals, being both the oldest and the one serving the greatest number of passenger railroads. A rambling facility located at Dearborn & Polk, this station is known to many contemporary Chicagoans for its distinctive masonry head house and clock tower, which are still standing today. Among transportation enthusiasts, however, it is fondly remembered for hosting some of Chicago's most famous streamliners. Santa Fe's famed *El Capitan*, *Super Chief*, and *San Francisco Chief's* afternoon departures kept Dearborn a relatively busy place until almost the end.

This three-story structure exudes the strong Romanesque Revival tastes of station architects at the time of its construction. Opened in 1885 and built out of pink granite and red brick, it was owned by the Chicago & Western Indiana Railroad (C&WI). With tracks extending south from the station to Hammond, IN, C&WI provided access to downtown Chicago for its own trains and six other carriers: Chicago & Eastern Illinois, Erie, Grand Trunk Western, Monon, Santa Fe, and Wabash. At the turn of the twentieth century, as many as 122 trains (both commuter and intercity runs) used the station daily, offering direct service to hundreds of cities across the country and into eastern Canada.

A massive train shed, measuring 165 feet wide and 700 feet long, was one of the largest in the Midwest, despite its archaic design. The appearance of the head house and tower, designed by architect Cyrus L.W. Eidlitz, were somewhat diminished when their pitched roofs were eliminated (Dearborn became a flat-topped structure after a fire in 1922), but the station remained one of downtown's most prominent landmarks.

In 1942, Dearborn Station hosted 64 long-distance trains, putting it behind only Union Station (124 trains) with respect to intercity activity. But it had six long-distance carriers, the most of any Chicago station. Moreover, its mix of services differed greatly from those of Central, LaSalle St., North Western, and Union stations. Among them, these stations had just one carrier—the Nickel Plate, which used LaSalle Street Station—with eight or fewer daily intercity trains. At Dearborn, all carriers except the Santa Fe had this distinction. Most of Dearborn's tenants, consequently, were smaller players in local rail-travel markets. Another difference: Dearborn's commuter business during World War II never amounted to more than two pairs of weekday trains—roundtrips on the C&WI to south-suburban Dolton, IL, and a Wabash round-trip serving the southwest suburbs.

When viewed in its entirety, however, the scope of Dearborn's service stands out. In 1945, the station's trains directly served 38 of the country's 100 largest cities, putting it behind only Union and LaSalle St. stations.¹⁷ Most impressively, Dearborn's trains reached 13 of the country's 25 largest cities, second only to Union Station. Moreover, Dearborn's trains offered direct service to many points that were not accessible from Union Station, including Arizona, Louisiana, Texas, southern California, and eastern Canada.



The Chicago & Eastern Illinois Railroad's *Danville–Chicago Flyer*, led by a locomotive of Louisville & Nashville, a partial owner of the company, stands at the Track 6 bumper post inside Dearborn Station's massive trainshed on December 26, 1969. Grand Trunk Western's *International*, an overnight train from Toronto, ON, operated in conjunction with GTW's owner, Canadian National, occupies an adjacent track. (Marty Bernard photo)

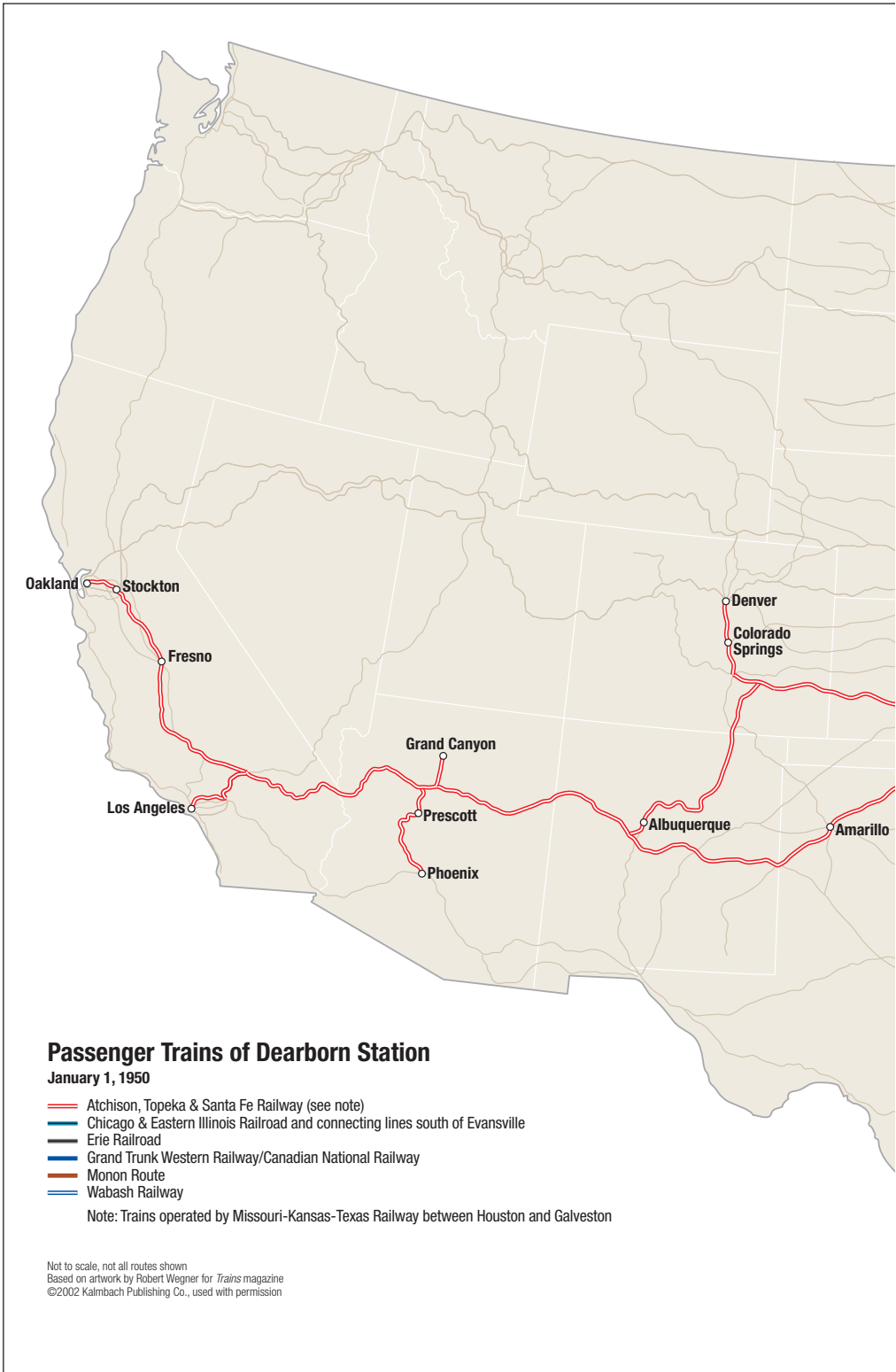


A shuttered Dearborn Station awaits an uncertain fate in early 1976, five years after it had served its final intercity train on the eve of Amtrak's creation. As evidenced by the crane at the right edge of the photo, demolition of the train shed was already under way. The Romanesque Revival clock tower and head house, dating to 1885, were spared and survive as South Loop landmarks. (Craig Bluschke photo)

DEARBORN STATION

47 W. Polk St.

Dearborn Station offered direct service to 21 states and 2 Canadian provinces at the start of 1950. This map shows the full extent of the station's services at the height of the postwar era. Santa Fe's famed *Chiefs*, operating to the Southwest, as well as the Chicago & Eastern Illinois Railroad's *Dixie* trains, which operated in conjunction with connecting railroads to provide direct service to Florida, were among the station's showpieces. The southerly orientation of Dearborn Station's routes and the Erie Railroad's status as a relatively minor player in the Chicago–East Coast market, however, limited this terminal's role as a self-contained transfer point for long-distance travelers.





DEARBORN STATION

47 W. Polk St.

Bound for Detroit, Grand Trunk Western No. 164, the *Mohawk*, departs a nearly empty Dearborn Station on April 29, 1971, two days before the start-up of Amtrak and three days before the last intercity passenger train arrived. The Erie Lackawanna had dropped the last of its service early the previous year. (George Hamlin photo)



Because of its diverse mix of tenant railroads, Dearborn also was an efficient, self-contained connecting hub, particularly between points northeast and southeast of Chicago and to the American Southwest. Only Union Station excelled to a greater extent as a connecting complex. The Chicago & Eastern Illinois “Dixie” trains, operated with several connecting lines, were a popular way to reach the Deep South and Florida, while the station’s powerhouse, the Santa Fe, offered the fastest service available to Houston and Oklahoma City (via the *Texas Chief*), Los Angeles (*Super Chief* and *El Capitan*), and Phoenix. Even so, Dearborn’s services to the Eastern Seaboard were limited to a handful of Erie Railroad trains, a minor player in this market.

Travelers took a strong liking to the Santa Fe’s *Chiefs*, allowing Dearborn to more slowly surrender its transportation role than most of the other city terminals. The number of long-distance trains dropped 13 percent, to 56 daily, between 1942 and 1956, the lowest proportional drop among the six downtown stations. The waiting room was redesigned and ticketing areas freshened up to improve the station’s ambiance. In 1954, one of the last new streamliners to be inaugurated in the country—Santa Fe’s *San Francisco Chief*—rolled out of this station for the first time.

The period from 1956 to 1969 was less favorable to Dearborn, spelling doom to almost three-quarters of its long-distance trains and its commuter trains to Dolton. Although this aging station had lost only one carrier, the Monon, and thus still had more *carriers* than any Chicago station, its long-distance service at the end of this period totaled just 16 daily trains. All intercity service from Dearborn ended in 1971, with the startup of Amtrak, when Santa Fe trains were rerouted to Union Station by the new national carrier. Norfolk & Western still operated its former Wabash Railway commuter service to Orland Park, IL, from a platform adjacent to Dearborn’s main terminal building, but the station itself was closed. In 1976, this N&W operation was relocated to Union Station, clearing the way for property redevelopment on the Dearborn site.



A modernization project in the late 1940s gave Dearborn Station improved ground-floor ticketing and baggage-handling facilities as well as a second-floor waiting room that overlooked arriving and departing trains, all of which are visible in this 1950s-era photo. A large crowd can be seen congregating in the gate area, likely for the impending departure of one of Santa Fe's famed *Chiefs*. (Santa Fe collection, Kansas State Historical Society)



New signs and lockers (at right), restaurant facilities (left), and a glass-protected arrivals and departures board (top) installed in the late 1940s improved Dearborn Station's image among travelers. Almost all evidence of the terminal's late-nineteenth century interior was eliminated. The clock shows 1:30—the rush of travelers departing aboard the station's popular overnight trains to the southern and western United States tended to reach its peak later in the afternoon. (Santa Fe collection, Kansas State Historical Society)

As the threat of demolition loomed, city officials explored possible reuses of the disused station's train shed. Some considered the historical preservation of the deteriorating shed as more important than the station's head house. Nevertheless, the train shed was demolished in 1976, and the head house was spared. Much of the area once covered with the station's platforms was transformed into the Dearborn Park residential complex.

DEARBORN STATION

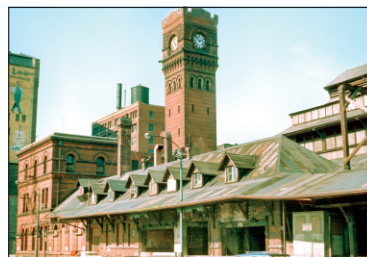
47 W. Polk St.



A day after Christmas, on December 26, 1967, the west side of Dearborn Station's ambling train shed is a busy place. A Grand Trunk Western passenger train sits behind the lengthy Santa Fe streamliner at center, which is likely the *Super Chief/El Capitan* and has a full length dome "deadheading" in front of its baggage cars. The trusses and columns looming overhead are defining features of the station's cavernous interior. (Marty Bernard photo)

Today, Dearborn Park is credited with helping the revival of the South Loop. The head house is a cherished landmark, standing watch over Dearborn Park and the Printers Row historic district. Visitors walking south down Dearborn St. can see the clock tower looming in the distance—a testament to the depot's role in the city's development. Those using the Polk St. exit from the CTA's Harrison Red Line stop can still find a mosaic wayfinding sign, intended to facilitate passenger transfers, pointing the way to a station that has not seen a train in more than 40 years. ■

(Opposite) Dearborn Station's 1888 clock tower is partially illuminated by the evening sun in 2012. Because traffic on Dearborn moves toward the north, many motorists see the terminal only through their rearview mirror, so this landmark remains somewhat less appreciated by the public than other historical downtown buildings. (Eric Allix Rogers)



The gabled mail and express building on the west side of Dearborn Station glows in the sun on July 13, 1974. A portion of the station's train shed can be seen at the upper right. The differing times on the clock faces attest to the fact the station is closed to the public. (Verne Brummel photo)



NAVY PIER

600 E. Grand Ave. ←



Navy Pier, while no longer a terminal for marine passenger vessels on scheduled trips to points outside the region, remains a popular embarkation point for cruise operators. This photo shows the *Odyssey*, operated by Entertainment Cruises, near the spot once used by massive Goodrich steamers. A water taxi is moored in the distance. (Entertainment Cruises)

In the early part of the twentieth century, when the Great Lakes steamship era was in full bloom, Chicago heralded Municipal Pier as the solution to congestion on the Chicago River that was “universally considered intolerable.”³⁰ The Burnham Plan envisioned the pier, and another to be built farther south, providing modern docking space for passenger vessels and also serving as a public gathering place.

The pier’s completion in 1916 brought great optimism to transportation planners. Officials throughout greater Chicago saw the massive new facility, designed by architect Charles Sumner Frost, as an innovative feat that would finally permit consolidation of scheduled passenger and excursion operators at a single marine terminal. Soon after its opening, both the Northern Michigan and Roosevelt Steamship companies moved their operations to the pier. In 1926, the powerful Goodrich Co. followed suit, occupying a spot on the pier’s southwest corner. A new streetcar service operating to the pier improved access for people arriving from the city side.

Despite all its promises, Municipal Pier fell far short of expectations. Its distance from the city’s produce markets—a key source of revenue for steamship

operators—was deeply problematic, and this shortcoming only grew more severe as the fruit and vegetable trade gradually migrated south of downtown. Worse still, many passengers considered the location to be inconvenient. Most preferred the berthing areas closer to the central part of the city that were only a few blocks from the Loop Elevated system.

Underused and costly to operate, the 3,300-foot pier became something of a white elephant amid concerns that it would never see as much commercial shipping as its promoters envisioned. Making matters worse, the demand for steamship service fell in response to automobile and railroad competition. “The pier simply came too late,” concluded George W. Hilton in *Lake Michigan Passenger Steamers*.³¹

Gradually, customers came to regard Great Lakes passenger steamships as a form of leisure rather than practical transportation. This was especially true for summer sailings to nearby Benton Harbor, MI, Michigan City, IN, and other cities near the south end of Lake Michigan that could be reached by rail in considerably less time. During the winter months, ice conditions on the lake caused a cessation of this shipping activity.

The SS *City of Grand Rapids*, a mainstay on the Chicago–South Haven, MI, route, is shown at the Goodrich berthing area near the southwest corner of Navy Pier circa 1930. This 290-foot-long steamer was built in 1912 for the Graham & Morton Transportation Co., which merged with Goodrich in 1925. Subsequent owners, also providing Lake Michigan service, included the Chicago–Milwaukee Steamship Line (1937) and the Cleveland & Buffalo Steamship Co. (1942). The vessel was retired in 1951. (Chicago Transit Authority)



NAVY PIER ← 600 E. Grand Ave.

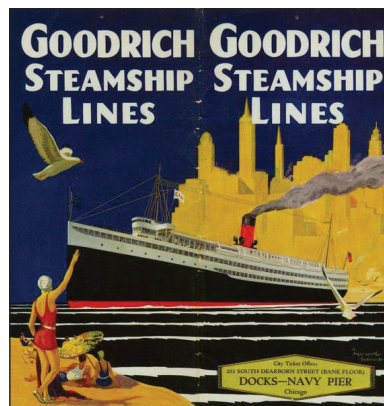
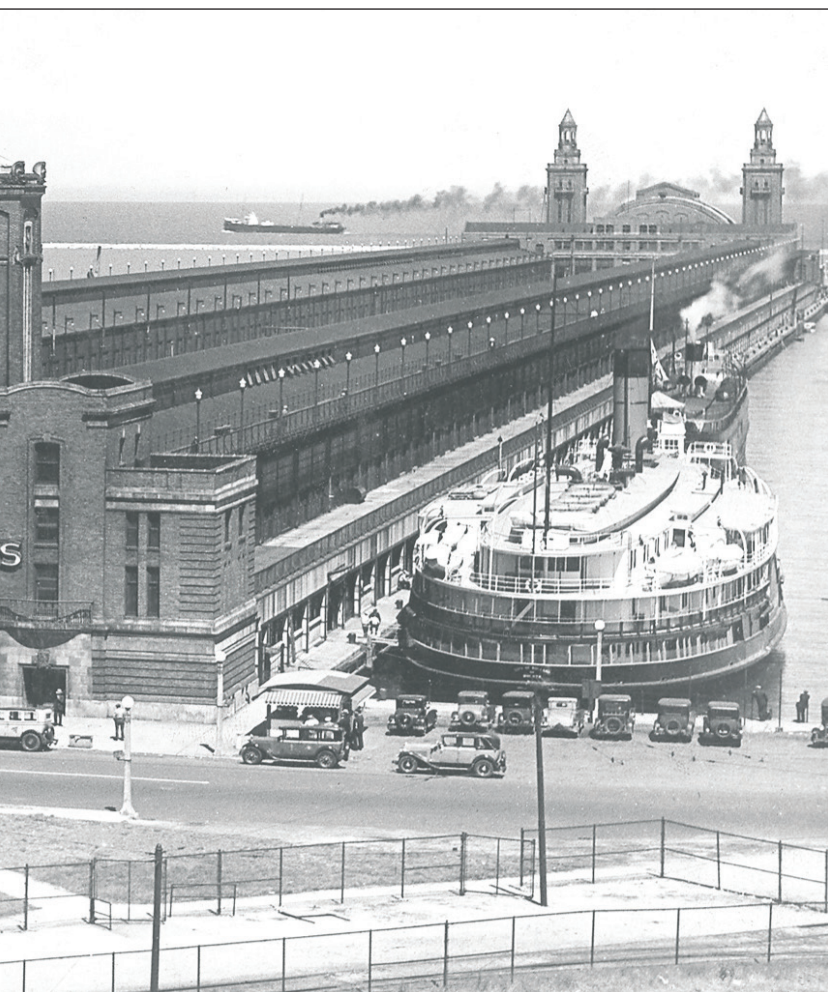


Navy Pier (renamed from Municipal Pier in 1927), measuring 3,300 feet in length, was widely regarded as a modern-day maritime marvel when it opened in 1916. The massive terminal was underutilized from the start, however, and by the time of this photograph, circa 1933, scheduled steamship service had reduced to a trickle. Two large boats are docked at the Goodrich Transit Co. berthing area (right), but the "Goodrich Boats" sign on the front of the terminal appears to be in the process of being painted over, likely as a result of the company's December 1932 bankruptcy. (Shore Line Interurban Historical Society)

The Great Depression brought financial ruin to much of the Great Lakes passenger steamship business. Although many ships stopped operating, two Navy Pier stalwarts, the *Theodore Roosevelt* and *City of Grand Rapids*, continued to sail. The *Theodore Roosevelt* operated to Michigan City, while the *City of Grand Rapids* operated primarily to Milwaukee and St. Joseph, MI.

Navy Pier's role diminished further when the *Theodore Roosevelt's* berthing area was moved to the Goodrich Landing, a wharf adjacent to the Michigan Ave. Bridge (near today's Illinois Center), around 1935. This left only the *City of Grand Rapids*, which sailed from Navy Pier to Milwaukee through 1941, when it was transferred to the routes linking Navy Pier with St. Joseph and Michigan City. By this time, the pier's days as an intercity passenger terminal were numbered. The *City of Grand Rapids* was moved to Goodrich Wharf in 1942, largely due to expanding naval operations at the Pier during World War II, ending scheduled passenger operations at the lakeside facility after 26 years.³²

A lengthy debate about the future of Navy Pier ensued. After serving as the



A 1930 Goodrich Steamship Lines advertisement offers a dramatized perspective of one of its steamers leaving Navy Pier and the city skyline, enjoyed by its passengers. The vessel may be the *City of Grand Rapids*, a Lake Michigan stalwart through the end of the 1950 season. (Wisconsin Marine Historical Society)

University of Illinois' Chicago campus from 1946 to 1965, it became a trade show, exhibition, and festival site through the 1980s. Following a multi-year reconstruction, it reopened in 1995 as a festival marketplace that earned accolades as one of the Midwest's leading tourist attractions. A new generation of pleasure-cruise ships sailing the Great Lakes began docking at Navy Pier in increasing numbers. The tourist traffic generated by the redesigned pier spawned water-taxi service to points along the Chicago River and Museum Campus, thus beginning a new era of scheduled waterborne passenger service.

Proposals for establishing a Chicago-based high-speed hovercraft route across Lake Michigan have occasionally emerged, but no scheduled service beyond the water taxis has materialized. ■

O'HARE INTERNATIONAL AIRPORT

10000 West O'Hare Ave. ←



An American Airlines 737-800 is taxiing at O'Hare Airport on April 21, 2012, five months after the company declared bankruptcy. As part of its restructuring, American opted to keep its Chicago operation at full strength, in part due to its battle for market share with United. The flat-topped 1962 terminal building can be seen in the distance. (Boeing 737-823 American Airlines N925AN, by Magic Aviation, is licensed by CC BY-SA 2.0)

More than any other transportation hub, O'Hare International Airport exemplifies Chicago's preeminence on the American transportation scene. Between 1961 and 1998, O'Hare owned the title of the world's busiest airport. Among U.S. airports today, it ranks behind only Atlanta with respect to both passenger traffic and operations.

Established primarily to complement the much smaller Midway Airport on the city's southwest side, O'Hare was built partially on decommissioned land formerly occupied by Orchard Place Field, an airport built by Douglas Aircraft in 1943. This property was brought under city control through a complex—and highly political—process that required annexing a thin sliver of land that later became the Northwest Expressway (today's Kennedy Expressway).

O'Hare opened in several phases after construction started in the late 1940s. Scheduled service began with an American Airlines flight from Detroit on October 30, 1955.⁶³ Twenty flights used the airport on its opening day, and service gradually expanded as airlines moved flights to it from Midway, where runways were too short for the emerging first generation of jet airliners. By late 1956, O'Hare had nonstop service to Los Angeles and San Francisco, and Chicago Helicopter Airways operated a popular shuttle service to Midway and downtown Chicago. By late 1957, the number of nonstop destinations had risen to 18, setting the stage for the opening of a temporary international arrivals and

customs facility in 1958. Nonstop flights to Europe began in 1958 with Trans-World Airlines' Starliner Constellation service to London and Paris. Jet service across the Atlantic began in 1960 with German airline, Lufthansa's, launch of Boeing 707 service to Frankfurt.⁶⁴

Despite this start, development of O'Hare was far from complete. Midway Airport still had service to almost twice as many domestic destinations as O'Hare in 1960 (65 vs. 34).⁶⁵ Most passengers flying on shorter-distance routes, where jets were less common, still used Midway. After the Northwest Expressway and I-90 extension (linking the airport to downtown Chicago) opened in late 1960, however, the stage was set for O'Hare's eventual dominance. A new steel-and-glass terminal complex designed in the then-pervasive International Style by architecture firm C.F. Murphy was opened to the public in 1962, while a new two-level roadway—a prototype for big-city airports—permitted convenient passenger drop-off and pickup. A “rotunda” between the two main terminals offered dining options, ground-transportation services, and splendid views of arriving and departing aircraft and ramp activity.

All flights serving Midway had been relocated to O'Hare by the end of 1962. The number of carriers serving O'Hare gradually expanded, but United Airlines, followed by American Airlines, grew particularly fast. Congestion grew so rapidly that the federal government imposed slot controls in 1969 that

Traffic is moving freely on the upper level of Terminal 1's roadway at O'Hare on Sunday evening, June 30, 2013. The roadway, viewed here from the rooftop of O'Hare's main parking deck, has been widened to six lanes, completely obscuring the arrivals level below. (Author's photo)



O'HARE INTERNATIONAL AIRPORT

10000 West O'Hare Ave.



A Capital Airlines Vickers Viscount and nearly brand-new Continental 707, as seen from the O'Hare's observation deck in September 1959, are ready for boarding. Capital, a major player in the Chicago–East Coast market, was merged into United Airlines in 1961, setting the stage for the development of United's large local hub. (Jon Proctor photo)

limited the maximum permissible number of daily takeoffs and landings. Even with these restrictions, in 1970 O'Hare was a transportation behemoth, with nonstop service to a staggering 130 North American destinations, plus extensive transoceanic service. The opening of a new runway in 1971—the last one to be built at O'Hare for more than a quarter-century—and construction of a massive parking lot (purported to be the largest in the world at the time) helped fuel another round of growth.

United Airlines moved quickly to establish a much larger hub at O'Hare after deregulation of the airline industry in 1978 gave it additional freedoms, and American Airlines soon tried to match its competitor's every move. Many short-haul routes (to points within 100 miles of Chicago) were abandoned so



The belly of a United Airlines 767-300 is being loaded with cargo on June 24, 2011. This Europe-bound jetliner, like most of the airline's transatlantic departures, has been assigned to the "C" concourse, putting it a considerable distance from the main ticketing area, as is evident by the floodlights on the horizon. (United Airlines B763 N651UA, by Lasse Fuss, is licensed by CC BY-SA 3.0)

that their slots could be freed up for more profitable flights to points beyond the Midwest, resulting in new nonstop service to more-distant markets that could previously be reached only on one-stop trips.⁶⁶ Efforts to expand O'Hare's terminals and "groundside" transportation services kicked into high gear as the airport's global importance increased. Chicago Transit Authority rapid-transit service linking the airport with downtown began in 1985, the all-new Terminal 1 opened to serve United in 1987, and the massive Terminal 5 international complex opened in 1991. O'Hare's increasing dominance in air service to many midsize Midwestern cities, together with its extreme vulnerability to bad weather, made it, inevitably, the target of criticism.

The era of uninterrupted growth in passenger boardings did not last indefinitely, however, and this traffic peaked in 1998, when O'Hare relinquished its status as America's busiest airport to Atlanta. After the terrorist acts of 2001 sharply reduced demand for air travel, both hub operators scaled back and gradually substituted regional airliners for larger jet aircraft. Nonstop service to some smaller cities vanished. International service, meanwhile, remained a bright spot due to the strength of American and United's global alliances.

O'Hare was still severely congested despite the drop in domestic service, setting into motion a contentious debate about the best way to expand the airport. Delays were particularly bad during times of inclement weather, giving O'Hare the reputation of being the nation's worst aviation bottleneck.

A United Airlines Viscount appears to be receiving maintenance on January 31, 1963. A mechanic has just climbed through the emergency exit onto the wing. Two Eastern Air Lines Boeing 720s and a DC-7, together with one of Continental's unusual tubular loading bridges (upper left), are at the opposite concourse. (Jon Proctor photo)



O'HARE INTERNATIONAL AIRPORT

10000 West O'Hare Ave.





Passengers stroll through United Airlines' Concourse C, one of two parallel concourses designed by Helmut Jahn at O'Hare and opened in 1987. Its appearance has changed little since this 1991 photo was taken, although large stacks of newspapers are only a memory. (Concourse C from 1991, by Phillip C, is licensed by CC BY 2.0)

O'HARE INTERNATIONAL AIRPORT

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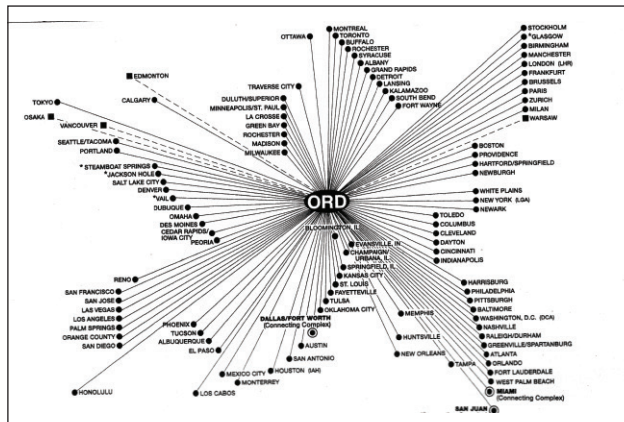


A passenger with a child gazes at a group of United Airlines regional jets at Terminal 2 in June 2013, not long after the 50th anniversary of the dedication of the terminal. This glass overlook is virtually unchanged since 1962, although it is now behind security and inaccessible to visitors without tickets. (Author's collection)

Congress warned that unless local officials worked to solve the problem, the federal government would, in effect, take action on their behalf.

A new runway and control tower opened in 2009, the first phase of a massive expansion project known as the O'Hare Modernization Program. Mayor Richard M. Daley, the airport's most vigorous champion, turned his attention to the program's "completion phase," which necessitated demolition of hundreds of homes and many businesses, with a particularly large number in suburban Bensenville at the facility's southwest edge. Work continued after Daley left office, and in 2012, Irving Park Rd. was relocated to permit runway construction on the south side of the airport. Another major milestone was reached in 2013 with the opening of a new east-west runway on this same side of the airport.

O'Hare today has nonstop service to more North American cities than any other airport in the country and stands alone among the world's airports in serving as a full-scale connecting hub for two global giants: American Airlines and United Airlines. As noted in Appendix I, several improvements envisioned for O'Hare could one day change the way residents reach this massive facility. ■



This stylized map appearing in an American Airlines 1982 timetable shows the company's O'Hare hub near its maximum extent. A careful review of the map shows the relative strength of American's O'Hare services to European and North American destinations compared to points in Asia and Latin America. (Author's collection)

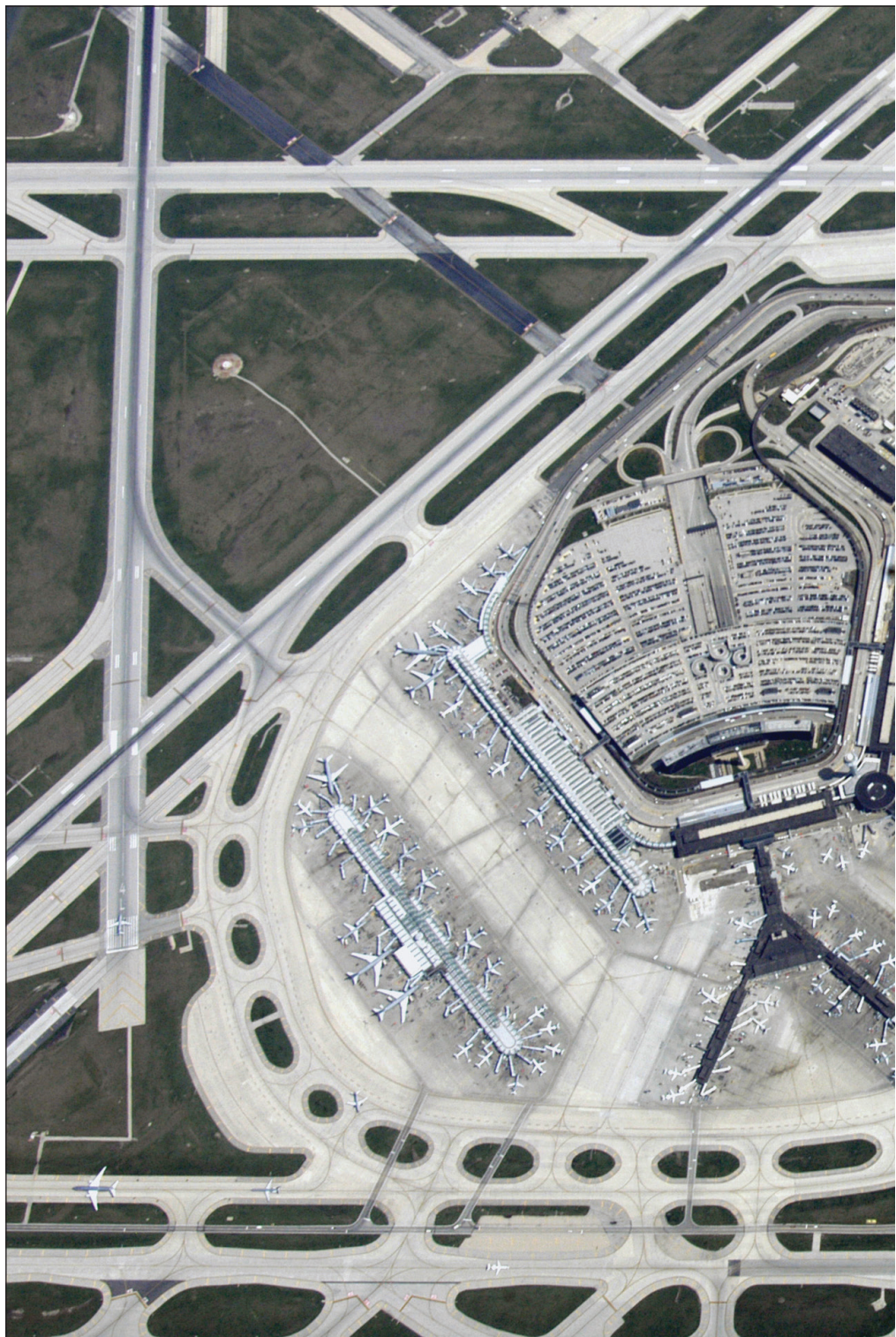
Passengers ascend and descend to the main concourse level of Terminal 3 at O'Hare. The check-in lines at left are part of American Airlines expanding international network that sees a surge flight activity in early evening as outbound flights depart for Europe. (Xhoana Ahmeti).



O'HARE INTERNATIONAL AIRPORT

10000 West O'Hare Ave.

This photo, previously appearing in Lawrence Okrent's *Chicago From the Sky: A Region Transformed*, shows the vast O'Hare terminal complex on April 16, 2006. Virtually the entire complex, except for the International Terminal in the upper right, appears to be experiencing heavy traffic. The architecture of the airport's original black-roofed terminals and concourses contrasts sharply with United Airlines' glistening Terminal 1 (lower left). (Lawrence Okrent photo)





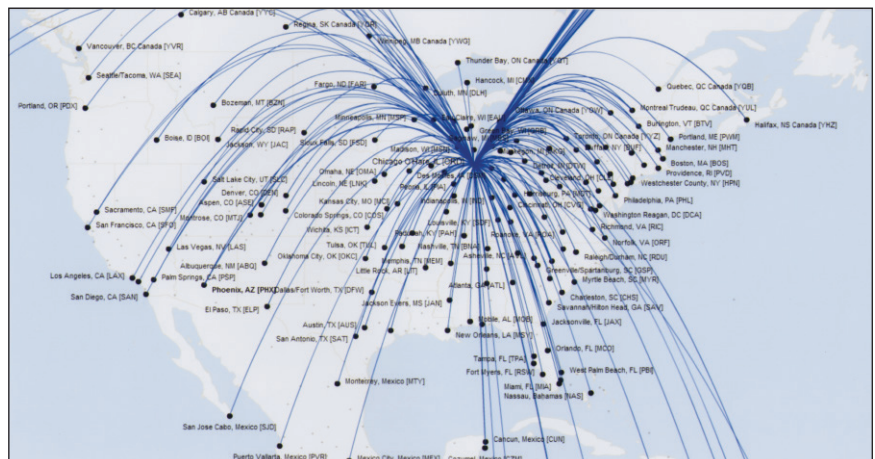
O'HARE INTERNATIONAL AIRPORT

10000 West O'Hare Ave.



Travelers using the moving sidewalk linking the twin concourses at Terminal 1 are treated to a lively display of neon light on May 26, 2009. The walkway's colorful illumination has earned accolades from architects for serving to relieve some of the stress associated with flight transfers at the massive airport. (United Airlines corridor, Chicago O'Hare Airport (6196116901), by InSapPhoWeTrust, is licensed by CC BY-SA 2.0)

This United Airlines route map shows the extent of its O'Hare hub in 2013. The dense cluster of routes emanating northeast from Chicago is the carrier's expanding transatlantic operation; routes stretching toward northwestern Canada link Chicago to the Pacific Rim. The relative paucity of Latin American routes (São Paulo, Brazil, was the only South American city reached nonstop at the time) remains one of the few weaknesses of O'Hare's vast route network. (Author's collection)





A TWA jumbo jet is on an O'Hare taxiway, circa 1972. After launching 747 service in 1970, the carrier strengthened its O'Hare service by flying these planes between Chicago and both Las Vegas and London. In 1991, TWA sold the latter route to American, which continues to fly nonstop to Heathrow Airport, albeit with smaller twin-engine planes. (Jon Proctor photo)



An American Airlines agent in Terminal 1 at O'Hare points the way for a customer who apparently has a long walk ahead of him. This traveler is likely going to the L concourse on the far east side of the terminal. Terminal 3's separate concourses for G, H, J, and L gates elicit confusion among some flyers. (Xhoana Ahmeti photo)