

A WATER TERMINALS PLAN FOR CHICAGO

THE map at the right shows the industrial district of Chicago and all of the proposed water terminals referred to in Oscar Hewitt's article in the main news section of today's Tribune. The proposals are numbered, and each insert on the map is an enlargement of each project bearing the same number as shown on the general outline.

LOCKPORT-JOLIET CANAL AND LAKE TERMINAL

No. 1 contemplates a harbor located between Joliet and Lockport to be formed by the construction of a dam across the Des Plaines river at the power house and lock of the sanitary canal. The water from the drainage canal and the Des Plaines river thus forms a basin extending northeastward up the unoccupied valley of the Des Plaines river. A proposed rail connection is indicated. The commercial and industrial harbor thus formed has the following practical advantages:

- 1—Breakup and assorting point for the large tows of barges into smaller tows.
- 2—An excellent facility provided for interchange of through bulk freight between barge lines and all rail lines running out of Chicago. This interchange is intended to cover through bulk freight to and from interior points outside of Chicago reached only by rail.
- 3—A wonderful site for industrial development. Industries will have a rail connection with every Chicago railroad and a barge connection with the entire system of Mississippi valley waterways. They will also have barge connection with the Chicago river terminals and similar connection with the Calumet district through the Sag channel.

ARGO BARGE TERMINAL FOR BULK FREIGHT

Proposal No. 2 shows the location of a barge terminal at Argo. Bulk freight to and from private sidings within the Chicago switching district could here be interchanged.

BARGE AND RAIL TERMINAL FOR PACKAGE FREIGHT

The so-called Santa Fe slip shown in the enlargement of proposal No. 3 is the only location in the city of Chicago which affords a point of interchange between barges or lake vessels on the one hand and a belt line connecting with all Chicago railroads on the other. The proposed barge terminal is served by the C. J. and C. R. & I. Belt lines.

This location provides a point of interchange between barges and railroads where the interchange switching cost will be the lowest.

It furnishes a delivery and receiving point for package freight handled to and from industries on the south side by truck.

It is also the best place for transfer of carload package freight to and from freight cars for switch movement to and from industries in the switching district because no intermediate switching will be necessary.

It will serve the Central Manufacturing District directly at one switching charge.

It will provide a concentration point for barge package freight which can be moved by lighters to and from points on the Chicago river.

MUNICIPAL PIER AND LOOP DISTRICT TERMINAL

Proposal No. 4 includes construction of additional breakwaters at the Municipal pier as shown by dotted lines. It provides a point of interchange between canal barges and lake vessels.

Wacker drive terminal is also indicated, as well as proposed connections at this terminal with the Chicago Tunnel company's 62 miles of underground tracks. Tunnel extension to the Municipal pier is indicated.

FORTY-FIRST STREET PIER

Proposal No. 5 contemplates construction of piers, freight yards, and warehouse at 41st street.

This pier will serve as an interchange between lake carriers and all rail carriers handling through merchandise freight as well as freight for delivery to industries with private sidings in the Chicago switching district.

The pier is to be operated in the same manner as the Bush Terminals in New York City.

CALUMET HARBOR

Instead of rail connection with the Nickel Plate as contemplated by a recent city ordinance, this proposition contemplates rail connection with the Belt Railway of Chicago. Dredging operations should begin at the entrance to the lake. As fast as industries are located the improvements could be carried on by further dredging operations extending northward. This harbor would provide terminal facilities for the interchange of both bulk and package freight between lake carriers and barge lines and rail carriers. It would be a proper terminal for bulk cargoes handled by lake carriers to and from industries located there and a terminal for the barge lines operating through the Sag channel handling heavy commodities. The plan contemplates an industrial as well as a commercial harbor.

INTERSTATE HARBOR

Proposal No. 7 contemplates a harbor of made land extending from South Chicago to Gary. Its construction can be made as fast as the location of industries warrants it. The State Line Generating company's new million kilowatt plant is indicated, with rail connection with the E. J. & E. Belt line. (Copyright: 1926: By The Chicago Tribune)

