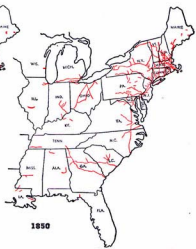




1830



1840



1850

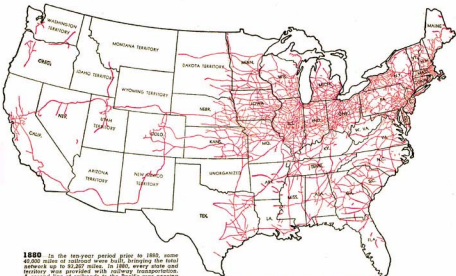
The early stages of railway development in America are shown by this set of maps. During the decade 1830-1840, the total length of completed railroad lines increased from 23 to 2,808 miles, and during the next ten years, more than 6,200 miles of railroad were opened, bringing the total network up to 9,021 miles in 1850. The most intensive growth during this period was in the Atlantic and Seaboard states. In 1850, a trip from Boston or New York to Chicago was made by rail and lake steamers, or by stagecoaches, and required several days. One could travel all the way from Boston to Wilmington, North Carolina, by rail, with several changes of cars and a few ferry trips en route. During the first twenty years of railway development, covered by these maps, the population of the United States nearly doubled.



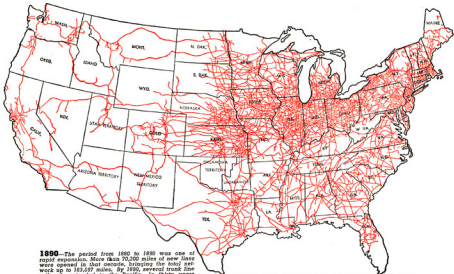
**1860**—This map shows the extent of railway development just prior to the Civil War. The decade 1850-1860 was a period of rapid railway expansion, characterized by the extension of many short, disjointed lines into important rail routes. This decade marked the beginning of railway development in the region west of the Mississippi River. By 1855, the "Iron Horse" had penetrated westward to the Missouri River and was beginning to make itself felt in Iowa, Arkansas, Texas, and California.



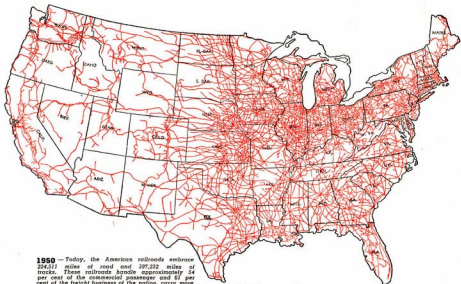
**1870**—Although the War Between the States temporarily halted railway development, many projects were resumed or initiated soon after the close of that conflict. The nation's network increased from 10,628 miles in 1860 to 32,922 miles in 1870. An outstanding development of the decade was the construction of the first railroad to the Pacific Ocean, making it possible for the first time to travel all the way across the country by rail. Railway development in the Mississippi and Missouri valleys was especially notable during this period.



**1880** In the ten-year period prior to 1880, some 40,000 miles of railroad were built, bringing the total network up to 80,267 miles. In 1880, every state and territory was provided with railway transportation. A second line of railroads to the Pacific was nearing completion, and other transcontinental railroads were under construction. Railway development was exerting a powerful influence upon immigration and agricultural and industrial growth throughout the country.



**1890**—The period from 1860 to 1890 was one of rapid expansion. More than 70,000 miles of new lines were opened in that decade, bringing the total network up to 163,357 miles. By 1890, several trunk line railroads extended to the Pacific. In thirty years from 1860 to 1890, the total mileage of the region west of the Mississippi River increased from 2,175 to 72,388, and the population of that area increased fourfold.



**1950** — Today, the American railroads embrace 224,511 miles of road and 307,332 miles of tracks. These railroads handle approximately 54 per cent of the commercial passenger and 61 per cent of the freight business of the nation, carry more than 87 per cent of the United States mail, and perform nearly all of the commercial express traffic of the nation. During World War II these railroads handled more than 90 per cent of the war freight and 87 per cent of the organized troop movements.