



Unexpected Research Value in the Transportation Library's Collections

Rachel Cole

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Today's Discussion

- Environmental Impact Statements
 - Case study: Chesapeake and Ohio Railway Company and Grand Trunk Western Railroad Company Abandonment of Cross Lake Michigan Car Ferry Service (WI,MI) : Environmental Impact Statement.
 - *History of Great Lakes shipping and regional history as told through an EIS, illustrated by items from annual reports, circulating collections, and special collections*
 - *What is an EIS and what information does it contain?*
- Annual Reports
- Government Documents
- How to locate these collections at Northwestern University's Transportation Library
 - Locating EISs, annual reports, and government documents

Transportation Library

- Founded in 1956 as the Transportation Center's library
- Largest transportation information research collection in the United States
- Supports the research needs of the Northwestern University Transportation Center
- Focus: Emerging technologies, ACES (automated, controlled, electric, and shared mobility)

ICC-761493-D

Docket No. AB 18 Sub-No. 21
Docket No. AB 31 Sub-No. 5 FILE COPY

Abandonment of Cross Lake Michigan
Car Ferry Service

Draft Environmental Impact Statement
Interstate Commerce Commission
Office of Proceedings
Environmental Affairs Staff
Bureau of Economic

SERVICE DATE
OCT 13 1976



Service Date-June 30, 1977

Final environmental impact statement.

ICC-761493-F

Docket No. AB 18 Sub-No. 21
Docket No. AB 31 Sub-No. 5

Abandonment of Cross Lake Michigan
Ferry Service

Final Environmental Impact Statement

EIS Collection



TRAN

TRANSPORTATION LIBRARY

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NORTHWESTERN UNIVERSITY

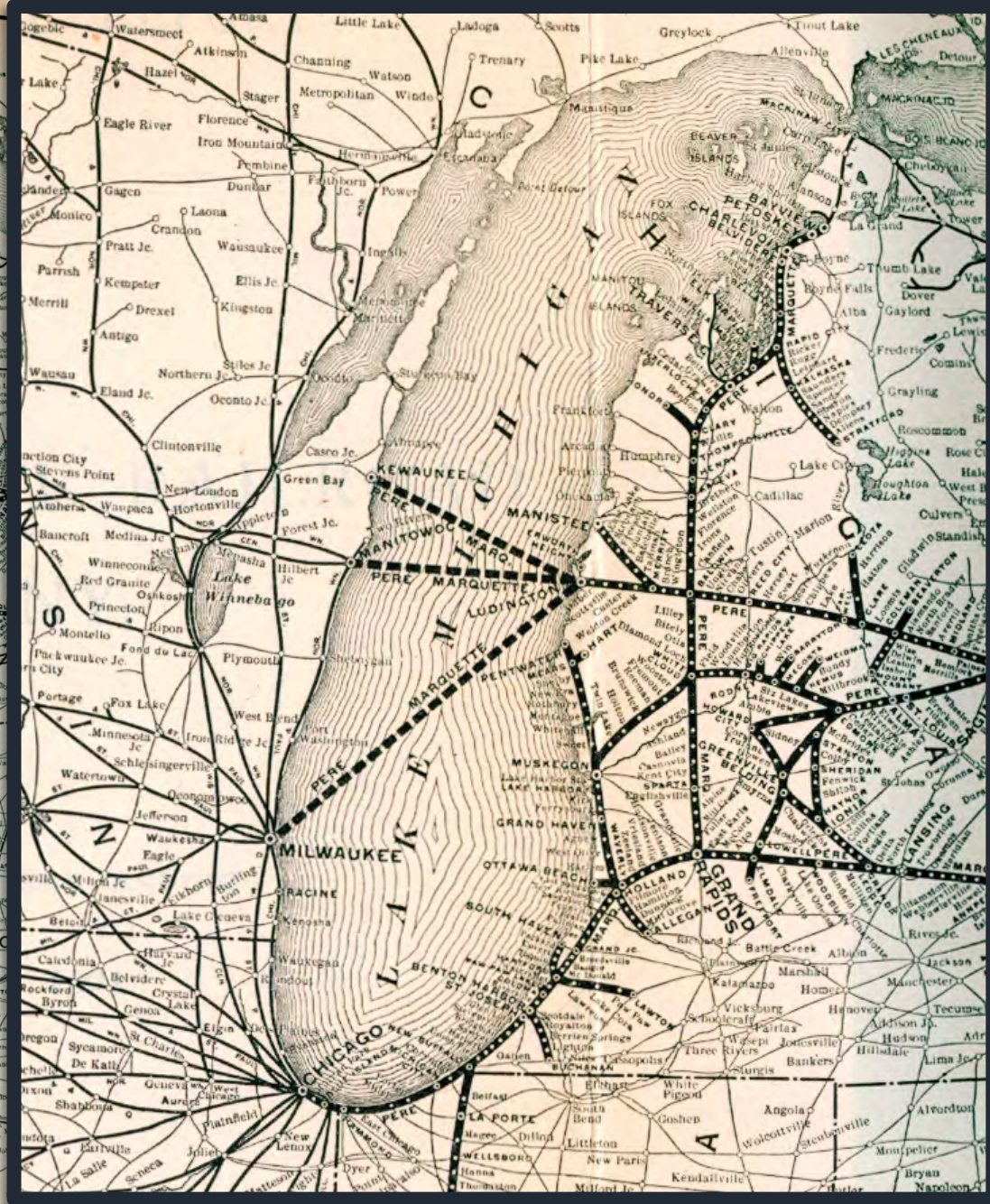


Transportation Library
Northwestern University
Evanston, IL 60201

This map from the Pere Marquette System's 1904 annual report shows the railroad's rail and ferry services in the area surrounding Lake Michigan.

The lake provided a natural barrier to east-west travel; the congested rail hub of Chicago also encouraged the need for new routes across the lake in the 1890s

During this era, the Pere Marquette introduced a new technology: roll-on, roll-off service, where ferries were fitted with railroad tracks so that rail cars could roll on ships directly without having to be loaded and reloaded in port. The routes shown across Lake Michigan on this map: from Manitowoc, Kewaunee, and Milwaukee, Wisconsin to Ludington, Michigan, were still in operation when the Chesapeake & Ohio Railroad later absorbed the Pere Marquette, and they were the same routes the railroad operated when it sought, in 1975, to abandon ferry service on the lake

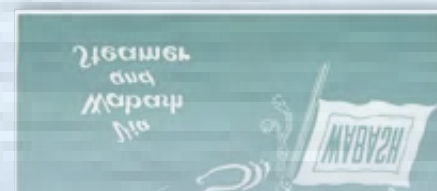
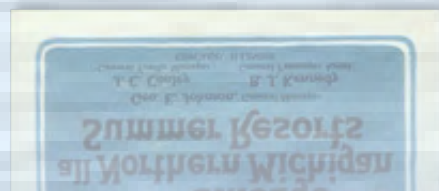
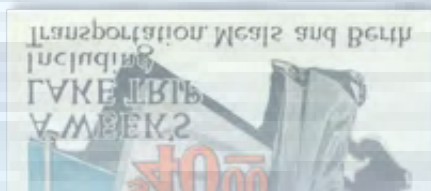


**PERE
MARQUETTE
SYSTEM
AND
CONNECTIONS.**

Passenger Travel: "2000 Miles of Blue Sky and Water"



Passenger travel on the lakes really came into its own in the 1920s, alongside the growth of resorts in the upper Great Lakes region during this era. Travelers were promised an escape from the polluted city to fresh air and sunshine, on board and at resorts. Passengers could take week-long trips on Lake Michigan, with the allure of "2,000 miles of blue sky and water," traveling from Chicago to Mackinac Island to Niagara Falls to Buffalo, for example. Ships hosted big bands, offered fine dining, and onboard entertainment: many of the same amenities one could expect to find on an ocean liner. The timetables shown here are from our Inland Water Pamphlets collection and date from 1914, 1922, and 1937.





Summer TRIPS Summer TRIPS

CHICAGO & ALTON R.R. THE ONLY WAY TO KANSAS CITY

1922



BATHING BEACH, JACKSON PARK



CHICAGO'S BEACH MUNICIPAL RECREATION PIER



CHICAGO'S LARGEST REGULAR WATERFRONT SHOWING A PORTION OF GREAT LAKES AND MICHIGAN AVENUE



Inland Water Pamphlets Collection



Chesapeake & Ohio Lines Magazine April, 1941

Auto Ferries

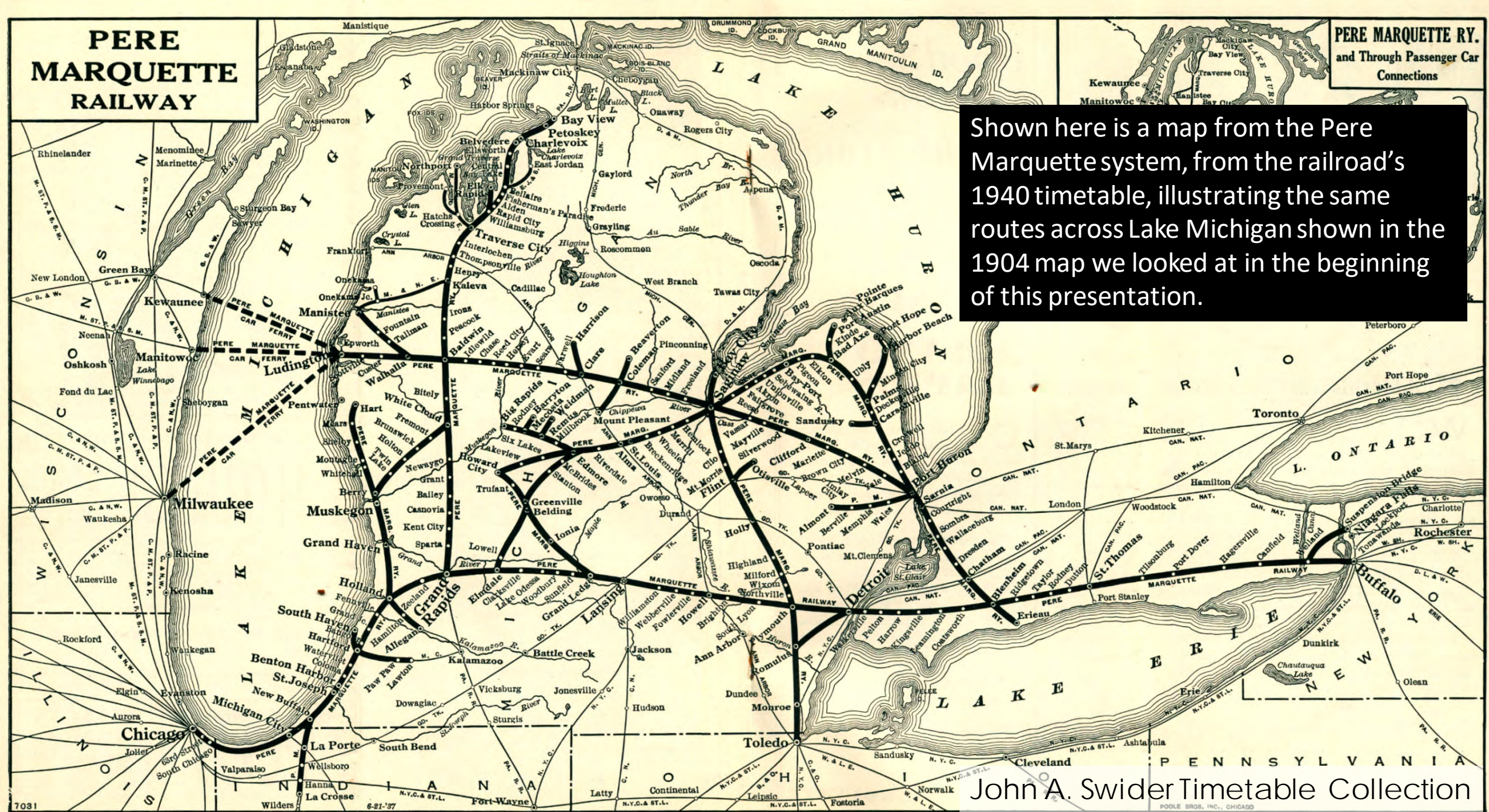
Car ferry service in the early years had mostly meant rail cars.

Auto ferries are introduced as auto travel became more popular and automobiles started to represent the "freedom of the open road."

PERE MARQUETTE RAILWAY

PERE MARQUETTE RY.
and Through Passenger Car
Connections

Shown here is a map from the Pere Marquette system, from the railroad's 1940 timetable, illustrating the same routes across Lake Michigan shown in the 1904 map we looked at in the beginning of this presentation.



Coal and the C&O

- The Pere Marquette was merged into the Chesapeake & Ohio Railroad System in 1947.
- C&O was known for shipments of coal



"Coal Bin for the World:" Circulating Collections

C&O Timetable: Swider Collection

C&O Launches the S.S. Badger



Internal company file photograph folder produced by the C&O Railroad for the SS Badger and SS Spartan

The Decline of C&O Cross-Lake Service



Freight volume began to deteriorate in the mid-1960s; strong passenger numbers were not enough to maintain profitability:

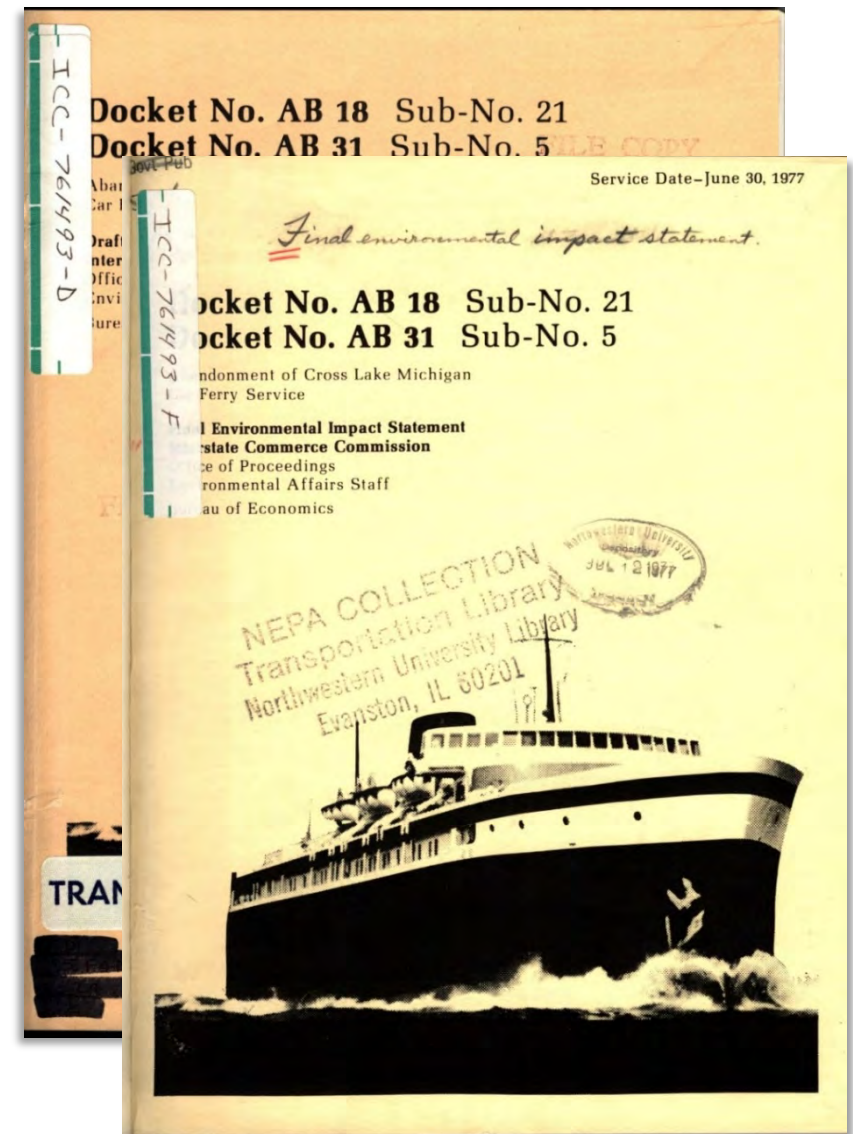
- 1961: 132,00 freight cars, 54,000 autos, 153,000 passengers
- 1975: 41,770 freight cars, 54,429 autos, 168,395 passengers
- Losses of \$4 million/year
- C&O sought to discontinue ferry service; this necessitated the production of an EIS.

National Environmental Policy Act (NEPA)

- Signed in 1970
- First major federal environmental law in the United States
- EISs are required for any proposals for legislation and other major federal actions significantly affecting the quality of the human environment

The Act recognized six specific responsibilities. Among those were:

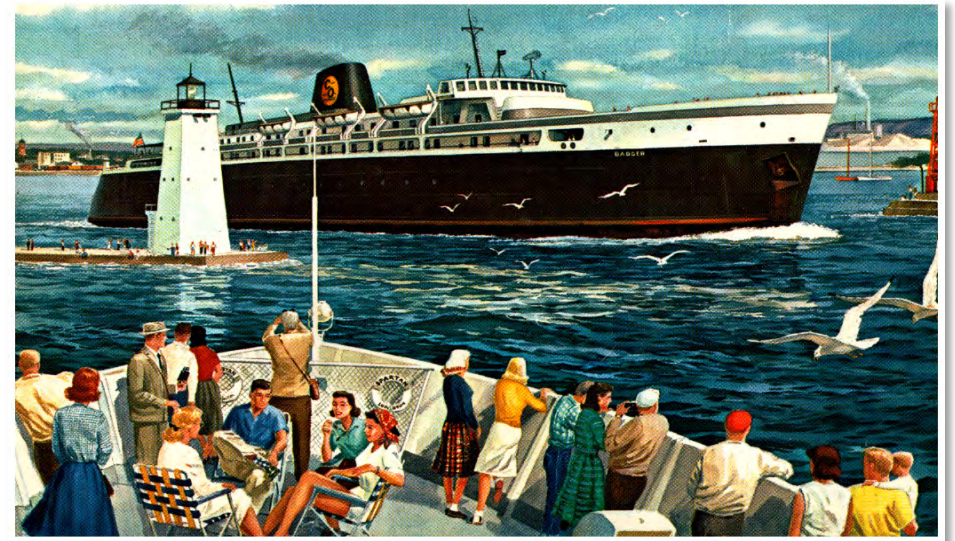
1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. Preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity and variety of individual choice



Draft and Final Environmental Impact Statements

What's in an EIS?

- History – essentially all of the history to this point comes from the EIS on this project
- Description of the proposed action and its relationship to land use plans, policies, and controls
- Summary of environmental impacts
 - If carferry service continued:*
 - Recommendations included filters to improve air and water quality with existing service
 - If carferry service was discontinued:*
 - Freight traffic: 92% to be rerouted through Chicago
 - Additional 68,000 rail cars/year (271/day), vs. annual traffic volume of 4.5 million
 - Passenger traffic would be split between Chicago and the Upper Peninsula: 244 cars daily rerouted through each route
 - About a 1.5% increase over the Mackinac Bridge
 - Chicago's existing traffic volume was 244,000 vehicles



Environmental Impacts, Continued: Oil vs. Coal

- The existing situation saw the burning of around 70 tons of coal per boat per day, or 57,000 tons annually
- Rerouting freight and auto traffic would have resulted in nearly an additional million gallons of oil annually, with automobiles averaging 18 MPG.

Unique situation: the energy crisis of the mid-1970s

- Report distinguished between “essential” energy vs. “non-essential” energy sources
- This served as the basis for arguments for keeping the ferry



Environmental Impacts, Continued: A Holistic Approach to “Environmental Impact”

- Public Attitudes
 - Passengers: the ferry trip was part of the vacation experience.
 - Impacted communities: fears of job losses
 - Railroads’ operational philosophies
- Impact on economy, employment
- Historical considerations
- Irreversible and Irretrievable Commitments
 - Job losses, permanent shift in fuel sources
- Alternatives Considered
 - Denial of Abandonments
 - Retention of Routes to Optimize Passenger Operations
 - Retention of Routes to Optimize Freight Operations





City of Ludington

LUDINGTON, MICHIGAN 49431

November 30th, 1976

J12

Interstate Commerce Commission
Washington, D.C. 20423

November 30th, 1976
Page -2-

Interstate Commerce Commission
Washington, D.C. 20423

Reference: Docket No. AB 18 Sub-No. 21
Docket No. AB 31 Sub-No. 5

Dear Sirs:

The City of Ludington wishes to submit the following
for your consideration with reference to the above dockets:

(12.4)

(c) The safety factor provided to
other shipping and pleasure
boats on Lake Michigan. One
third of the Lake is covered
by the car ferries, which are
the quickest and ablest vessels
on the Lakes.

5. We wish to be informed as to the time and
place of the hearings, if they are not to be
in Ludington. It is our intent to appear
as a community.

(12.6)

entails its own expenditure multiplier (page 2-23). It concludes that
potentially 73 tourist-based jobs may be lost to Ludington from the
cessation of car ferry passenger service.

Our own survey last March concluded that 95 jobs would be jeopardized
in motels and restaurants alone. In addition, there would be
impact on other tourist-oriented businesses (eg., gift shops) as well
as on general business as affected by tourist trade. This latter must
be considered significant in that car ferry passengers are traveling
principally by personal auto and thus can be expected to patronize
a broad range of general retail outlets.

To appreciate the full potential of this loss, it is essential to
recognize the role of tourism in the economy of the Ludington area.
Area tourists are predominantly of two groups: campers at a near-by
state park, and car ferry users -- with, obviously, some overlap.
Attached as Appendix B is one effort to show the importance of these
tourists. There, certain categories of spending are shown relative to
Macomb County personal income in 1972, the latter being taken as a
measure of local spending power. As a ratio to personal income, total
retail sales are half again as great as for the whole of Michigan, with
restaurant and motel expenditures being relatively even greater. There

(12.8)

Another objection we have to the failure to utilize a general multiplier
method is that such an omission loses sight of many derivative
jobs. The presence of a basic industry such as the car ferry entails
indirect employment of two types. As discussed above, one type derives
from users of the car ferry -- tourists, for example, who also spend in
the area for things other than ferry tickets. Commercial users of the
car ferry can also be expected to spend on other things in the area,
spending which would not occur near-by if the car ferry were not present.

But a second type of derivative employment and spending must be
recognized. This relates to what is needed to support the ferry operation --
eg., a local laundry -- or to support the employees of the car
ferry. The method used in the impact statement essentially ignores
such employment losses.

Yet, these jobs are more numerous than are those directly tied to
the tourist industry, and certainly must be added. Our own estimate
suggests some 870 jobs -- direct and indirect -- will be jeopardized by
loss of the car ferries, based on a loss of 300 direct jobs. Although
it is not argued that this figure is precise -- which it is not -- it
seems much more realistic than the total of about 470 cited in the
impact statement.

In conclusion, then, we wish to reiterate our concern that the draft

Public Comments

Included in Final EIS

INTERSTATE
COMMERCE COMMISSION
(12.3) DIVISION
OFFICE 776
ADMINISTRATIVE SERVICES
MAIL UNIT

(b) The failure of the companies to
look at alternate or innovative
business procedures or practices,
which may increase the ability
to compete; example:
(Tug and barge operations,
auxiliary terminal services,
effective advertising and
scheduling.)

Page 1 of 3

DRAFT ENVIRONMENTAL IMPACT STATEMENT:
ABANDONMENT OF CROSS LAKE MICHIGAN CAR FERRY SERVICE
(I.C.C. DOCKET NO. AB 18, SUB-NO. 21; AND AB 31, SUB-NO. 5)

COMMENT BY
CITY OF LUDINGTON, MICHIGAN
NOVEMBER 30, 1976

In examining the impact statement we have been impressed by its
comprehensive scope and the detail in which it evaluates the many impacts
of car ferry service -- and of possible abandonment. We have noted
with particular concern the analysis of adverse economic impact to be
suffered by the City of Ludington should ferry service be abandoned.

Having previously examined in detail the potential loss of employ-
ment and income to which Ludington would be subjected, we wish to
take issue with the findings of your impact study on grounds that they
seriously understate the losses to be suffered by Ludington.

The impact statement itself recognizes the problem, of course.
On page 2-18, for example, it states: "At Ludington...the estimate...
is low, and the actual impact on county employment and earnings would
very likely be substantially higher." Further reference to the severity
of passenger service loss to Ludington and Macomb County is made on
page 2-32. Our comments here seek to suggest what appear to us to be
more realistic estimates of employment and income loss.

(12.5)

Our specific reservation focuses on the estimate of indirect loss.
Our previous work, submitted in March 1976 (copy attached for refer-
ence as Appendix A), indicated a much greater figure of job loss than
does your draft impact statement. Before turning to that issue, however,
it bears noting that our total job loss estimate was premised on a
direct loss of 300 jobs in the ferry operations themselves. This
figure was considered a realistic, though conservative, estimate from
sources available at that time. Your impact statement (page 2-17)
cites 395 employees associated with the car ferry operation at
Ludington. If this base and our methodology are valid, the total job
loss in our earlier estimate should be proportionately increased. Our
intent, however, is not to hold to precise numbers, but to emphasize
orders of magnitude.

The impact statement (page 2-18) cites the difficulty of applying
general multipliers to estimate indirect job loss. It then estimates
losses at 395 jobs to be proportional to the 395 employees cited above.

STATE OF ILLINOIS
EXECUTIVE OFFICE OF THE GOVERNOR
BUREAU OF THE BUDGET
SPRINGFIELD, ILLINOIS

December 2, 1976

RECEIVED
DEC 2 1976
BUREAU OF THE BUDGET

Mr. Robert L. Oswald
Secretary
Interstate Commerce Commission
Washington, D. C. 20423

RE: Draft Environmental Impact Statement - Docket No. AB 18 (Sub-No. 21)
Docket No. AB 31 (Sub-No. 5), Abandonment of Cross Lake Michigan
Car Ferry Service, EIS #76-10-261

Dear Mr. Oswald:

Pursuant to the National Environmental Policy Act (NEPA) and the esta-
blished rules and procedures for its implementation and in accordance
with OMB Circular A-95 (revised) and the administrative policy of the
State, the Illinois State Clearinghouse has no comment concerning the
referenced subject.

It is requested that a copy of the final Statement be sent to the State
Clearinghouse. Thank you for your cooperation.

Respectfully,

T. H. Rothbacher
T. H. Rothbacher, Director
Illinois State Clearinghouse

TERMIN

ILLINOIS
COMMERCE COMMISSION
RECEIVED
DEC 2 1976

ADMINISTRATIVE SERVICES
MAIL UNIT



West Michigan Regional
Planning Commission



"A Voluntary Association of Local Governments"

December 6, 1976

Comment on: Draft Environmental Impact Statement:
Abandonment of Cross Lake Michigan Car
Ferry Service
(I.C.C. Docket No. AB 18, Sub-No. 21; and
AB 31, Sub-No. 5)

Interstate Commerce Commission
Robert L. Oswald, Secretary
Washington, DC 20423

Gentlemen:

This office has assisted the City of Ludington in evaluating
the potential impact on the community of losing the C40 car
ferry service. Our concern has focused on job losses that will
likely be suffered by an economy so dependent on derived
tourist traffic. Such concern relates directly to this
office's responsibility to address issues of local and
areawide economic development.

(14.1)

In examining your draft impact statement, the staff particu-
larly noted your omission of detailed estimates of potential
indirect job losses. There is no need to elaborate here on
the details of our position on that, because this office's
estimates have been submitted previously to your office.
We find that indirect losses would number several hundred,
and along with direct losses, the total would exceed 800
persons.

Although we agree in general with your expressed position
that employment multipliers are not precise, we are con-
vinced that failure to apply them does far more damage to
the final accuracy. Your own estimate of 73 indirect jobs
(14.2) lost is acknowledged in your report to be low. By our
calculation it severely understates the potential loss.
Such a deliberate understatement seriously distorts, in
our opinion, an essential element in evaluating the total
impact of car ferry abandonment. Economic impact is a
fundamental factor in such matters, and for Ludington, the
car ferry is a principal economic factor.

8-11

What's Become of the Badger?

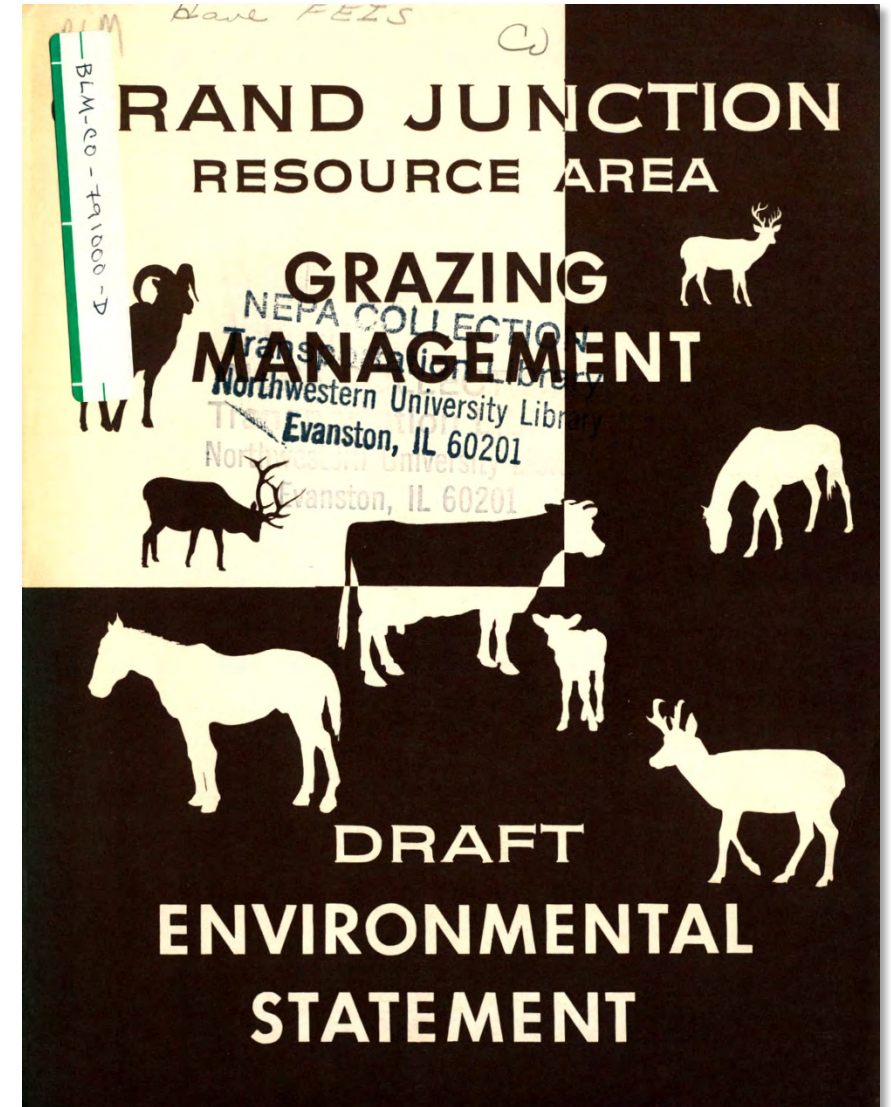


The ICC did give the Chesapeake & Ohio permission to discontinue its carferry service. The Badger was sold, along with its sister ship the Spartan, a few years later. The purchasing company later went bankrupt, and ferry service was ended after 98 years.

The following year, Ludington native Charles F. Conrad, son of a carferry worker and founder of a company that manufactured test chambers, purchased the steamships and conducted a major overhaul of the Badger for passenger travel. It still operates today on Lake Michigan.

EIS Collection at Northwestern

- 1992: donation of over 20,000 EIS titles from Northwestern faculty H. Paul Friesema
- A collection for the public good
- The collection now numbers over 33,000 titles
- What do we collect?
 - Draft and Final EISs, no Environmental Assessments, Reports.
- Formats
 - Print, microfilm, CD-ROM, electronic formats




EIS Discovery Tool

Enter your search terms here

Environmental Impact Statements

ADVANCED SEARCH



Transportation Library

The Northwestern University Transportation Library is one of the largest transportation information centers in the world, encompassing information on all transportation modalities, including: air, rail, highway, pipeline, water, urban transport and logistics. It includes significant collections on law enforcement, police management and traffic enforcement. Its collection of environmental impact statements is one of the most complete in the country.

[Find out more about the Transportation Library](#)

EIS LibGuide

Library / LibGuides / Environmental Impact Statements / Getting Started

Environmental Impact Statements: Getting Started

Search this Guide Search

Getting Started Finding an EIS Books and Additional Resources

Our Collections

What we do collect: Environmental Impact Statements (EISs), dating to the beginning of the NEPA program, including Draft and Final versions. While we do have one of the nation's largest collections, we do not own every EIS.

We do not collect Categorical Exclusions (CEs), Environmental Impact Assessments (EAs), and Environmental Impact Reports (produced by states).

Resources for EISs

- Environmental Impact Statements at Northwestern University
Search for titles held by Northwestern University's Transportation Library.
- HathiTrust
Over 33,000 Environmental Impact Statement (EIS) reports digitized from our collection by Google are available in full text through HathiTrust.
- Google Books
EISs from our collection digitized by Google can be accessed through Google Books.

Key Resources

The Transportation Library has one of the largest collections of Environmental Impact Statements in the nation, dating back to the onset of the environmental impact assessment program. Environmental Impact Statements are available to members of the Northwestern University community and to outside researchers, via Interlibrary Loan. Search our collections using the EIS tab in our catalog.

For more information on the National Environmental Policy Act (NEPA), EIS filing guidance, and more, visit the Environmental Protection Agency's [NEPA page](#).

A Citizen's Guide to the NEPA, published by the Council on Environmental Quality, provides a good overview of NEPA for individual citizens, private sector applicants, and other interested researchers.

- Environmental Impact Statements at Northwestern University
Search for titles held by Northwestern University's Transportation Library.
- EIS Database - Environmental Protection Agency
Records of all EISs received by the EPA since 1987, EPA comment letters on EISs since 2001, and electronic (PDF) versions of EISs received by EPA since October 2012.
- Full-text Environmental Impact Statements
Over 33K Environmental Impact Statement (EIS) reports digitized from our collection by Google, available in full text through the HathiTrust. Full text access is available to all single and multi-volume titles as well as to all parts. Please note that not all of our EIS titles were digitized by Google and that all hard copy titles are still available in the library and through interlibrary loan. It is also important to note that due to physical limitations in the scanning bed used by Google, they were unable to digitize oversized materials within the volumes such as maps, foldouts, etc.
- Environmental Protection Agency
Full-text EIS reports produced or contracted for the EPA (does not cover other agencies)

Transportation



Rachel Cole

Email Me

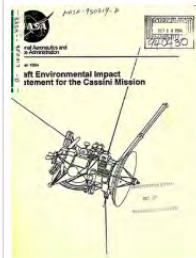
Schedule Appointment

Contact:
Northwestern University
Transportation Library
1970 Campus Drive
Evanston, IL 60208
847-467-6325

Social:

Subjects:
Law Enforcement, Transportation

Environmental Impact Statement Collection



The Transportation Library holds one of the largest collections of environmental impact statements (EISs) in the nation. The National Environmental Policy Act of 1969 requires that federal agencies prepare detailed analyses of any of their actions that significantly affect the quality of the environment. Environmental impact statements (EISs) are the result of this requirement. EISs have been produced, since 1969, on virtually every type of activity, from oil and gas development to scientific research in Antarctica, and from protection of wildlife habitat to construction of light rail lines.

The library collection began as a 1992 donation of over 20,000 EIS titles from Northwestern faculty H. Paul Friesema, a leader in the environmental movement who was instrumental in developing the university's program in Environmental Policy and Culture.

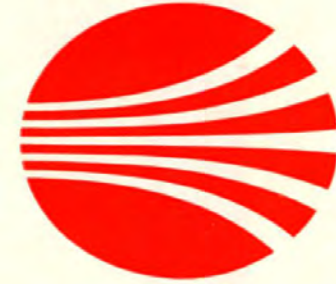
Since the initial donation, the library has continued to collect EISs and currently holds over 33,000 titles in print, microfilm, CD-ROM, and electronic formats. EIS titles from our collection digitized by Google are available in full text through HathiTrust and through the library's discovery tools NUTran and NUSearch.

Annual Reports

Mid-20th Century design:

- Saul Bass for Continental
- Massimo Vignelli for American Airlines (the eagle was added later by the Office of Henry Dreyfuss)
- Alexander Girard for Braniff International
- Herbert Matter for the Boston & Maine and New Haven Railroads

**CONTINENTAL
AIRLINES**



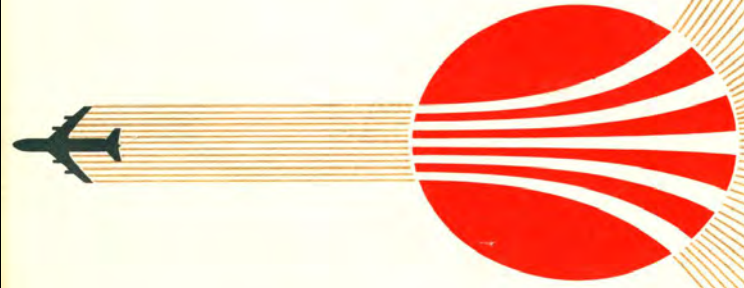
THE ALL FANJET AIRLINE

SYSTEM TIMETABLE EFFECTIVE AUGUST 1, 1968

ANNUAL REPORT

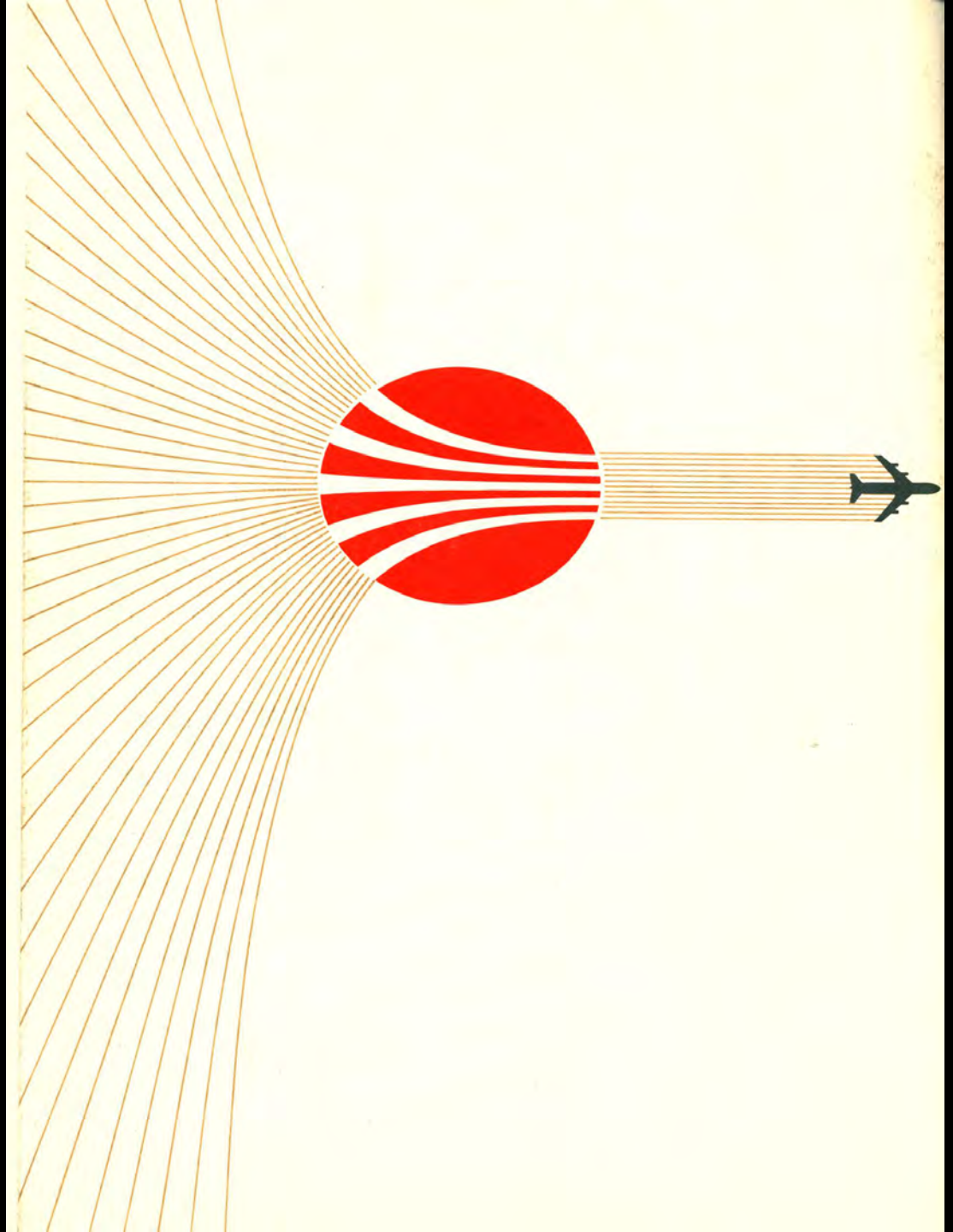
TRANSPORTATION CENTER
LIBRARY
SEP 22 1969
NORTHWESTERN UNIVERSITY

CONTINENTAL AIRLINES



ANNUAL REPORT 1967

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NORTHWESTERN UNIVERSITY
APR 15 1970
The Joseph Schaefer Library



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BRANIFF INTERNATIONAL

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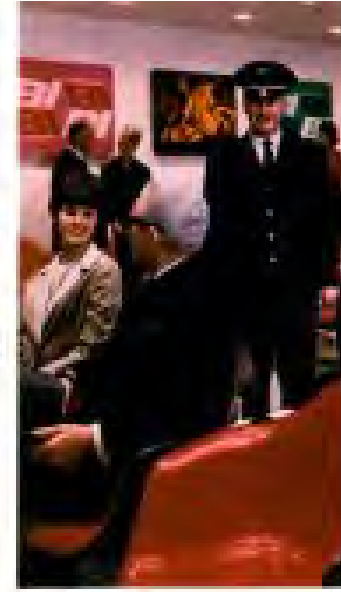
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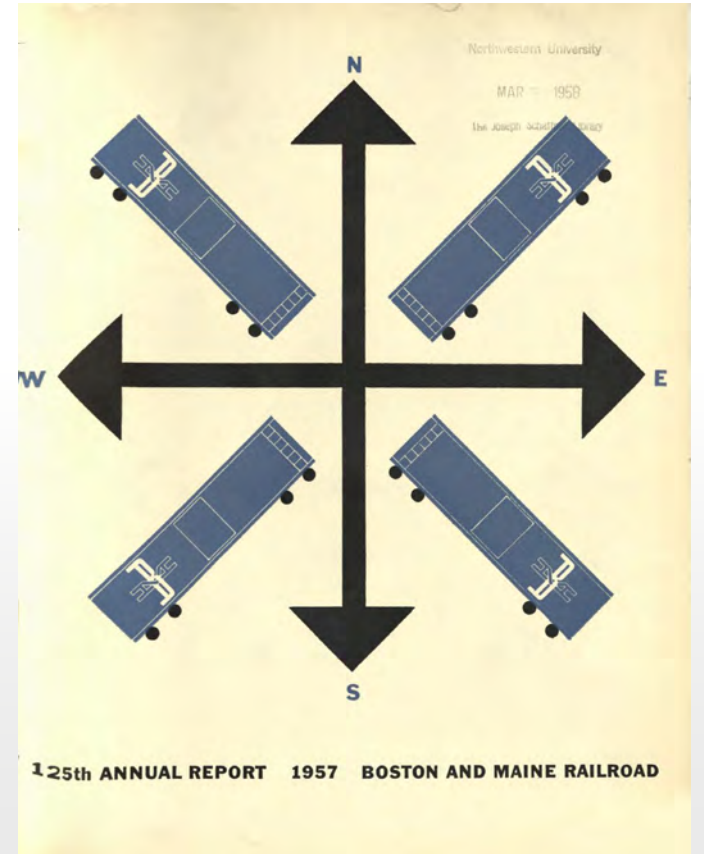
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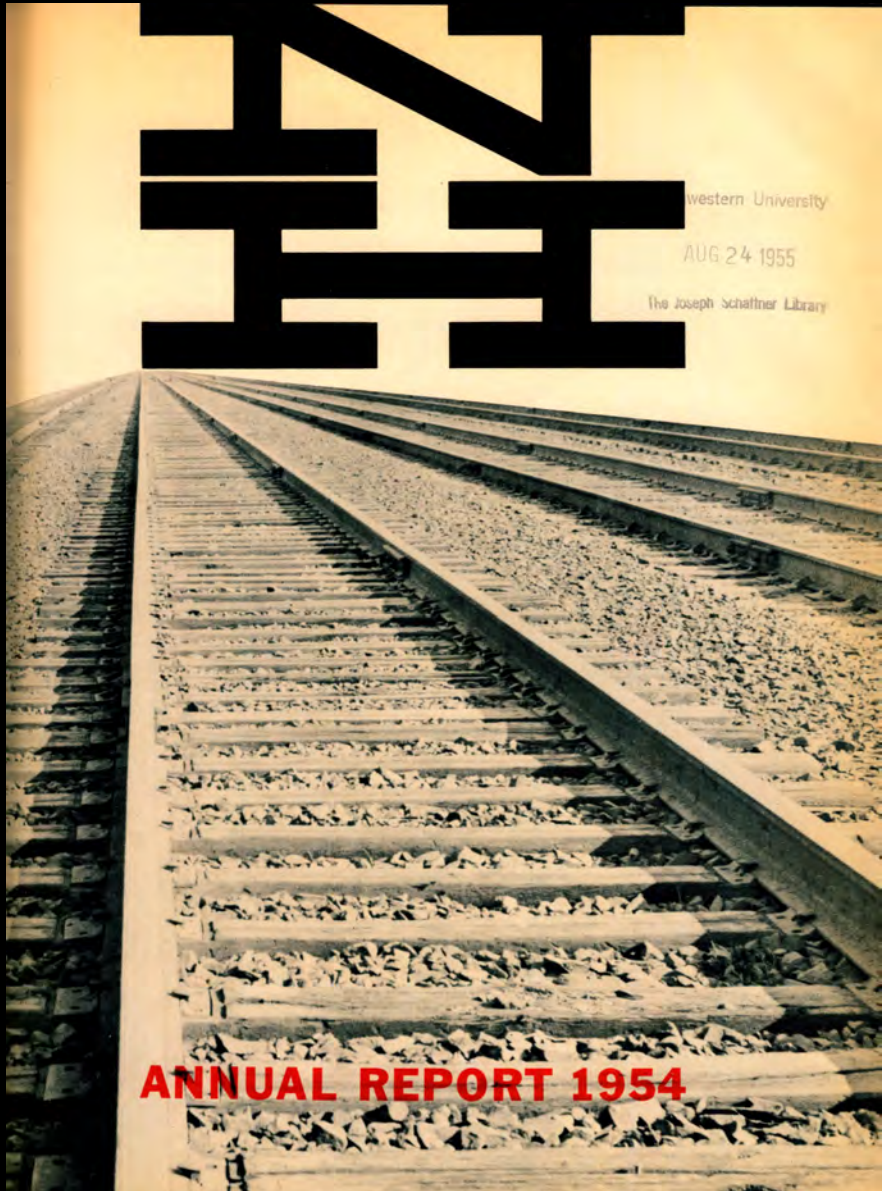
BRANIFF INTERNATIONAL



BRANIFF INTERNATIONAL







Northwestern University

AUG 24 1955

The Joseph Schaffner Library

ANNUAL REPORT 1954

Northwestern University

1956

JAN 15 1958

The Joseph Schaffner Library

ANNUAL REPORT
THE
NEW YORK,
NEW HAVEN
AND
HARTFORD
RAILROAD
COMPANY

air malawi



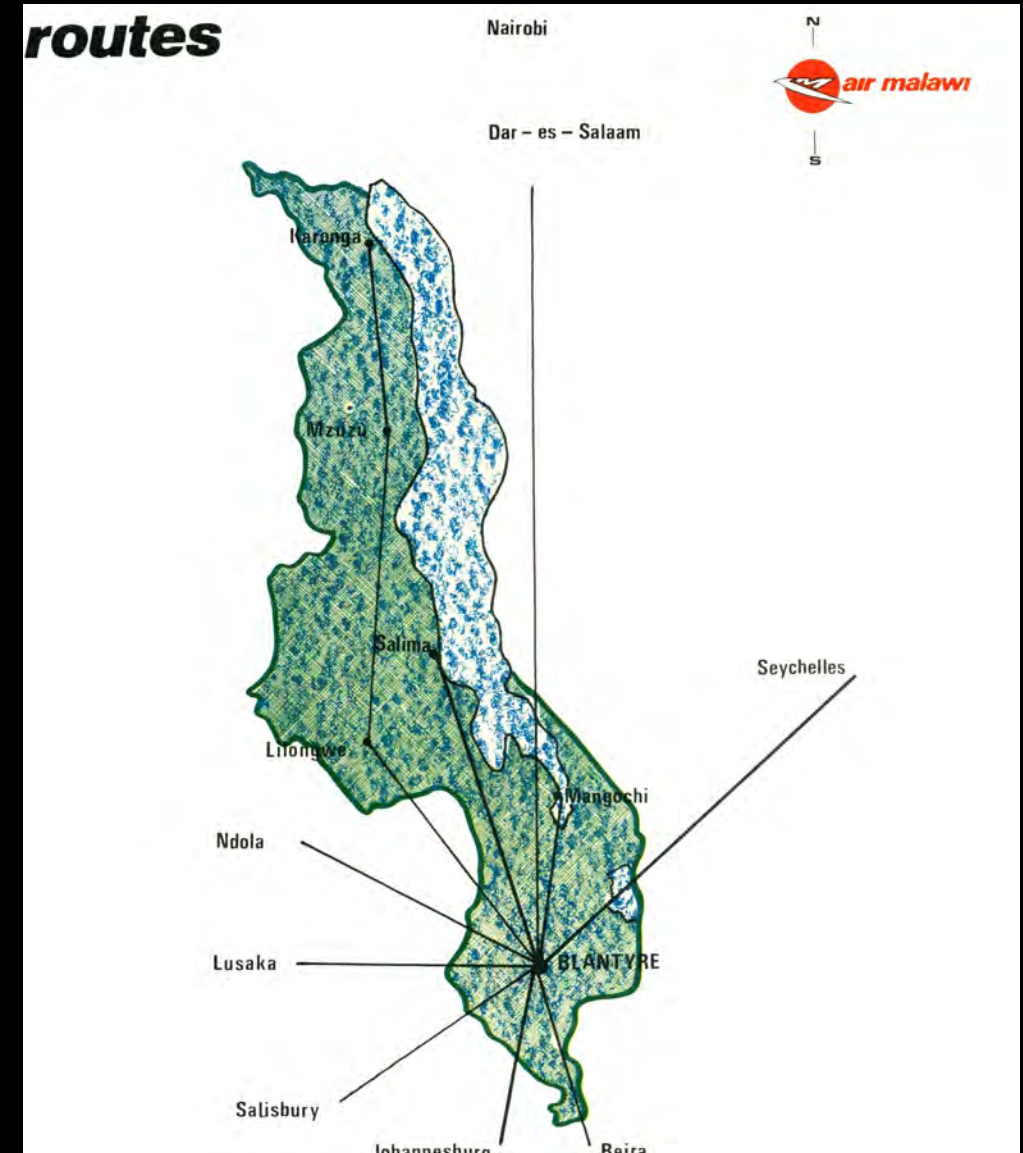
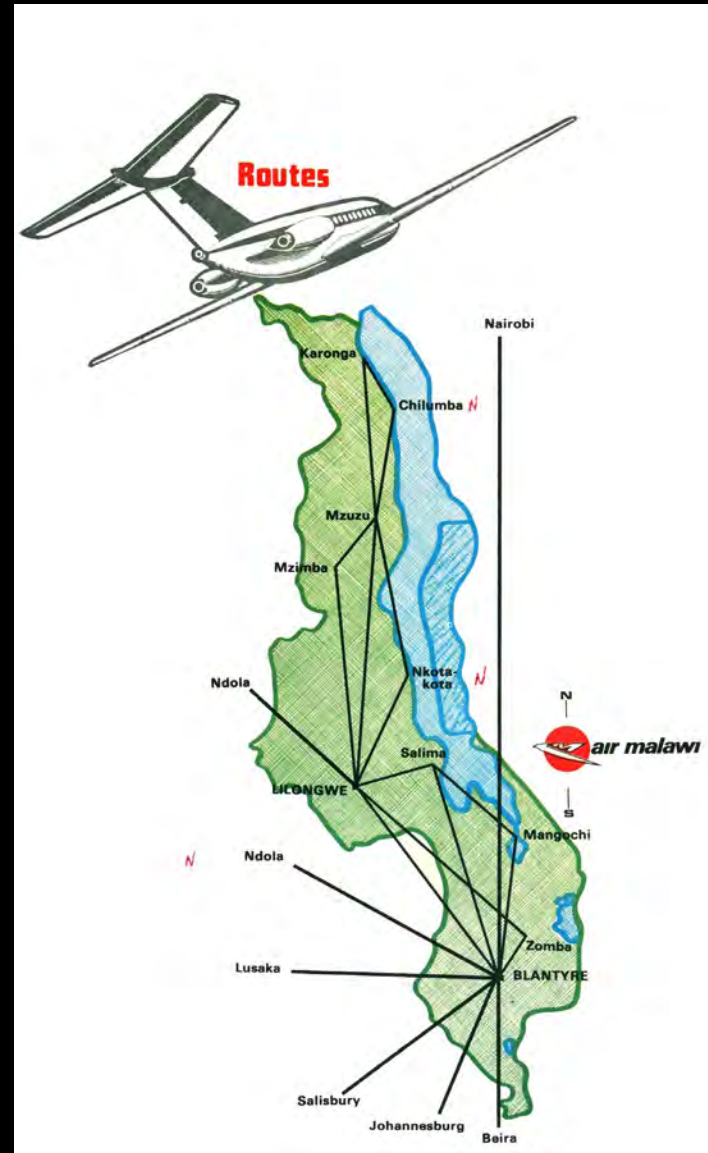
ANNUAL REPORT 1970

Annual Reports

Annual reports used in digital exhibit
Independence in the Air: African Aviation in the 1960s

Primary sources documenting expansion of airlines and expression of national identity in the decades surrounding the 1960s.

Route Maps





In July of 1961, Air Congo became the national airline of the newly independent nation of the Democratic Republic of the Congo, replacing the Belgian operator Sabena just one year after the country achieved its independence. Air Congo's Board of Directors immediately embarked on an extensive training program with an emphasis on promoting personnel throughout the country,

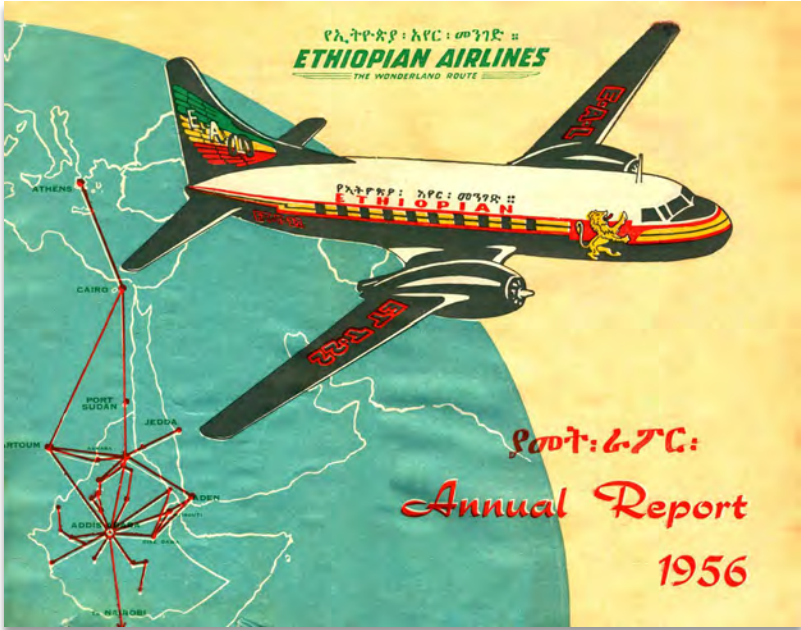
AIR CONGO



with a goal of Congolese representation in all positions across the airline, particularly at the pilot and executive officer levels. This program was highlighted in its annual report alongside pilot training classes and photographs of employees at the pilot, flight attendant, and administrative levels.

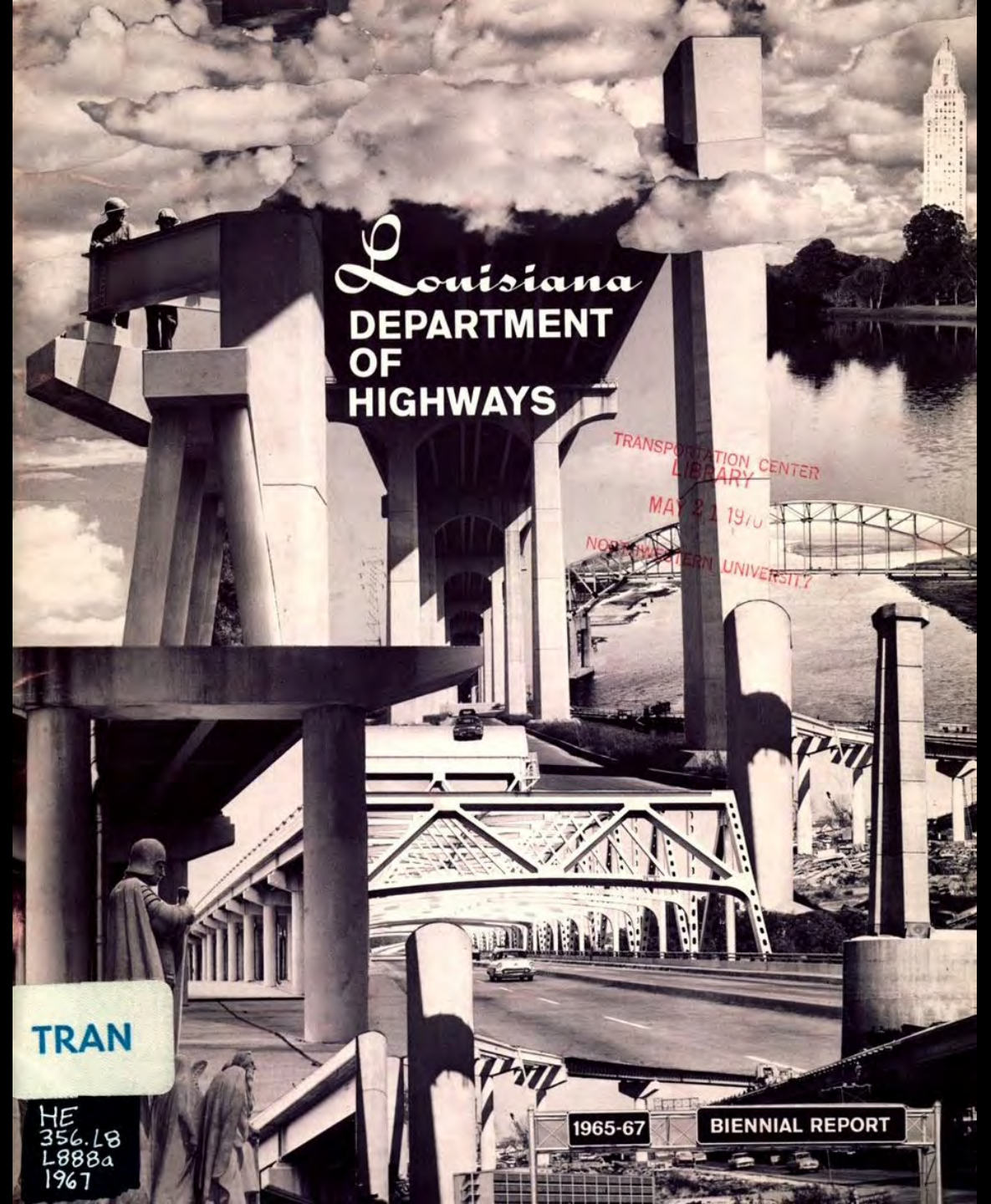
From early on, the bold liveries of Ethiopian Airlines carried symbols of national pride wherever the airline flew. The Ethiopian flag, with the Lion of Judah set atop a background of red, green, and black, was transposed onto the airline's planes: a golden lion on its hind legs, it was featured with a stripe of red, green, and black running down the plane's sides.

The airline's annual reports from 1955, 1956, and 1966 offer a glimpse at the airline's branding.



Government Documents

Urban planning, history of cities, sprawl, and livability – transportation shapes our cities, and these government reports help to tell that story.

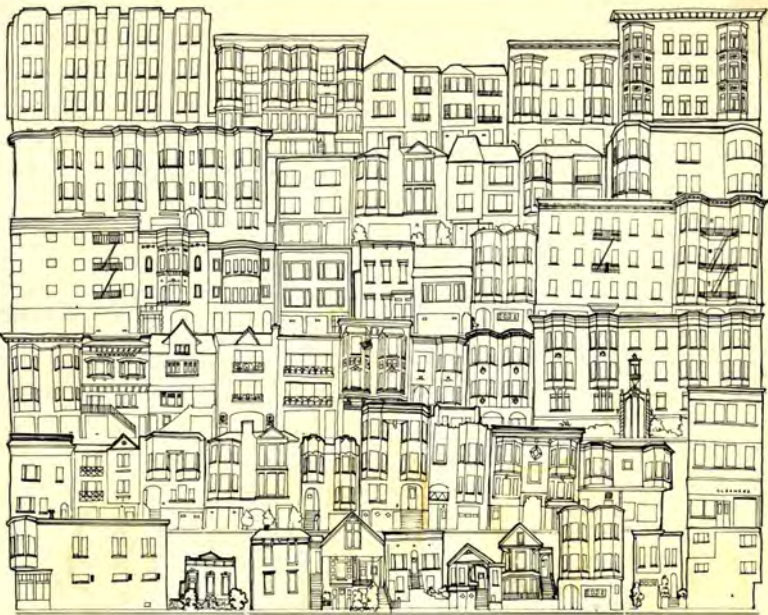


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portland transit mall

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SAN FRANCISCO DEPARTMENT OF CITY PLANNING

STREET LIVABILITY STUDY

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A652

STREET LIVING

A REPORT ON POLICIES AND PROGRAMS

City of New York, Edward I. Koch, Mayor
 Department of Transportation
 Anthony R. Ameruso, P.E., Commissioner

TRAN
HE
356.5N5
C581

TRANSPORTATION LIBRARY
MAY 1985
NORTHWESTERN UNIVERSITY

The Costs of Sprawl

Literature Review and Bibliography

TRANSPORTATION CENTER LIBRARY
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