

DECATUR TO MACKINAW

GEORGE FEHL DRAWING



Volume **II**

Illinois Traction System

DECATUR - MACKINAW I.C.T.

About the Author --

Mr. George Fehl was born in St. Louis, Missouri, on June 4, 1904. He attended St. Louis University, Washington University, Harvard University, and earned a degree in architecture. His father owned the Blue Ribbon Cigar Manufacturing Company in St. Louis which closed about World War I. Mr. Fehl then embarked upon a career in architecture and designed the Northwoods Subdivision at 6900 Natural Bridge Road in North St. Louis County and the cupolas on the Hampton Village Shopping Center.

He was interested in trolleys all of his life and rode all the local and interurban lines many times. He enjoyed walking the lines and walked over 400 miles drawing all the details of each route. His only model-building activity was in constructing a model of the Santa Maria. He was very interested in medieval heraldry. He spent twenty summers in Europe visiting castles, cathedrals, and palaces, and studying medieval history.

For eight years, I did a series of radio programs on KMOX dealing with newspaper comic strip history. After one of the programs, Mr. Fehl contacted me and invited me to his home to see his drawings. I spent many pleasant evenings going over the drawings and comparing them with my 1950 series of photographs of the Illinois Terminal lines. I enjoyed asking him about the various interurban lines and what it was like to ride them in their zenith. He was very candid about the speed, comfort, and cleanliness of the cars

He would compare any feature on my photographs to the drawings he made of an earlier era and would correct the drawings. Mr. Fehl passed away at St. Mary's Hospital in St. Louis on May 11, 1991 and will be missed as a unique and talented railfan.

Ray Gehl
March, 1992

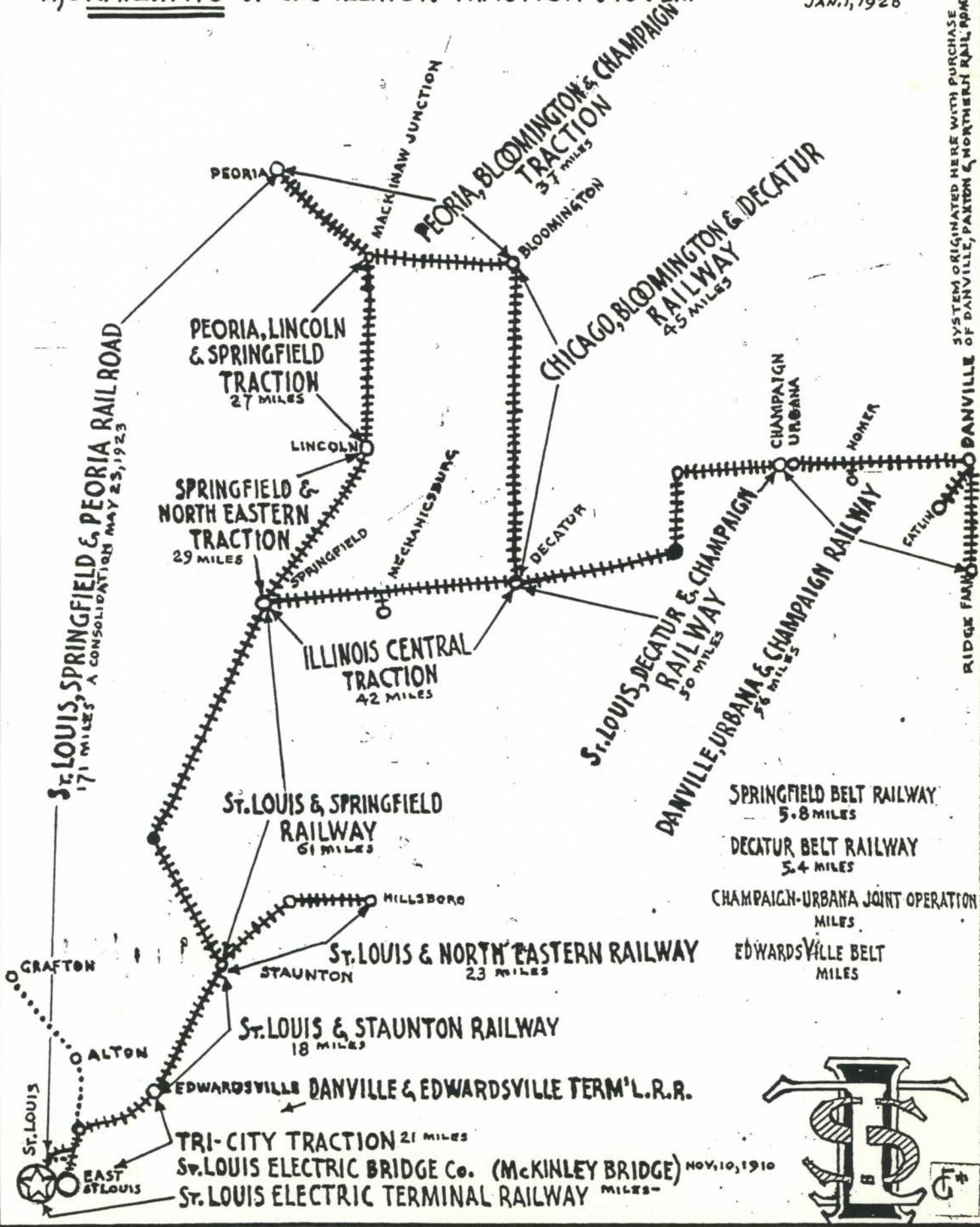
NORTH

The RAILWAYS of the ILLINOIS TRACTION SYSTEM

LEASED TO ILLINOIS TERMINAL CO. JAN. 1, 1928

WEST

SYSTEM ORIGINATED HERE WITH PURCHASE OF DANVILLE, PATTON & NORTHERN RAIL ROAD. RIDGE FAN



SOUTH

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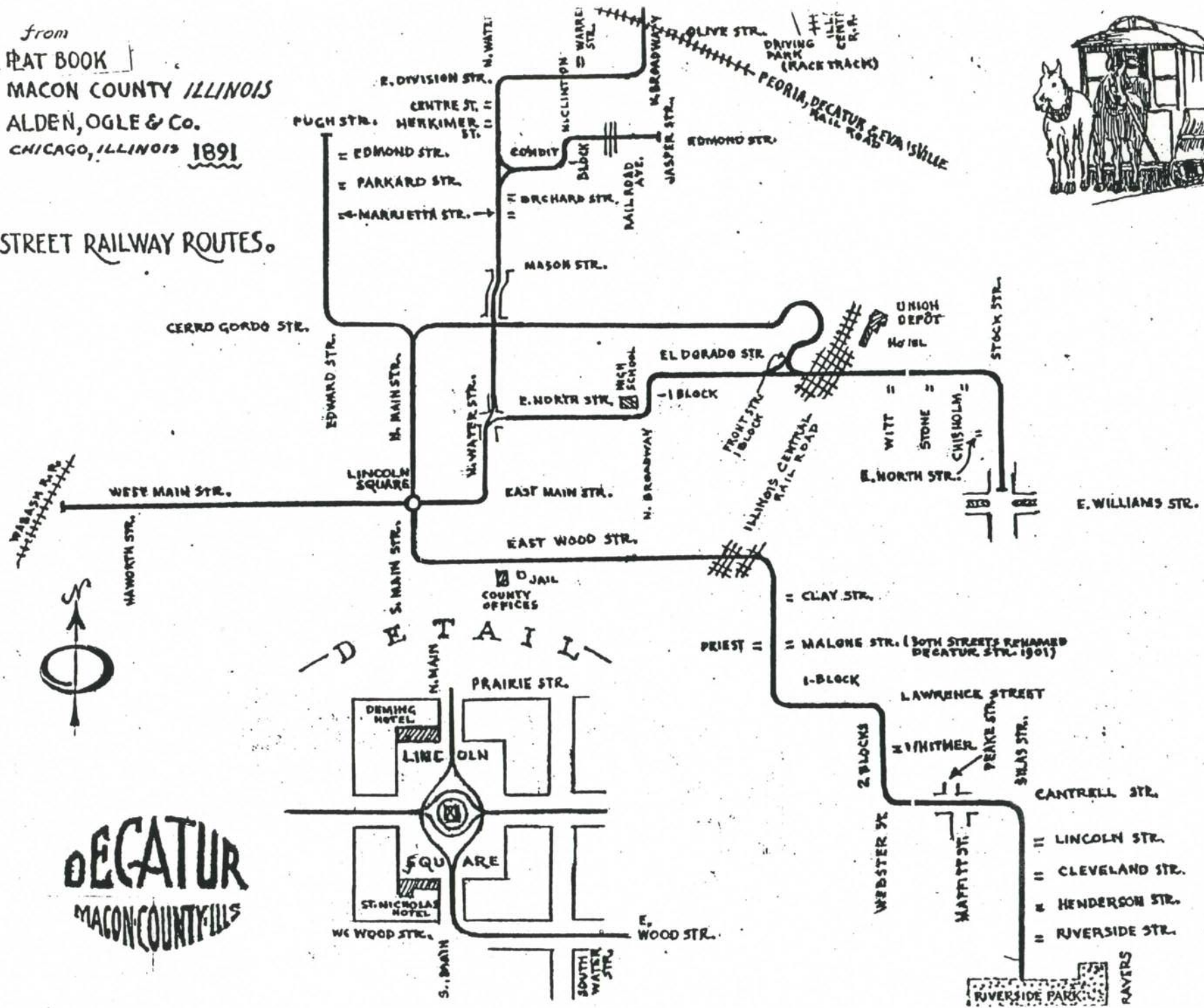
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Dale Jenkins April 2, 20024

from
PAT BOOK
MACON COUNTY ILLINOIS
ALDEN, OGLE & Co.
CHICAGO, ILLINOIS 1891



STREET RAILWAY ROUTES.

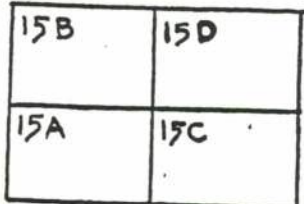


DECATUR
MACON COUNTY ILLS

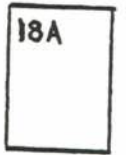


KEY

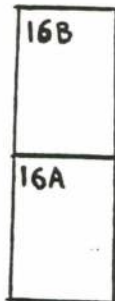
TO SEQUENCE OF INTER-URBAN PLATES
 DECATUR-TO-BLOOMINGTON
 CHICAGO, BLOOMINGTON & DECATUR
 RAILWAY



CLINTON PLATES TOWN

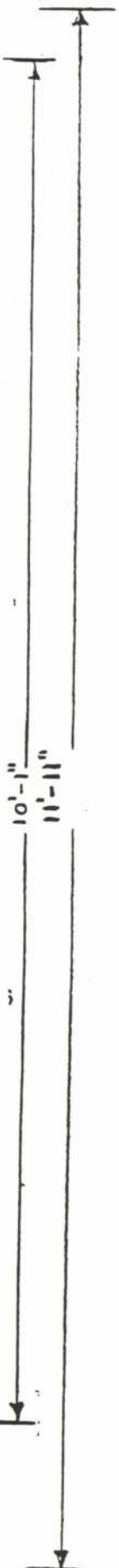
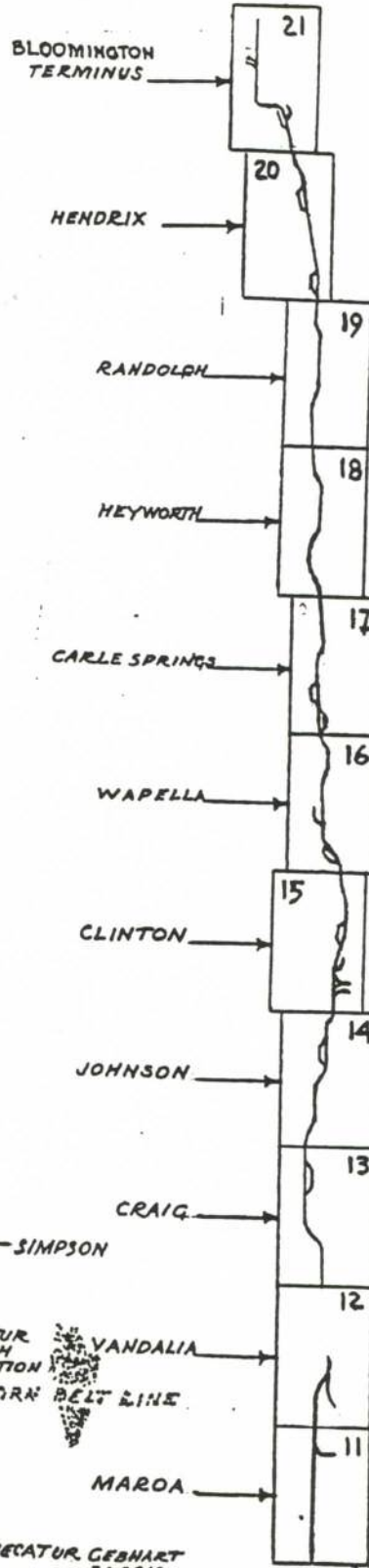
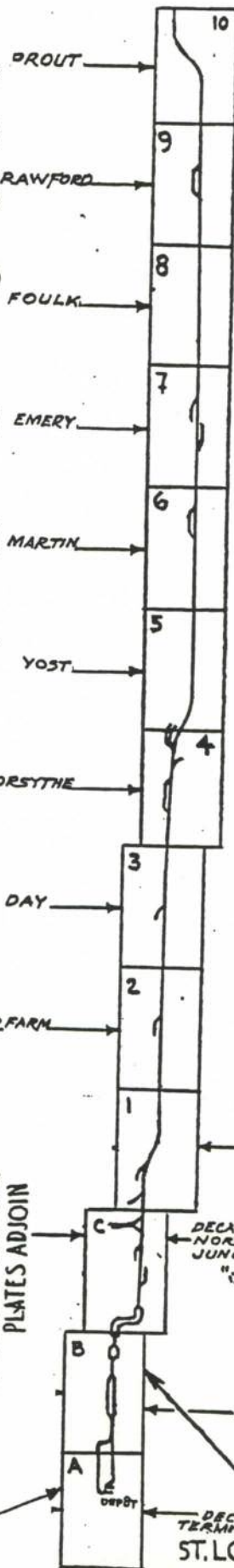


HEYWORTH
PLATE
VILLAGE

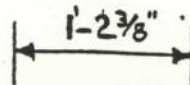


WAPELLA
PLATES
VILLAGE

DECATUR BELT RAILWAY
PLATES ADJOIN



ILLINOIS CENTRAL TRACTION
PLATES ADJOIN



ST. LOUIS, DECATUR & CHAMPAIGN
RAILWAY PLATES ADJOIN



ILLINOIS TRACTION SYSTEM.

CHICAGO BLOOMINGTON & DECATUR RAILWAY

MILES		PROGRESSIVE LISTING of FLAG STOPS, SIDINGS		MILES		AS OF APRIL 30, 1924 (STOPS)		OCT. 5, 1930 (SIDINGS)		TIME TABLE (TARIFF)	
DECATUR	0.0	DECATUR TERMINAL DEPOT (AGENT)	14.5	VANDALIA CONNEXION	30.0	BUCK SIDING	18	16	930	07	
		TRANSFER HOUSE	14.5	DAIRD	30.7	OLIVER					
		NORTH STREET	14.9	HOUSTON	31.2	GREGORY					DC WITT/MCLEAN COUNTY (EX-COUNTY LINE SIDING)
		TRANSFER POINT - ST. L. D. & C. R. Y.	16.1	KELLEY	31.4	BETHEL SIDING	7				
		GEBHARDT BLOCK	16.6	HOFFMAN	32.3	WAKEFIELD					SHORT POINT CREEK
	2.0	RACE TRACK SIDING	16.8	HART	33.2	EARL'S SIDING	17				
	2.3	BELT-Y-NORTH JUNCTION	17.2	WHITE HEAD	33.4	HEYWORTH (AGENT) SUB-STATION					
	2.5	KELLER	17.6	CRAIG	33.5	HEYWORTH-Y-	3				
	2.7	GOURLEY ILLINOIS POWER SPUR	18.8	CRAIG SIDING	16	14					
	3.0	SIMPSON OIL SPUR	11.8	SMART	34.0	NESBIT					KICKAPOO CREEK BRANCH KICKAPOO CREEK
3.5	ELM GROVE	18.8	BUTTS	35.0	SPADES						
3.6	BRETT	19.2	MOORESO	35.5	HARLAN					CREEK CREEK	
3.8	POOR FARM (MACON COUNTY)	19.6	WADR	36.6	RUSTS						
3.9	POOR FARM SIDING	20.5	FORT HILL	37.6	RANDOLPH						
4.1	MARYLAND	20.6	MAROA ROAD	37.8	RANDOLPH SIDING	11					
4.6	GULICK	20.7	WELD	38.4	STINES						
5.1	HAYS	20.9	TENNANT	39.1	DE LAND						
5.3	HOCKADAY DAY SIDING	21.3	JOHNSON SIDING	39.4	BURNS						
6.0	PATTERSON	21.4	JOHNSON I. C. SUBWAY	40.6	HENDRIX						
FORSYTHE	6.2	MOWERY	22.1	CLINTON-Y-TEAM TRACK	40.8	HENDRIX SIDING	29	23	930	07	
	6.4	COX SIDING	22.1	CLINTON (AGENT) SUB-STATION	41.4	CURVE ROAD					
	6.6	FORSYTHE (AGENT) DEPOT		GAS WORKS SPUR	42.4	WOODRICK					
	6.6	FORSYTH SIDING		SNELL'S SIDING	42.7	HAMILTON					
	6.6	PHILLIPS SPURS			43.4	BUNN					
CLINTON	7.5	YOST	23.2	SNELL		PRICE SIDING	10	7	930	07	
	8.2	MARTIN ROAD	24.4	HARRIS	43.6	JUNK YARD SPUR					
	8.8	WISE	24.9	THORP	43.8	ILLINOIS CENTRAL CONNEXION					
	9.0	MARTIN SIDING	25.6	IVES		BENDER					18 15 930
	9.0	REESOR	26.4	DUCEY		DEAN SIDING	18				
	9.8	EMERY ELEVATOR SIDING	26.6	DUCEY SIDING		NICKEL PLATE CONNEXION					
	9.8	EMERY (AGENT) SUB-STATION	26.6	LEMING		ILLINOIS POWER SPUR					
	9.8	EMERY SIDING	26.6	WAPELLA SIDING		JUNK YARD SPUR					
	10.5	HUMPHREY	26.8	WAPELLA (AGENT) DEPOT		INDUSTRIAL SPUR					
	10.8	FOULK	26.9	CHICKORY		COAL YARD SPUR					
WAPELLA	11.8	CRAWFORD	28.6	CARLE SPRINGS	44.5	SOUTH MAIN ST. CONNEXION					
	12.0	CRAWFORD SIDING	29.2	CARLE SPRINGS SIDING	23	STREET OPERATION					
	12.5	SPOONER	29.3	BUCK'S	45.3	PEORIA & EASTERN R.R. CROSSING					
	12.8	PROUT	29.9			POWER HOUSE					
	13.9	MAROA (AGENT) DEPOT				PEORIA & EASTERN CONNEXION					
MARGA	14.0	MAROA SIDING				FREIGHT HOUSE (I.T.S.)					
						BLOOMINGTON & NORMAL RAILWAY CONNEXION					
						BLOOMINGTON-Y-DEPOT TERMINUS (AGENT)					



STREETS CONTAINING CARTRACKS
DRAUGHTED AT WIDER SCALE FOR
EMPHASIS.

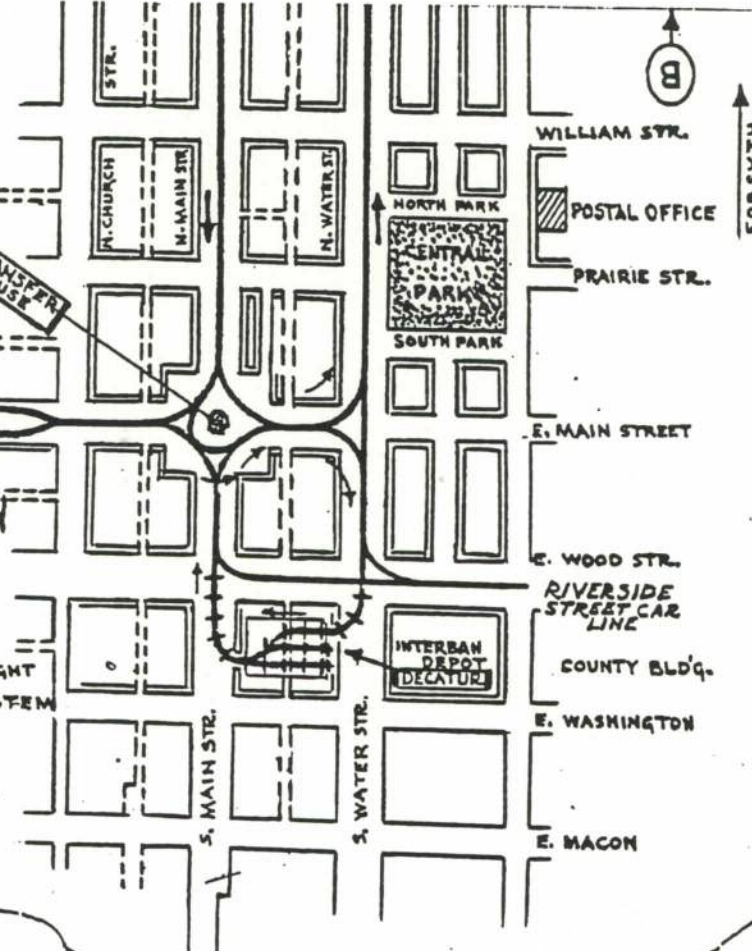
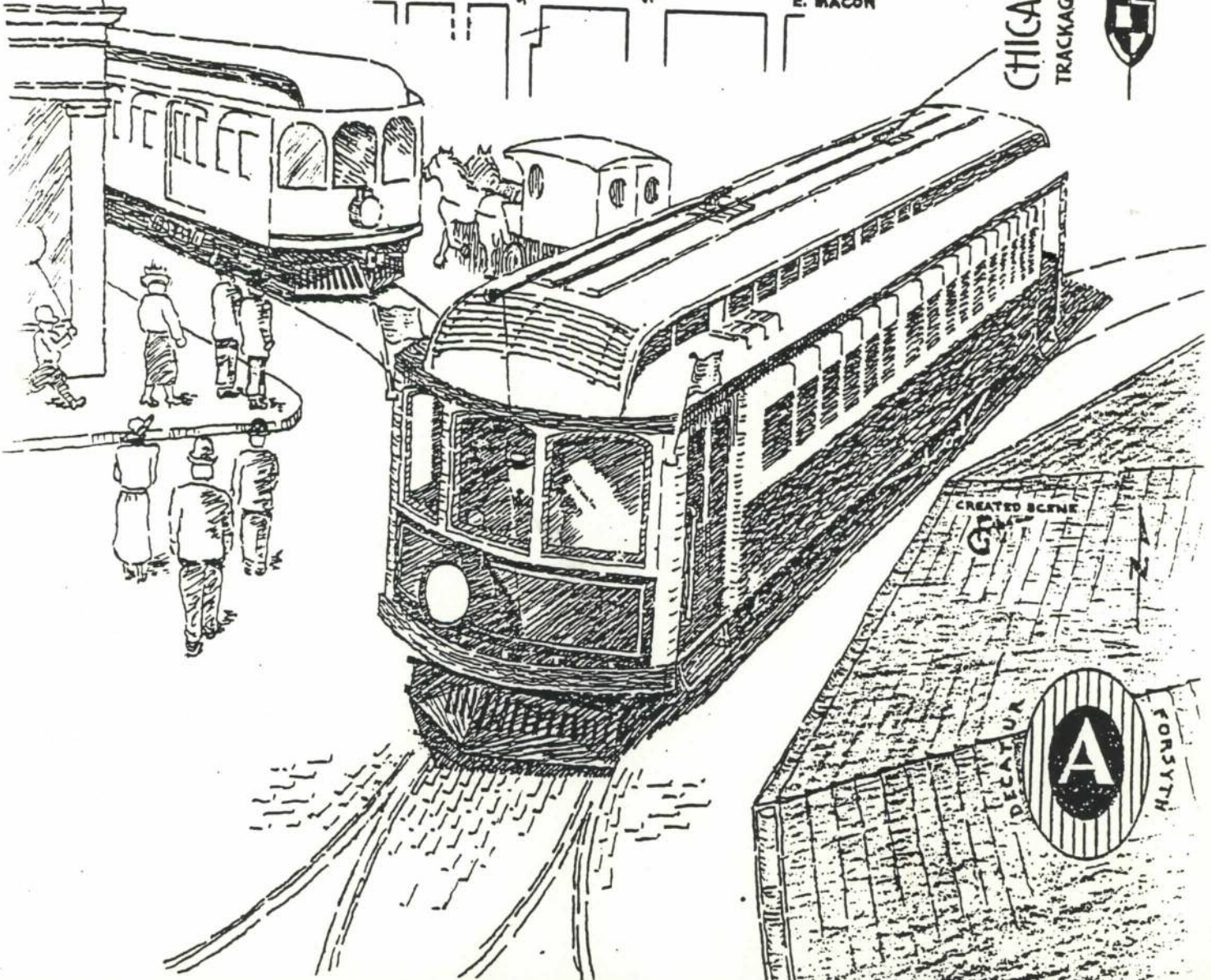
The TRANSFER HOUSE CENTRE OF
WHICH ALL STREET CARS AND
INTERURBANS PASSED (EXCEPT
K.O.P.R. CARS).

WEST MAIN STREET CAR LINE
W. MAIN STR.

ILLINOIS TRACTION SYSTEM
ILLINOIS CENTRAL TRACTION
TRACKAGE RIGHTS OVER
DECATUR RAILWAY & LIGHT CO.
RAILS.

————— DECATUR RAILWAY & LIGHT
+++++ ILLINOIS TRACTION SYSTEM

★ SPEED RESTRICTION FOR
INTERURBAN CARS & TRAINS.
ESTABLISHED BY CITY ORDINANCE.



ILLINOIS TRACTION SYSTEM
CHICAGO, BLOOMINGTON & DECATUR RAILWAY
TRACKAGE RIGHTS OVER **DECATUR RAILWAY & LIGHT CO. RAILS.**



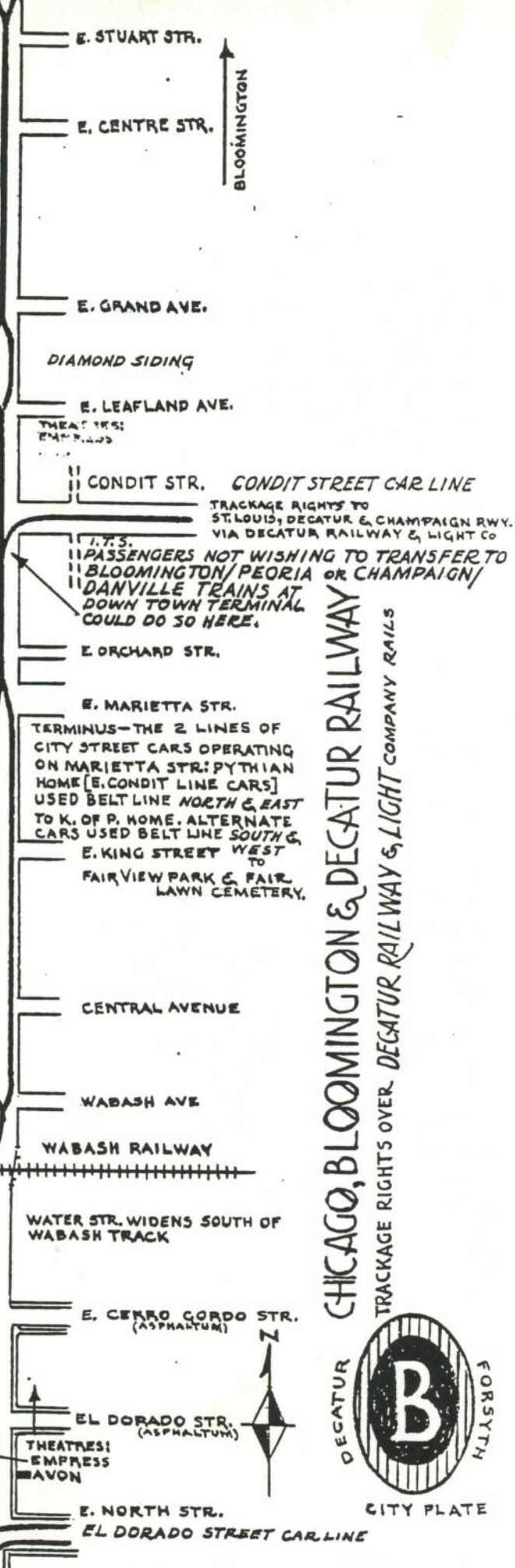
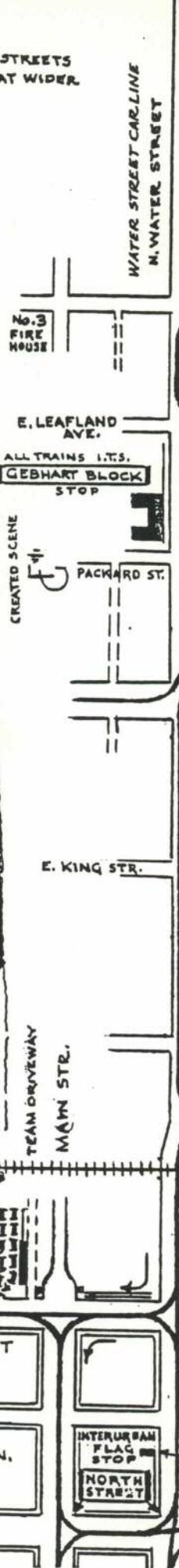
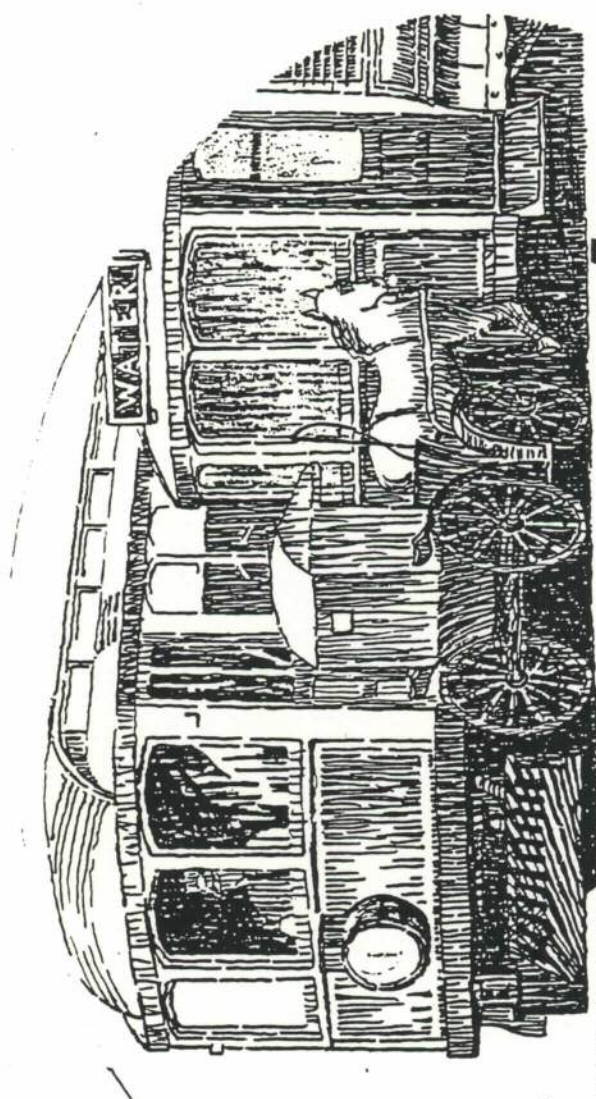
THE 2 MAIN STREETS DIVIDING LINES
FOR HOUSE NUMBERING.

CREATED BY
G. W. FORTSYTH





FOR EMPHASIS AND CLARITY ALL STREETS CONTAINING CAR TRACKS SHEWN AT WIDER SCALE ON ALL PLATES.



BLOOMINGTON



CHICAGO, BLOOMINGTON & DECATUR RAILWAY
TRACKAGE RIGHTS OVER DECATUR RAILWAY & LIGHT COMPANY RAILS



CITY PLATE

No. 3 FIRE HOUSE

E. LEAFLAND AVE.
ALL TRAINS I.T.S.
GEBHART BLOCK STOP

CREATED SCENE

TEAM DRIVEWAY
MAIN STR.

No. CHURCH
FENCE

INTERURBAN FLAG STOP
NORTH STREET

THEATRES:
EMPERESS
MAVON

CONDIT STR. CONDIT STREET CAR LINE

TRACKAGE RIGHTS TO ST. LOUIS, DECATUR & CHAMPAIGN R.W. VIA DECATUR RAILWAY & LIGHT CO.

I.T.S. PASSENGERS NOT WISHING TO TRANSFER TO BLOOMINGTON/PEORIA OR CHAMPAIGN/DANVILLE TRAINS AT DOWN TOWN TERMINAL COULD DO SO HERE.

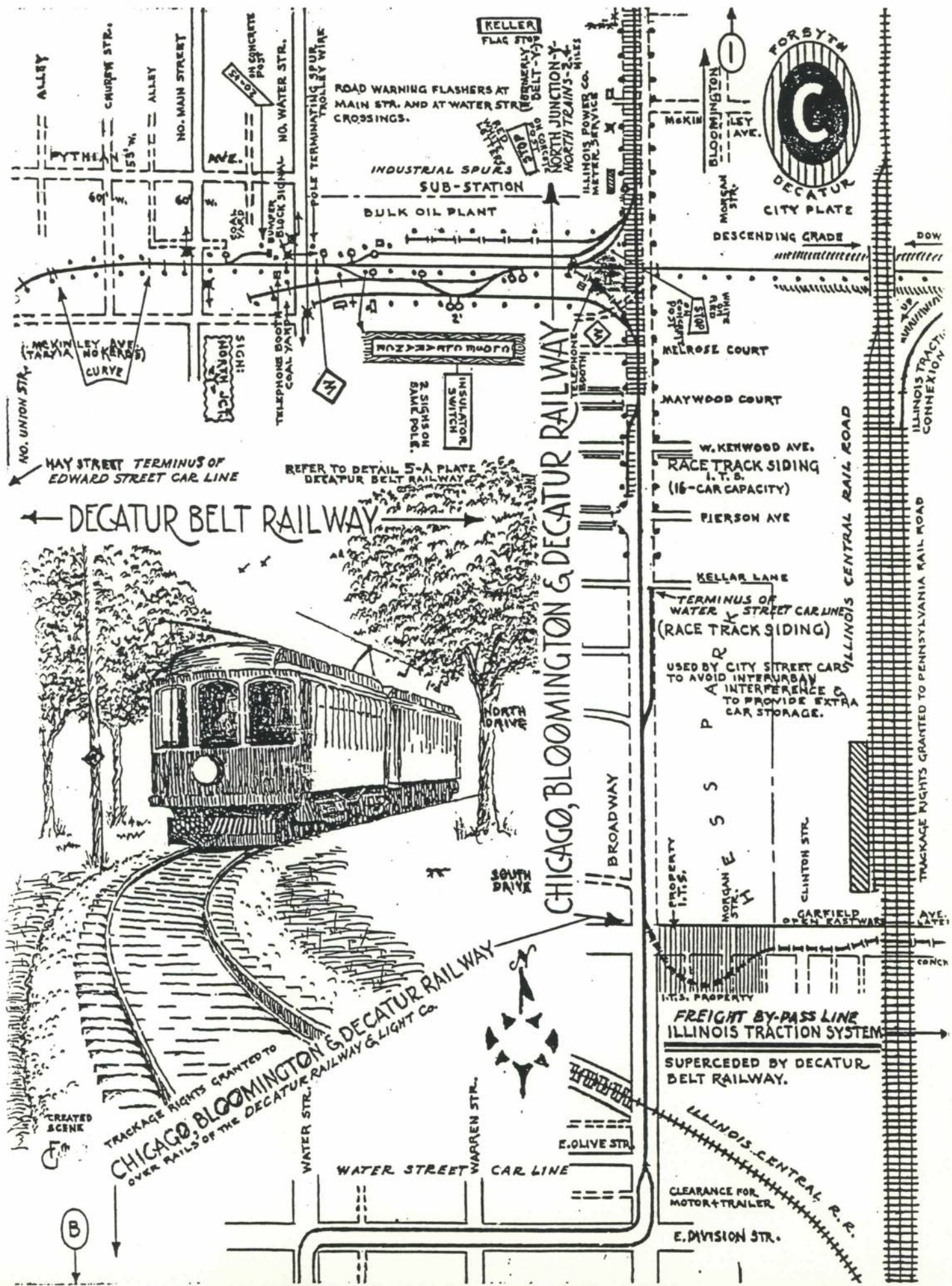
TERMINUS—THE 2 LINES OF CITY STREET CARS OPERATING ON MARIETTA STR.: PYTHIAN HOME [E. CONDIT LINE CARS] USED BELT LINE NORTH & EAST TO K. OF P. HOME. ALTERNATE CARS USED BELT LINE SOUTH & WEST TO FAIRVIEW PARK & FAIR LAWN CEMETERY.

WATER STR. WIDENS SOUTH OF WABASH TRACK

EDWARD STREET CAR LINE
I.T.S. 4-TRACK FREIGHT YARD & FREIGHT DEPOT (1908).

DIRECT OVERHEAD TROLLEY WIRE SUSPENSION.





ALSBY
CHURCH STR.
ALLEY
NO. MAIN STREET
155' W.
PYTHIAN
60' W.
60' W.
NO. UNION STR.
MAY STREET TERMINUS OF EDWARD STREET CAR LINE

CONCRETE POST
NO. WATER STR.
POLE TERMINATING SPUR TROLLEY WIRE
BUAPER BLOCK SIGNAL
TELEPHONE BOOTH
COAL YARD
SIGNAL INDICATOR
2 SIGNALS ON SAME POLE
INSULATOR SWITCH

INDUSTRIAL SPURS
SUB-STATION
BULK OIL PLANT
ROAD WARNING FLASHERS AT MAIN STR. AND AT WATER STR. CROSSINGS.
KELLER FLAG ST.
NORTH JUNCTION-NORTH TRAINS-2.4 MILES
ILLINOIS POWER CO. METER SERVICE
MORRIS STR.
BLOOMINGTON
LEY AVE.
DESCENDING GRADE
DOW

FORSYTH
DECATUR CITY PLATE
MAYWOOD COURT
W. KENWOOD AVE.
RACE TRACK SIDING (16-CAR CAPACITY)
PIERSON AVE
KELLER LANE
TERMINUS OF WATER STREET CAR LINES (RACE TRACK SIDING)
USED BY CITY STREET CARS TO AVOID INTERURBAN INTERFERENCE & TO PROVIDE EXTRA CAR STORAGE.
PROPERTY I.T.S.
MORGAN STR.
CLINTON STR.
GARFIELD
EAST WASH. AVE.
CONCH

← DECATUR BELT RAILWAY →

CHICAGO, BLOOMINGTON & DECATUR RAILWAY



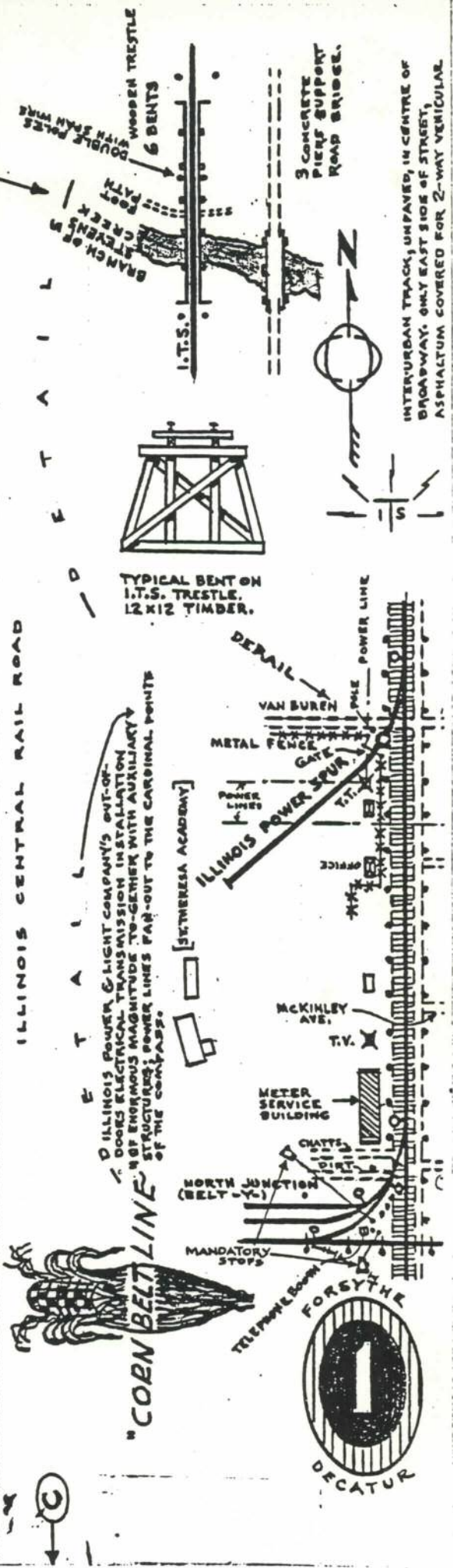
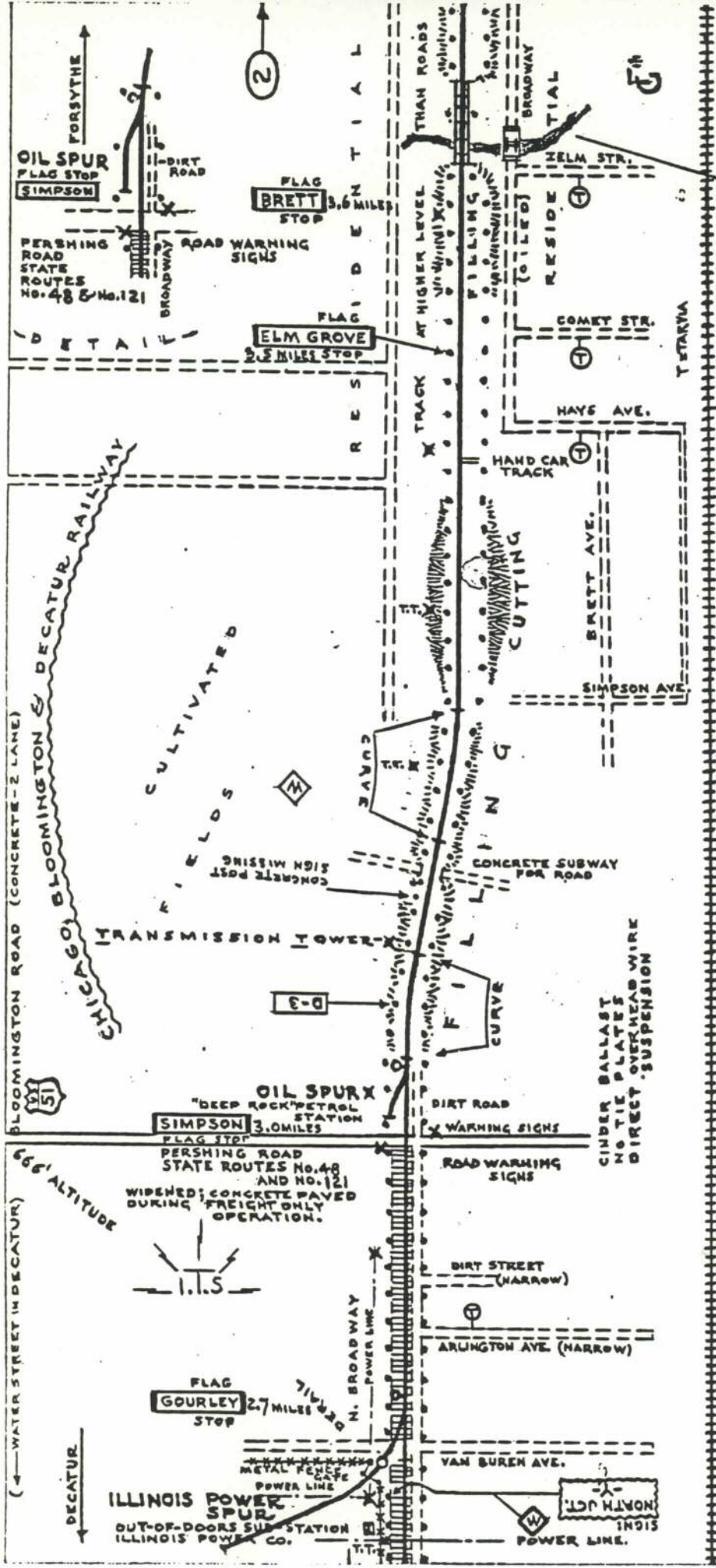
TRACKAGE RIGHTS GRANTED TO CHICAGO, BLOOMINGTON & DECATUR RAILWAY & LIGHT CO. OVER RAILS OF THE DECATUR BELT RAILWAY

FREIGHT BY-PASS LINE ILLINOIS TRACTION SYSTEM
SUPERCEDED BY DECATUR BELT RAILWAY.

ILLINOIS CENTRAL R.R.
CLEARANCE FOR MOTOR+TRAILER
E. DIVISION STR.



(B)



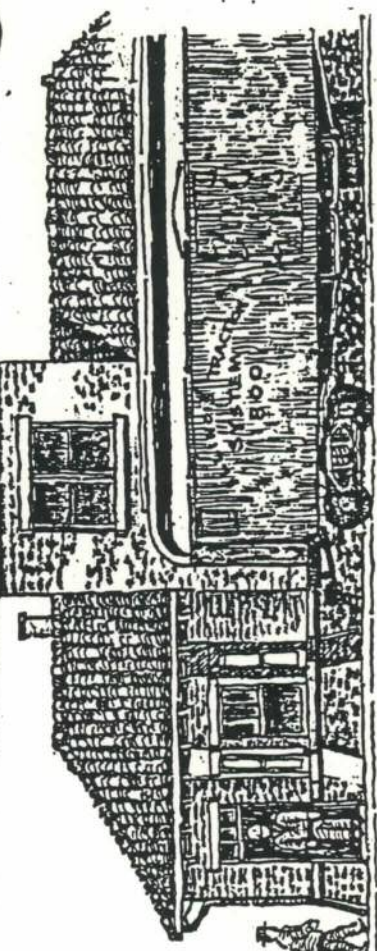
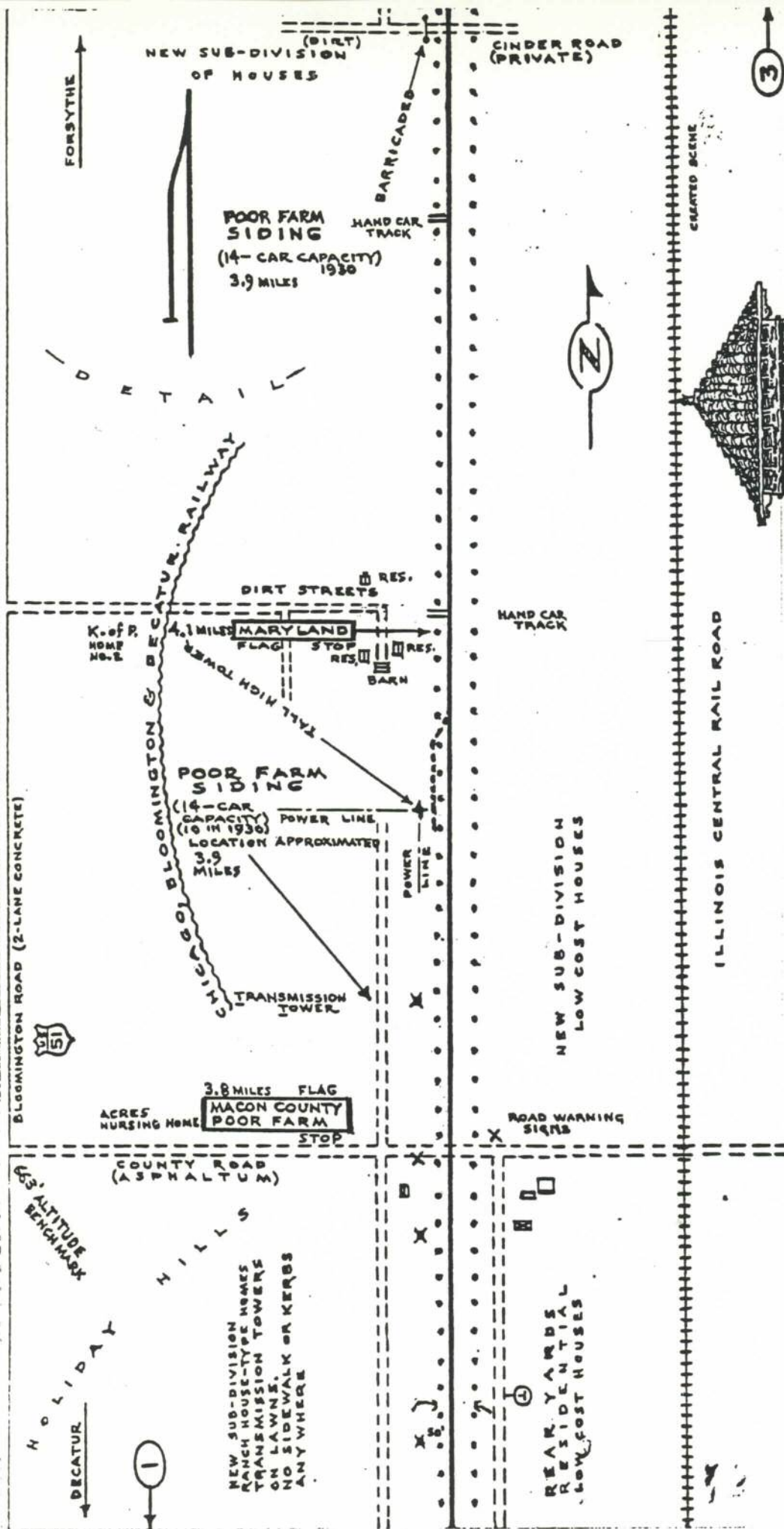
"CORN BELT LINE"

ILLINOIS POWER & LIGHT COMPANY'S OUT-OF-DOOR ELECTRICAL TRANSMISSION INSTALLATION HAS ENORMOUS MAGNITUDE TO-GETHER WITH AUXILIARY STRUCTURES, POWER LINES PAID-OUT TO THE CARDINAL POINTS OF THE COMPANY.

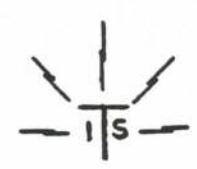
[SUTHERLAND ACADEMY]

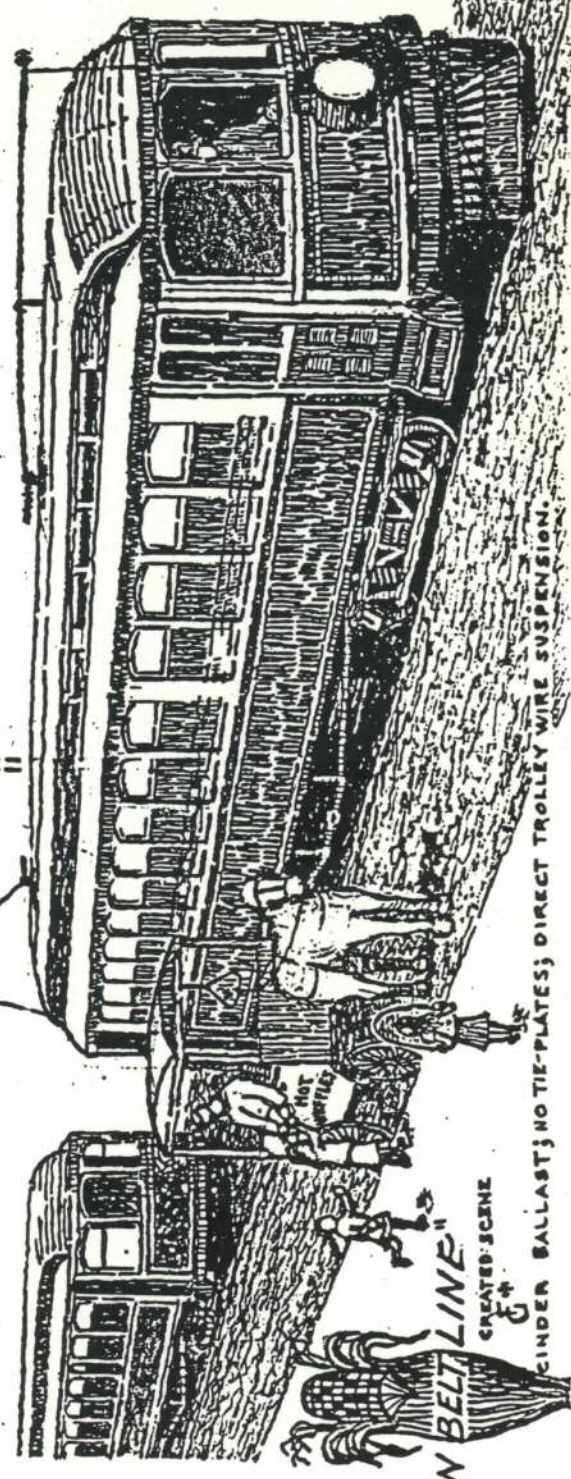
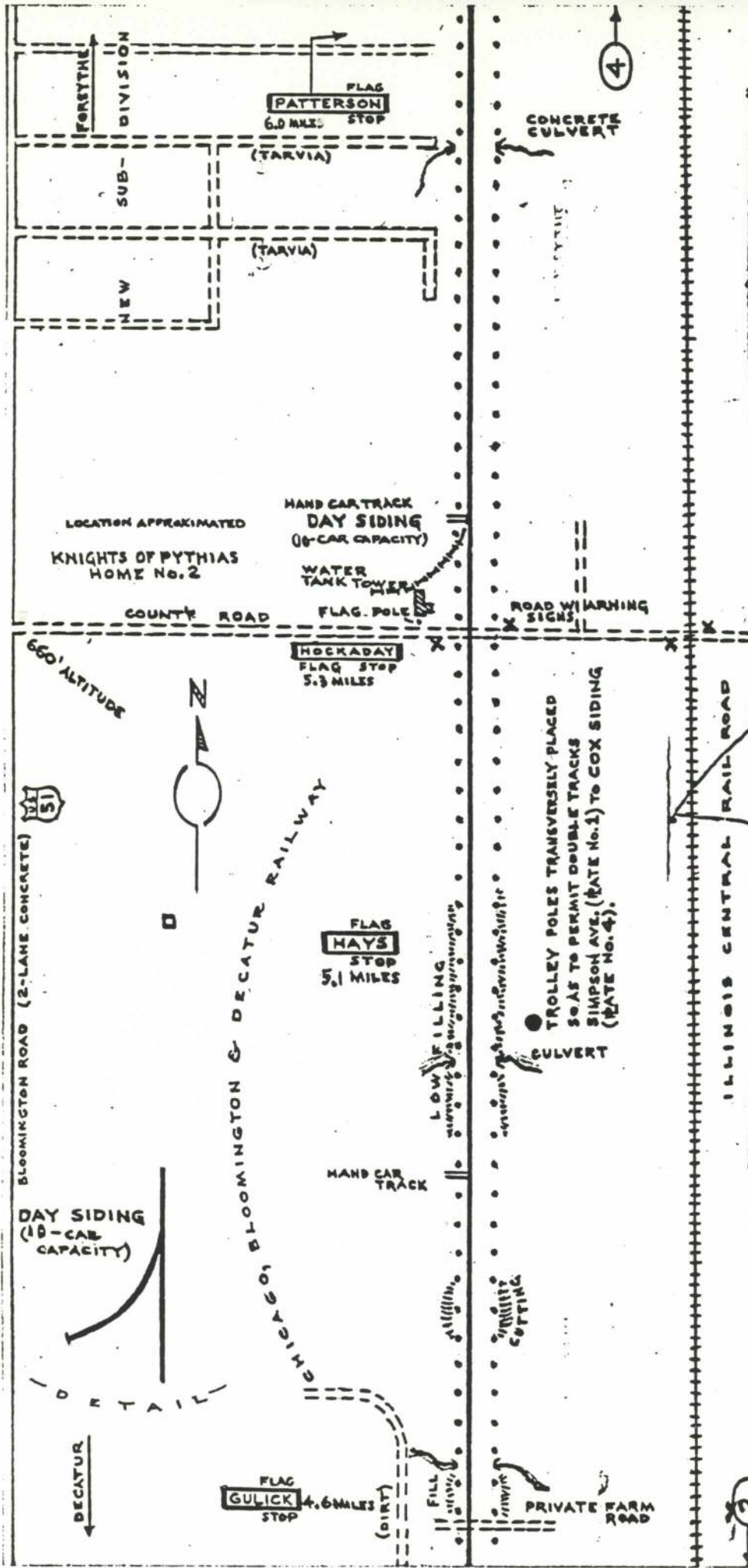


INTERURBAN TRACK, UNPAVED, IN CENTRE OF BROADWAY. ONLY EAST SIDE OF STREET, ASPHALTUM COVERED FOR 2-WAY VEHICULAR



EMERY COMBINATION PASSENGER, EXPRESS, SUB-STATION, & SUB-STATION, REFER TO RATE NO. 33, ILLINOIS CENTRAL TRACTION A "MCKIMLEY-TYPE" DEPOT. I.T.S. REFRIGERATION "TRAILER" OF WOODEN CONSTRUCTION; PAINTED WHITE.

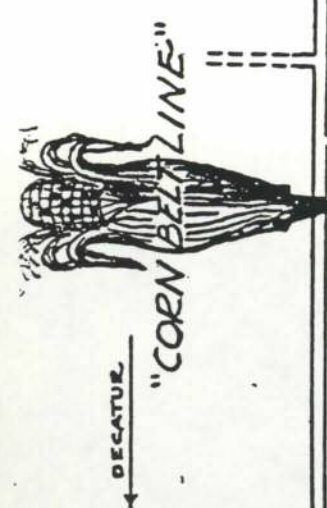
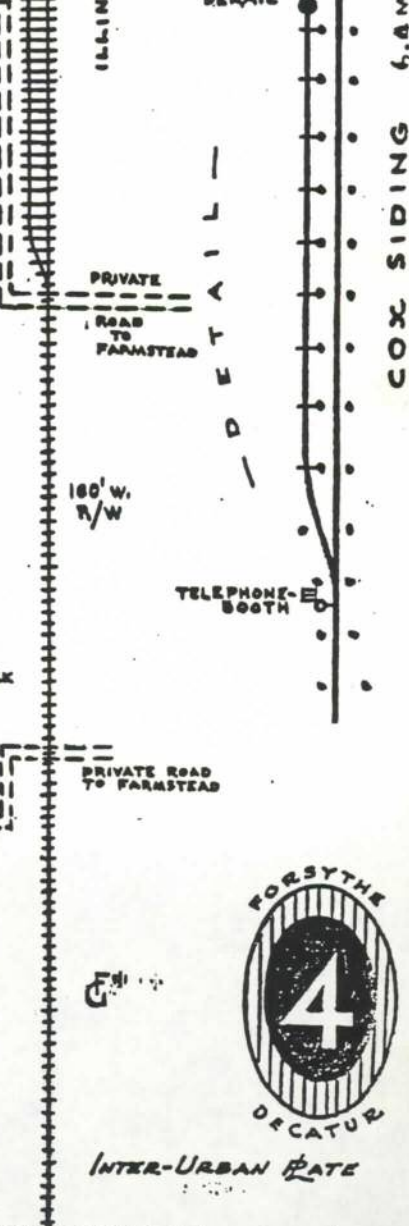
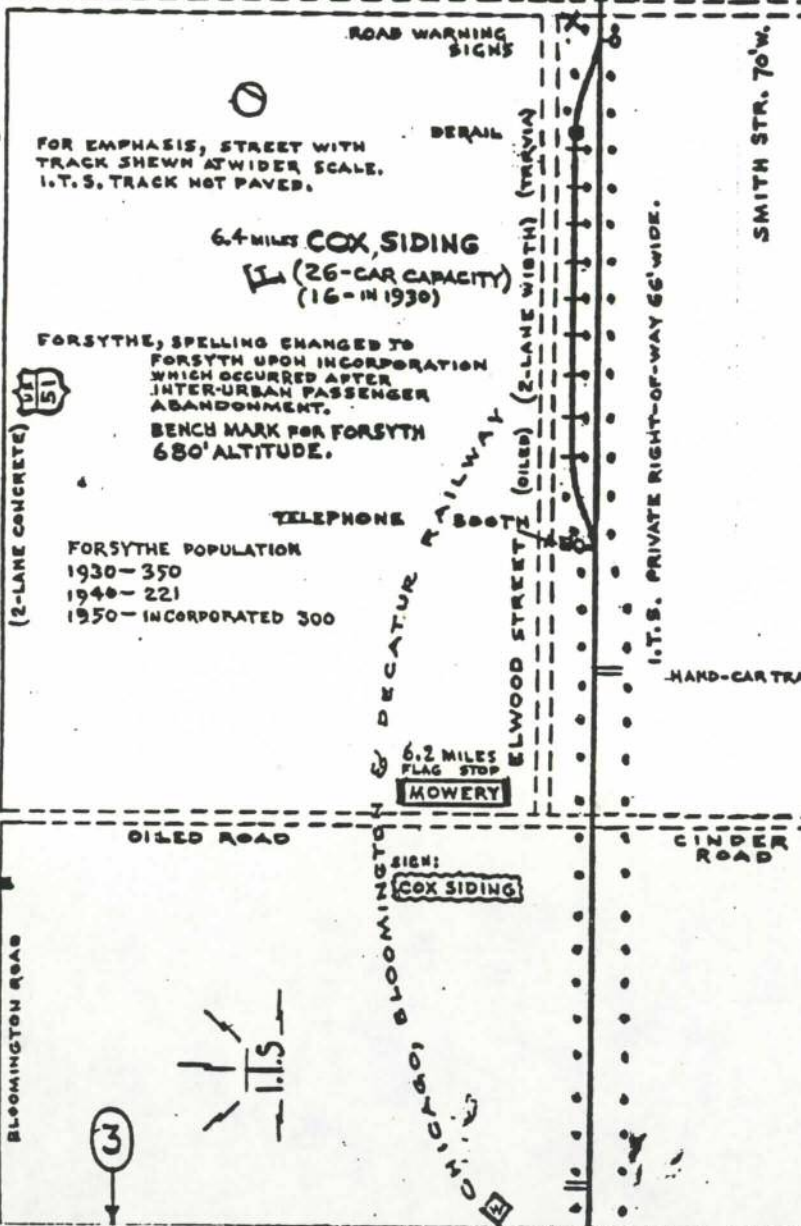
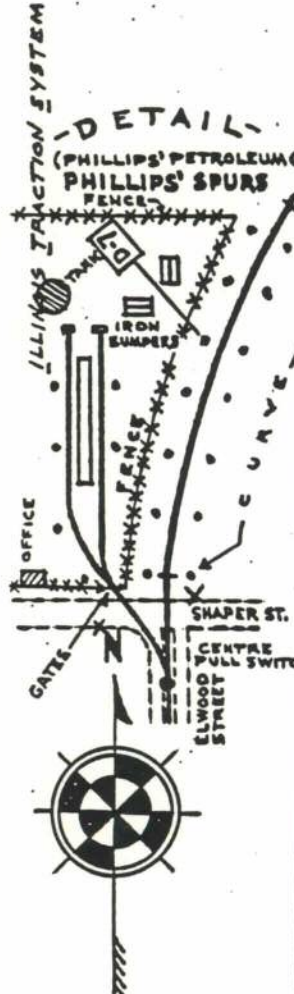
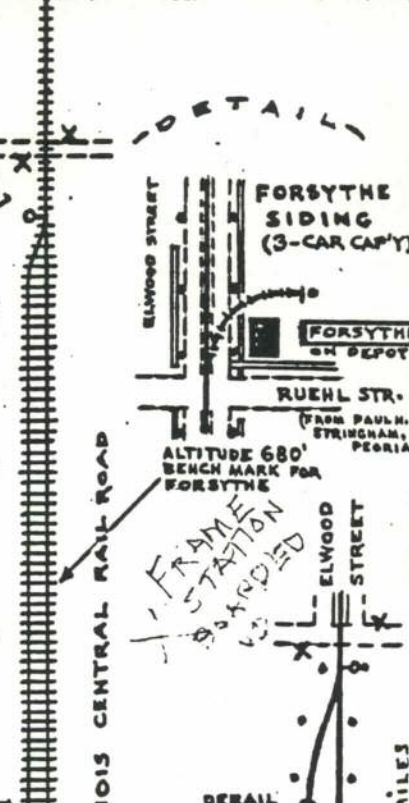
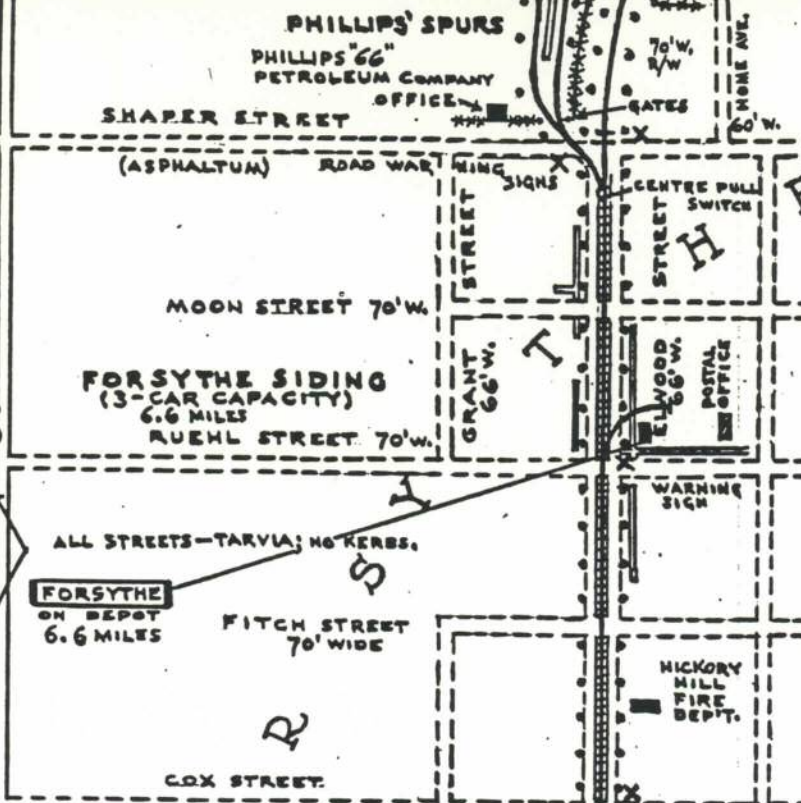
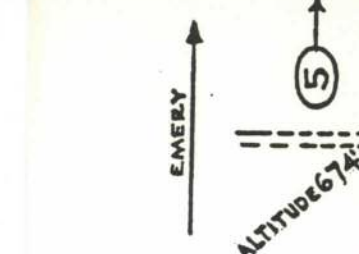




"COEN BELT LINE"
 CREATED SCENE
 3
 4
 5
 CINDER BALLAST; NO TIE-PLATES; DIRECT TROLLEY WIRE SUSPENSION.

TROLLEY POLES TRANSVERSELY PLACED
 SO AS TO PERMIT DOUBLE TRACKS
 SIMPSON AVE. (RATE No. 1) TO COX SIDING
 (RATE No. 4).

2



ILLINOIS TRACTION SYSTEM

FORSYTHE

EMERY

ALTITUDE 676'

"CORN BELT LINE"



4

6

(2-LANE CONCRETE)

BLOOMINGTON ROAD



CREATED SCENE INTER-URBAN CAR PASSING I.C.R.R. "WAY" FREIGHT TRAIN.

CHICAGO, BLOOMINGTON & DECATUR RAILWAY

FLAG STOP
YOST
7.5 MILES

RAIL ROAD

CENTRAL

ILLINOIS

I.C.R.R. HAND-CAR TRACK

I.C.R.R. Post

I.C.R.R. SECTION HOUSE

WEST TROLLEY POLES SET 9 FEET OUT FROM RAIL.

TRACK

EAST TROLLEY POLES SET 11 FEET OUT FROM RAIL.

FROM POINT OF CURVATURE (DATE 1925) TO THE ELEVATOR AT CRAWFORD SIDING (DATE NO. 9).



D-7

4

CONCRETE PIPE CULVERT

FENCE

BANK

PHILLIPS' SPURS

IRON BUMPERS

ILL. POWER CO. SUB-STATION

OUT-OF-DOORS



INTER-URBAN RATE

CHICAGO, BLOOMINGTON & DECATUR RAILWAY

EMERY



FLOOD SCHOOL

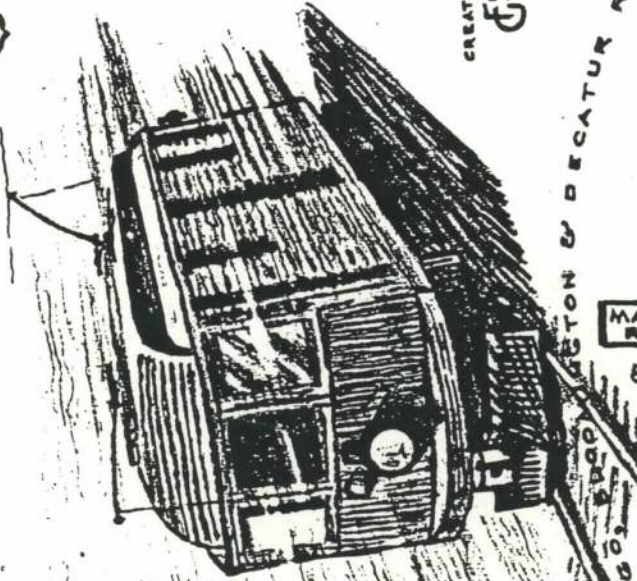
BLOOMINGTON ROAD



(2-LANE CONCRETE)



FORSYTHE



CREATED SCENE



CHICAGO, BLOOMINGTON & DECATUR RAILWAY

REESOR
FLAG STOP
9.0 MILES

MARTIN SIDING
(13-CAR CAPACITY)
(15-1930) 9.0 MILES

MARTIN SIDING
(13-CAR CAPACITY)
(15-CAR CAPACITY-1930)

FLAG WISE STOP

ELEVATORS

FLAG WISE STOP 8.8 MILES

3 ROWS OF 15 BINS

SIGN: MARTIN SIDING

I.T.S. VITRIFIED CLAY PIPE CULVERT

WARNING SIGNS COUNTY ROAD

ROAD WARNING SIGNS
2 ROWS OF 16 BINS EACH

60 I.C.R.R. SIGN

BOTH I.T.S. AND I.C.R.R. CONCRETE CULVERTS



ILLINOIS CENTRAL RAIL ROAD

I.C.R.R. CONCRETE CULVERT

FLAG MARTIN ROAD STOP 8.2 MILES

I.C.R.R. SEMAPHORE

I.C.R.R. SPRING SWITCH

WHITE LETTERS ON BLACK BACK GROUND ON TARGET

SEMAPHORE

I.C. TELEPHONE BOOTH





MARCA

"CORN BELT LINE"

8

STEVENS CREEK

ABANDONED EMERY SIDING (4-CAR CAPACITY) POLES SHOWN PRESENT AT TIME OF SURVEY, 10.0 MILES

CONCRETE PLATFORM
EMERY COMBINATION PASSENGER, EXPRESS DEPOT & SUB-STATION
EMERY SIDING

ON DEPOT
9.8 MILES EMERY

(DIRT + MACADAM)
COUNTY ROAD

ROAD WARNING SIGN

L.C. WHISTLE BOARD

ELEVATOR (I.C.)

609' ALTITUDE
S.M.



DIRECT SUSPENSION TROLLEY WIRE; LIGHT RAIL;
NO TIE-PLATES; CINDER BALLAST.

BLOOMINGTON ROAD (2-LANE CONCRETE)

DECATUR

COMBINATION INTERURBAN DEPOT & SUB-STATION - 1500 AMPERES
BUFF BRICK, RED TILE ROOF.
"MCKINLEY-TYPE" STRUCTURE, 1934

ILLINOIS TRACTION SYSTEM

ILL. CENTRAL RAIL ROAD

ELEVATOR (I.C.R.R.)

FLAG STOP SIGN FORMERLY ON POLE, LATER ON DEPOT
EMERY DEPOT
GARAGE
RESIDENCE

EMERY
POLE
I.C.R.R.

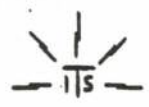
(CAPACITY)
ELEVATOR SIDING

ELEVATOR (I.T.S.)

I.T.S. CONCRETE POST PROPERTY MARKER

CHICAGO, BLOOMINGTON & DECATUR RAILROAD

ILLINOIS CENTRAL RAIL ROAD



(DECATUR)
FORSYTHE

6

MARTIN SIDING

I.C. SIDING SOUTH SWITCH
LOCATED BY U.S. GEOLOGICAL SURVEY DECATUR QUADRANGLE

694' ALTITUDE
BENCH MARK

INTER-URBAN RATE



EMERY

7

PLEASANT VALLEY SCHOOL



BLOOMINGTON ROAD (2-LANE CONCRETE)

692' ALTITUDE

"CORN BELT LINE"



MAROA

9



STEVENS CREEK R.R.

ALL WOODEN TRESTLE 5 BENTS (NORTH BENT ENGAGED)

ROUGH STONE ABUTMENT

I.T.S.

I.C.R.R.

2-PIER CONCRETE

HEAVIER PIER

ROUGH STONE FACING

I.T.S.

I.C.R.R.

ALL CONCRETE CENTRE PIER ERECTED 1915

HUMPHREY FLAG STOP 10.5 MILES

12

CHICAGO BLOOMINGTON & DECATUR RAILWAY MARQUETTE TRACK

NOTE-PLATES; CINDER BALLAST; TIES 16" APART; LIGHT RAIL.

ILLINOIS CENTRAL RAIL ROAD

STEVENS

I.C.R.R. BLOCK SIGNALS TRI-COLOUR



STEVENS CREEK

IRON RAILINGS ON BRIDGE

10.8 MILES

FOULK FLAG STOP

I.T.S. CONCRETE CULVERT 10' LONG; CINDERS ROADBED ATOP.

I.C.R.R. CONCRETE CULVERT

CROSSING WARNING SIGN OUT-OF-DOORS SUB-STATION - NOT I.T.S. I.T.S. AREA FLAT HERE

11

10

9

8

7

6

5

4

3

2

1

MARQUETTE TRACK

CONCRETE POST



"CORN BELT LINE"

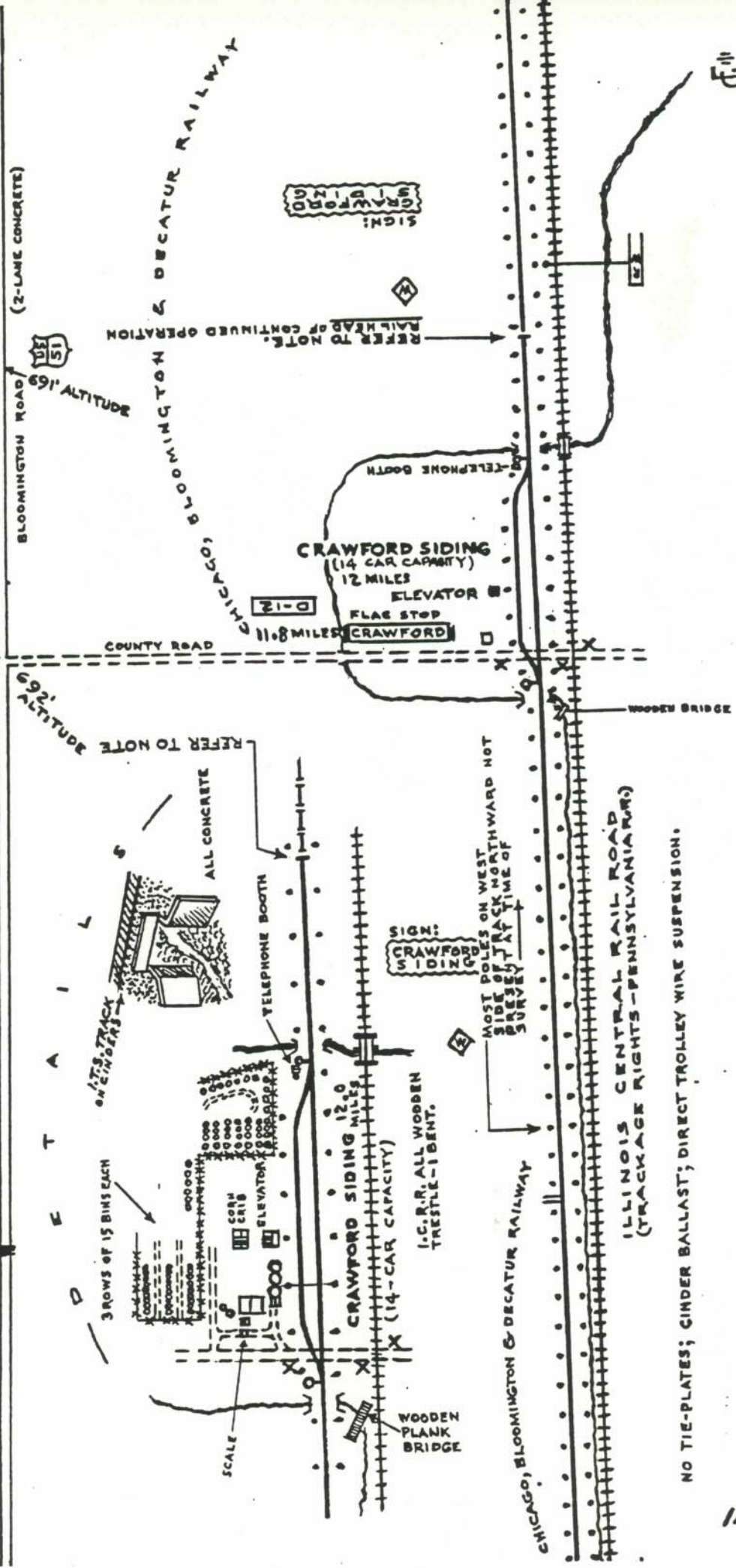
EMERY

8



ILLINOIS / RACTION SYSTEM
MARGA

10



NOTE:

(FEB. 21, 1953)

AFTER ABANDONMENT OF INTERURBAN TROLLEY OPERATION FROM FORTYTHE-TWO-BLOOMINGTON, THE SEGMENT OF TRACK FROM CRAWFORD SIDING-TO-DECATUR NORTH JUNCTION WAS RETAINED. INTERURBAN OPERATION CONTINUED FORSYTHE-TO-DECATUR ONLY UNTIL APRIL 2, 1953. CRAWFORD SIDING-TO-DECATUR CONTINUED TO BE OPERATED AS A SIDE TRACK FOR FREIGHT ONLY.



INTER-URBAN PLATE

NO TIE-PLATES; GINDER BALLAST; DIRECT TROLLEY WIRE SUSPENSION.

I.C.R.R. TRACK TANGENT FROM DECATUR-TO-MARGA. AN ADJUSTMENT IN DRAUGHTING ON THIS PLATE BY INCREASING THE ANGLE OF INCLINATION OF I.C. TRACK.

CHICAGO, BLOOMINGTON & DECATUR RAILWAY.

MAROA

STREET CONCRETE. TRACK NOT PAVED.

ROAD WARNING SIGN

CURVE

TARGET ON SWITCH STAND SPRING SWITCH

WHITE ON GREEN



HAND CAR TRACK

BLOCK SIGNALS

TO ALTITUDE BENCH MARK

CREATED SCENE

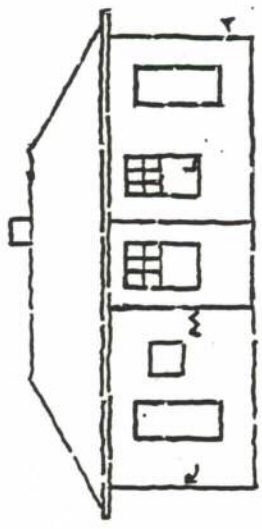


"CORN BELT LINE"

EMERY

(2-LANE CONCRETE)

BLOOMINGTON ROAD



FORSYTH DEPOT USED AS A PASSENGER RESIDENCE AFTER INTERURBAN PASSENGER ABANDONMENT.

FLAG STOP SPOONER



CAVES BRACKET



9

COUNTY ROAD MILE 12.5 (MILES) FLAG STOP PROUT

EI-D

SWAY

ROAD WARNING SIGNS - UNDERGROUND PIPE LINE

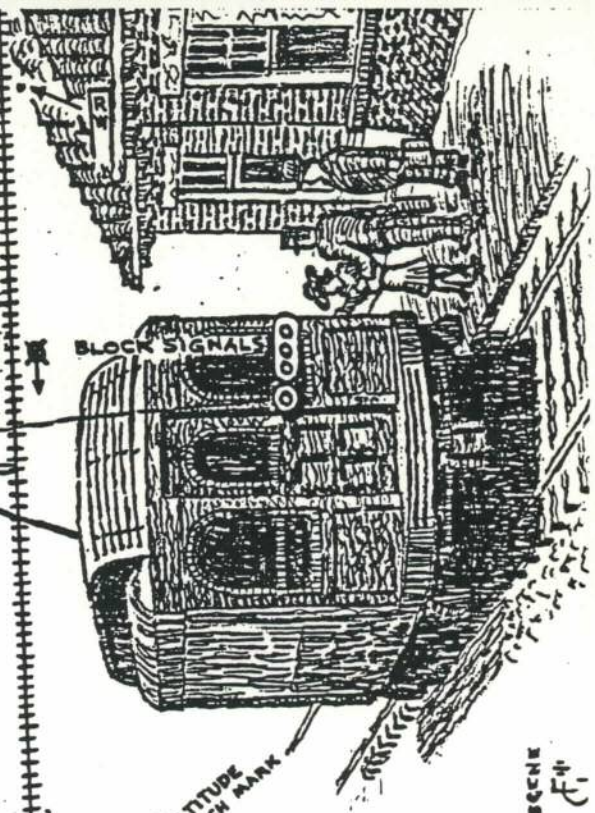
POLES ON WEST SIDE OF TRACK IN PROCESS OF REMOVAL AT TIME OF SURVEY

ILLINOIS CENTRAL RAIL ROAD (TRACKAGE RIGHTS GRANTED TO PENNSYLVANIA R.R.)

CONCRETE CULVERT HAND-CAR TRACK



INTER-URBAN RATE



MARROA

MACON COUNTY ILLINOIS

THE CORN BELT TRACTION CO. TO CONSTRUCT LINE FROM BLOOMINGTON TO DECATUR. INCORPORATED WITH 100,000 CAPITAL STOCK. HEAD QUARTERS - BLOOMINGTON, ILL. WM. MCKINLEY ONE OF THE INCORPORATORS. LAST DAY OF OPERATION DECATUR - TO - BLOOMINGTON FEB. 22, 1953.

(CHICAGO, BLOOMINGTON & DECATUR TRACTION) ILLINOIS TRACTION SYSTEM

"CORN BELT LINE"



12

10



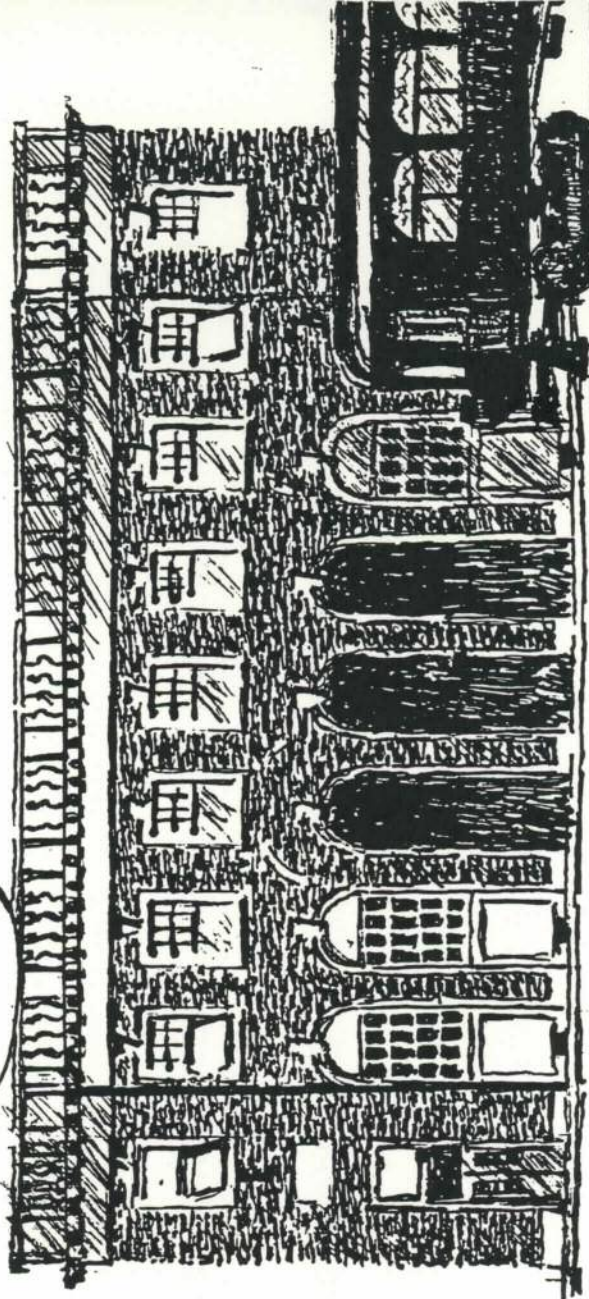
PRIVATE DRIVEWAY SIGN: RAILROAD JUNCTION 1/2 MILE

200' RIGHT-OF-WAY

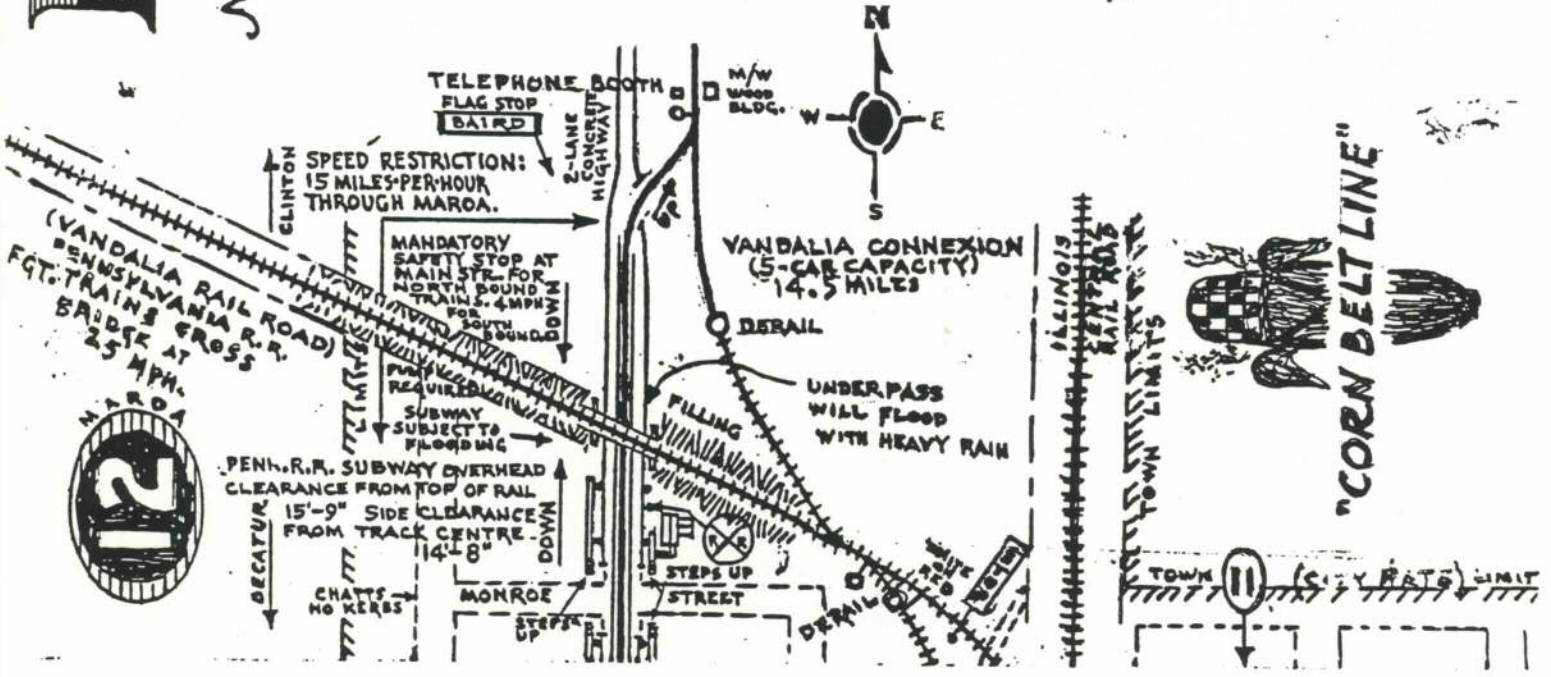


MAROA

Macon County 2 ILLINOIS



DANVILLE STATION & ILLINOIS TRACTION SYSTEM
OPENED 1923 REPLACED DEPOT IN OLD BUILDING AT
NORTH END OF BLOCK.



CHICAGO, BLOOMINGTON & DECATUR RAILWAY

MILEAGES FROM DECATUR 0.0



2-LANE CONCRETE HIGHWAY

(EX-OSPUR) FLAG STOP
SMART 17.8 MILES

TELEPHONE BOOTH
ELEVATOR
CRAIG SIDING 17.7 MILES
(CAR CAPACITY-16)

CRAIG 17.6 MILES
FLAG STOP

17.2 MILES FLAG
WHITE HEAD
STOP

FLAG
HART 16.8 MILES
STOP

726' ALTITUDE
FLAG
HOFFMAN
16.6 MI. STOP

729' ALTITUDE
KELLEY 16.1 MILES
FLAG STOP

FLAG STOP
HOUSTON 14.9 MI.

DOUBLE TROLLEY POLES SPACED 100' APART LONGITUDINALLY
DIRECT TROLLEY WIRE SUSPENSION.

LATER, HWY.
PARALLELS
INTERURBAN
RAILWAY
TRACTION SYSTEM

ALTIMUDE 708

ILLINOIS CENTRAL RAILROAD

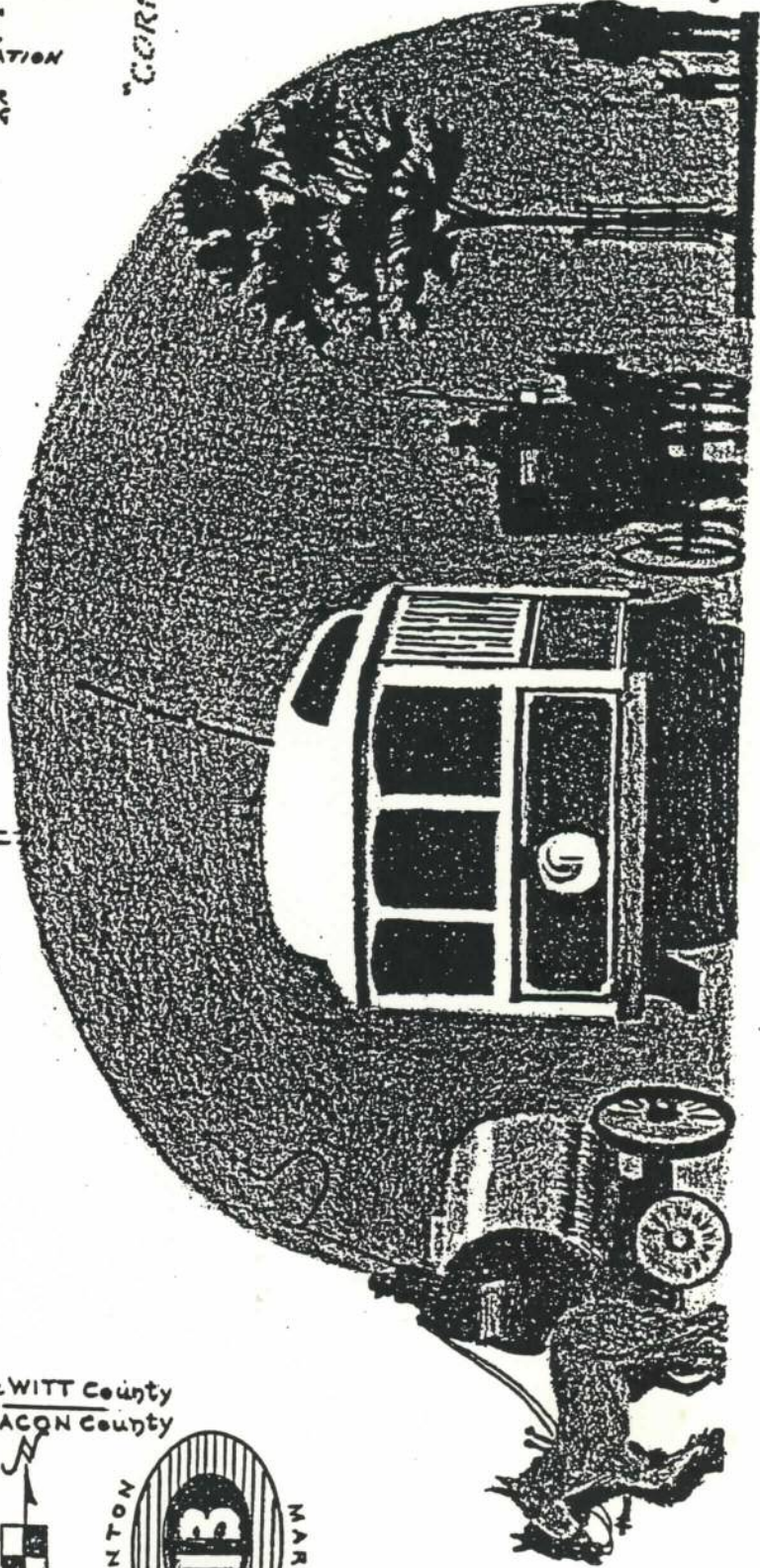


DeWITT County
MACON County

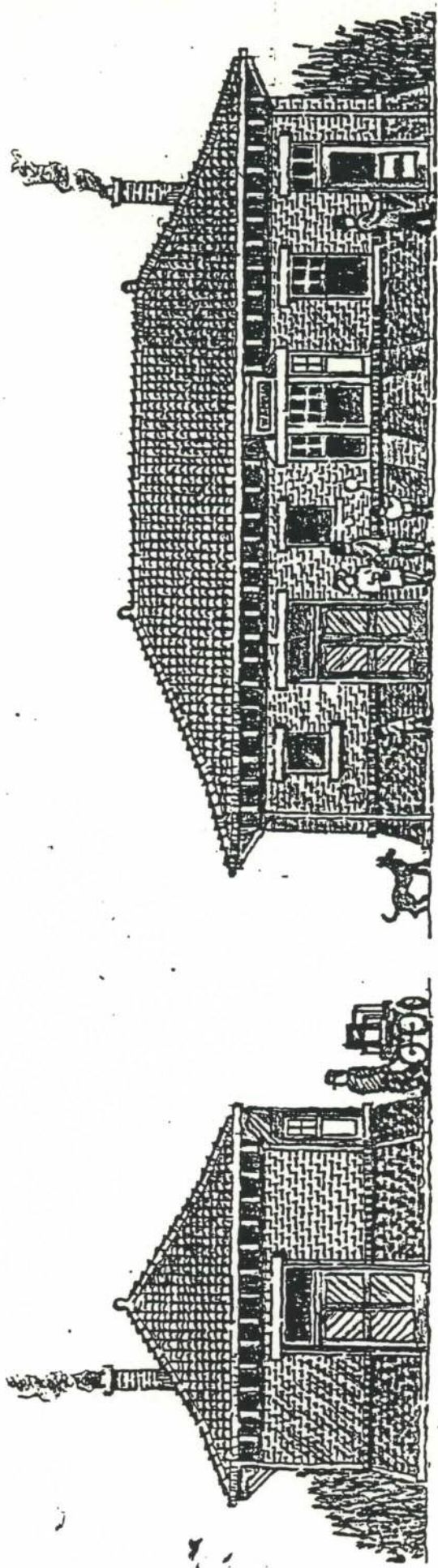
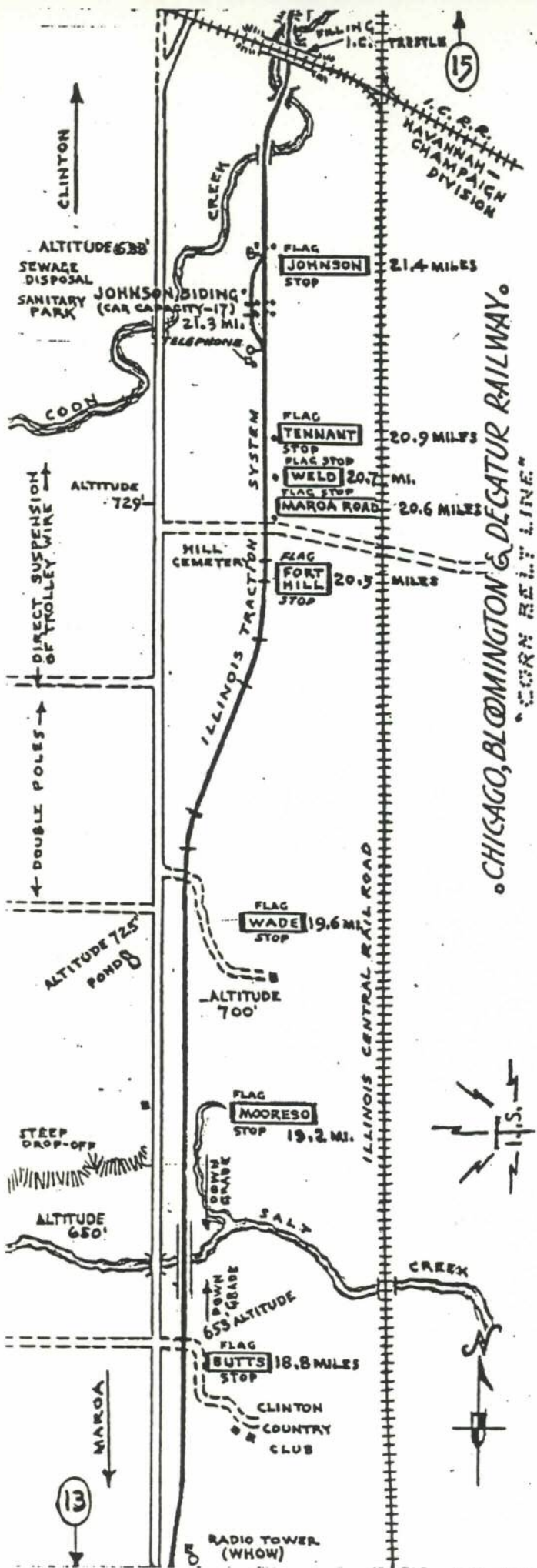


INTER-URBAN RAILWAY

"CORN BELT LINE"



CREATED SCENE
F. W. ...



WAPELLA DEPÔT

TRACK-SIDE FACADE

LARGE-SIZE RED SPALYED BRICK BASE WAINSCOTE }
 SAME MATERIAL FOR WATER-TABLE BAND. }
 WOODEN DECORATIVE BRACKETS/PROJECTING FIVES, 2, SOFFIT }
 EXTERIOR TRIM & WOODWORK PAINTED WHITE & GREEN-1,7,8,9. }
 YELLOW & GREEN-1,7,8, COLOURS, 9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63,64,65,66,67,68,69,70,71,72,73,74,75,76,77,78,79,80,81,82,83,84,85,86,87,88,89,90,91,92,93,94,95,96,97,98,99,100

OF EXCELLENT DESIGN & CONSTRUCTION.

SOUTH END ELEVATION

16

WAPELLA

"CORN BELT LINE"

FLAG STOP THORP 24.9 MI. 731' ALTITUDE

732' ALT.

SUB-STATION IN GREAT ROOMS - HIGHER LEVEL.

LOADING PLATFORM

HARRIS FLAG STOP 24.4 MI.

736' ALTITUDE

741' ALT.

735' ALTITUDE

SHELLS STOP 23.3 MILES

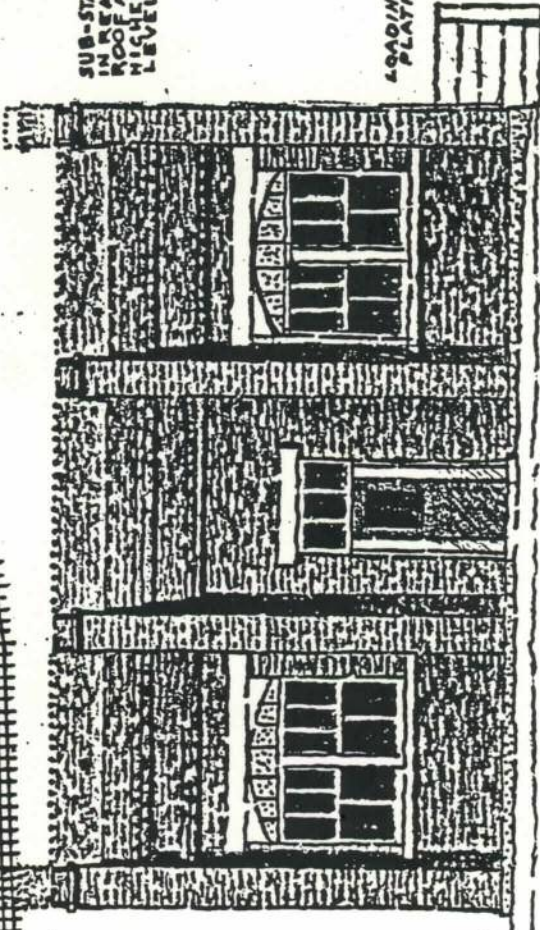
TELEPHONE SHELLS SIDING MEMORIAL (CAR CAPACITY - 13) PARK

CLINTON BRANCH 744' MARCH

REFER TO THE 4 PLATES OF CLINTON

DEPOT (AGENT) (BRICK) CLINTON 22.1 MILES HOUSE TRACK 2-CAPACITY CARS W.V.R. - 2 CAR CAPACITY GAS WORKS SPUR 1-CAR CAPACITY

14



CLINTON DEPOT. RED BRICK, STONE LINTOLS & SILLS, 4 PILASTERS-3 BAYS; 2 BANDS CORBELLED OUTWARD OF 2 COURSES EACH. WOODWORK PAINTED WHITE & GREEN. FLAT ROOF. POWER HOUSE (SUB-STATION) EAST END 300 KILO WATT CAPACITY JUNE 10, 1934. 12.50 KW. (MANUAL) SEPT. 28, 1952.

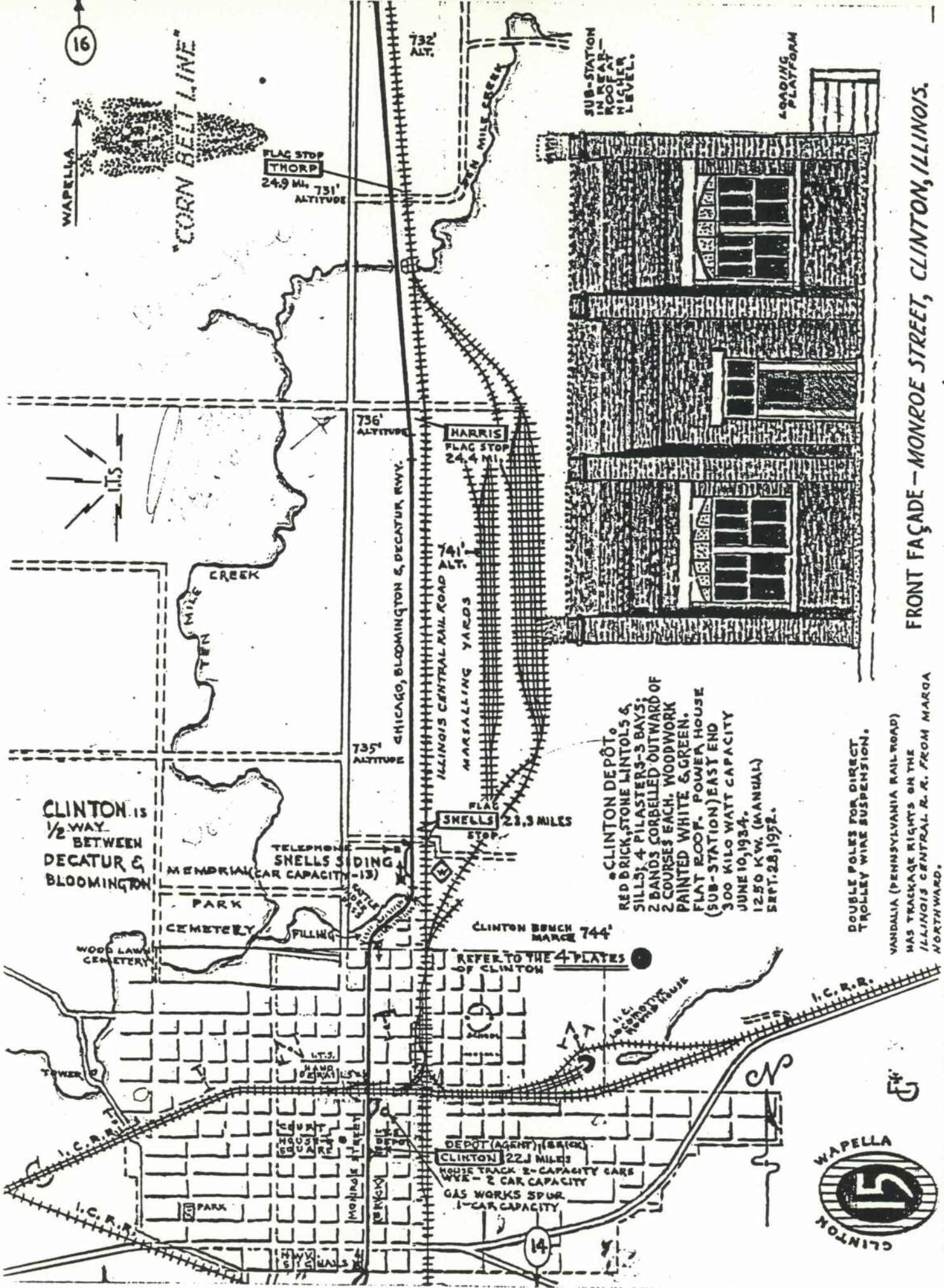
DOUBLE POLES FOR DIRECT TROLLEY WIRE SUSPENSION.

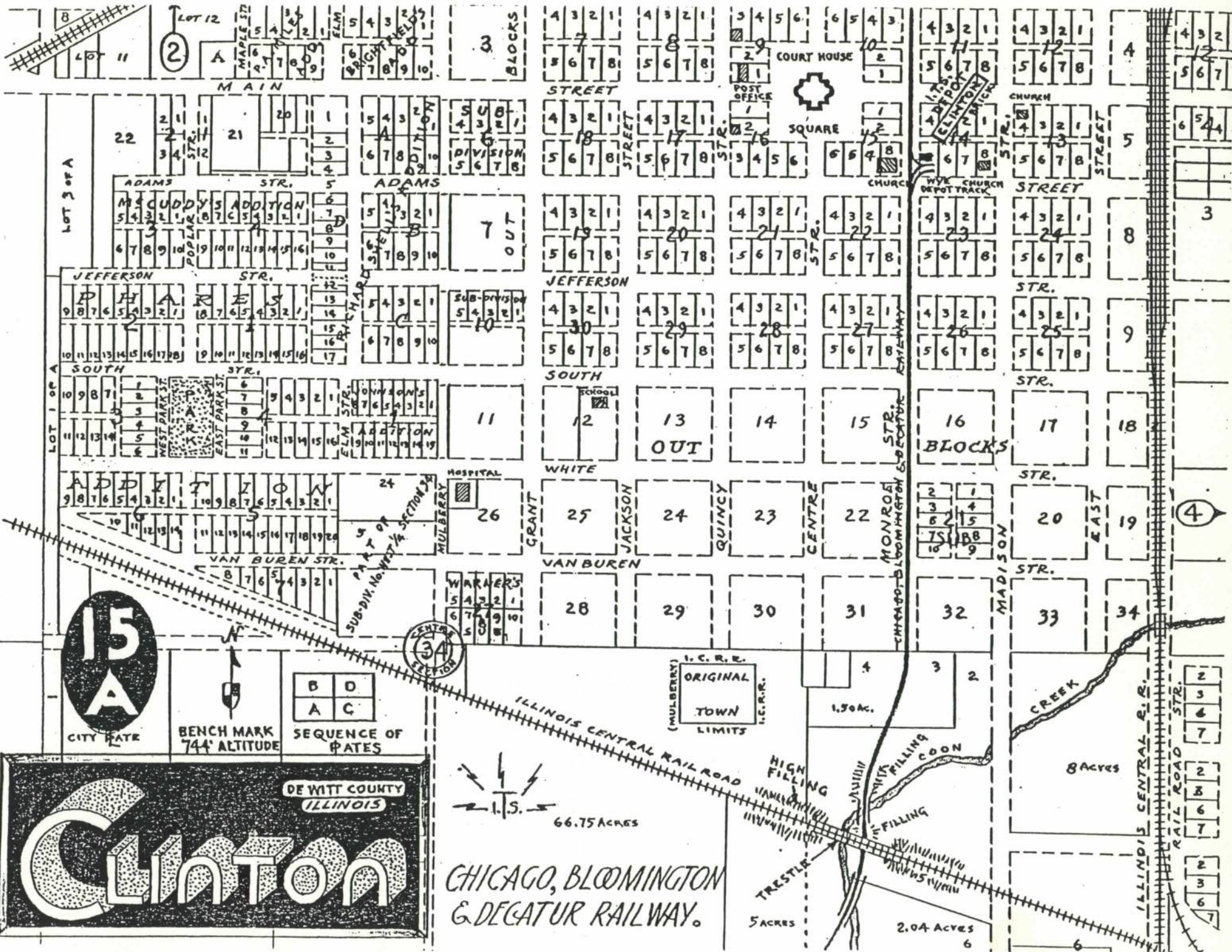
VANDALIA (PENNSYLVANIA RAILROAD) HAS TRACKAGE RIGHTS ON THE ILLINOIS CENTRAL R. R. FROM MARGA NORTHWARD.

FRONT FAÇADE - MONROE STREET, CLINTON, ILLINOIS.



INTER-URBAN RATE CHICAGO, BLOOMINGTON & DECATUR RAILWAY





15 A
CITY RATE

BENCH MARK
744' ALTITUDE

B	D
A	C

SEQUENCE OF RATES

DE WITT COUNTY
ILLINOIS

CLINTON

CHICAGO, BLOOMINGTON
& DECATUR RAILWAY.

B	D
A	C



66.75 ACRES

1. C. R. R.
ORIGINAL
TOWN
LIMITS



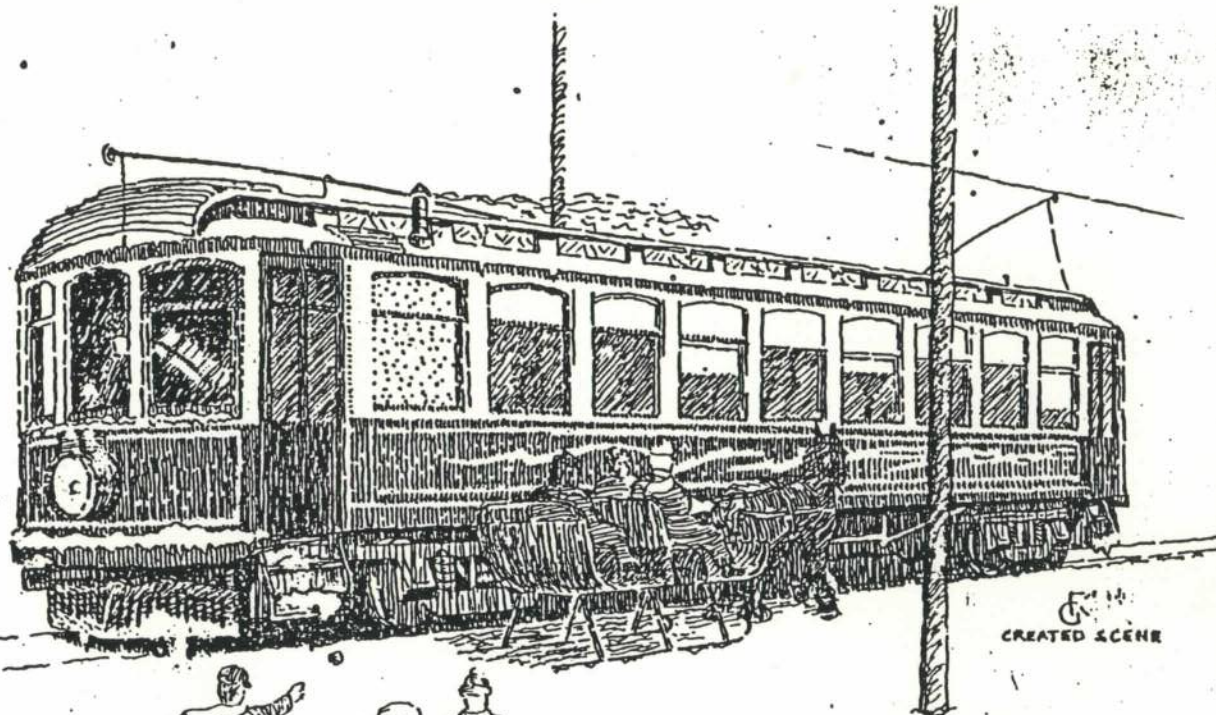
2.04 ACRES

8 ACRES

2
3
4
7
2
3
6
7
2
3
6
7

CHICAGO, BLOOMINGTON & DECATUR RAILWAY
I.T.S.

2



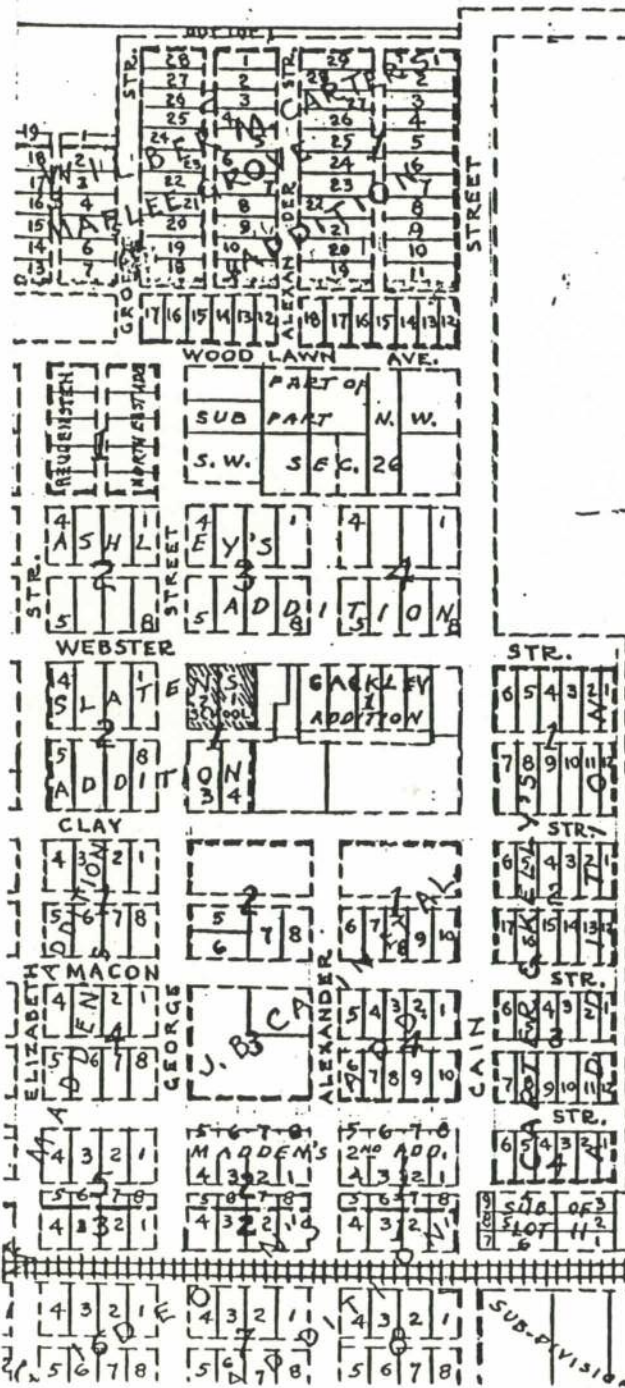
CLINTON

SEAT OF De WITT COUNTY
ILLINOIS

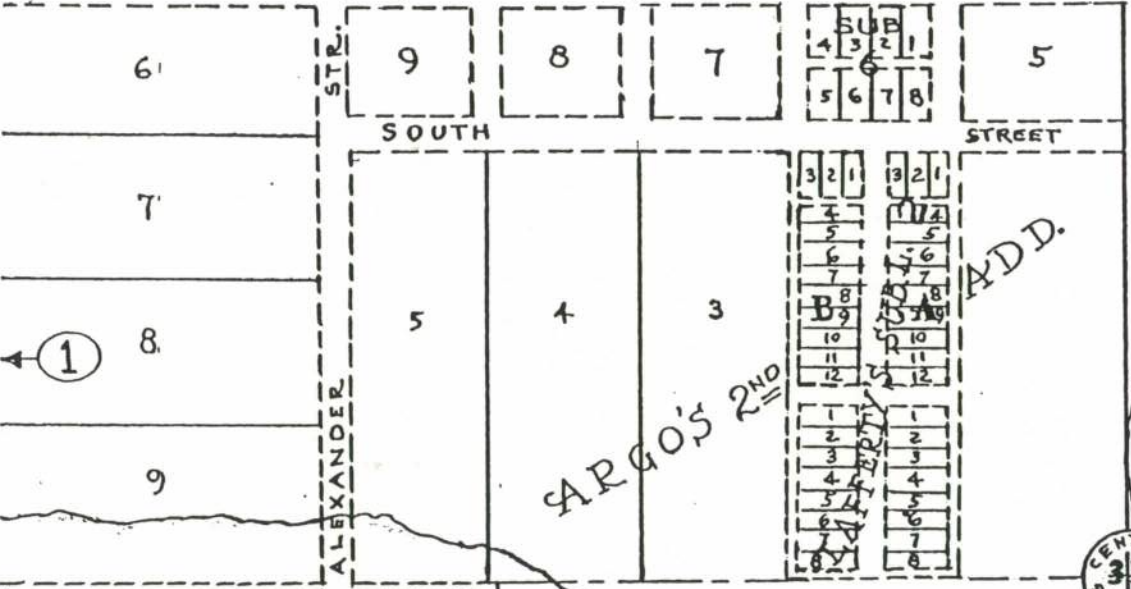
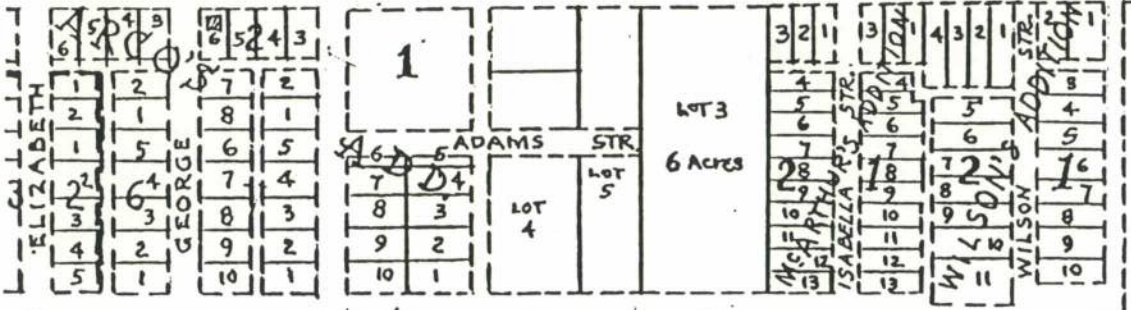


15
C

TOWN PLATE



4



CLINTON POPULATION

1890	2,598
1900	4,452
1910	5,165
1920	
1930	5,920
1940	6,331
1950	5,945



CITY RATE

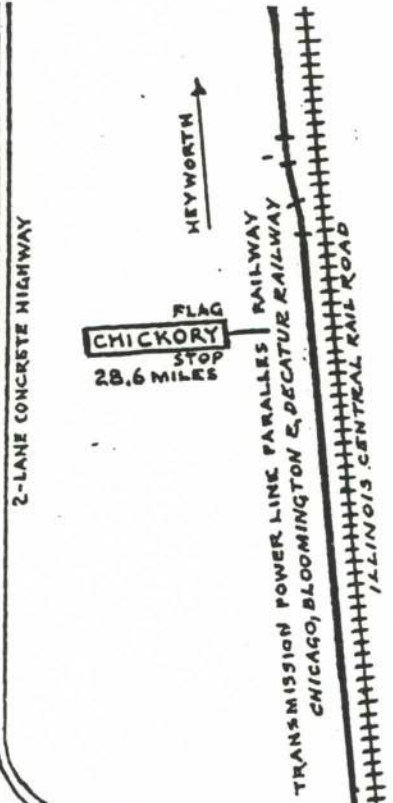
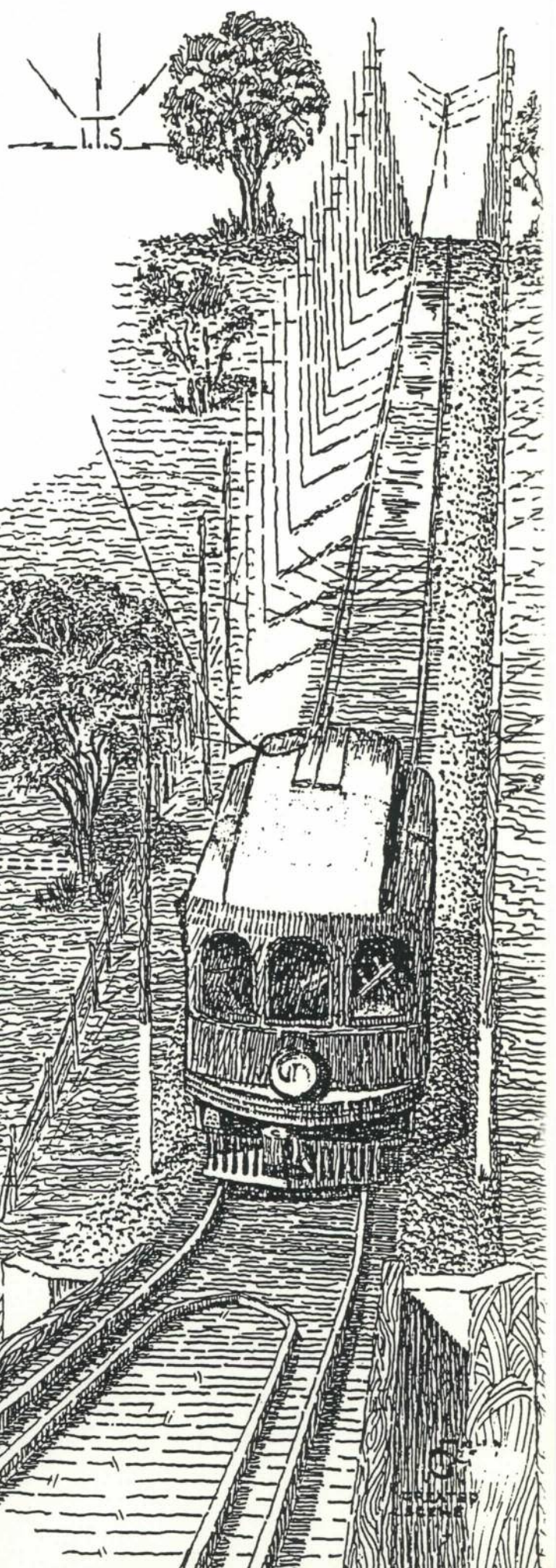
CENTRE SECTION 35

62.05 ACRES

Clinton

SEAT OF DEWITT COUNTY ILLINOIS

17



CHICAGO, BLOOMINGTON & DECATUR RAILWAY

TOWN BENCH MARK
748' ALTITUDE

WAPPELLA SIDING
3 INCHES (AGENT) BRICK
DEPOT

OUT-OF-DOORS
SUB-STATION

WAPPELLA
26.9 MILES
(CAR CAPACITY 14)

REFER TO THE
PLATES OF WAPPELLA,
16A & 16B

FLAG STOP
LEMING
26.6 MILES

DUCEY SIDING
(CAR CAPACITY 6)

DUCEY'S
FLAG STOP
26.4 MILES
744' ALT.



LIMITS

WAPPELLA

LIMITS

ELEVATOR
EL. OFFICE

16

INTER-URBAN RATE

CLINTON

25.16 MILES
FLAG
IVES
STOP

15

RAILWAYS
ILLINOIS CENTRAL (STEAM)
ILLINOIS TRACTION SYSTEM (ELECTRIC)

WAPELLA POPULATION
1900 — 442
1910 — 498
1920 — 521
1930 — 496
1940 — 496
1950 — 504

BRICK WAPELLA INTER-URBAN DEPOT
OUT-OF-DOORS SUB-STATION
CHAIN LINK FENCED.
REFER TO RATE No. 14
26.9 MILES

WAPELLA SIDING (CAR CAPACITY-14)
26.8 MILES

WALNUT STR. ONLY A PLATTED STREET OPEN TRACK.

TELEPHONE BOOTH RESERVE
SOUTH 3RD STREET WEST

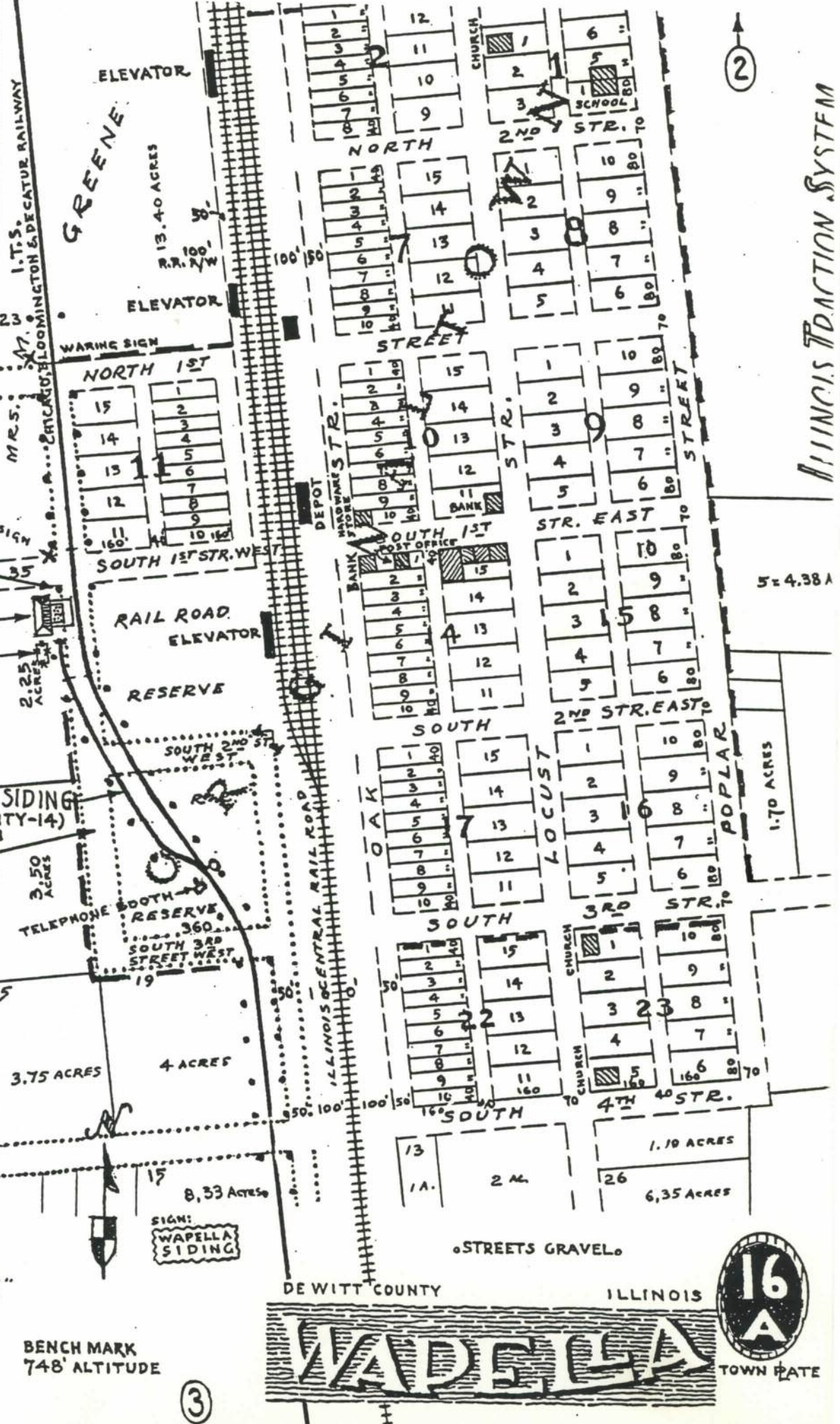
3.75 ACRES

4 ACRES

8.33 ACRES

SIGN: WAPELLA SIDING

BENCH MARK 748' ALTITUDE



ILLINOIS TRACTION SYSTEM

5 = 4.38 A

1.70 ACRES

STREETS GRAVEL

DE WITT COUNTY

ILLINOIS

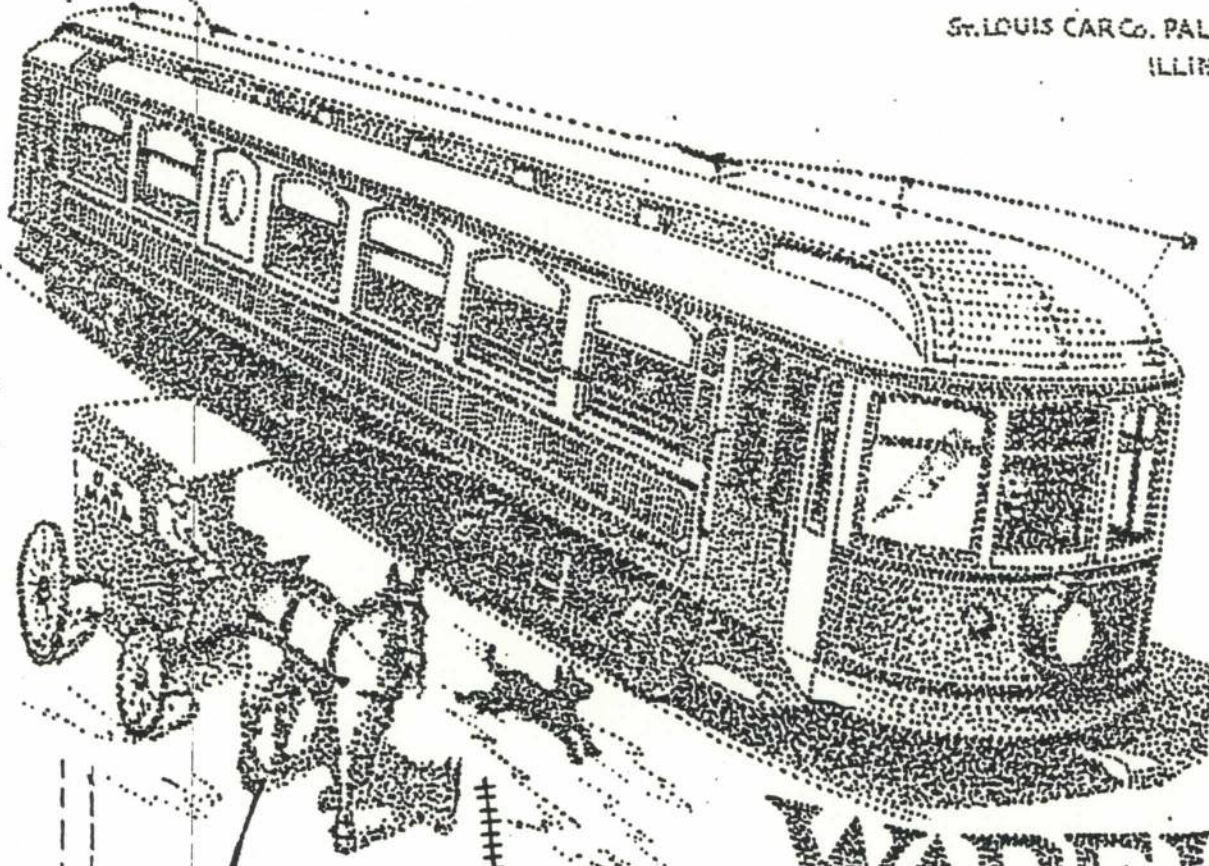
WAPELLA



TOWN PLATE

CHICAGO, BLOOMINGTON & DECATUR RAILWAY

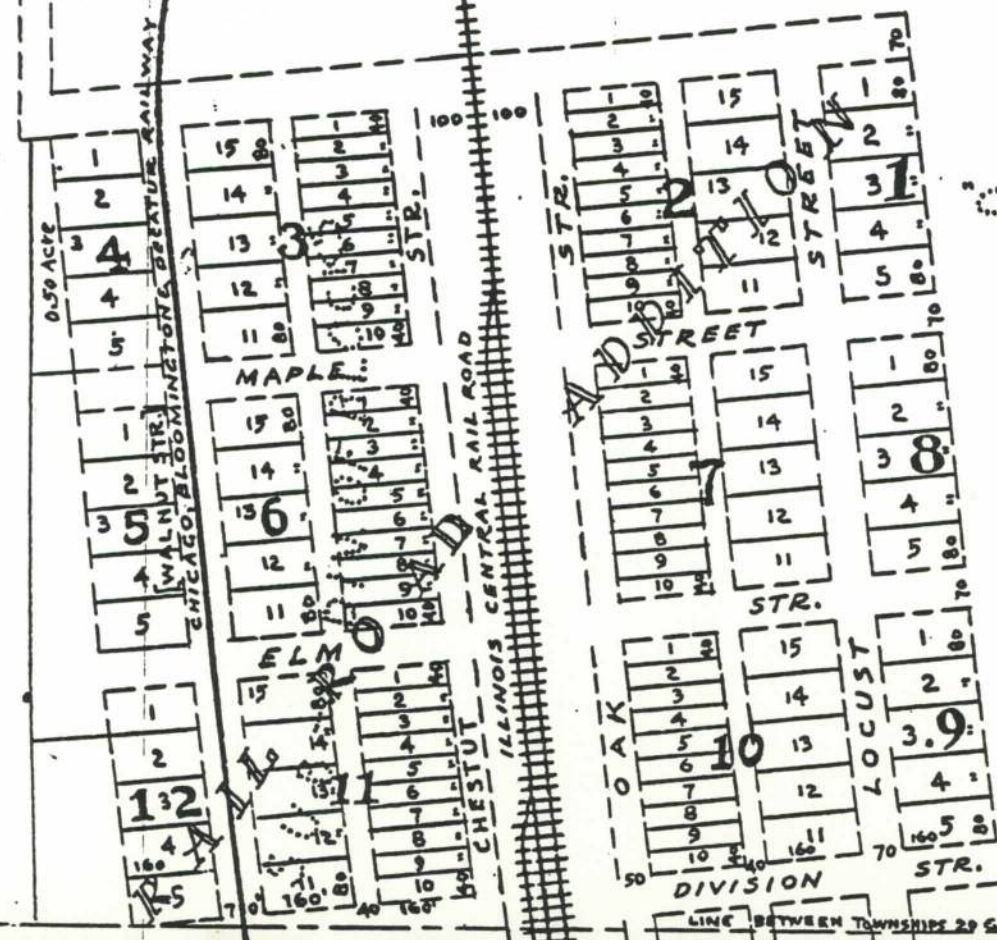
St. LOUIS CAR Co. PALACE CARS OF THE ILLINOIS TRACTION SYSTEM



CREATED SCENE
5/11

WADDELA

DE WITT COUNTY ILLINOIS



"CORN BELT LINE"



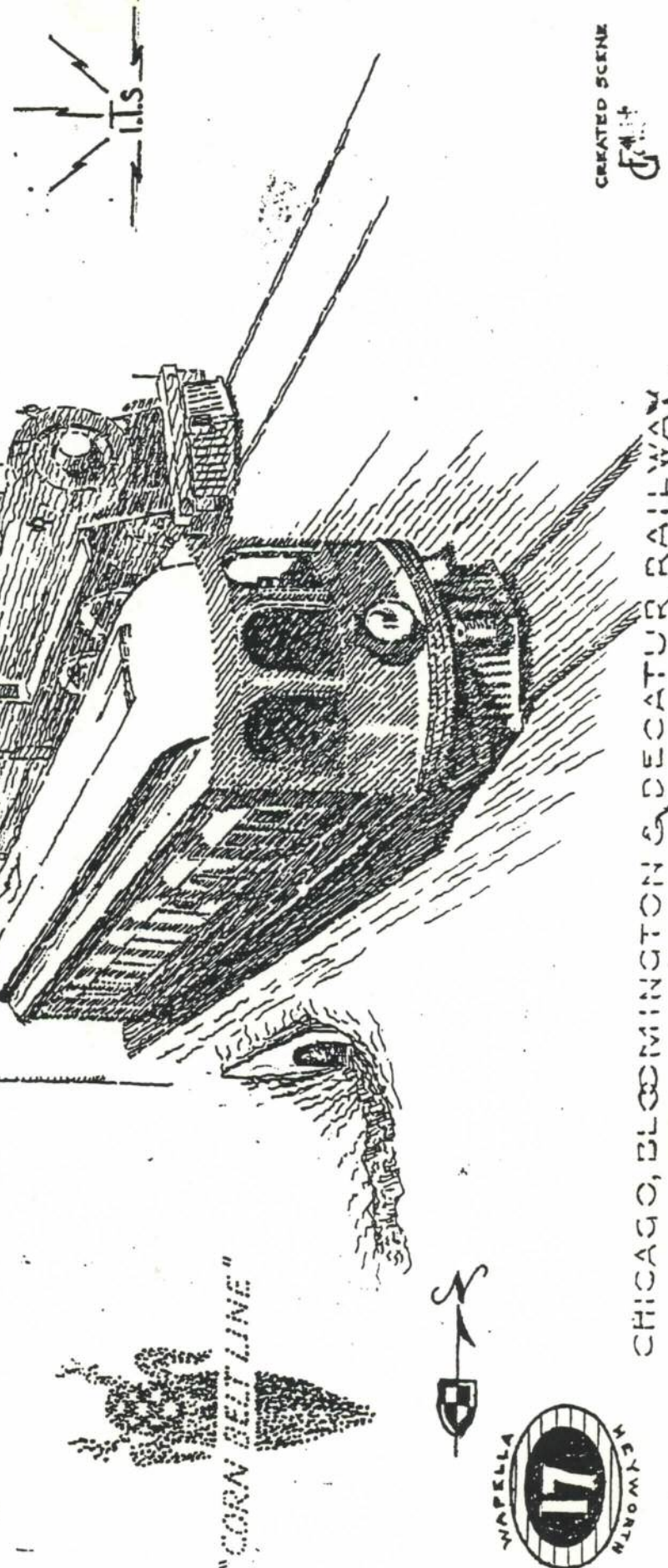
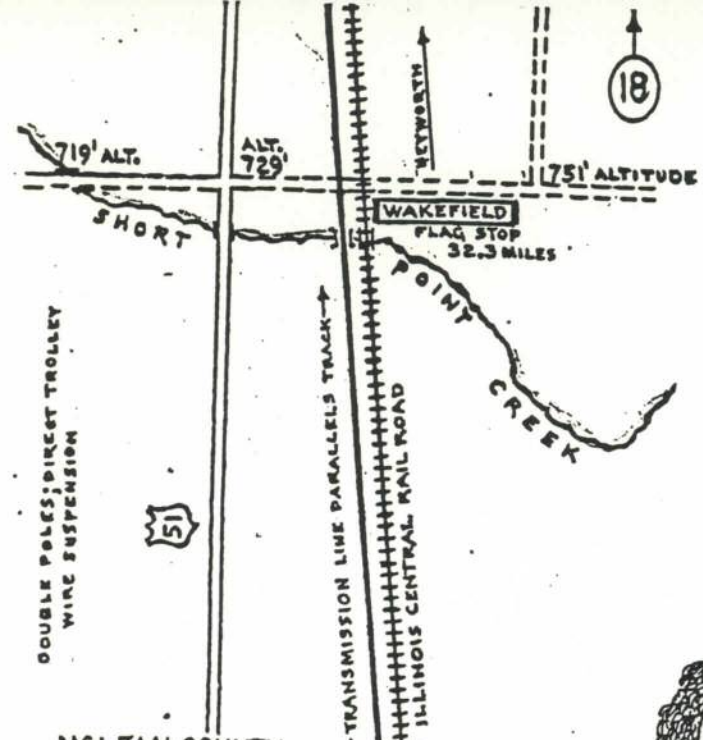
TOWN PLATE

1.17 Acres
0.50 AC.
0.50 AC.

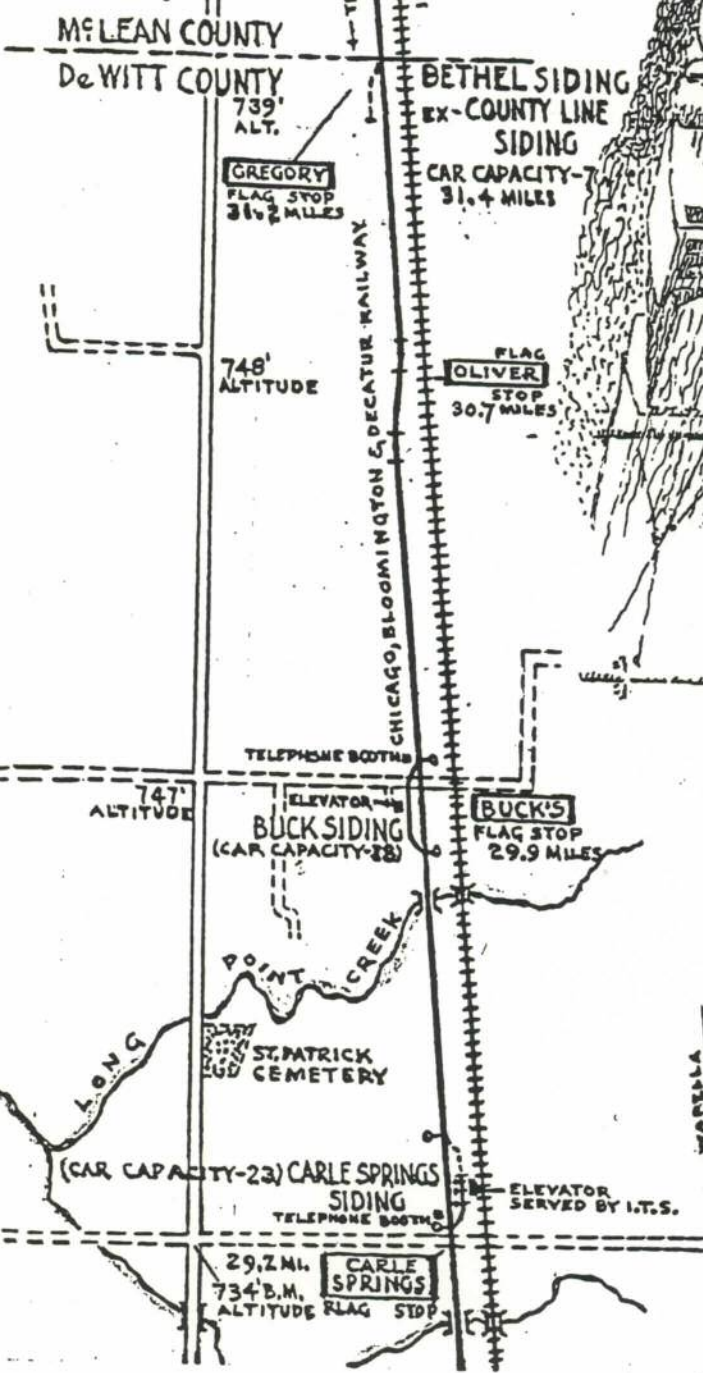
1

LINE BETWEEN TOWNSHIP 29 & 31 NORTH

CREATED SCENE
F. H. H. H.



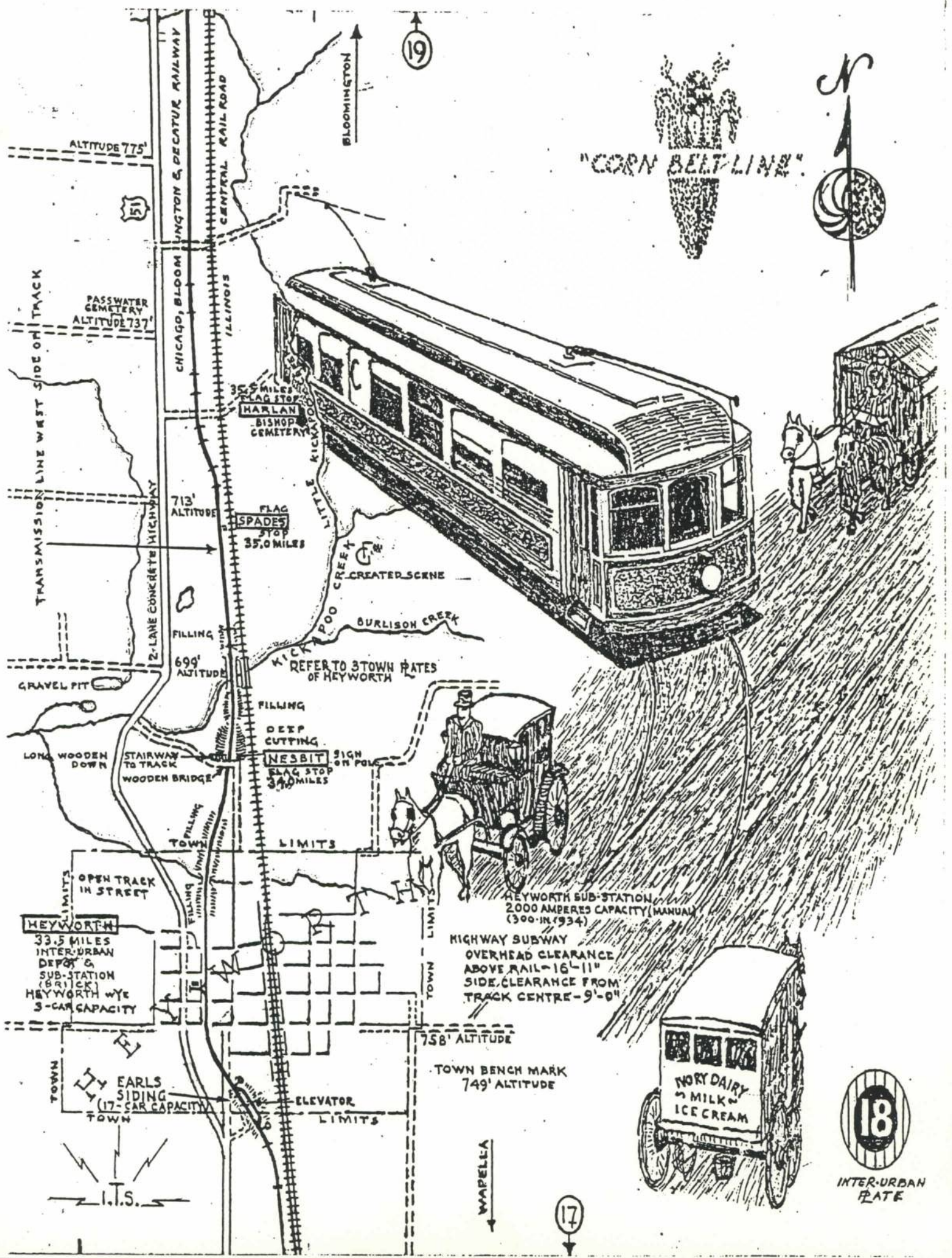
CHICAGO, BLOOMINGTON & DECATUR RAILWAY



16



INTER-URBAN RATE



19

18

INTER-URBAN RATE

17

ALTITUDE 775'

51

BLOOMINGTON

CHICAGO, BLOOMINGTON & DECATUR RAILWAY

CENTRAL RAILROAD ILLINOIS

PASSWATER CEMETERY ALTITUDE 737'

3.5 MILES FLAG STOP HARLAN BISHOP CEMETERY

FLAG SPADES STOP 35.0 MILES

LITTLE RICKYVAPOO CREEK

BURLISON CREEK

KICKAPOO CREEK

REFER TO STOWN RATES OF HEYWORTH

NESBIT FLAG STOP 34.0 MILES

GRAVEL PIT

713' ALTITUDE

FILLING

699' ALTITUDE

FILLING

DEEP CUTTING

FILLING

FILLING

FILLING

FILLING

FILLING

FILLING

FILLING

FILLING

FILLING

LONG WOODEN DOWN

STAIRWAY TO TRACK

WOODEN BRIDGE

LIMITS

HEYWORTH

33.5 MILES INTER-URBAN DEPOT & SUB-STATION (BRICK) HEYWORTH WYE 3-CAR CAPACITY

LIMITS

EARLS SIDING (17-CAR CAPACITY)

LIMITS

LIMITS

LIMITS

LIMITS

758' ALTITUDE

TOWN BENCH MARK 749' ALTITUDE

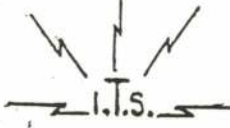
ELEVATOR

LIMITS

HEYWORTH SUB-STATION 2000 AMPERES CAPACITY (MANUAL) (300-IN (1934))

HIGHWAY SUBWAY OVERHEAD CLEARANCE ABOVE RAIL-16'-11" SIDE CLEARANCE FROM TRACK CENTRE-9'-0"

WAPELLA



COUNTY CLERK'S SUB-DIVISION OF SOUTH EAST QUARTER SECTION 33

ILLINOIS TRACTION SYSTEM

LATER, 2-LANE CONCRETE HIGHWAY

CHICAGO, BLOOMINGTON & DECATUR RAILWAY.

LINE OPENED TO DECATUR 1905.
 OPENED TO BLOOMINGTON JULY 4, 1906.
 ABANDONED FEB. 21, 1953.
 (ABORTIVE ATTEMPT TO ABANDON OCT. 19, 1942)

POPULATION 1911-681
 1922-851
 1930-959
 1950-1,072

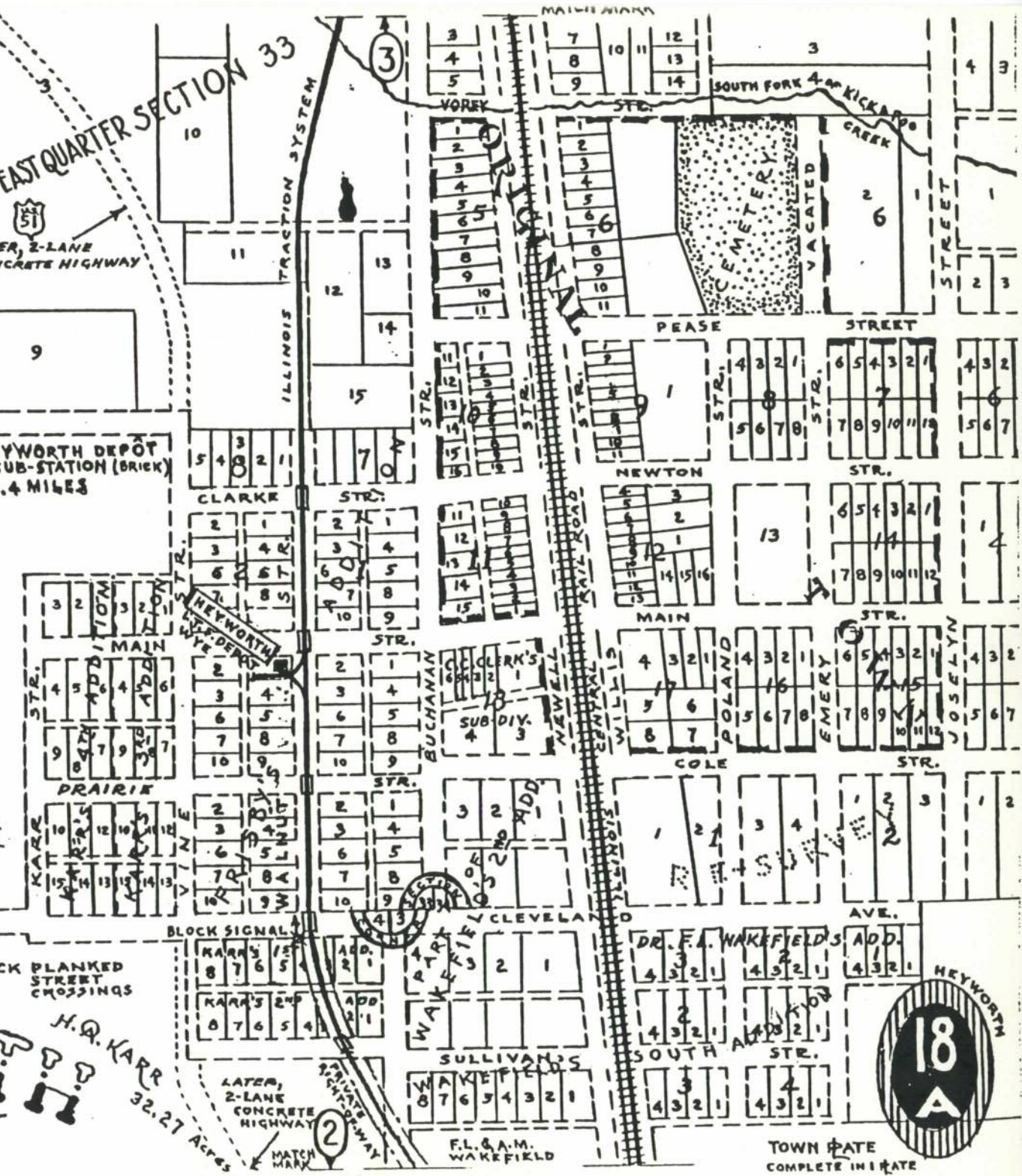
RAILWAYS - ILLINOIS CENTRAL (STEAM)
 ILLINOIS TRACTION SYSTEM (ELECTRIC)

U.S. MAIL LIMITED TRAIN No. 38-AVERAGE SPEED 39 M.P.H.

CAPACITY
 HEYWORTH SUB-STATION 1931-300 AMPERES MANUAL
 1952 2000 AMPERES MANUAL

BENCH MARK-749' ALTITUDE.

HEYWORTH DEPOT & SUB-STATION (BRICK)
 33.4 MILES



HEYWORTH

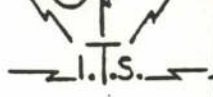
McLEAN COUNTY-ILLINOIS



TOWN RATE COMPLETE IN RATE

ALTITUDE 795'

20



BLOOMINGTON

793' ALTITUDE

39.4 MILES
FLAG STOP
BURNS

BENCH MARK

FLAG
STOP
De LANO

39.1 MILES

FLAG STOP
STINES

38.4 MILES
BENCH MARK 80'

ALTITUDE 801'

51

2-LANE CONCRETE HIGHWAY

37.8 MILES
ABANDONED 1950
RANDOLPH SIDING
(CAR CAPACITY - 11)
WOODEN
MAINTENANCE
OFF-WAY SHED

ALTITUDE 789'

STATION STOP
RANDOLPH 37.6 MILES

STATION IN STORE
(AGENCY)

FLAG STOP
RUSTS 36.6 MILES

ALTITUDE 748

HEYWORTH

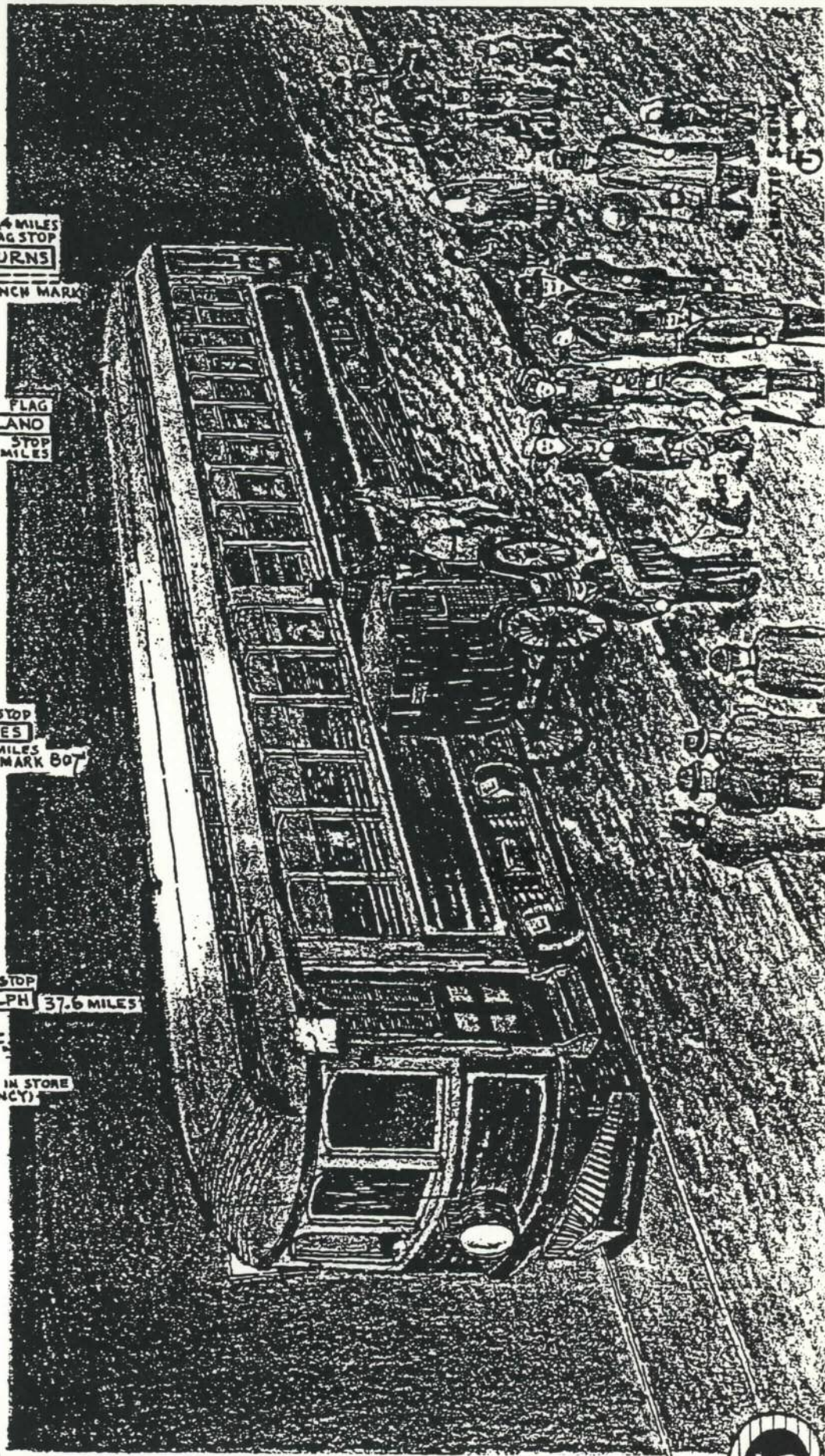
"CORN BELT LINE"



18

19

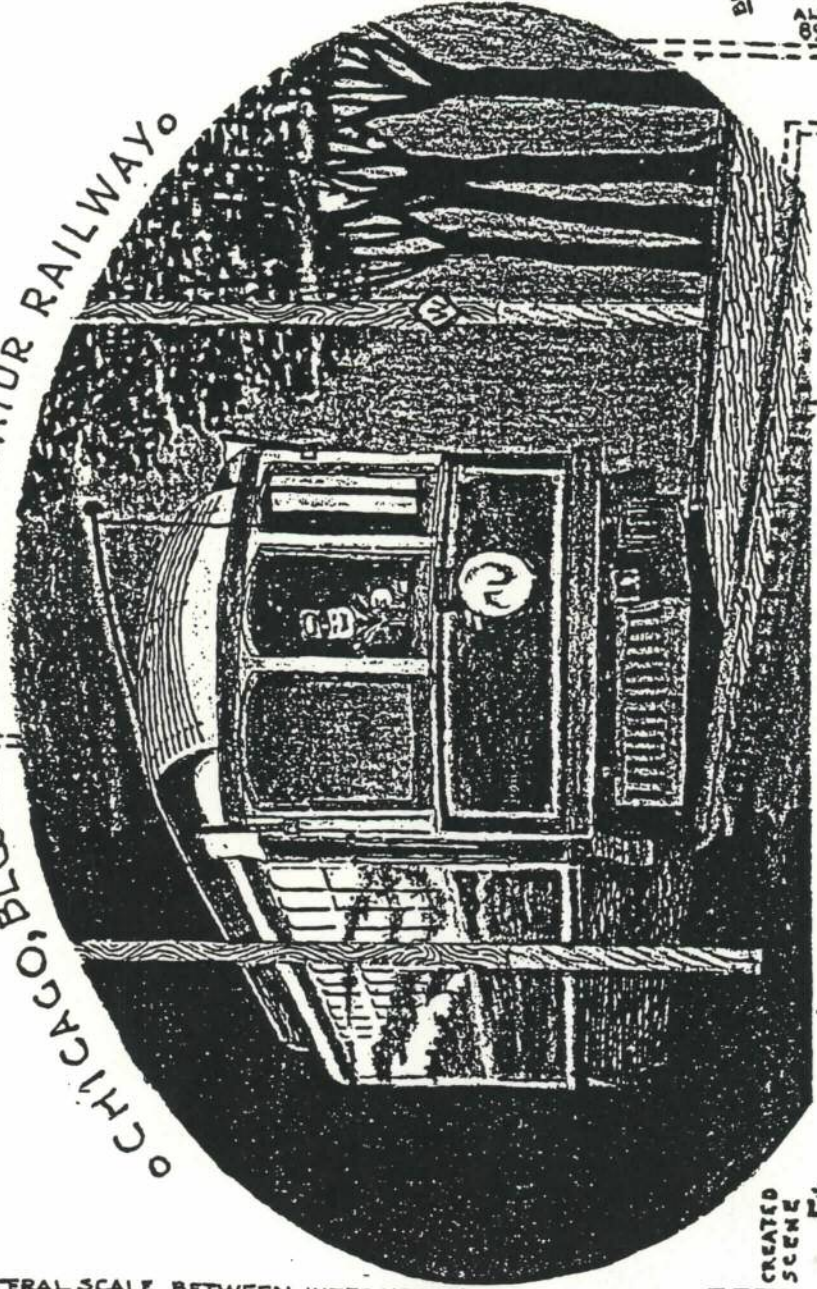
INTER-URBAN RATE



21

20

CHICAGO, BLOOMINGTON & DECATUR RAILWAY



WANIKSKA PARK
BLOOMINGTON

43.6 MI. BENDER FLAG STOP
SCRAP YARD SPUR
ALT. 857' BENCH MARK
ILLINOIS CENTRAL CONNECTION 43.9 MILES
PRICE CEMETERY

PRICE SIDING
7 CAR CAPACITY
43.2 MILES
TELEPHONE BOOTH

FLAG BUNN STOP
43.4 MILES

BENDER
42.7 MILES FLAG STOP
HAMILTON

865' ALT. BENCH MARK
INTER-URBAN RATE

WOODRICK FLAG STOP
42.4 MILES

TRANSMISSION POWER LINK
PARALLELS INTER-URBAN TRACKS

ILLINOIS CENTRAL RAIL ROAD

793' ALTITUDE

NORTH

809' ALTITUDE

CURVE ROAD FLAG STOP
41.4 MILES

BLOOMING GROVE CEMETERY

813' ALTITUDE BENCH MARK

772' ALTITUDE

TELEPHONE BOOTH

HENDRIX FLAG STOP
40.8 MILES

HENDRIX SIDING
CAR CAPACITY-29
LONGEST SIDING ONLINE

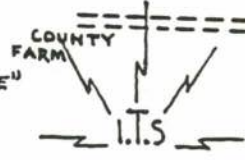
767' ALTITUDE

2-LANE CONCRETE HIGHWAY

HEYWORTH

GENERAL
LATERAL SCALE BETWEEN INTER-URBAN LINE AND ILLINOIS CENTRAL R.R. IS LARGER TO EMPHASISE INTER-URBAN TRACK CURVATURE

CHANGES OF SCALE
DECATUR-TO-MAROA (NO. 11 TO NO. 12)
MAROA-TO-BLOOMINGTON (NO. 13 TO NO. 20)
BLOOMINGTON (NO. 21)



35

19

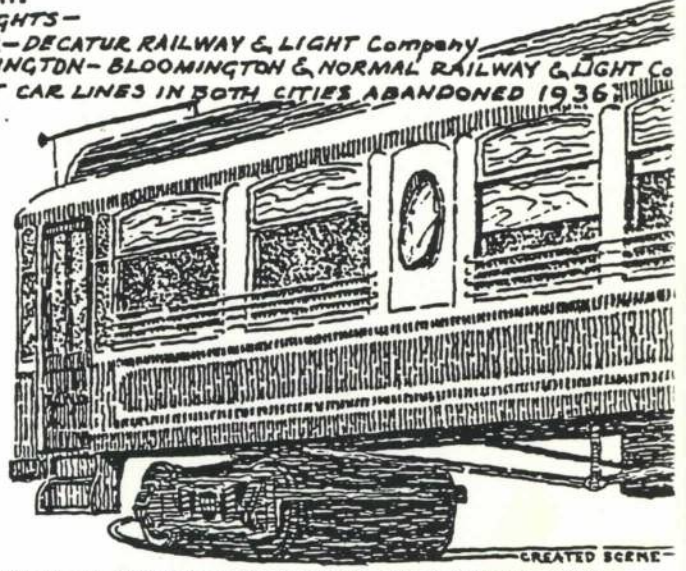


CHICAGO, BLOOMINGTON & DECATUR RAILWAY

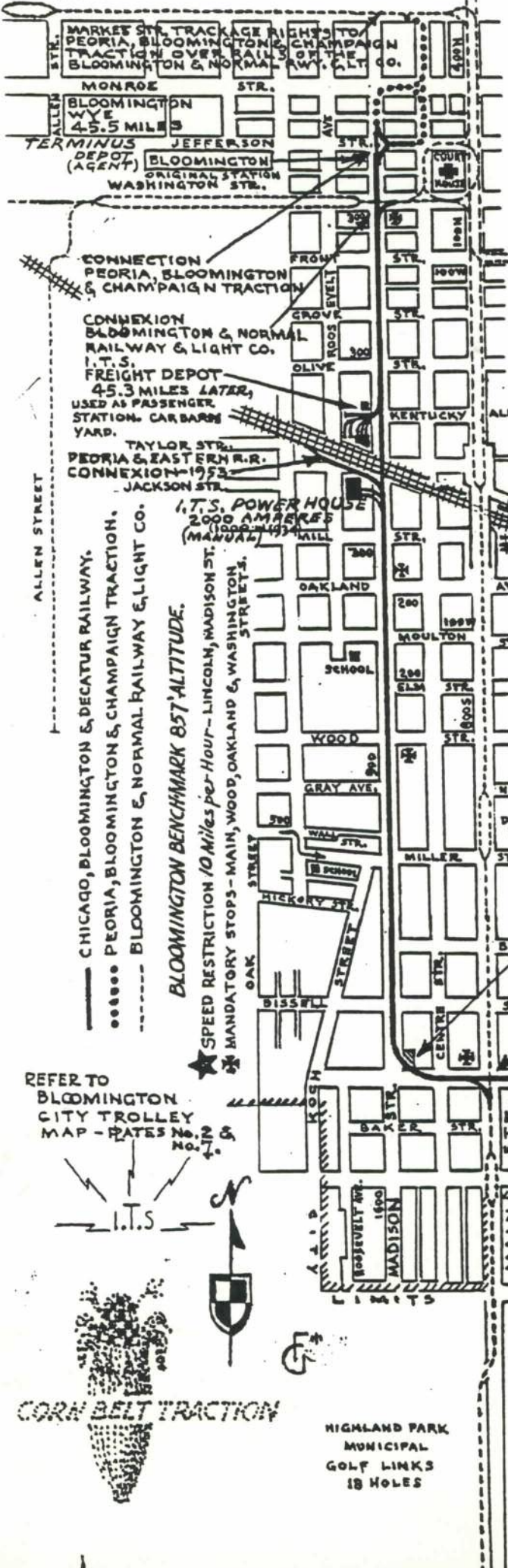
INCORPORATED APRIL 25, 1906 - EFFECTIVE DEC. 27, 1903
 OPENED - DECATUR TO CLINTON 1905
 OPENED - CLINTON TO BLOOMINGTON JULY 4, 1906
 DEED OF SALE JAN. 1, 1910 TO BLOOMINGTON, DECATUR & CHAMPAIGN RAIL ROAD
 CONSOLIDATED WITH OTHER RAILWAYS TO FORM ILLINOIS TRACTION, INC., MAY 23, 1923.
 LEASED AS OF JAN. 1, 1928 TO ILLINOIS TERMINAL COMPANY.
 NAMED CHANGED JAN. 22, 1937 TO ILLINOIS TERMINAL RAIL ROAD.

ALL SERVICE ABANDONED FORSYTHE TO BLOOMINGTON, FEBRUARY 21, 1953
 INTER-URBAN PASSENGER SERVICE ABANDONED DECATUR NORTH JUNCTION TO FORSYTHE APRIL 2, 1953.
 SIDE TRACK OPERATION DECATUR - CRAWFORD SIDING RETAINED FOR DIESEL FREIGHT.

TRACKAGE RIGHTS -
 IN DECATUR - DECATUR RAILWAY & LIGHT COMPANY
 IN BLOOMINGTON - BLOOMINGTON & NORMAL RAILWAY & LIGHT CO.
 STREET CAR LINES IN BOTH CITIES ABANDONED 1936



CREATED SCENE

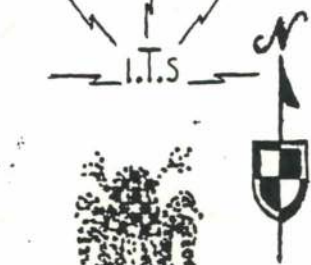


CHICAGO, BLOOMINGTON & DECATUR RAILWAY.
 PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION.
 BLOOMINGTON & NORMAL RAILWAY & LIGHT CO.

BLOOMINGTON BENCHMARK 857' ALTITUDE.

SPEED RESTRICTION 10 Miles per Hour - LINCOLN, MADISON ST.
 MANDATORY STOPS - MAIN, WOOD, OAKLAND & WASHINGTON STREETS.

REFER TO BLOOMINGTON CITY TROLLEY MAP - RATES 20¢ 1/2 IN



CORN BELT TRACTION

HIGHLAND PARK MUNICIPAL GOLF LINKS 18 HOLES

CORNER LOT - PROPERTY OF CHICAGO, BLOOMINGTON & DECATUR RAILWAY.
 SOUTH MAIN STREET 44.5 MILES
 CONNEXION - BLOOMINGTON & NORMAN RAILWAY & LT.

ILLINOIS TRACTION SYSTEM BLOCK SIGNAL TELEPHONE BOOTH
 BAKER STR.
 STEWART STR.
 INDUSTRIAL SPUR AT 6' HIGHER ELEVATION GATES
 JUNKYARD SPUR
 LA FAYETTE

"BIG 4" INTER-CHANGE (PEORIA & EASTERN R.R.)

ILLINOIS POWER CO. SUB-STATION SPUR

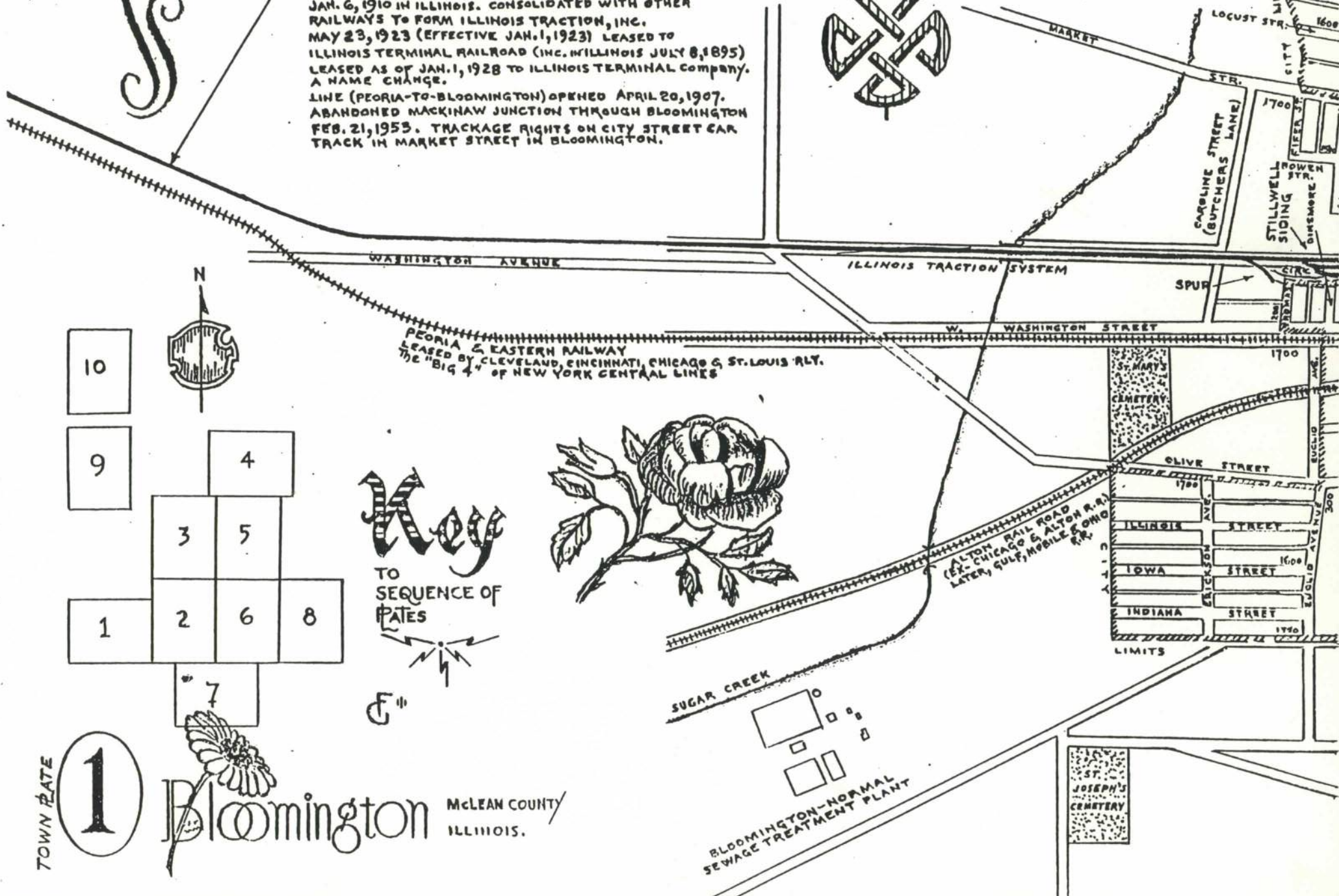
DEAN SIDING 43.8 MILES (18-CAR CAPACITY)



DECATUR

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION
 INCORPORATED IN ILLINOIS APRIL 18, 1905
 MARCH 23, 1912 DEED OF SALE TO
 ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD INCORPORATED
 JAN. 6, 1910 IN ILLINOIS. CONSOLIDATED WITH OTHER
 RAILWAYS TO FORM ILLINOIS TRACTION, INC.
 MAY 23, 1923 (EFFECTIVE JAN. 1, 1923) LEASED TO
 ILLINOIS TERMINAL RAILROAD (INC. ILLINOIS JULY 8, 1895)
 LEASED AS OF JAN. 1, 1928 TO ILLINOIS TERMINAL COMPANY.
 A NAME CHANGE.
 LINE (PEORIA-TO-BLOOMINGTON) OPENED APRIL 20, 1907.
 ABANDONED MACKINAW JUNCTION THROUGH BLOOMINGTON
 FEB. 21, 1953. TRACKAGE RIGHTS ON CITY STREET CAR
 TRACK IN MARKET STREET IN BLOOMINGTON.

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Key
 TO
 SEQUENCE OF
 PAGES



E



TOWN RATE

1



Bloomington

McLEAN COUNTY ILLINOIS.

BLOOMINGTON-NORMAL
 SEWAGE TREATMENT PLANT

ST. JOSEPH'S
 CEMETERY

3
TOWN RATE

Bloomington
COUNTY SEAT. CITY

MC LEAN COUNTY
ILLINOIS

Normal
VILLAGE

1950 POPULATION - 34,160
POSTAL OFFICE
RAILWAYS - I.C., C.C. & ST. L.,
ALTON, N.M.P.
INTER-URBAN - I.T.S.
TOTAL OF 4 R.R. DEPOTS

1950 POPULATION - 9,772
POSTAL OFFICE
RAILWAYS - I.C., ALTON,
I.N.R. DEPOT

ALTITUDE (BENCH MARK)
829' DATUM IS MEAN
SEA LEVEL

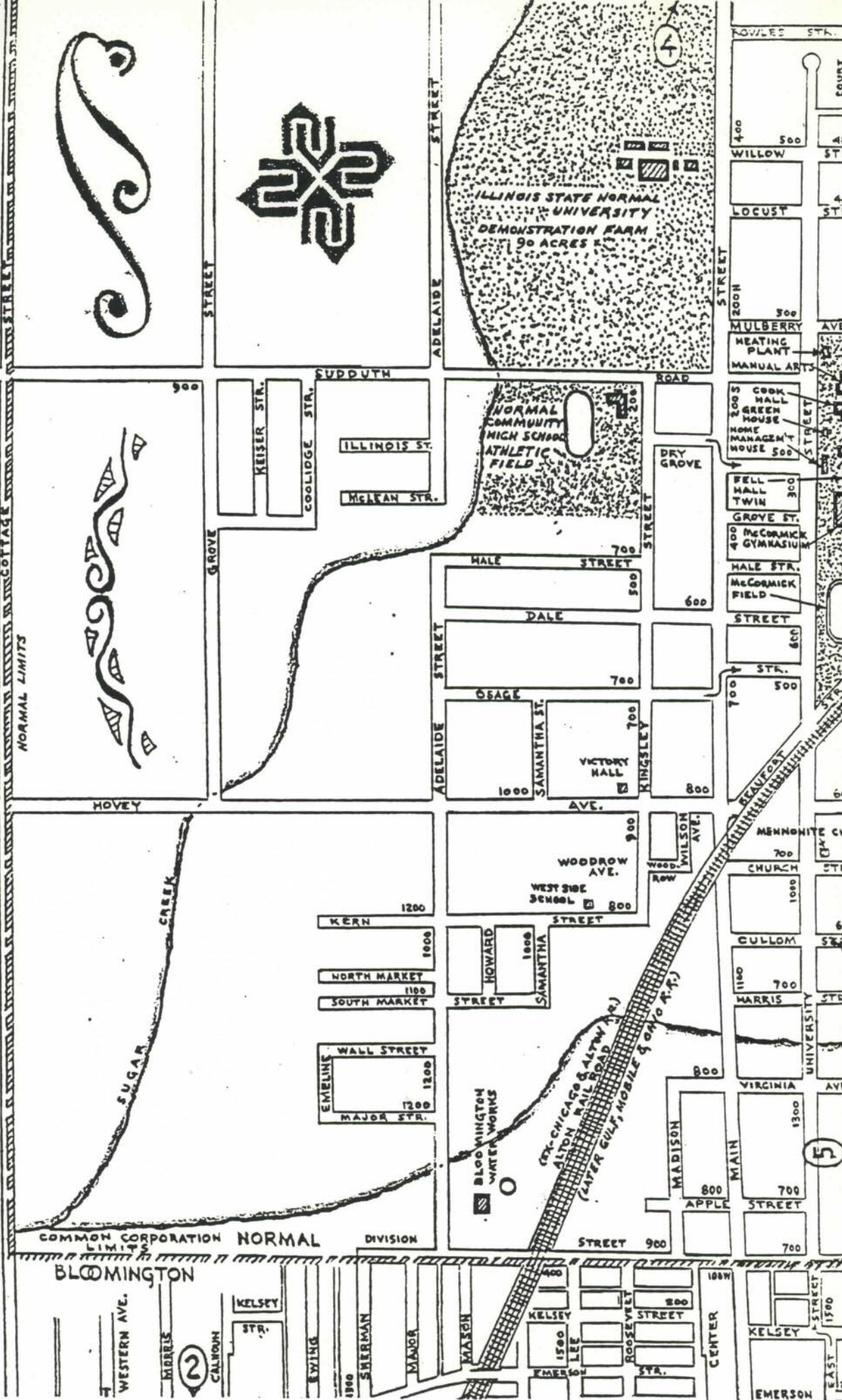


HOVEY

NORMAL LIMITS

COMMON CORPORATION NORMAL DIVISION

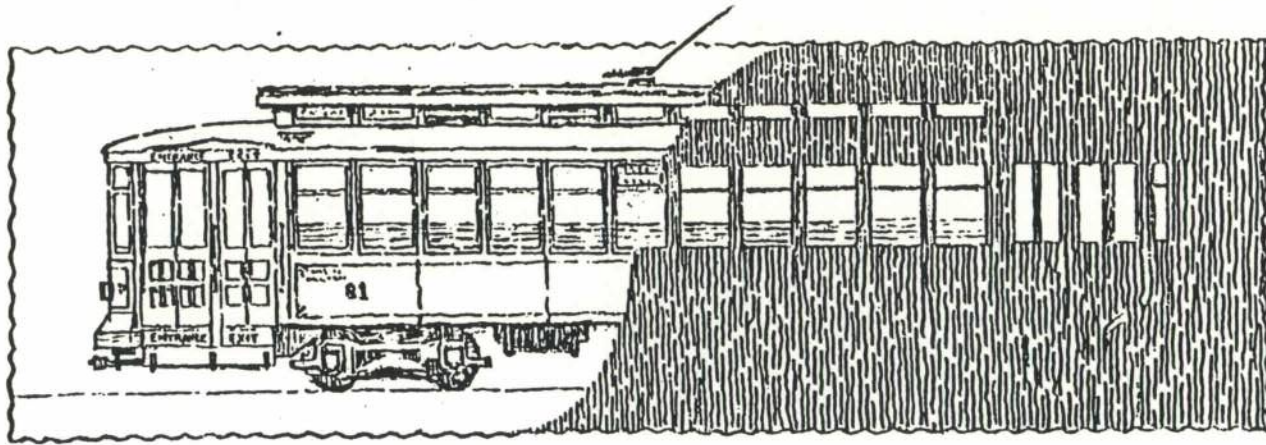
BLOOMINGTON



2

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No. 81 1 of 3 DOUBLE-TRUCK CARS. LATER USED ON ILLINOIS TERMINAL'S DANVILLE SUBURBAN LINES. RE-NUMBERED 401-403.

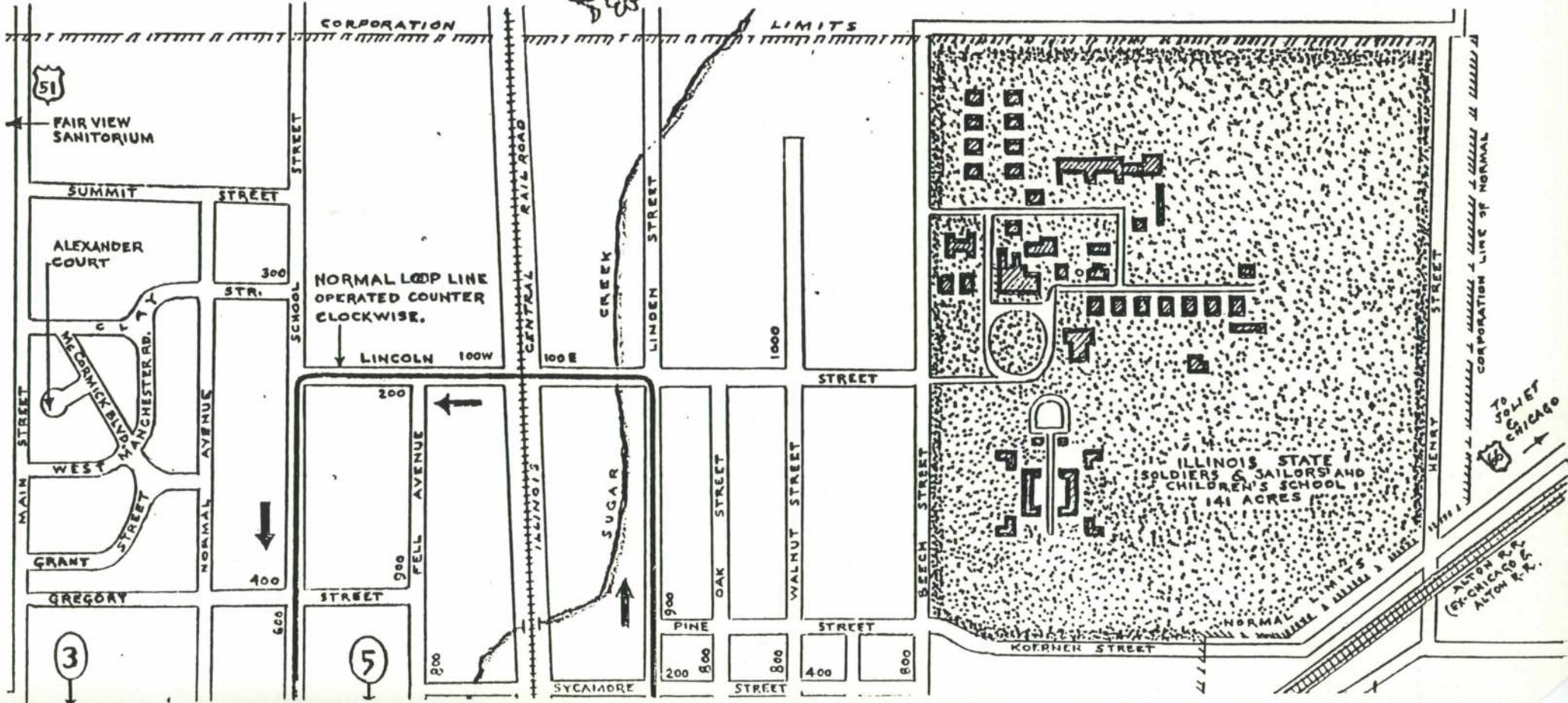
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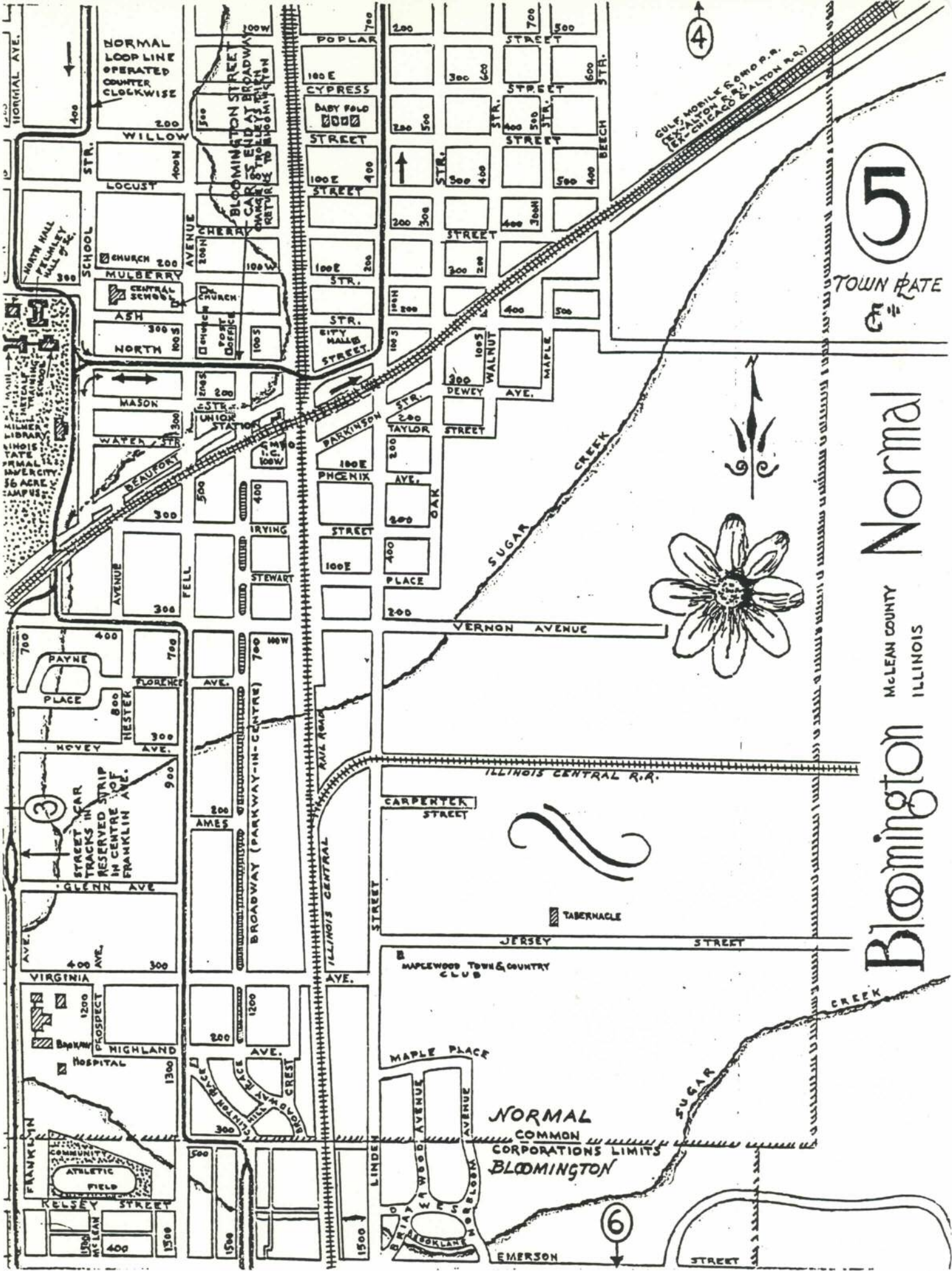
TOWN RATE



Bloomington McLEAN COUNTY Normal

ILLINOIS

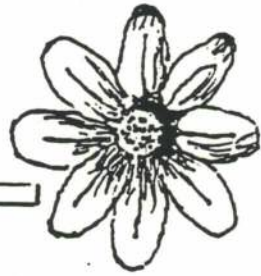




4

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TOWN RATE
Ct



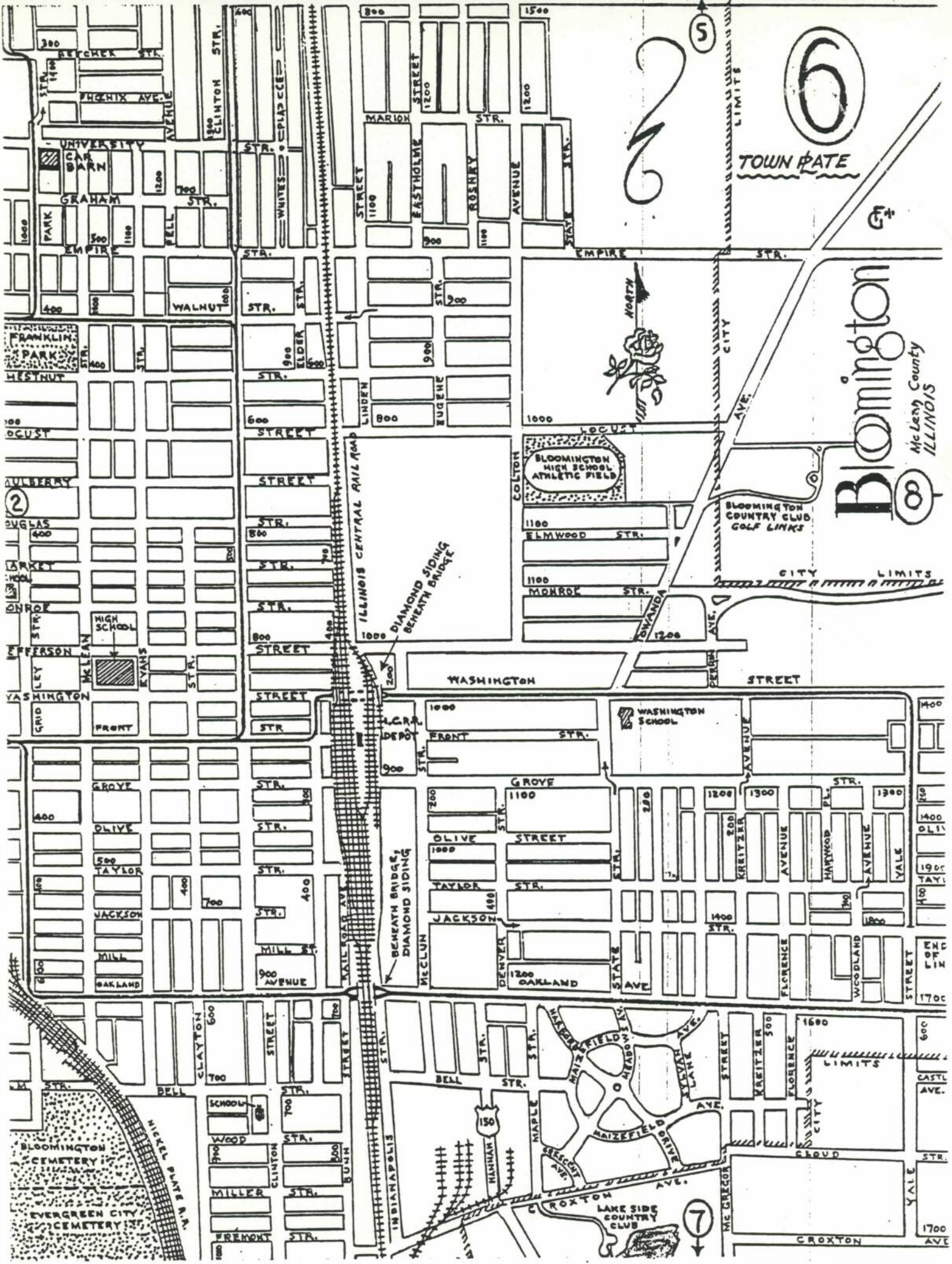
Normal

MCLEAN COUNTY
ILLINOIS

Bloomington

NORMAL
COMMON
CORPORATIONS LIMITS
BLOOMINGTON

6



TOWN RATE

Bloomington
McLean County
ILLINOIS



BLOOMINGTON HIGH SCHOOL ATHLETIC FIELD

BLOOMINGTON COUNTRY CLUB GOLF LINKS

DIAMOND SIDING
BENEATH BRIDGE

BENEATH BRIDGE
DIAMOND SIDING

LAKE SIDE COUNTRY CLUB

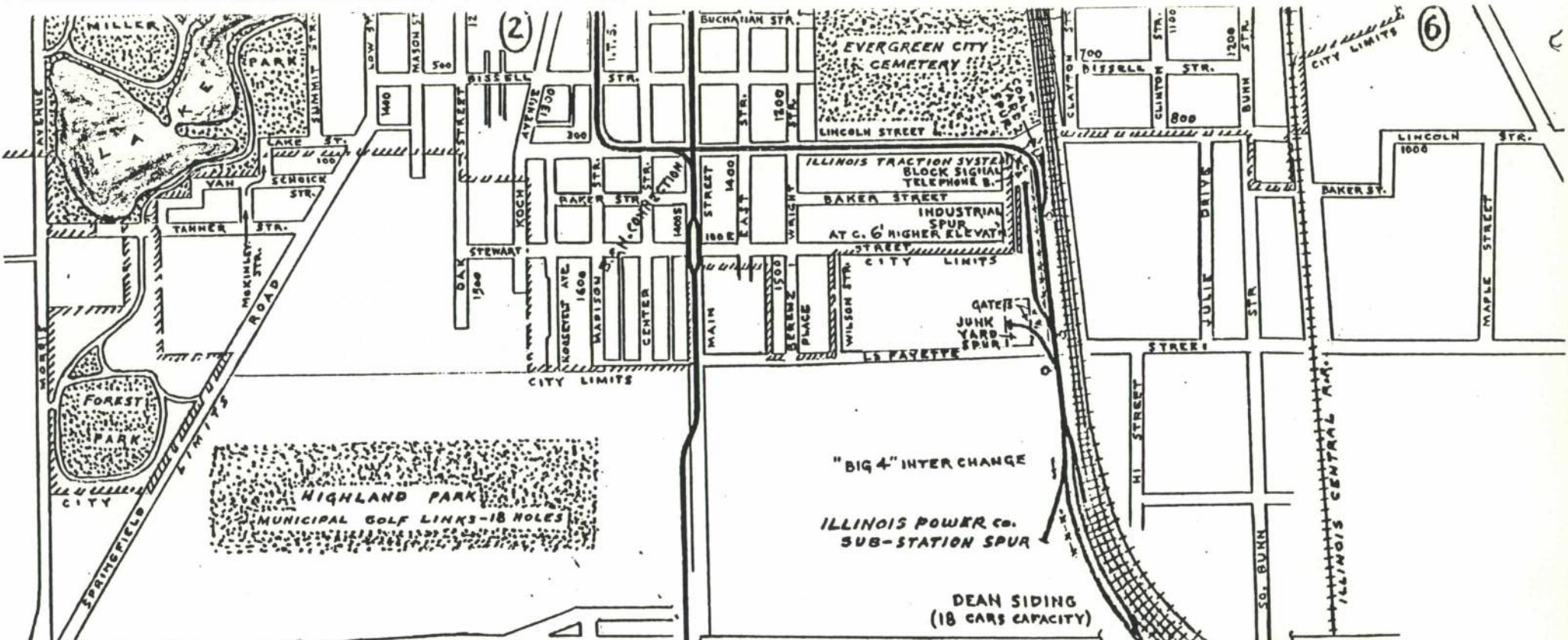
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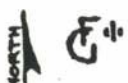
156



66 THIS SUPER HIGHWAY DID NOT EXIST AT THE TIME THAT STREET CARS OPERATED.

Bloomington McLEAN COUNTY, ILLINOIS.

7



CORN BELT TRACTION

CHICAGO, BLOOMINGTON & DECATUR RAILWAY INCORPORATED APRIL 25, 1906.
 OPENED DECATUR-TO-BLOOMINGTON JULY 4, 1906. (EFFECTIVE DEC. 27 1903.)
 BEED OF SALE TO BLOOMINGTON, DECATUR & CHAMPAIGN RAILROAD, JANUARY 1, 1910.
 CONSOLIDATED WITH OTHER RAILWAYS TO FORM ILLINOIS TRACTION, INC., MAY 23, 1923.
 LEASED AS OF JAN. 1, 1928 TO ILLINOIS TERMINAL Co. NAME CHANGED JAN. 22, 1937
 ILLINOIS TERMINAL RAIL ROAD



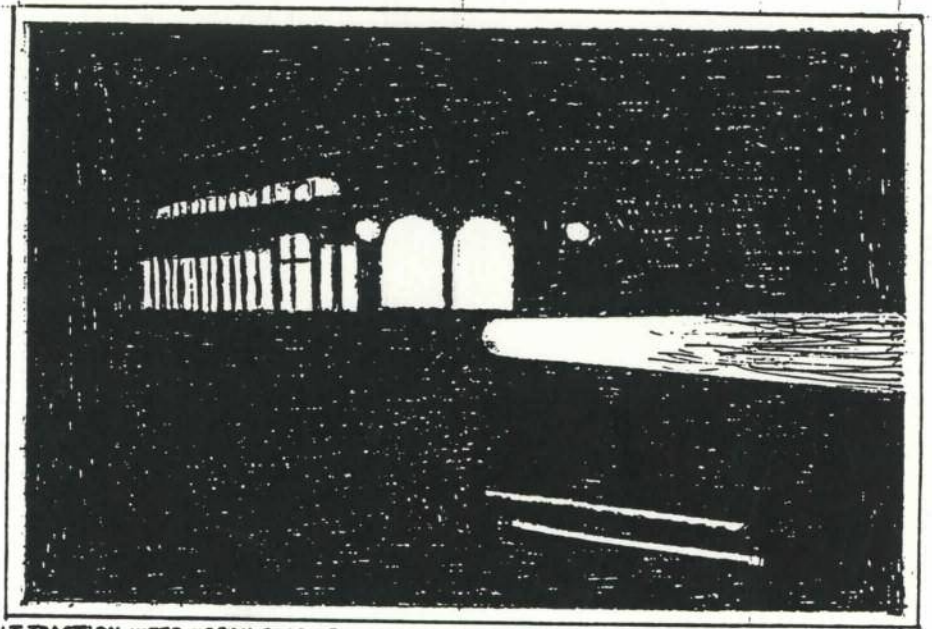
LAST TRAIN OPERATED
 MACKINAW-THROUGH BLOOMINGTON
 TO DECATUR. FEB. 21, 1953.

PRICE SIDING
 (CAR CAPACITY-7)

(N.Y. CHI. & ST. L. R.R.)
 NICKEL PLATE R.R. TO PAXTON
 ILLINOIS CENTRAL
 CONNECTION
 (15 CARS CAPACITY)

I.T.S. BLOCK
 SIGNAL
 35-23
 AT DECATUR

TOWN DATE



CORN BELT TRACTION INTER-URBAN PASSING SIDING.

E 11

BLOOMINGTON & NORMAL RAILWAY, ELECTRIC & HEATING CO.
 CHARTERED FOR 50 YEARS. FRANCHISES PERPETUAL.
 A CONSOLIDATION JUNE 1, 1902 OF
 BLOOMINGTON & NORMAL RAILWAY Co.
 BLOOMINGTON ELECTRIC LIGHT Co.
 CITY DISTRICT HEATING Co.

THIS COMPANY OPERATES THE STREET RAILWAY SYSTEM; FURNISHES STEAM POWER, ELECTRIC POWER, ELECTRIC LIGHTS, HOT WATER, HEAT AND COMPRESSED AIR.
 ENTIRE CAPITAL STOCK OF THIS COMPANY ACQUIRED BY ILLINOIS TRACTION Co., JAN. 1906.
 PLANT & EQUIPMENT:— MILES OF TRACK (ELECTRIC) 22. MAIN LINE 20 + 2 SIDING.
 GAUGE 4'-8 1/2" 45lb, 60lb, 70lb, T-RAIL.
 ROLLING STOCK: 33 CARS— 30 MOTOR CARS & 3 TRAILERS, AMERICAN (ST. LOUIS, MO.) & ROCHER CARS, PECKHAM TRUCKS.

REACHES SUMMER THEATRE—HOUGHTON'S PARK.
 GENERAL OFFICE, POWER HOUSE & REPAIR SHOP—BLOOMINGTON.
 Wm. B. MCKINLEY—PRES'T.

—from "AMERICAN STREET RAILWAY INVESTMENTS 1906"
 MCGRAW PUBLISHING Co. NEW YORK, N.Y.

BLOOMINGTON & NORMAL RAILWAY & LIGHT Co.
 A CONSOLIDATION OF THE BLOOMINGTON & NORMAL RAILWAY, ELECTRIC & HEATING Co.
 AND THE CONSUMER LIGHT & HEAT Co.

PART OF ILLINOIS TRACTION SYSTEM.
 REACHES HOUGHTON LAKE AND MILLE PARK.
 PLANT & EQUIPMENT:— MILES OF TRACK—22; GAUGE 4'-8 1/2"; 33 CARS.
 POWER STATION—So. WEST STREET.
 REPAIR SHOP—No. PARK STREET.
 GENERAL OFFICE—216 W. JEFFERSON STREET

Wm. B. MCKINLEY—PRES'T.
 THIS COMPANY DOES LIGHTING AND POWER BUSINESS IN GRIOLEY, EL PASO, CHENOA, MORTON, TREMONT AND LEXINGTON.

—from "MCGRAW ELECTRIC RAILWAY DIRECTORY" AUGUST 1920.
 MCGRAW-HILL Co., INC. 10TH AVE. AT 36TH STREET, N.Y., NEW YORK.

ABANDONED— ENTIRE SYSTEM
 (with few previous relinquishments)
 1936

ILLINOIS TRACTION SYSTEM DEPÔT
 MADISON STREET
 UNION STATION—ALTON R.R., C.C.C. & ST. L.RY.
 NICKEL PLATE R.R.
 FRONT STREET
 "BIG 4" DEPÔT—C.C.C. & ST. L. RY., NICKEL PLATE
 MAIN & 1ST STREETS
 ILLINOIS CENTRAL DEPÔT
 WASHINGTON STR.

NORMAL UNION DEPÔT—ILLINOIS CENTRAL AND ALTON R.R.
 SEAUFORT STREET

NORTH

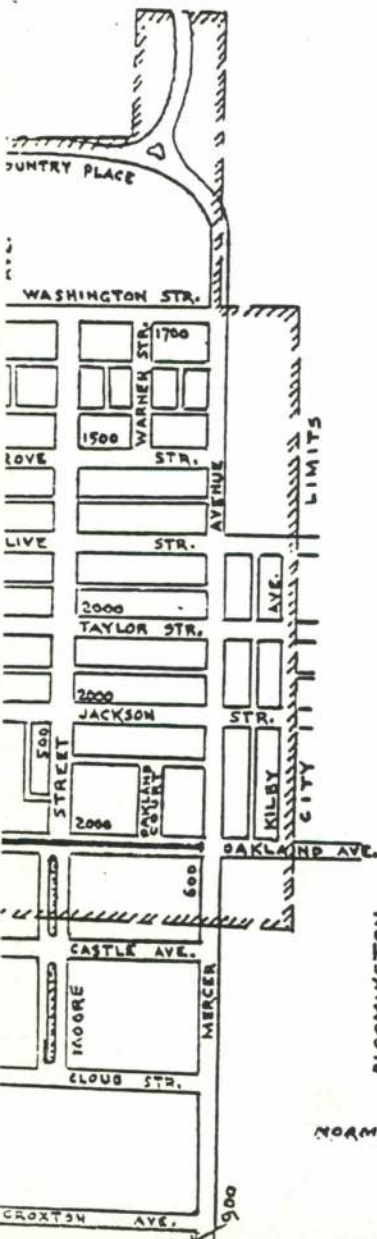
Bloomington 8

E 11

TOWN RATE
 McLEAN COUNTY, ILLINOIS.

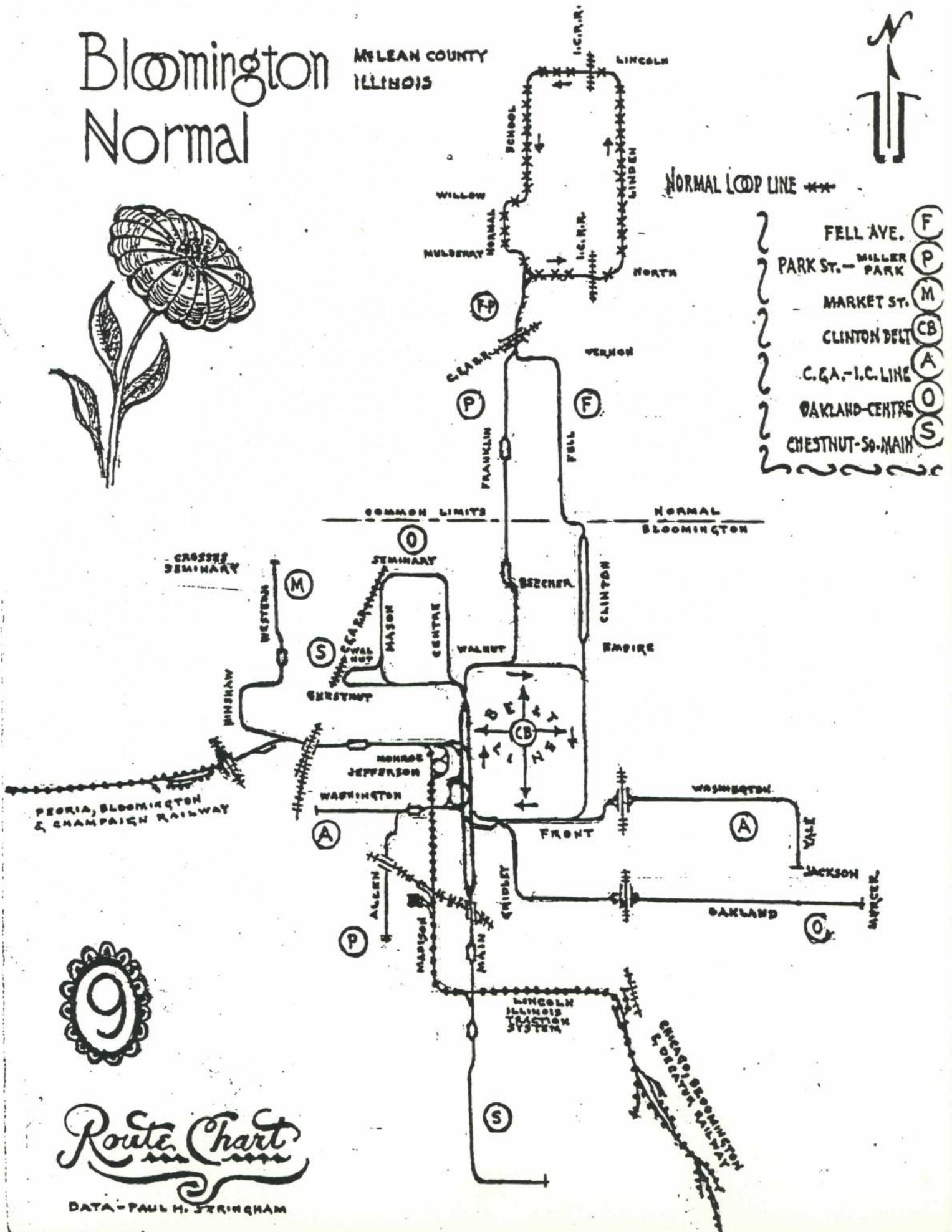
EMPIRE STR.
 ROUTE No. 9

6



Bloomington Normal

MCLEAN COUNTY
ILLINOIS



- FELL AVE. (F)
- PARK ST. - MILLER PARK (P)
- MARKET ST. (M)
- CLINTON BELT (CB)
- C.G.A. - I.C. LINE (A)
- OAKLAND - CENTRE (O)
- CHESTNUT - SO. MAIN (S)

9

Route Chart

DATA - PAUL H. SPRINGHAM

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

MILES	STOP	MILES	STOP
0.0	Bloomington Depot (Agent)	7.9	Schwaiman
	CONNEXION	8.3	Dry Grove
	CHICAGO, BLOOMINGTON & DECATUR RAILWAY	8.5	Kirks
	LOOP & 2-Ys- TRACKAGE RIGHTS over BLOOMINGTON & NORMAL RAILWAY ELECTRIC & HEATING Co.	8.7	Mulberry
	DIAMOND SIDING (MARKET STREET)	9.4	Barry
	Catherine Street	9.8	Hass
	Western Avenue	10.6	Danvers Depot (Agent) & Sub-Station
	WESTERN AVE. TEAM TRACK	11.6	Stephenson
	STILLWELL SIDING & OIL SPUR	12.0	Stouts
1.7	Zier	12.3	Evergreen
2.1	Washburn	12.8	Thompson
	WASHBURN SIDING (7)	13.0	Mickens
	GREEN SPUR	13.5	Woodruff
2.7	Reisling	14.0	Fifer
3.2	Walton	14.3	Bess
3.4	Township Line	14.6	Schertz
3.9	TWIN GROVE SIDING (7)	15.0	Parker
4.8	Twin Grove	15.1	Oesch
5.5	Munsell	15.8	Otto
5.7	Haystadt	16.0	Ricketts
5.9	McCue	16.4	Williams
6.6	Deal	16.7	Lilly
6.9	ELKINS (original)	17.0	Bacon
	ELKINS SIDING (16) (19)	17.5	Droeh
7.2	Zook (re-named ELKINS)	17.9	Powers
7.4	Webb	18.2	Hasty
7.7	Wallerreiter	18.5	Potts
	McINTOSH SIDING (14)	18.8	Oak Knoll
		19.9	Porter

ILLINOIS TRACTION SYSTEM

MILES	STOP	MILES	STOP
20.2	Mackinaw Depot & SUB-STATION (Agent)	20.2	Mackinaw Depot & SUB-STATION (Agent)
	GRAVEL PIT SIDING & SPURS		
	MACKINAW SIDING (10)		
	MACKINAW JUNCTION		
21.0	Mackinaw Junction	21.0	Mackinaw Junction
	Herberger		
21.3	Clyde Siding (60) (30)	21.3	Herberger
	Allen Town		
22.5	Allen	22.5	Allen Town
23.6	Allen	23.6	Allen
24.2	Robinsons SUB-STATION	24.2	Robinsons SUB-STATION
24.7	Goodyear	24.7	Goodyear
25.9	Balsley	25.9	Balsley
	BELSLEY SIDING (15)		
26.2	Frankfort	26.2	Frankfort
	DODDS SIDING (31) (34)		
27.9	Morton Depot (Agent) SUB-STATION	27.9	Morton Depot (Agent) SUB-STATION
	SANTA FE CROSSING (A.T. & S.F.R.R.)		
	SANTA FE CONNEXION		
	PENNSYLVANIA CONNEXION (I.T.R.R.)		
29.1	Barger	29.1	Barger
	HENRY SIDING (40) (44)		
29.3	Henry	29.3	Henry
29.6	Sanwald	29.6	Sanwald
30.1	Roberts	30.1	Roberts
	GARDENA SIDING (15)		
31.0	Gardena	31.0	Gardena
31.2	Pleasant Hill	31.2	Pleasant Hill
31.4	Cloverdale	31.4	Cloverdale
	CALDWELL SIDINGS (28) (32)		
32.0	Caldwell	32.0	Caldwell
32.3	Murphy	32.3	Murphy

ZOOK LINE

MACKINAW

ZOOK LINE

DANVERS

LILLY

DANVERS SID. 5 (3) (6) 1930

PHEASANT Creek 4 (12) 1930

PARKER SIDING (EX-HUFF SIDING) (ABANDONED) 5 1930

1930 SHORTENED 1942 TO 8 GREEN

PEORIA, LINCOLN & SPRINGFIELD TRACTION

STEEL TRUSS THROUGH BRIDGE 1930

WILLOW CREEK (ALLEN TOWN SIDING) 8 1930

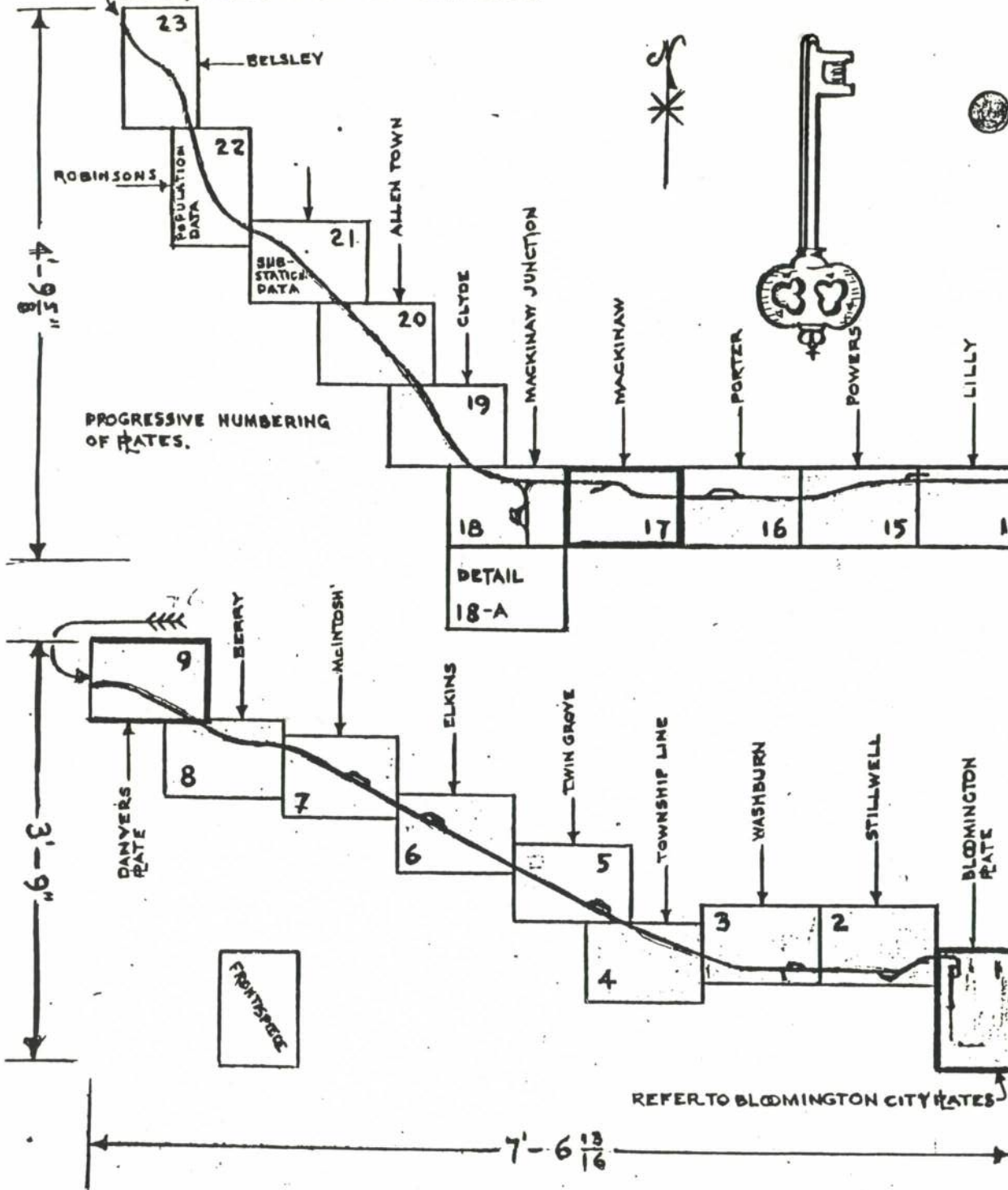
MUD CREEK BRANCH MUD CREEK 8 1930

BULL RUN CREEK 31 (34) 1930

GIRDER DECK BRIDGE OVER PENN. R.R.

E 4

KEY I, RATES TO EAST PEORIA ADJOIN



To SEQUENCE OF INTER-URBAN RATES
MORTON-to-BLOOMINGTON

II

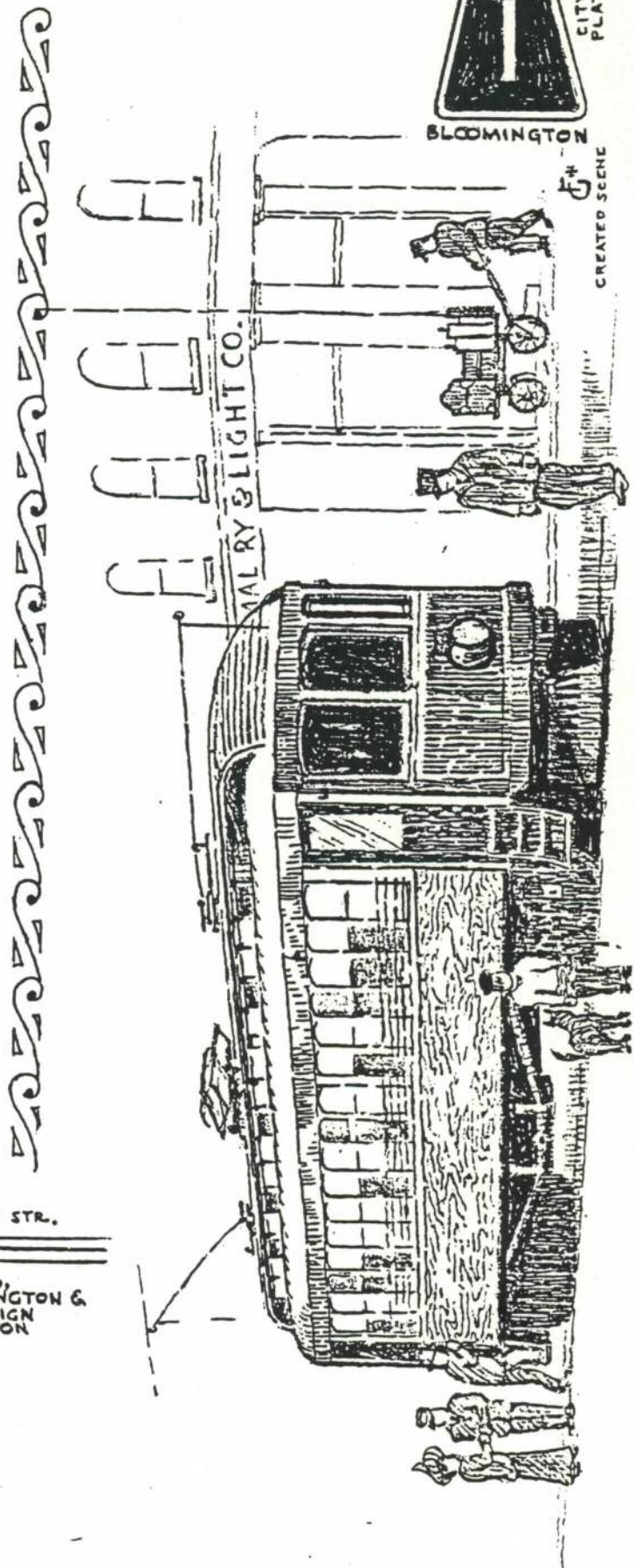
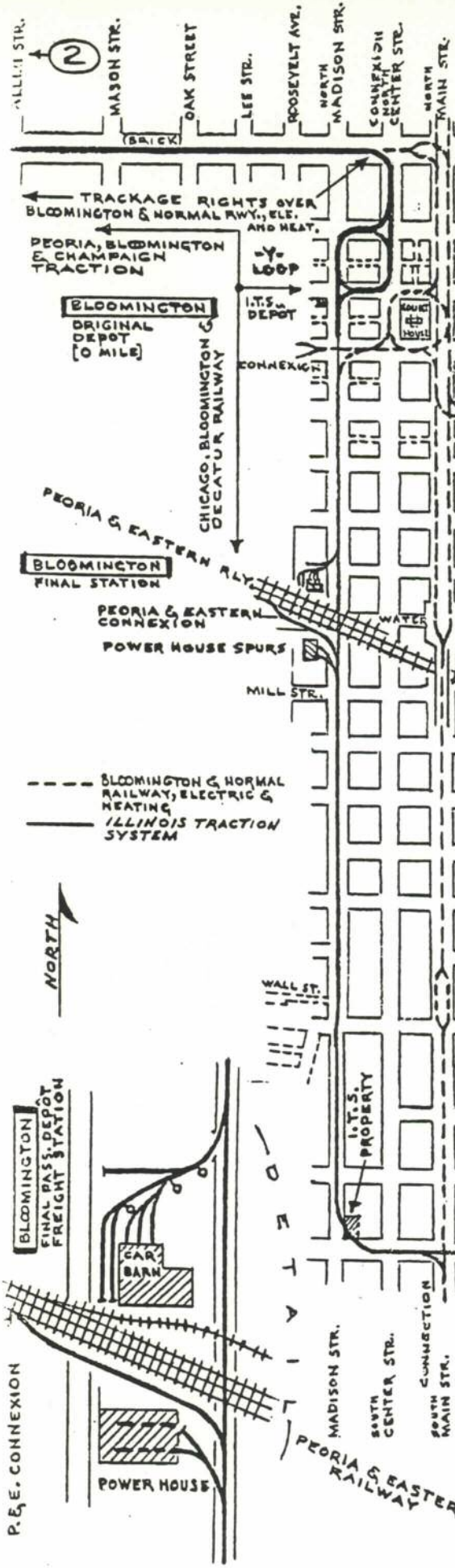
NUMBER OF PLATES — 25	
INTER-URBAN RATES	20
COMBINATION TOWN & INTER-URBAN RATES	3
FONTISPIECE	1
DETAIL PLATE	1

MILES CHARTED - I - $9\frac{1}{2}$ + II - 27.6 = 37.1
 OVER-ALL MAP SIZE I - $2'-10\frac{3}{8} \times 10'-9\frac{1}{2}$;
 II - $7'-10\frac{1}{8} \times 18'-10\frac{3}{4}$ = COMBINED —
 $14'-4\frac{5}{16} \times 27'-4\frac{1}{16}$

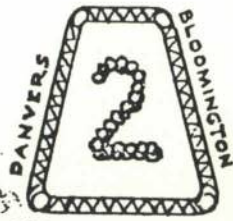
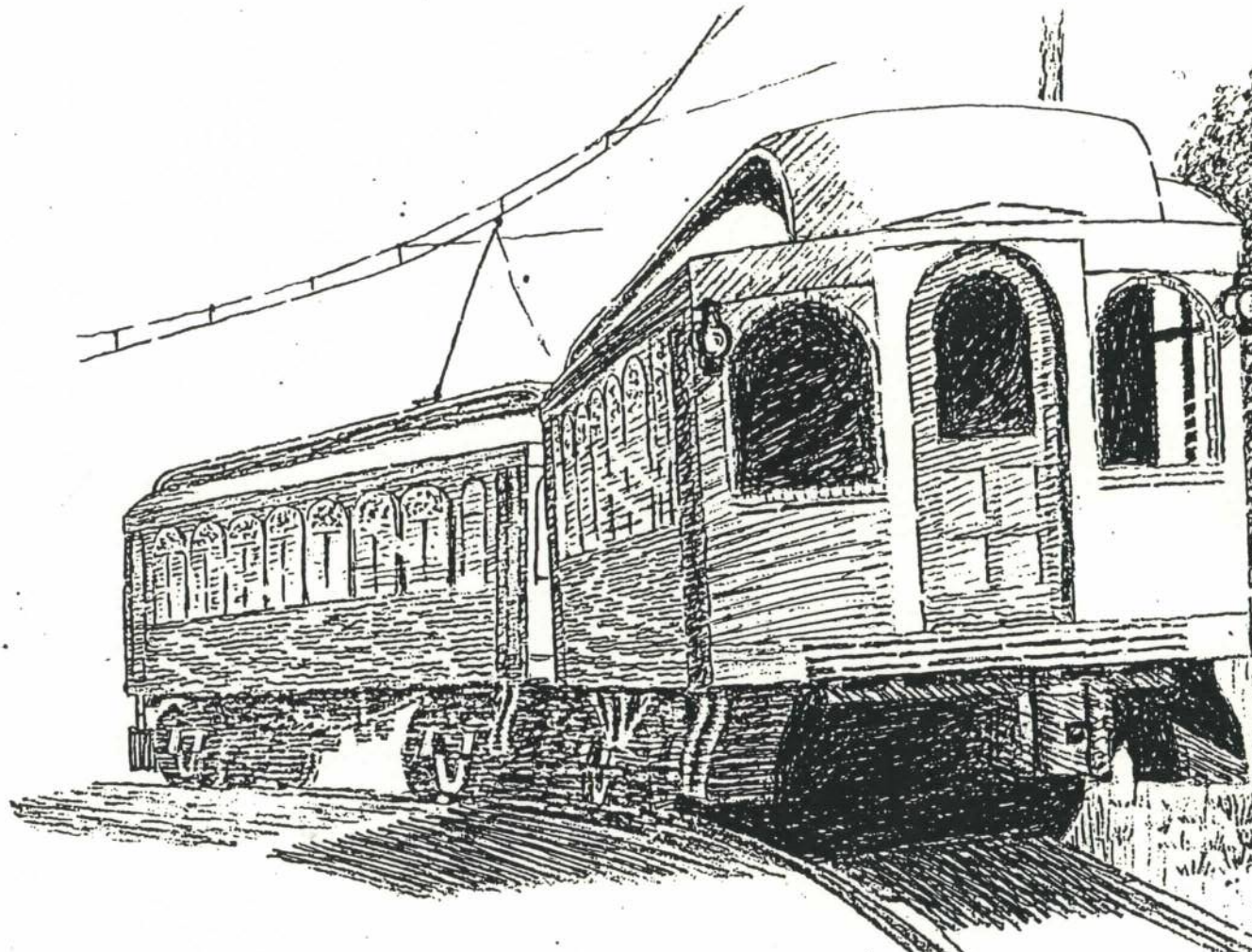
TROLLEY POLE COUNT & SELF-SCALING CHARTS
 (R. PEORIA-TO-MACKINAW ONLY)

• PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION
 of the ILLINOIS TRACTION SYSTEM
 SOLD to ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD
 MARCH 23, 1912.

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION



CREATED SCENE



INTER-URBAN
PLATE

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CREATED SCENE

FLAG STOP FOR ALL TRAINS
WESTERN AVENUE

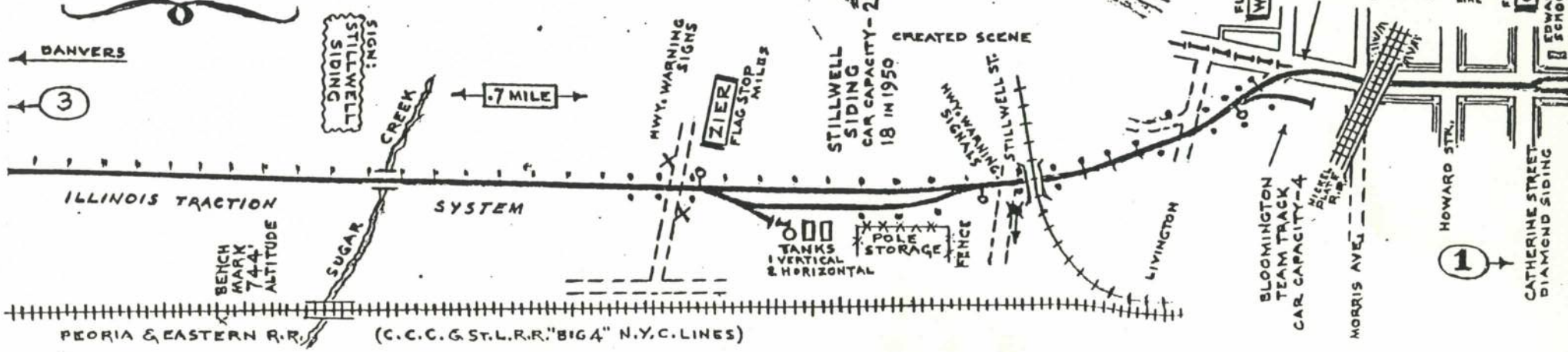
WESTERN AVE.

ZIER FLAG STOP
TO BLOOMINGTON DEPOT
← 1.4 MILES →

I.T.S. TRACKAGE RIGHTS
OVER B. & N. RLY. & LT. CITY LINE →

FLAG STOP FOR ALL TRAINS
CATHERINE STREET CITY STOP

EDWARDS
SCHOOL

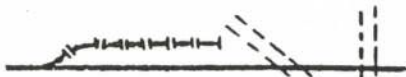


SIDING DETAILS

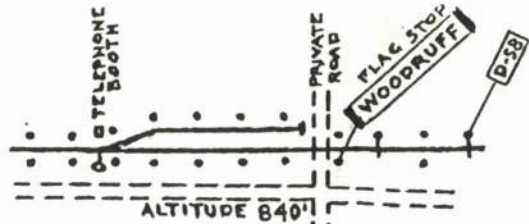
VARIOUS SCALES



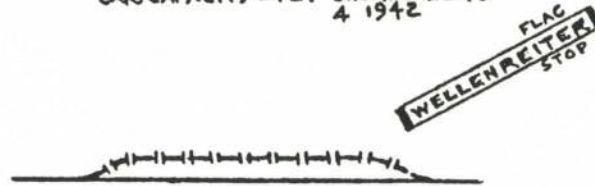
PORTER SIDING CAR CAPACITY - 25 SHORTENED TO 8 IN 1942.



LILLY SIDING
CAR CAPACITY - 8 1933
ABANDONED 1942



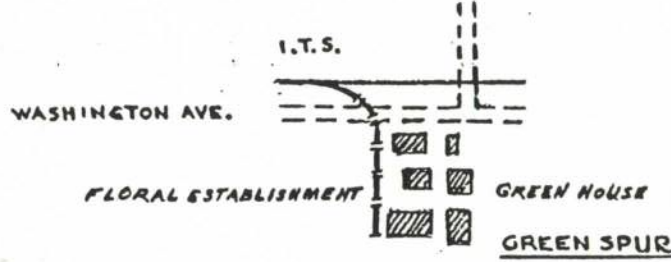
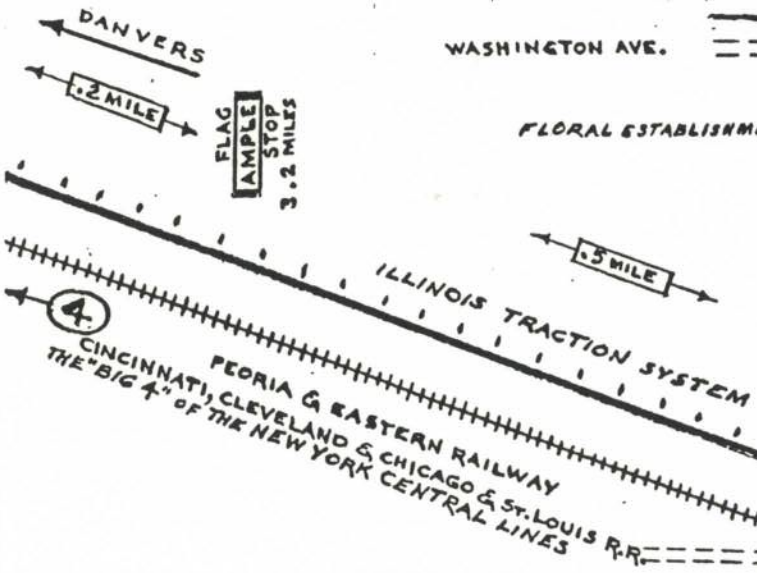
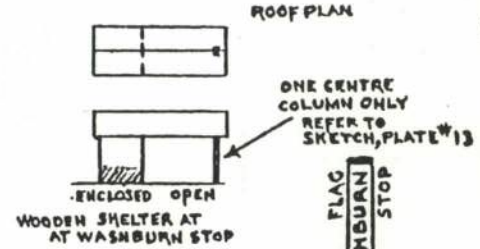
WOODRUFF SIDING
ALTITUDE 840'
CAR CAPACITY - 12. SHORTENED TO 4 1942



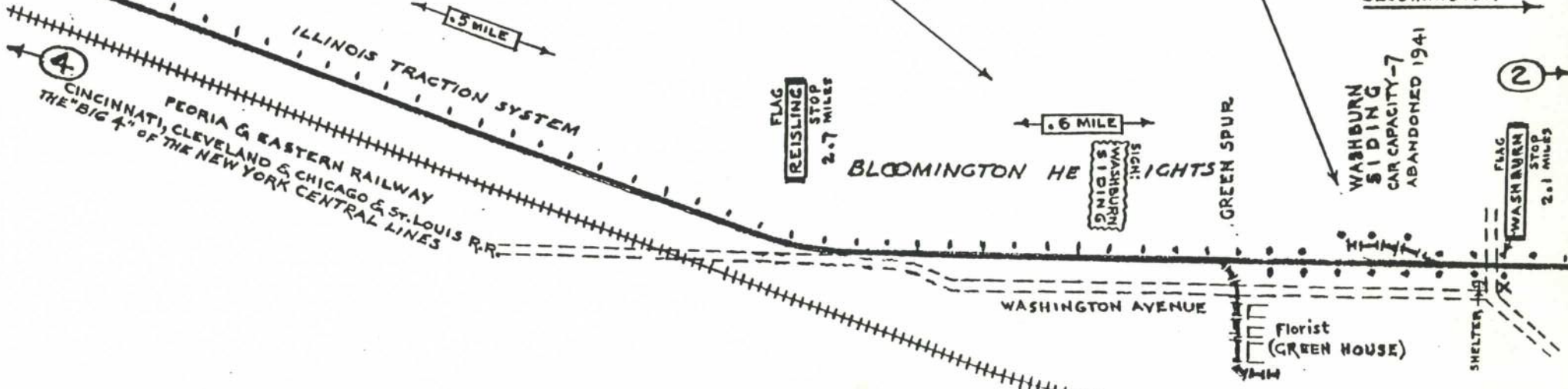
McINTOSH SIDING
CAR CAPACITY - 14



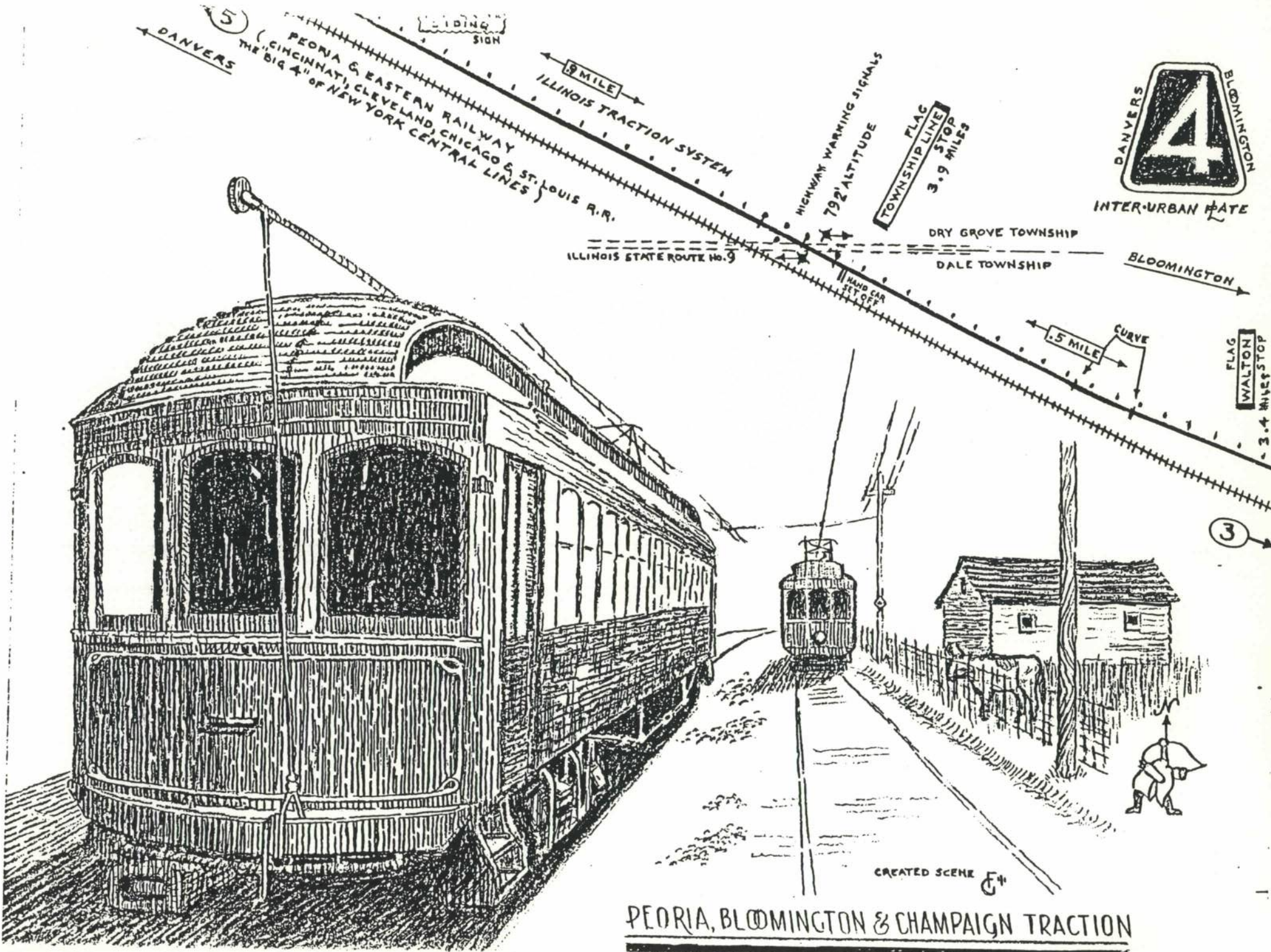
INTER-URBAN & DETAIL PLATE



WASHBURN SIDING
CAR CAPACITY - 7



Peoria, Bloomington x Champaign Traction



5

DANVERS

PEORIA & EASTERN RAILWAY
 (CINCINNATI), CLEVELAND, CHICAGO & ST. LOUIS R.R.
 THE "BIG 4" OF NEW YORK CENTRAL LINES

SLIDING SIGN

9 MILE

ILLINOIS TRACTION SYSTEM

HIGHWAY WARNING SIGNALS
 792' ALTITUDE

FLAG TOWNSHIP LINE
 STOP 3.9 MILES



INTER-URBAN RATE

DRY GROVE TOWNSHIP

DALE TOWNSHIP

BLOOMINGTON

ILLINOIS STATE ROUTE No. 9

HAND CAR SET OFF

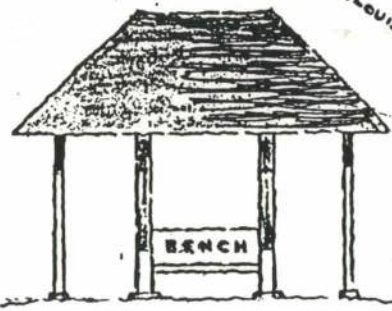
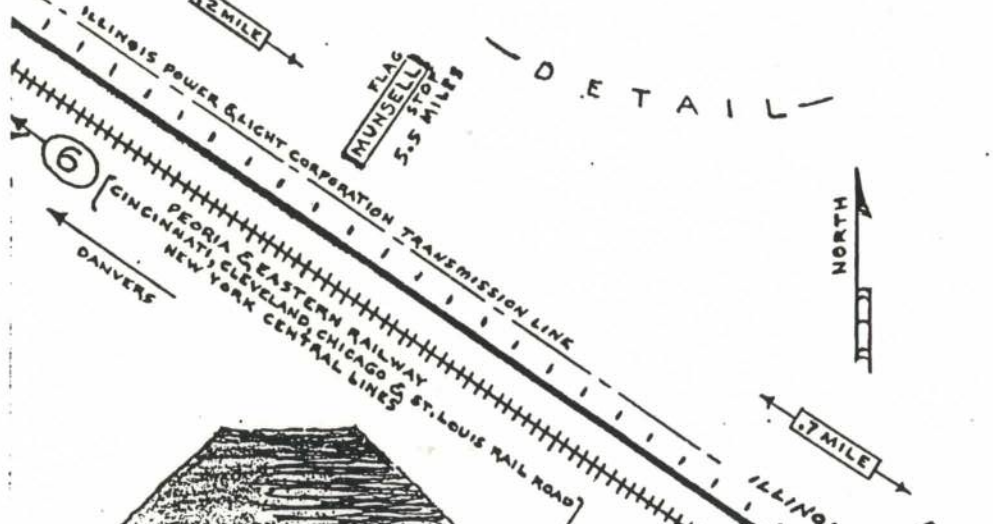
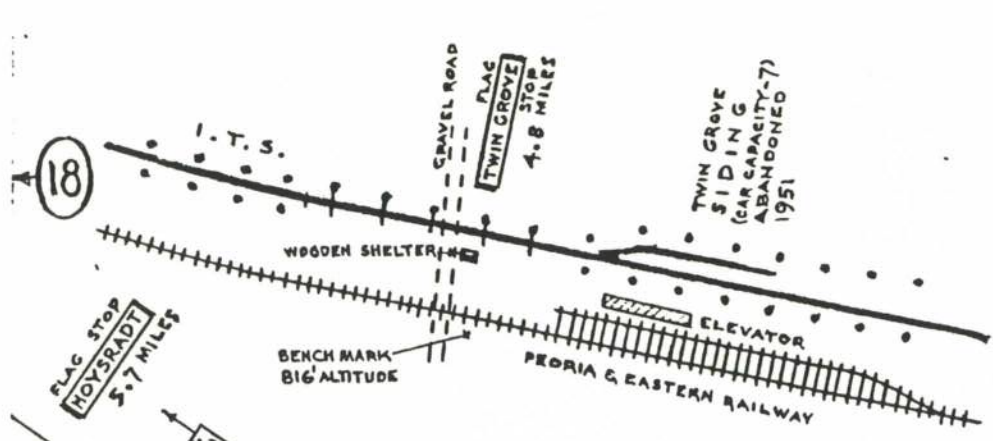
.5 MILE CURVE

FLAG WALTON STOP 3.4 MILES

3

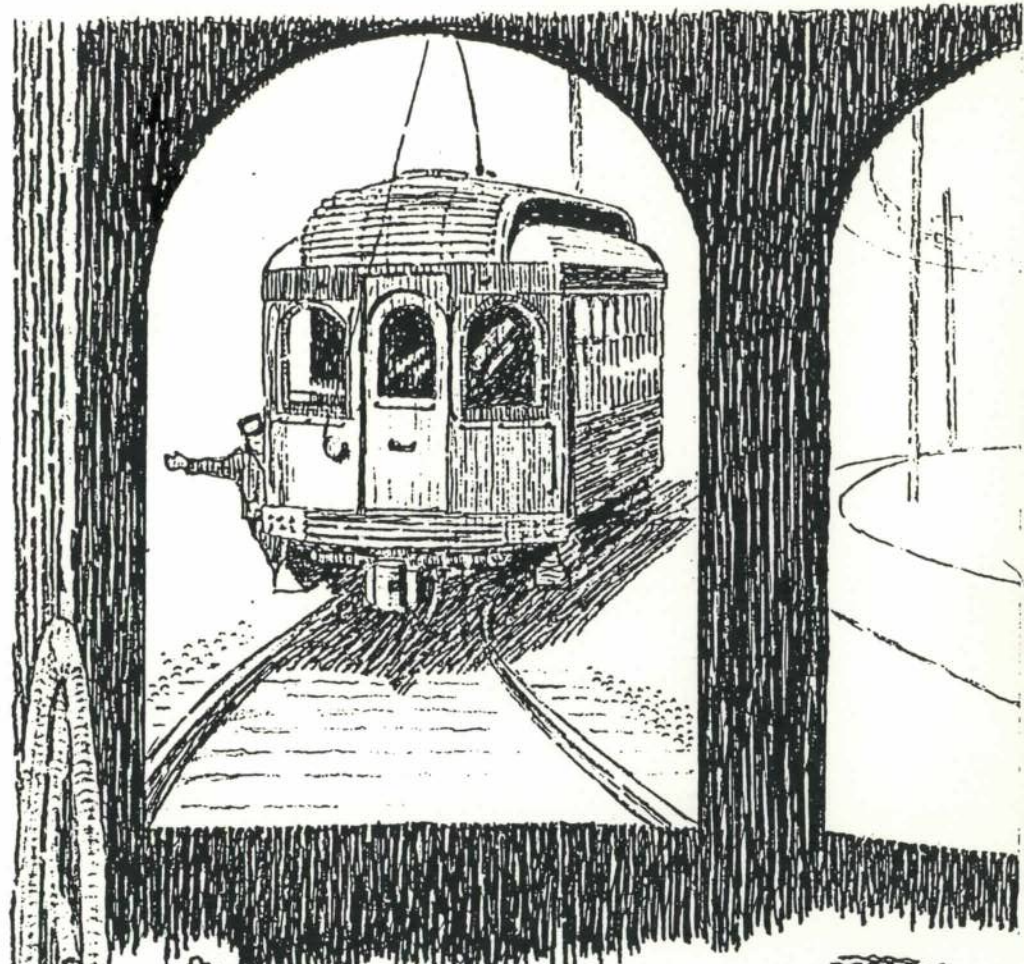
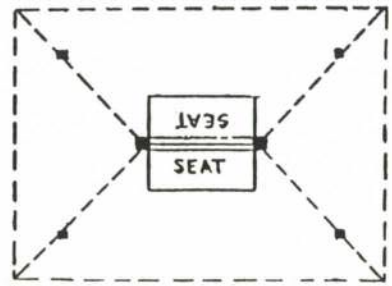
CREATED SCENE E+

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

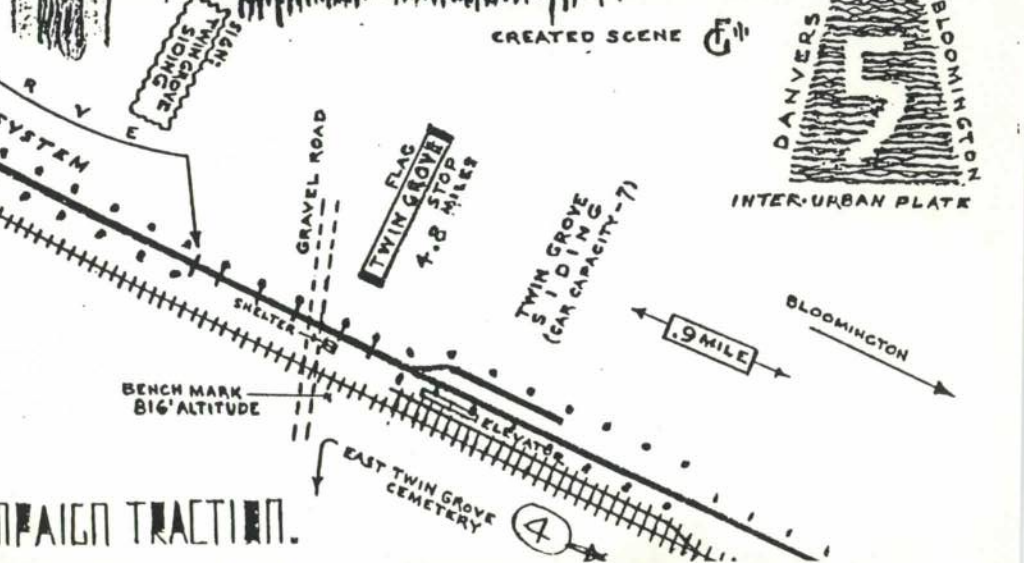


2 CENTRE COLUMNS 8X8s SUPPORT 2-FACED BENCH. THE 4 PERIPHERALLY LOCATED COLUMNS ARE 4X4s.

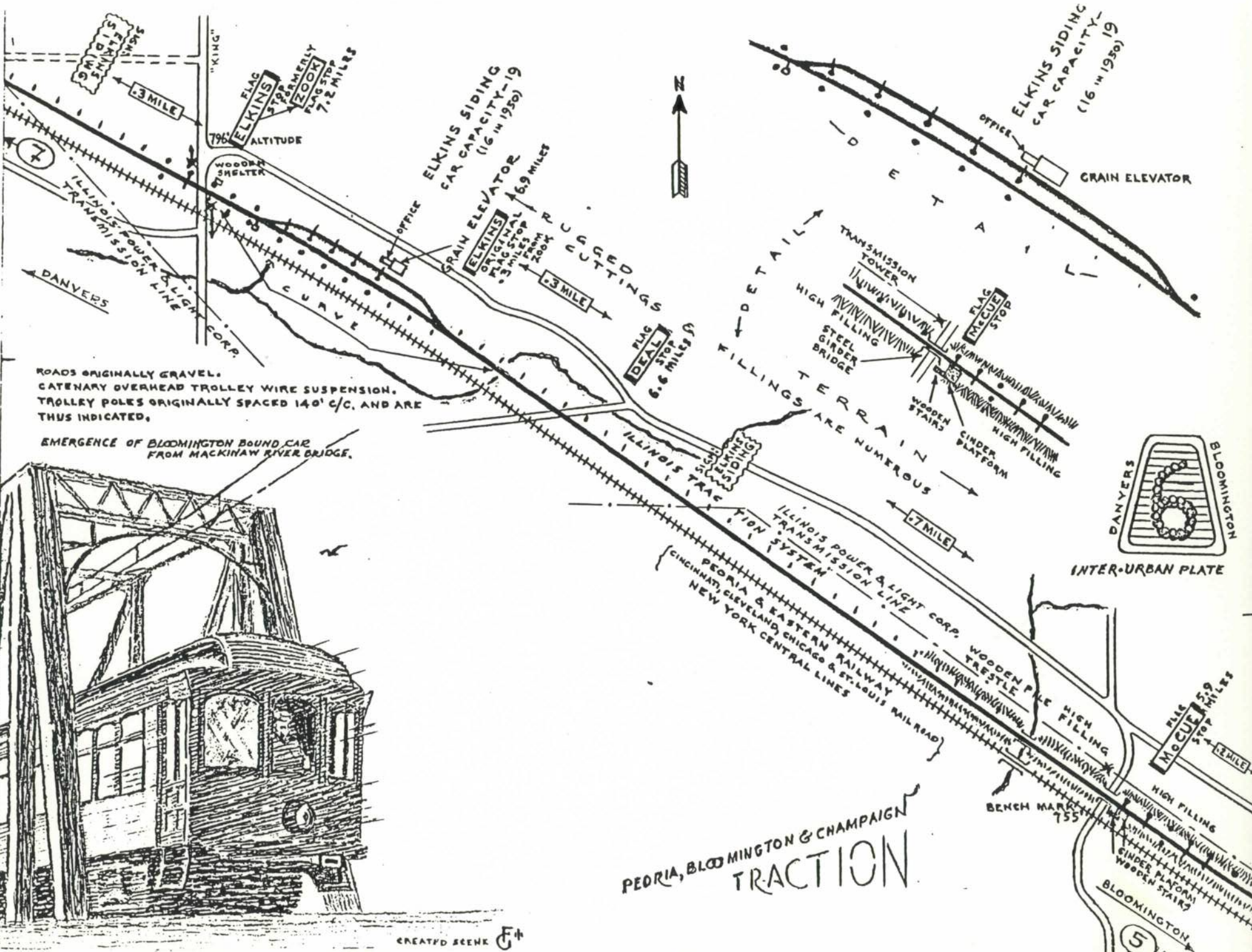
WOODEN SHELTER AT TWIN GROVE STOP.



CREATED SCENE

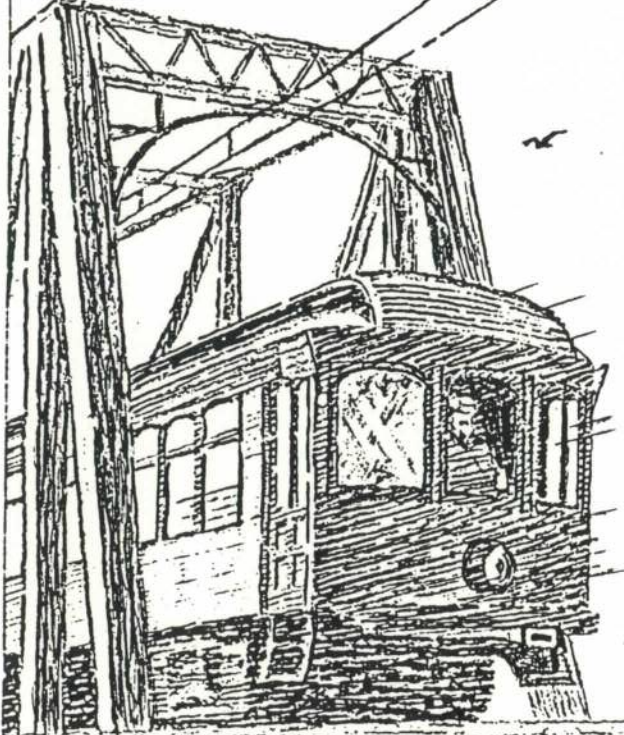


PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION.

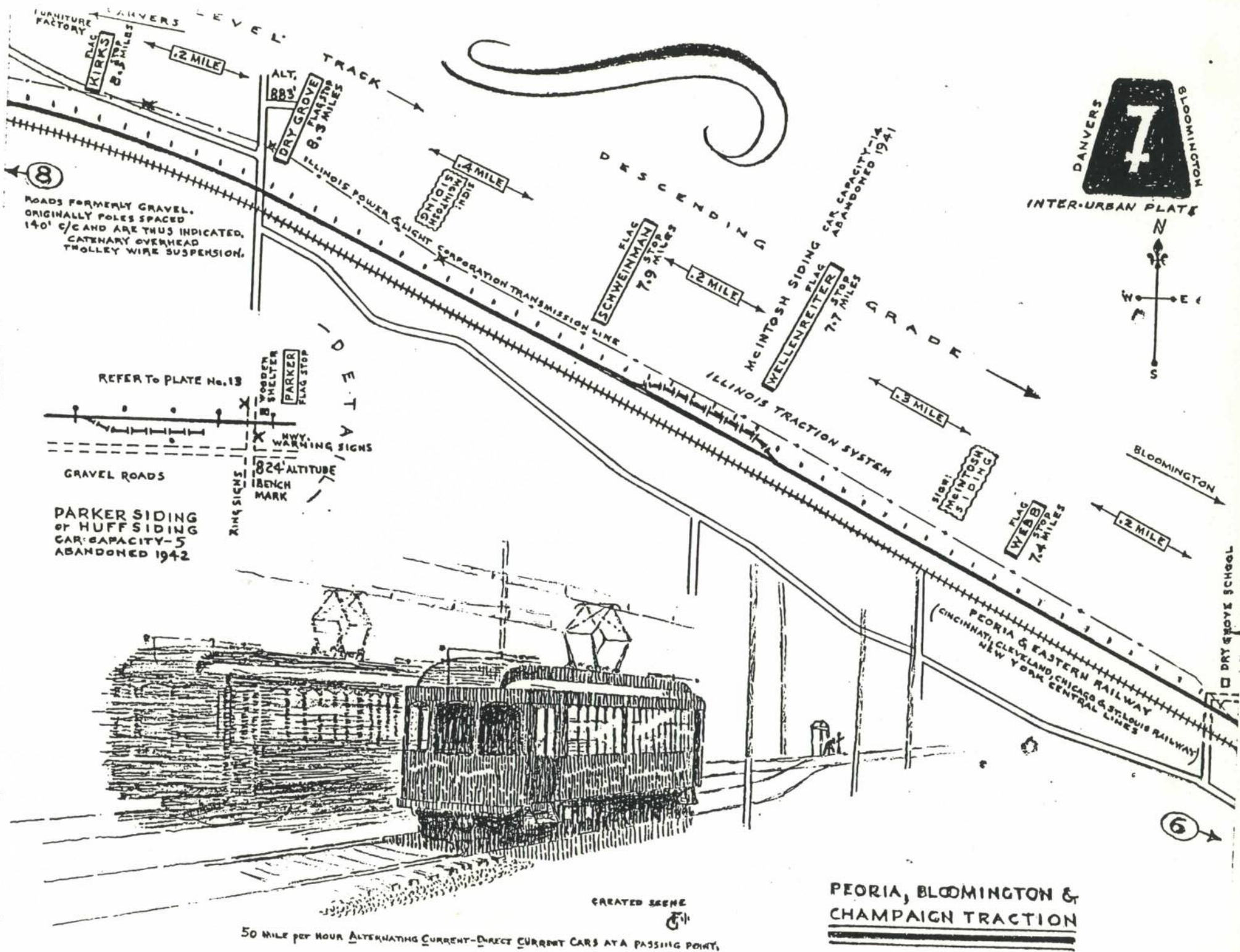


ROADS ORIGINALLY GRAVEL.
 CATENARY OVERHEAD TROLLEY WIRE SUSPENSION.
 TROLLEY POLES ORIGINALLY SPACED 140' C/C, AND ARE
 THUS INDICATED.

EMERGENCE OF BLOOMINGTON BOUND CAR
 FROM MACKINAW RIVER BRIDGE.

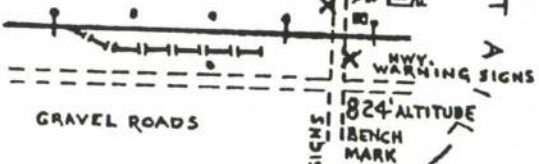


PEDRIA, BLOOMINGTON & CHAMPAIGN
 TRACTION



8
ROADS FORMERLY GRAVEL. ORIGINAL POLES SPACED 140' C/C AND ARE THUS INDICATED. CATENARY OVERHEAD TROLLEY WIRE SUSPENSION.

REFER TO PLATE No. 13

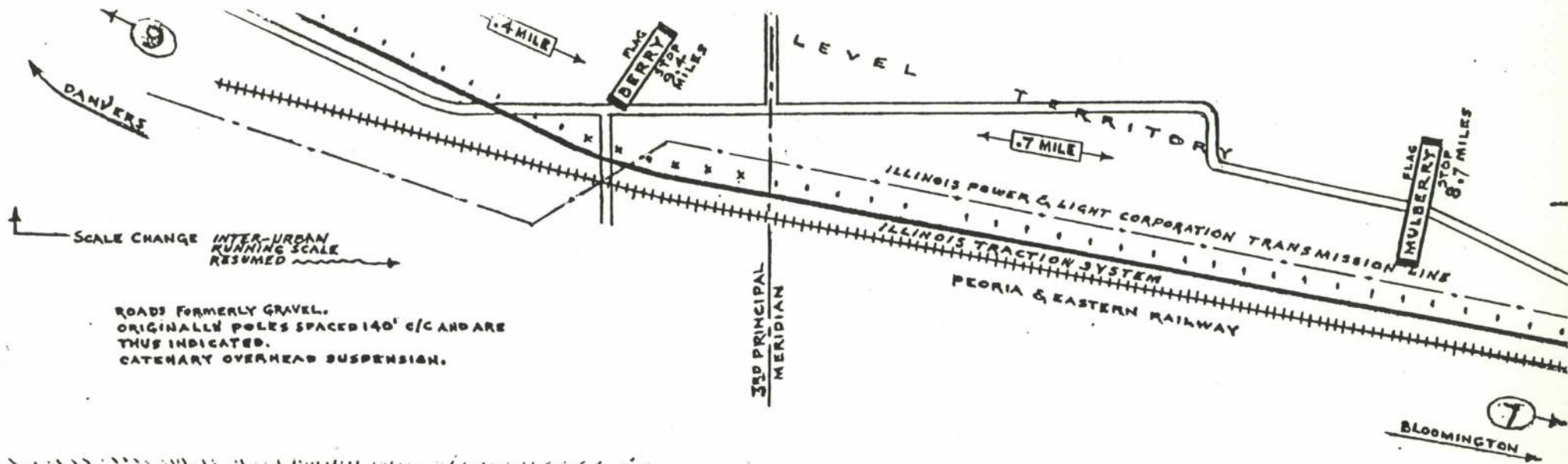


PARKER SIDING OF HUFFS SIDING
CAR CAPACITY-5
ABANDONED 1942

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION
(CINCINNATI, CLEVELAND, CHICAGO & ST. LOUIS RAILWAY
NEW YORK CENTRAL LINES)

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

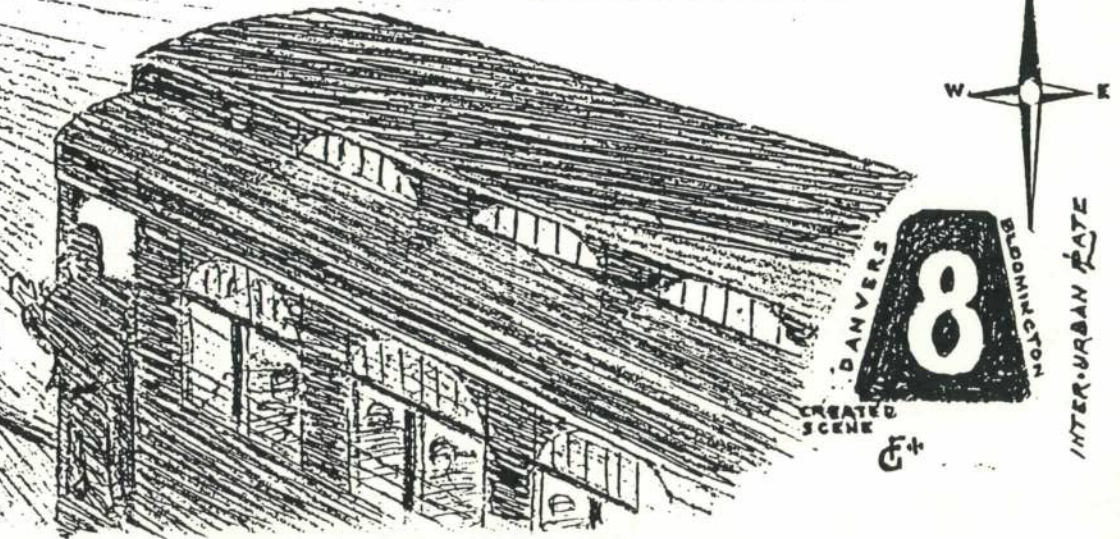
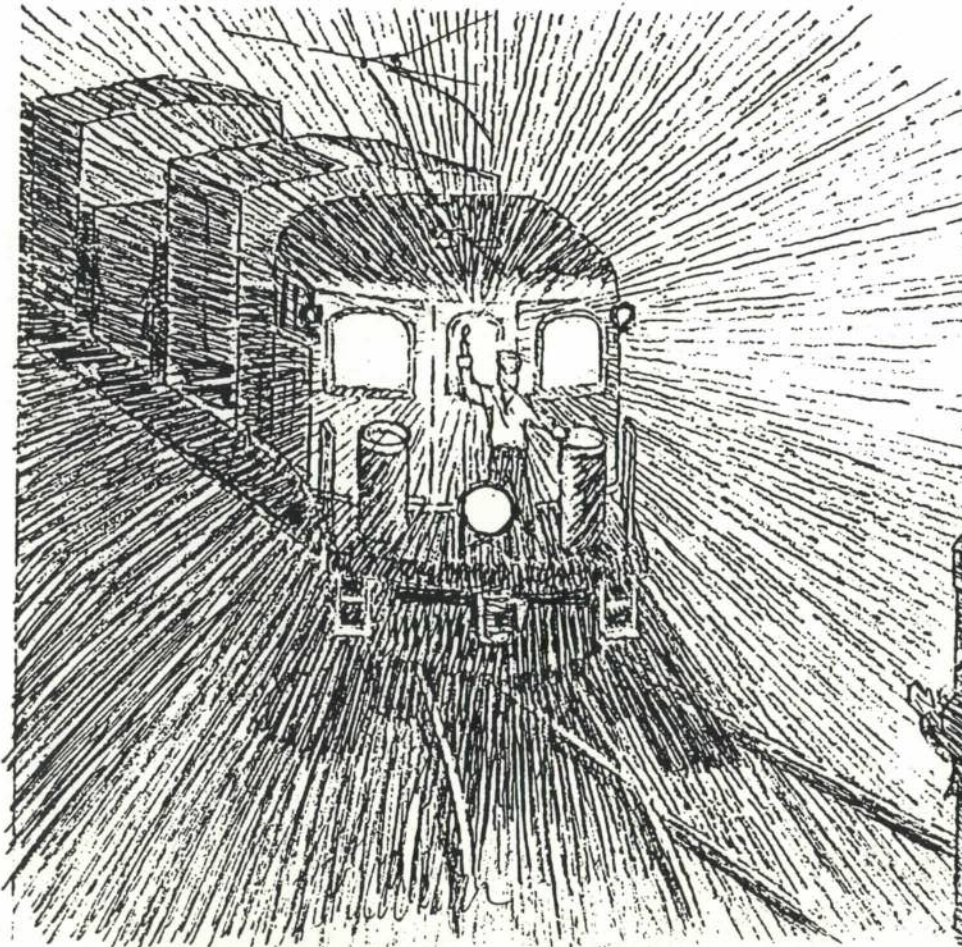
50 MILE PER HOUR ALTERNATING CURRENT-DIRECT CURRENT CARS AT A PASSING POINT



ROADS FORMERLY GRAVEL.
 ORIGINALLY POLES SPACED 140' C/C AND ARE
 THUS INDICATED.
 CATENARY OVERHEAD SUSPENSION.

Peoria, Bloomington & Champaign Traction

A RED FLARE HELD BY A TRAINMAN
 PROTECTS A FREIGHT TRAIN
 HEADING INTO A SIDING.

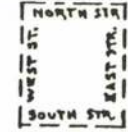


PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

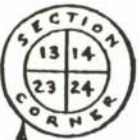
COMBINATION TOWN & INTER-URBAN RATE

Danvers

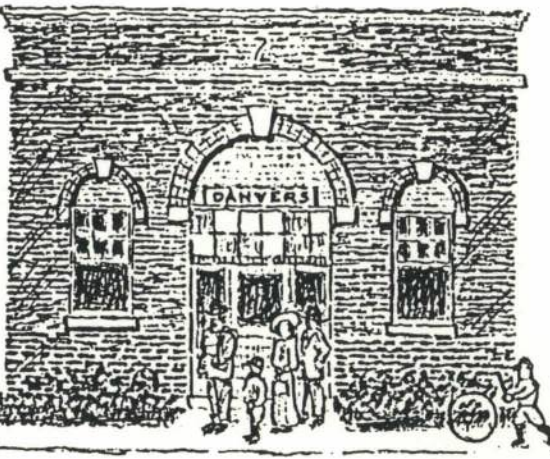
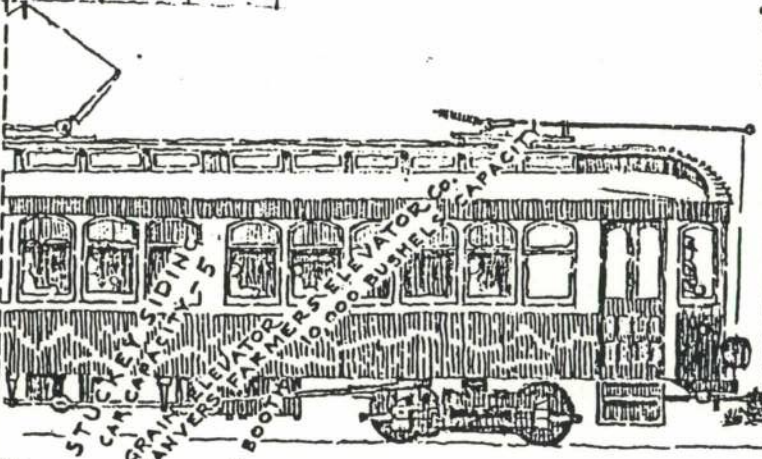
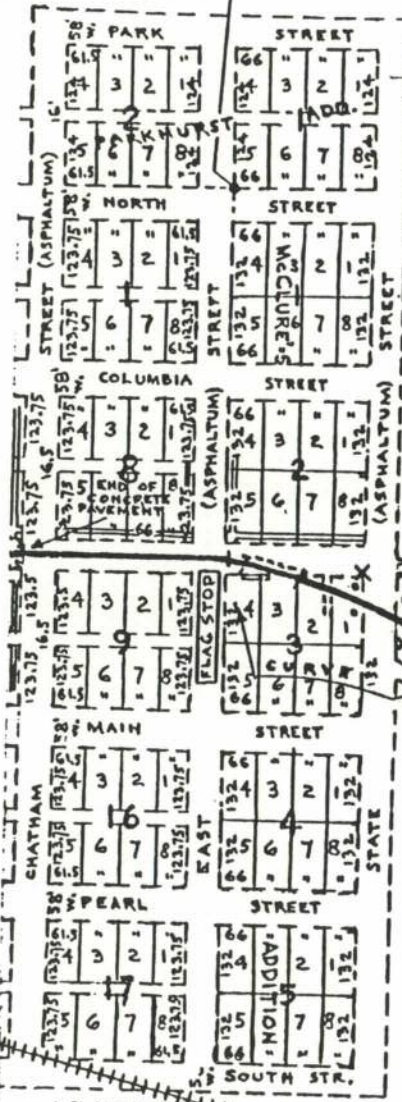
McLEAN COUNTY, ILLS.



ORIGINAL TOWN PLAT

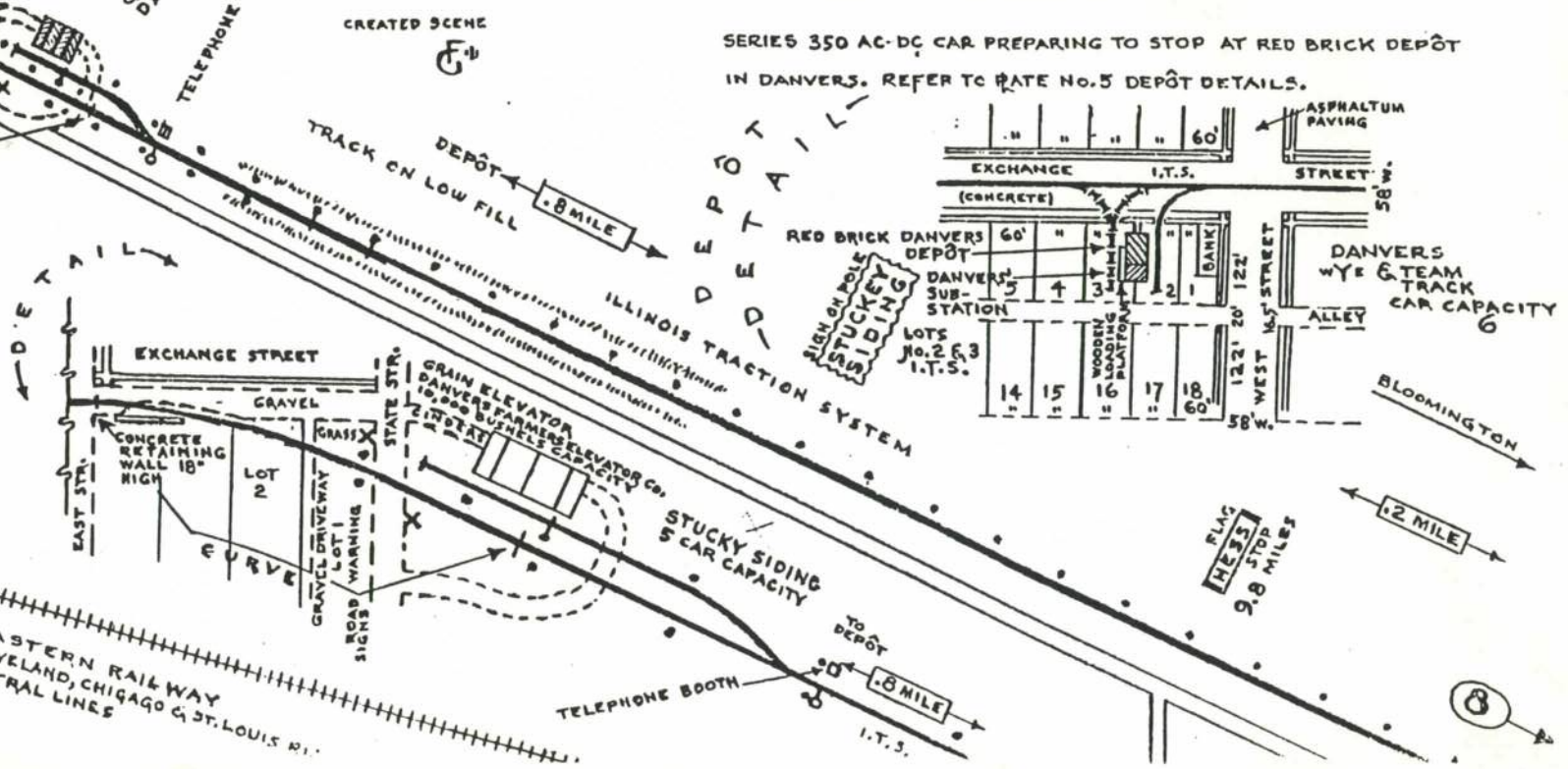


ILLINOIS WESLEYAN



CREATED SCENE

SERIES 350 AC-DC CAR PREPARING TO STOP AT RED BRICK DEPOT IN DANVERS. REFER TO RATE No. 5 DEPOT DETAILS.



J.E. MORRISON

PEORIA & EASTERN RAILWAY
CINCINNATI, CLEVELAND, CHICAGO & ST. LOUIS R.R.
NEW YORK CENTRAL LINES

10

8



CHANGE IN SCALE

POPULATION:-
 1900-607
 1910-593
 1920-616
 1930-601
 1940-705
 1950-762

1.0 MILE TO DEPOT
 MACKINAW
 DESCENDING GRADE

DIRECT OVERHEAD TROLLEY WIRE SUSPENSION THROUGH TOWN ONLY.

ILLINOIS TRACTION SYSTEM PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION CURVE

PEORIA & EASTERN RAILWAY
 CLEVELAND, CINCINNATI, CHICAGO
 NEW YORK CENTRAL SYSTEM

BENCH MARK 809'



CREATED SCENE

64

DANVERS 804 FEET ALTITUDE (BENCH MARK) DATUM IS MEAN SEA LEVEL.

ALL BLOCKS RESIDENTIAL EXCEPT AS NOTED OTHERWISE.

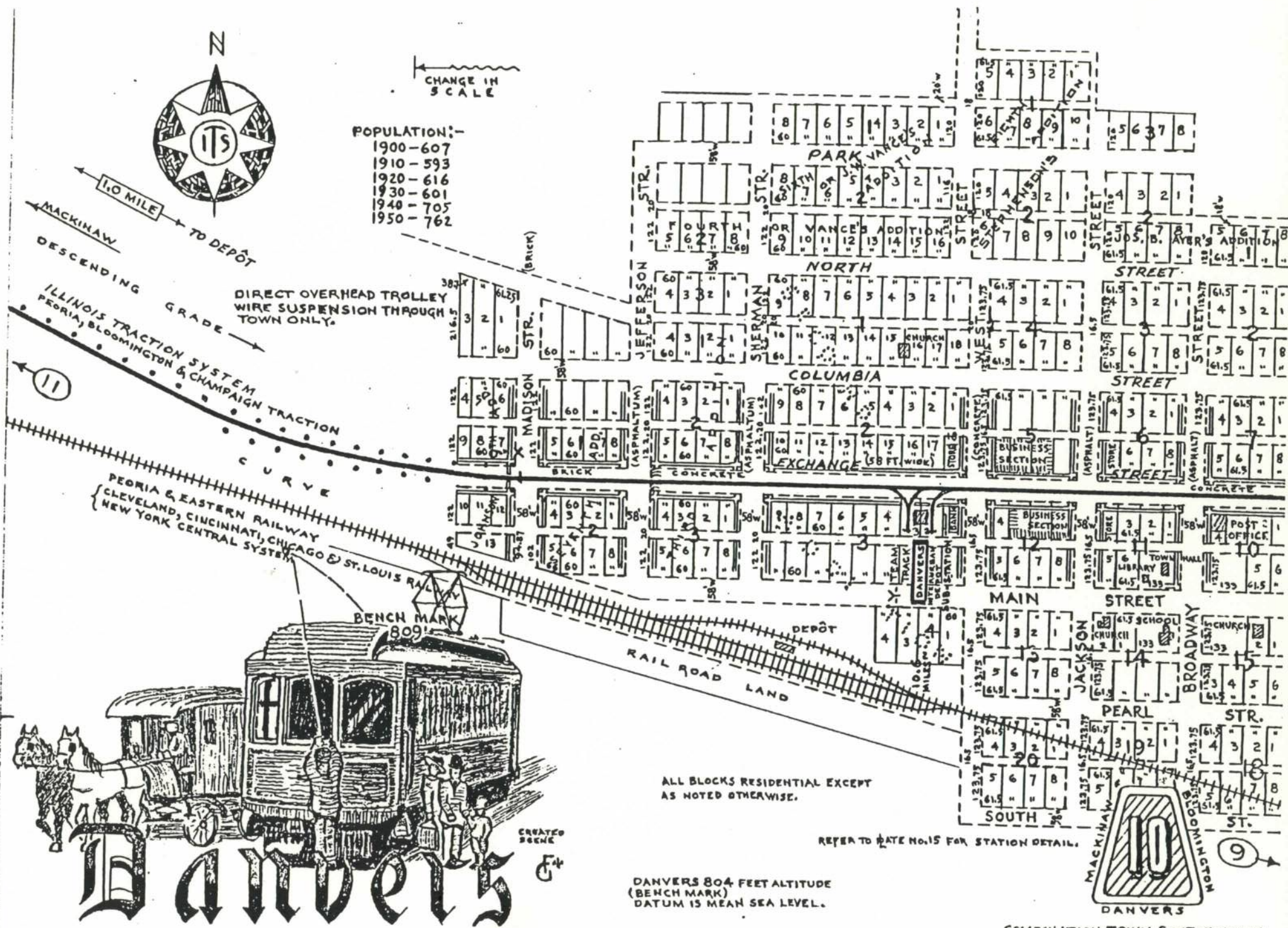
REFER TO PLATE NO. 15 FOR STATION DETAIL.



Danvers

MCLEAN COUNTY, ILLS.

COMBINATION TOWN & INTER-URBAN PLATE

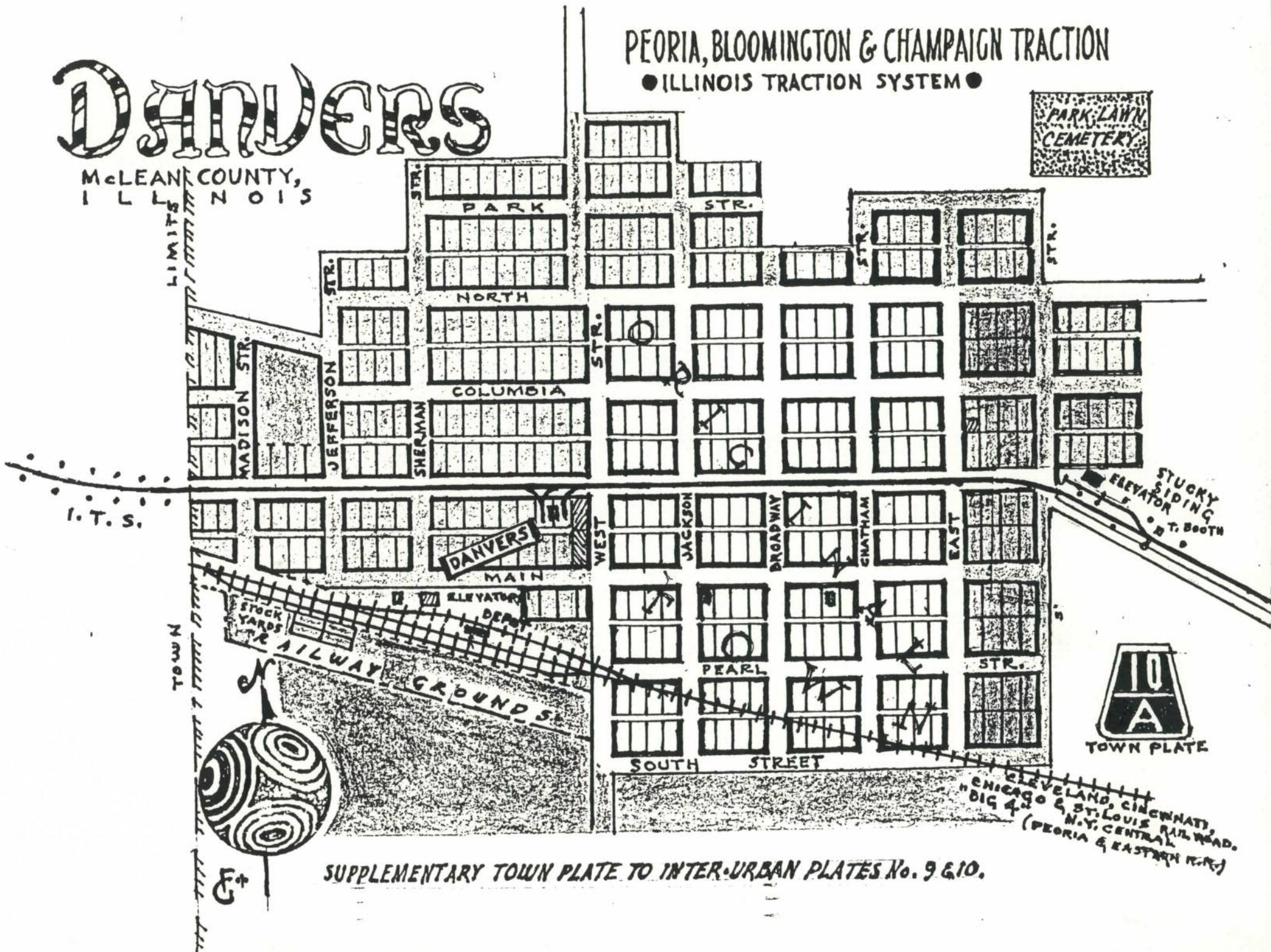


DANVERS

McLEAN COUNTY,
ILLINOIS

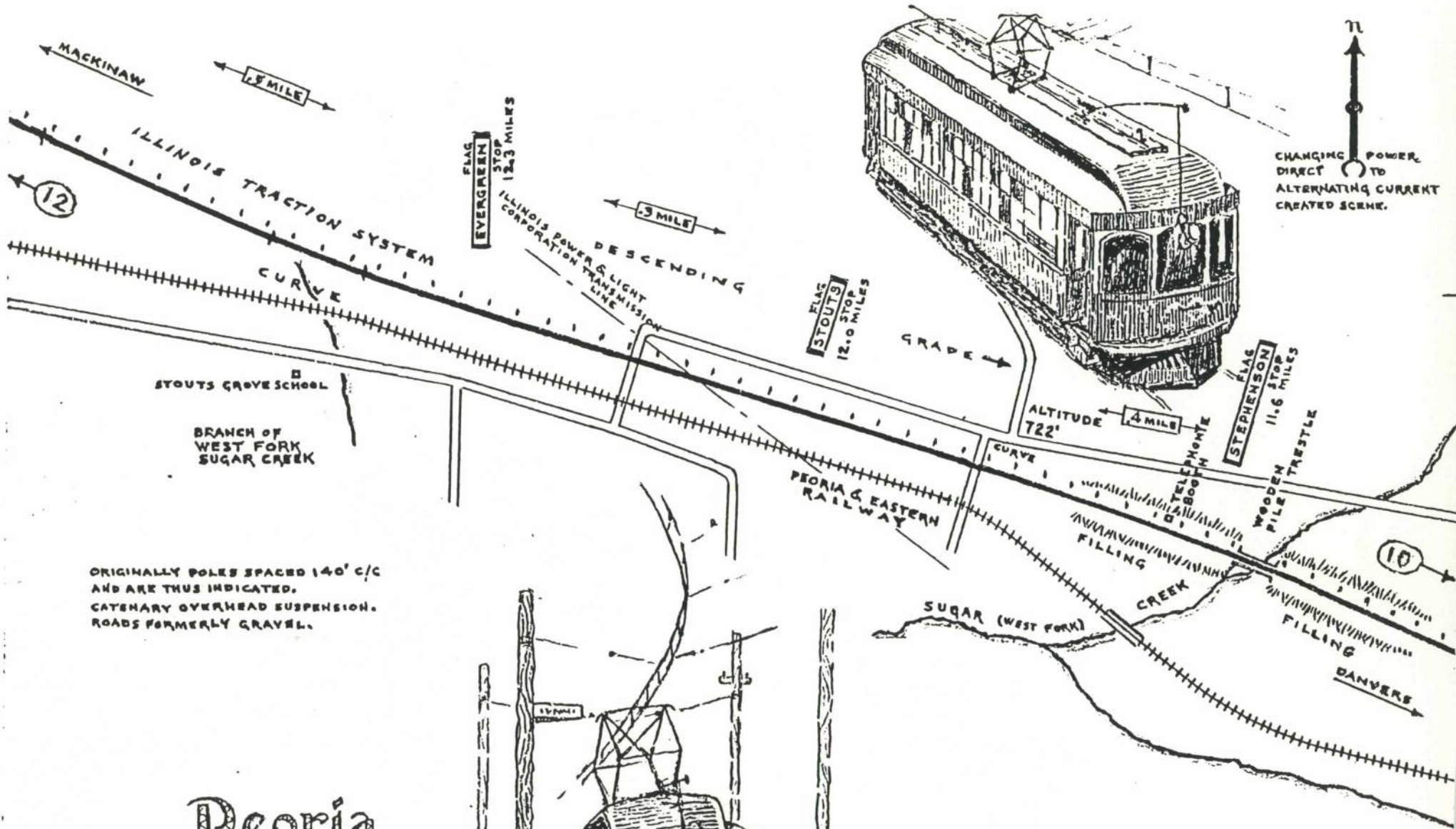
PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

ILLINOIS TRACTION SYSTEM



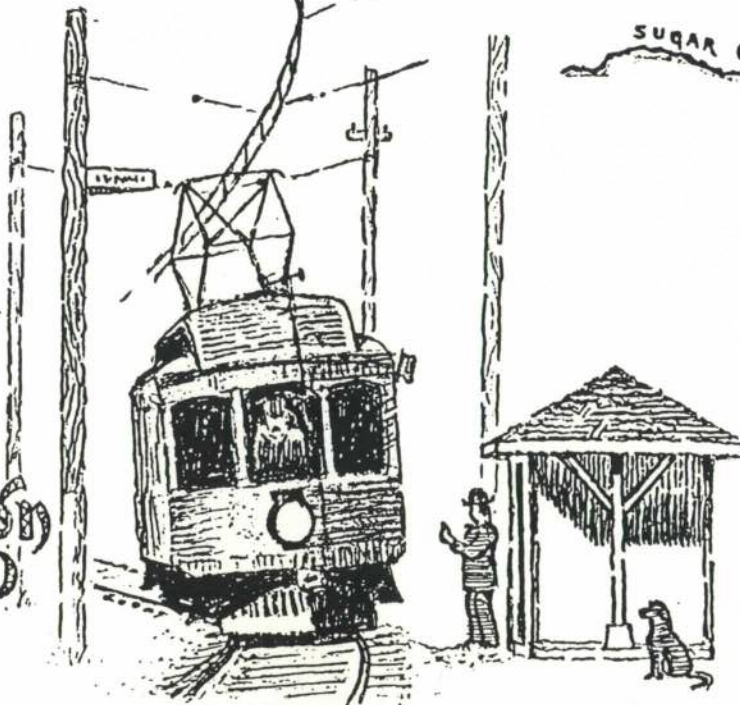
SUPPLEMENTARY TOWN PLATE TO INTER-URBAN PLATES No. 9 & 10.

CLEVELAND, CINCINNATI,
CHICAGO & ST. LOUIS RAILROAD,
"BIG 4"
N.Y. CENTRAL
(PEORIA & EASTERN R.R.)



ORIGINALLY POLES SPACED 140' C/C AND ARE THUS INDICATED. CATENARY OVERHEAD SUSPENSION. ROADS FORMERLY GRAVEL.

Peoria, Bloomington & Champaign Traction

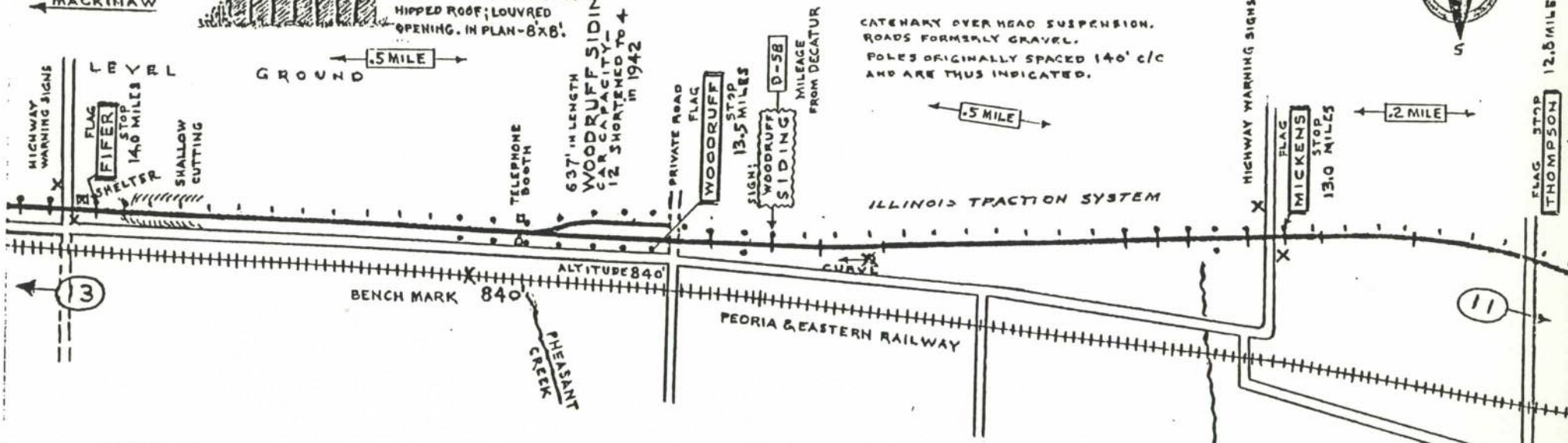


PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION



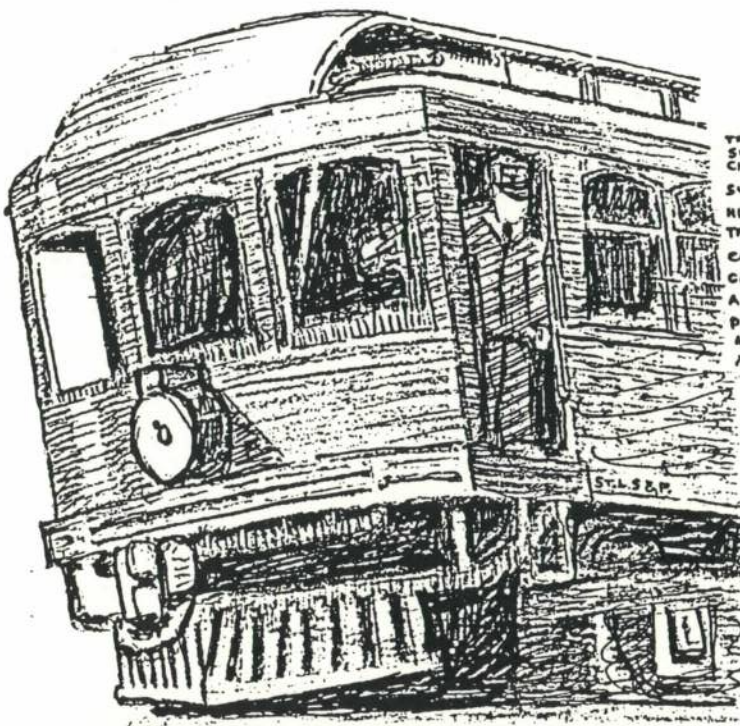
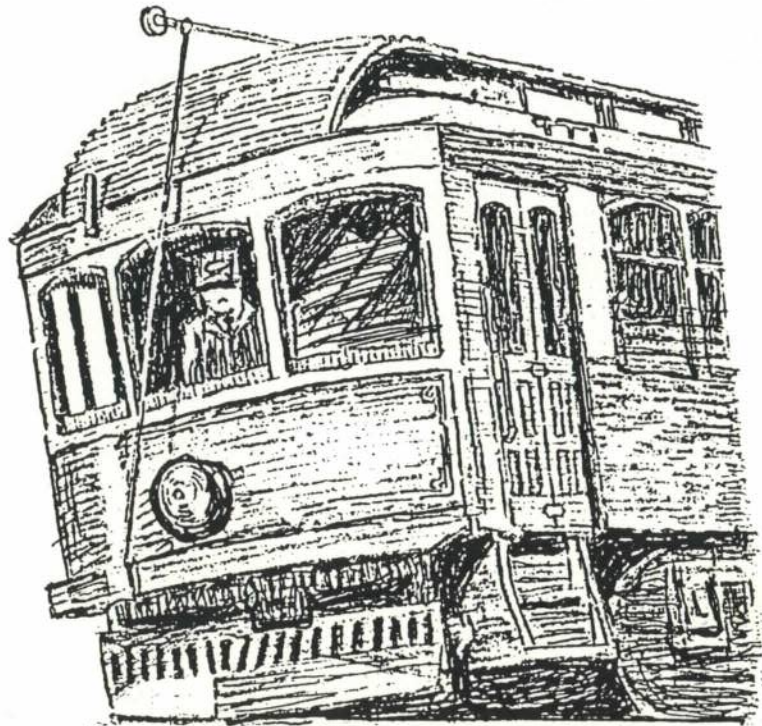
WOODEN SHELTER AT FIFER FLAG STOP, EAST ELEVATION. HIPPED ROOF; LOUVRED OPENING. IN PLAN-8'x8'!

TRACK-SIDE OPEN MACKINAW



ORIGINAL CAR A.C.-D.C.

REMODELLED CAR DIRECT CURRENT

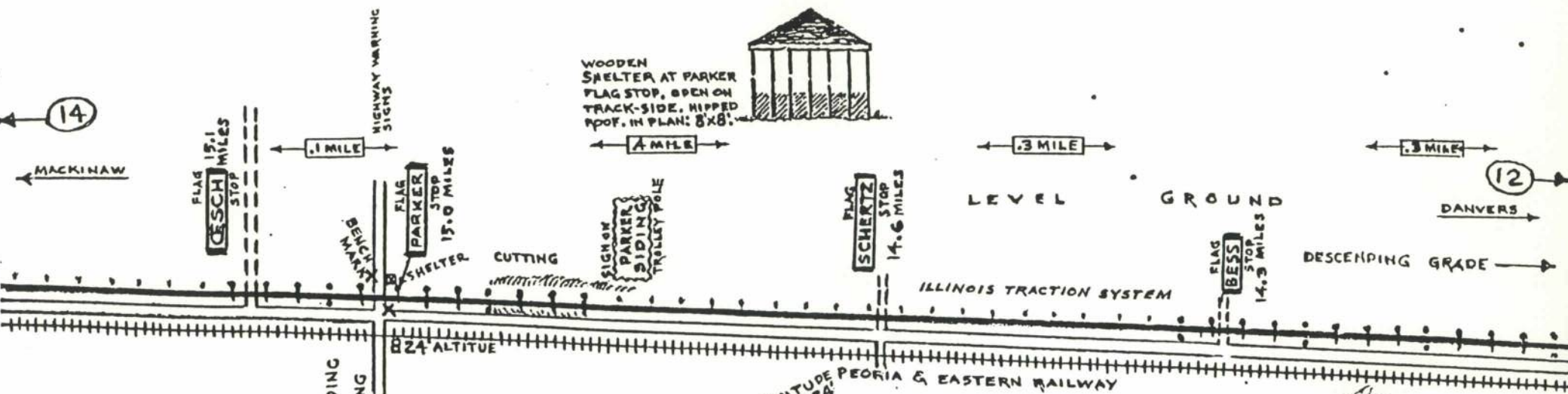


TROLLEY RETRIEVERS INSTALLED. SIDE SWEATING; WAGENHALE ARC CHANGED FROM DOUBLE END TO SINGLE-END CONTROL; BODY MOUNTED TRUCKS TO ACCOMMODATE MASTER CAR BUILDERS COUPLERS; MOTORMAN'S CAB INSTALLED ON LEFT HAND FRONT END; ANTI-CLIMBER BUMPERS, NEW TYPE PILOT; TRAIN DOOR IN REAR END. AFTER ALTERNATING CURRENT WAS ABOLISHED, PANTAGRAPHS REMOVED.



INTER-URBAN DATE

CREATED BY



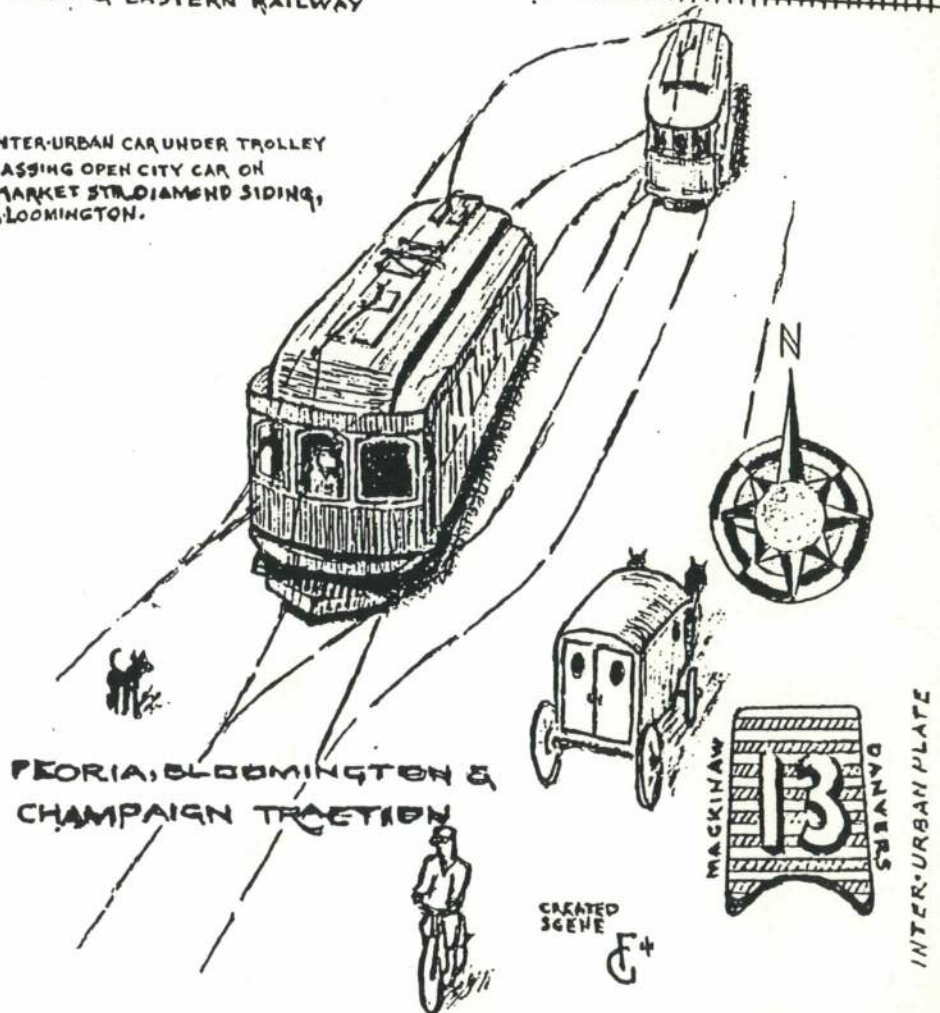
PARKER SIDING
FORMERLY
HUFF SIDING
ABANDONED
C. 1942
REFER TO
DETAIL
PL. NO. 7

BRACKETTED TROLLEY POLES ON
NORTH SIDE OF TRACK - MACKINAW-TO-
BLOOMINGTON; GUY POLES ON SOUTH
SIDE OF TRACK.
ORIGINALLY POLES SPACED 140' C/C
AND ARE THUS INDICATED.
CATENARY OVERHEAD SUSPENSION.
ROADS FORMERLY GRAVEL.



SEE

INTER-URBAN CAR UNDER TROLLEY
PASSING OPEN CITY CAR ON
MARKET ST/DIAMOND SIDING,
BLOOMINGTON.

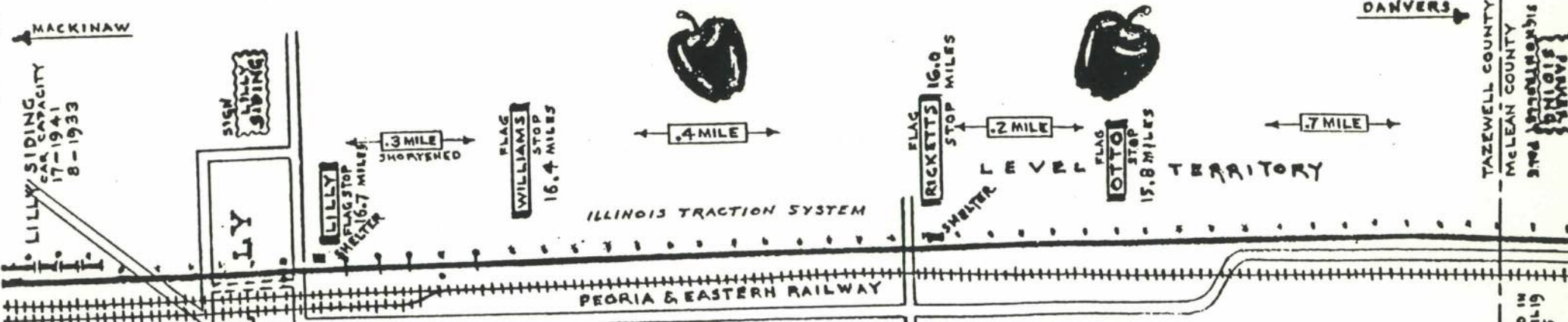


PEORIA, BLOOMINGTON &
CHAMPAIGN TRACTION

MACKINAW
13
DANVERS

INTER-URBAN PLATE

CREATED
SCENE
G+



803' BENCH MARK

(15)

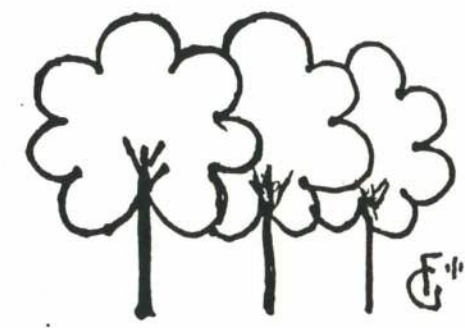
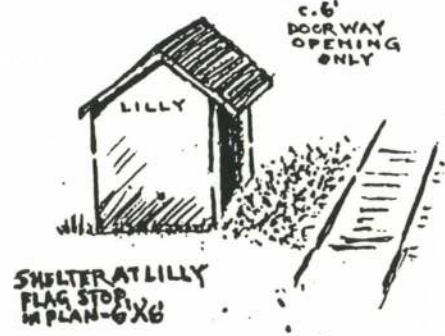
PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION DECEDED TO ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD MARCH 27 1912

POLES ORIGINALLY SPACED 140' APART & ARE SO INDICATED. CATENARY OVERHEAD SUSPENSION. ROADS FORMERLY GRAVEL.

1st THROUGH CAR BLOOMINGTON-PEORIA-APRIL 21, 1907

LAST THROUGH CAR BLOOMINGTON-PEORIA-FEB. 21, 1953

TRACKAGE ABANDONED MACKINAW-BLOOMINGTON. TRACKAGE MACKINAW JUNCTION-PEORIA RETAINED. LAST INTER-URBAN CAR OPERATED ON THAT SEGMENT- LAST DIESEL FREIGHT TRAIN-



THE APPLE ORCHARDS OF LILLY POPULATION 1896-75 REMAINED ABOUT THE SAME FOR SEVERAL DECADES THEREAFTER.

CONTINUED ON PLATE NO. 11.

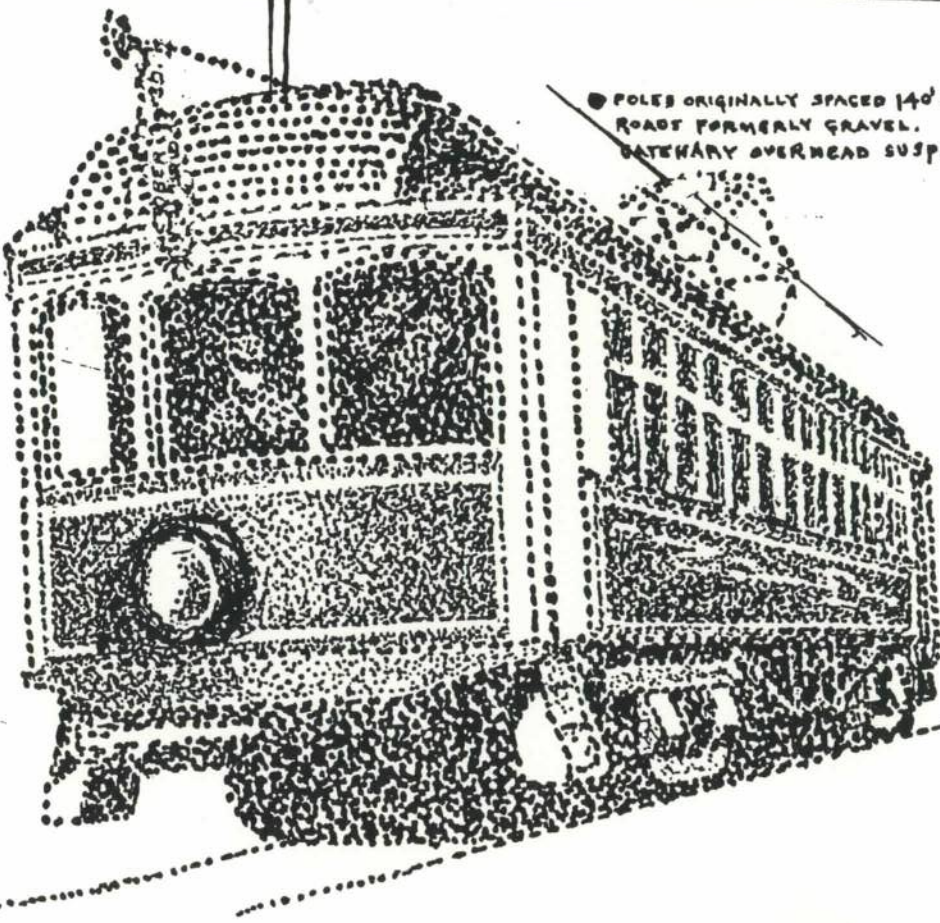
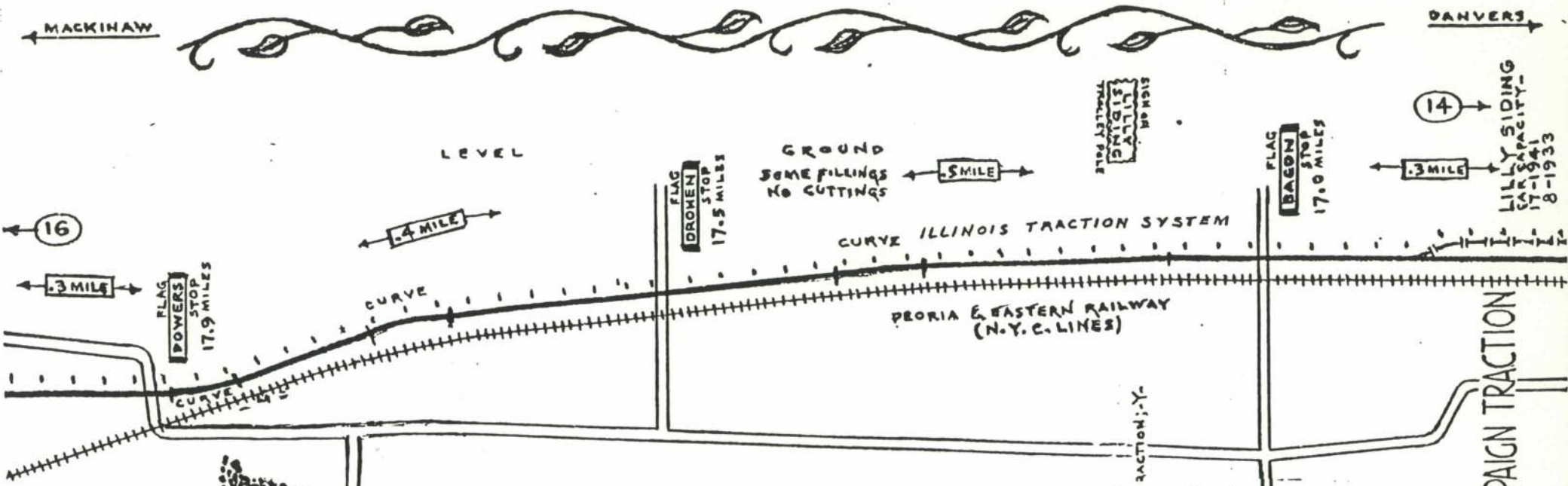
PEORIA BLOOMINGTON & CHAMPAIGN TRACTION INCORPORATED IN ILLINOIS APRIL 19 1905

MACKINAW 14 583A HVG INTER-URBAN PLATE

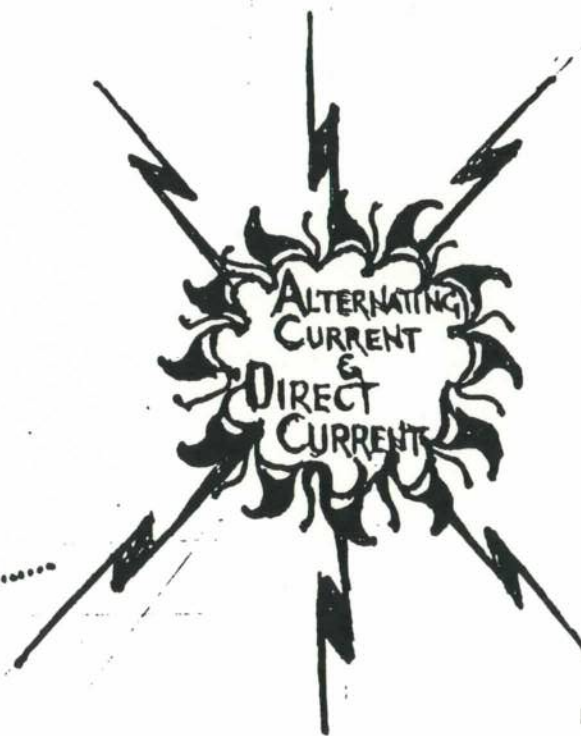
(13)

MACKINAW

DANVERS

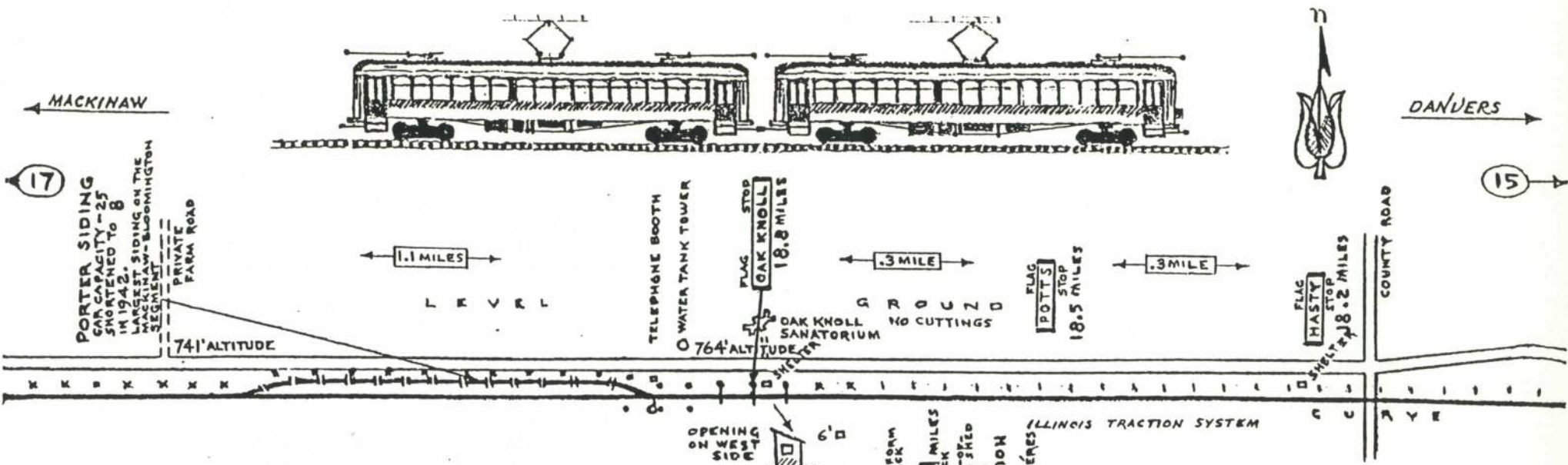


POLES ORIGINALLY SPACED 140' APART & ARE SO INDICATED.
 ROAD FORMERLY GRAVEL.
 BATTERY OVERHEAD SUSPENSION.



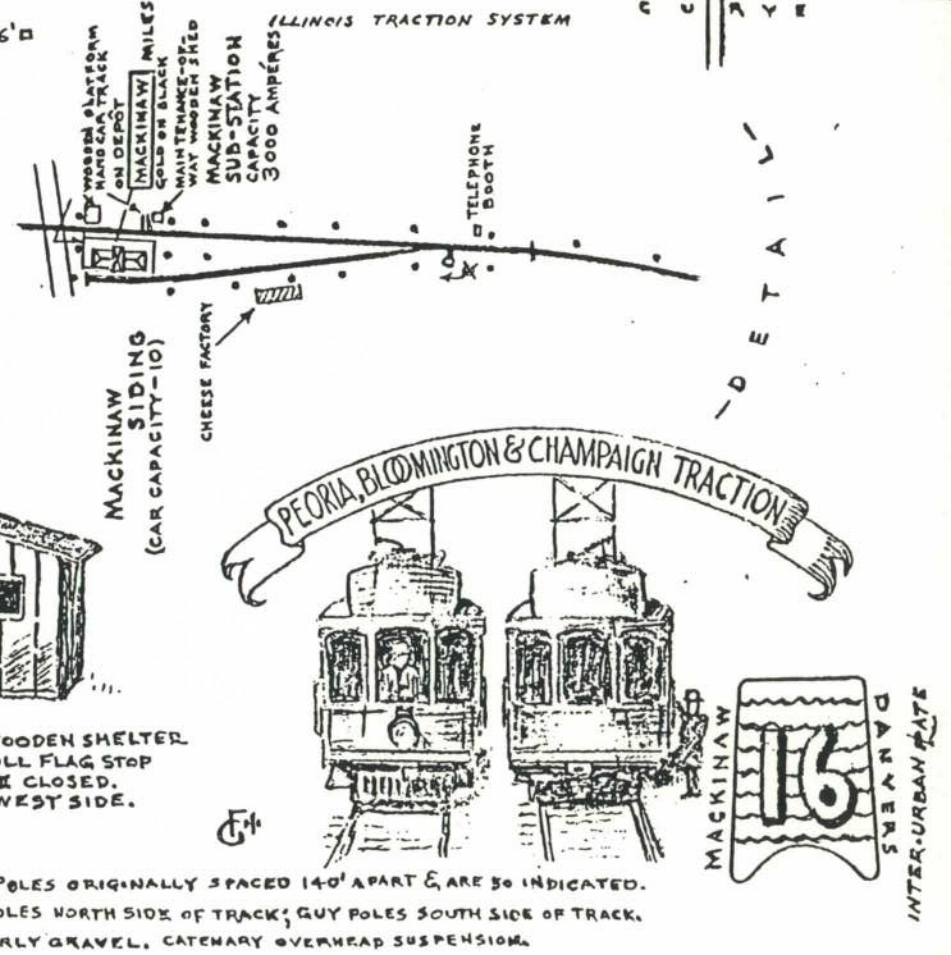
INTER-URBAN

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION



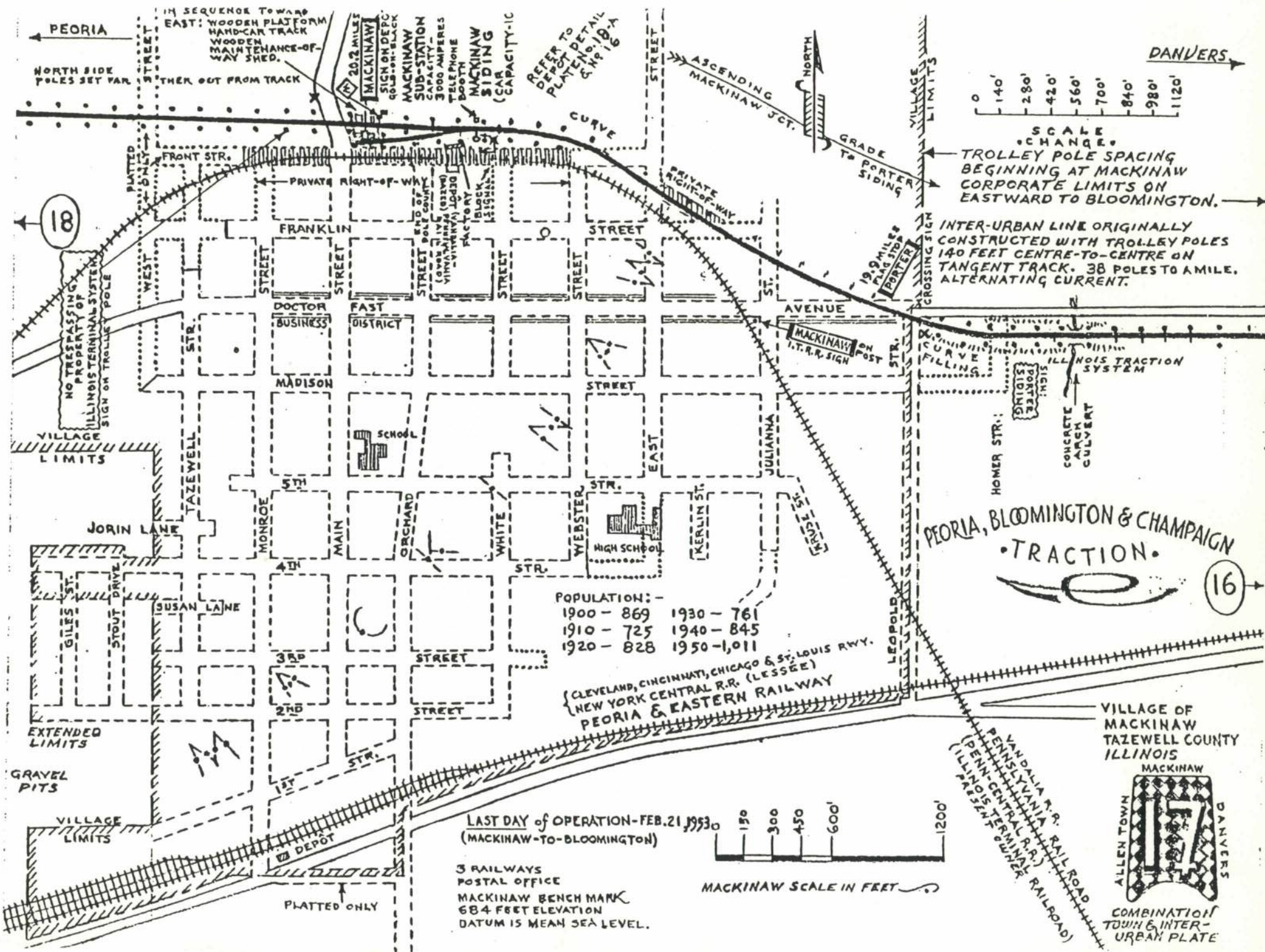
SIDINGS	CAR CAPACITY	MILEAGE FROM PEORIA	MILEAGE BETWEEN SIDINGS
MACKINAW JUNCTON-Y-		16.0	
MACKINAW	10	16.7	.7
PORTER	25 SHORTENED TO 8	18.0	1.3
LILLY	8 ABANDONED 1942	20.3	2.3
HUFF (RENAMED PARKER)	5 ABANDONED 1942	21.9	1.6
WOODRUFF	12 SHORTENED TO 4	23.4	1.5
DANVERS-Y-TEAM TRACK	6	26.3	2.9
STUCKEY	5	26.7	.4
McINTOSH	14 ABANDONED	28.9	2.2
ELKINS	19 (16-1950)	29.9	1.0
TWIN GROVE	7 ABANDONED 1951	32.2	2.3
GREEN		34.3	2.1
WASHBURN	7 ABANDONED 1942	34.8	.5
STILLWELL (6 TEAM TK.)	20 (18-1950)	35.6	.8

WESTERN AVE. TEAM TRACK
 DIAMOND SIDING TRACKS
 SWITCH-MARKET & CENTRE STREETS
 Y-MONROE & CENTRE STREETS
 Y-JEFFERSON & MADISON STREETS } FORMS LOOP
 DEPOT-CARBARN-FREIGHT DEPOT TRACKS
 FROM EMPLOYEES TIME TABLE No. 1 - OCT. 5, 1930.

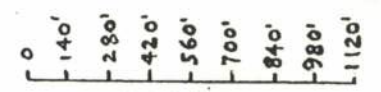


EAST SIDE WOODEN SHELTER AT OAK-KHOLL FLAG STOP TRACK-SIDE CLOSED. OPENING WEST SIDE.

POLES ORIGINALLY SPACED 140' APART & ARE 50' INDICATED.
 BRACKETTED POLES NORTH SIDE OF TRACK; GUY POLES SOUTH SIDE OF TRACK.
 ROADS FORMERLY GRAVEL. CATENARY OVERHEAD SUSPENSION.



DANVERS



SCALE CHANGE
TROLLEY POLE SPACING BEGINNING AT MACKINAW CORPORATE LIMITS ON EASTWARD TO BLOOMINGTON.

INTER-URBAN LINE ORIGINALLY CONSTRUCTED WITH TROLLEY POLES 140 FEET CENTRE-TO-CENTRE ON TANGENT TRACK. 38 POLES TO A MILE. ALTERNATING CURRENT.

PEORIA, BLOOMINGTON & CHAMPAIGN
• TRACTION •

16

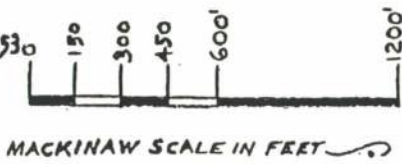
POPULATION: -

1900 - 869	1930 - 761
1910 - 725	1940 - 845
1920 - 828	1950 - 1,011

{ CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS R.WY.
NEW YORK CENTRAL R.R. (LESSEE)
PEORIA & EASTERN RAILWAY

LAST DAY OF OPERATION - FEB. 21, 1953
(MACKINAW-TO-BLOOMINGTON)

3 RAILWAYS
POSTAL OFFICE
MACKINAW BENCH MARK
684 FEET ELEVATION
DATUM IS MEAN SEA LEVEL.



VILLAGE OF MACKINAW
TAZEWELL COUNTY
ILLINOIS



COMBINATION
TOWN & INTER-URBAN
PLATE

PENNSYLVANIA R.R. RAIL ROAD
(PENNSYLVANIA R.R.)
ILLINOIS TERMINAL RAILROAD
(ILLINOIS TERMINAL RAILROAD)

IN SEQUENCE TOWARD
EAST: WOODEN PLATFORM
HAND-CAR TRACK
WOODEN
MAINTENANCE-OF-
WAY SHED.

20.2 MILES
MACKINAW
SIGN ON DEPC
GOLD-ON-BLACK
MACKINAW
SUB-STATION
CAPACITY -
3000 AMPERES
TELEPHONE
BOOTH
MACKINAW
SIDING
(CAR
CAPACITY-10

REFER TO
DEPOT DETAIL
PLATE NO. 18-A

PEORIA

NORTH SIDE
POLES SET FAR
THER OUT FROM TRACK

18

NO TRESPASSING
PROPERTY OF
ILLINOIS TERMINAL SYSTEM
SIGN ON TROLLEY POLE

VILLAGE
LIMITS

JORIN LANE

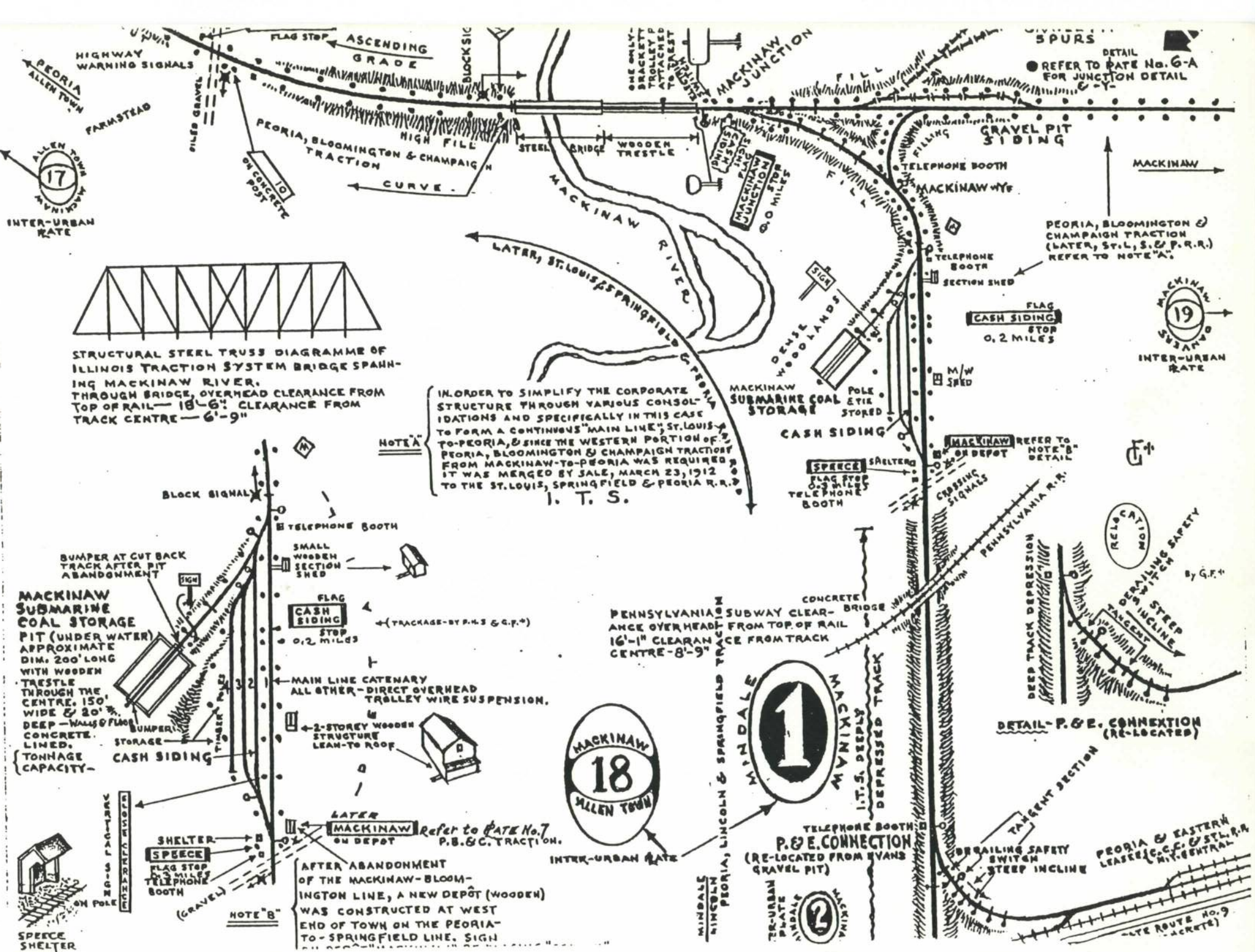
SUSAN LANE

EXTENDED
LIMITS

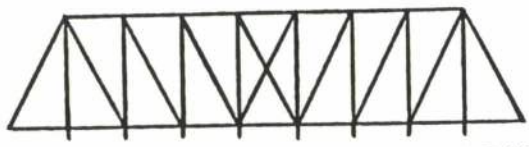
GRAVEL
PITS

VILLAGE
LIMITS

PLATTED ONLY

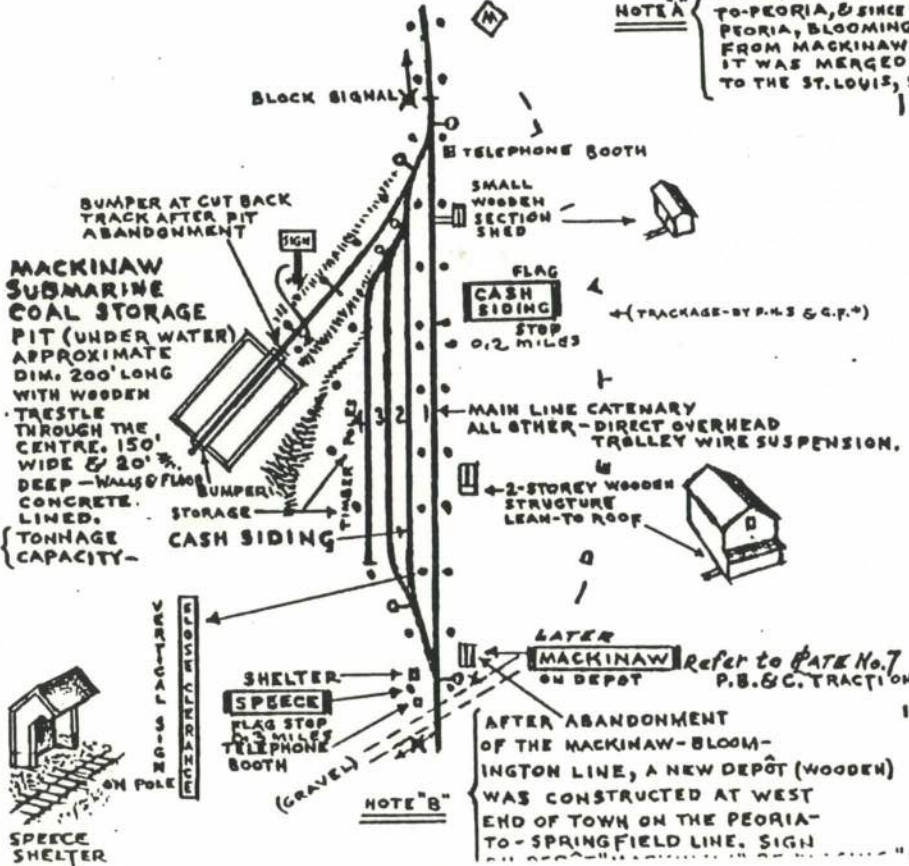


PEORIA ALLEN TOWN
FARMSTEAD
HIGHWAY WARNING SIGNALS
ALLEN TOWN MACKINAW
17
INTER-URBAN RATE



STRUCTURAL STEEL TRUSS DIAGRAMME OF ILLINOIS TRACTION SYSTEM BRIDGE SPANNING MACKINAW RIVER. THROUGH BRIDGE, OVERHEAD CLEARANCE FROM TOP OF RAIL—18'-6"; CLEARANCE FROM TRACK CENTRE—6'-9"

NOTE "A"
IN ORDER TO SIMPLIFY THE CORPORATE STRUCTURE THROUGH VARIOUS CONSOLIDATIONS AND SPECIFICALLY IN THIS CASE TO FORM A CONTINUOUS "MAIN LINE" ST. LOUIS TO PEORIA, & SINCE THE WESTERN PORTION OF PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION FROM MACKINAW TO PEORIA WAS REQUIRED IT WAS MERGED BY SALE, MARCH 23, 1912 TO THE ST. LOUIS, SPRINGFIELD & PEORIA R.R. & I. T. S.



MACKINAW 18 ALLEN TOWN
INTER-URBAN RATE

MINDALE 1 MACKINAW
MACKINAW & SPRINGFIELD TRAC. & PEORIA, LINCOLN & SPRINGFIELD TRAC.

TELEPHONE BOOTH P. & E. CONNECTION (RE-LOCATED FROM EVANS GRAVEL PIT)

2 MACKINAW

DETAIL—P. & E. CONNECTION (RE-LOCATED)

PEORIA & EASTERN LEASEE (C.C. & ST. L. R.R. DIV. CENTRAL)

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION (LATER, ST. L., S. & P. R. R.) REFER TO NOTE "A".

MACKINAW 19 ALLEN TOWN
INTER-URBAN RATE

DETAIL REFER TO PATE No. 6-A FOR JUNCTION DETAIL

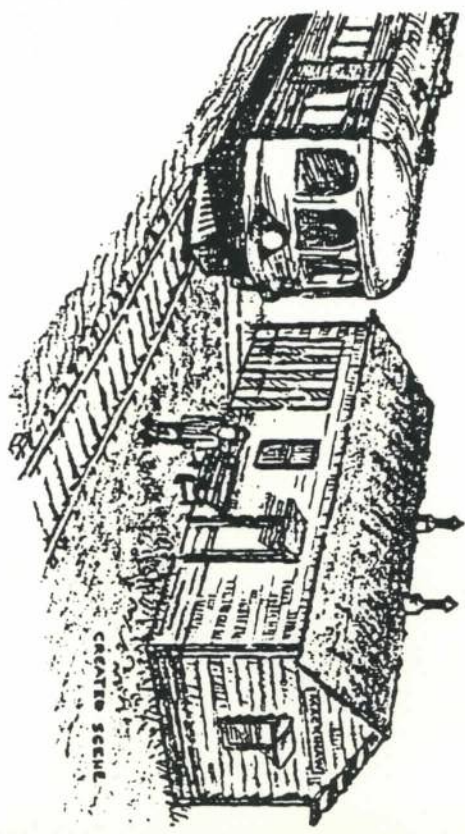
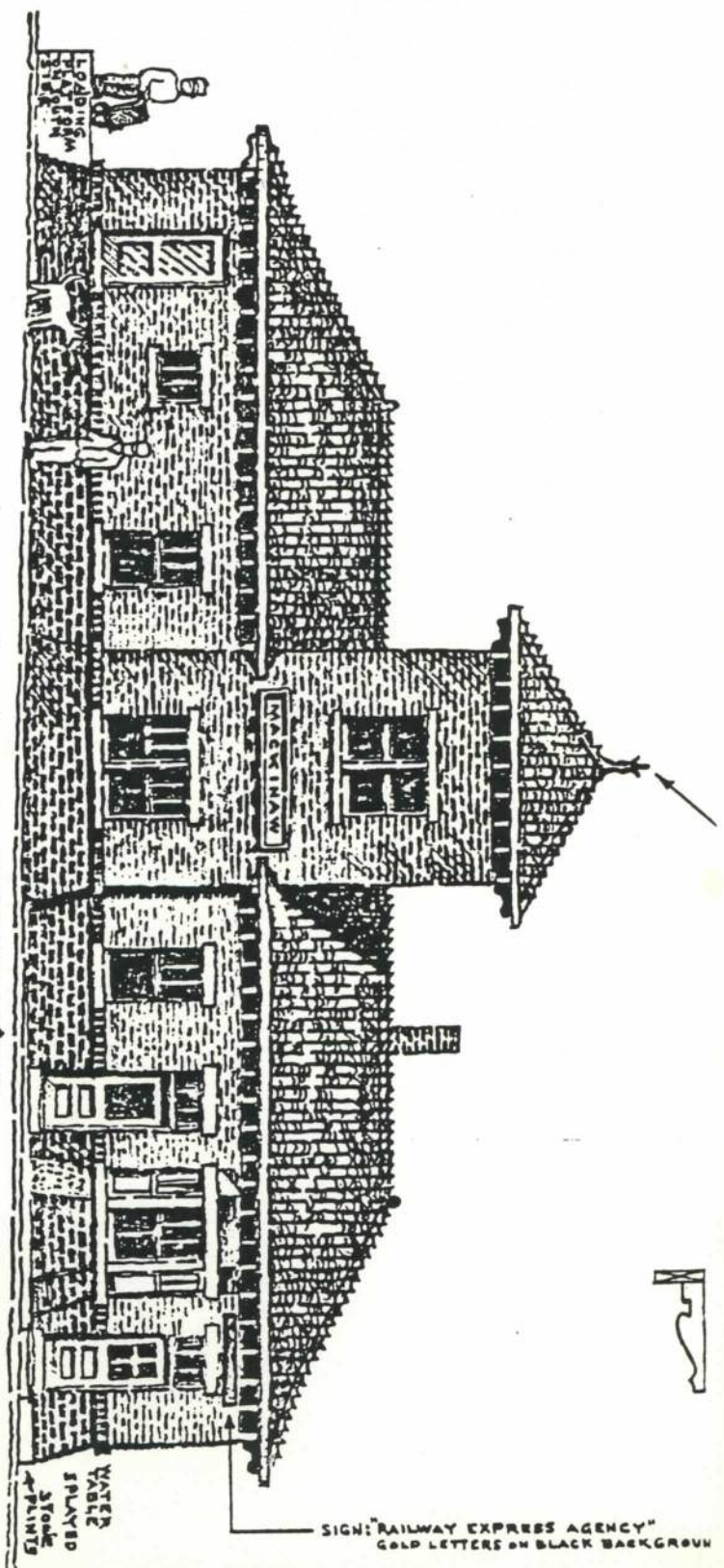
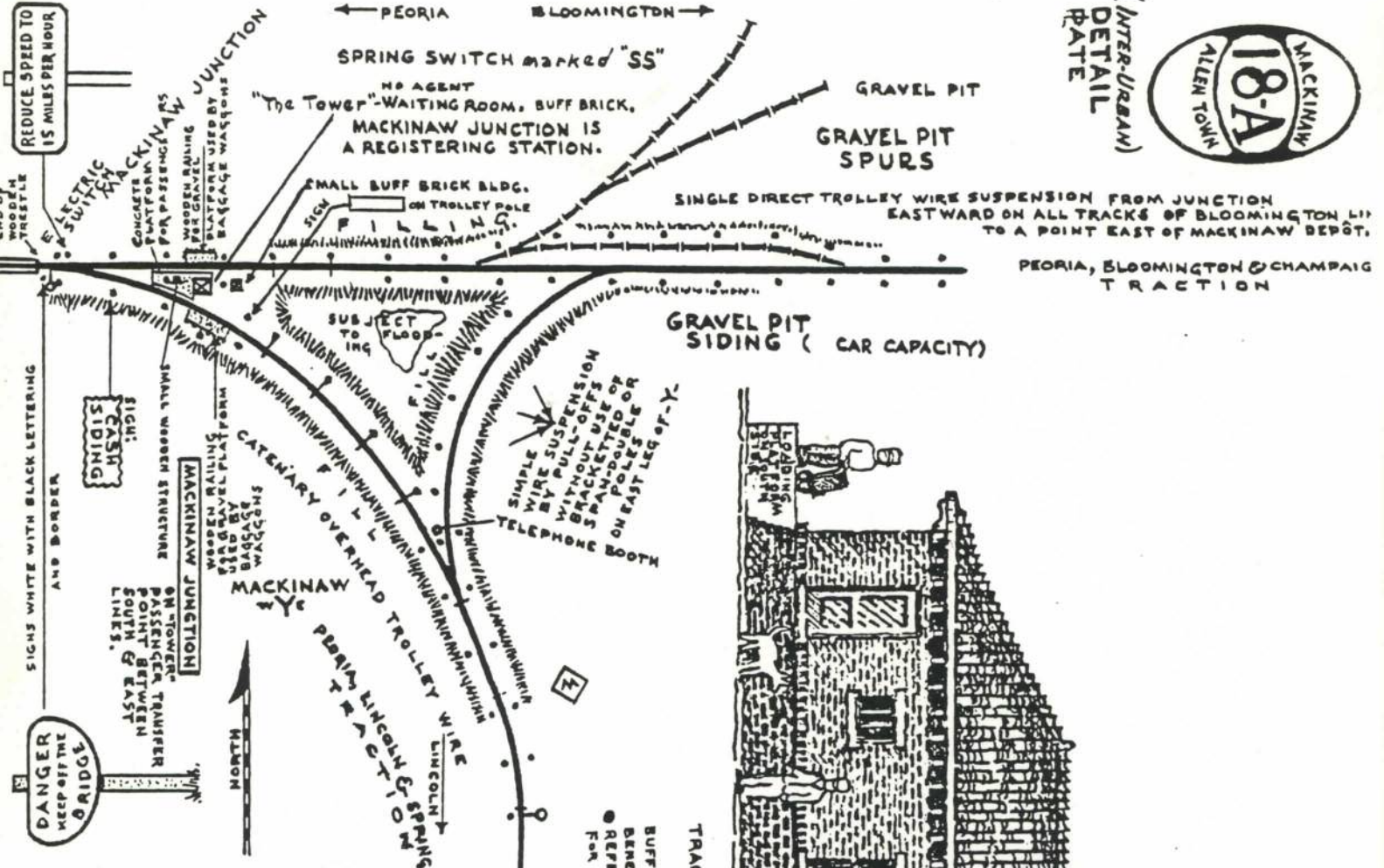
REFER TO NOTE "B" DETAIL

By G.F.H.

—L.T. ROUTE No. 9 (CONCRETE)



(INTER-URBAN)
DETAIL
DATE



ILLINOIS TERMINAL R.R.

NEW WOODEN MACKINAW DEPOT LOCATED AT FORMER SPECK FLAG STOP TO REPLACE THE DEPOT ON THE ABANDONED BLOOMINGTON-TO MACKINAW LINE. REFER TO DATE No. 27 P.L. & S TRACTION OR No. 6 P.B. & C. TRACTION.

PAINTED WHITE WITH GREEN TRIM & EXTERIOR BARS, MEDIUM WIDE & HORIZONTAL SLOTTED BOARDS; CORNER BOARDS; ROLL ROOFING; CANOPIES OVER PASS. DOOR & WINDOW, BATTENS ON MOTOR-SCOOTER DOORS, SCREEN DOOR.