

SPRINGFIELD TO CHAMPAIGN

MISSING PAGES

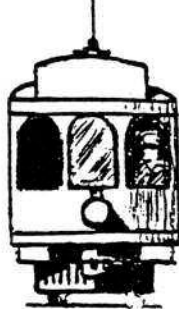
Springfield- Riverton 2

Decatur Belt Ry 1 2 3 11

Decatur Complex

1 2 3 4 5 6 9

PHELING MAPS



Volume I

Illinois Traction System

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

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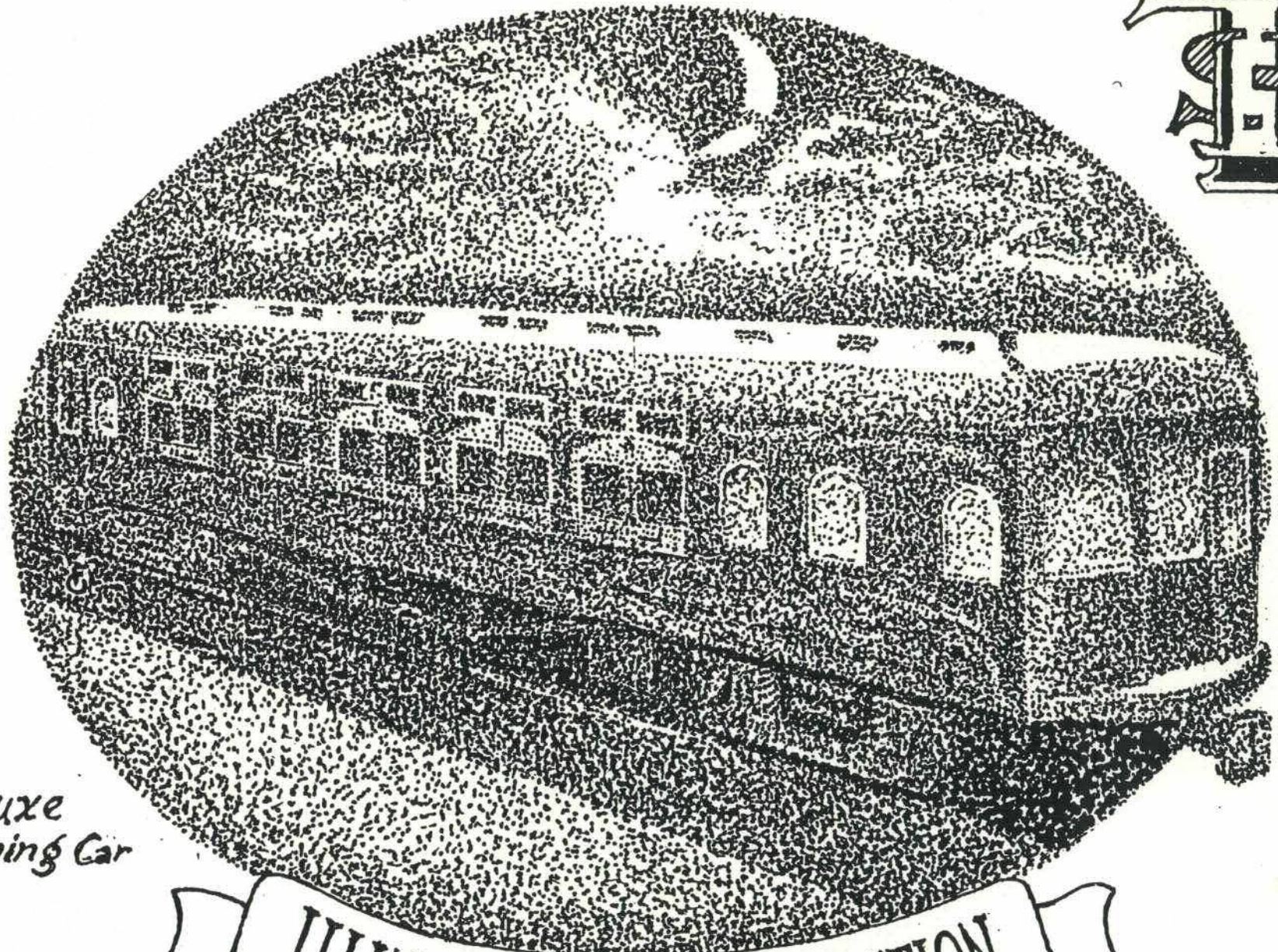
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Dale Jenkins April 3, 2024



*DeLuxe
Sleeping Car*

ILLINOIS CENTRAL TRACTION

612

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS



I

ILLINOIS CENTRAL TRACTION

ILLINOIS TRACTION SYSTEM.

- MILES
- 0.0 Decatur Station 3 tracks (Agent)
 - 2 Transfer House (Main Street)
DOUBLE TRACKS
Edward Street
Pine Street
 - 4 DIAMOND TURN-OUT 324'
Oakland Avenue
WABASH RAILWAY overhead crossing
 - 6 DIAMOND TURN-OUT 287'
FAIRVIEW SIDING
cross-over 970'
 - DREAMLAND SIDING
No. Taylor Ave.
Oakdale Blvd.
Woodlawn Ave.
Oak Crest
 - WEST BELT JUNCTION
 - 2.3 West Decatur (EX-West Belt)
 - 2.5 Stephens
 - BUNDY'S SIDING
 - MOFFET SIDING (13)
 - 3.1 Moffet
 - 3.6 sunny side
 - WYCKLES SIDING (15) 500'
 - 4.4 Wyckles
 - 5.4 Glasgow
 - 6.1 Benson
 - WABASH CONNEXION (17)
 - HARRIS TOWN SIDING (15)
 - 7.3 Harris Town Depot & SUB-STATION (AGENT)

- VIA DECATUR BELT RAILWAY
- TORRENCE SIDING
WABASH CONNEXION
CROSS-OVER
LUMBER YARD SIDING
 - SPUR
 - ILLINOIS COAL SPUR
 - PRESCOTT SIDING (ABANDONED)
CROSS-OVER
WABASH R.W.Y. SUBWAY
 - SPUR
 - FREIGHT DEPOT YARD POLAR ICE
OIL PLANT SPUR
2 COAL YARD SPURS
 - WABASH CONNEXION
 - ILLINOIS CENTRAL crossing
 - MARIETTA-Y-
Decatur Station (Agent)
 - COACH STORAGE TRACK (EX-BUNDY TRACK)
CROSS-OVER
cross-over
cross-over
 - HARRISON SIDING
3 of J (EX-KOPF) P.M. SPUR
5 of J flag stop (EX-K.O.P.)
DECATUR-MACON HOSPITAL SPUR
 - SPUR (COAL)
cross-over
 - INDUSTRIAL TRackage
 - NORTH JUNCTION & -Y-
ILLINOIS Central Subway - NOT A STOP
 - LEAD IRON WORKS SPURS
 - ILLS. CENTRAL CONNEXION
 - SPUR
 - ILLINOIS CENTRAL crossing
 - DECATUR YARD & SHOPS
Condit STORE ROOM
store Room SIDING

- MILES
- 8.3 Fraser (EX-Willard)
FRASER SIDING (16)
SHELL OIL SPUR
 - 8.6 Dick
 - 8.8 Obert
 - 9.4 Finson
 - FENTON SIDING (36) 1007' (39) '93
 - 10.4 Fenton
 - 10.9 Campbell
 - 11.8 Niantic Mine 535'
NIANTIC SIDING (16)
 - 11.8 Niantic Depot (Agent)
 - 11.9 Paris (Folly St.)
 - 13.4 Donovan
DONOVAN SIDING (12) 857' (14) '90
LONG POINT SLOUGH
 - 14.6 Munce
 - 15.1 Rentschler
 - 15.4 Correll
 - LONG POINT SIDING (6) 314' (4) '930
 - 15.6 7th Street
 - ILLIOPOLIS LOOP & -Y- (6) 535' (8) '930
 - 15.8 Illiopolis Depot (Agent) SUB-STATION
 - ELEVATOR TRACK 526'
 - 16.0 2nd Street
 - 16.4 Dey street
 - SANGAMON ORDNANCE LEAD TRACK
 - 16.9 Trowbridge
 - 17.4 Cantrall
 - PERMA SPUR
 - 17.9 Kirby

G+

ENCIRCLED NUMBER INDICATES CAR CAPACITY

No. 1 Oct. 5, 1930
SIDINGS - Employees Time Tables 1930
No. 21 AUG. 6
Flag Stops - Tariff APRIL 30, 1924

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

ILLINOIS CENTRAL TRACTION

- MILES
- 18.2 District School
 - 18.4 Welsh
 - 18.7 Haynes
 - 19.4 Saunders
 - 19.6 Richardson
 - 20.4 Kent
 - 20.6 Lanesville School
 - 20.8 Wittemore
 - 21.1 Pickerel
 - 21.2 Lanesville (Agent) Depot
 - 21.9 Rodges
 - 22.6 Poor Farm - Sangamon County
 - 23.0 Herrin
 - 23.5 Mechanicsburg Junction stop
 - 24.0 Fulton (ex-Little)
 - 24.2 Herron
 - 24.6 Buffalo (Agent) SUB-STATION
 - 26.0 Scullys
 - 27.2 Dawson Depot (Agent)
- LANESVILLE
- BUFFALO
- DAWSON
- WITTEMORE CREEK DECK SPAN
- CARVEY-Flag Stop
- Twin culverts North Fork clear Creek
- MECHANICSBURG JUNCTION -Y- EAST LEG 569'
- BRANCH LINE

- MILES
- 27.7 Rents
 - 28.8 Hedrick
 - 30.0 Hessar
 - 30.5 Wheeland Haven
 - 30.7 Holme
 - 31.0 Turney
 - 31.2 Ward
 - 31.4 Minier
 - 31.6 6th Street
 - 32.0 Riverton Depot (Agent) TRASH 161'
 - 33.0 Wentworth (EX-White)
 - 33.5 Black
 - 34.0 Butler
 - 34.3 Riverton Road
 - 34.5 Bissell
 - 34.7 Miller's Crossing
 - 35.3 McCoy
 - 36.1 Starne
 - 36.6 Capitol Park
- RIVERTON
- STARNE JUNCTION
- STARNE SIDING
- SPRINGFIELD & NORTH EASTERN TRACTION
- COAL STORAGE PIT
- SANGAMON RIVER THROUGH BRIDGE TRUSS
- CREEK

ILLINOIS TRACTION SYSTEM II

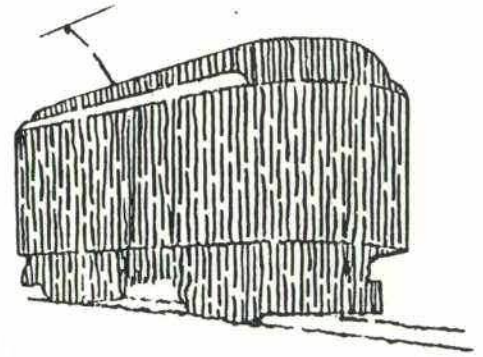
- MILES
- 86.8 Forrest Ave.
 - 37.1 Springfield Station (Agent)
 - 39.0 Springfield (Agent)
- ENGINE HOUSE TRACKS
- Fast Grand YARD 1326' long
- ILLS. CENTRAL CONNEXION
- SHELL PETROL. & SHANKEY SPURS
- L.C.L. TRACK
- FREIGHT STATION TRACKS
- STATION PASSENGER TRACKS
- LOCOMOTIVE TRACK
- STATION -Y-
- LINE CAR TRACK
- STANDARD TRACK (OIL)
- [ILLS. CENTRAL R.R.]
- 2015 Clear Lake Road
- NEW STATION OPENED FEB. 26, 1933.
- NO. 2015 CLEAR LAKE ROAD
- ORIGINAL LINE CONTINUES SOUTHWARD ON MCCREY STREET (20th STREET)
- Crossing - BALTIMORE & OHIO R.R. (EX-CINCINNATI, HAMILTON & DAYTON RAIL ROAD)
- MINE SPUR
- BOILER WORKS SPUR
- B. & O. CONNEXION
- B & O R.R. CROSSING
- I. C. R.R. CROSSING
- DOUBLE TRACKS
- 10th STREET TEAM TRACK
- 8th & MONROE I.T.S. PASS. DEPOT 3TR.
- I.T.S. FREIGHT DEPOT & YD.
- Springfield (Agent) station shared with St. Louis & Springfield Railway
- SPRINGFIELD & No. EAST TRACTION AND ILLINOIS CENTRAL TRACTION.
- SPRINGFIELD BELT RAILWAY**
- 5.8 MILES
- ST. LOUIS & SPRINGFIELD TRAINS 393'

KEY

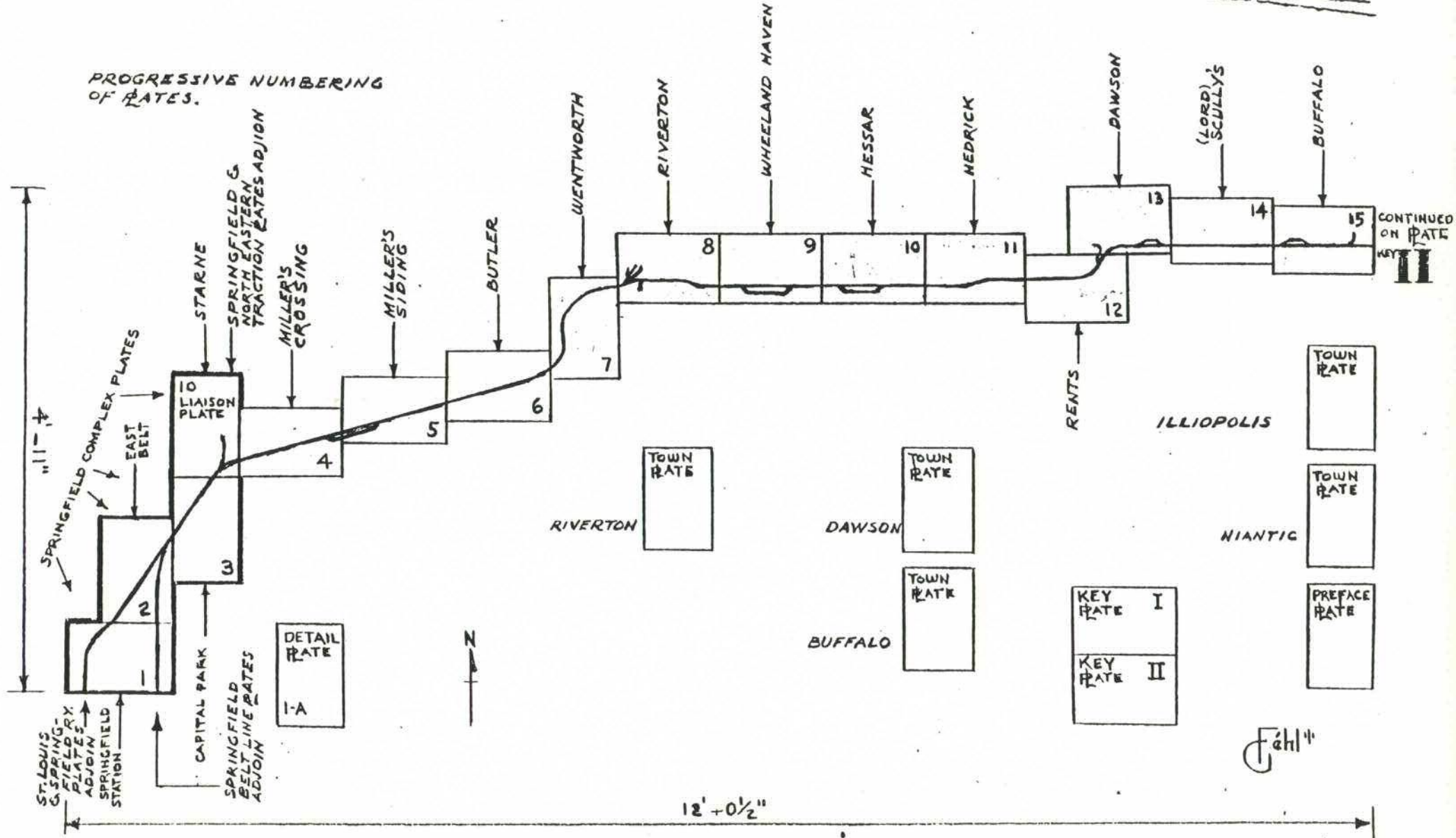
TO SEQUENCE OF INTER-URBAN RATES SPRINGFIELD-TO-BUFFALO

PART I

ILLINOIS CENTRAL TRACTION
of the ILLINOIS TRACTION SYSTEM

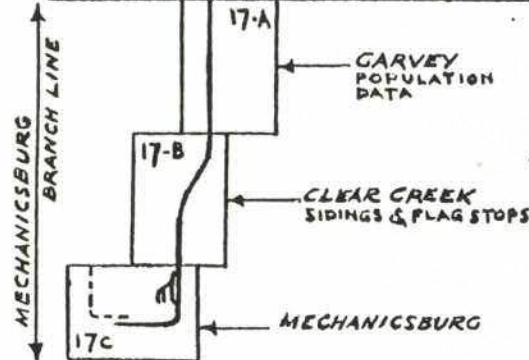
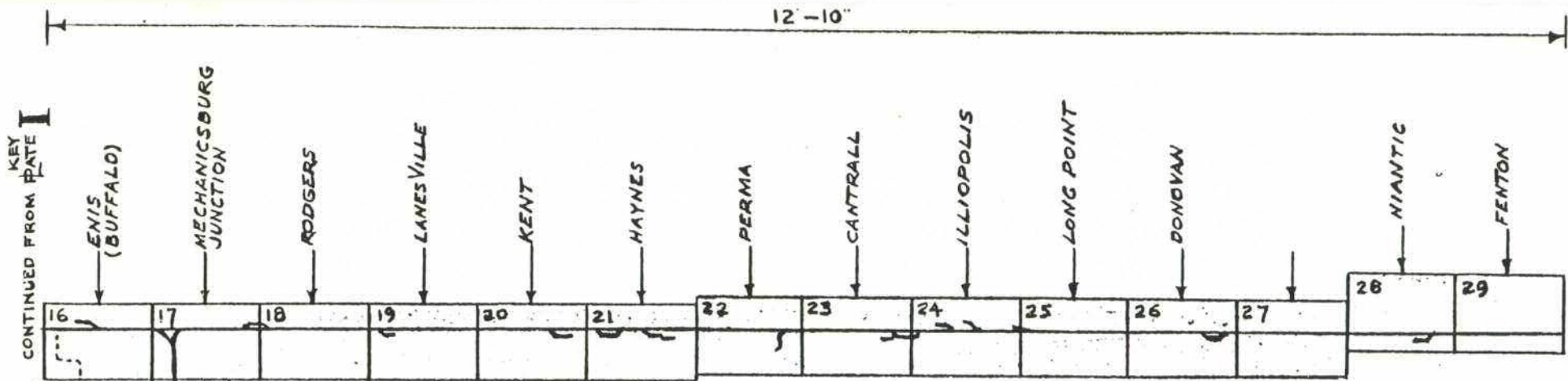


PROGRESSIVE NUMBERING
OF RATES.



CONTINUED
ON PAGE
KEY II

Fahl



TO SEQUENCE OF INTER-URBAN RATES PART **II**

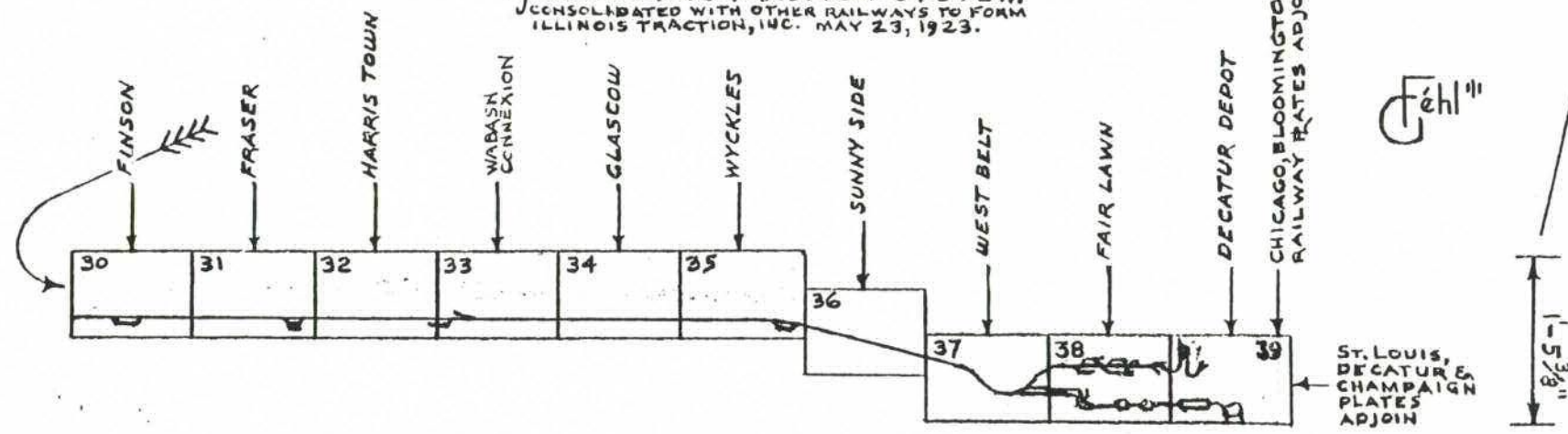
○ BUFFALO-TO-DECATUR ○

NUMBER OF RATES	_____	53	
TOWN RATES	_____	5	
INTER-URBAN PLATES	_____	43	
PREFACE PLATE	_____	1	LIAISON PLATE - 1
KEY RATES	_____	2	DETAIL PLATE - 1

MILES CHARTED — 40.6
 OVER-ALL MAP SIZE 4'-11" WIDTH X 34'-0 1/2" LENGTH.
 TROLLEY POLE COUNT ~ SELF-SCALING CHARTS

● ILLINOIS CENTRAL TRACTION ●
 of the ILLINOIS TRACTION SYSTEM
 CONSOLIDATED WITH OTHER RAILWAYS TO FORM
 ILLINOIS TRACTION, INC. MAY 23, 1923.

PROGRESSIVE NUMBERING OF RATES.



ST. LOUIS, DECATUR & CHAMPAIGN PLATES ADJOIN

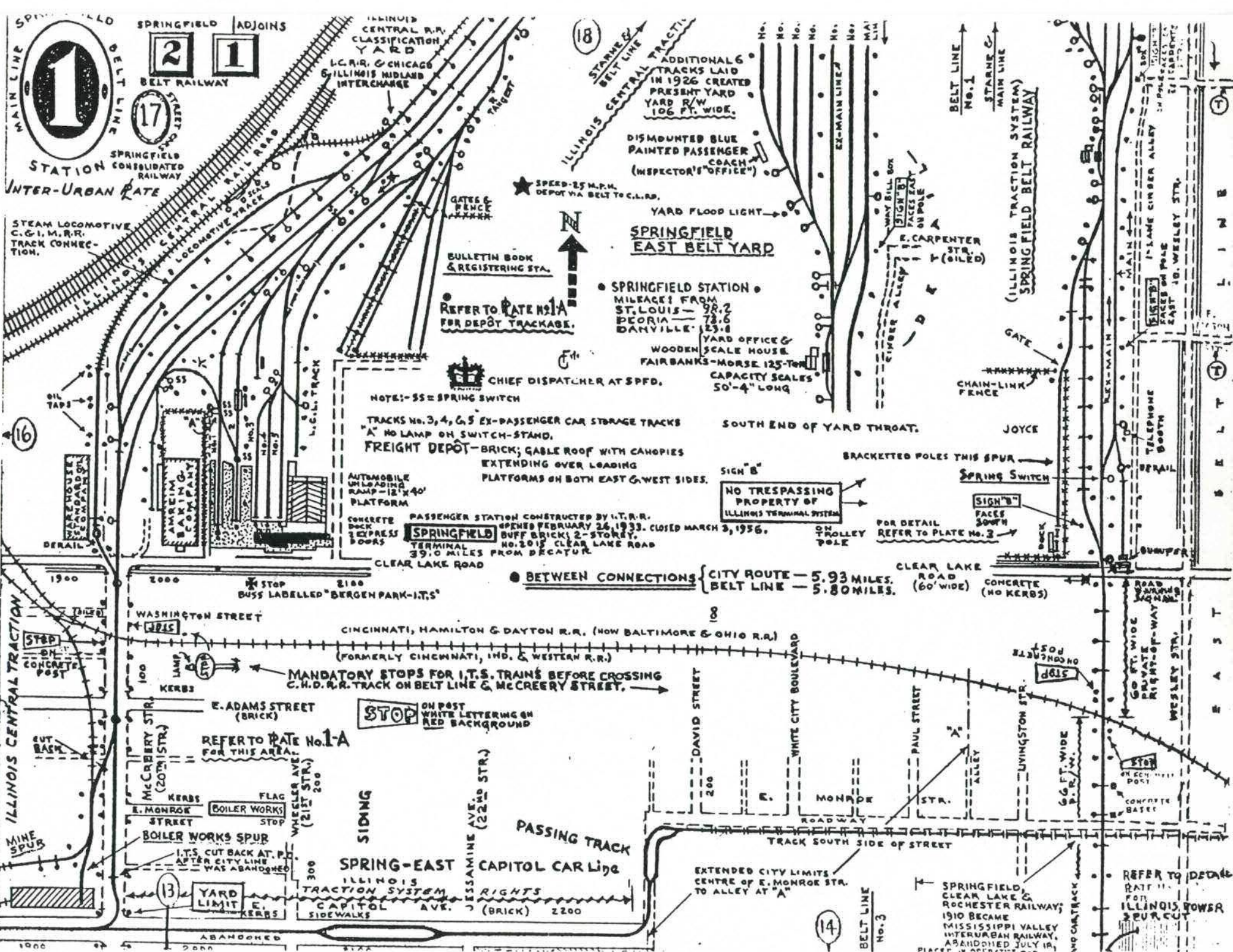
Chicago, BLOOMINGTON & DECATUR RAILWAY RATES ADJOIN



TOTAL WIDTH

3'-7 1/2"

1'-5 3/8"



1 MAIN LINE BELT LINE
2 **1** SPRINGFIELD ADJOINS
17 BELT RAILWAY
 STATION CONSOLIDATED RAILWAY
 INTER-URBAN RATE

STEAM LOCOMOTIVE
 C. & I. M. R.R.
 TRACK CONNECTION.

16

18 STARVE & BELT LINE
 ILLINOIS CENTRAL TRACT.
 ADDITIONAL 6 TRACKS LAID IN 1926 CREATED PRESENT YARD YARD R/W 106 FT. WIDE.

DISMOUNTED BLUE PAINTED PASSENGER COACH (INSPECTOR'S OFFICE)
 SPEED-25 M.P.H. DEPOT VIA BELT TO C.L.R.R.
 YARD FLOOD LIGHT
SPRINGFIELD EAST BELT YARD

SPRINGFIELD STATION
 MILEAGE FROM
 ST. LOUIS - 98.2
 PEORIA - 78.6
 DANVILLE - 123.8
 YARD OFFICE & WOODEN SCALE HOUSE
 FAIRBANKS-MORSE 125-TON CAPACITY SCALES 50'-4" LONG

GATES & FENCE
 BULLETIN BOOK & REGISTERING STA.
 REFER TO PLATE No. 1A FOR DEPOT TRACKAGE.

CHIEF DISPATCHER AT SPFD.

NOTES: -SS= SPRING SWITCH
 TRACKS No. 3, 4, & 5 EX-PASSENGER CAR STORAGE TRACKS
 "A" NO LAMP ON SWITCH-STAND.
FREIGHT DEPOT-BRICK; GABLE ROOF WITH CANOPIES EXTENDING OVER LOADING PLATFORMS ON BOTH EAST & WEST SIDES.

WAREHOUSE
 OIL TANKS
 DERAIL
 AUTOMOBILE UNLOADING RAMP-12' X 40' PLATFORM
 CONCRETE BACK EXPRESS DOORS

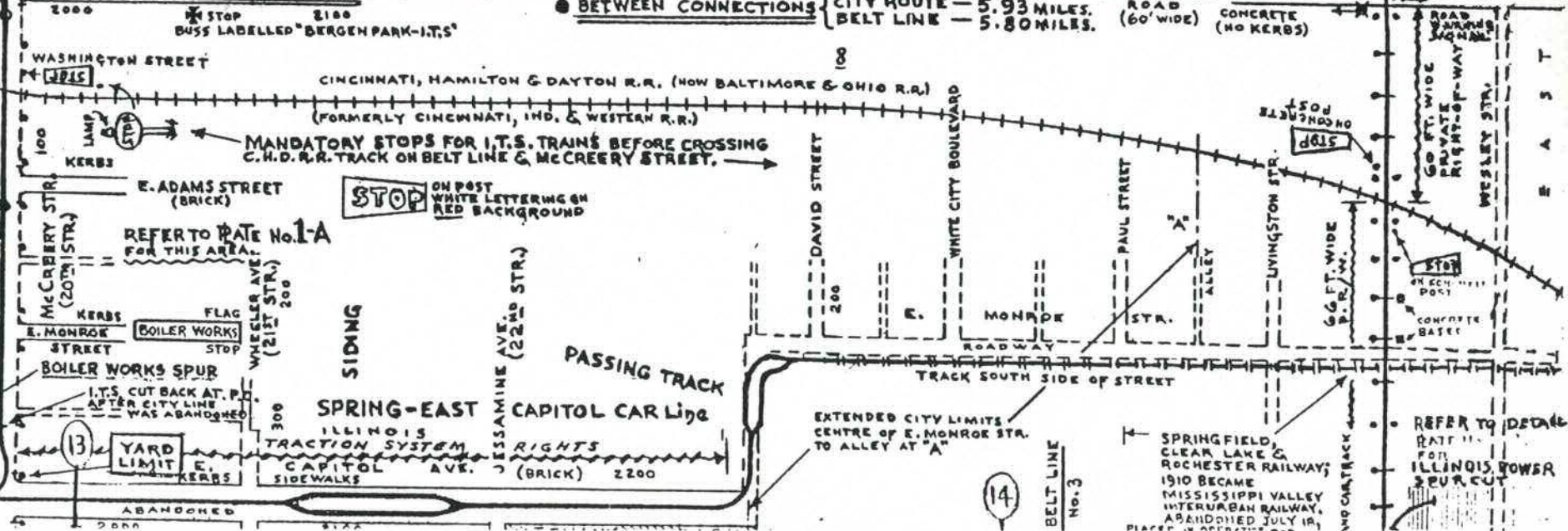
PASSENGER STATION CONSTRUCTED BY I.T.R. SPENED FEBRUARY 26, 1933. CLOSED MARCH 3, 1936.
SPRINGFIELD BUFF BRICK 2-STORY. NO. 2015 CLEAR LAKE ROAD TERMINAL 39.0 MILES FROM DECATUR

NO TRESPASSING PROPERTY OF ILLINOIS TERMINAL SYSTEM

FOR DETAIL REFER TO PLATE No. 2

BETWEEN CONNECTIONS
 CITY ROUTE - 5.93 MILES.
 BELT LINE - 5.80 MILES.

ILLINOIS CENTRAL TRACTION



STOP BUS LABELLED "BERGEN PARK-I.T.S."

MANDATORY STOPS FOR I.T.S. TRAINS BEFORE CROSSING C.H.D.R.R. TRACK ON BELT LINE & MCCREERY STREET.

REFER TO PLATE No. 1A FOR THIS AREA

STOP ON POST WHITE LETTERING ON RED BACKGROUND

FLAG BOILER WORKS STOP

BOILER WORKS SPUR

I.T.S. CUT BACK AT P. AFTER CITY LINE WAS ABANDONED

YARD LIMIT

SPRING-EAST CAPITOL CAR LINE

ILLINOIS TRACTION SYSTEM RIGHTS CAPITOL AVE. (BRICK) 2200

EXTENDED CITY LIMITS CENTRE OF E. MONROE STR. TO ALLEY AT "A"

SPRINGFIELD, CLEAR LAKE & ROCHESTER RAILWAY, 1910 BECAME MISSISSIPPI VALLEY INTERURBAN RAILWAY, ABANDONED JULY 19, 1934

REFER TO DETAIL PLATE No. 1 FOR ILLINOIS TOWER SPUR CUT

14 BELT LINE No. 3



SPRINGFIELD STATION

OPENED: FEB. 23, 1933
LAST DAY: MARCH 3, 1956
No. 2015 CLEAR LAKE ROAD.

YARD - ILLINOIS TERMINAL RAILROAD SYSTEM

PORTION OF
FORMERLY, ILLINOIS CENTRAL TRACTION. BECAME
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD WITH
MERGER OF SPRINGFIELD & NORTH EASTERN TRACTION,
OCT. 1, 1913, OF THE ILLINOIS TRACTION SYSTEM.

DEPÔT DETAILING

NOT DRAUGHTED TO SCALE.

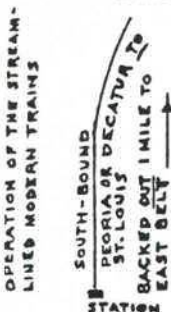
TRAINS MUST REPORT TO DISPATCHER BEFORE LEAVING STATION.
OPERATION OF TRAINS BETWEEN PASSENGER STATION AND WEST LEG OF EAST BELT

- OUT-BOUND TRACK GOVERNED BY AUTOMATIC SIGNALS.
- SWITCH ENGINES OR FREIGHT TRAINS, EXCEPT ON ORDER FROM DISPATCHER, WILL NOT USE IN-BOUND MAIN TRACK.
- CONNECTION (SWITCH) RE-ACTIVATED WHEN I.T. TRACKS CUT-BACK TO NORTH SIDE OF CLEAR LAKE RD.

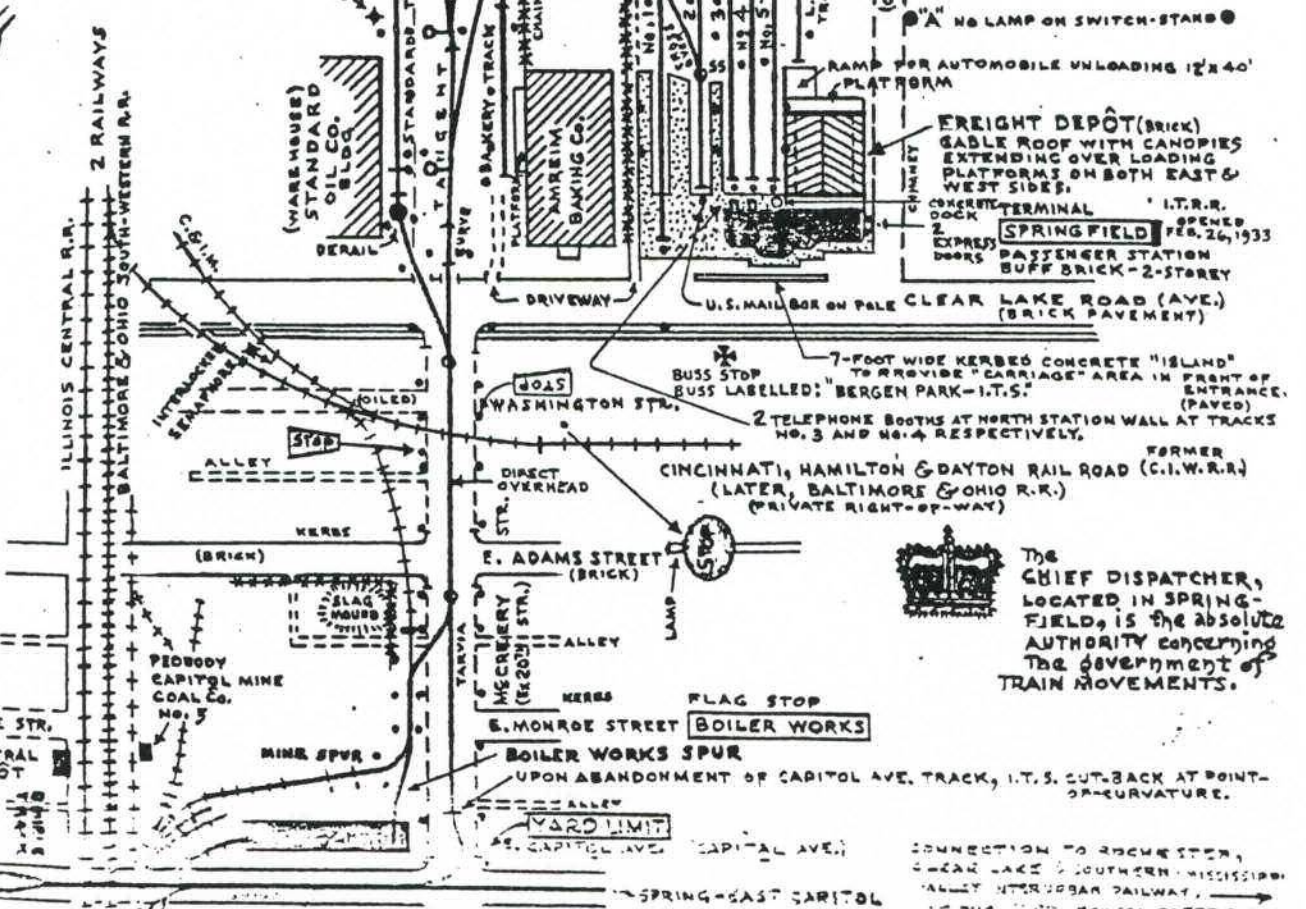
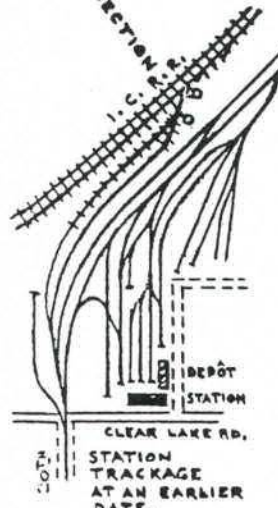
- SS = SPRING SWITCHES: - AT STATION - 2
- STATION WYE - 3
- STATION YARD CROSS-OVER - 1
- FREIGHT HOUSE LEAD - 1
- AT SPFD. STATION AND EAST BELT.


BULLETIN BOOKS REGISTERING STATION.

- ★ PASSENGER TRAIN SPEED RESTRICTION - 25 MILES PER HOUR.
- STATION-VIA BELT LINE - AND CLEAR LAKE ROAD.
- ORIGINAL DEAD-END OF I.T.S. STANDARD SPUR.



LAST DAY SPRINGFIELD TO BLOOMINGTON FEB. 22, 1953



 The CHIEF DISPATCHER, LOCATED IN SPRINGFIELD, IS THE ABSOLUTE AUTHORITY CONCERNING THE MOVEMENTS OF TRAINS.

CONNECTION TO ROCK HILL, CLEAR LAKE & SOUTHERN MISSISSIPPI VALLEY INTERURBAN RAILWAY, OF THE SPFD. CONSOLIDATED R.W.

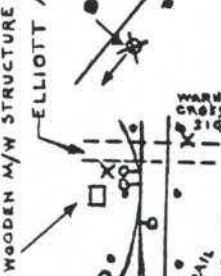
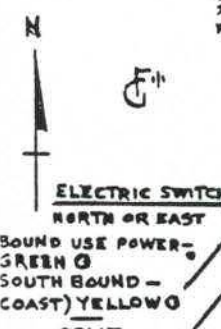
ILLINOIS CENTRAL TRACTION Co.
ILLINOIS TRACTION SYSTEM



YARD SPEED IN FORCE.
CLEAR LAKE ROAD (STATION) TO
CLEAR LAKE ROAD (BELT)
PASS. TRAINS RESTRICTED
TO 25 M.P.H.

BULLETIN BOOK
LOCATED AT EAST BELT-Y.

INTER-URBAN RATE



NORTH THROAT
OF YARD
I.T.S.
DETAIL

SPRINGFIELD
BELT RAILWAY
1

FORMERLY PASSENGER MAIN LINE

ENGINE READY TRACK
WRECKER TRACK
WHEEL STORAGE TRACK
EAST BELT-Y
WEST REPAIR TRACK
EAST REPAIR TRACK

(RUNNING REPAIR SHOP)
(2 PITS)
ENGINE HOUSE
TRANSFORMER

POCKET TRACK
EAST BELT LINE

WARNING CROSSING SIGNS
EAST ELLIOTT AVE.
(TARVIA)

10' x 12'
I.C. M/W BATTENS
WEATHER BOARDS
SOLID DOOR.
DWARF SWITCH STANDS BEAR
SIDING NUMBER ON I.C.R.R.



I.C. OVERHEAD SEMAPHORE
MILEAGE SIGN ON POST
5-2
I.T.S. MILEAGE SIGN ON POST.

I.C. CONNECTION &
CROSS-OVER.

ILLINOIS CENTRAL
MULTIPLE YARD
CENTRAL TRACK

ILLINOIS CENTRAL CONNECTION
ILLINOIS TRACTION SYSTEM
106' WIDE R/W PROPERTY

6 TRACKS
CONSTRUCTED IN
1926

NO TRESPASSING
PROPERTY OF
ILLINOIS TRACTION SYSTEM
ON CONCRETE POST

(T) = TARVIA

SPRING SWITCH

VILLAGE OF GRAND VIEW
1950 POP. 1,300
ALT. 597'
LIMITS

STARBUCKS CO.
NO. 2
COAL TIPPLE
WATER TANK

FLAG
FORREST AVE.
STOP
ALLEY 36.8 MILES

ELM
STR.
YARD

FORREST AVE.
(CINDERS)

EAST
BELT
-Y-

EDMUND STREET

MAIN

NO. 6
NO. 5
NO. 4
NO. 3
NO. 2
NO. 1

(EX-MAIN)

BOTH WAYS

NUMBERS

SIGN A
ON POST

SIGN A
ON FACE
FACE POST

YARD
FLOOD
LIGHT

CROSSING
WARNING SIGNS

CROSSING
SIGNS

CROSSING
SIGNS

CROSSING
SIGNS

CROSSING
SIGNS

CROSSING
SIGNS

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SIGNS

CROSSING
SIGNS

STEPHEN AVE.
SPRINGFIELD
EAST BELT

For Continuity & Detail, REFER TO
INTER-URBAN RATE No.

1

SPRINGFIELD & NORTH EASTERN TRACTION
WILLIAMSVILLE - SPRINGFIELD - RIVERTON

INSERT THIS RATE BETWEEN RATES

3 & 4

ILLINOIS CENTRAL TRACTION

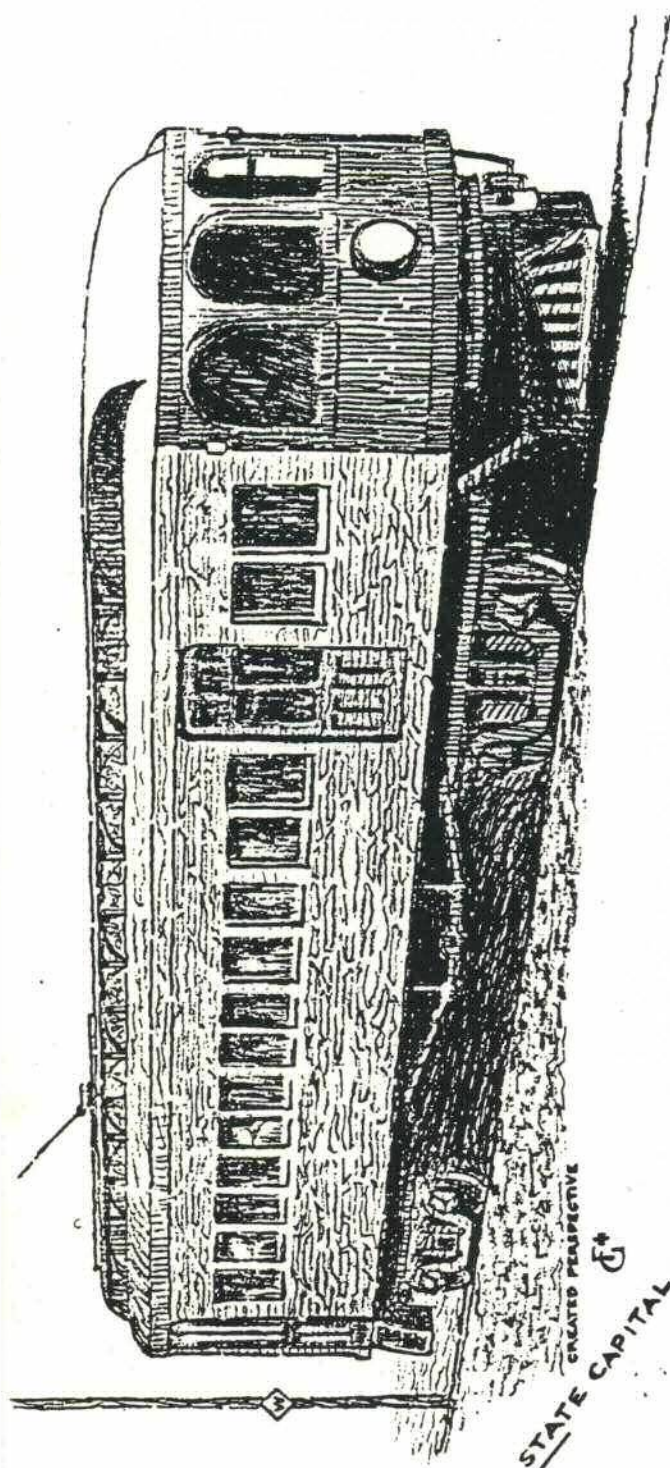
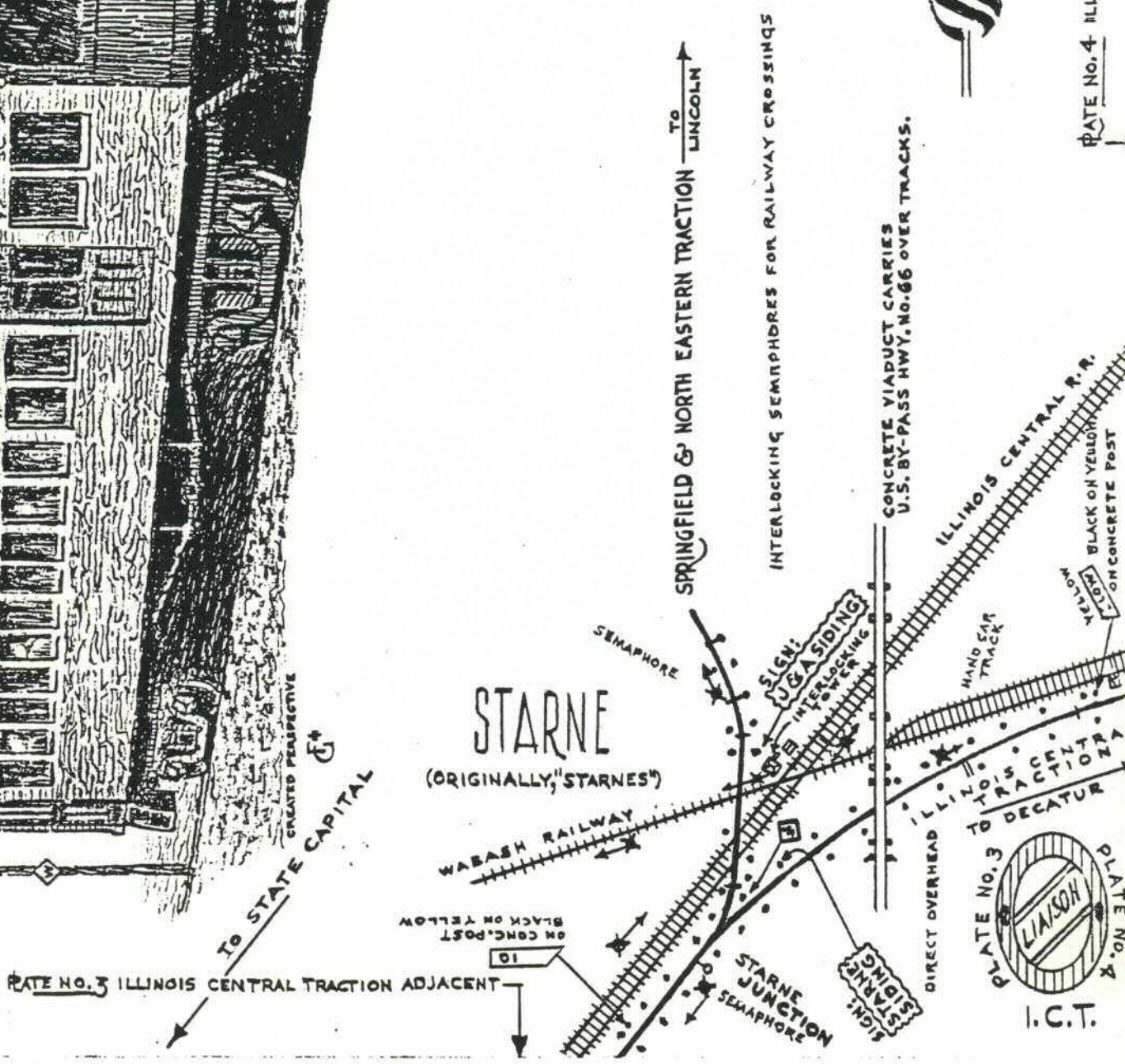


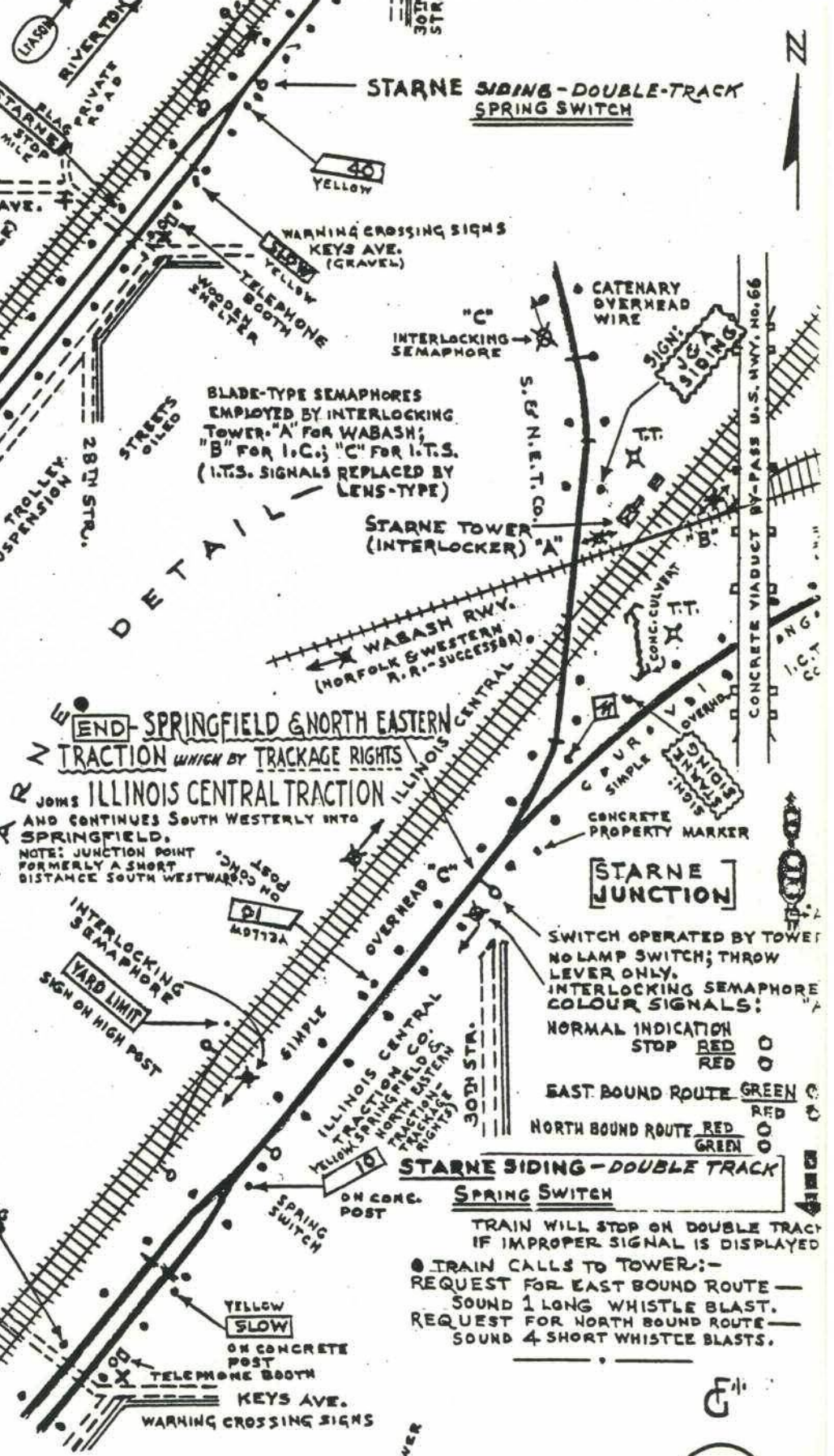
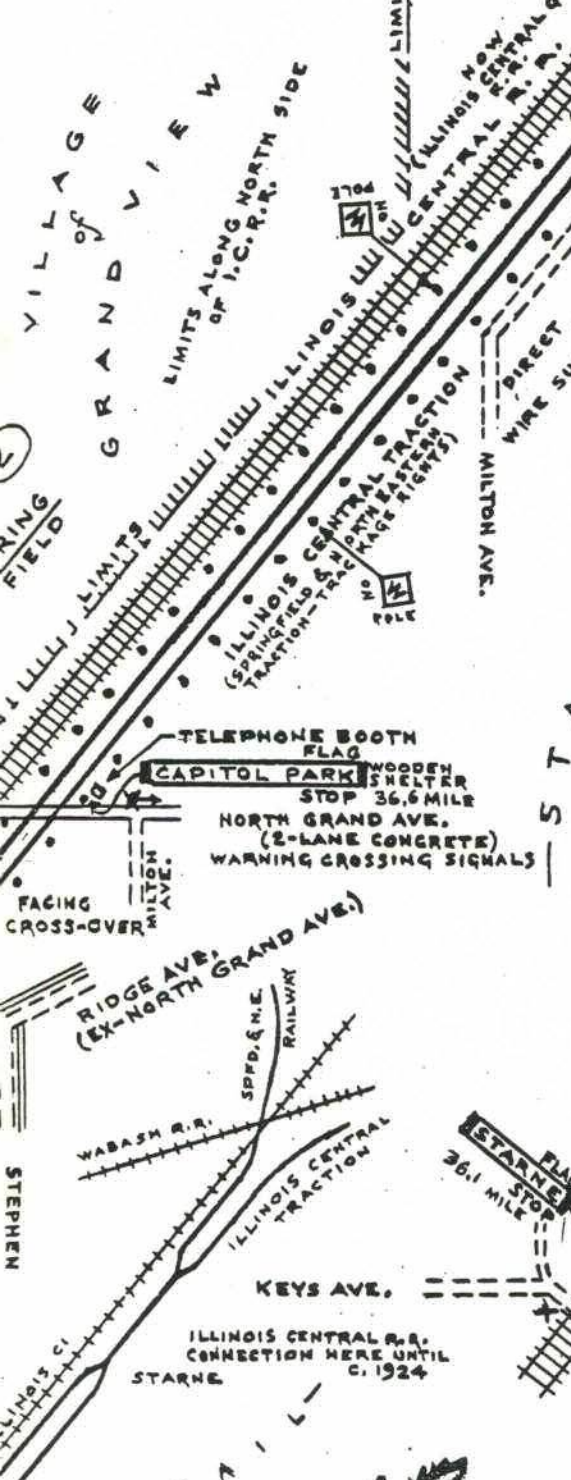
PLATE No. 4 ILLINOIS CENTRAL TRACTION ADJACENT



ILLINOIS CENTRAL TRACTION CO.
ILLINOIS TRACTION SYSTEM.

YARD SPEED IN FORCE.

A RARITY ON I.T.S. —
 DOUBLE TRACK INTERURBAN
 PARALLELING DOUBLE TRACK
 STEAM RAILWAY.



BLADE-TYPE SEMAPHORES
 EMPLOYED BY INTERLOCKING
 TOWER "A" FOR WABASH;
 "B" FOR I.C.; "C" FOR I.T.S.
 (I.T.S. SIGNALS REPLACED BY
 LENS-TYPE)

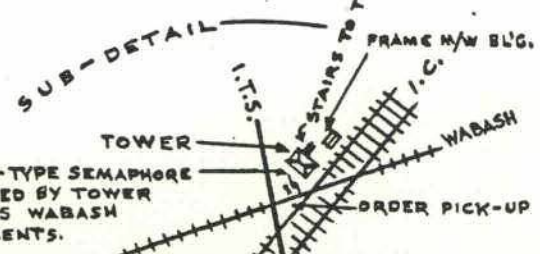
WABASH R.VY.
 (HORFOLK & WESTERN
 R.R.-SUCCESSOR)
 ILLINOIS CENTRAL
 TRACTION
 WABASH R.VY.
 (HORFOLK & WESTERN
 R.R.-SUCCESSOR)
 WABASH
 ILLINOIS CENTRAL
 TRACTION
 WABASH R.VY.
 (HORFOLK & WESTERN
 R.R.-SUCCESSOR)
 WABASH

SWITCH OPERATED BY TOWER
 NO LAMP SWITCH; THROW
 LEVER ONLY.
 INTERLOCKING SEMAPHORE
 COLOUR SIGNALS:
 NORMAL INDICATION
 STOP RED ○
 RED ○
 EAST BOUND ROUTE GREEN ○
 RED ○
 NORTH BOUND ROUTE RED ○
 GREEN ○

TRAIN WILL STOP ON DOUBLE TRACK
 IF IMPROPER SIGNAL IS DISPLAYED
 ● TRAIN CALLS TO TOWER:—
 REQUEST FOR EAST BOUND ROUTE —
 SOUND 1 LONG WHISTLE BLAST.
 REQUEST FOR NORTH BOUND ROUTE —
 SOUND 4 SHORT WHISTLE BLASTS.

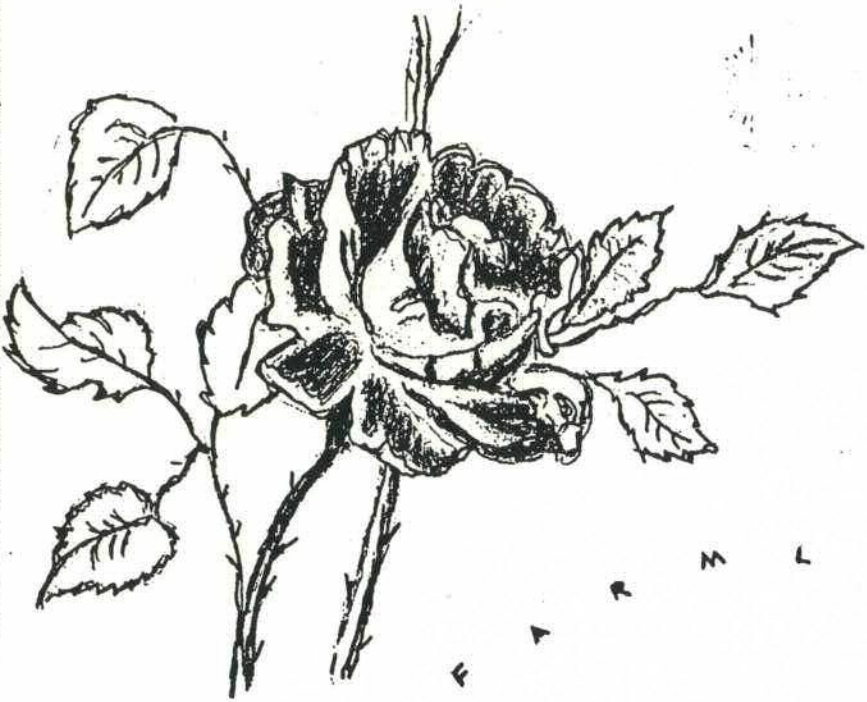
SIGN PAINTER'S ERROR!
 CAPITAL PARK.

STARNE = OLD DESIGNATION.

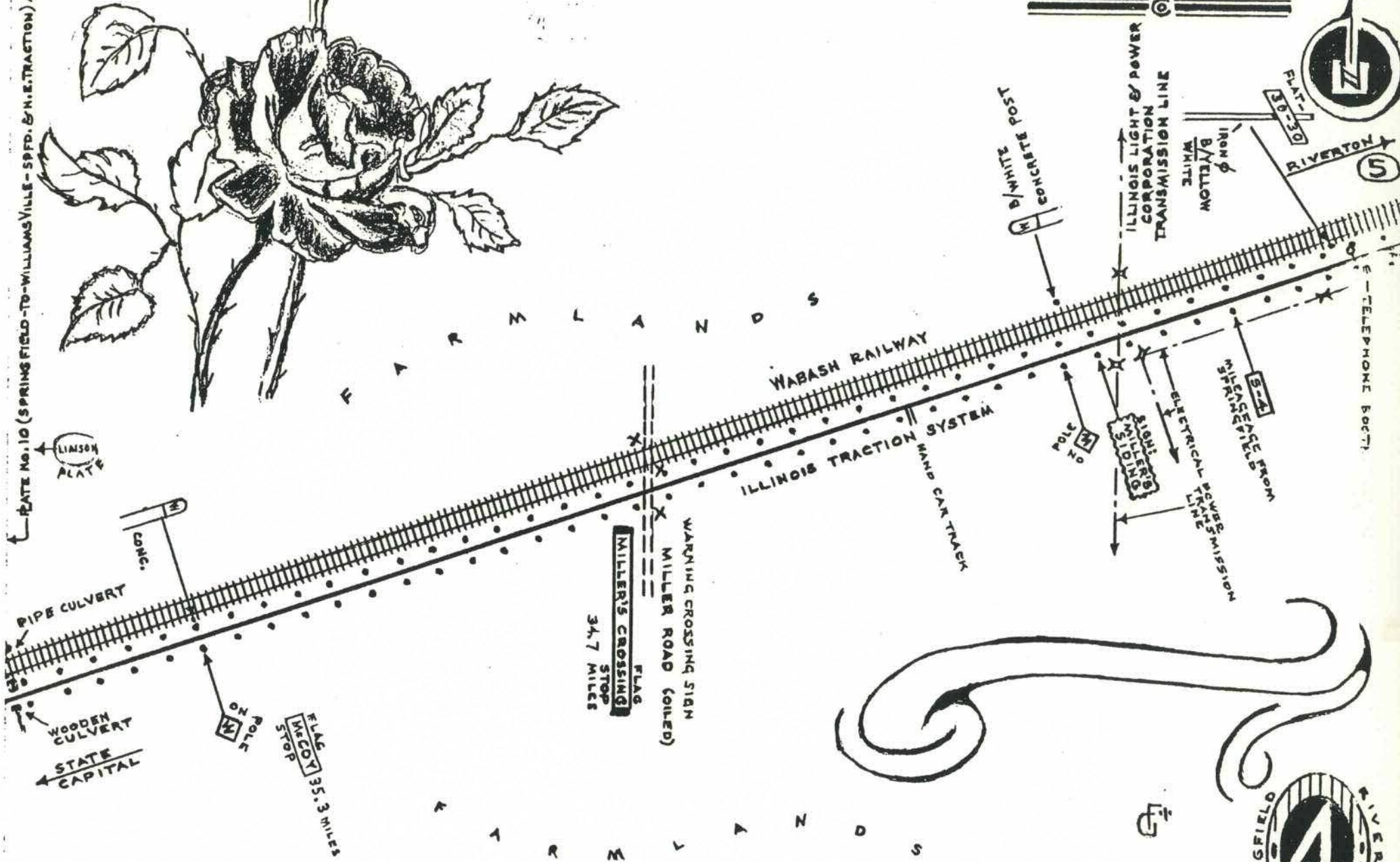


INTER-URBAN RATE
 DATA:

PLATE NO. 10 (SPRINGFIELD-TO-WILLIAMSVILLE - S.P.D. & N.E. TRACTION) ADJOINS.



ILLINOIS CENTRAL
TRACTION



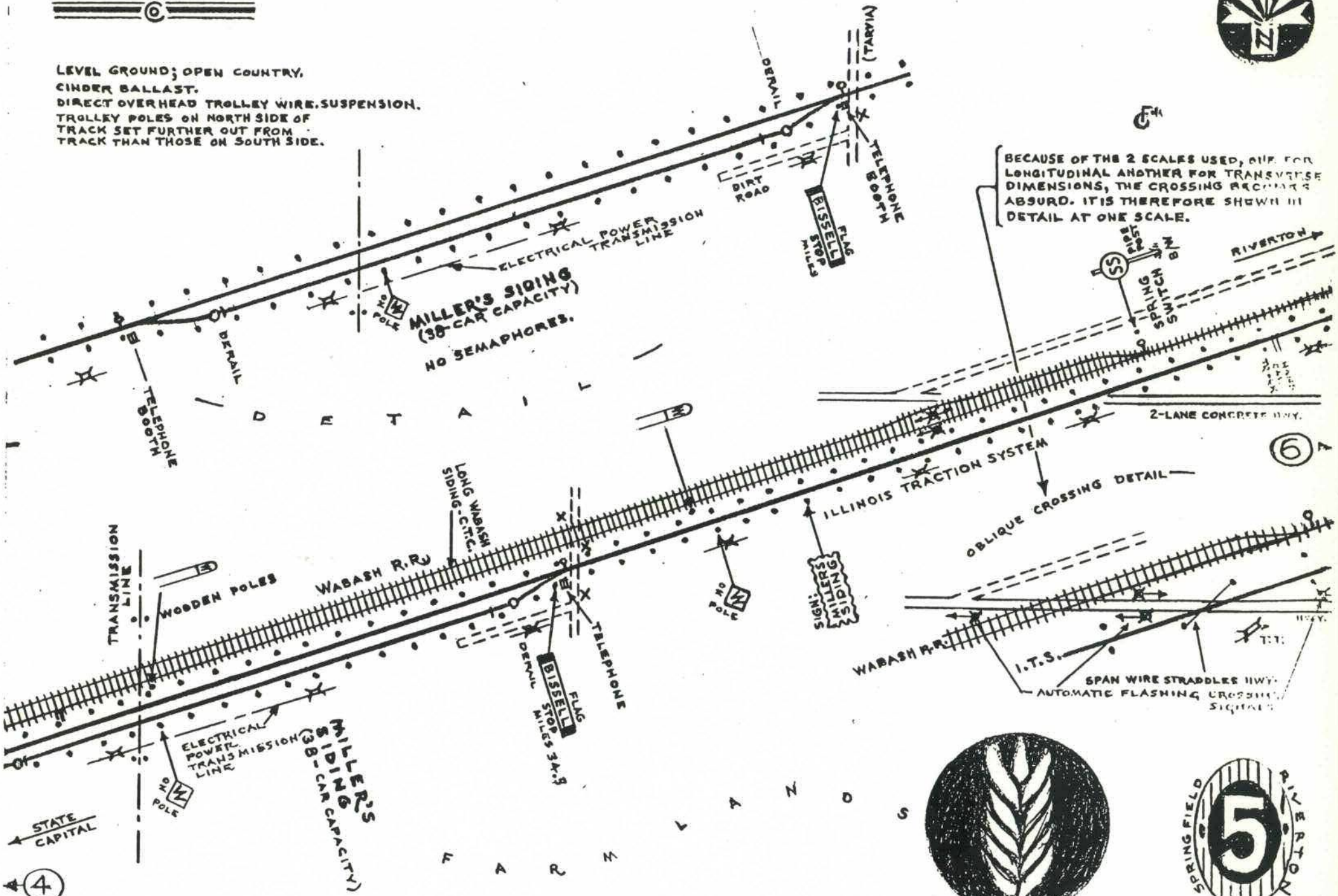
DIRECT TROLLEY WIRE SUSPENSION.
LEVEL GROUND; VISIBILITY FAR & WIDE
CONDUCTIVE TO HIGH-SPEED OPERATION.
CINDER BALLAST.



INTER-URBAN



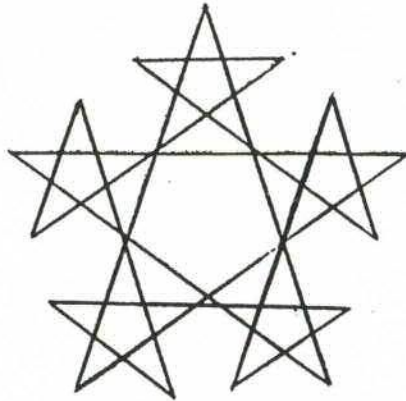
LEVEL GROUND; OPEN COUNTRY,
CINDER BALLAST.
DIRECT OVERHEAD TROLLEY WIRE SUSPENSION.
TROLLEY POLES ON NORTH SIDE OF
TRACK SET FURTHER OUT FROM
TRACK THAN THOSE ON SOUTH SIDE.



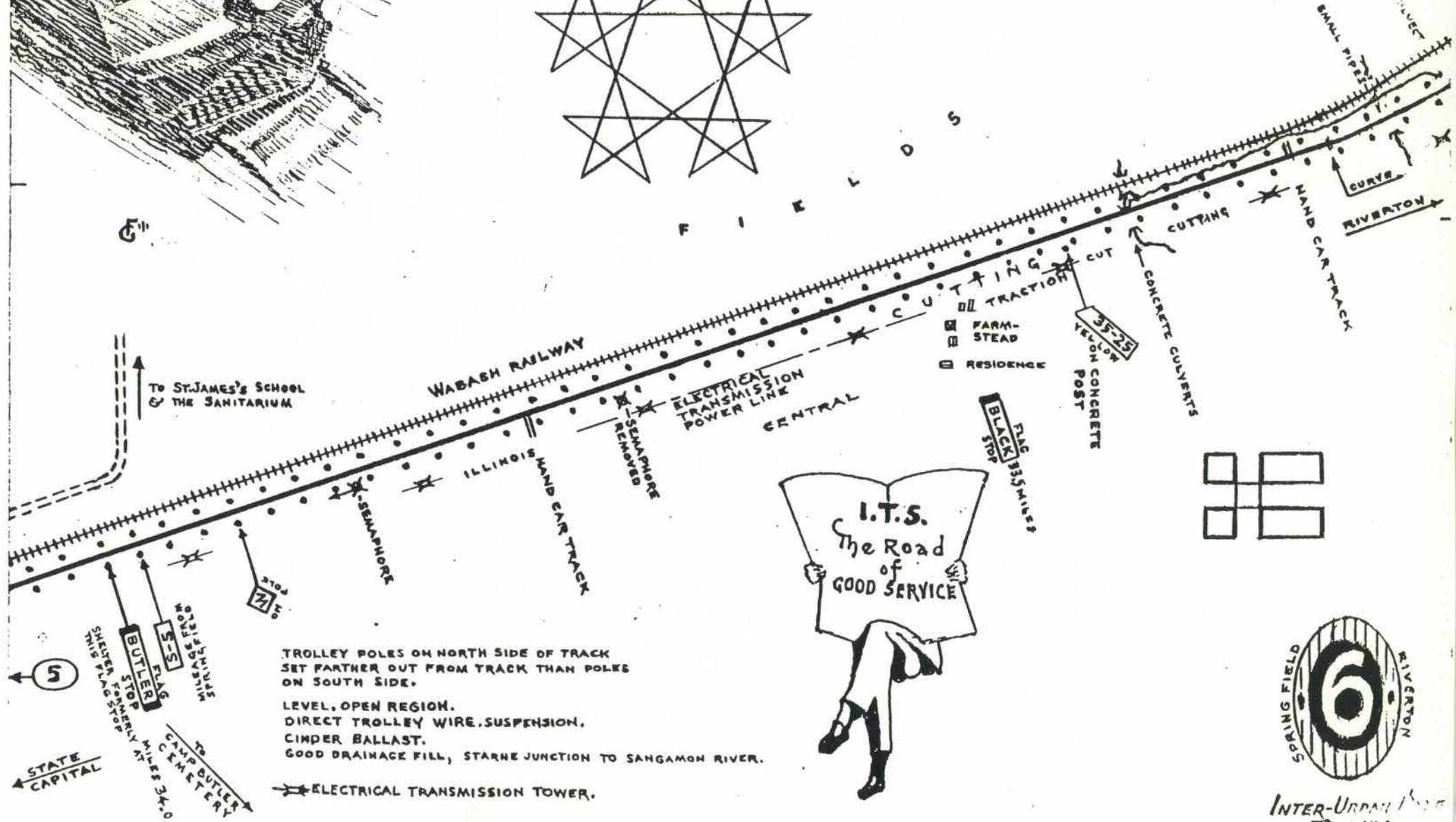
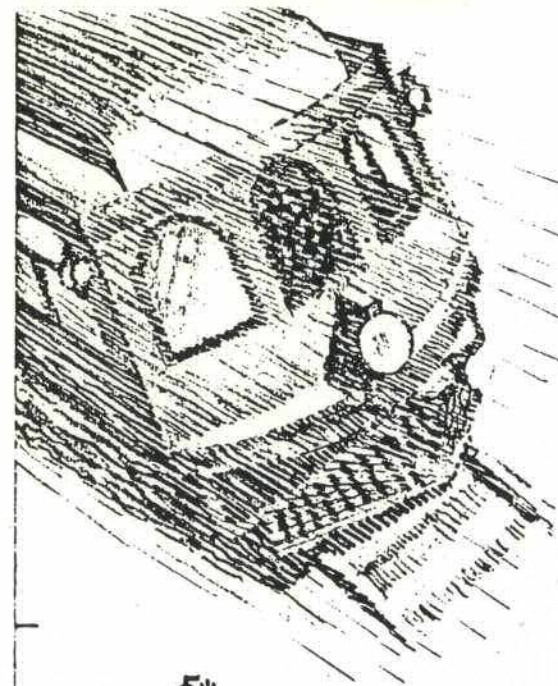
Illinois Central Traction



7

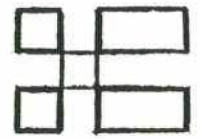


F I E L D S



TROLLEY POLES ON NORTH SIDE OF TRACK SET FARTHER OUT FROM TRACK THAN POLES ON SOUTH SIDE.
 LEVEL, OPEN REGION.
 DIRECT TROLLEY WIRE SUSPENSION.
 CINDER BALLAST.
 GOOD DRAINAGE FILL, STARKE JUNCTION TO SANGAMON RIVER.

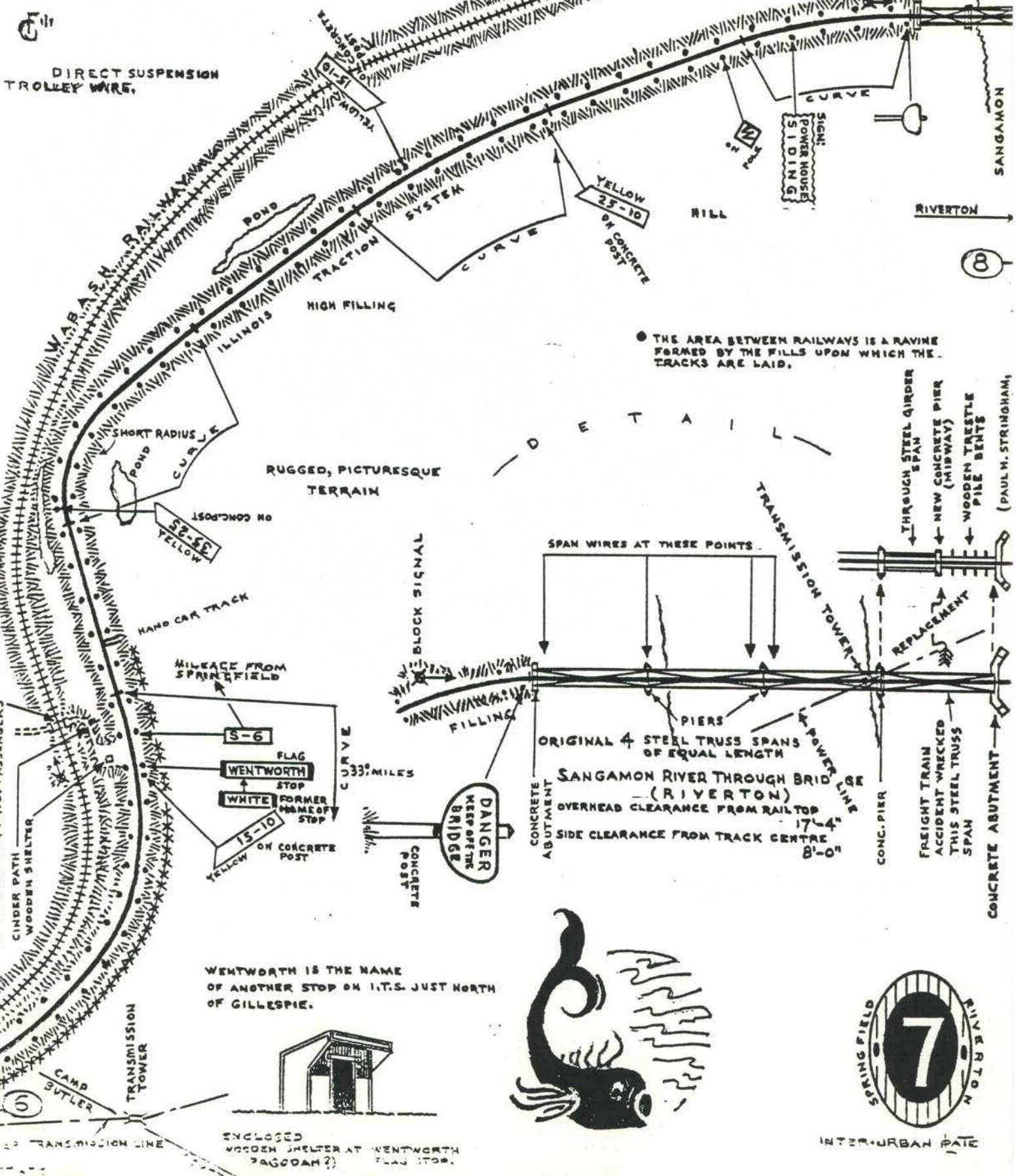
—ELECTRICAL TRANSMISSION TOWER.



INTER-URBAN
 DATA: MAY 1926

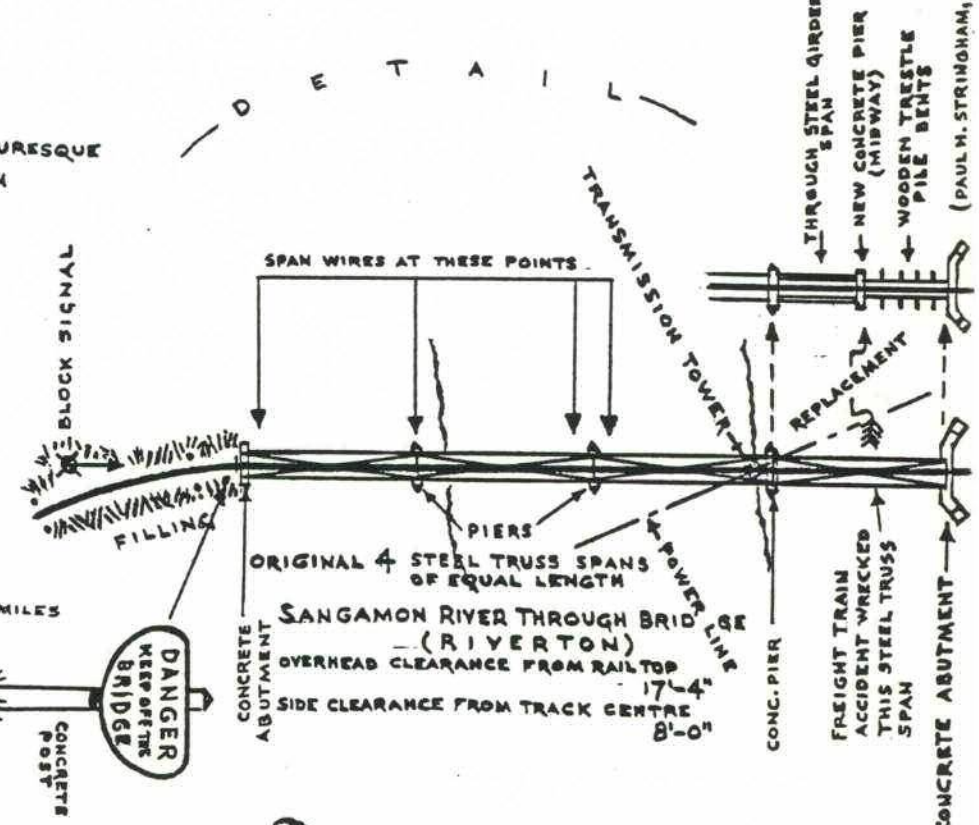


DIRECT SUSPENSION
TROLLEY WIRE.



THE AREA BETWEEN RAILWAYS IS A RAVINE FORMED BY THE FILLS UPON WHICH THE TRACKS ARE LAID.

D E T A I L



WENTWORTH IS THE NAME OF ANOTHER STOP ON I.T.S. JUST NORTH OF GILLESPIE.



ENCLOSED WOODEN SHELTER AT WENTWORTH FLAG STOP. (PAGCOAH?)



INTER-URBAN RATE

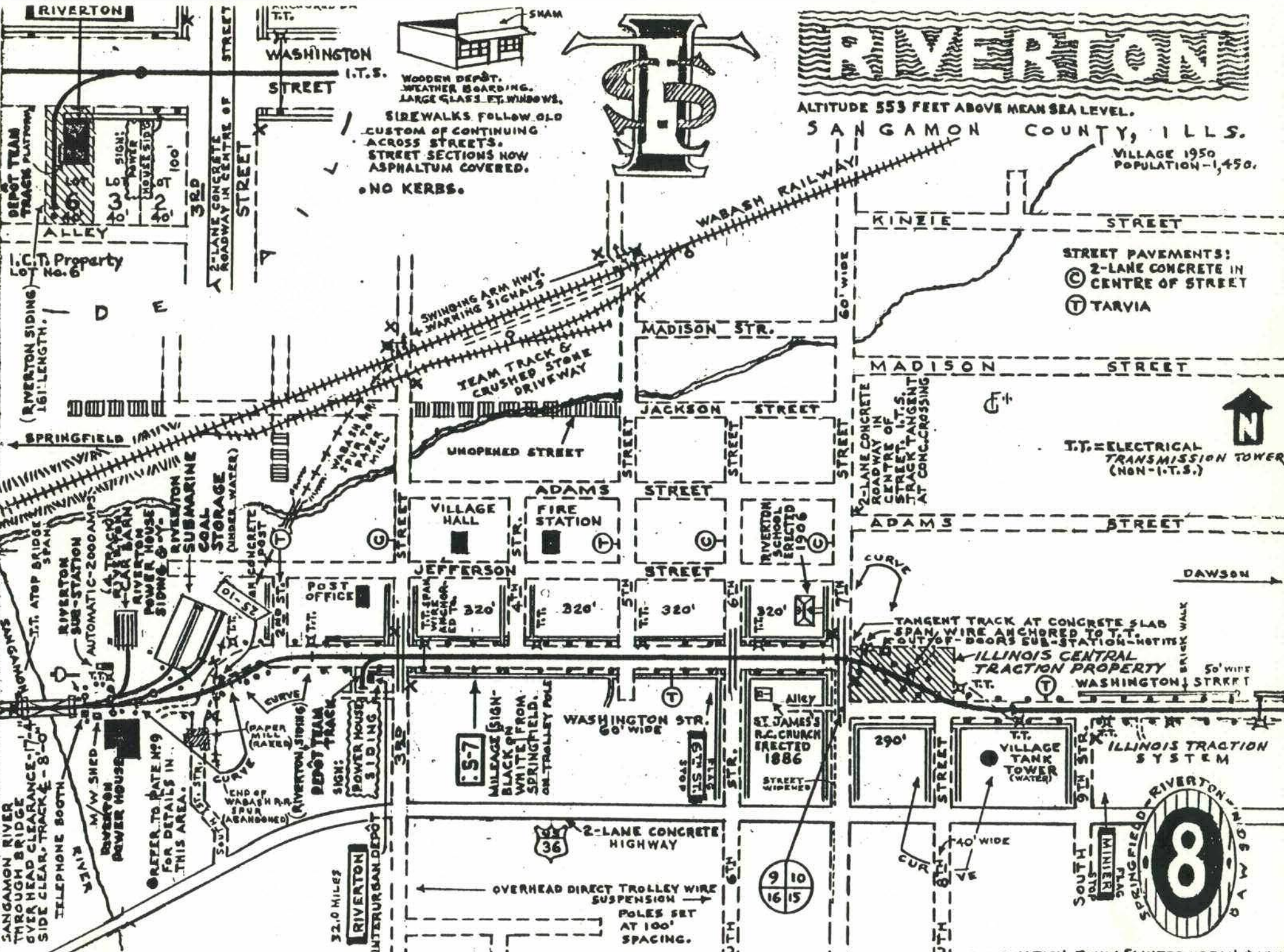
RIVERTON



RIVERTON

ALTITUDE 553 FEET ABOVE MEAN SEA LEVEL.
SANGAMON COUNTY, ILLS.

VILLAGE 1950
POPULATION - 1,450.



WOODEN DEPOT.
WEATHER BOARDING.
LARGE GLASS ET. WINDOWS.
SIDEWALKS FOLLOW OLD
CUSTOM OF CONTINUING
ACROSS STREETS.
STREET SECTIONS NOW
ASPHALTUM COVERED.
• NO KERBS.

STREET PAVEMENTS:
© 2-LANE CONCRETE IN
CENTRE OF STREET
Ⓣ TARVIA

T.T. = ELECTRICAL
TRANSMISSION TOWER,
(NON-I.T.S.)



ILLINOIS CENTRAL TRACTION

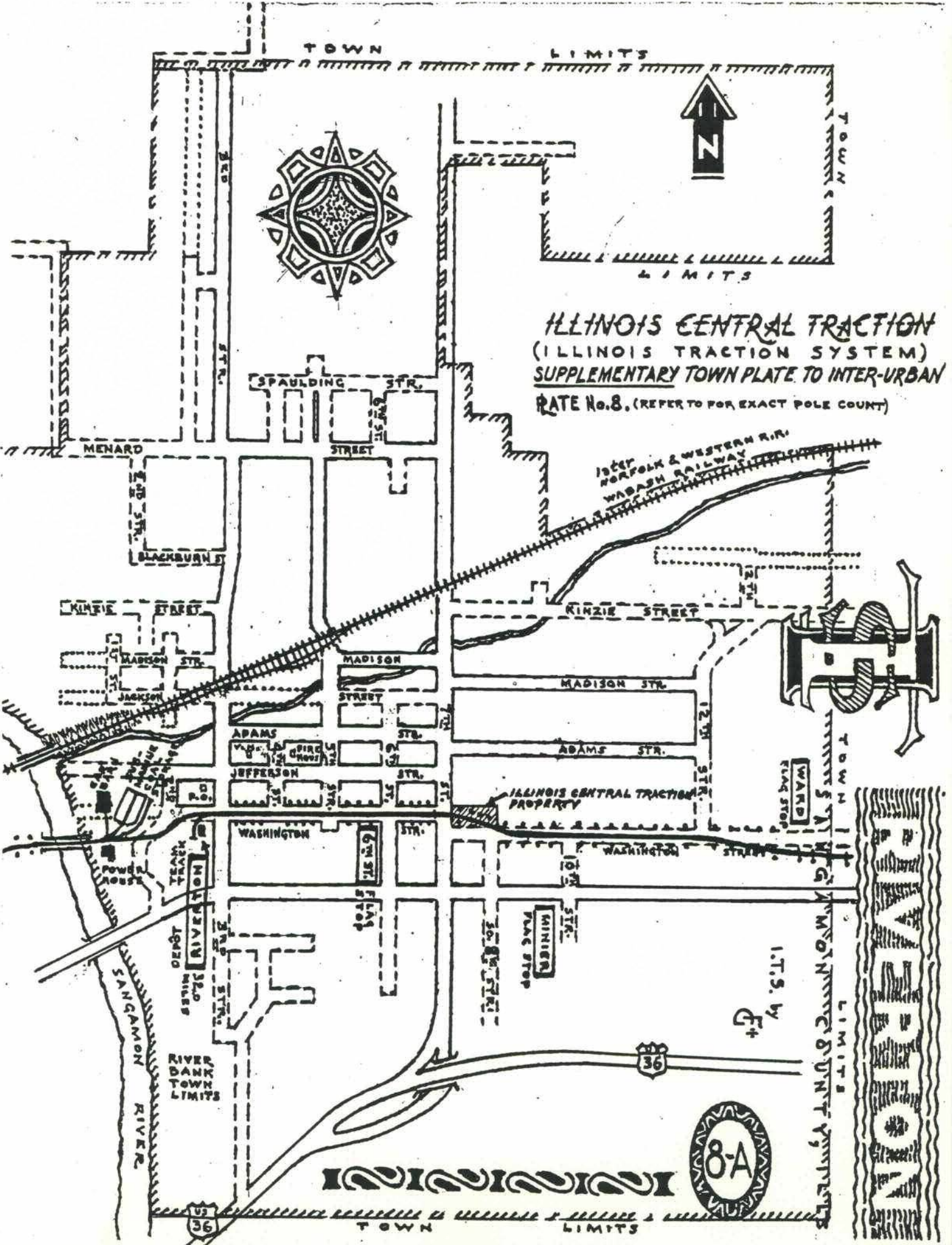
★ RESTRICTED SPEED THRU
(MAXIMUM - 15 M.P.H.)



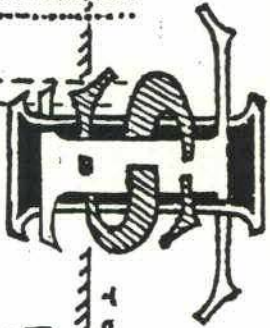
TOWN LIMITS



ILLINOIS CENTRAL TRACTION
(ILLINOIS TRACTION SYSTEM)
SUPPLEMENTARY TOWN PLATE TO INTER-URBAN
RATE No. 8. (REFER TO FOR EXACT POLE COUNT)



1867
ROCKFORD & WESTERN R.R.
WABASH RAILWAY



ILLINOIS CENTRAL TRACTION
PROPERTY

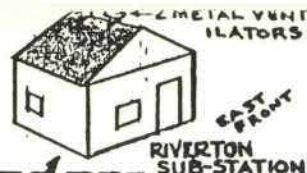
WARD
FLAG STOP

MINIBR
FLAG STOP

I.T.S. by
F+



TOWN LIMITS



RIVERTON SUB-STATION

DANGER
KEEP OFF THE
BRIDGE

CONCRETE POST
SIGN "C"

POWER HOUSE SIDING 8'-W

RIVERTON (4-TRACK) CAR BARN
ILLINOIS CENTRAL TRACTION
RED BRICK CONSTRUCT.
FLAT ROOF.

RIVERTON SUB-STATION
CONCRETE BLOCK
AUTOMATIC-2000 AMP
OUT-OF-DOORS

RIVERTON SUB-MARINE COAL STORAGE (UNDER WATER)
14 BENTS SUPPORT PIT T.K.
CONCRETE POST
PIT OF CONCRETE FLOOR & SPLAYED WALLS.



INTER-URBAN RATE

CONCRETE BLOCK CONSTRUCTION

2 CONC. MOUNTS FOR TANK
T.T. ON SPAN
T.T.
BEARAIL
T-WALK
"C" AND "S" WALK

GATES
SIGN "A"
BRACKET ON POLE
ON CONCRETE POST

2ND STREET (TARVIA)

WASHINGTON STR.



RAIL RAIL

DETAIL "D" DE-RAIL OR EXPANSION RELIEF
RIVERTON

RIVERTON VILLAGE LIMITS

WHITE SIGN-BLACK BORDER
BLACK LETTERS

SIGN "B"
WARNING DANGER
PRIVATE PROPERTY
NO TRESPASSING
ILLINOIS TRACTION SYSTEM

RIVERTON POWER HOUSE
ILLINOIS CENTRAL TRACTION
RED BRICK
FLAT ROOF

DISCONTINUED POWER HOUSE USED AS A STORE ROOM.

GRADE
SOUTH 1ST STREET
C. 8' HIGHER THAN R.L.

POWER HOUSE SIDING YARD TRACKS 1275' LONG.

CURVE
CURVE
TRACKAGE & POLE DATA: SEPT. 2, 1935



WOODEN TRESTLE

SIGN "A"

THIS STRUCTURE WILL NOT CLEAR MAN RIDING ON SIDE OF CAR

WOODEN POST

HARROW TARVIA ROAD (PRIVATE)

SHELTER 8'x6'

STONE LIONS GUARD ENTRANCE

INTER-URBAN RAILWAY PRIVATE RIGHT-OF-WAY ADJACENT TO THIS ROAD I.C.T. IS NOT A "ROAD-SIDE" TROLLEY LINE.

FORMERLY A CINDER ROAD

FLAG STOP 31.0 MILES

ILLINOIS CENTRAL TRACTION

2-LANE CONCRETE HIGHWAY

TURNERY SIDING (38-CAR CAPACITY)

TELEPHONE BOOTH

DIRECT SINGLE TROLLEY WIRE SUSPENSION

TELEPHONE BOOTH

ON DETAIL:

BLACK ON YELLOW SIGN: 25-10

ON SPEED RESTRICTION SIGNS: FREIGHT TRAIN LIMIT. PASSENGER TRAIN LIMIT.

PASS. TRAIN LIMIT REMOVED AT THE

NOTE: ONLY PAVED OR USED WIDTH OF ROADWAYS SHOWN BEYOND VILLAGE LIMITS.

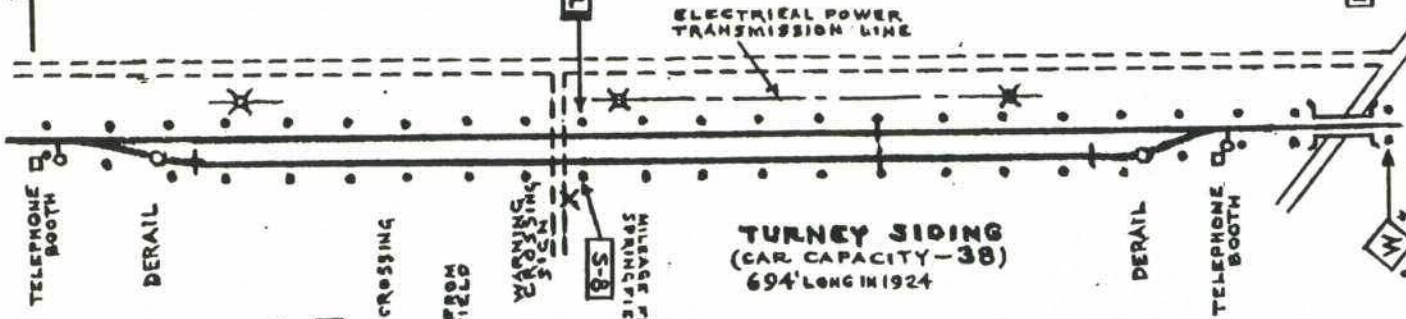
ILLINOIS TRACTION SYSTEM

ONLY OPERATION.

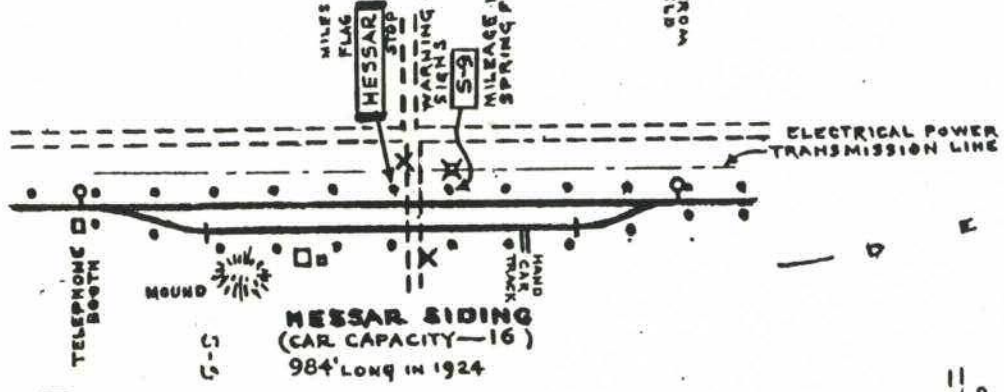
ILLINOIS CENTRAL TRACTION



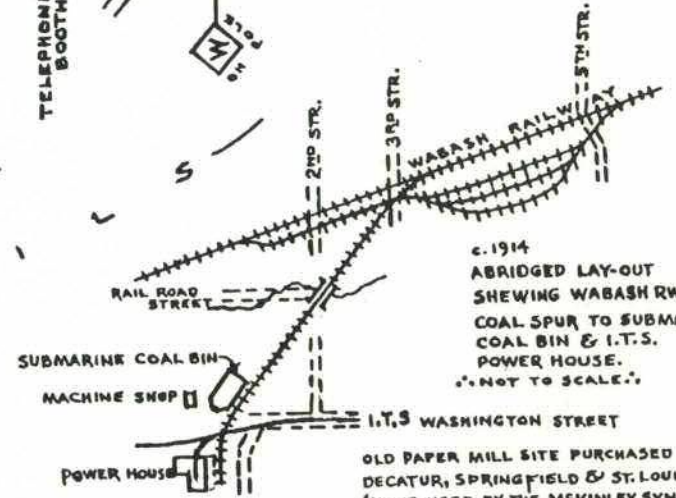
INTER-URBAN RATE



TURNKEY SIDING
(CAR CAPACITY—38)
694' LONG IN 1924



HESSAR SIDING
(CAR CAPACITY—16)
984' LONG IN 1924



c. 1914
ABRIDGED LAY-OUT
SHOWING WABASH R.WY.
COAL SPUR TO SUBMARINE
COAL BIN & I.T.S.
POWER HOUSE.
NOT TO SCALE

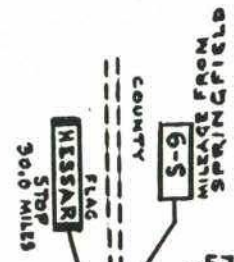
OLD PAPER MILL SITE PURCHASED BY THE
DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY
(NAME USED BY THE MCKINLEY SYNDICATE TO
CONSTRUCT ITS LINE TO ST. LOUIS, MO.) TO ERRECT
A POWER HOUSE — STREET RAILWAY JOURNAL,
SEPT. 19, 1903 p. 607.

DAWSON

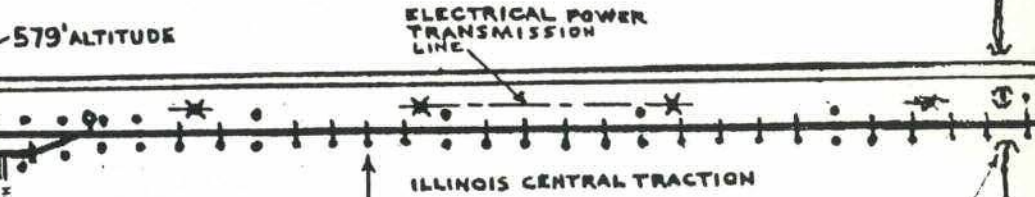
9

RIVERTON

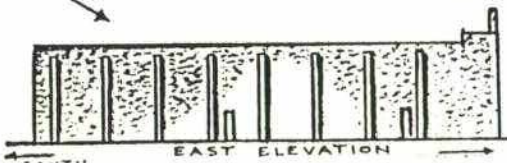
2-LANE CONCRETE HIGHWAY



HESSAR SIDING
(CAR CAPACITY—16)
984' LONG IN 1924



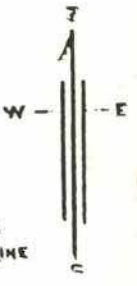
RIVERTON POWER-HOUSE. RED BRICK, VITRIFIED COPING. BRICK PLASTERS 2 1/2' BAYS—10 1/2'



ILLINOIS TRACTION SYSTEM



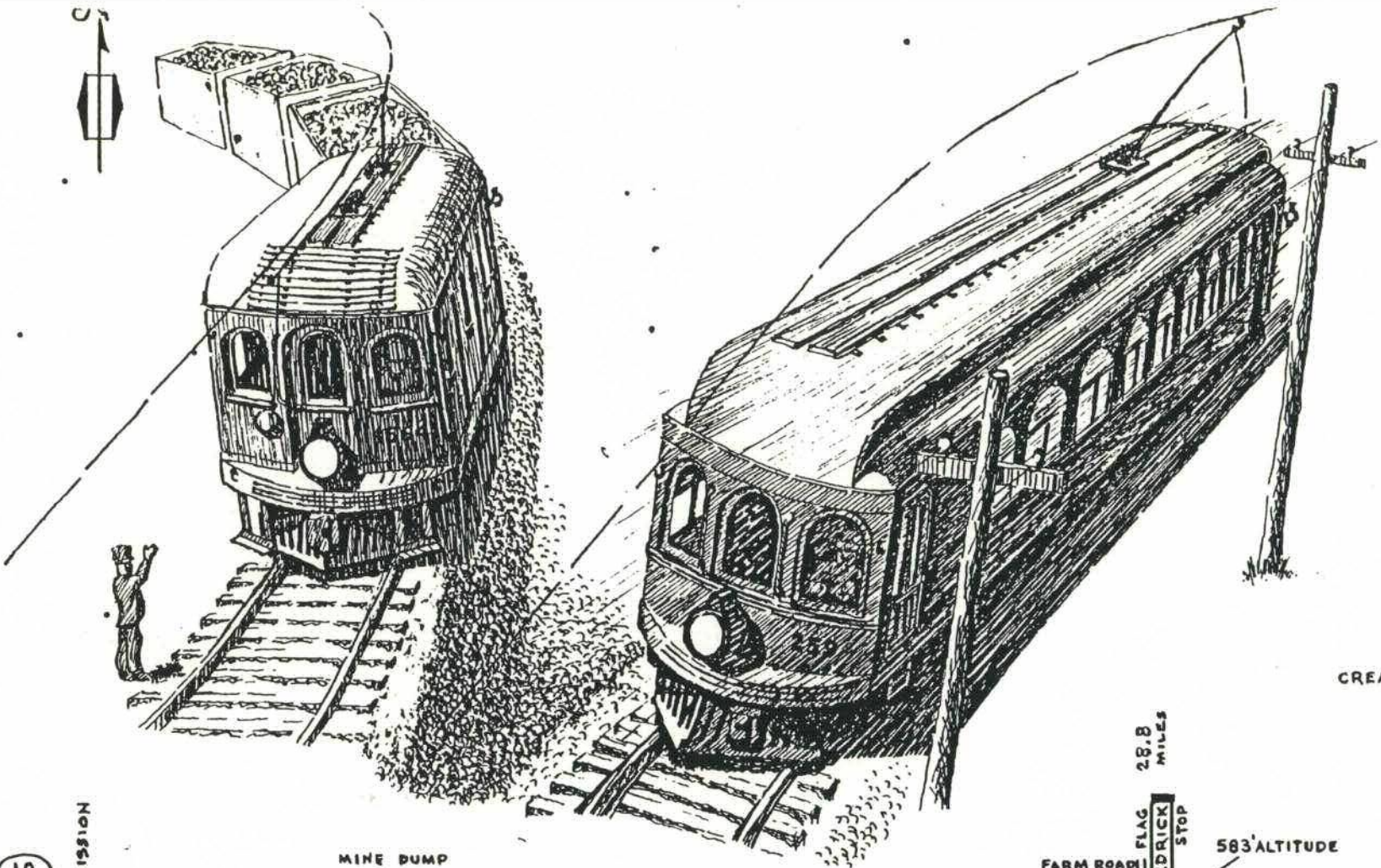
11





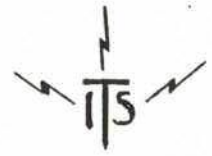
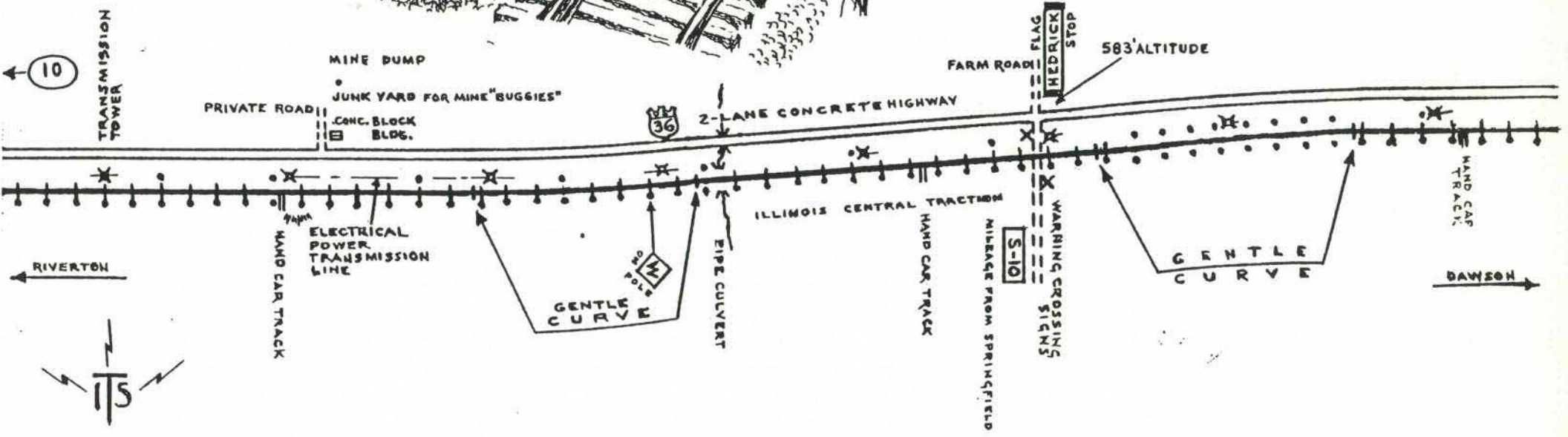
INTER-URBAN RATE —

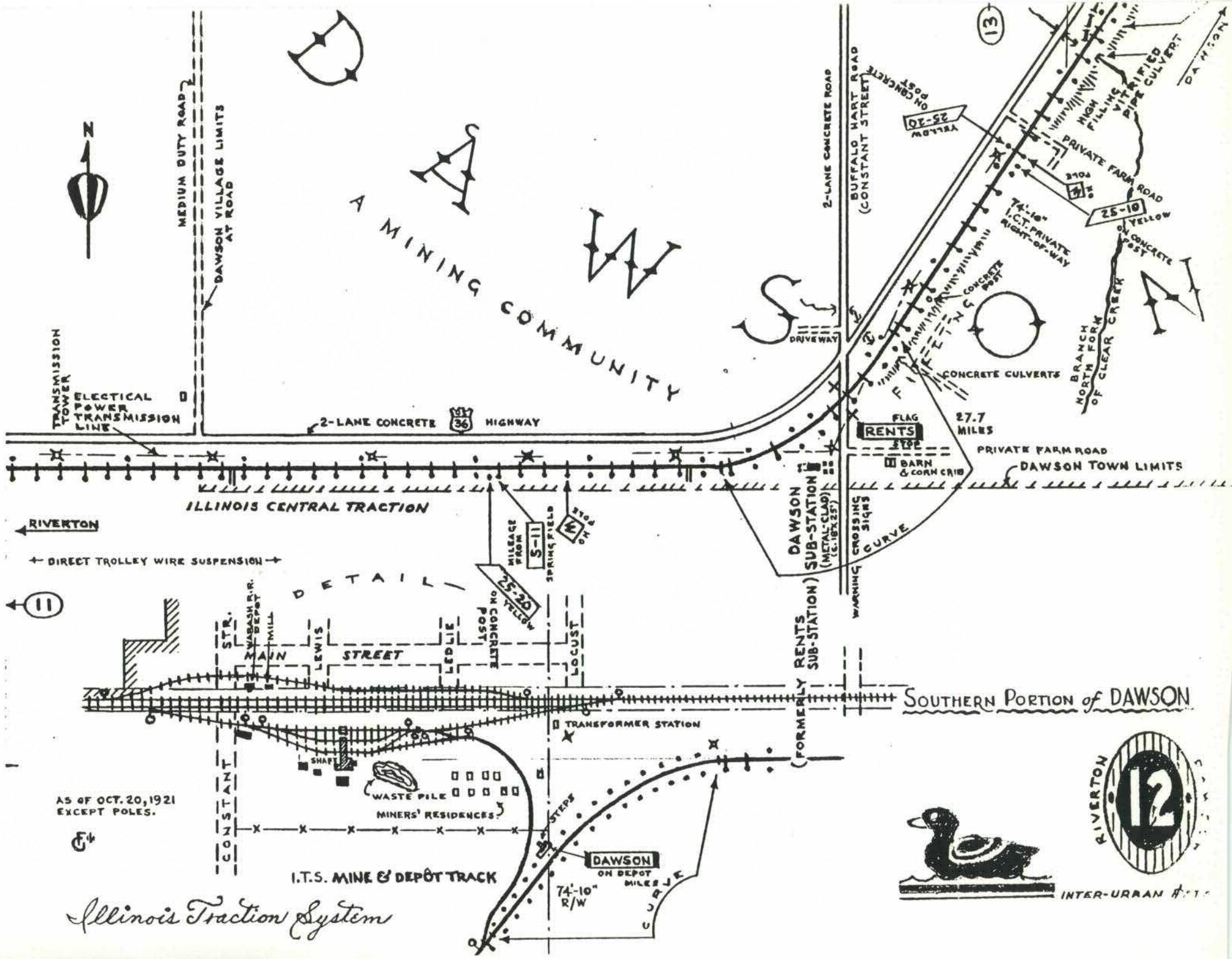
NO. 1564 CLASS "B" LOCOMOTIVE AND A "CUT" OF COAL CARS AWAITING PASSAGE OF ILL-FATED NO. 259 COMBINATION PASSENGER COACH TO CLEAR DAWSON MINE TRACK BEFORE ENTERING THE MAIN LINE.



CREATED SCENE
E¹¹

(12) →

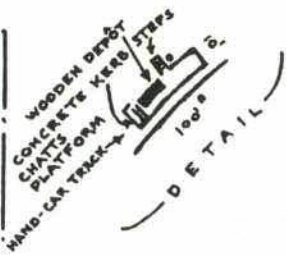
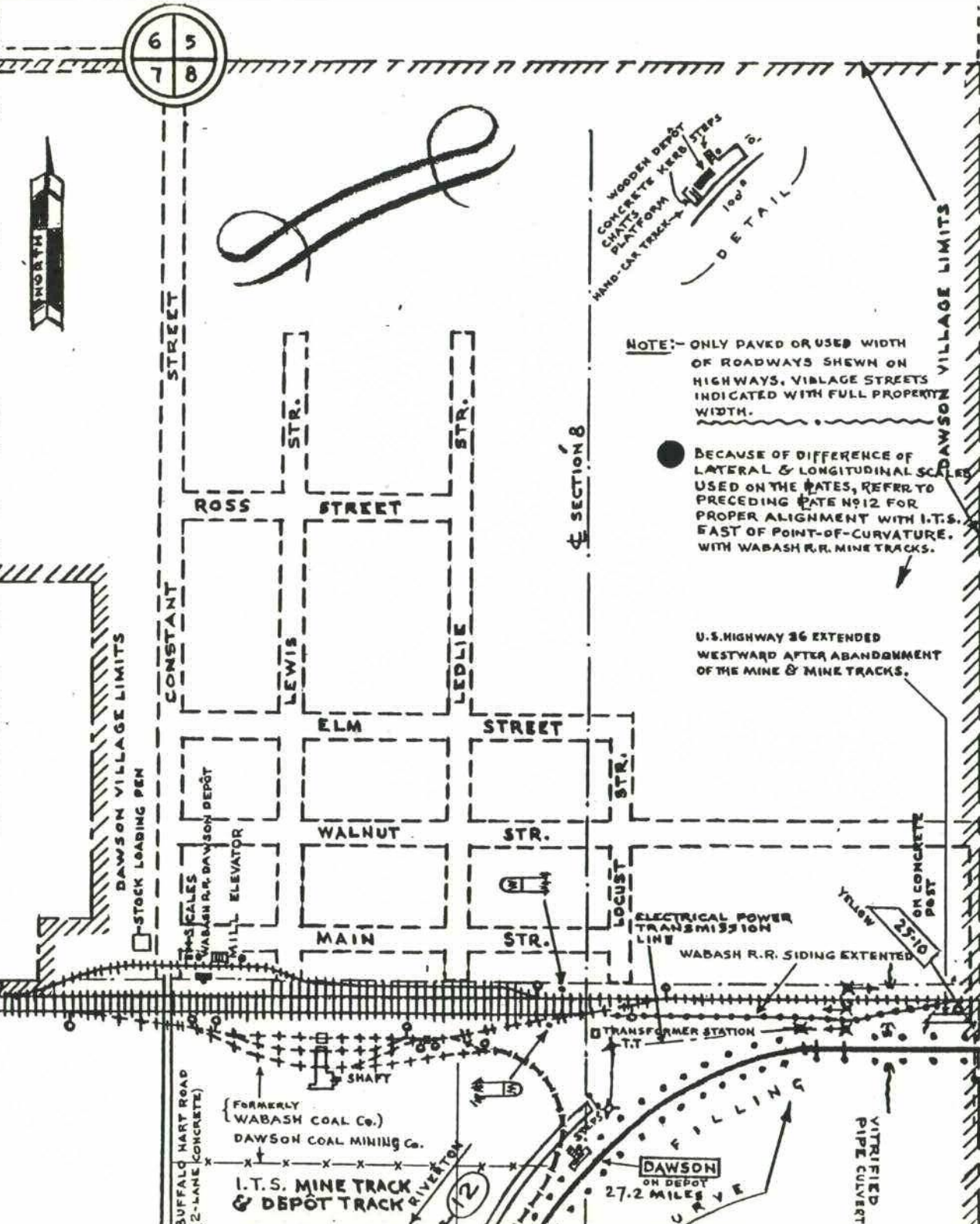




AS OF OCT. 20, 1921
EXCEPT POLES.

Illinois Traction System

RIVERTON 12 INTER-URBAN #1



NOTE: ONLY PAVED OR USED WIDTH OF ROADWAYS SHEWN ON HIGHWAYS, VILAGE STREETS INDICATED WITH FULL PROPERTY WIDTH.

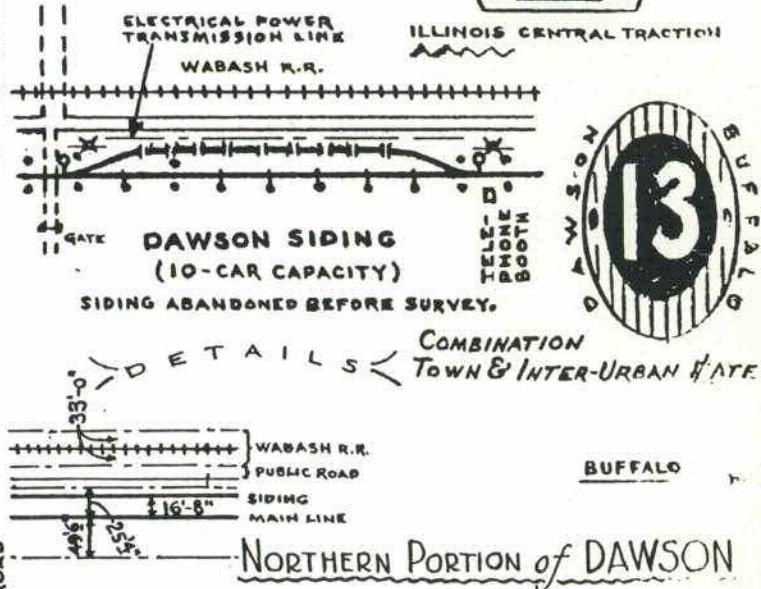
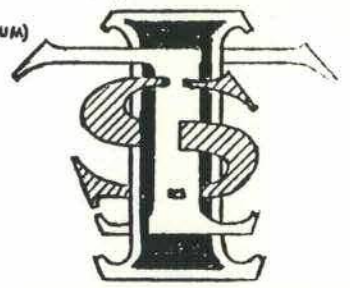
● BECAUSE OF DIFFERENCE OF LATERAL & LONGITUDINAL SCALES USED ON THE PATES, REFER TO PRECEDING PATE NO. 12 FOR PROPER ALIGNMENT WITH I.T.S. EAST OF POINT-OF-CURVATURE WITH WABASH R.R. MINE TRACKS.

U.S. HIGHWAY 26 EXTENDED WESTWARD AFTER ABANDONMENT OF THE MINE & MINE TRACKS.

DAWSON

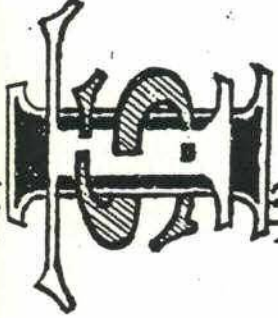
SANGAMON COUNTY, ILLINOIS.

BENCH MARK
599 FEET ABOVE MEAN SEA LEVEL (DATUM)
VILLAGE POPULATION 1950-374.

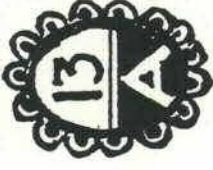


DAWSON

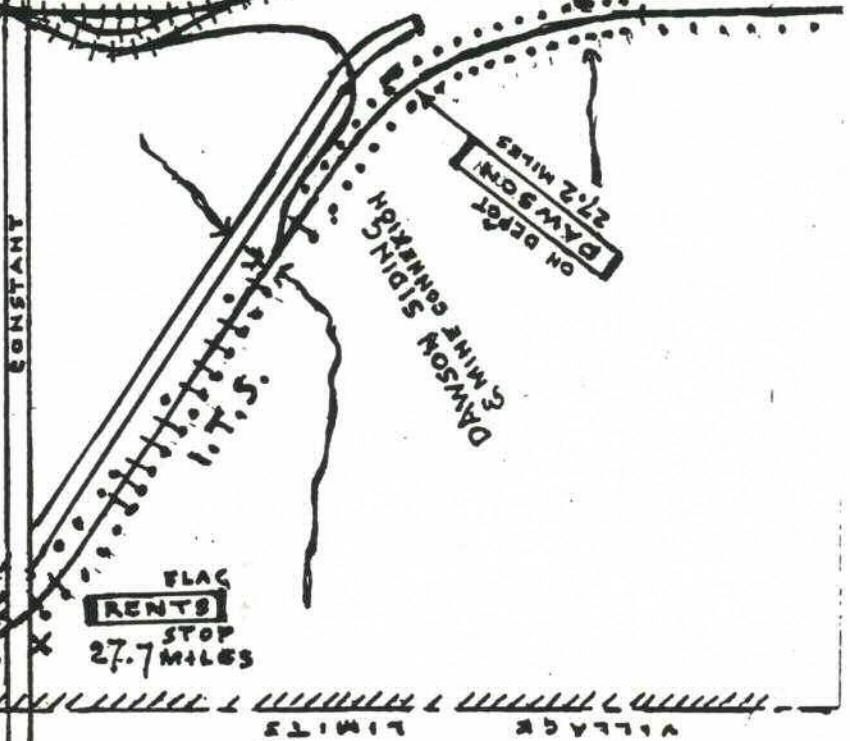
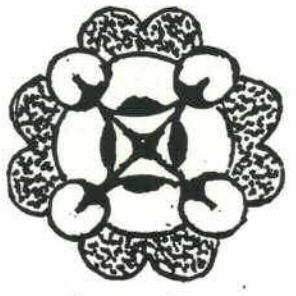
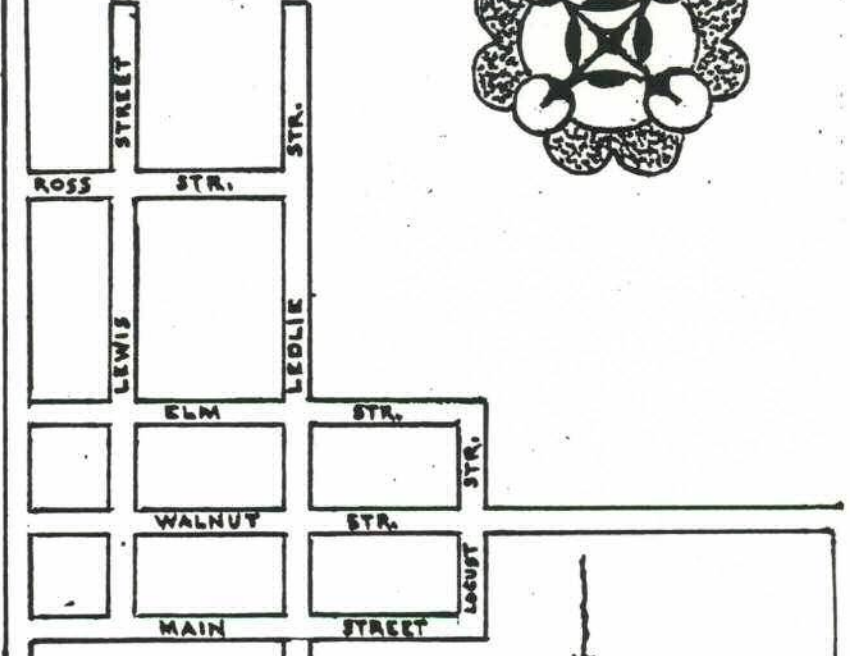
SANGAMON COUNTY, ILLINOIS.
A MINING COMMUNITY
A VILLAGE



ILLINOIS CENTRAL
TRACTION
SUPPLEMENTARY TOWN RATE
TO INTERURBAN RATES No. 12
(REFER TO FOR EXACT
POLE COUNT)

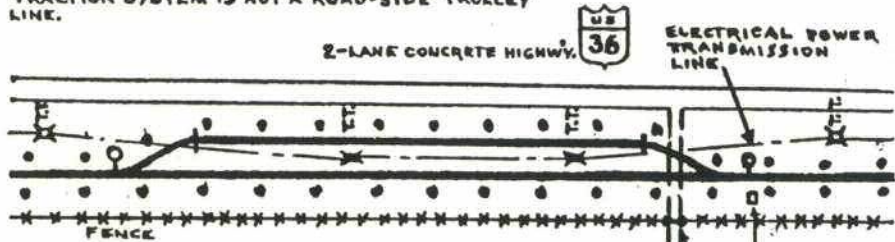


I.T.S. by
Fth



ILLINOIS CENTRAL TRACTION

INTER-URBAN RAILWAY PRIVATE RIGHT-OF-WAY
ADJACENT TO PUBLIC HIGHWAY. ILLINOIS
TRACTION SYSTEM IS NOT A "ROAD-SIDE" TROLLEY
LINE.



HANSON SIDING (17-CAR CAPACITY)

FORMERLY — **POOR FARM SIDING**
954' LONG IN 1924

WIDE DEVIL'S STRIP BETWEEN TRACKS.
NO CENTRE TROLLEY POLES.
ELECTRICAL POWER STEEL TRANSMISSION TOWERS—T.T.
THE 2 TOWERS BETWEEN TRACKS NARROW-TYPE.

REFER TO PLATES No. 17 & No. 18.

SANGAMON COUNTY
F A R M
POOR FARM

TELEPHONE BOOTH



DAWSON

TRANSMISSION TOWER

GATE

WABASH R. R.

WABASH WHISTLE
"BOARD" CONCEALS THE "W" & BAND-BLACK

ELECTRICAL POWER TRANSMISSION LINE

WOODEN GATE

ILLINOIS CENTRAL TRACTION

F A R M

PRIVATE ROAD

RESIDENCE
FARMSTEAD

FRANKLIN SPRING RD.

SCULLY'S STOP

WARNING CROSSING SIGNS
Road 26.0 MILES
FENCE

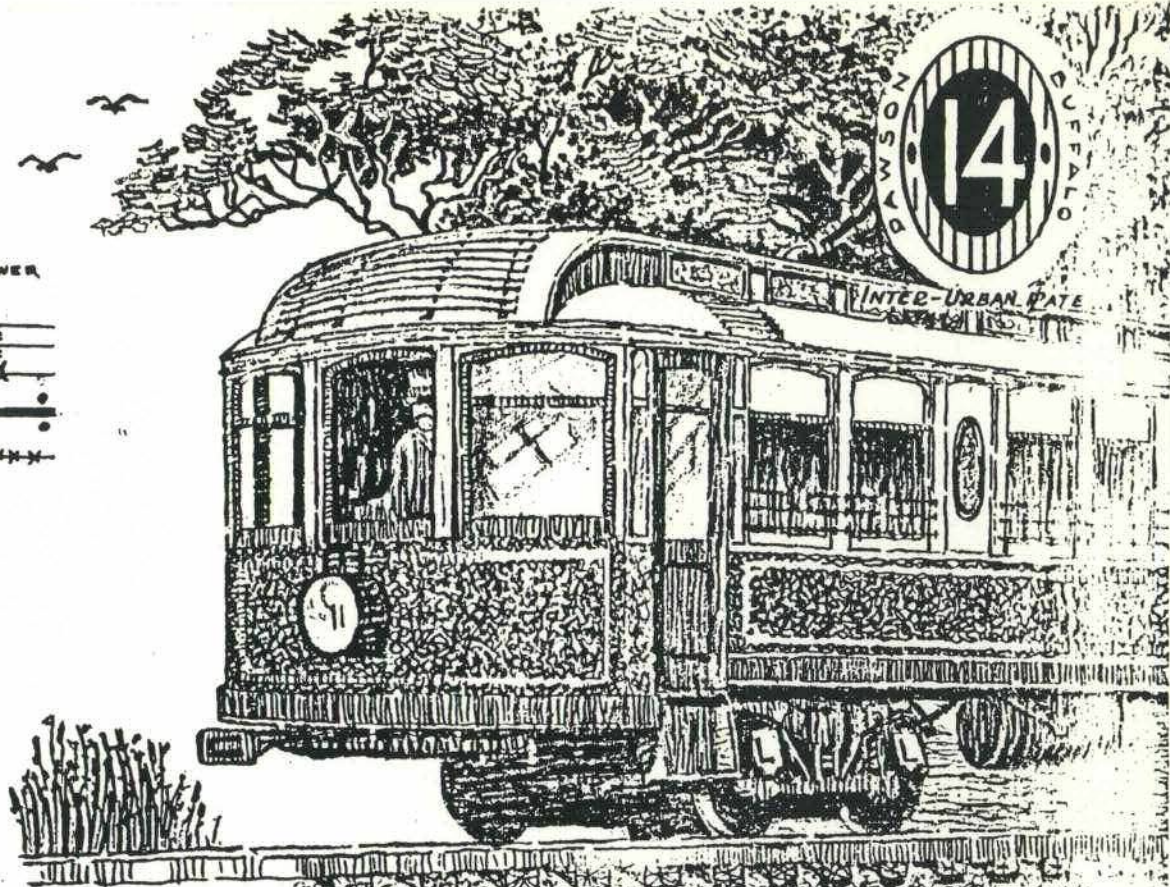
DIRECT TROLLEY WIRE SUSPENSION

FOUR

HIGH

VITRIFIED PIPE CULVERT

STONE CULVERT



I.T.S. PALACE CAR (ST. LOUIS CAR CO. BUILDER)

CREATED SCHEM

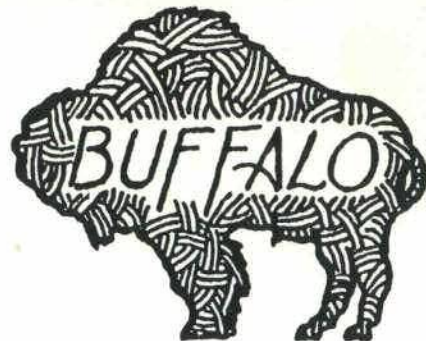
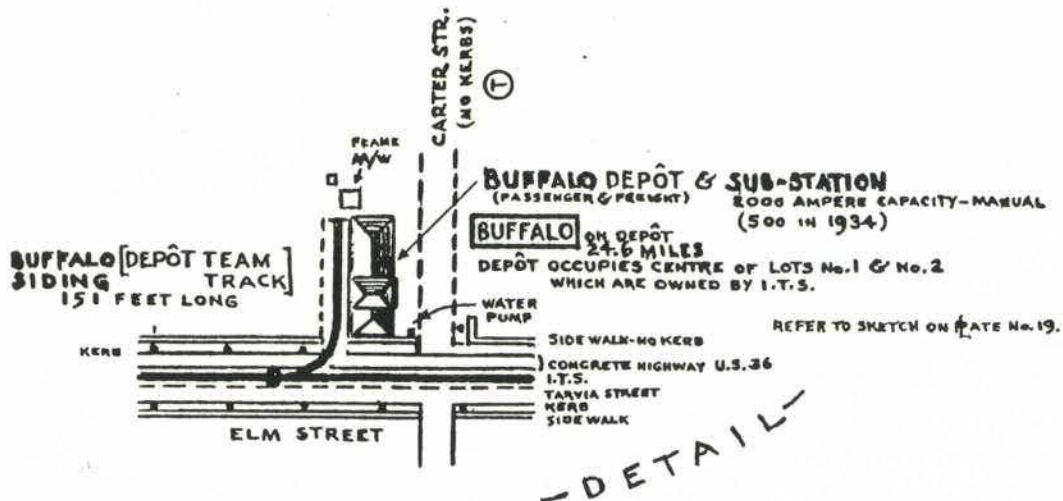
4
BUFFALO

36

2-LANE CONCRETE HIGHWAY

VITRIFIED PIPE CULVERT

13



INTER-URBAN PLATE

SANGAMON COUNTY [VILLAGE]
611 FEET ALTITUDE ABOVE MEAN SEA LEVEL (DATUM) BENCH MARK
POPULATION 1950-416.

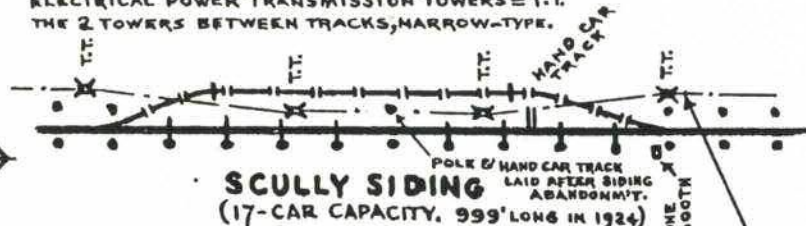
U.S. 36 NORTH SIDE OF ELM STREET,
CONCRETE, CARRIES U.S. 36
VEHICULAR TRAFFIC IN BOTH DIRECTIONS.

INTERURBAN TRACK, IN
STREET CENTRE UNPAVED
BUT CHATTS FILLED & OILED
SOUTH SIDE OF ELM STREET
OILED/TARVIA
O OILED T TARVIA
C CONCRETE

BUSINESS DISTRICT—ELM STREET, FROM WEST STR. TO
WELLS STREET.

SIDE WALKS OF BRICK OR CONCRETE.

WIDE DEVIL'S STRIP BETWEEN TRACKS. NO CENTRE TROLLEY POLES.
ELECTRICAL POWER TRANSMISSION TOWERS = T.T.
THE 2 TOWERS BETWEEN TRACKS, NARROW-TYPE.



SCULLY SIDING
(17-CAR CAPACITY)

2 NARROW STEEL ELECTRICAL
POWER TRANSMISSION
TOWERS BETWEEN MAIN LINE
AND SIDING. (4 STRUTS TO A
TOWER)

SIDING ABANDONED BEFORE
SURVEY. HAND-CAR TRACK
INSTALLED AFTER S. ABAND.

DIRECT OVERHEAD TROLLEY WIRE SUSPENSION

ELECTRICAL POWER
TRANSMISSION LINE

U.S. 36 2-LANE CONCRETE HIGHWAY

TRANSMISSION
TOWER

CONCRETE CULVERT
STONE CULVERT



VILLAGE LIMITS

2-LANE
COUNTY ROAD

POLE IN REAR OF
BLDG.

ELM STREET

ELECTRICAL
TRANSMISSION
POWER LINE
CARRIED ON
WOODEN
POLES ON
SOUTH SIDE
OF ELM STREET.

WEST STREET

BUFFALO SUB-STATION

24.6 MILES
ON DEPOT

BUFFALO (DEPOT) SIDING

151' LONG

CARTER STREET

COMMUNITY HOUSE
(VILLAGE HALL)

WALK ON SOUTH
SIDE OF ELM ST.
ABOUT 2 FEET
WIDER THAN
CARTER STREET.

SOLID LINE INDICATES KERB; ELSEWHERE DITCHES FOR GUTTERS.

ILLINOIS CENTRAL TRACTION

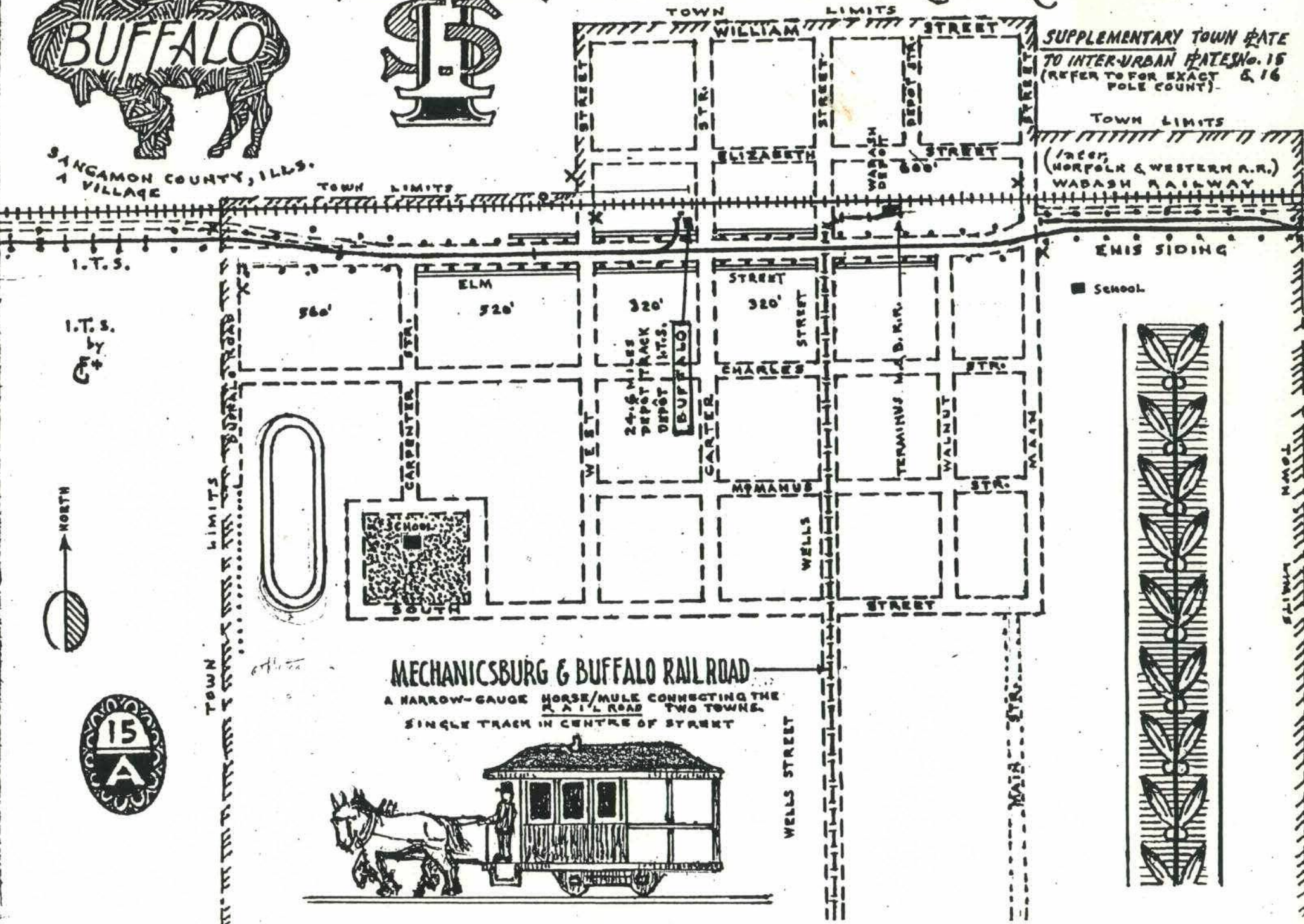


SANGAMON COUNTY, ILLS.
A VILLAGE



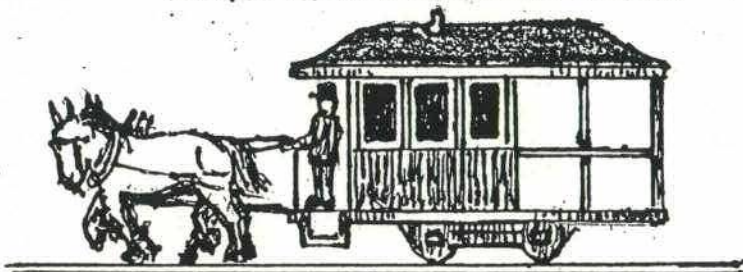
ILLINOIS CENTRAL TRACTION

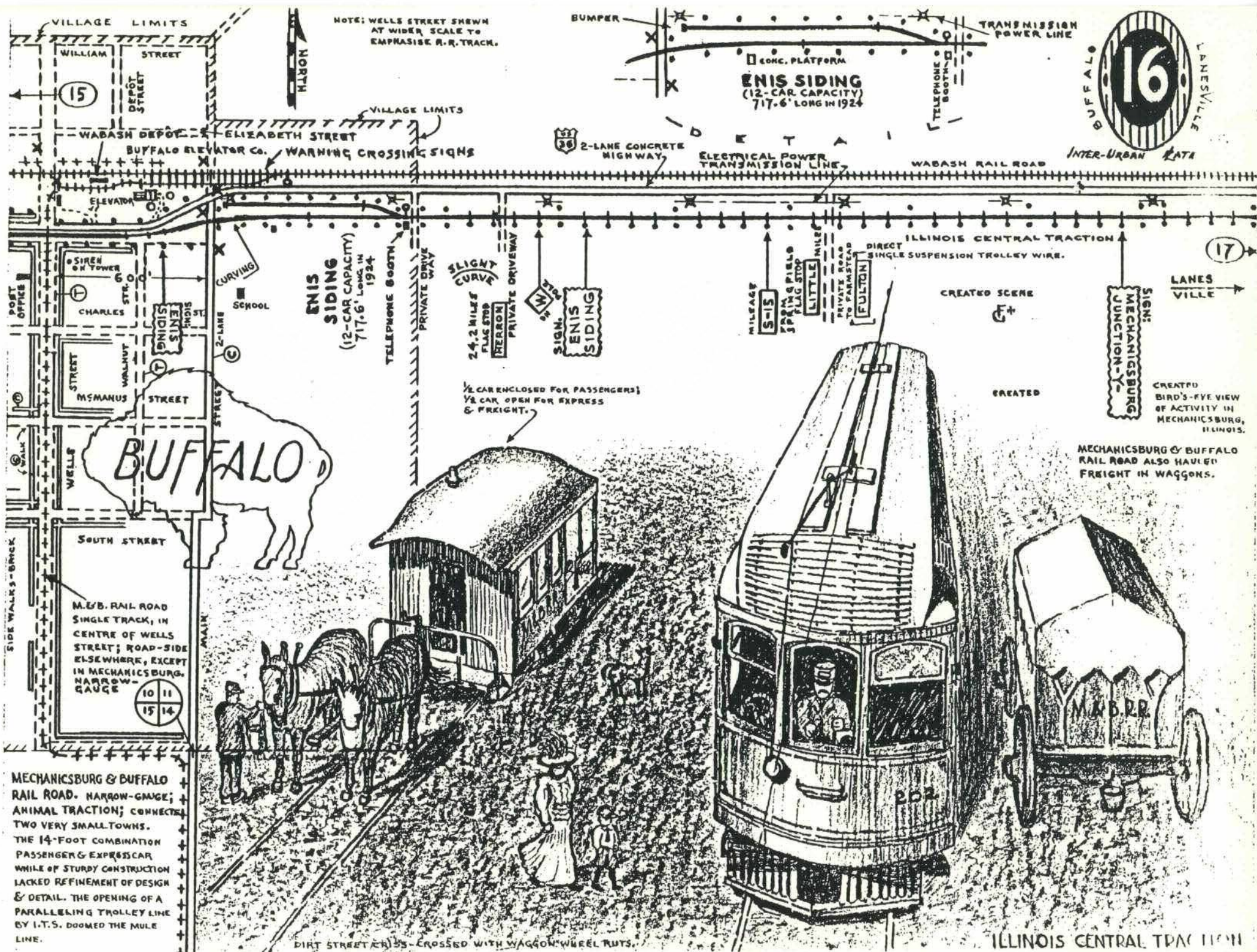
SUPPLEMENTARY TOWN RATE
TO INTER-URBAN RATES No. 15
(REFER TO FOR EXACT
POLE COUNT) & 16



MECHANICSBURG & BUFFALO RAIL ROAD

A NARROW-GAUGE HORSE/MULE CONNECTING THE
RAIL ROAD TWO TOWNS.
SINGLE TRACK IN CENTRE OF STREET





NOTE: WELLS STREET SHOWN AT WIDER SCALE TO EMPHASISE R.R. TRACK.



ENIS SIDING
(12-CAR CAPACITY)
717.6' LONG IN 1924

2-LANE CONCRETE HIGHWAY

ELECTRICAL POWER TRANSMISSION LINE

WABASH RAIL ROAD

INTER-URBAN RATA

ILLINOIS CENTRAL TRACTION
DIRECT SINGLE SUSPENSION TROLLEY WIRE.

ENIS SIDING
(12-CAR CAPACITY)
717.6' LONG IN 1924

SLIGHT CURVE

2.4 MILE FLAG STOP
HERON PRIVATE DRIVEWAY

SIGN: ENIS SIDING

MILEAGE S-S
SPRING FIELD FLAG STOP

LITTLE MILE
PRIVATE ROAD TO FARMSTEAD

FULTON

SIGN: MECHANICSBURG JUNCTION-Y

LANESVILLE

1/2 CAR ENCLOSED FOR PASSENGERS;
1/2 CAR OPEN FOR EXPRESS & FREIGHT.

CREATED

CREATED BIRD'S-EYE VIEW OF ACTIVITY IN MECHANICSBURG, ILLINOIS.

MECHANICSBURG & BUFFALO RAIL ROAD ALSO HAULED FREIGHT IN WAGGONS.

BUFFALO

M.&B. RAIL ROAD SINGLE TRACK, IN CENTRE OF WELLS STREET; ROAD-SIDE ELSEWHERE, EXCEPT IN MECHANICSBURG. NARROW-GAUGE

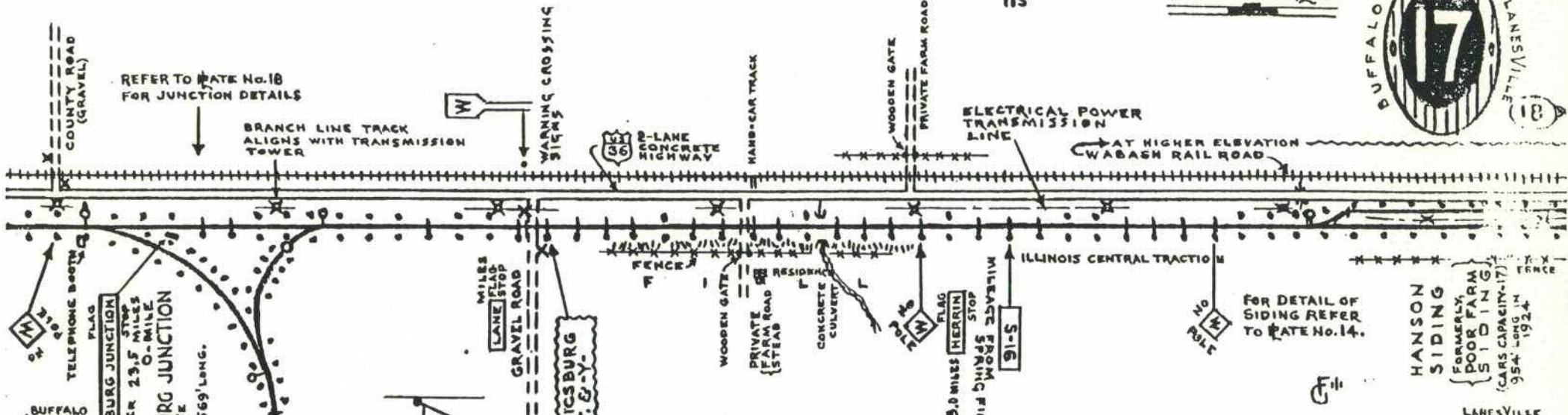
MECHANICSBURG & BUFFALO RAIL ROAD. NARROW-GAUGE; ANIMAL TRACTION; CONNECTS TWO VERY SMALL TOWNS. THE 14-FOOT COMBINATION PASSENGER & EXPRESS CAR WHILE OF STURDY CONSTRUCTION LACKED REFINEMENT OF DESIGN & DETAIL. THE OPENING OF A PARALLELING TROLLEY LINE BY I.T.S. DOOMED THE MULE LINE.

DIRT STREET CROSSED WITH WAGON WHEEL RUTS.

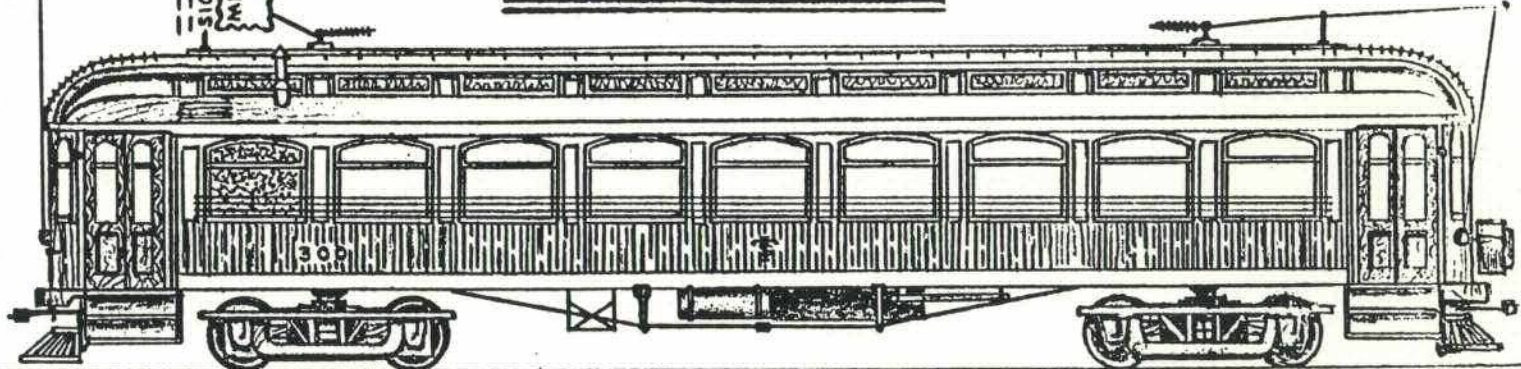
ILLINOIS CENTRAL TRAC 11011

DIRECT SUSPENSION TROLLEY WIRE THROUGHOUT.

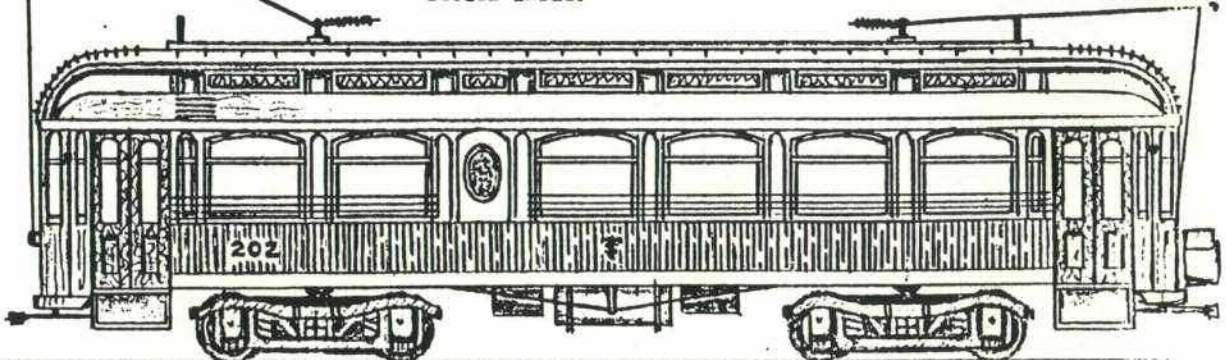
INTER-URBAN RATE



I.T.S. PALACE COACHES.



300-CLASS (9 COACHES NUMBERED 300 TO 308 INCLUSIVE) "PALACE" CAR DESIGN SPECIALTY OF THE ST. LOUIS CAR CO. (OF ST. LOUIS, MO.) WHICH CONSTRUCTED BOTH BODIES & TRUCKS. LENGTH OVER-ALL - 56'-3 1/2"; WIDTH OVER-ALL - 8'-7"; HEIGHT RAIL TO OVER ROOF - 12'-7"; WEIGHT - MOTORS: 4 GEN'L. ELECTRIC 73; DE-M CONTROL; GEAR RATIO - 22/53. DOUBLE-ENDED.



200-CLASS (3 COACHES NUMBERED 200 TO 203 INCLUSIVE) BODIES BY ST. LOUIS CAR CO. TRUCKS BY CURTIS. LENGTH O.A. 48'-0" DOUBLE ENDED. WIDTH O.A. 8'-7" WEIGHT - 35 TONS. HEIGHT RAIL TO OVER ROOF - 12'-7 1/2". CAPACITY 46 PASSENGERS. MOTORS: 4 G.E. 74. CONTROL - DE-M. GEAR RATIO: 24/65. BRANCH LINE SERVICE: MECHANICSBURG DIVISION & HOMER DIVISION.

NORTH
ALTITUDE 602'
HAGAMAN FLAG STOP 0.5 MILE
BRANCH LINE TO MECHANICSBURG

WELL BUILT SOLID COACHWORK. WAGENHUIS PORTABLE ARC-HEADLIGHTS STANDARD EQUIPMENT.
BOTH TYPES HAVE DROP PLATFORMS, AND FLAT ARCHED UPPER WINDOW SASH.
ABANDONED ROAD
ELECTRICAL LINE TO FARM STEADS

EQUIPMENT BENEATH FLOOR ON CAR SKETCHES INCOMPLETE.

16

REFER TO RATE No. 18 FOR JUNCTION DETAILS

BRANCH LINE TRACK ALIGNS WITH TRANSMISSION TOWER

WARNING CROSSING SIGNS

2-LANE CONCRETE HIGHWAY

HAND-CAR TRACK

WOODEN GATE PRIVATE FARM ROAD

ELECTRICAL POWER TRANSMISSION LINE

AT HIGHER ELEVATION WABASH RAIL ROAD

ILLINOIS CENTRAL TRACTION

FOR DETAIL OF SIDING REFER TO RATE No. 14.

HANSON SIDING FORMERLY POOR FARM (CARS CAPAC-17) 954' LONG IN 1924

LANESVILLE

MECHANICSBURG JUNCTION
SHELTER 29.5 MILES 0-MILE
MECHANICSBURG JUNCTION & WYE
EAST LEG OF WYE 569' LONG.

PRIVATE FARM ROAD

MILES FLAG STOP GRAVEL ROAD

MECHANICSBURG JCT. & WYE SIGN

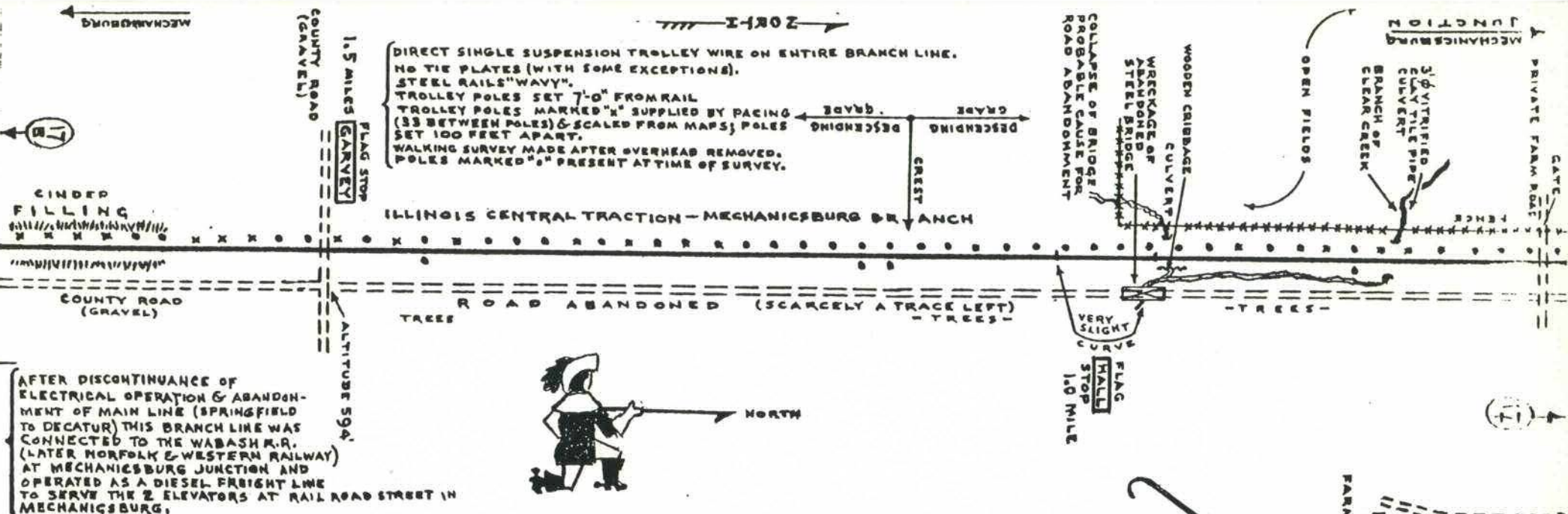
25.0 MILES HERRIN FLAG STOP

S-16

NO. 17

HAGAMAN FLAG STOP 0.5 MILE

17



Comparative Population Statistics of Illinois Communities served by the ILLINOIS CENTRAL TRACTION.



ALTITUDE ABOVE MEAN SEA LEVEL (DATUM)	MILES BETWEEN	PLACE	YEAR	1900	1910	1920	1930	1940	1950	SERVICE BY OTHER RAILWAYS
599		SPRINGFIELD	c	34,159	50,678	59,183	71,864	75,503	81,628	WABASH R.R.
	5.6	GRAND VIEW	v	NOT INCORPORATED UNTIL				620	1,349	WABASH R.R.
553	4.8	RIVERTON	v	1,511	1,911	1,916	1,582	1,524	1,450	WABASH R.R.
599	2.6	DAWSON	v	574	620	602	394	396	374	WABASH R.R.
611	3.2	BUFFALO	v	531	475	475	411	422	416	WABASH R.R.
-	5.6	LANESVILLE					56*		50*	WABASH R.R.
602	4.0	ILLIOPOLIS	v	744	849	814	715	714	833	WABASH R.R.
602	4.5	NIANTIC	v	654	685	613	591	625	625	WABASH R.R.
692	6.8	HARRIS TOWN		250			152		201	WABASH R.R.
682		DECATUR	c	20,754	31,140	43,818	57,510	59,305	66,269	WABASH R.R.
		MECHANICSBURG	v	476	417	475	364	423	464	NONE

SPRINGFIELD IS STATE CAPITAL & COUNTY SEAT OF SANGAMON COUNTY
 CITY STREET CARS
 C. & A., I. C., SPFD.
 TERMIN., B. & O. S.W.,
 C. & D., C. P. ESTL.,
 & ELECTRIC SUBURBAN
 SPFD., CLEAR LAKE &
 ROCHESTER R.R.

B. & O.
 CITY STREET CARS
 ILLINOIS CENTRAL
 DECATUR IS SEAT OF
 MACON COUNTY.
 FORMERLY BY THE
 MECHANICSBURG & BUFFALO
 R.R.

ALL HAVE POSTAL OFFICES.
 EXCEPT GRAND VIEW.

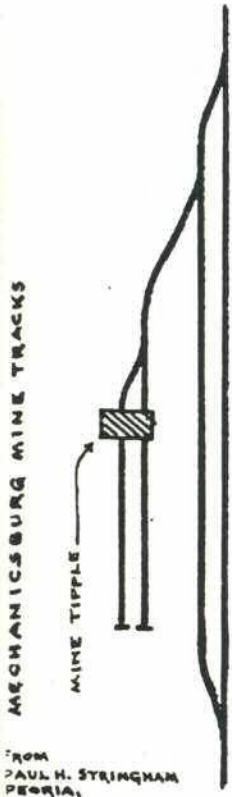
ALL ARE INCORPORATED, EXCEPT LANESVILLE, HARRIS TOWN - STREET OPERATING OF INTERURBANS IN SPRINGFIELD & DECATUR ELIMINATED BY USING EXISTING BELT LINES. MECHANICSBURG DISCONTINUED WITH ABANDONMENT OF STREET TRAVELLING BY INTERURBANS CONTINUED IN RIVERTON, BUFFALO, ILLIOPOLIS.

* - LANESVILLE ESTIMATED BY COMMERCIAL ATLAS
 v = VILLAGE c = CITY

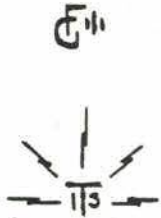
* - LANESVILLE ESTIMATED BY COMMERCIAL ATLAS

Mechanicsburg Branch Line of the Illinois Central Traction
 Progressive Listing as of April 30, 1924
 SIDINGS & flag stops

- 0.00 MECHANICSBURG JUNCTION & -Y-
 Mechanicsburg (shelter)
- 0.5 Hagaman
- 1.0 Hall
- 1.5 Garvey
- 2.0 Aber
- 2.5 Assembly
- 2.7 MINE SIDING & MINE TRACKS
 Mechanicsburg Mine (ELEVATOR SIDING & SPUR IN MECHANICSB'G.)
- 3.5 Mechanicsburg Depot-Terminus
 (Agent)



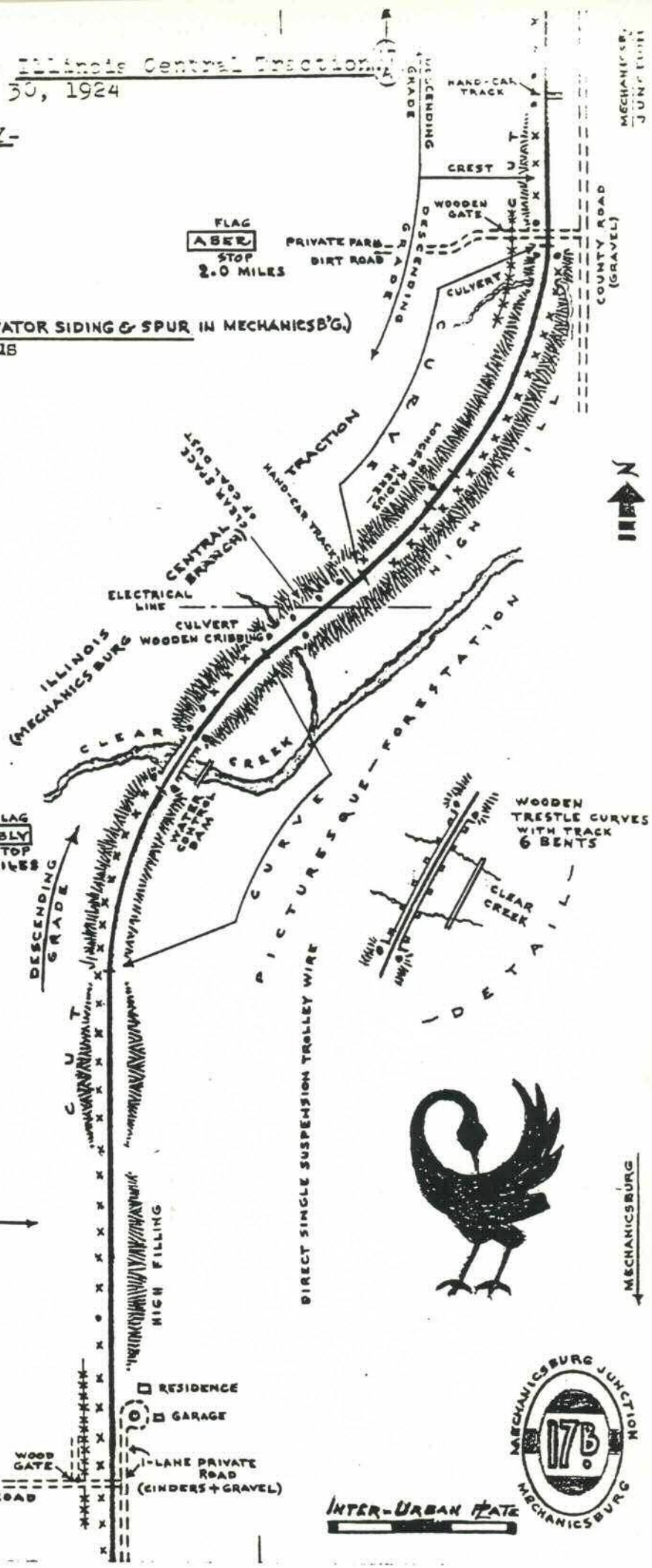
NO SCALE FOR DETAIL,
 POLE SPACING ON TANGENT
 CHART TRACKS 100 FEET.

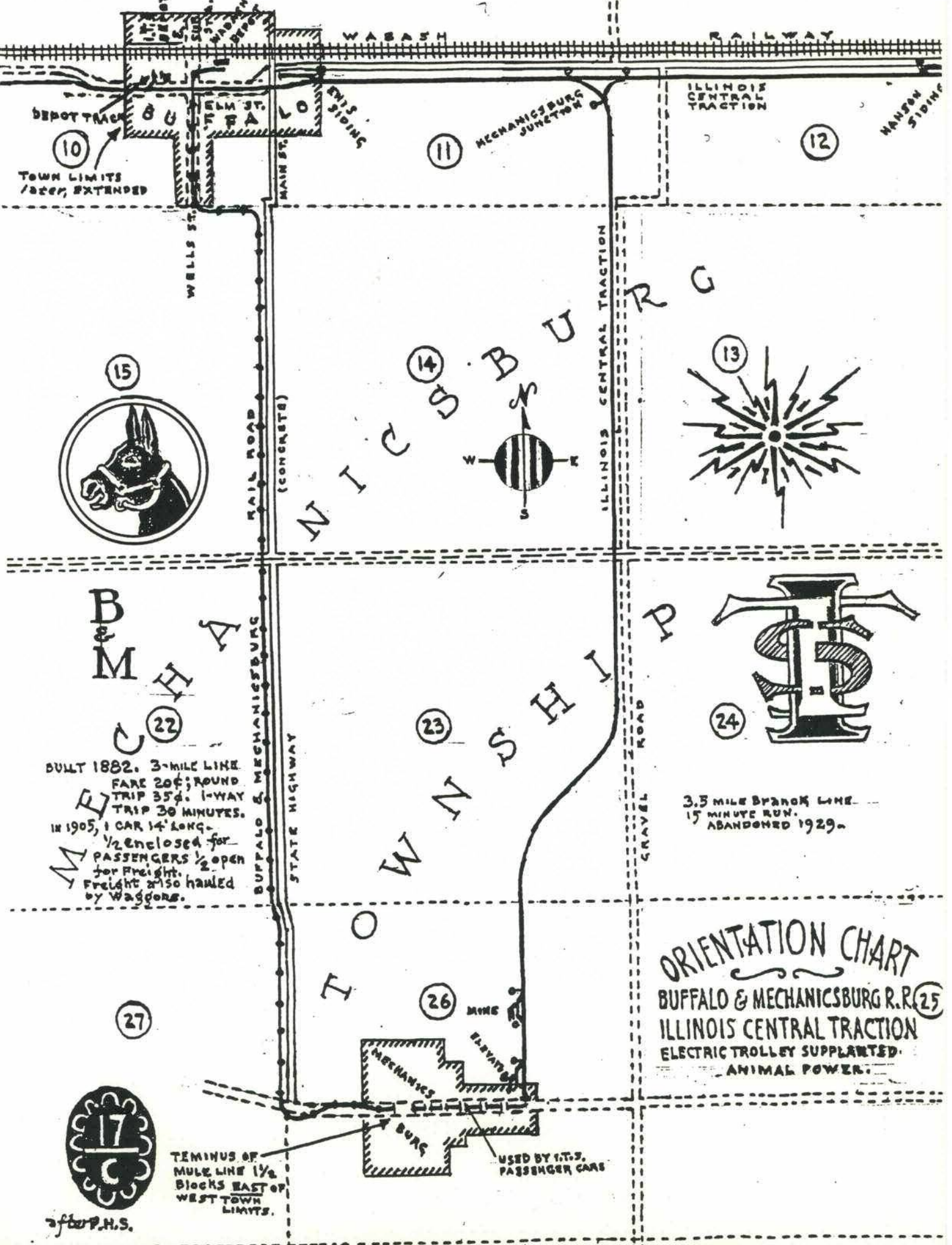


APPROXIMATED LOCATION OF MINE →
 MECHANICSBURG MINE
 FLAG STOP
 2.7 MILES

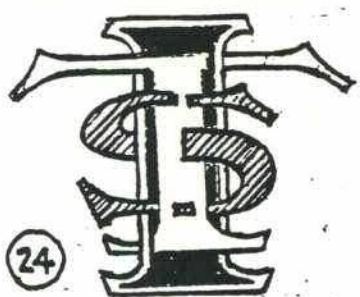
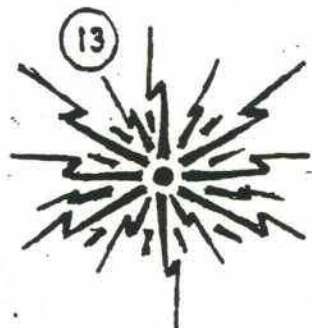


RESIDENCE
 GARAGE
 1-LANE PRIVATE ROAD
 (CINDERS + GRAVEL)
 PRIVATE ROAD





TOWN LIMITS /acres, EXTENDED



BUILT 1882. 3-MILE LINE
 FARE 20¢; ROUND TRIP 35¢. 1-WAY TRIP 30 MINUTES.
 IN 1905, 1 CAR 14' LONG.
 1/2 enclosed for PASSENGERS 1/2 open for FREIGHT.
 Freight also hauled by WAGGONS.

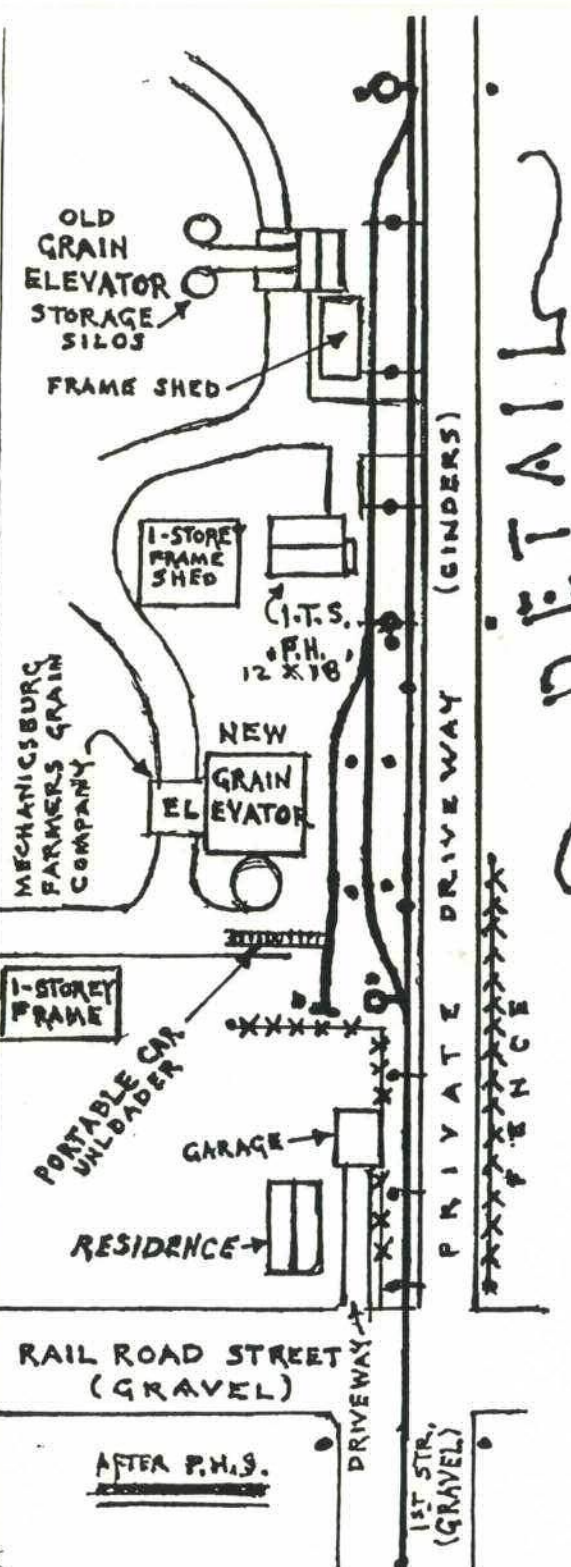
3.5 MILE BRANCH LINE
 15 MINUTE RUN.
 ABANDONED 1929.

ORIENTATION CHART
 BUFFALO & MECHANICSBURG R.R. 25
 ILLINOIS CENTRAL TRACTION
 ELECTRIC TROLLEY SUPPLIED.
 ANIMAL POWER.

TEMINUS OF MULE LINE 1 1/2 BLOCKS EAST OF WEST TOWN LIMITS.

USED BY I.C.T. PASSENGER CARS

after P.H.S.

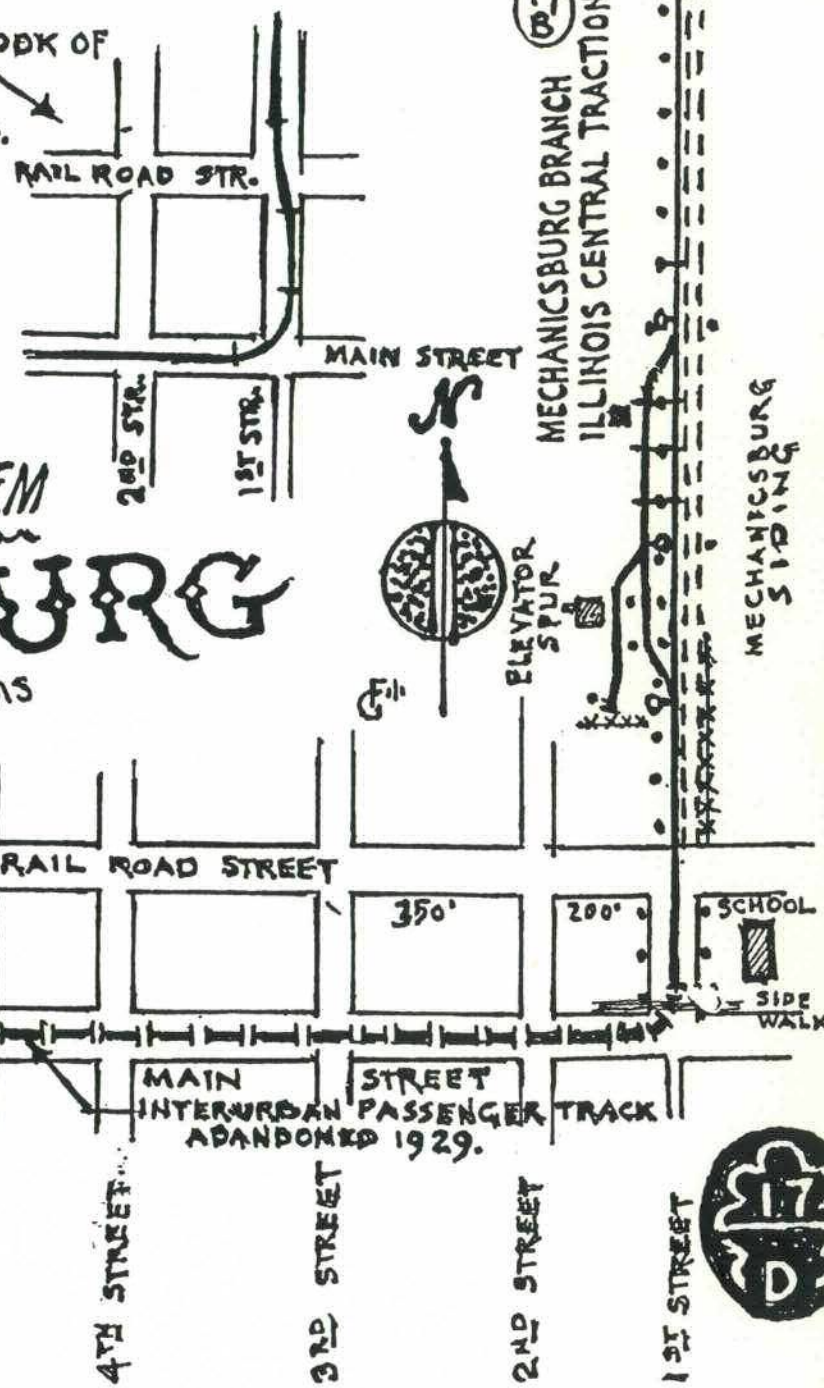


DETAIL & MAP FROM PLAT BOOK OF
 SANGAMON COUNTY
 THE SANGAMON ABSTRACT CO.
 SPRINGFIELD, ILLINOIS.
 PUBLISHED BY
 GEORGE F. CRAM
 CHICAGO, ILLS.
 - 1914.

DETAIL

ILLINOIS TRACTION SYSTEM

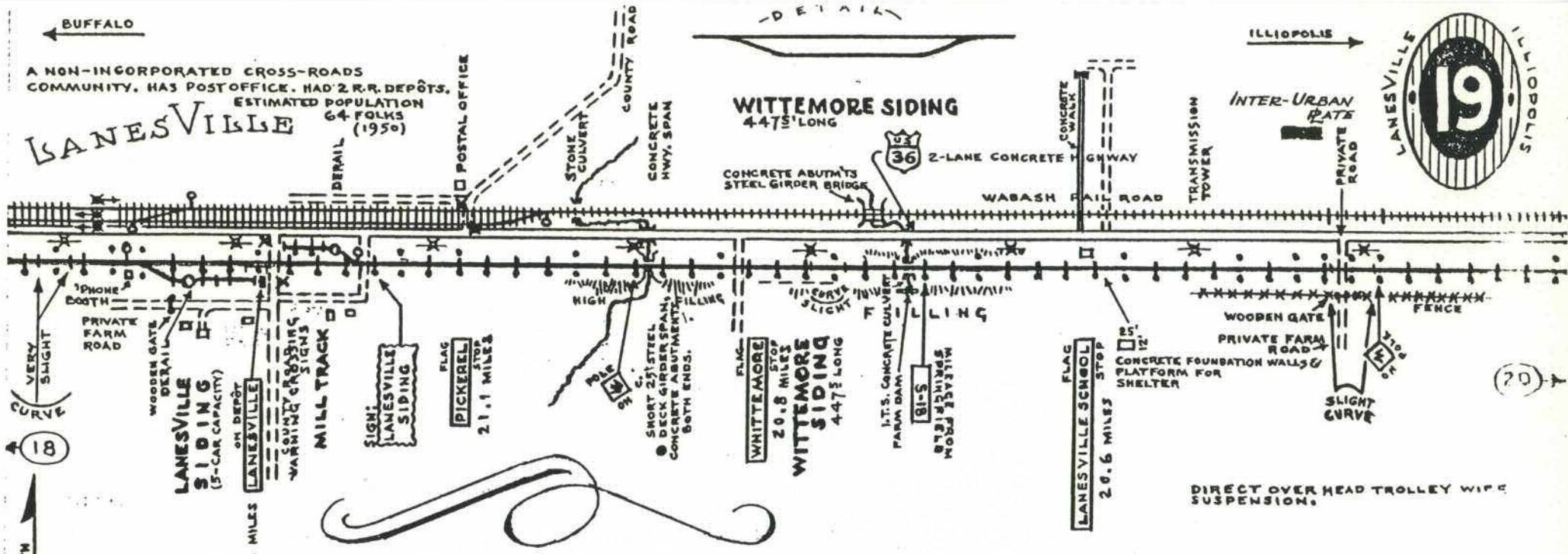
MECHANICSBURG
 SANGAMON COUNTY ILLINOIS



BUFFALO

ILLIOPOLIS

LANESVILLE
 A NON-INCORPORATED CROSS-ROADS
 COMMUNITY. HAS POST OFFICE. HAD 2 R.R. DEPOTS.
 ESTIMATED POPULATION
 64 FOLKS
 (1950)

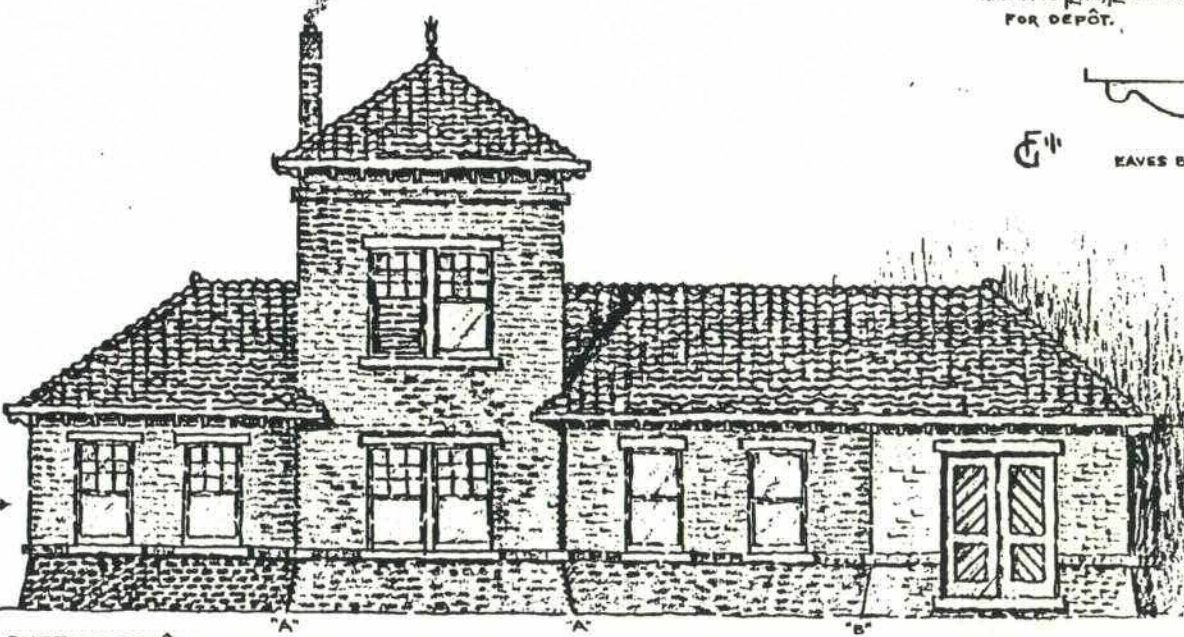
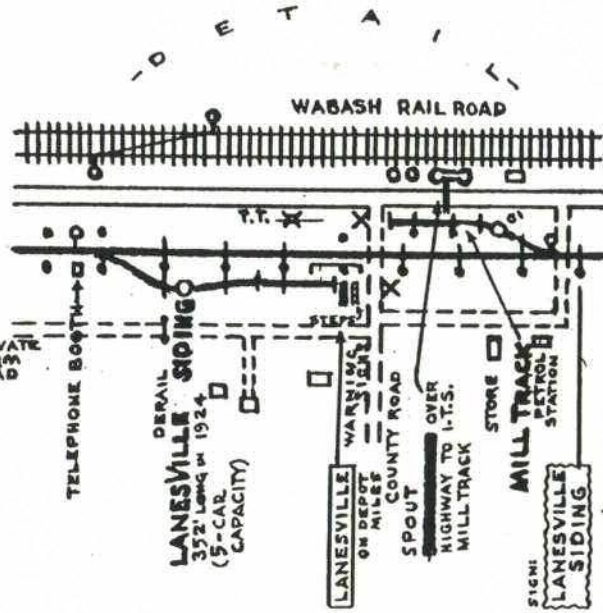
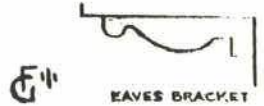


VERY SLIGHT CURVE 18

NORTH

DIRECT OVER HEAD TROLLEY WIRE SUSPENSION.

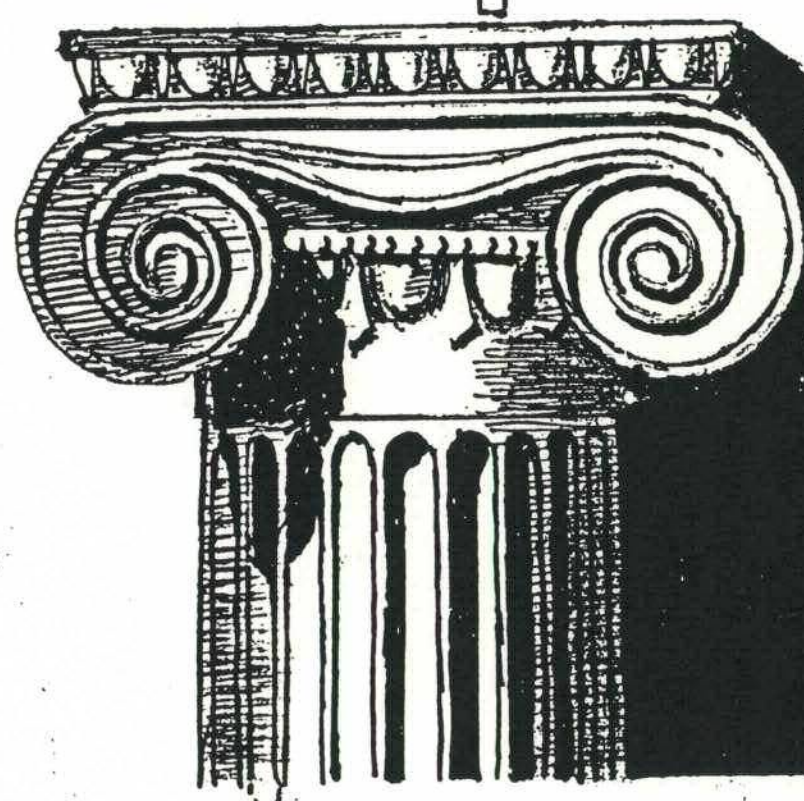
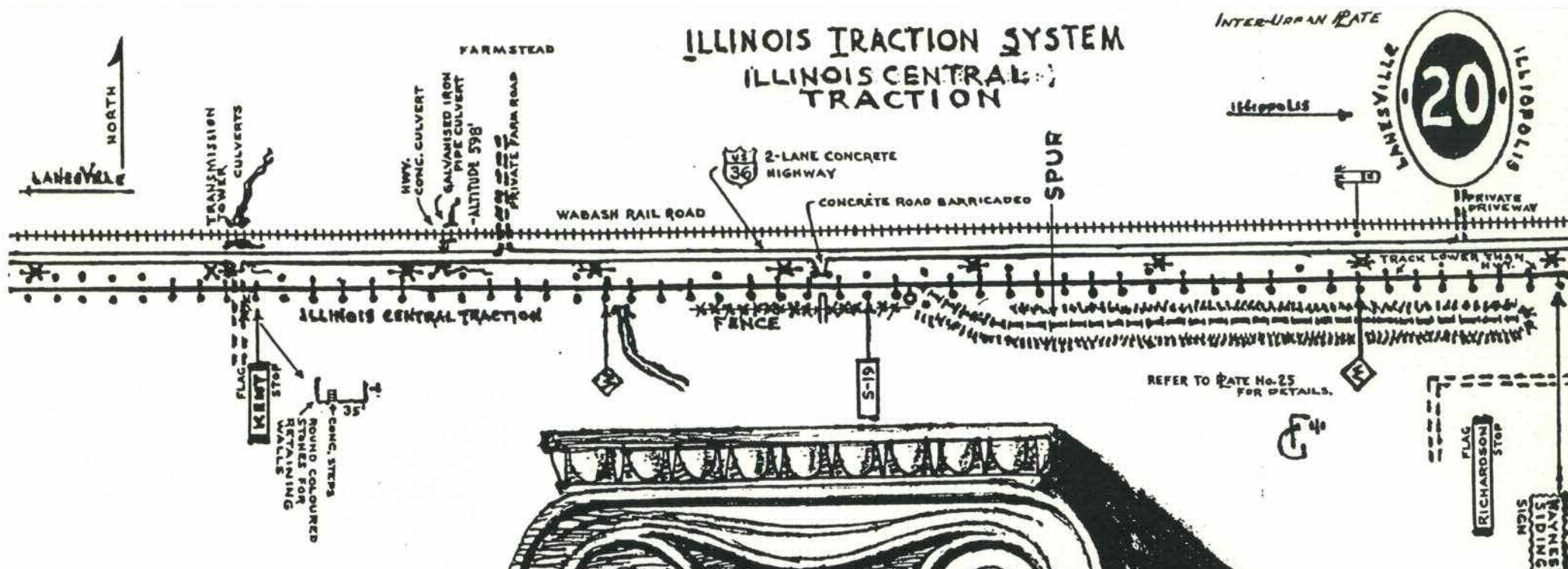
REFER TO PLAN, RATE No. 15 FOR DEPOT.



BUFFALO DEPOT & SUB-STATION. CARTER STREET ELEVATION.

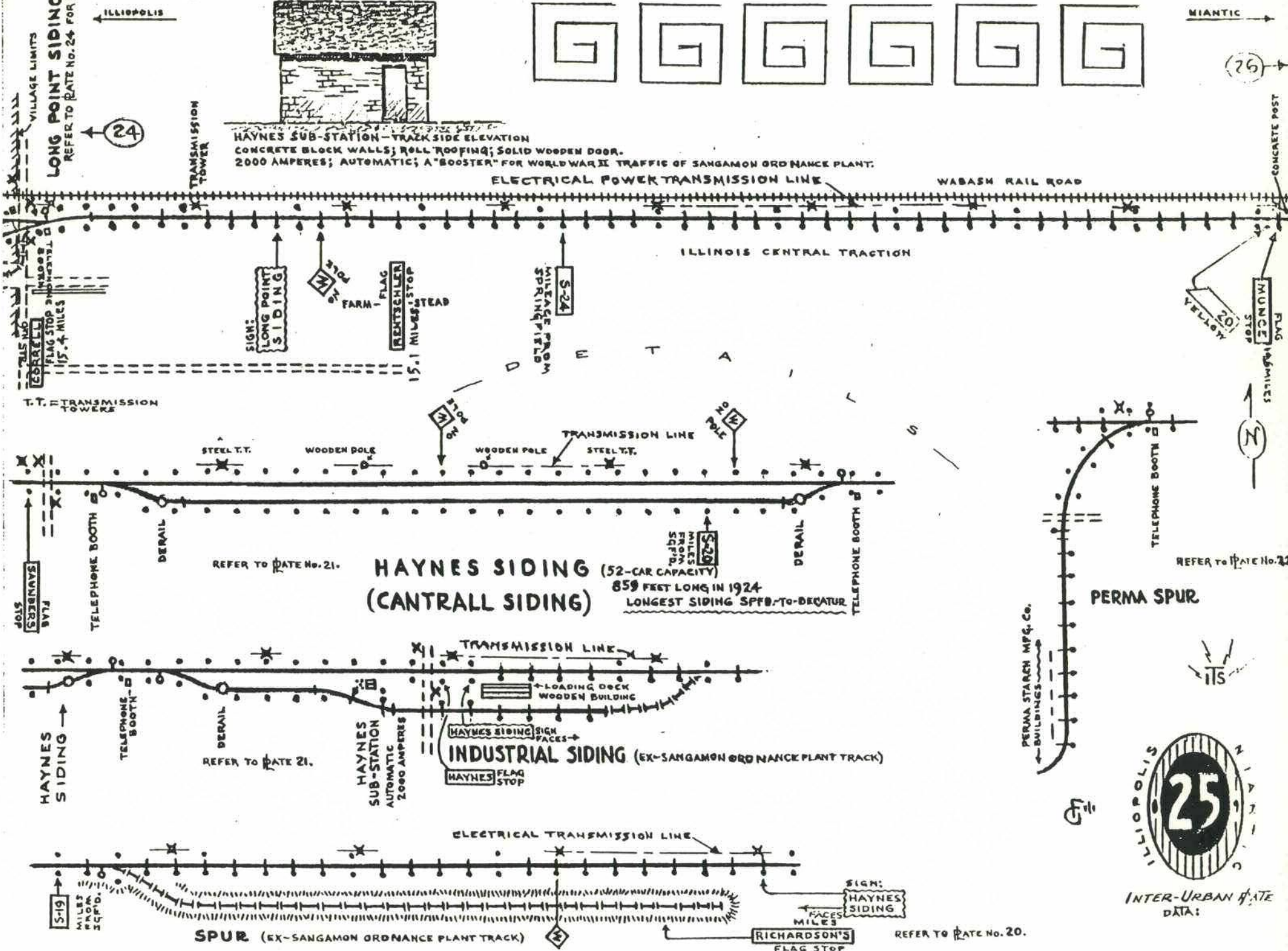
{ ELM STREET (TRACK-SIDE) FAÇADE.
 NAME SIGN - WHITE LETTERING ON
 GREEN PASTEL BACKGROUND.

BUFF COLOURED BRICK; ROUGH-TEXTURED RED LARGE-SIZED BRICK SPLAYED BASE; HEAVY RED TILE ROOF; LIME STONE LINTOLS & SILLS; WOODEN DECORATIVE BRACKETS UNDER PROJECTING EAVES. EXTERIOR TRIM PAINTED WHITE & GREEN (ILLS. TERM.). COLOURS. YELLOW & GREEN-I.T.S. COLOURS); A "MCKINLEY-TYPE" DESIGN. STRUCTURE OF EXCELLENT MATERIALS, SUPERIOR CONSTRUCTION & MASTERFUL ARCHITECTURAL DESIGN. THE MOST MAGNIFICENT BUILDING IN AN OTHERWISE DRAB TOWN. TOWER PROJECTION "A" 4 INCHES; PROJECTION AT "B" ONE FOOT.



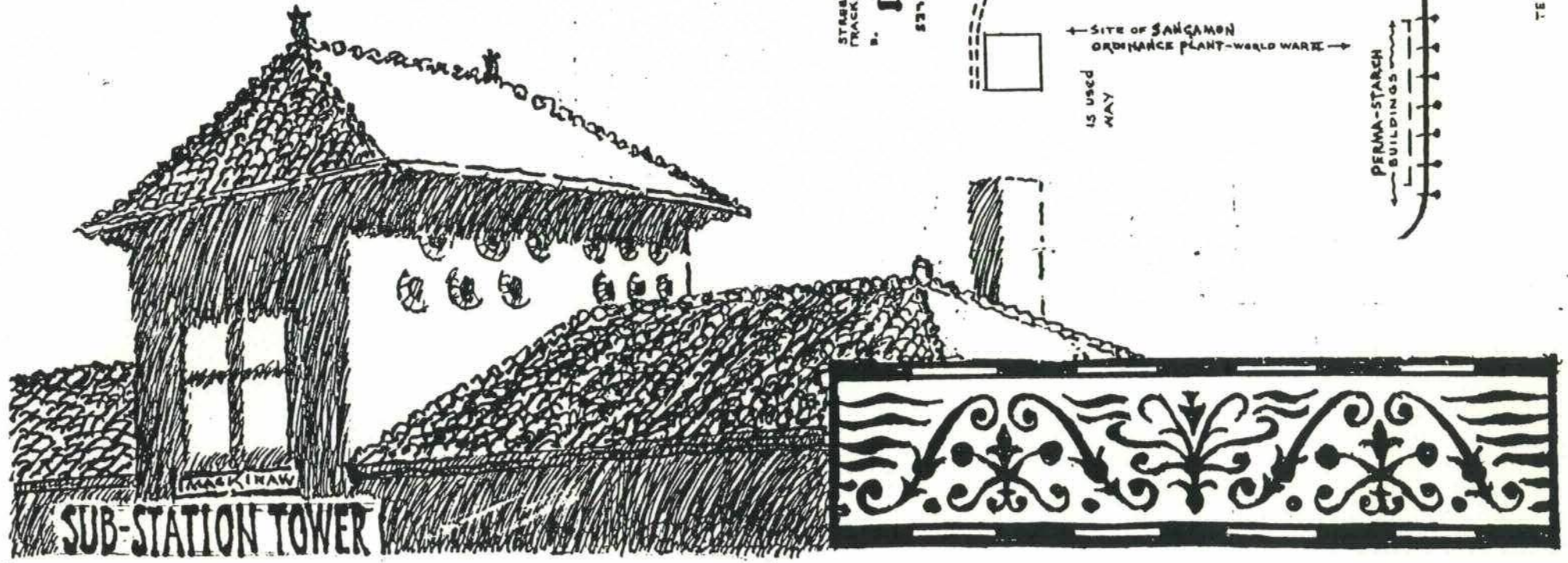
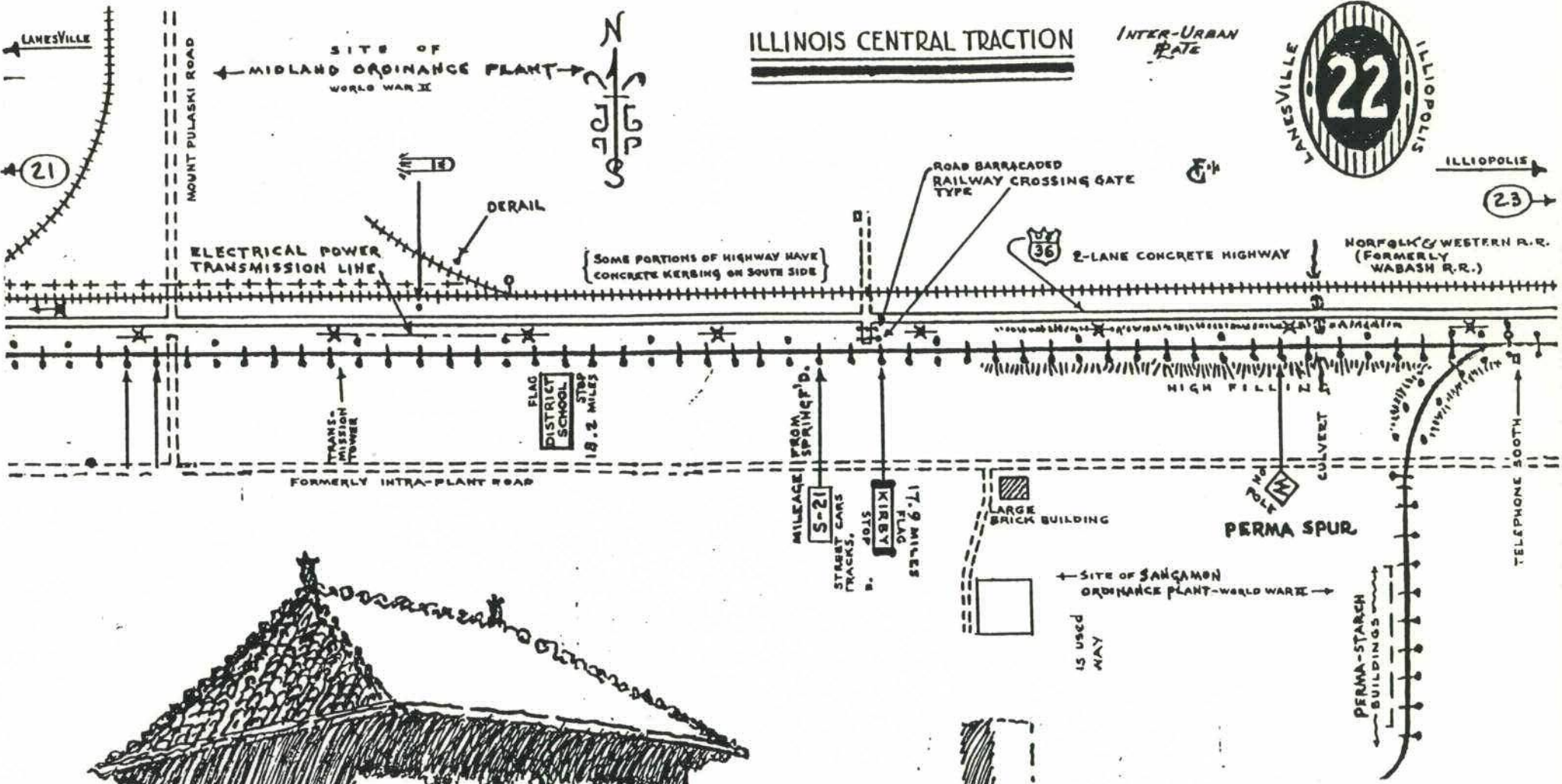
The STATE CAPITAL,
SPRINGFIELD,
IS SERVED BY I.T.S.
LINES from North,
East & South.

ILLINOIS CENTRAL TRACTION



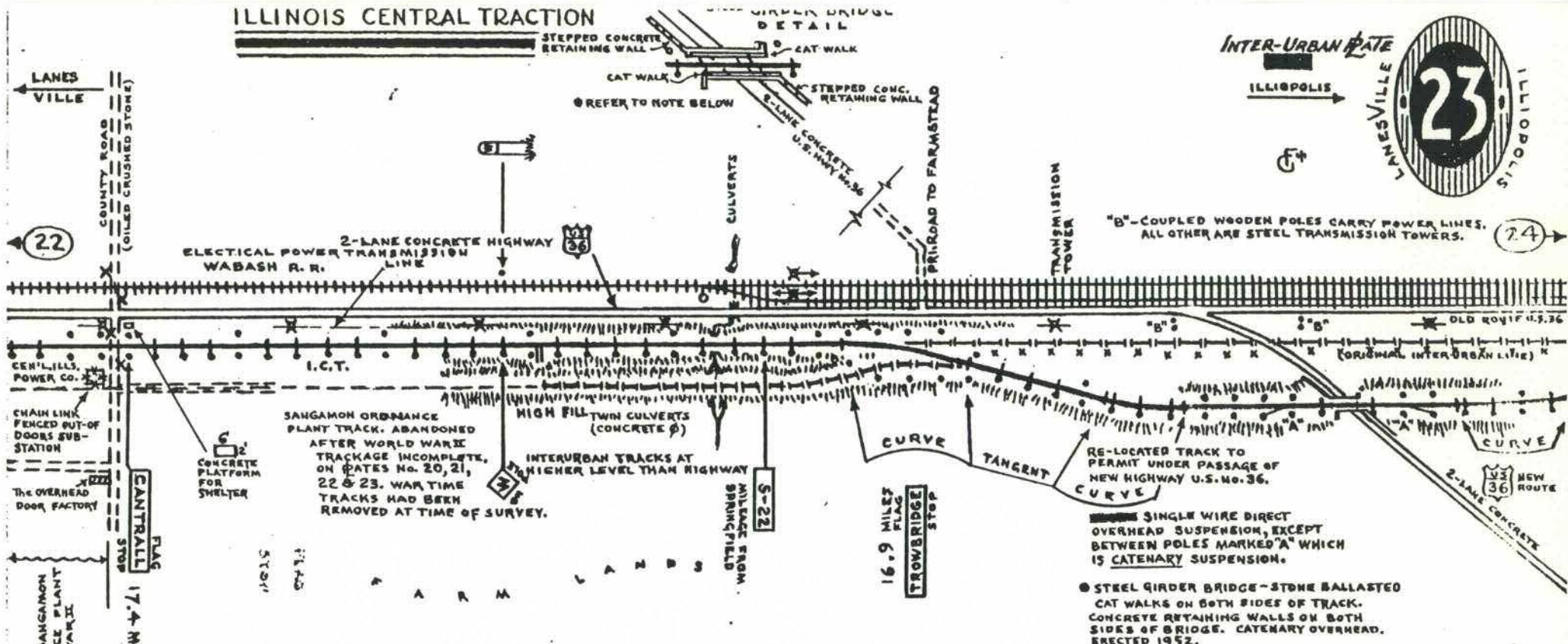
REFER TO PLATE No. 22

REFER TO PLATE No. 20.



SUB-STATION TOWER

ILLINOIS CENTRAL TRACTION



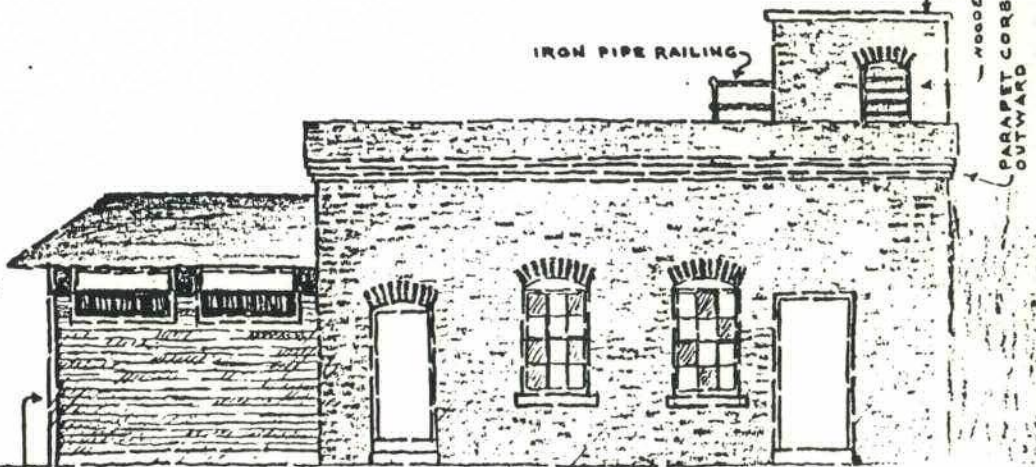
NOV. 2, 1946 CARS STORED AT FORMER ORDONANCE PLANT
 2400 TROOP SLEEPERS (30 PASSENGER)
 500 TROOP KITCHEN CARS. CAPACITY)
 2900 TOTAL CARS.



PLAN



EXPRESS DOOR



ILLIOPOLIS DEPOT (PASSENGER & FREIGHT) & SUB-STATION - LOUISA STREET FACADE
 RED BRICK, FLAT ROOF. WOODEN APPENDAGE ON WEST SIDE. ROOFING YELLOW. PAINTING
 2000 AMPERES; MANUAL; 300 AMPERES IN 1934. REFER TO RATE NO. 24
 I.T.S. COLOURS YELLOW & DARK GREEN.



ILLINOIS CENTRAL TRACTION

INCORPORATED AS A VILLAGE IN SANGAMON COUNTY, 1950 POPULATION 833.
602 FEET ABOVE MEAN SEA LEVEL (DATUM).

ILLIOPOPOLIS

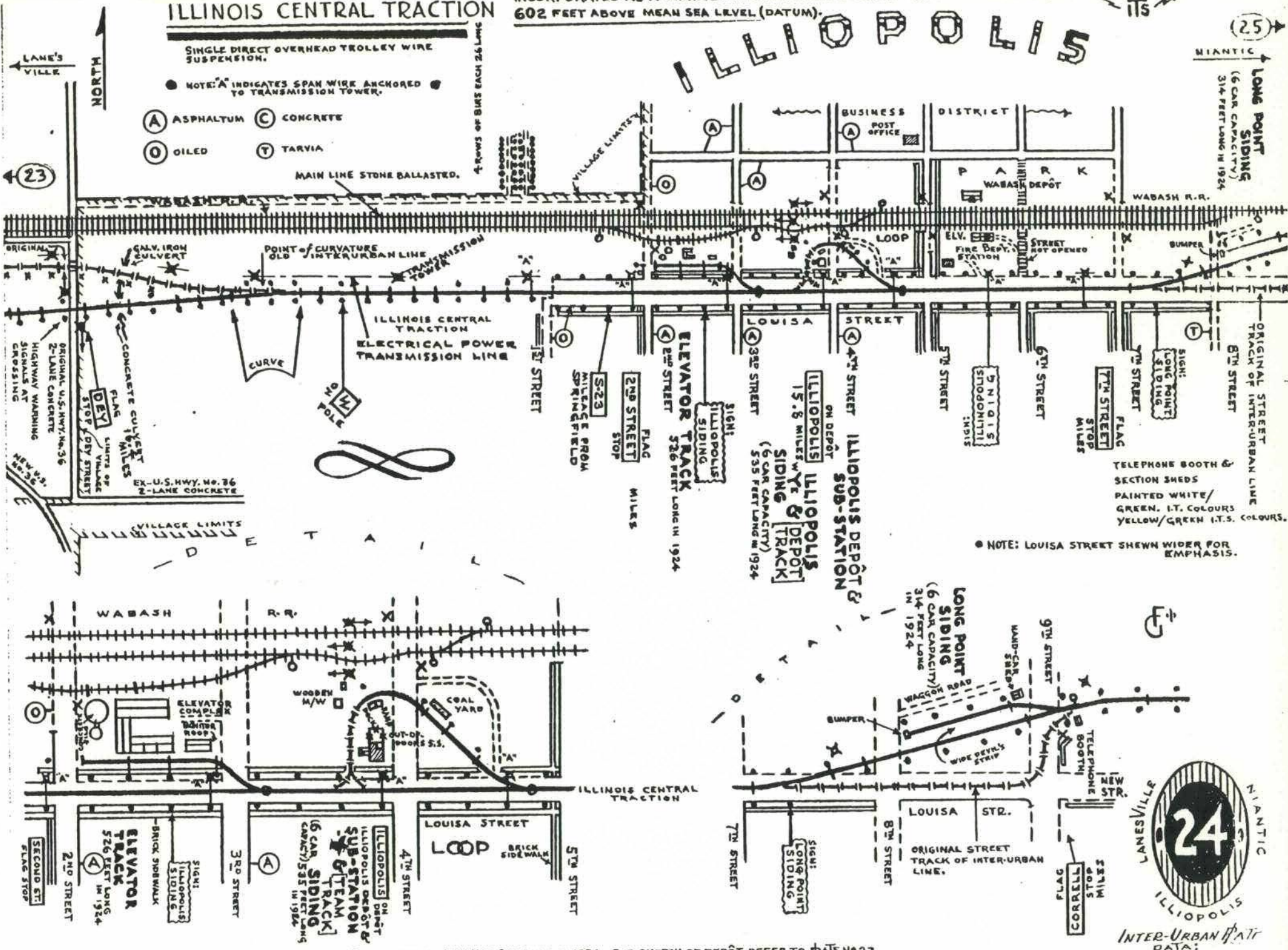
SINGLE DIRECT OVERHEAD TROLLEY WIRE SUSPENSION.

NOTE: 'A' INDICATES SPAN WIRE ANCHORED TO TRANSMISSION TOWER.

- (A) ASPHALTUM (C) CONCRETE
- (O) OILED (T) TARVIA

MAIN LINE STONE BALLASTED.

4 ROWS OF BIRTS EACH 26 LINS



TELEPHONE BOOTH & SECTION SHEDS PAINTED WHITE/GREEN. I.T. COLOURS YELLOW/GREEN I.T.S. COLOURS.

NOTE: LOUISA STREET SHOWN WIDER FOR EMPHASIS.

2000 AMPERES; MANUAL; 300 AMPS. IN 1934. FOR SKETCH OF DEPOT REFER TO PLATE NO. 23.



(25) MIANTIC
LONG POINT SIDING
(6 CAR CAPACITY)
314 FEET LONG IN 1924

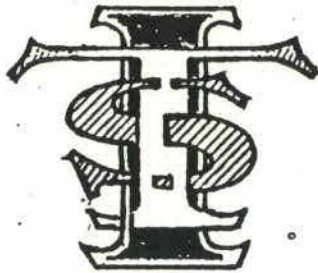
(23)

LANE'S VILLE

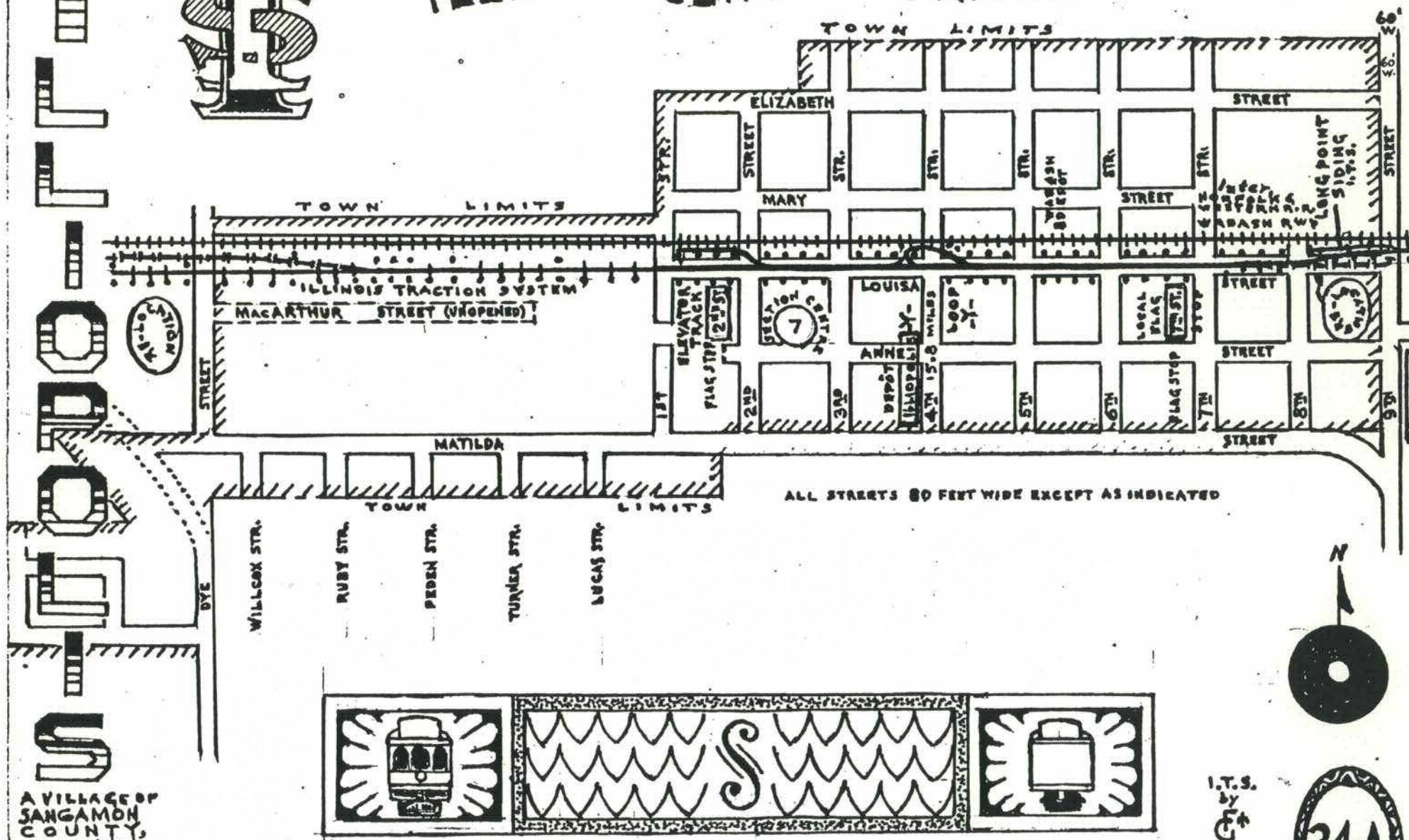
NORTH

MIANTIC

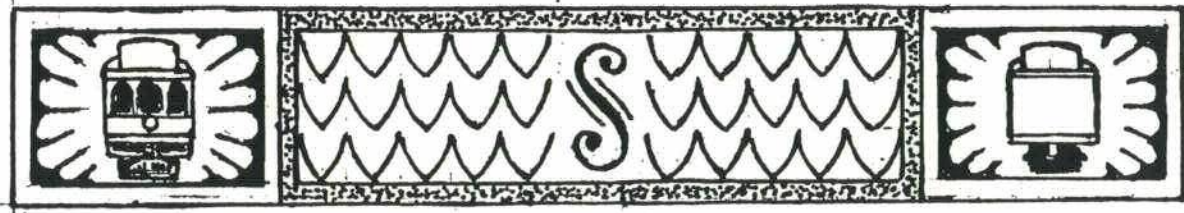
INTER-URBAN DATA



ILLINOIS CENTRAL TRACTION



A VILLAGE OF SANGAMON COUNTY, ILLINOIS.

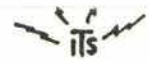


I.T.S. by C.T.

SUPPLEMENTARY TOWN RATE TO INTER-URBAN RATE No. 24. (REFER TO FOR EXACT POLE COUNT)

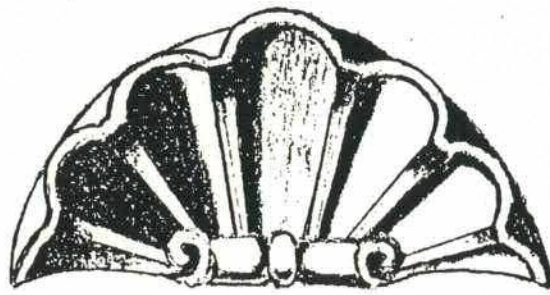
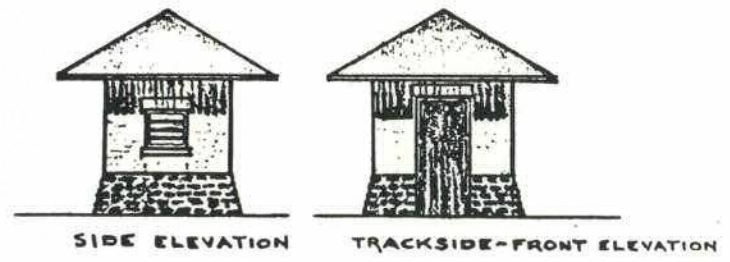
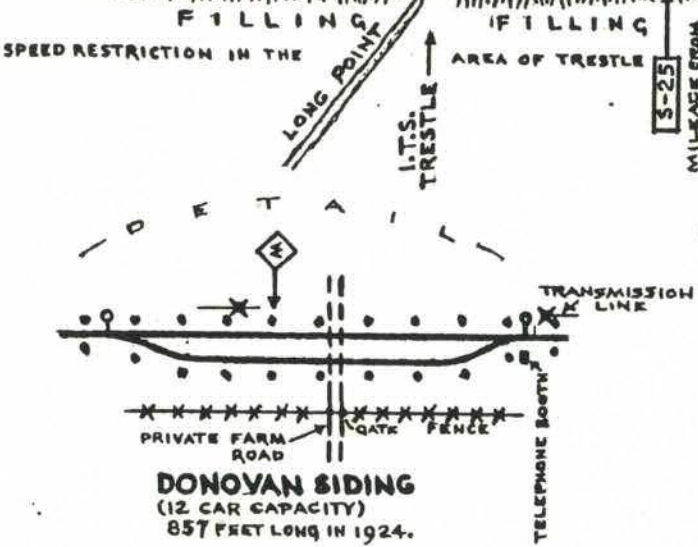
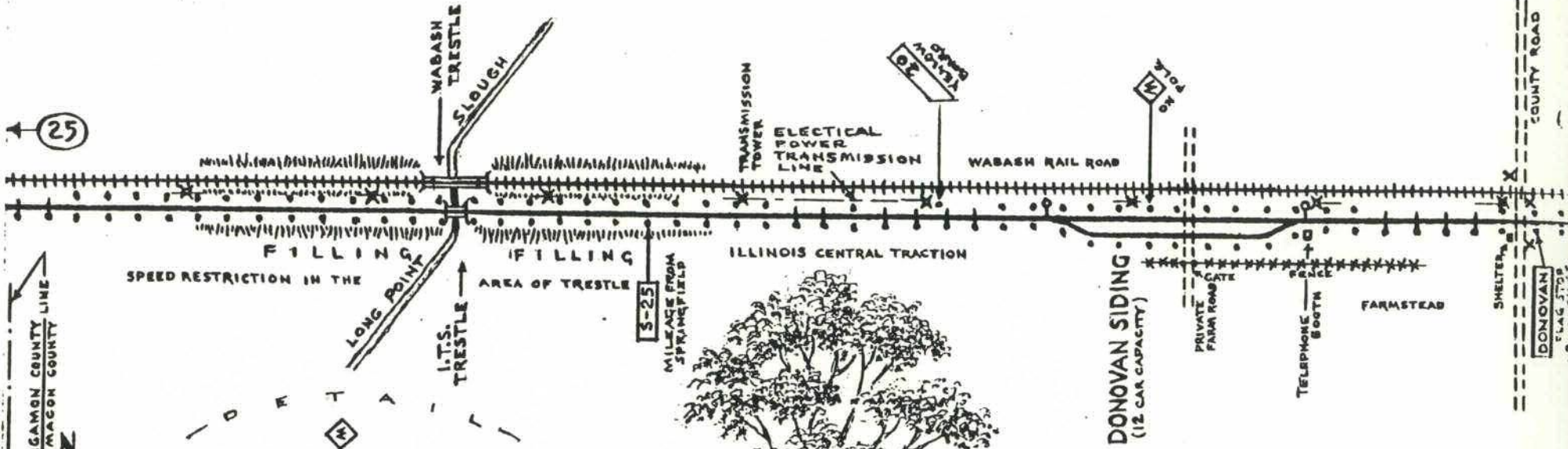


ILLINOIS CENTRAL TRACTION

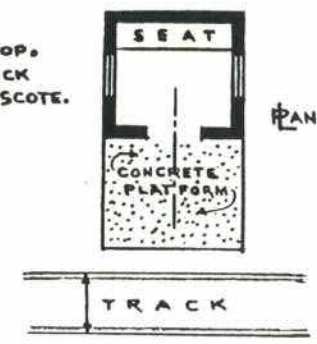


ILLIOPOLIS

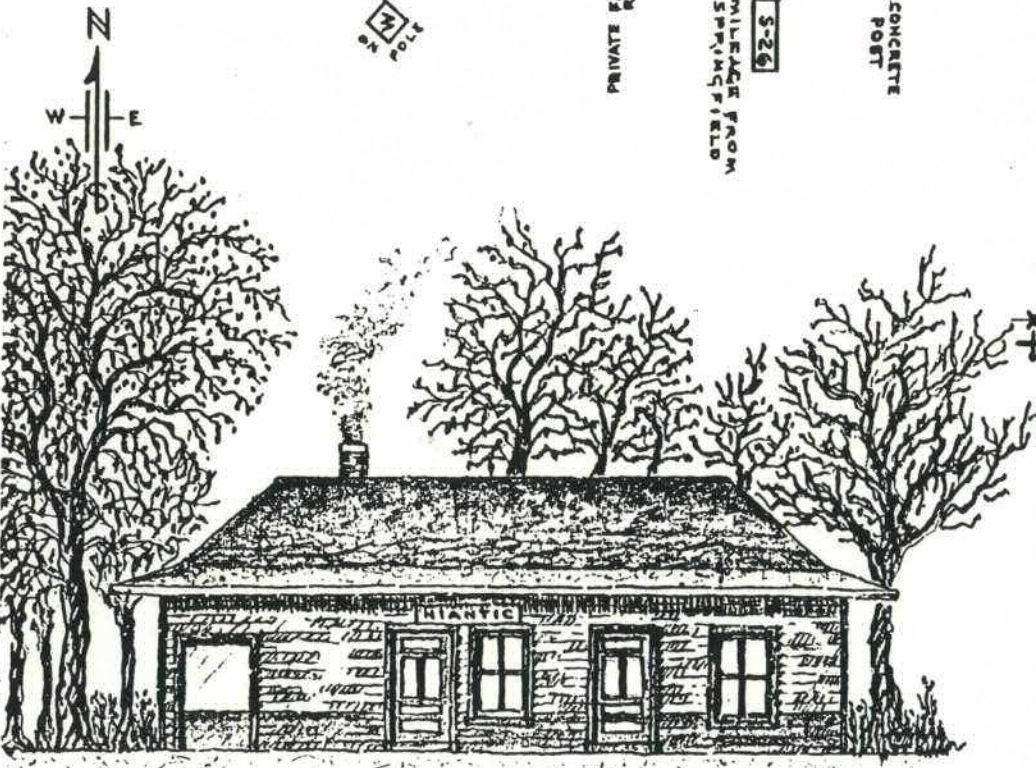
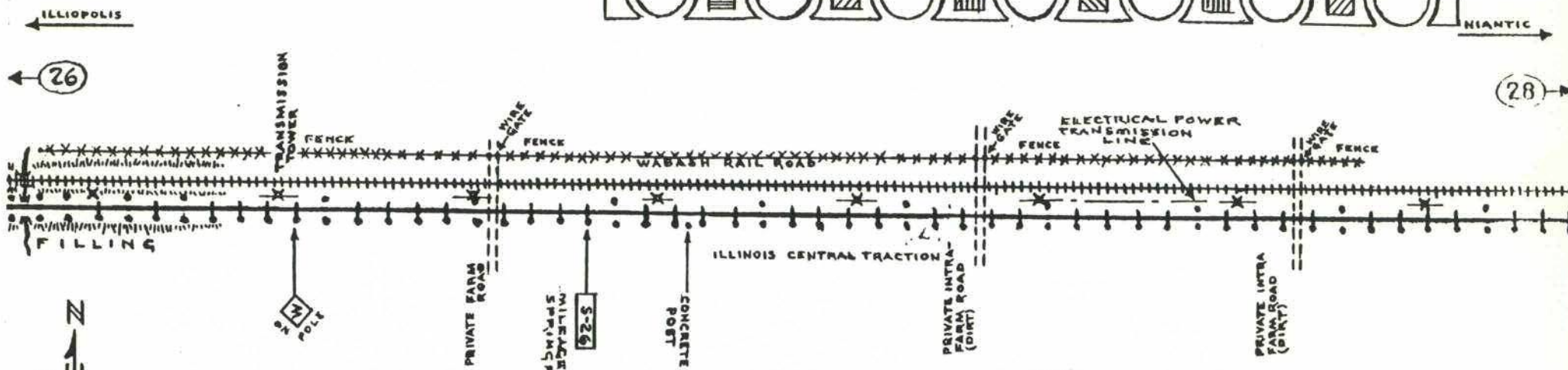
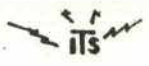
NIANTIC



THE SHELTER AT DONOVAN FLAG STOP.
BUFF BRICK; RED LARGE SIZED BRICK
IN LOWER SPLAYED EXTERIOR WAINSCOTE.
LIME STONE LINTOLS. NO DOOR.
LOUVRES IN SIDE OPENINGS.
ROLL ROOFING.
TRIM-GREEN PAINTED.



ILLINOIS CENTRAL TRACTION:



NIANTIC DEPOT—Combination Passenger & Freight
 WOODEN CONSTRUCTION; weather board siding;
 corner boards; brick chimney. Painting—WHITE.
 Trim of doorways & windows AND gutter-boards—
 GREEN. SIGN—WHITE LETTERING ON GREEN BACKGROUND.
 Roll roofing. TRACK-SIDE (NORTH) FAÇADE.
 (GREEN) {FORMER I.T.S. PAINTING} {YELLOW & GREEN}



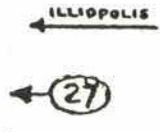
FOR TAPPING THE WHEELS



INTER-URBAN R.T.C.

ILLINOIS CENTRAL TRACTION

INCORPORATED AS VILLAGE IN MACON COUNTY, 1950 POPULATION 625.
602 FEET ABOVE MEAN SEA LEVEL (DATUM).

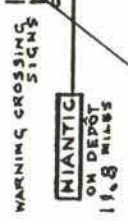
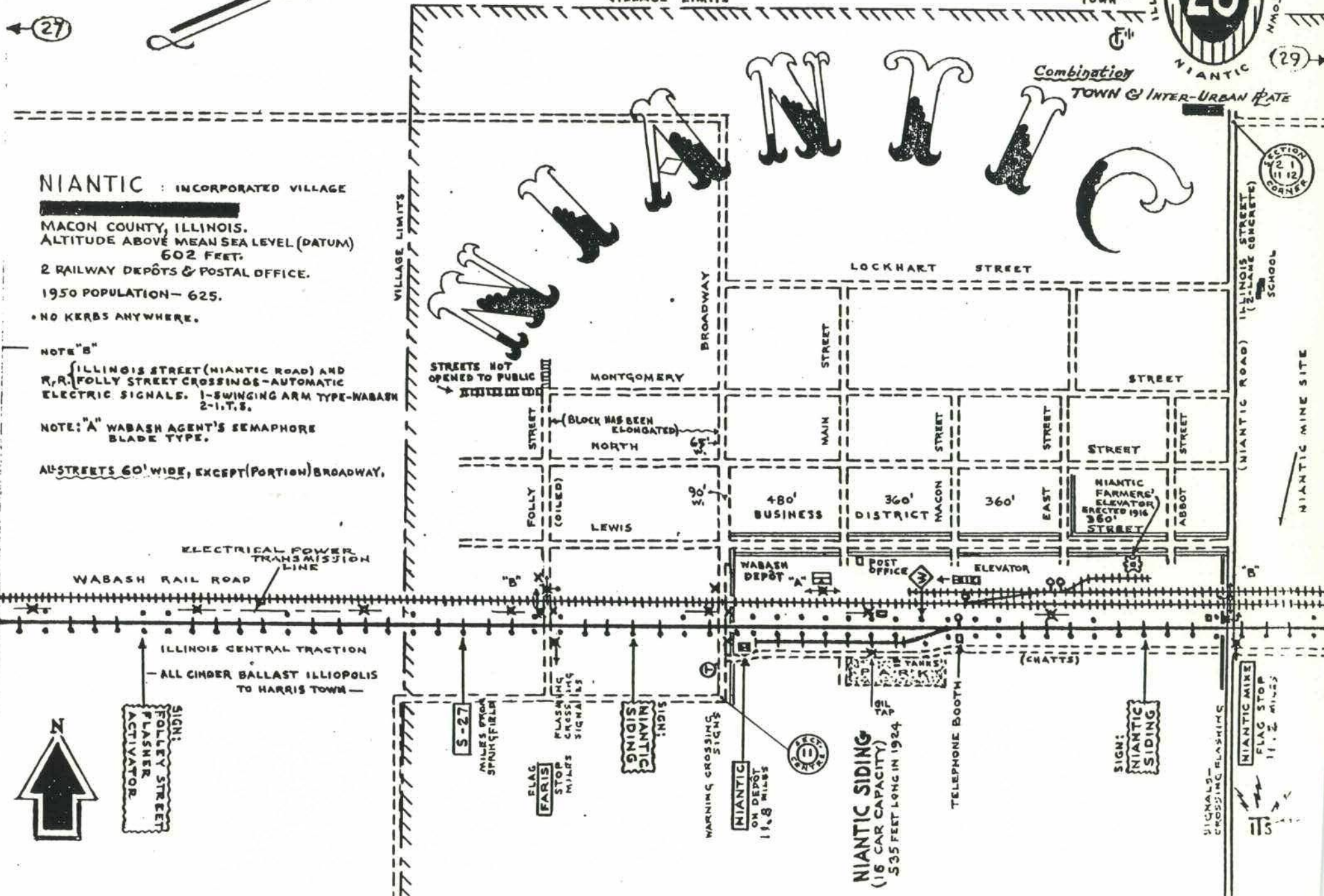


NIANTIC : INCORPORATED VILLAGE
MACON COUNTY, ILLINOIS.
ALTITUDE ABOVE MEAN SEA LEVEL (DATUM)
602 FEET.
2 RAILWAY DEPOTS & POSTAL OFFICE.
1950 POPULATION - 625.
• NO KERBS ANYWHERE.

NOTE "B"
ILLINOIS STREET (NIANTIC ROAD) AND
R.R. FOLLY STREET CROSSINGS - AUTOMATIC
ELECTRIC SIGNALS. 1-SWINGING ARM TYPE-WABASH
2-1, T. S.

NOTE: "A" WABASH AGENT'S SEMAPHORE
BLADE TYPE.

ALL STREETS 60' WIDE, EXCEPT (PORTION) BROADWAY.

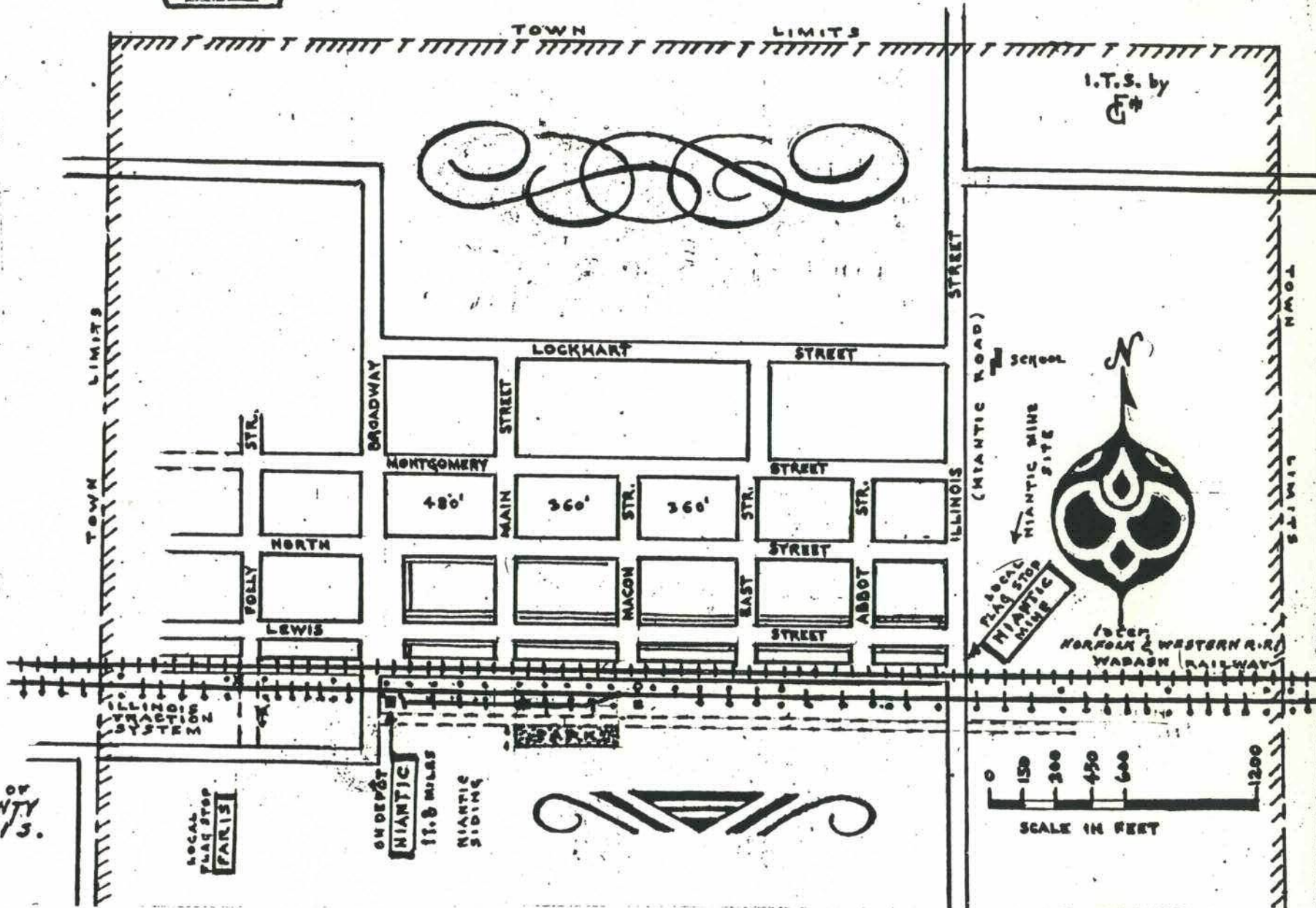


N
I
A
N
B
C

A VILLAGE OF
MACON COUNTY
ILLINOIS.

IS

SUPPLEMENTARY TOWN PLATE
TO INTER-URBAN RATE No. 2B (REFER TO FOR EXACT COUNTY)
ILLINOIS CENTRAL TRACTION

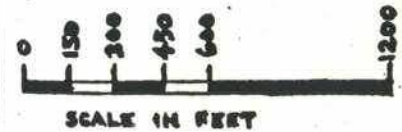


I.T.S. by
C.F.

LOCAL
FLAG STOP
NIANTIC
MINE



1000
NORFOLK & WESTERN R.R.
WABASH RAILWAY



ILLINOIS CENTRAL TRACTION

NIANTIC ←

→ HARRIS TOWN

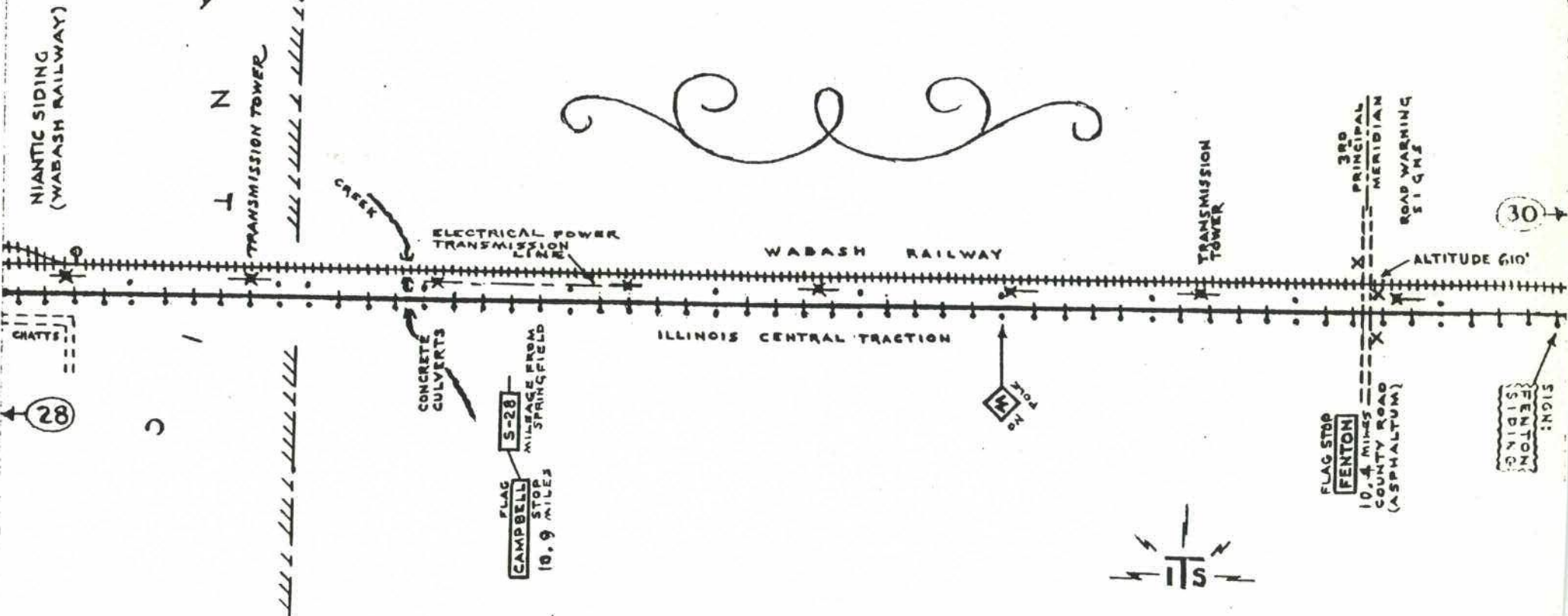
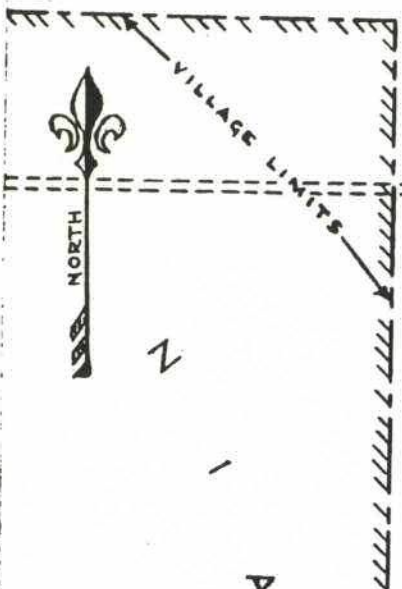


INTER-URBAN RATE DATA:

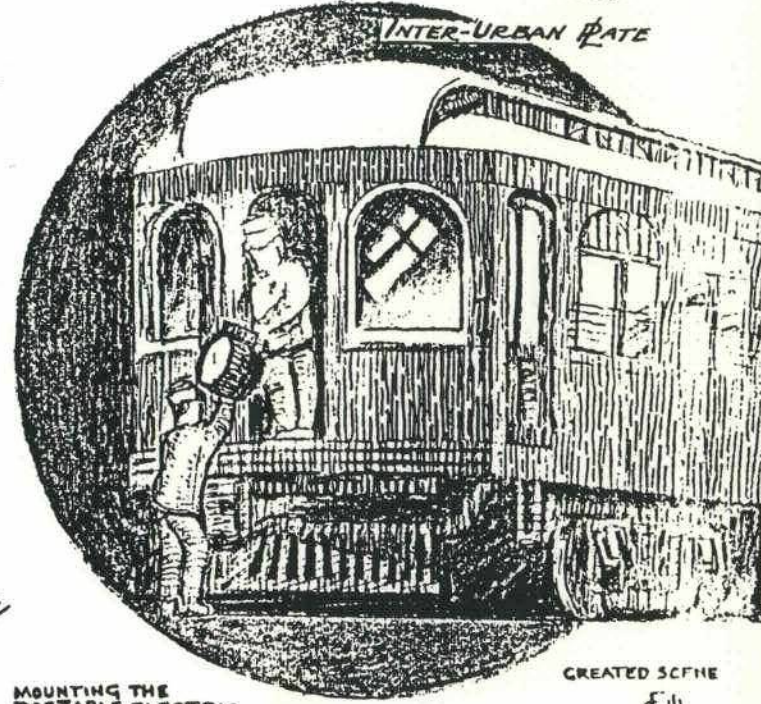
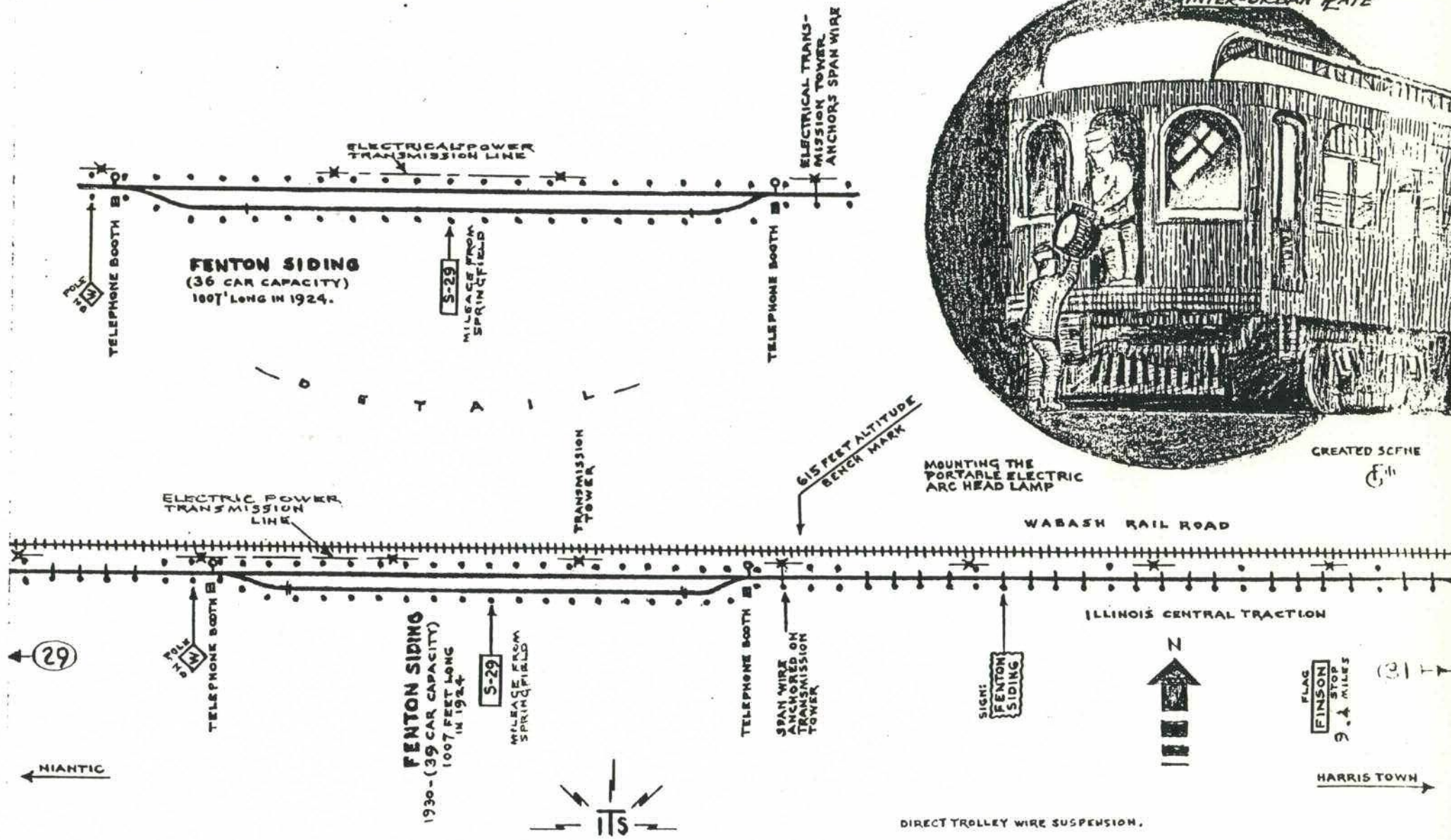


WABASH R.R. DEPOT AT NIANTIC, ILLS. WOODEN CONSTRUCTION. PAINTED ALL LIGHT GREY. ABOVE BELT RAIL BOARDS & BATTENS.

TRACK SIDE ELEVATION BY **G**



ILLINOIS CENTRAL TRACTION



ILLINOIS CENTRAL TRACTION



TRACK-SIDE FAÇADE OF WABASH DEPOT AT HARRIS TOWN, ILL. STUCCOED OVER WOOD, ALL GREY PAINTED. REFER TO PL. NO. 32.

TRACK SIDE ELEVATION BY G.H.

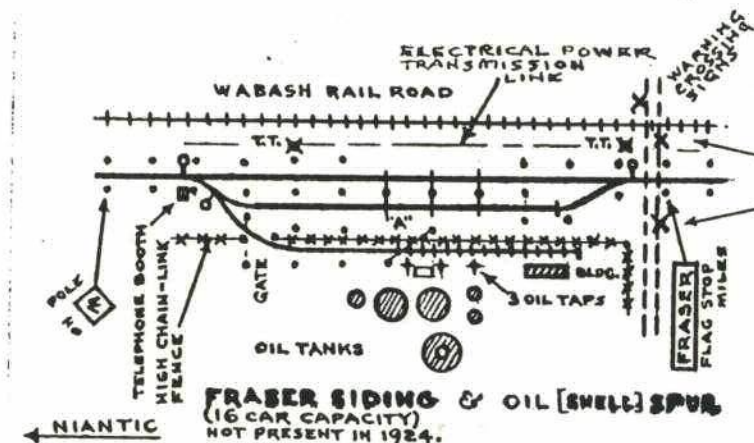


△ IN THE BUFFET CAR △



INTER-URBAN RATE DATA:

D E T A I L



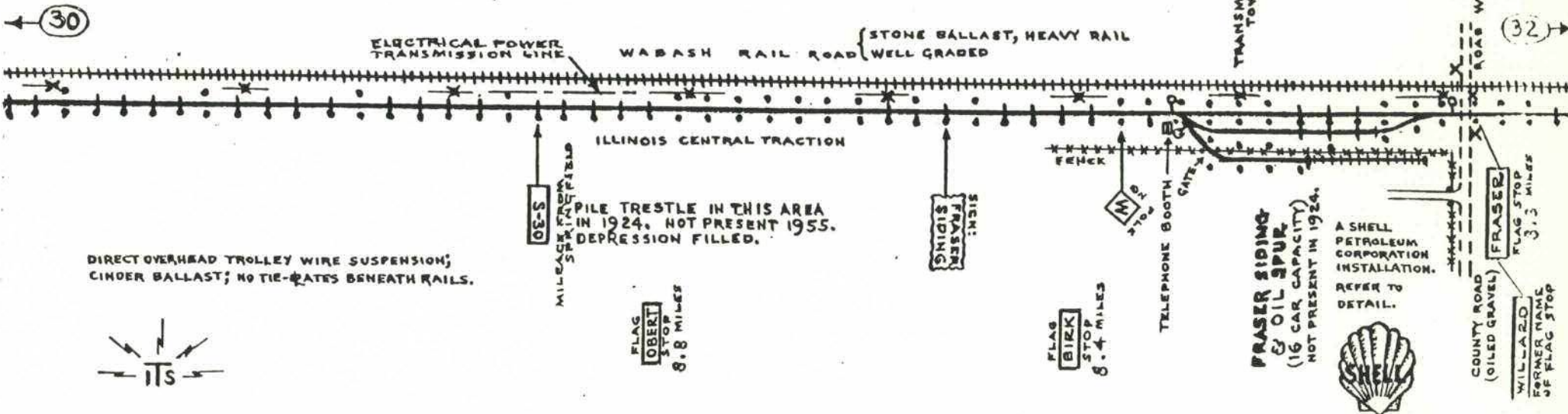
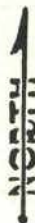
NOTE:-

AT DOUBLE RAILWAY CROSSINGS AT HIGHWAY INTERSECTION; THE STEAM RAIL ROAD FLANKED ITS TRACK (S) ON BOTH SIDES WITH HIGHWAY WARNING SIGNS, BUT I.T.S. PLACED A "SAW-BUCK" ON ONE FLANK ONLY, THERE ARE EXCEPTIONS.

"A" END OF ELECTRIFICATION ON SPUR.
T.T. = TRANSMISSION TOWER.



LOOKING WESTERLY THE CYLINDRICAL VERTICAL GLEAMING WHITE TANKS APPEAR IMPRESSIVE.



DIRECT OVERHEAD TROLLEY WIRE SUSPENSION;
CINDER BALLAST; NO TIE-PATES BENEATH RAILS.

PILE TRESTLE IN THIS AREA
IN 1924, NOT PRESENT 1955.
DEPRESSION FILLED.

FLAG STOP
OBERLIN
8.8 MILES

FLAG STOP
BIK
8.4 MILES

FRASER SIDING
& OIL SPUR
(16 CAR CAPACITY)
NOT PRESENT IN 1924.

A SHELL
PETROLEUM
CORPORATION
INSTALLATION.
REFER TO
DETAIL.



FRASER
FLAG STOP
3.5 MILES
COUNTY ROAD
(OILED GRAVEL)
WILLARD
FORMER NAME
OF FLAG STOP

HARRIS TOWN
WARNING SIGNS

(32)

2-LANE CONCRETE ROADWAY IN CENTRE OF 80' WIDE MERIDIAN STREET (HARRIS TOWN ROAD)

GENERAL STORE

POSTAL OFFICE

SITE OF TOWNSHIP HALL (BURNED)

I.T.S. CONCRETE KERBED CHATTS PLATFORM IN FRONT OF DEPOT.
WABASH DEPOT PLATFORM CHATTS.

HARRIS TOWN

MACON COUNTY, ILLS.

A NON-INCORPORATED CROSS ROADS COMMUNITY POPULATION 1950-201, ESTIMATED.
(CENSUS REPORTS NOT GIVEN FOR THIS TYPE OF SETTLEMENT)

692' BENCH MARK; ALTITUDE ABOVE MEAN SEA LEVEL (DATUM)



● ALL STREETS 60' WIDE, EXCEPT MERIDIAN STREET WHICH IS 80' IN WIDTH.

● MERIDIAN STREET CROSSING FLASHERS A JOINT I.T.S.-WABASH OPERATION.

31

2 1/2 MILES TO HARRIS TOWN DEPOT & SUB-STATION

HARRIS TOWN DEPOT & SUB-STATION
AUTOMATIC 2,000 AMPERES RATING
500 IN. 1934 (MANUAL)

HARRIS TOWN SIDING
(15 CAR CAPACITY)
413' LONG IN 1924

TELEPHONE BOOTH - WABASH CONNECTION

DERAIL

DERAIL

I.T.S.

POLE
SIGN: HARRIS TOWN SIDING

WABASH RAILWAY



TRANSMISSION TOWER

ELECTRICAL POWER TRANSMISSION LINE

ILLINOIS CENTRAL TRACTION

SIGN: FRASER SIDING

POLE
SIGN: W

S-31
MILEAGE FROM SPRINGFIELD

VERTICAL SIGN ON TROLLEY POLE

DERAIL

WOODEN POST

SMALL SIGN ON TROLLEY POLE

HARRIS TOWN DEPOT & SUB-STATION

HARRIS TOWN SIDING
(15 CAR CAPACITY)
413' LONG IN 1924

CURVE (SLIGHT)
20-15' LONG

REFER TO MAP & DETAIL

33

ILLINOIS CENTRAL TRACTION

DIRECT OVERHEAD; CINDER BALLAST; TIE-PLATES LACKING. TRACK CENTERED BETWEEN DOUBLE POLES.

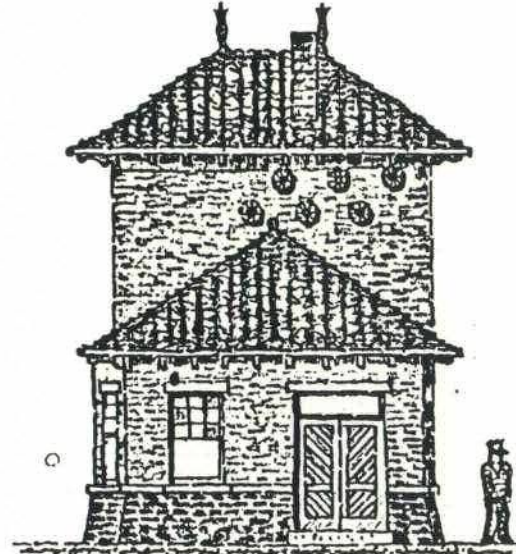
DECATUR

ILLINOIS CENTRAL TRACTION

FINIAL SERVES AS LIGHTNING ROD



~ TRACK SIDE ELEVATION ~



CONCRETE PLATFORM

MERIDIAN STREET (WEST) ELEVATION.



INTER-URBAN RATE DATA:



ELEVATIONS BY
G.H.



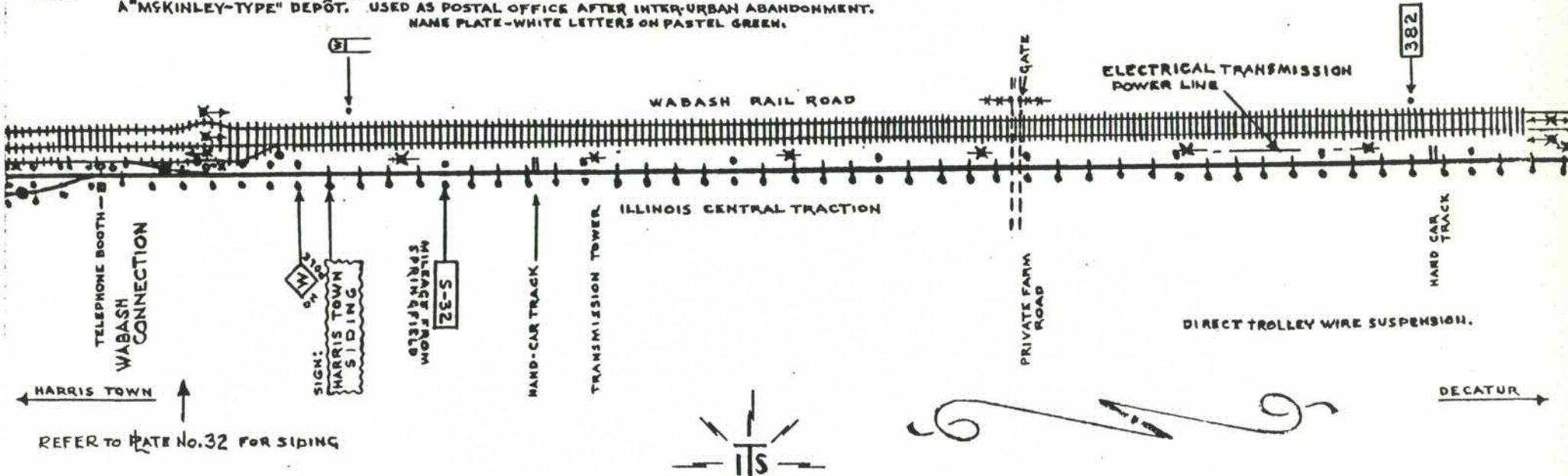
• ROOF PLAN.

HARRIS TOWN
INTER-URBAN PASSENGER & FREIGHT DEPÔT AND SUB-STATION.
TRACK-SIDE (NORTH) FAÇADE.

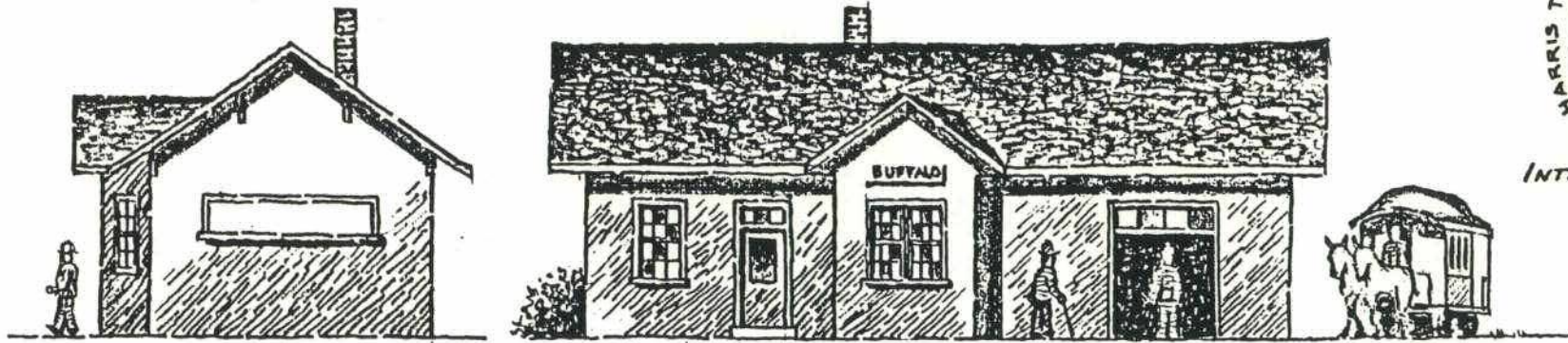
SURBERB STRUCTURE—BUFF BRICK; LARGE SIZED ROUGH TEXTURED RED BRICK ON SPLAYED BASE; RED VITREOUS TILE ROOF; LIME STONE LINTOLS & SILLS. WOODEN DECORATIVE BRACKETS UNDER PROJECTING EAVES. WOODEN LOUVRES IN TOWER WINDOWS. EXTERIOR WOODWORK PAINTED GREEN & WHITE. A "MCKINLEY-TYPE" DEPÔT. USED AS POSTAL OFFICE AFTER INTER-URBAN ABANDONMENT. NAME PLATE—WHITE LETTERS ON PASTEL GREEN.

32

34



ILLINOIS CENTRAL TRACTION



EAST ELEVATION

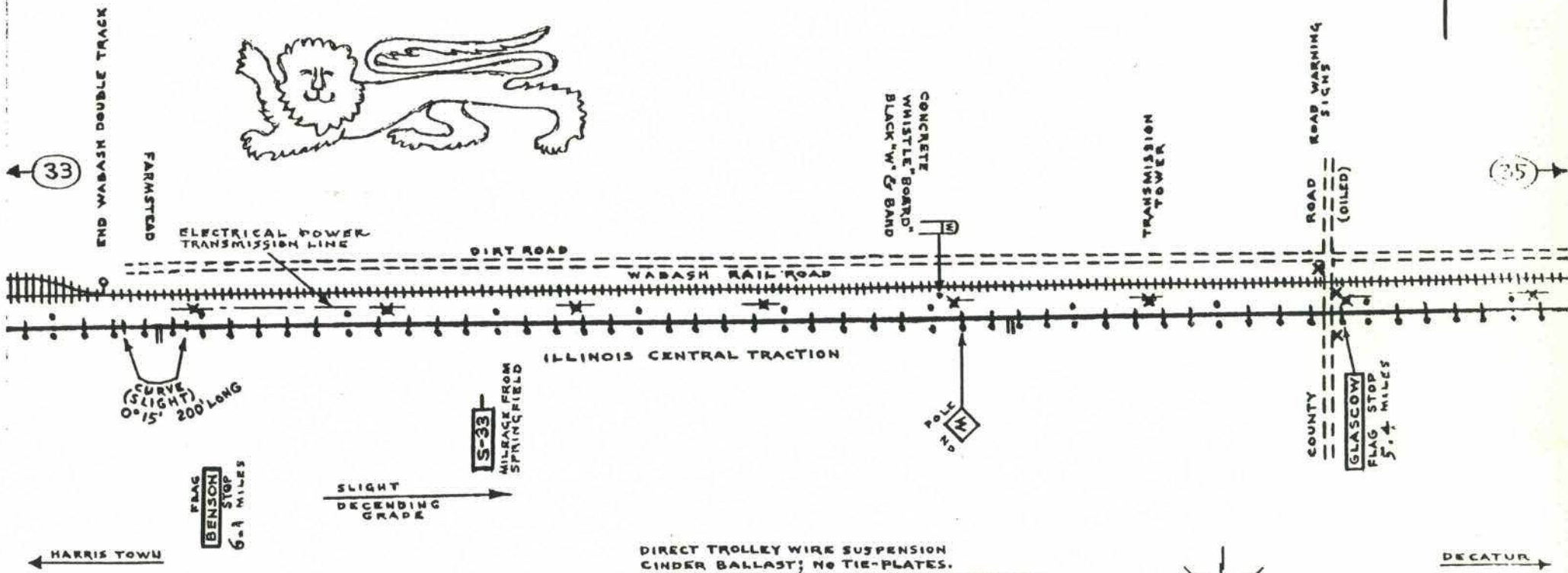
TRACK-SIDE FAÇADE

WABASH RAIL ROAD DEPÔT AT BUFFALO. REFER TO PLATE No. 16.
WOODEN CONSTRUCTION; BRICK CHIMNEY.

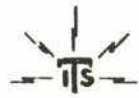
M. & B. R. R. MULE CAR
APPROACHING ITS TRACK
IN REAR (SOUTH SIDE)
OF WABASH DEPÔT TO
AWAIT ARRIVAL OF TRAIN.



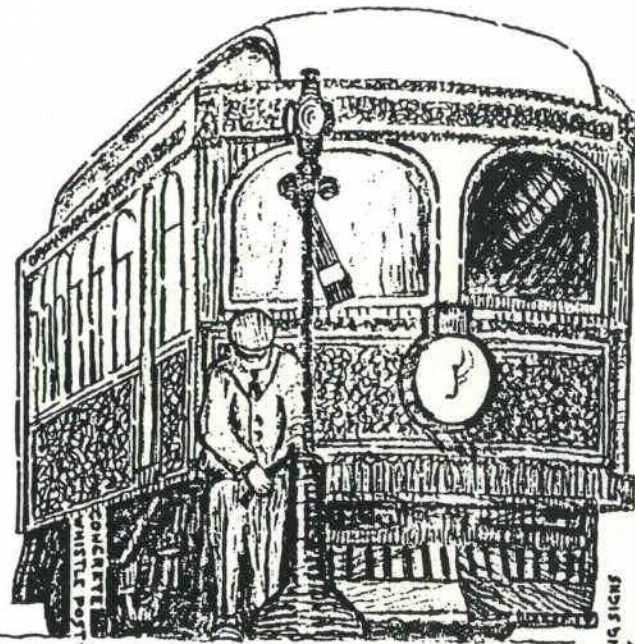
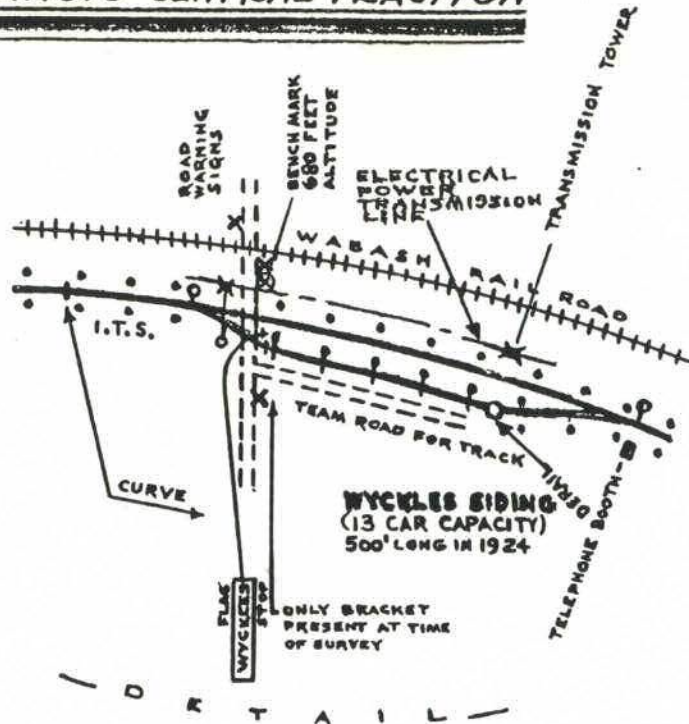
INTER-URBAN PLATE



DIRECT TROLLEY WIRE SUSPENSION
CINDER BALLAST; NO TIE-PLATES.
MILEAGE SIGNS FACE IN ALTERNATE DIRECTIONS.



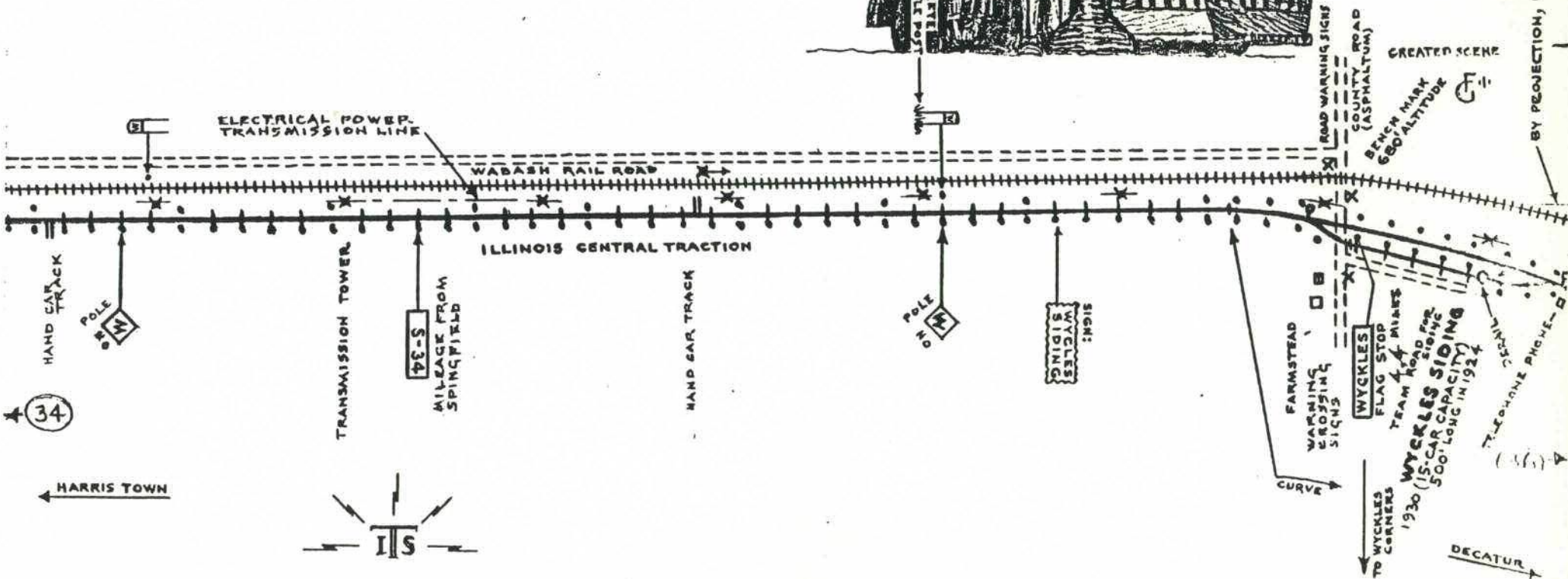
ILLINOIS CENTRAL TRACTION



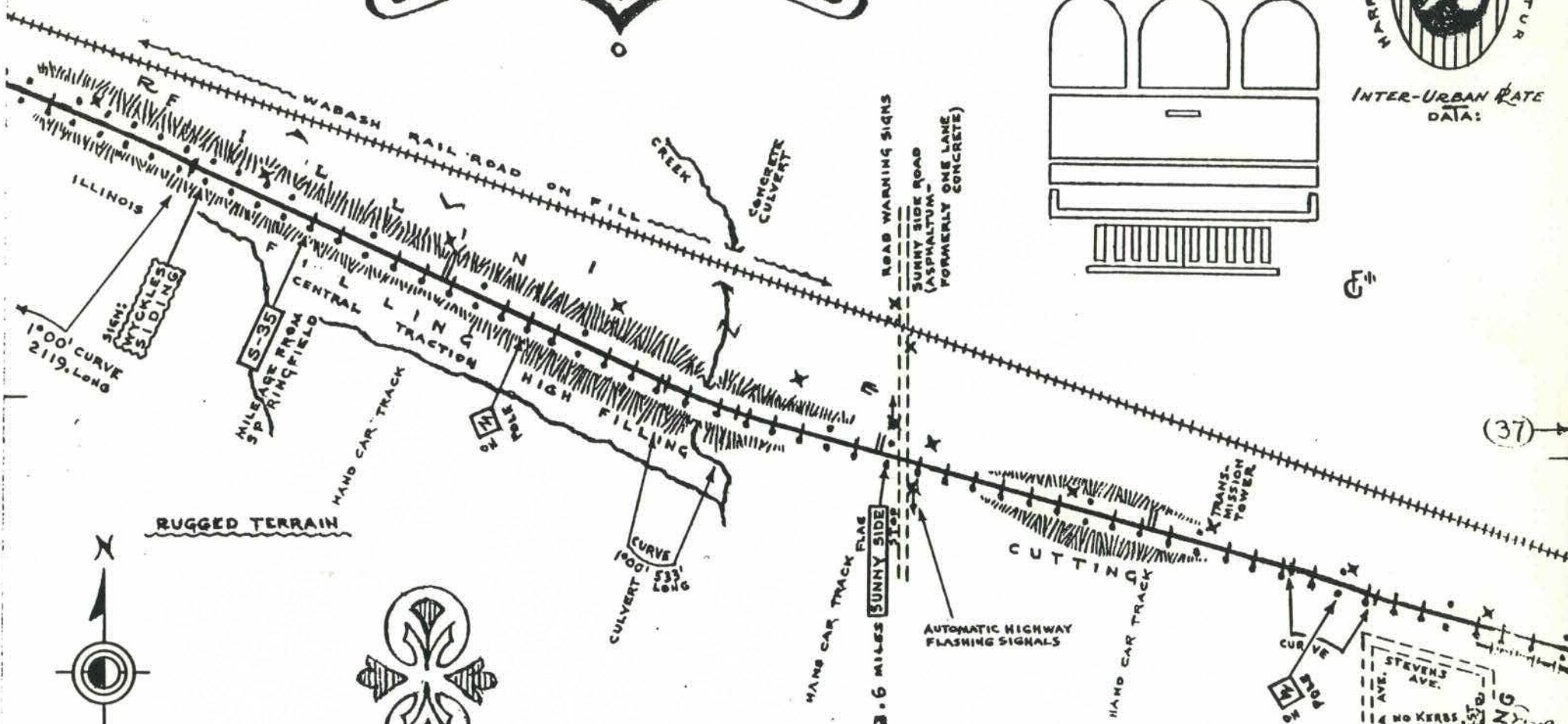
INTER-URBAN RATE 1924



BY PROJECTION, I.T.S. LINE ALIGNS JUST NORTH OF W. GRAND AVE. IN DECATUR.



35

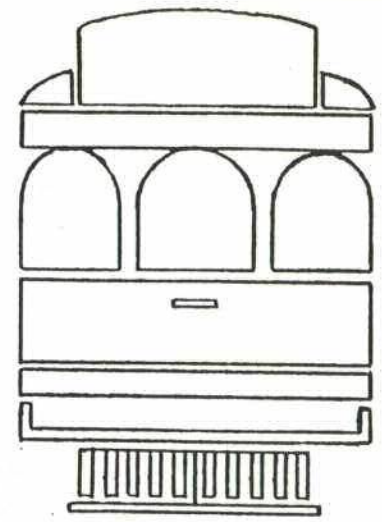


HARRIS TOWN

DECATUR

36

INTER-URBAN RATE DATA:



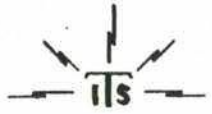
37



DIRECT OVERHEAD TROLLEY WIRE SUSPENSION;
 SAND BALLAST; TIE-PLATES BENEATH RAILS.
 ● I.T.S. TRACK CURVATURE INDICATED ON THIS PLATE
 OCCURS WITHIN THE LIMITS OF THE RIGHT-OF-WAY WHICH IS TANGENT, EAST OF WYCKLES CURVE.

HARRIS TOWN

ILLINOIS CENTRAL TRACTION



MOFFETT AVENUE

STEVENS AVE.

CAROLINA AVE.

TARVIA TREATED STREETS

HILL CREST

NO KERBS
 NO SIDE WALKS
 LA THROUGH CAPACITY
 NOT PRESENT SIDING
 NO. 1329, REMOVED
 SURVEY.

DECATUR

← I.T.S. TRACK GENTLY ROLLING WESTWARD.

DIRECT SINGLE SUSPENSION OVERHEAD TROLLEY WIRE.

T.T. = TRANSMISSION TOWER.

CITY ROUTE ABANDONED 1931.

● NOTE:—NEW DECATUR INTERURBAN DEPOT AT 1065 N. VAN DYKE STREET, & BELT LINE OPENED FOR PASSENGER SERVICE, MAY 24, 1931. BELT LINE ORIGINALLY FOR FREIGHT. CITY ROUTE FOR PASSENGER TRAINS.

INTER-URBAN RATE DATA:

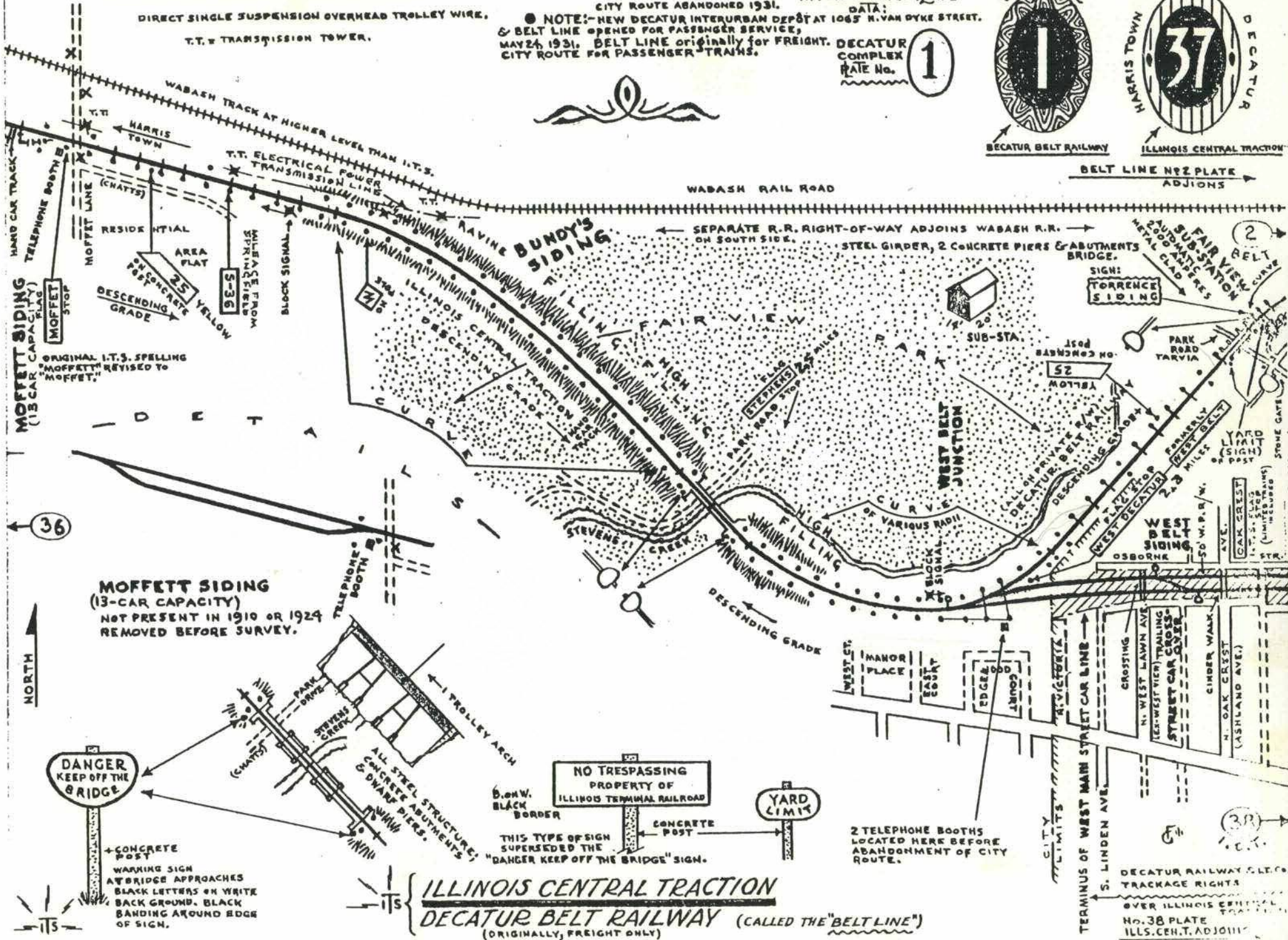
DECATUR COMPLEX RATE No. ①



DECATUR BELT RAILWAY

ILLINOIS CENTRAL TRACTION

BELT LINE NO. 2 PLATE ADJOINS



MOFFETT SIDING (13-CAR CAPACITY) FLAG STOP

ORIGINAL I.T.S. SPELLING "MOFFETT" REVISED TO "MOFFET."

36

MOFFETT SIDING (13-CAR CAPACITY) NOT PRESENT IN 1910 OR 1924 REMOVED BEFORE SURVEY.

DANGER KEEP OFF THE BRIDGE

+ CONCRETE POST WARNING SIGN AT BRIDGE APPROACHES BLACK LETTERS ON WHITE BACKGROUND. BLACK BANDING AROUND EDGE OF SIGN.

NO TRESPASSING PROPERTY OF ILLINOIS TERMINAL RAILROAD

D.W.W. BLACK BORDER

THIS TYPE OF SIGN SUPERSEDED THE "DANGER KEEP OFF THE BRIDGE" SIGN.

YARD LIMIT

2 TELEPHONE BOOTHS LOCATED HERE BEFORE ABANDONMENT OF CITY ROUTE.

ILLINOIS CENTRAL TRACTION DECATUR BELT RAILWAY (CALLED THE "BELT LINE") (ORIGINALLY, FREIGHT ONLY)

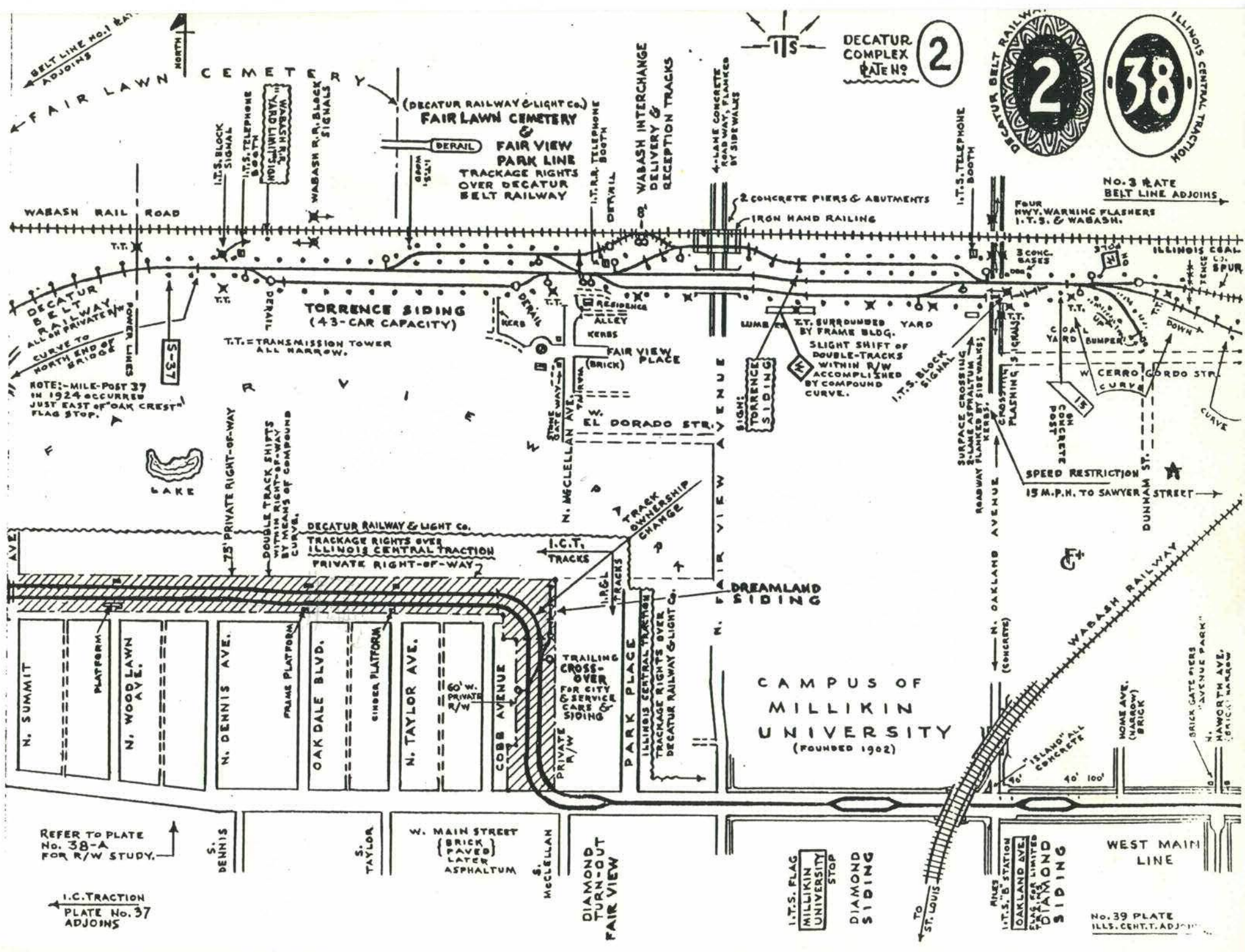
TERMINUS OF WEST MAIN STREET CAR LINE S. LINDEN AVE. DECATUR RAILWAY GLECO. TRACKEAGE RIGHTS OVER ILLINOIS CENTRAL. NO. 38 PLATE ILLS. CEN. T. ADJOINS

BELT LINE NO. 1 EAST ADJOINS
 FAIR LAWN CEMENT

DECATUR COMPLEX PLATE NO. 2

DECATUR BELT RAILWAY 2

ILLINOIS CENTRAL TRACTION 38



NOTE: -MILE-POST 37 IN 1924 OCCURRED JUST EAST OF "OAK CREST" FLAG STOP.

T.T. = TRANSMISSION TOWER ALL NARROW.

75' PRIVATE RIGHT-OF-WAY
 DOUBLE TRACK SHIFTS WITHIN RIGHT-OF-WAY BY MEANS OF COMPOUND CURVE.

DECATUR RAILWAY & LIGHT CO. TRACKAGE RIGHTS OVER ILLINOIS CENTRAL TRACTION PRIVATE RIGHT-OF-WAY

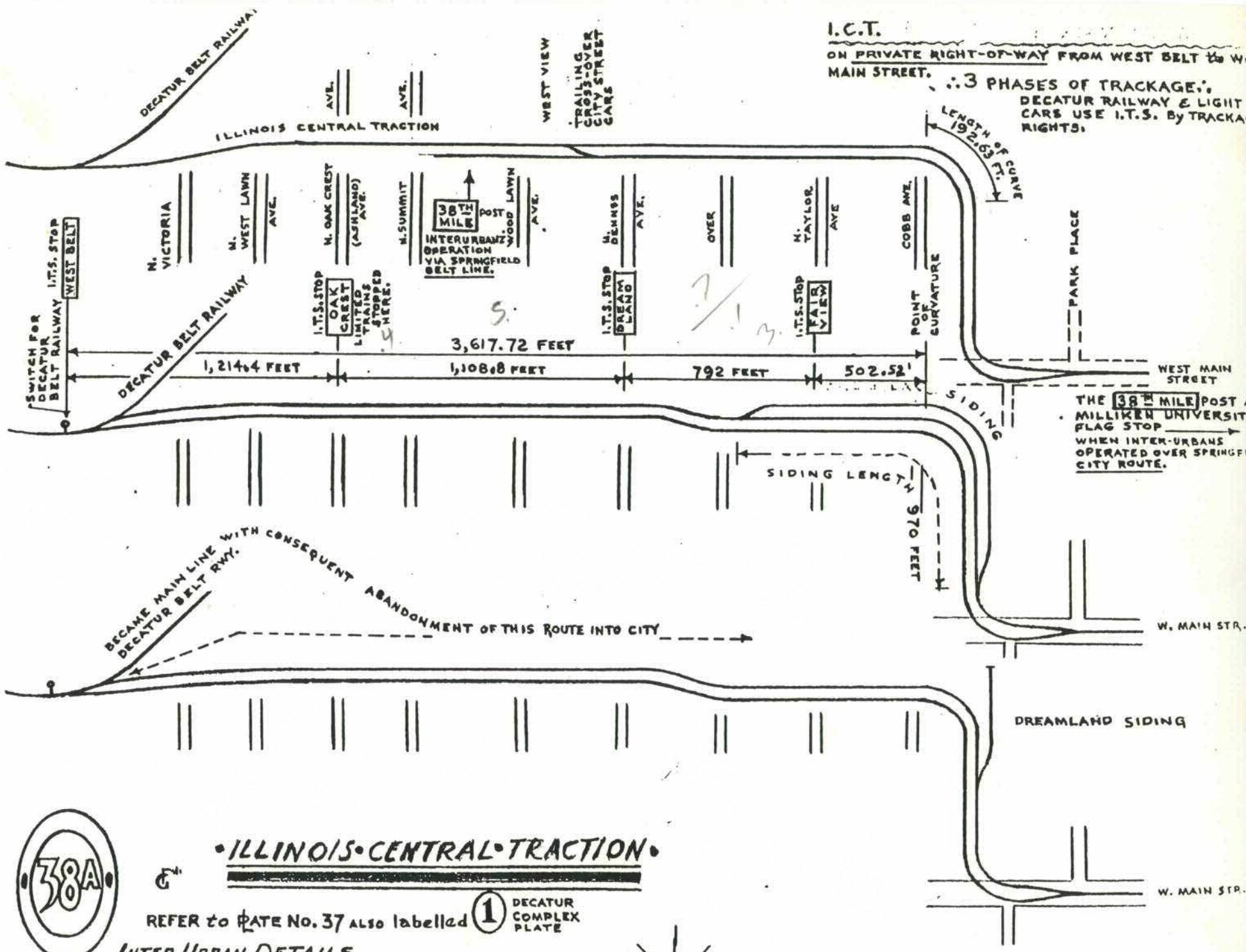
I.C.T. TRACKS

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

REFER TO PLATE No. 38-A FOR R/W STUDY.

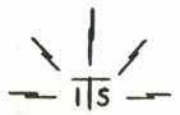
I.C. TRACTION PLATE No. 37 ADJOINS

No. 39 PLATE ILLS. CENT. T. ADJOINS



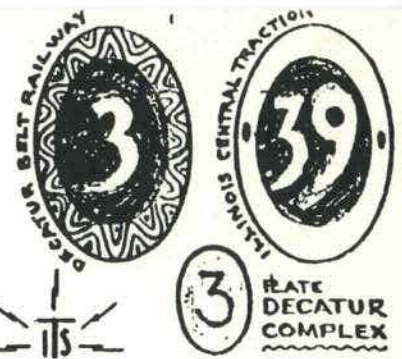
ILLINOIS CENTRAL TRACTION

REFER to PLATE No. 37 also labelled **1** DECATUR COMPLEX PLATE
INTER-URBAN DETAILS

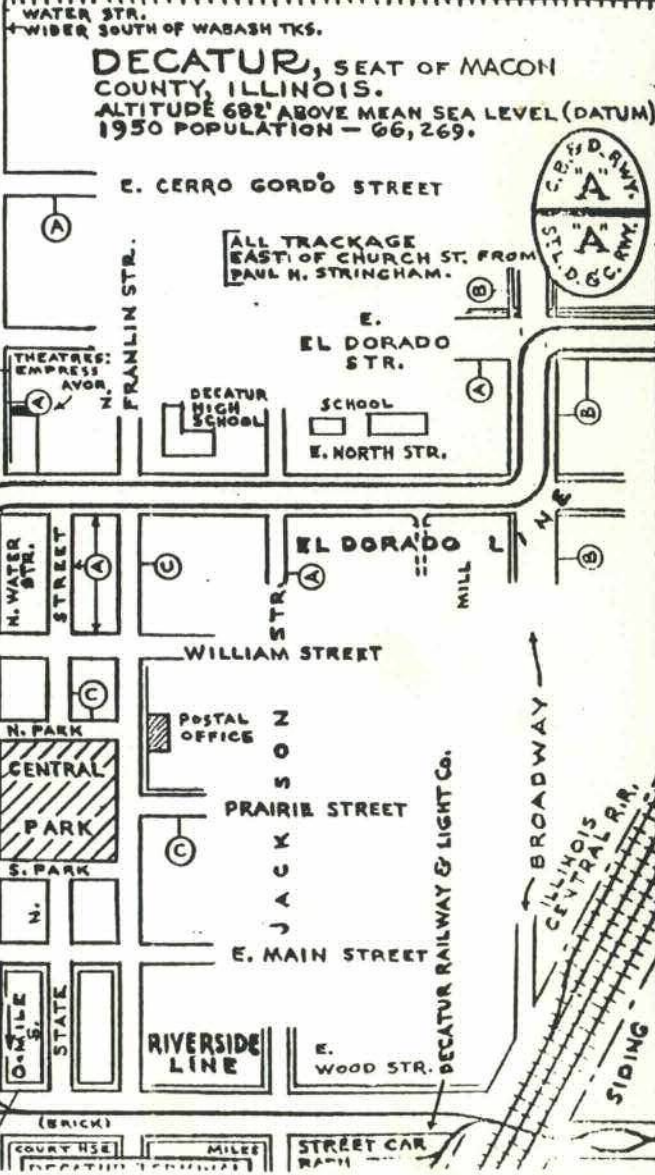
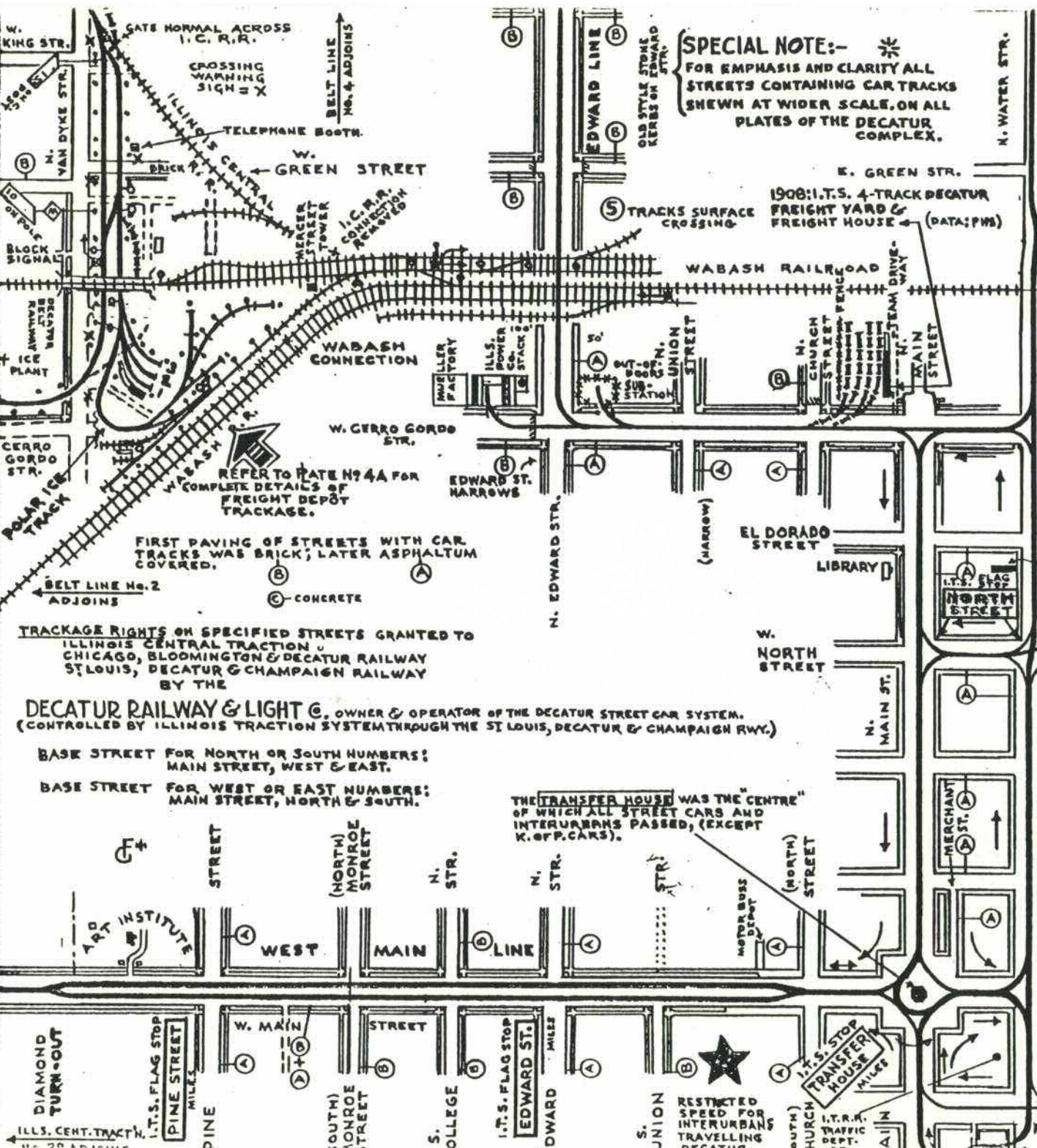


DIAGRAMMATIC - NOT TO SCALE.

SPECIAL NOTE:- *
 FOR EMPHASIS AND CLARITY ALL
 STREETS CONTAINING CAR TRACKS
 SHOWN AT WIDER SCALE, ON ALL
 PLATES OF THE DECATUR
 COMPLEX.



**DECATUR, SEAT OF MACON
 COUNTY, ILLINOIS.**
 ALTITUDE 682' ABOVE MEAN SEA LEVEL (DATUM)
 1950 POPULATION - 66,269.



W. KING STR.
 GATE NORMAL ACROSS
 I.C. R.R.
 CROSSING
 WARNING
 SIGN X X
 TELEPHONE BOOTH.
 BRICK N. VAN DYKE
 GREEN STREET
 W. CERRO GORDO
 STR.

ILLINOIS CENTRAL
 R.R. CONNECTION
 REMOVED
 WABASH RAILROAD
 WABASH CONNECTION
 MILLER FACTORY
 ILLS. POWER
 STATION

REFER TO RATE NO. 4A FOR
 COMPLETE DETAILS OF
 FREIGHT DEPOT
 TRACKAGE.
 FIRST PAVING OF STREETS WITH CAR
 TRACKS WAS BRICK; LATER ASPHALTUM
 COVERED.
 BELT LINE NO. 2
 ADJOINS
 (B) - CONCRETE

TRACKAGE RIGHTS ON SPECIFIED STREETS GRANTED TO
 ILLINOIS CENTRAL TRACTION,
 CHICAGO, BLOOMINGTON & DECATUR RAILWAY
 ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
 BY THE

DECATUR RAILWAY & LIGHT CO. OWNER & OPERATOR OF THE DECATUR STREET CAR SYSTEM.
 (CONTROLLED BY ILLINOIS TRACTION SYSTEM THROUGH THE ST. LOUIS, DECATUR & CHAMPAIGN R.W.)

BASE STREET FOR NORTH OR SOUTH NUMBERS;
 MAIN STREET, WEST & EAST.
 BASE STREET FOR WEST OR EAST NUMBERS;
 MAIN STREET, NORTH & SOUTH.

THE TRANSFER HOUSE WAS THE "CENTRE"
 OF WHICH ALL STREET CARS AND
 INTERURBANS PASSED, (EXCEPT
 K. OF P. CARS).

RESTRICTED
 SPEED FOR
 INTERURBANS
 TRAVELLING
 DECATUR

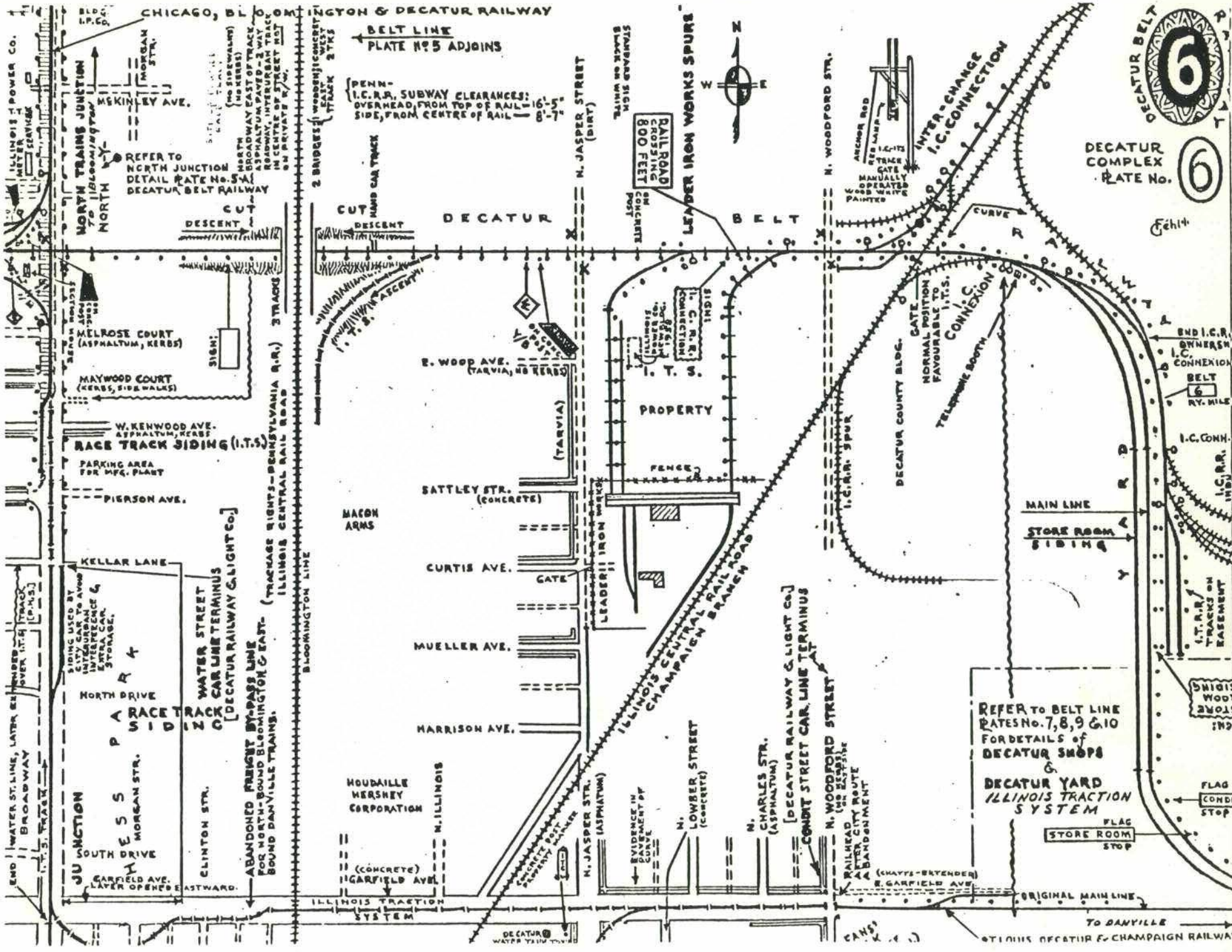
WATER STR.
 WIDER SOUTH OF WABASH TK'S.
 E. CERRO GORDO STREET
 ALL TRACKAGE
 EAST OF CHURCH ST. FROM
 PAUL H. STRINGHAM.

EL DORADO
 STREET
 SCHOOL
 E. NORTH STR.
 DECATUR
 HIGH SCHOOL
 THEATRES:
 EMPRESS
 AVOR.

EL DORADO L
 MILL
 WILLIAM STREET
 POSTAL OFFICE
 N. PARK
 CENTRAL
 PARK
 S. PARK

PRAIRIE STREET
 JACK
 SOON
 E. MAIN STREET
 RIVERSIDE
 LINE
 E. WOOD STR.

DECATUR RAILWAY & LIGHT CO.
 BROADWAY
 ILLINOIS
 CENTRAL R.R.
 SIDING
 COURT HOUSE
 MILLER
 STREET CAR
 RAMP



CHICAGO, B.L. & M.
 ILLINOIS Traction System

BELT LINE
 PLATE NO. 5 ADJOINS

PENN-
 I.C.R.R. SUBWAY CLEARANCES:
 OVERHEAD FROM TOP OF RAIL - 16'-5"
 SIDE, FROM CENTRE OF RAIL - 8'-7"

RAIL ROAD
 CROSSING
 800 FEET

DECATUR BELT
 DECATUR COMPLEX
 RATE No. 6

REFER TO
 NORTH JUNCTION
 DETAIL RATE No. 5-A
 DECATUR BELT RAILWAY

MELROSE COURT
 (ASPHALTUM, KERBS)

MAYWOOD COURT
 (KERBS, SIDE WALKS)

W. KENWOOD AVE.
 ASPHALTUM, KERBS

RACE TRACK SIDING (I.T.S.)

PARKING AREA
 FOR MFG. PLANT

PIERSON AVE.

KELLAR LANE

WATER STREET
 CAR LINE TERMINUS
 [DECATUR RAILWAY & LIGHT CO.]

ABANDONED FREIGHT BY-PASS LINE
 FOR NORTH-BOUND BLOOMINGTON & EAST-
 BOUND DANVILLE TRAINS.

W. HESS PARK
 MORGAN STR.

CLINTON STR.

HOUBAILLE
 HERSHEY
 CORPORATION

E. WOOD AVE.
 (TARVIA, NO KERBS)

BATTLEY STR.
 (CONCRETE)

CURTIS AVE.

MUELLER AVE.

HARRISON AVE.

(CONCRETE)
 GARFIELD AVE.

N. LOWER STREET
 (CONCRETE)

N. CHARLES STR.
 (ASPHALTUM)

CONDIT STREET CAR LINE TERMINUS
 [DECATUR RAILWAY & LIGHT CO.]

N. WOODFORD STREET
 (CONCRETE)
 RAILHEAD (OR BELT)
 AFTER CITY ROUTE
 A BANDONMENT

REFER TO BELT LINE
 RATES NO. 7, 8, 9 & 10
 FOR DETAILS OF
 DECATUR SHOPS
 &

DECATUR YARD
 ILLINOIS TRACTION
 SYSTEM

FLAG
 STORE ROOM
 STOP

MAIN LINE
 STORE ROOM
 SIDING

6

6

END I.C.R.R.
 BY HERSEY
 I.C. CONNECTION
 BELT
 6
 1/2 MILE

I.C. CONN.

I.C.R.R.

I.C.R.R.

I.T.R.R.
 TRACKS ON
 EASEMENT

SHEDS
 WOOD
 2000
 1000
 1000

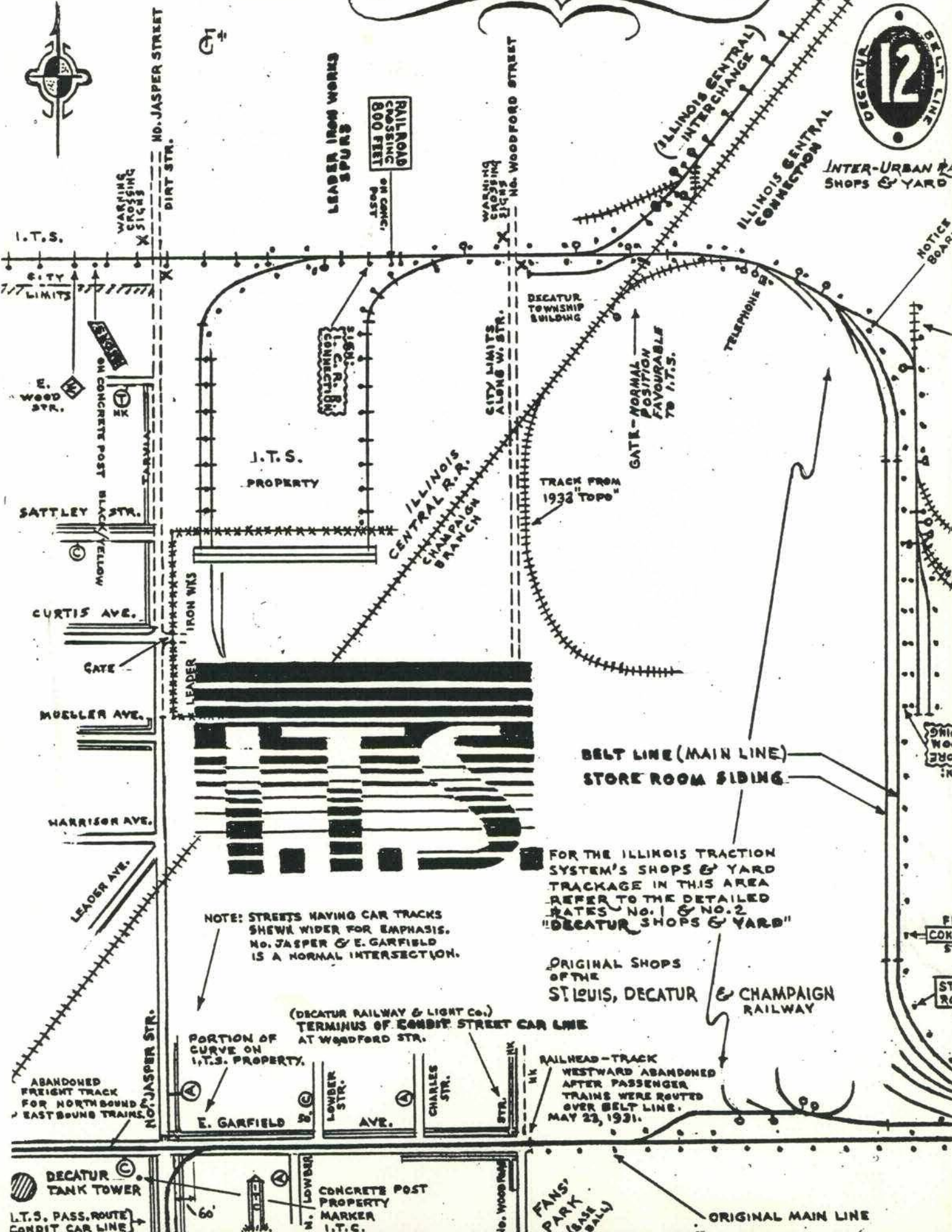
FLAG
 CONDI
 STOP

ORIGINAL MAIN LINE

TO DANVILLE
 ILLINOIS DECATUR & CHAMPAIGN RAILWAY



TIE-PLATES



LEADER IRON WORKS

RAILROAD CROSSING 800 FEET ON CONC. POST

WARNING CROSSING SLOTTED SIGNS

ILLINOIS CENTRAL INTERCHANGE

ILLINOIS CENTRAL CONNECTION

INTER-URBAN SHOPS & YARD

NOTICE BOARD

I.T.S. PROPERTY

ILLINOIS CENTRAL R.A. CHAMPAIGN BRANCH

TRACK FROM 1933 TOPG

GATE - NORMAL POSITION FAVOURABLE TO I.T.S.

TELEPHONE

CITY LIMITS ALONG W. STR.

I.T.S.

CITY LIMITS

E. WOOD STR.

SATTELEY STR.

CURTIS AVE.

MUELLER AVE.

HARRISON AVE.

LEADER AVE.

NOTE: STREETS HAVING CAR TRACKS SHOWN WIDER FOR EMPHASIS. NO. JASPER & E. GARFIELD IS A NORMAL INTERSECTION.

FOR THE ILLINOIS TRACTION SYSTEM'S SHOPS & YARD TRACKAGE IN THIS AREA REFER TO THE DETAILED PLANS NO. 1 & NO. 2 "DECATUR SHOPS & YARD"

ORIGINAL SHOPS OF THE ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

(DECATUR RAILWAY & LIGHT CO.) TERMINUS OF CONDUIT STREET CAR LINE AT WOODFORD STR.

PORTION OF CURVE ON I.T.S. PROPERTY.

RAILHEAD - TRACK WESTWARD ABANDONED AFTER PASSENGER TRAINS WERE ROUTED OVER BELT LINE. MAY 23, 1931.

ABANDONED FREIGHT TRACK FOR NORTHBOUND EASTBOUND TRAINS.

DECATUR TANK TOWER

I.T.S. PASS. ROUTE CONDIT CAR LINE

CONCRETE POST PROPERTY MARKER I.T.C.

FANS' PARK (BASE BALL)

ORIGINAL MAIN LINE



SHOPS & YARD RATE

Fehl+

N.W. 1/4 SW 1/4

265+45.31 POINT OF TANGENCY



DECATUR BELT RAILWAY
I.T.S. DECATUR YARD
ILLINOIS TRACTION SYSTEM

BULLETIN BOOK
A DECATUR SHOPS

FREIGHT TRAINS
LEAVING STORE ROOM
MUST RECEIVE ORDERS

★ YARD SPEED
IN FORCE

MARK

OIL TANK

POINT OF SWITCH No. 211

1 1/2 TRACK
AGE RIGHTS

DECATUR BELT RAILWAY MILEAGE POST

264+00

56°

264+50 100' CULVERT

YARD OFFICE
(WOODEN)

N.E. 1/4 SEC. 1

P. SWITCH No. 212

(L.C. CONNEXION)

No. 29-1579'

No. 30-1398.2

No. 31-

L.No. 32-1759.7'
L.No. 33-1772.5'
L.No. 33-A-1327.2'

270

FRUIT MIW (278)
FRUIT WOOD BRG

NO. 8

P.S. No. 215

P.S. No. 213

(I.C. R.R. CONNEXION)

P.S. No. 214

213'

70'

10'

10'

10'

10'

10'

10'

10'

10'

ILLINOIS CENTRAL RAILROAD INDUSTRIAL SPUR

ILLINOIS CENTRAL R.R. INDUSTRIAL TRACKS

TO SHELLEBERGER MILLS

EASEMENT LINE 2

No. 210-1278'

No. 215-630'

No. 208-3066'

No. 205-2825'

1854'

P.S. No. 33

P.S. No. 35

P.S. No. 29

P.S. No. 31

P.S. No. 29

P.S. No. 31

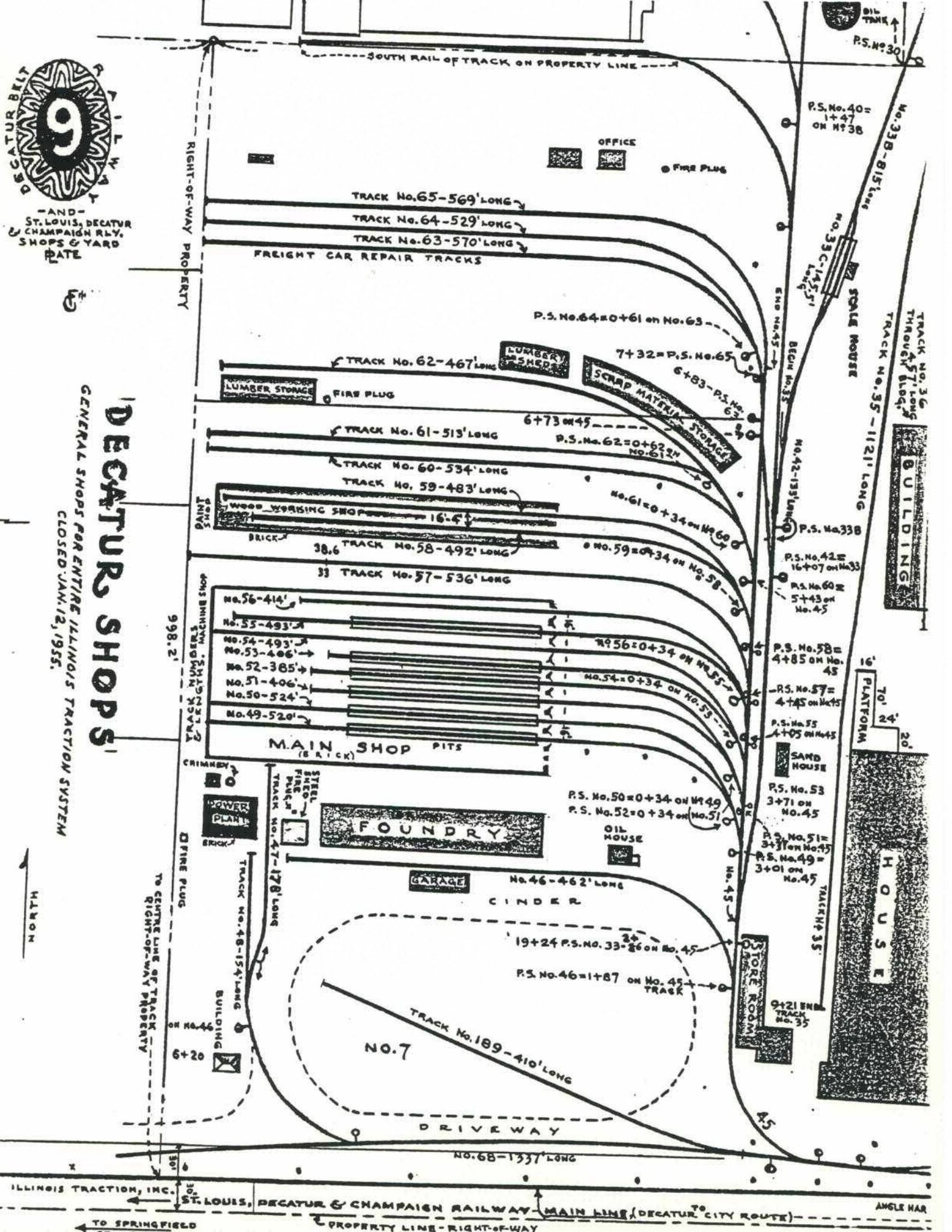
S.E. 1/4 SW 1/4



-AND-
ST. LOUIS, DECATUR
& CHAMPAIGN RLY.
SHOPS & YARD
RATE

DECATUR SHOPS

GENERAL SHOPS FOR ENTIRE ILLINOIS TRACTION SYSTEM
CLOSED JAN. 12, 1955.



ILLINOIS TRACTION, INC.
TO SPRINGFIELD
STATE CAPITAL

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
MAIN LINE (DECATUR CITY ROUTE)
PROPERTY LINE - RIGHT-OF-WAY
ANGLE BAR

OVERHEAD TROLLEY
WIRES REMOVED
SEPT. 1955.

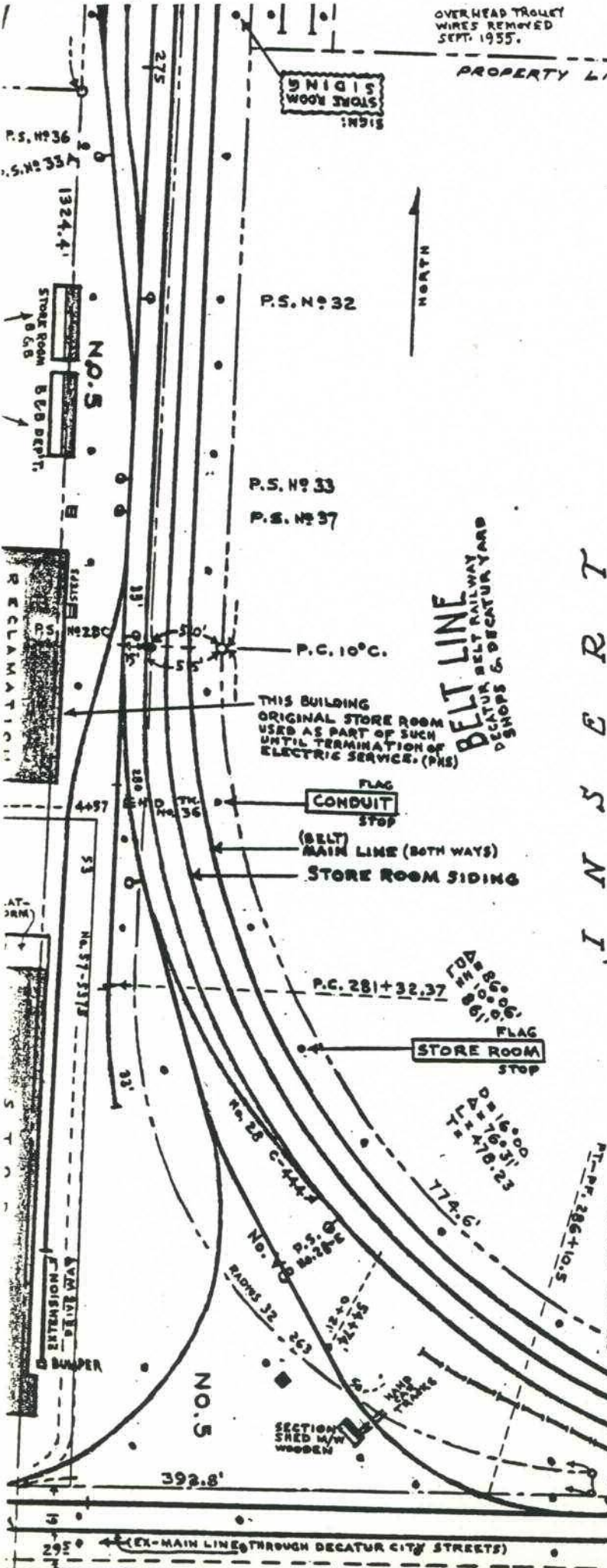
DATES No. 7,8,9,10 TAKEN FROM COMPANY MAP WITH TROLLEY
POLES, SIGNS & NOTES ADDED BY G4

PROPERTY LINE

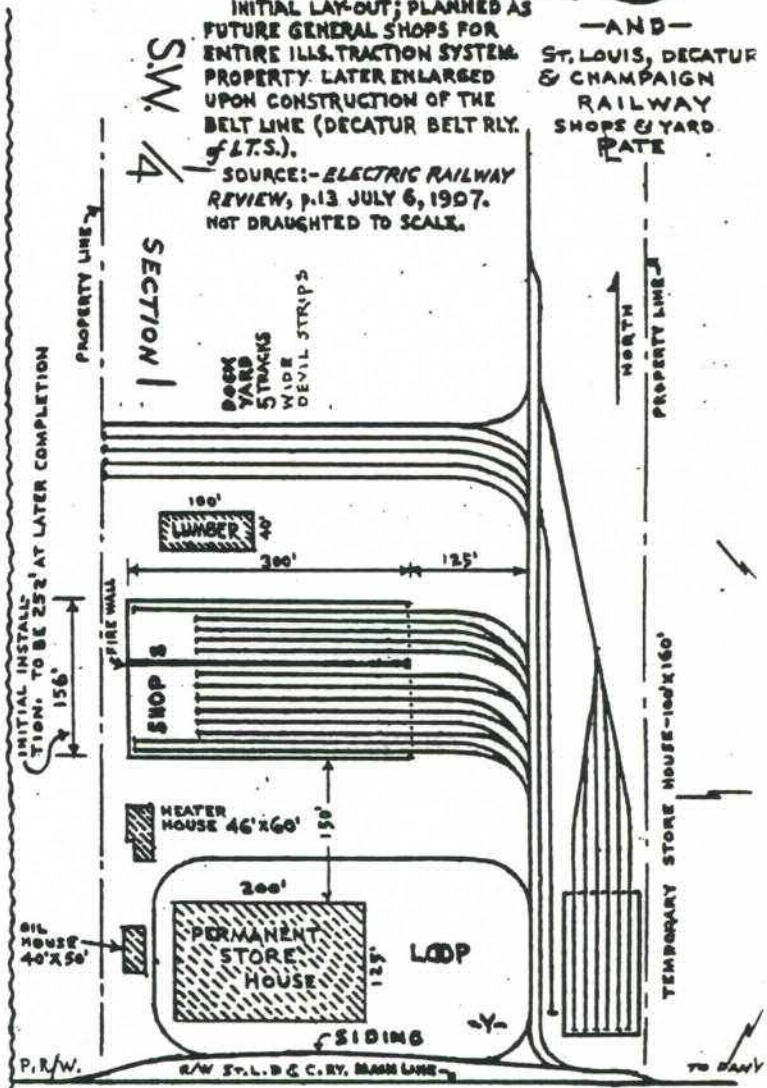


INSERT
St. Louis, Decatur &
Champaign Railway Co.
of the ILLINOIS TRACTION
SYSTEM. DECATUR SHOPS.
INITIAL LAY-OUT; PLANNED AS
FUTURE GENERAL SHOPS FOR
ENTIRE ILLS. TRACTION SYSTEM.
PROPERTY LATER ENLARGED
UPON CONSTRUCTION OF THE
BELT LINE (DECATUR BELT RLY.
of I.T.S.).
SOURCE: - ELECTRIC RAILWAY
REVIEW, p.13 JULY 6, 1907.
NOT DRAUGHTED TO SCALE.

AND
St. Louis, Decatur
& Champaign
RAILWAY
SHOPS & YARD
SITE



I N S E R T



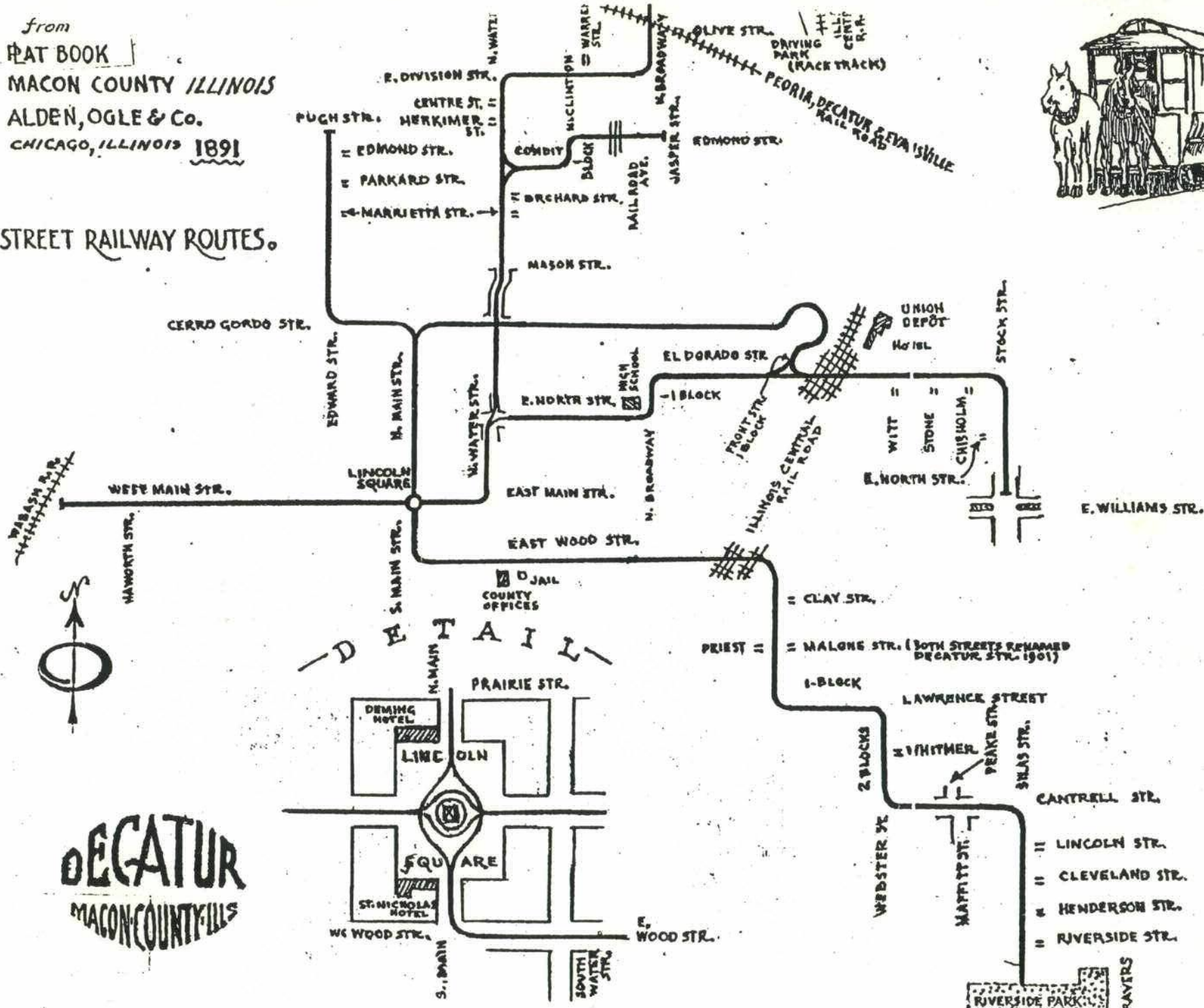
St. Louis, Decatur & Champaign Railway

B/W ON POLE
VERTICAL SIGN ON POLE
TO DANVILLE

CONNECTION R.V. & C.
TELEPHONE BOOTH

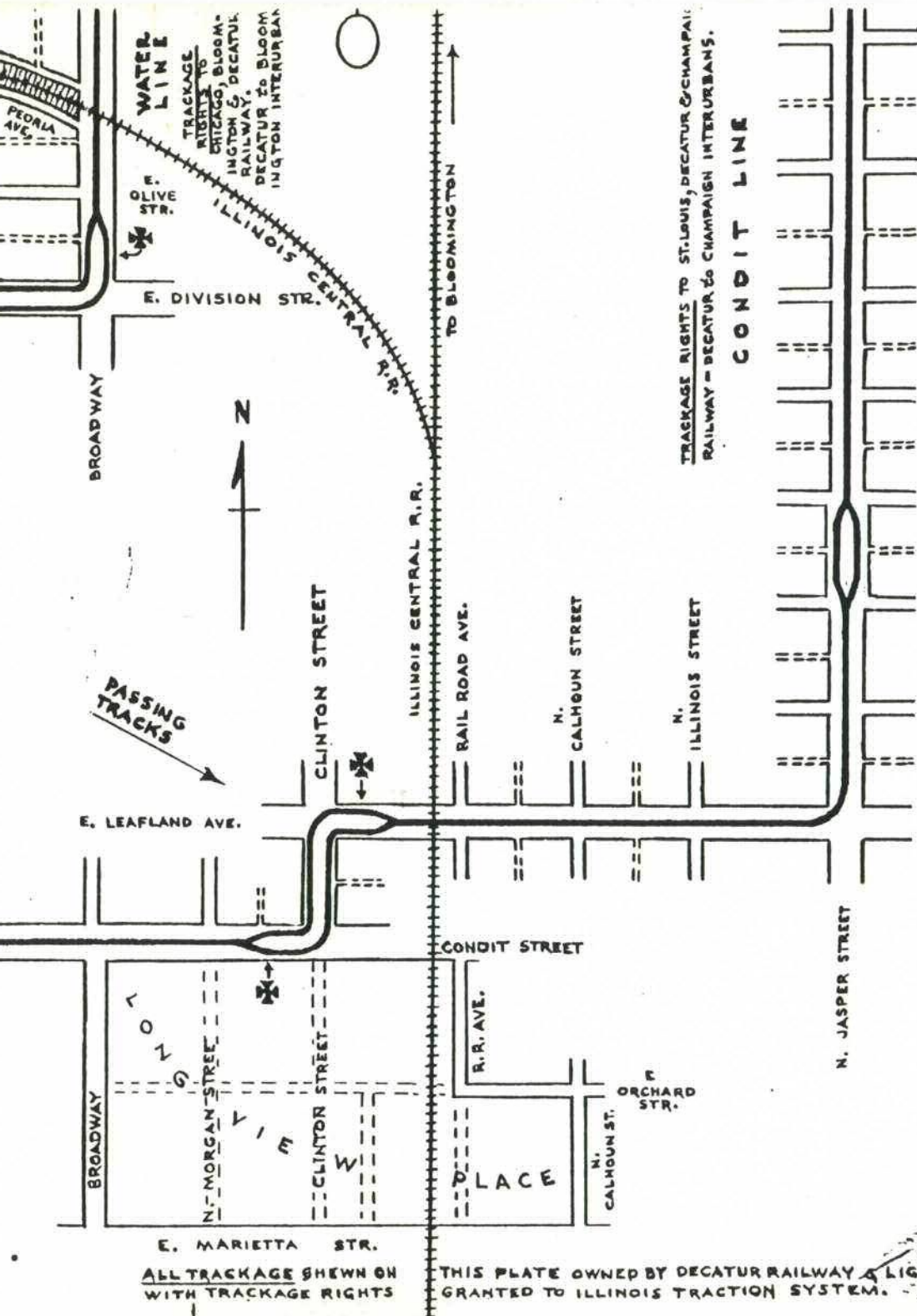
from
PAT BOOK
MACON COUNTY ILLINOIS
ALDEN, OGLE & Co.
CHICAGO, ILLINOIS 1891

STREET RAILWAY ROUTES.



DECATUR
MACON COUNTY, ILLS

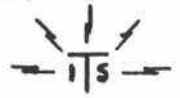




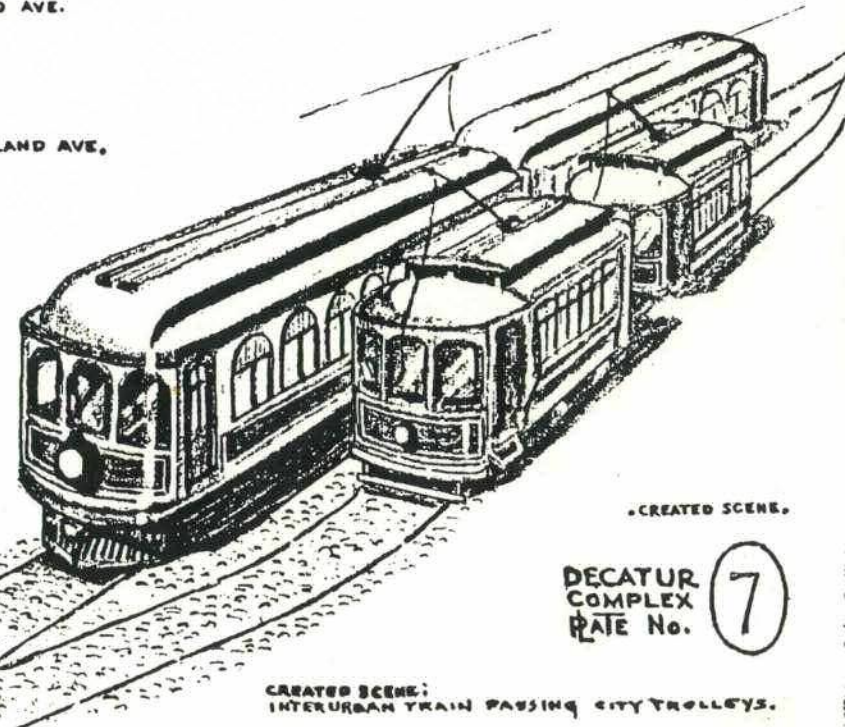
- E. LOGAN STR.
- E. OLIVE STR.
- E. DIVISION STREET
- E. WALNUT STR.
- E. HICKORY STR.
- E. LOCUST STR.
- E. GRAND AVE.
- E. LEAFLAND AVE.

I.T.S. FLAG
JASPER ST.
FIRE HOUSE
STOP

- STREET CAR LINES of DECATUR RAILWAY & LIGHT CO.
- CONDIT
 - EDWARD
 - EL DORADO
 - PYTHIAN HOME
(ALTERNATE CARS VIA I.T.S. BELT LINE)
 - FAIRLAWN CEMETERY & FAIRVIEW PARK
 - RIVERSIDE
 - WATER
 - WEST MAIN (WEST SEGMENT VIA I.T.S. TRACKS)



CROSS PATÉE INDICATES SUFFICIENT CLEARANCE BETWEEN POINTS-OF-CURVATURE FOR ONE MOTOR CAR & TRAILER INTER-URBAN TRAIN.

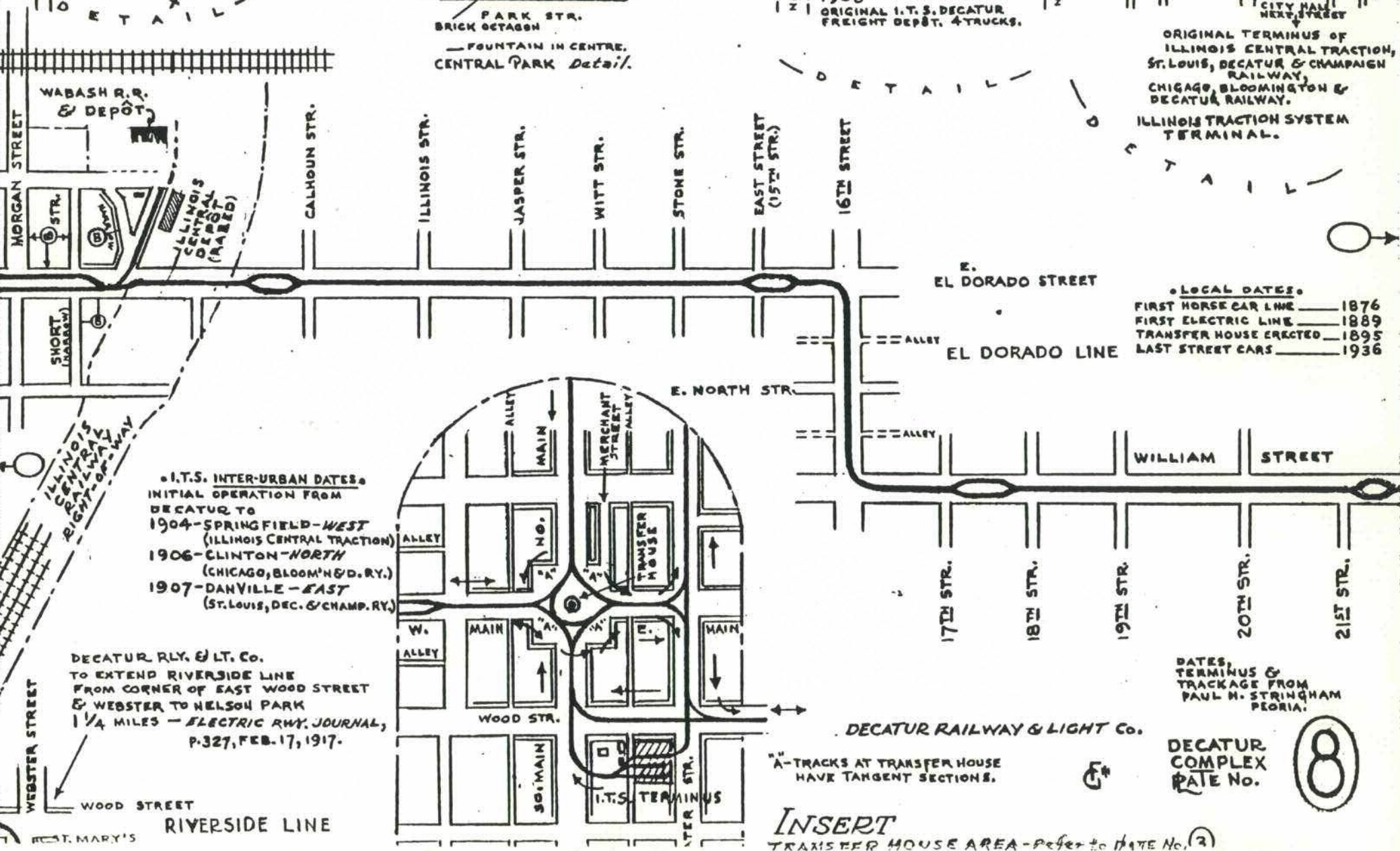
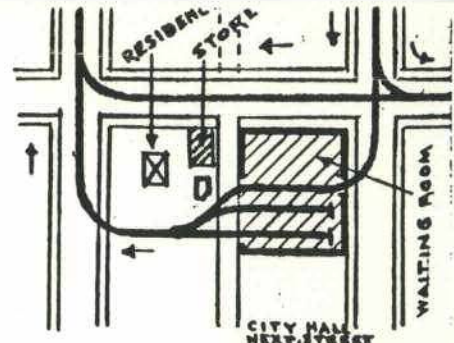
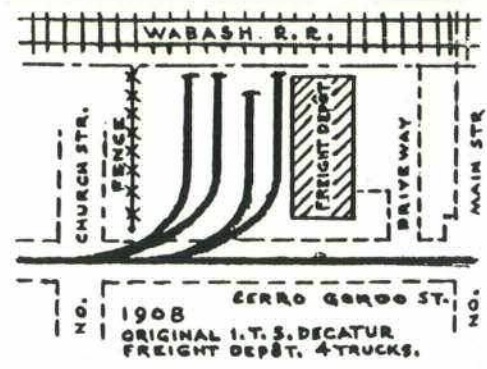
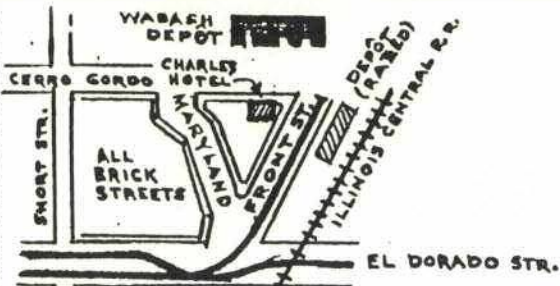


CREATED SCENE.

DECATUR
COMPLEX
PLATE No. 7

CREATED SCENE:
INTERURBAN TRAIN PASSING CITY TROLLEYS.

ALL TRackage SHewn ON WITH TRackage RIGHTS THIS PLATE OWNED BY DECATUR RAILWAY & LIGHT CO. GRANTED TO ILLINOIS TRACTION SYSTEM.



• I.T.S. INTER-URBAN DATES •
 INITIAL OPERATION FROM
 DECATUR TO
 1904-SPRINGFIELD-WEST
 (ILLINOIS CENTRAL TRACTION)
 1906-CLINTON-NORTH
 (CHICAGO, BLOOM'G & D. RY.)
 1907-DANVILLE-EAST
 (ST. LOUIS, DEC. & CHAMP. RY.)

DECATUR RLY. & LT. CO.
 TO EXTEND RIVERSIDE LINE
 FROM CORNER OF EAST WOOD STREET
 & WEBSTER TO NELSON PARK
 1 1/4 MILES - ELECTRIC RY. JOURNAL,
 P. 327, FEB. 17, 1917.

• LOCAL DATES •
 FIRST HORSE CAR LINE _____ 1876
 FIRST ELECTRIC LINE _____ 1889
 TRANSFER HOUSE ERRECTED _____ 1895
 LAST STREET CARS _____ 1936

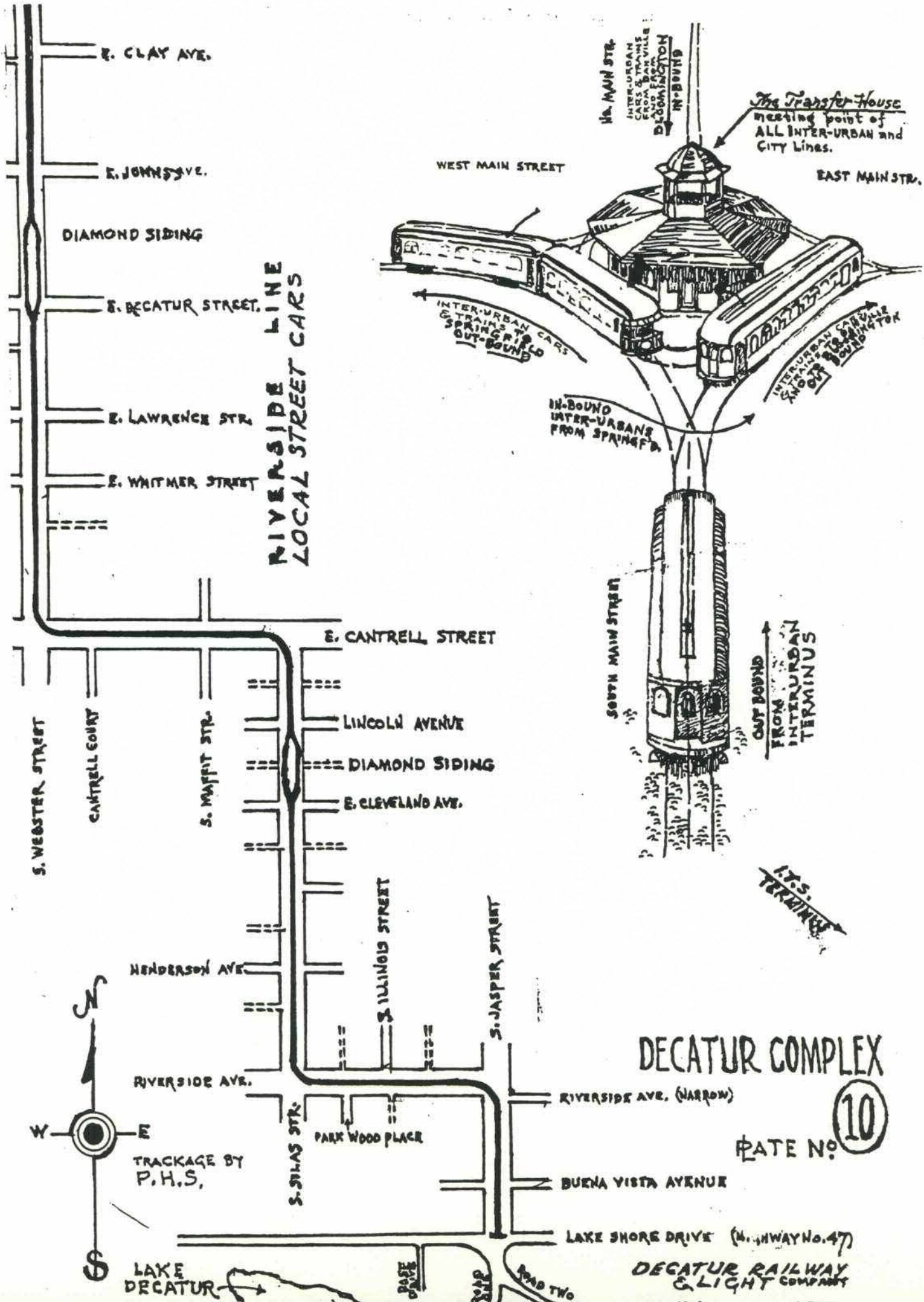
DATES,
 TERMINUS &
 TRACKAGE FROM
 PAUL H. STRINGHAM
 PEORIA.

"A"-TRACKS AT TRANSFER HOUSE
 HAVE TANGENT SECTIONS.

DECATUR
 COMPLEX
 RATE No.



INSERT
 TRANSFER HOUSE AREA - Refer to DATE No. (2)



RIVERSIDE LINE
LOCAL STREET CARS

The Transfer House
meeting point of
ALL INTER-URBAN and
City Lines.

W. MAIN STR.
INTER-URBAN
CARS & TRAINS
FROM SPRINGFIELD
TO WASHINGTON
N-B-BOUND

WEST MAIN STREET

EAST MAIN STR.



IN-BOUND
INTER-URBANS
FROM SPRINGFIELD

OUT-BOUND
FROM
INTER-URBAN
TERMINUS

SOUTH MAIN STREET

ITS
TERMINUS

DECATUR COMPLEX

10

RATE NO.

TRACKAGE BY
P.H.S.

LAKE SHORE DRIVE (HIGHWAY No. 47)

DECATUR RAILWAY
& LIGHT COMPANY

W E

LAKE
DECATUR

RAILROAD

ROAD TWO



Transcending the Ordinary

Observation-Parlor Car

PROGRESSIVE LISTING of FLAG-STOPPS & SIDINGS

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



MILES	STATION / FLAG-STOP	NOTES	MILES	STATION / FLAG-STOP	NOTES
0.0	Champaign (I.T.S. Depot) (Agent)		13.5	Swigart	
	TEAM TRACKS -Y-		14.2	Timmons	
	NEIL ST. TRACK NORTHWARD TO		14.7	Reid	
	FREIGHT DEPOT, CAR BARN, POWER-HOUSE			WHITE HEATH SIDING	(7)
	ELECTRIFIED I.C. TRACK TO I.C. SHOPS.			SPUR	
	DIAMOND SIDING -Y- AT STATION		15.4	White Heath Station	
				SUB-STATION (Agent)	
			15.7	Cline	CREEK
			16.1	Heath	CREEK
2.3	Clarkson		17.1	Blackers	
2.8	Keywood	COPPER SLOUGH DITCH	17.4	Rankin	RANKIN SIDING
	JOHNSON SPUR		17.8	England	
3.1	Monroe		18.6	Division	
3.3	Springfield Road		18.9	Nelson	
	GRAVEL SIDING - EXCHANGE	LOCOMOTIVE EXCHANGE	19.5	Dighton	
	STALEY CONNEXION WITH BELT LINE			DICKERSON SIDING	(21)
	STALEY SIDING (28)(30)			LOCKER SPUR	CREEK
4.2	Staley			Greely St.	SUB-STATION
4.4	Fry	BANKED CREEK		PECK'S SIDING	(4)
5.4	Daltenbach		21.2	Monticello Station (Agent)	
5.9	Saroggins			MONTICELLO SIDING	(2)
6.3	Barker	{ WEST FORK KASKASKIA RIVER		William St.	
7.3	Bondville Depot (Agent)	DEPOT TRACK		BEAR SIDING	(9)
	BONDVILLE SIDING (14)	SUB-STATION	22.1	Bear	
8.0	Mulligan		22.5	Kratz	
8.3	Mulliken	TRESTLE CREEK	22.9	Mit	
8.5	Scott		23.5	AJ	
9.3	Carpenter		23.8	Minear	
	SEYMOUR SIDING (7)(18)		24.3	Cassner School	
	& CONNEXION ILLINOIS CENTRAL R.R.		24.8	Paul	
10.3	Seymour			LARK SIDING (EX-CLARK SIDING)	
10.9	Watts	TRESTLE CAMP CREEK	25.3	Myron	(10)(16)
11.3	Koogler	COUNTY LINE PRATT/CHAMPAIGN			
12.9	Caldwell siding - Flag stop				
	GRADY SIDING (EX-CALLWELL) (8)	SIDING			
			25.8	Hoots	
			25.8	Bison	
			26.3	Camatary	
			26.7	Probst	
				BODMAN SIDING (EX-DALTON SIDING)	(3)
			27.2	Bodman	
			27.3	Urooman	CREEK
				BEMENT SIDING	(11)
			28.1	Bement Depot, SUB-STATION (Agent)	
			28.6	House	
			28.8	Lamb	
				LAMB SIDING	(16)(18)
			29.7	Burnside	
			31.0	Siders	
			32.1	Gulliford	2 CREEKS
				MILMINE SIDING	(8)
			32.6	Milmine Depot (Agent)	
			33.4	Kellington	
			34.5	Deahl	
			34.8	McLaughlin	
			35.6	Curtis	
			35.9	Leslie	
				LESLIE SIDING	(26)(28)
				MASON SIDING	(15)(6)
				CERRO GORDO -Y-	(3)
			36.9	Cerro Gordo Depot (Agent)	
			37.7	County Line	Mason County (west) Piatt County (east)
			38.2	Hufford	
				HUFFORD SWITCH	

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



II

MILES

- 32.2 Chapin
- 40.0 Veech CREEK
- OAKLEY SIDING (8)(10)
- 41.0 Oakley Depot (Agent) SUB-STATION
- 41.9 Nicky
- 42.0 Wheeler RICHEYS SIDING
- 42.5 Jay Vee
- 43.3 Richee (13)
- 43.8 Sangamon
- KELLAR SIDING (17)
- 44.0 Keller
- 44.3 Crook FINGER DECK BRIDGE LAKE DECATUR
- 45.1 Wilson Park (EX-Fairies Park)
- ARCHER, DANIELS, MIDLAND SPUR
- 45.4 Clark's House
- 45.8 Larke
- 46.0 Swartz
- SWARTZ SIDING (8)
- SPENCER-KELLOGG-BRUSH SIDING
- 46.3 Riser I.C. R.R. CONNECTION
- 46.6 Heminger STALEY PLANT (35)(36)
- 47.0 Cassel
- GENERAL ELECTRIC SPUR
- Victory SPUR
- 47.7 Alexander JUNCTION ORIGINAL CITY ROUTE / BELT LINE

VIA DECATUR BELT RAILWAY

- STORÉ ROOM SIDING (36)
- Store Room
- 47.9 Condit
- DECATUR YARD & SHOPS
- ILLINOIS CENTRAL R.R. CONNECTION CROSSING I.C. R.R.
- SPUR
- LEADER IRON WORKS SPURS
- SPUR
- I.C. SUBWAY
- NORTH TRAINS JUNCTION G-Y
- INDUSTRIAL TRACKS
- SPUR
- DECATUR-MASON COUNTY HOSPITAL SPUR
- S. of J. (EX-KOLF) FLAG STOP
- I.C. SUBWAY
- HARRISON SIDING
- CROSS-OVERS - 3
- COACH STORAGE TRACK (EX-BUNDYS TRAM TRACK)
- DECATUR STATION (I.T.R.R.) (Agent) LEFT HAND OPERATION

ILLINOIS TRACTION SYSTEM.

VIA ORIGINAL CITY ROUTE

- JUNCTION with (abandoned) FREIGHT LINE ON GARFIELD AVE. AT JASPER AVE.
- DIAMOND SIDING
- PASSING TRACK - CLINTON STREET
- Gerhart Block TRANSFER POINT CHICAGO, BLOOMINGTON & DECATUR TRACTION CONNECTIONS; WATER ST. CITY LINE
- PYTHIAN HOME LINE
- FAIRVIEW & FAIR LAWN CEMETERY LINE
- EDWARD LINE
- I.T.S. FREIGHT DEPOT & YARD MAIN & CERRO GORDO STREETS (ABANDONED)
- NORTH STREET
- TRANSFER HOUSE
- DECATUR TERMINAL I.T.S. (Agent) SHARED BY ILLINOIS CENTRAL TRACTION, ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY AND CHICAGO, BLOOMINGTON & DECATUR RAILWAY

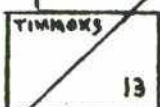
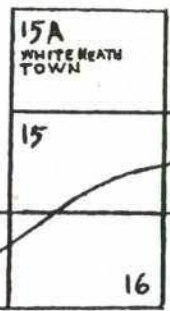
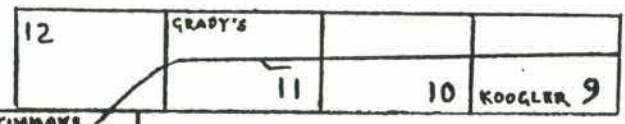
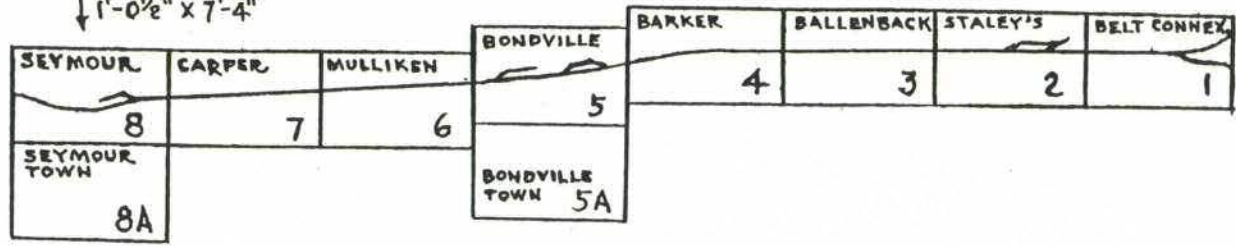
DECATUR BELT RAILWAY
 5.4 MILES

SIDINGS - No. 1 TIME TABLE OCT. 5, 1930
 FLAG STOPS - TARIFF APRIL 30, 1924
 SIDINGS - EMPLOYEES TIME TABLE No. 21 AUG. 6, 1950
 ○ ENCIRCLED NUMBER INDICATES CAR CAPACITY

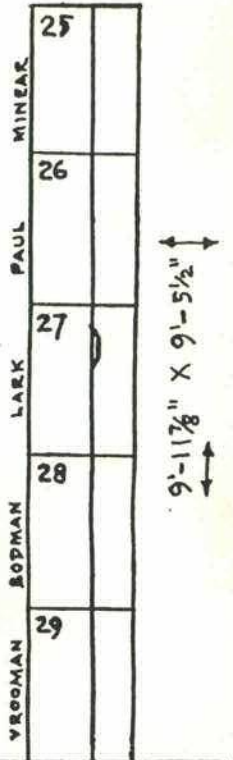
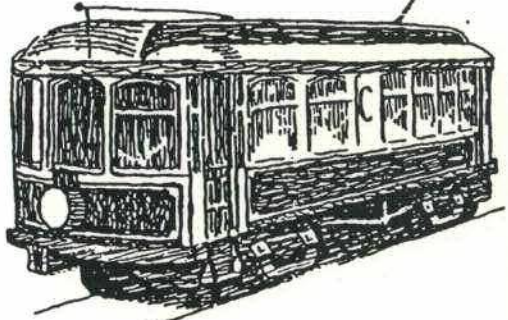
Fit



1'-0 1/2" x 7'-4"



CHAMPAIGN-20-DECATUR — 50.5 MILES
 WALKING SURVEY — 50.5 MILES
 INTER-URBAN PLATES — 50
 TOWN PLATES — 11
 INDUSTRIAL PLATES — 2
 TOTAL PLATES (THEY INCL) 64



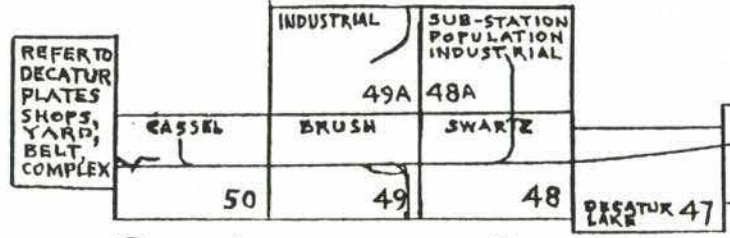
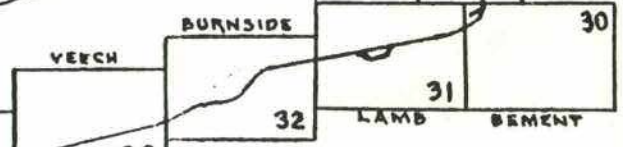
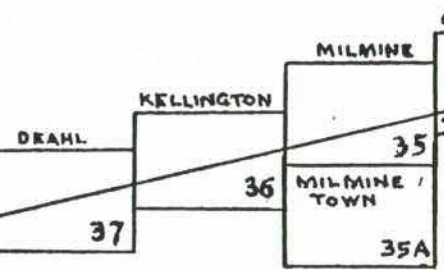
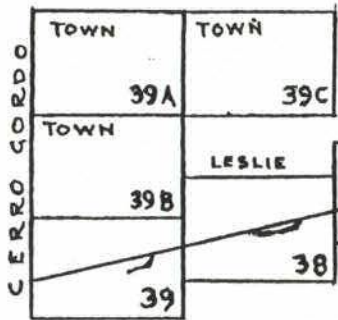
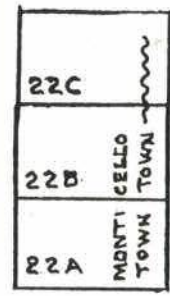
9'-11 7/8" x 9'-5 1/2"

4'-8" x 7'-2"

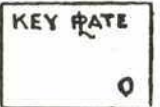
KEY

TO SEQUENCE OF PLATES

ILLINOIS TRACTION SYSTEM



2'-10 3/8" x 10'-9 1/2"



St. LOUIS, DECATUR & CHAMPAIGN RAILWAY

THROUGH-GIRDER BRIDGE OVER HIGHWAY.

LAKE DECATUR

DECATUR SHOPS & YARD (BELT LINE)

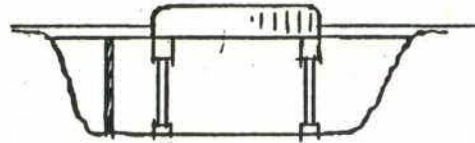
SHELLBARGER MILLS

SIGN ON TROLLEY POLE B/W

4-LANE CONCRETE HIGHWAY (ROUTE NO. 47 & 121) N. 22ND STR. IN DECATUR

WOODEN BENTS SUPPORTING STEEL GIRDERS

I.T.S. PRIVATE RIGHT-OF-WAY VARIES IN WIDTH, SHOPS TO LAKE.



GENERAL ELECTRIC CO.

LOADING PLATFORM

GEN'L. ELECTRIC SPUR

Detail



MILITARY RESERVATION

U.S. SIGNAL CORPS DEPOT

FLAG STOP CASSELL

47.0 MILES STOP ALL STREETS ASPHALTUM NO KERBS OR SIDEWALKS RESIDENTIAL AREA.

R/W BETWEEN STREETS E. GARFIELD AVE.

ILLINOIS TRACTION SYSTEM - RESIDENCES

E. GARFIELD AVE.

FARIES PARKWAY

BELT LINE

ORIGINAL MAIN LINE

47.7 MILES FLAG STOP ALEXANDER STOP

YARD LIMIT

BLACK-ON-WHITE FORMER LIMIT

TELEPHONE BOOTH

7-5 MILES FROM SPRINGFIELD

4-LANE CONCRETE HIGHWAY

8/4 ON CONCRETE POST

SIGN STORE ROOM SIDING

EMERGENCY STOP VICTORY STOP

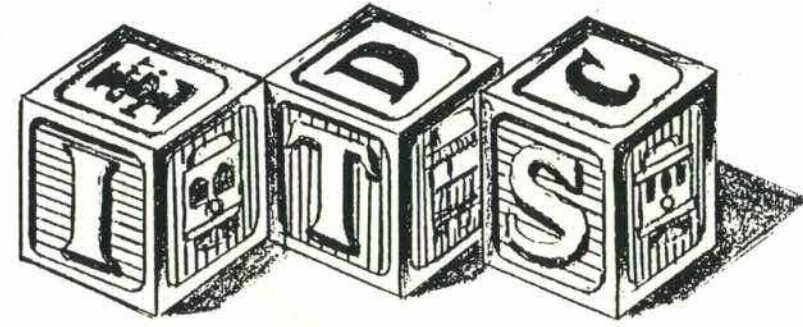
GATE

NO. 24TH STR.

"YARD LIMIT" SIGN HERE FORMERLY

CROSSING WARNING SIGNS N. 27TH STR.

NO. 29TH STREET



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

G+



INTER-URBAN RATE

40



3 PRIVATE DRIVEWAYS
CINDERS

TELEPHONE
BOOTH ORANGE
& GREEN PAINT

RISER FLAG STOP
MILES

BOTH MAIN LINE & SIDING,
SIMPLE O.V.H.D. FOR INDUSTRIAL TRACKS.
TIE-PLATES; CINDER BALLAST.

AUTOMATIC INTERLOCKING PLANT GOVERNS
CROSSING.



INTER-URBAN RATE

ILLINOIS CENTRAL R.R.

BRUSH COLLEGE ROAD
SWARTZ FLAG STOP 46.0 MILES

DETAILED PARKWAY

BRUSH SIDING
{ 35-CAR CAPACITY }

SPENCER-KELLOGG 1 2 3 4 COAL TRACKS 5 6 BUTANE 7 8 9

OAKLEY

(48)

STREETS
OHLED
(CHATTI)
ON POLE

INDIGS
BURB
INDIS
HEININGER
FLAG STOP 46.6 MILES

MILES FROM
SPRINGFIELD
5-43

I.T.S.

TELEPHONE BOOTH

RISER FLAG STOP
46.3 MILES

ON POLE

RESIDENCES
F. GARFIELD AVE.

TELEPHONE

N. 31ST STR.

CROSSING WARNING SIGN
MAIL BOX

N. 32ND STR.

CROSSING WARNING SIGN
SCHOOL CROSSING
CINDER PATH ACROSS TRACKS

N. 33RD STR.



[N. 34TH STREET]

N. 35TH STR.

BLACK SIGNAL

DETAILED

BRUSH SIDING

SAMUELS STR.

ELEVATOR

NO SIDEWALKS OR KERBS.

ALL TRAINS OPERATE AT "YARD SPEED."

SPENCER KELLOGG INDUSTRIAL
TRACMAGE FOR GRAIN ELEVATOR
& PROCESSING PLANT SERVED
EXCLUSIVELY BY I.T.S.

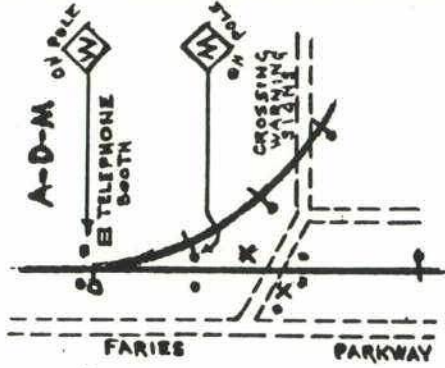
S.K. Co. IS A FENCED-IN PROPERTY.
ALL R.R. ENTRIES HAVE GATES.

E. DIVISION STR.

I.T.S. C.I.C.R.R.
I.T.S. TRACK INTO STALEY
PLANT OPERATED BY TROLLEY & BATTERY LOCC.

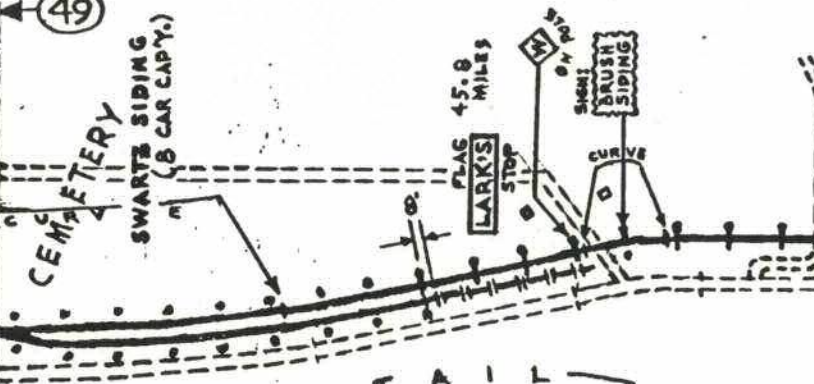
ST LOUIS, DECATUR & CHAMPAIGN RAILWAY

CINDER BALLAST; NO TIE-PATES.
LIGHT RAIL. CATENARY TROLLEY WIRE OVERH'D.

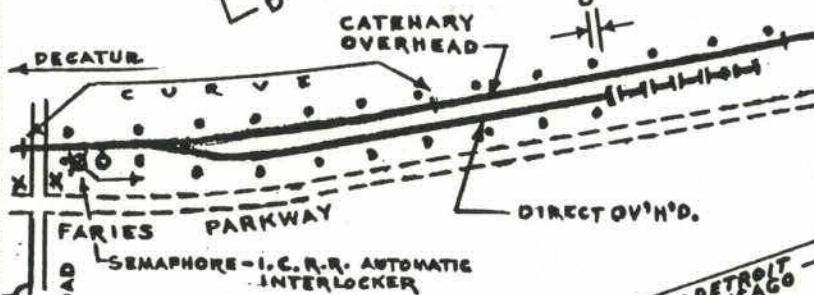


DETAIL

CEMETERY
SWARTZ SIDING (2 CAR CAPY.)



DETAIL



BRUSH COLLEGE ROAD
MAIN-LINE - ST. LOUIS - DETROIT - CHICAGO

ADM



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

PROBABLY ADVANCE INDICATION FOR SEMAPHORE-INTERLOCKER FOR ILLINOIS CENTRAL R.R. CROSSING. RES/SENSE/AS WELL AS CLEARANCE FOR SWARTZ & BRUSH SIDINGS.

PRIVATE CINDER ROAD

ARCHER DANIELS MIDLAND

ARCHER-DANIELS-MIDLAND
ARCHER-DANIELS-MIDLAND
CROSSING WARNING SIGNS INDUSTRIAL TRACKS I.T.S.
PRIVATE (CINDER) ROAD
DIRECT OVERHEAD

(ASPHALTUM)

ARCHER-DANIELS-MIDLAND CO. ENTRANCE
RUSTIC SIGN

FARIES PARKWAY
DESCENDING GRADE
LEVELLING AT BRIDGE

CLARK'S HOUSE
45.4 MILES STOP

GRAIN ELEVATOR

WILSON PARK SIDING (2-CAR CAPACITY)

ON CONCRETE POST

CLOSER SPACING

CINDER ROAD

FLASHING WARNING SIGNALS

BOAT HOUSE

ROAD BARRICADED SHELTER

FORMERLY WILSON PARK

FARIES PARK STOP

45.1 MILES

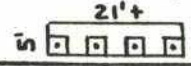
48A

47

DECATUR 48 OAKLEY

DETAIL

CONCRETE PLATFORM FOR FARIES (WILSON) PARK FLAG STOP.



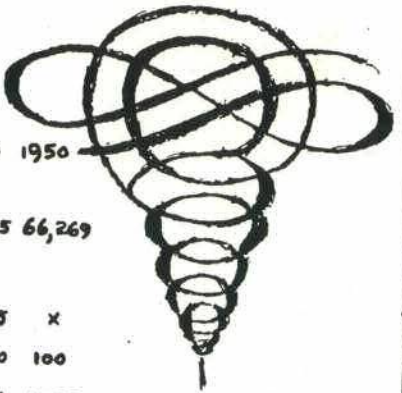
CONC. COLUMN BASE FOR SHELTER

INTER-URBAN PLATE

COMPARATIVE POPULATION STATISTICS

OF ILLINOIS COMMUNITIES SERVED BY THE
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
ILLINOIS TRACTION SYSTEM

ACCUMULATED MILEAGE	MILEAGE BETWEEN	1900	1910	1920	1930	1940	1950
0.0	DECATUR	20,754	31,140	43,618	57,510	59,305	66,269
6.7							
6.7	2.8 SANGAMON	x	x	x	x	25	x
9.5	4.1 OAKLEY	99	x	x	100	100	100
13.6	4.3 CERRO-GORDO	1,008	876	1,003	965	1,016	1,052
17.9	4.5 MILMINE	x	x	x	x	115	110
22.4	6.9 BEMENT	1,484	1,530	1,663	1,517	1,466	1,459
29.3	5.8 MONTICELLO	1,982	1,981	2,280	2,378	2,523	2,612
35.1	5.1 WHITE HEATH	150	180	x	252	350	225
40.2	3.0 SEYMOUR	200	220	x	202	240	275
43.2	3.1 BONDVILLE	200	x	x	100	244	248
46.3	4.2 STALEY'S	x	x	x	76	20	x
50.5	CHAMPAIGN	9,098	12,421	15,873	20,348	23,502	39,563



SUB-STATIONS

	CAPACITY AMPERES	JUNE 10, 1934	AUG. 6, 1950
CHAMPAIGN (POWER HOUSE) 6.98 MILES	300	1,500	
BONDVILLE 8.13	500	2,000	
WHITE HEATH 5.76	500(SA)	2,000	
MONTICELLO 7.00	200	2,000	
BEMENT 12.70	500	2,000	
OAKLEY 8.54	500(SA)	2,000 (A)	
NORTH DECATUR (BELT LINE -Y-)	750	2,000	

AVERAGE DISTANCE BETWEEN SUB-STATIONS - 8.185 MILES.
 SA SEMI-AUTOMATIC, A AUTOMATIC.
 SEPT. 28, 1952 - URBANA RM. 2,000 (A) CHAMPAIGN P.H. SOLD.
 DATA: EMPLOYEES' TIME-TABLES.



THE ff ARE INCORPORATED:

AS CITIES - DECATUR, CHAMPAIGN,
 AS VILLAGES - CERRO-GORDO, BEMENT,
 & MONTICELLO.

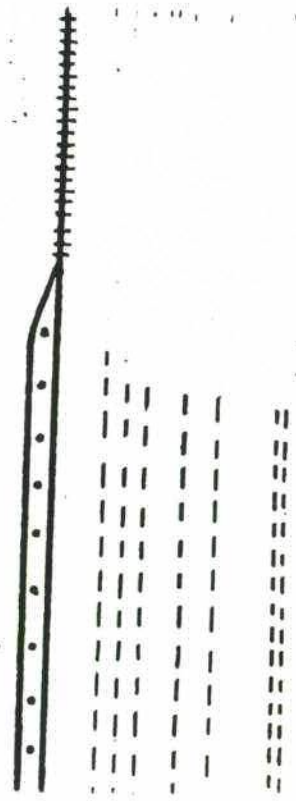
COUNTY SEATS: DECATUR of MACON COUNTY,
 MONTICELLO of PIATT COUNTY.

ALL HAVE POST OFFICES, EXCEPT SANGAMON & STALEY'S.
 LOCAL STREET CAR SYSTEMS: DECATUR, CHAMPAIGN.

RAIL ROADS:
 ILLINOIS CENTRAL - DECATUR, CHAMPAIGN, STALEY'S
 BONDVILLE, SEYMOUR, WHITE HEATH
 & MONTICELLO.

WABASH - DECATUR, CHAMPAIGN, MONTICELLO, BEMENT,
 (NORFOLK MILMINE, CERRO-GORDO, OAKLEY &
 WESTERN SANGAMON.
 PEORIA & EASTERN (N.Y. CENTRAL) - CHAMPAIGN.
 CINCINNATI, HAMILTON & DAYTON - DECATUR.
 (BALTIMORE & OHIO S.W.)

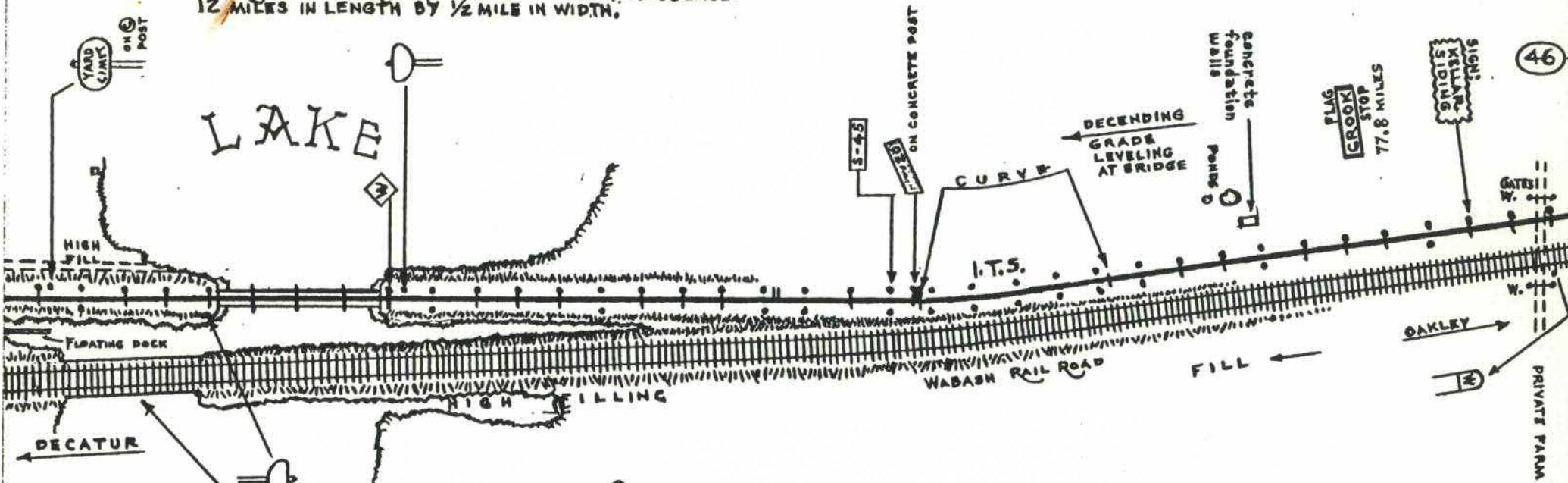
ARCHER-DANIELS-MIDLAND



POPULATION FIGURES OF INCORPORATED PLACES FROM U.S. CENSUS.
 OTHERS FROM Commercial Atlases.
 X = NO REPORT.

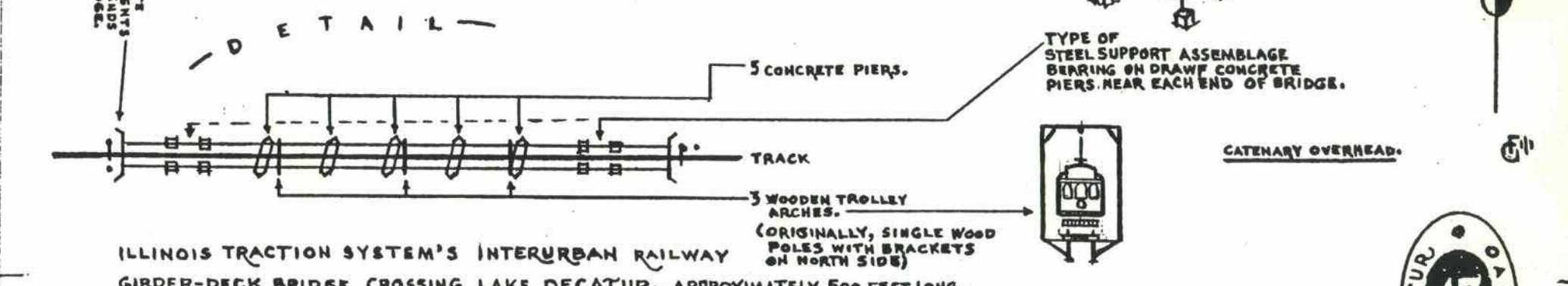
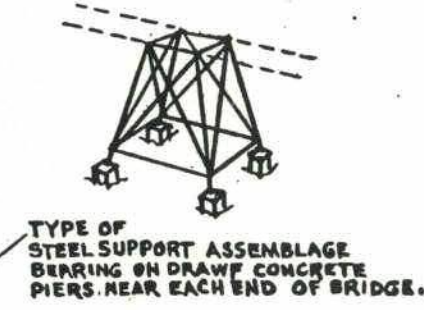


LAKE DECATUR IS AN ARTIFICIAL RESERVOIR
 CREATED BY DAMMING THE SANGAMON RIVER IN 1922
 TO PROVIDE WATER FOR HOME & INDUSTRIAL USAGE.
 12 MILES IN LENGTH BY 1/2 MILE IN WIDTH.



**DANGER
 KEEP OFF THE
 BRIDGE**

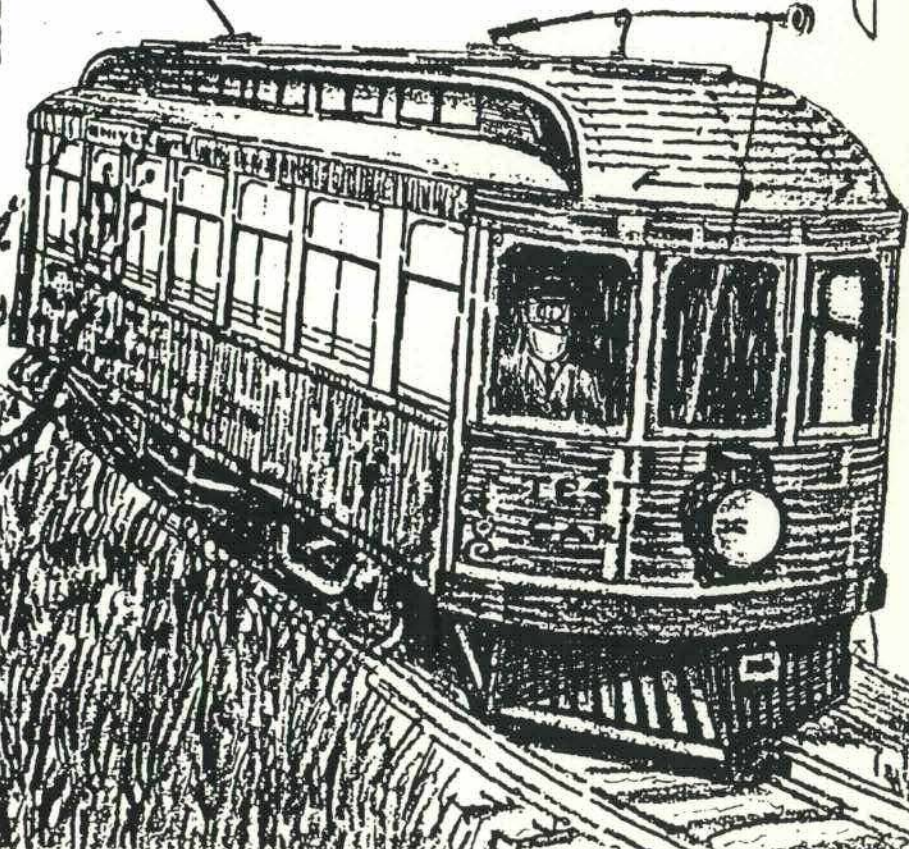
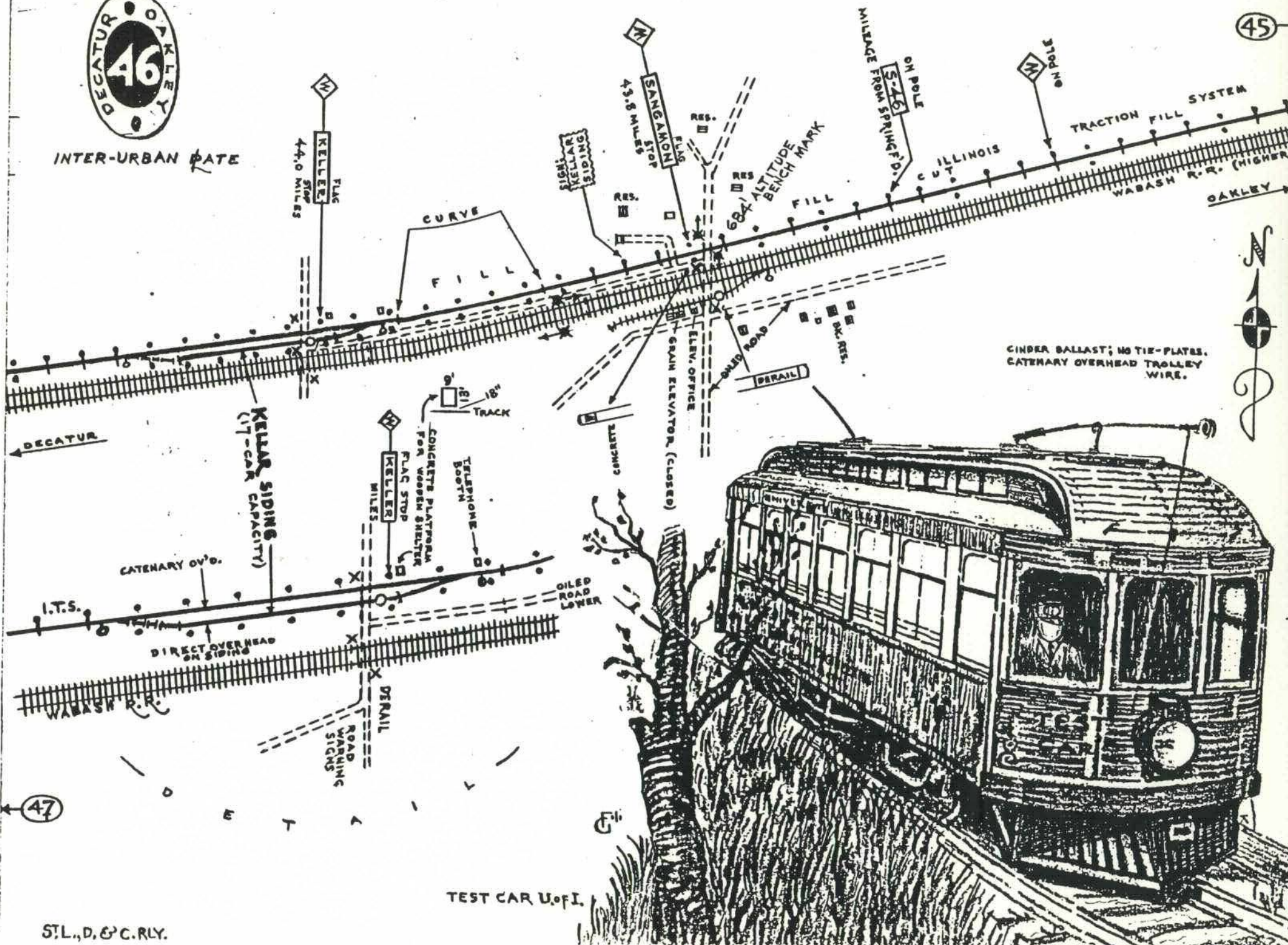
I.T.S. NO TRESPASSING SIGN AT
 BOTH ENDS OF BRIDGE.
 ON CONCRETE POST.





INTER-URBAN RATE

45



TEST CAR U of I.

47

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY.

FARMSTEAD

44

COUNTY ROAD

5-47
MILES FROM
SPRINGFIELD

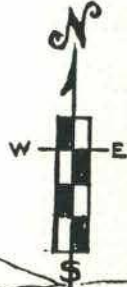
JAYVEE
STOP
43 MILES

OAKLEY

ILLINOIS TRACTION SYSTEM

WABASH RAILWAY

ON POLE



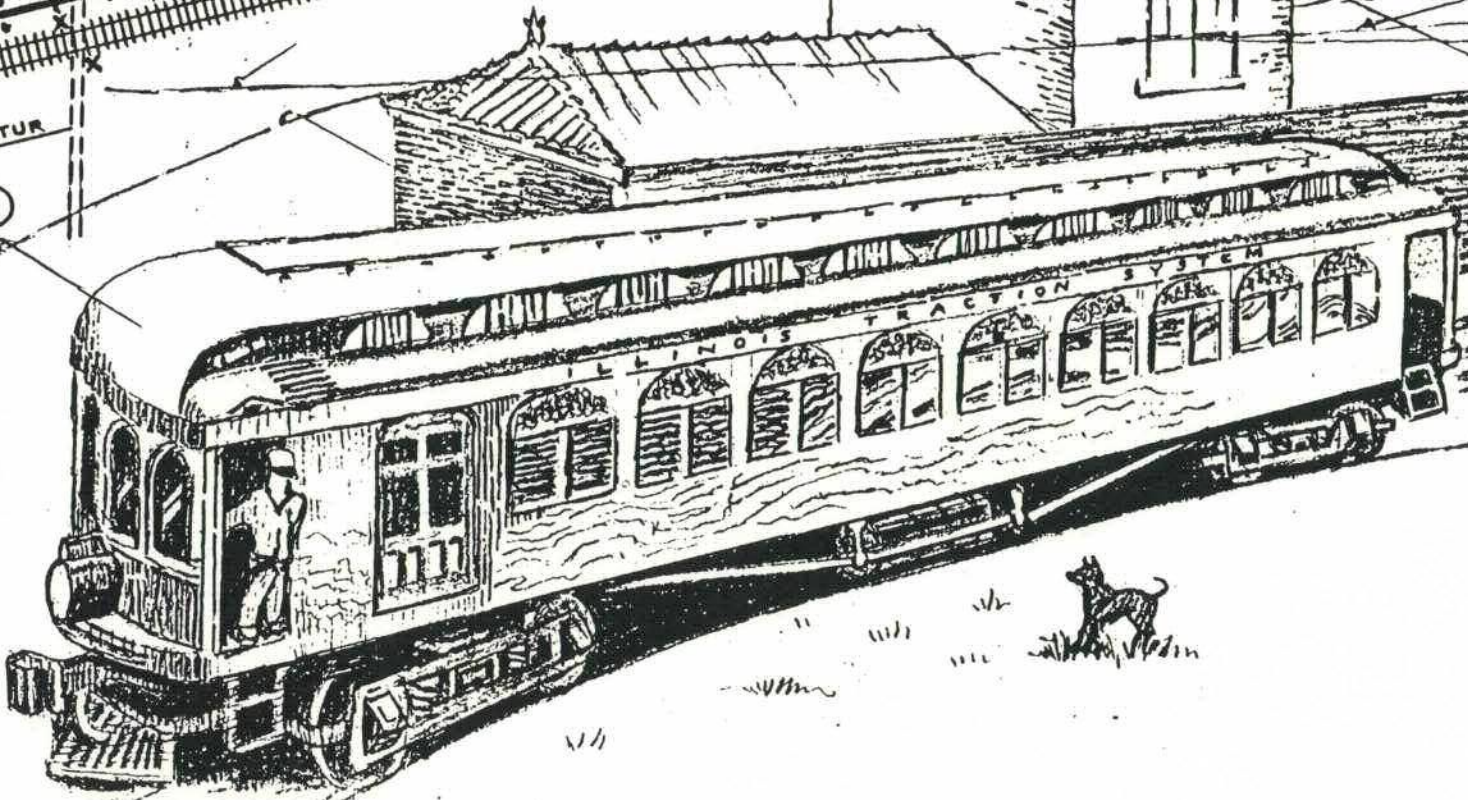
CROSSING WARNING SIGNS
COUNTY ROAD (GILES)

45.3 MILES
RICHIEYS
FLAG

DECATUR

46

PRIVATE FARM ROAD

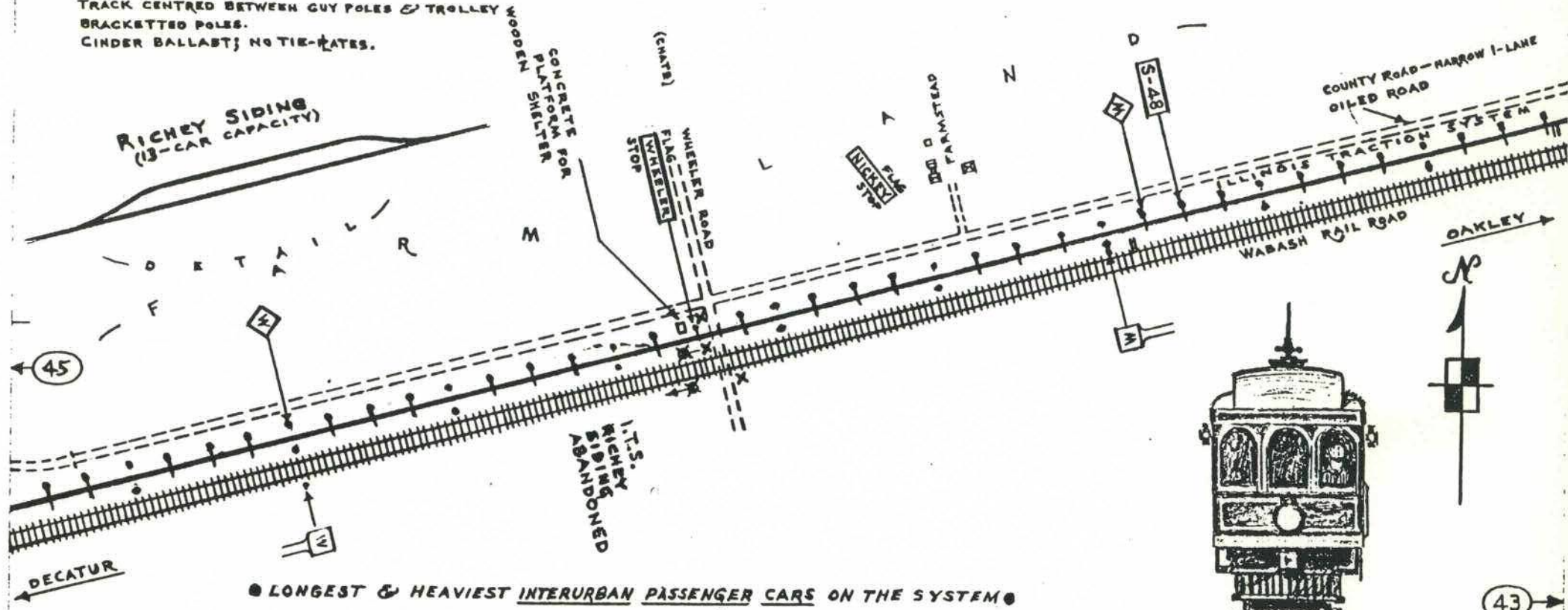


CREATED SCENE

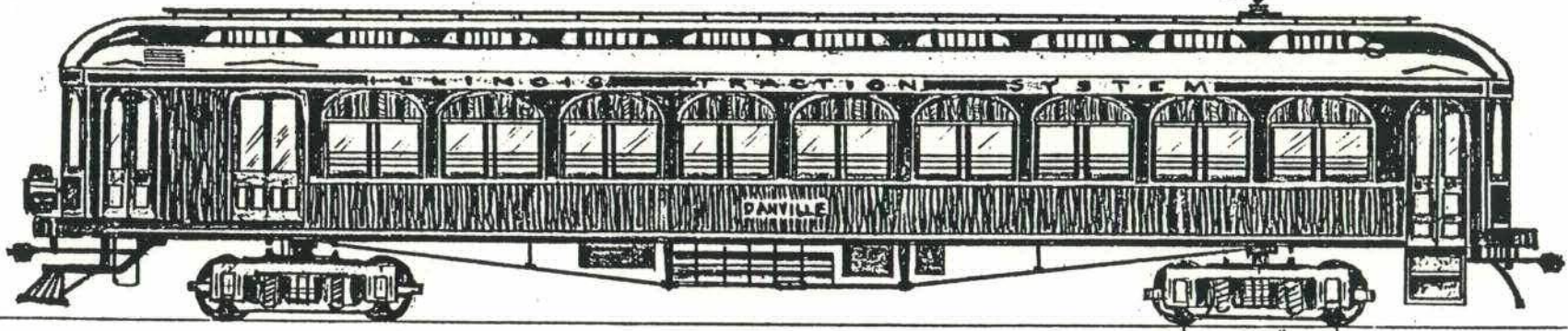
CF



TRACK CENTRED BETWEEN GUY POLES & TROLLEY BRACKETTED POLES.
CINDER BALLAST; NO TIE-RATES.



● LONGEST & HEAVIEST INTERURBAN PASSENGER CARS ON THE SYSTEM ●



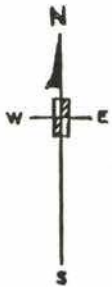
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY.



INTER-URBAN RATE

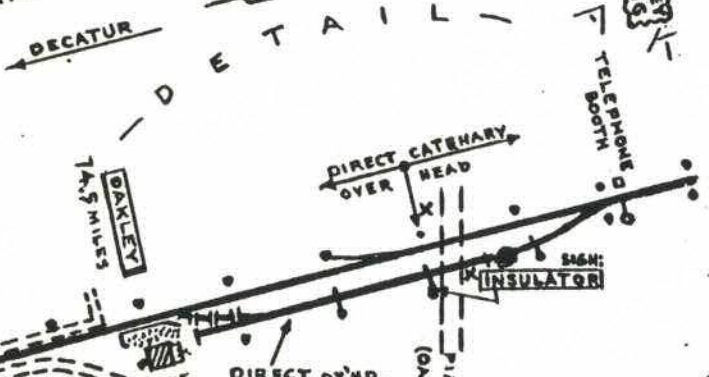
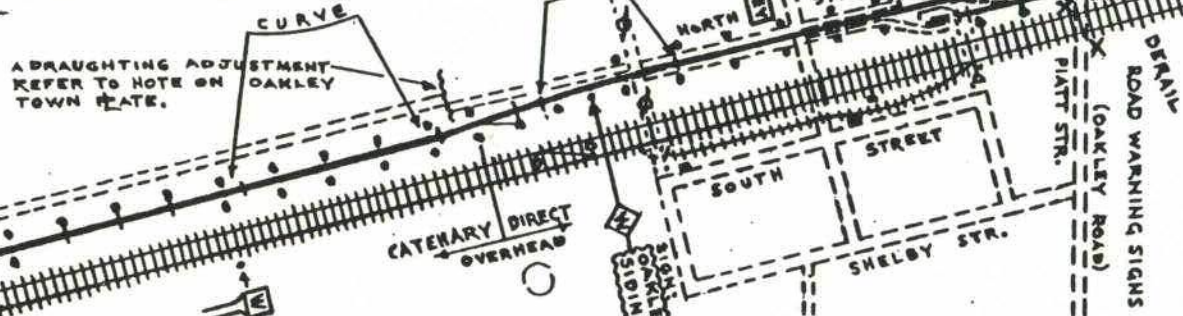
CAR NUMBERS—270 & 271. **COACHES** with Baggage-Express Compartment including Smoker. HEIGHT—13'-3" (OVER ROOF).
 BUILDER—NILES MFG. Co. NILES, OHIO. for the COLUMBUS, DELAWARE & MARION RAILWAY. CAPACITY—64 PASSENGERS.
 DATE OF CONSTRUCTION—1906. ACQUIRED by I.T.S. 1909. SCRAPPED—1950. SINGLE ENDED.
 ● LENGTH—68'-8½" (OVER ALL). TRUCKS—BALDWIN. Re-BUILT—Early 1920's. HOODED MONITOR-DECK ROOFS, ARCHED.
 ● WIDTH—8'-5½" (OVER ALL). MOTORS—4 GENERAL ELECTRIC Co. 222; GEAR RATIO—26:52.
 ● WEIGHT—62 TONS. CONTROL—SE-M. AIR-CONDITIONING—270 IN 1935; 271 IN 1937.

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



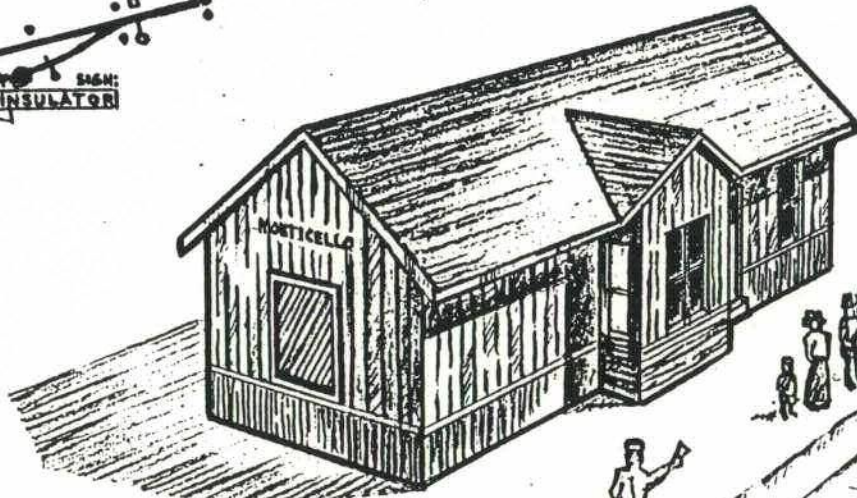
● TRAINS STOPPED AT NORTH & CENTRE STREETS IN LATER YEARS.

∅-VACATED STREET.



OAKLEY SUB-STATION
2,000 AMPERES
2,400 VOLTS
500 AMP'S, 1934

BATTENS, EXTERIOR WAINSCOTE-CAR-SIDING
WEATHER BOARDS- LOWER BAY.
WOODEN STRUCTURE.



ILLINOIS CENTRAL RAIL ROAD DEPOT, Monticello, Ills.

684' ALTITUDE

SIGNAL
OAKLEY SIDING

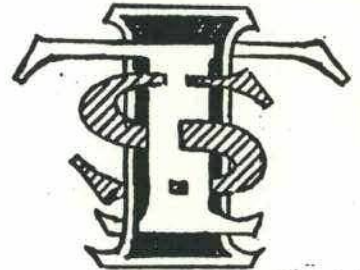
ILLINOIS TRACTION SYSTEM

WABASH RAIL ROAD

CERRO-GORDO

42

REFER TO OAKLEY TOWN PLATE



43



OAKLEY

A NON-INCORPORATED COMMUNITY, MACON COUNTY, ILLS.

POST OFFICE.

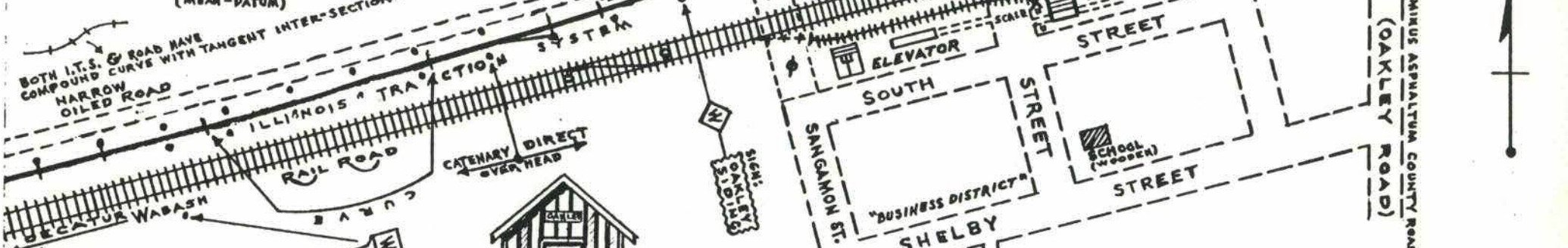
RAILWAYS — WABASH RAIL ROAD (STEAM/DIESEL).

ILLINOIS TRACTION SYSTEM (ELECTRIC).

POPULATION — (1950) 100.

ALTITUDE — 684 FEET ABOVE SEA LEVEL.
(MEAN-DATUM)

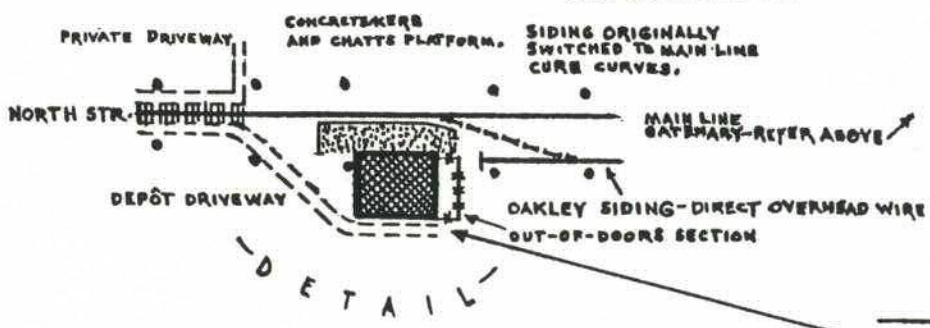
BOTH I.T.S. & ROAD HAVE
COMPOUND CURVE WITH TANGENT INTER-SECTION.
NARROW
OILED ROAD



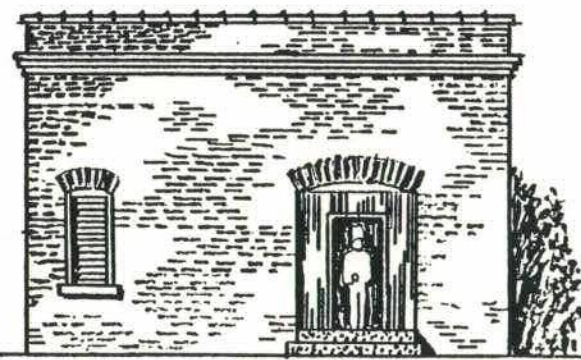
⊘ VACATED STREET.
ALL STREETS 60' WIDE, EXCEPT
CENTRE STREET WHICH IS 66' W.
NO KERBS ANYWHERE.
FEW SIDEWALKS.
STREETS ARE OF TARVIA WITH
DITCHES ON EACH SIDE FOR
DRAINAGE.



FREIGHT
WABASH R.R. DEPOT, OAKLEY, ILLS.
c. 10' x 12' WOODEN; GREY PAINTED.
REPLACED LARGER PREVIOUS
STATION.
SIGN BLACK-ON-WHITE

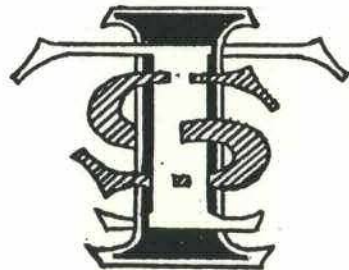


DETAIL

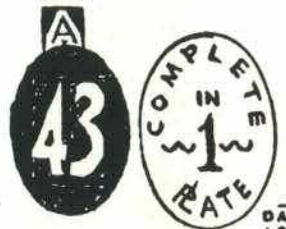


I.T.S. INTERURBAN DEPOT & SUB-STATION, OAKLEY, ILLS.
TRACK-SIDE FAÇADE

RED BRICK, VITROFIED COPING TILE ON PARAPET WALLS.
CORNICE = 3 BRICK COURSES CORBELLED OUTWARDS, STONE W. SILLS.
CAR-SIDING FILLER FOR DOORWAY. WOODEN LOUVRES FOR WINDOW.
RATING: 2,000 AMPERES-AUTOMATIC. 500 AMPS. IN 1934.



ST. LOUIS, DECATUR & CHAMPAIGN
RAILWAY

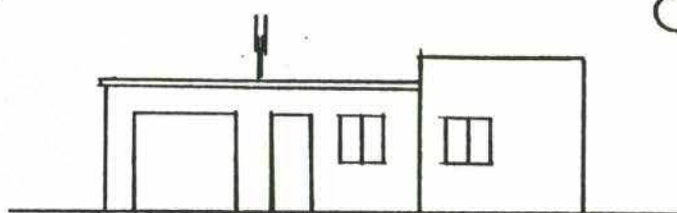
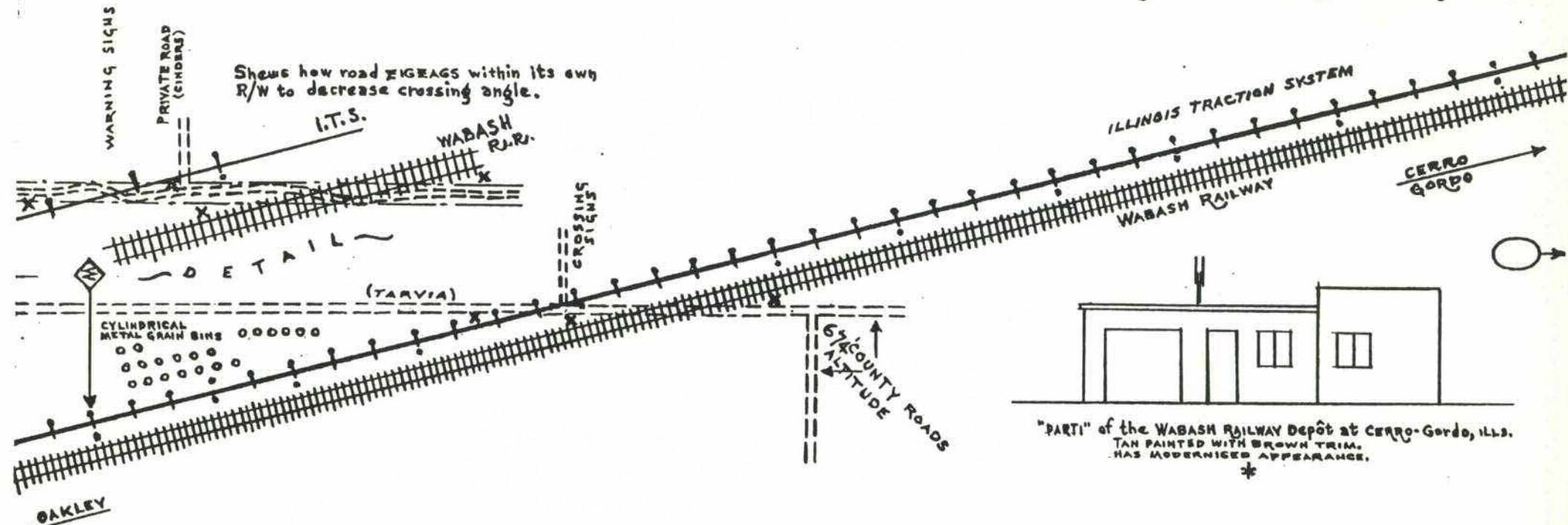


DATE:
1954

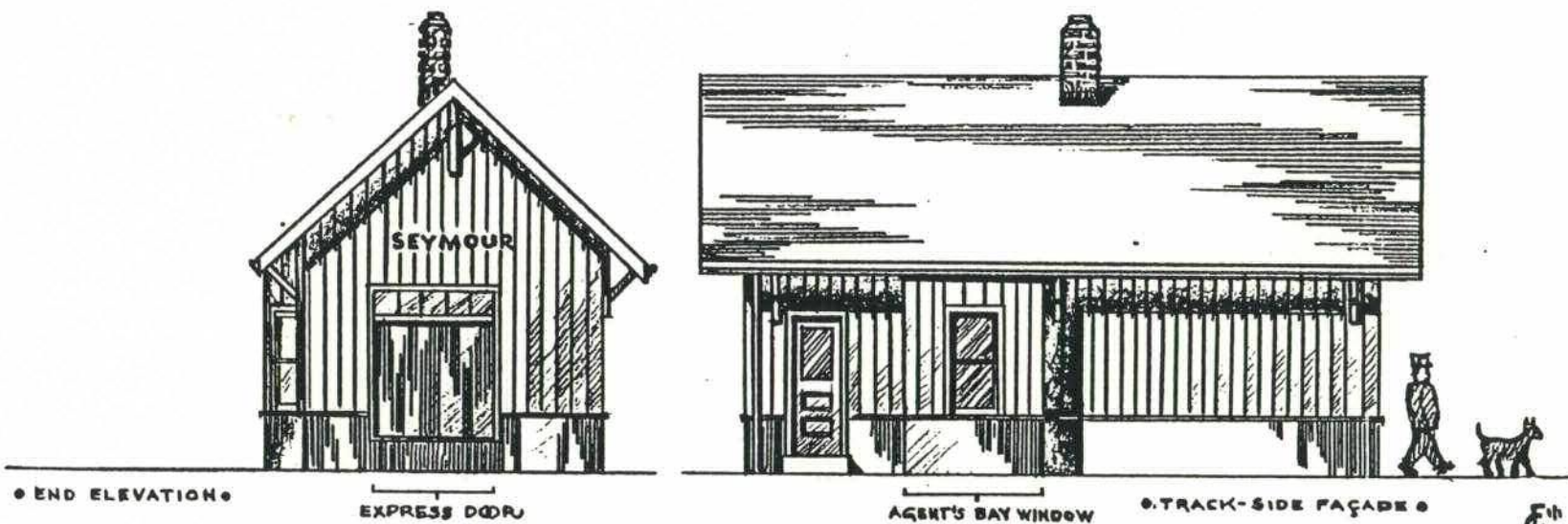
TOWN RATE

ST LOUIS, DECATUR & CHAMPAIGN RAILWAY

Gen'l. Note:-All catenary overhead trolley wire, except sidings which have direct. No tie-plates beneath rails. Both R.Rs. on drainage fills (depression between them) above surrounding fields. Generally, WABASH higher than I.T.S.



"PART I" of the WABASH RAILWAY DEPÔT at CERRO-GORDO, ILLS.
TAN PAINTED WITH BROWN TRIM.
HAS MODERNIZED APPEARANCE.
*



ILLINOIS CENTRAL R.R. DEPÔT - SEYMOUR, ILLS.

WOODEN STRUCTURE. PAINTED 2-TONE GREY, GIVES DRAB EFFECT. TRIM, SASH, DOORS, WAINSCOTING, BRACKETS & FACIA BOARDS PAINTED DARKER GREY. 3'-6" EAVES PROJECTION WITH BRACKETS. EXTERIOR WAINSCOTING & EXPRESS DOOR OF CAR-SIDING. WALLS ABOVE "WATER TABLE" HAVE BARN BATTENS. BRICK CHIMNEY. WIDE FACIA BOARDS. GUTTERS & DOWN-SPOUTS. BLACK LETTERING "SEYMOUR" PAINTED DIRECTLY ON WALL WITHOUT BENEFIT OF LETTER-BOARD, WHICH IS I.C.R.R. PRACTICE FOR SMALL TOWN DEPÔTS.

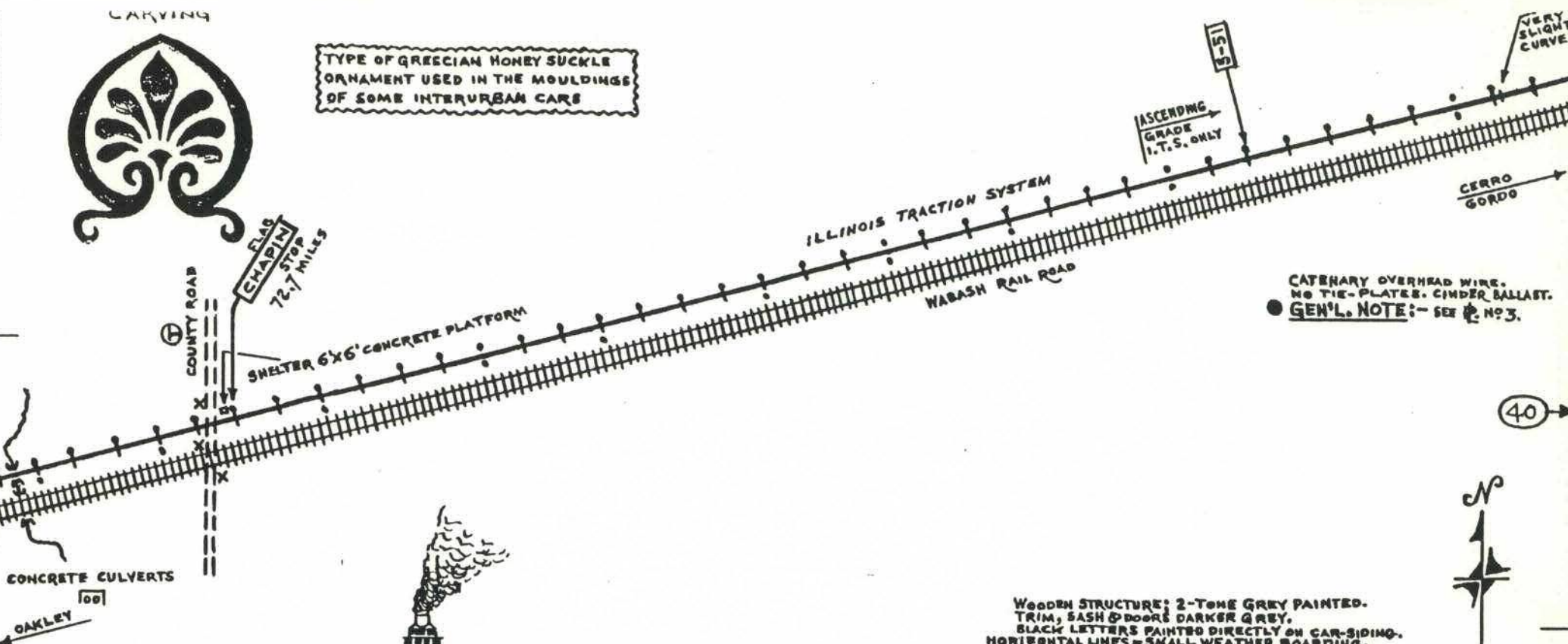


INTER-URBAN RATE

CARVING

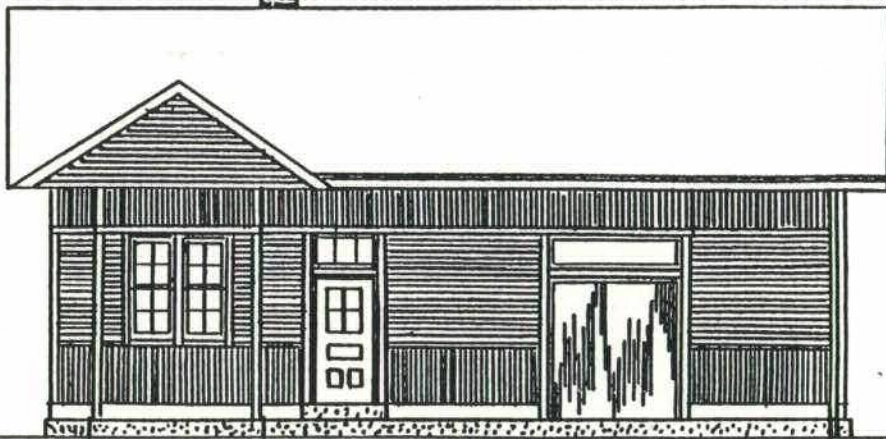


TYPE OF GREECIAN HONEY SUCKLE ORNAMENT USED IN THE MOULDINGS OF SOME INTERURBAN CARS

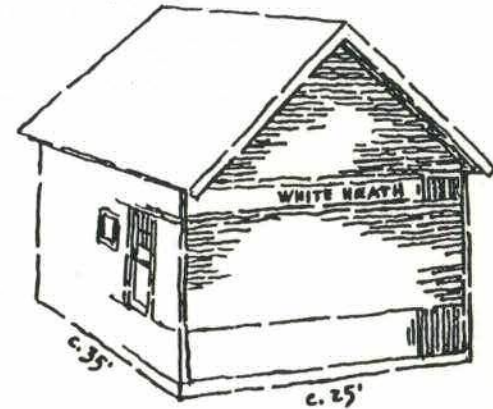


CATEGORY OVERHEAD WIRE. NO TIE-PLATES. CINDER BALLAST.
● GEN'L. NOTE: - SEE P. NO. 3.

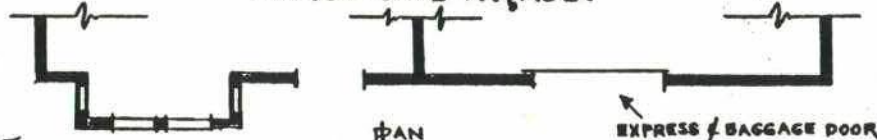
WOODEN STRUCTURE: 2-TONE GREY PAINTED. TRIM, SASH & DOORS DARKER GREY. BLACK LETTERS PAINTED DIRECTLY ON CAR-SIDING. HORIZONTAL LINES = SMALL WEATHER BOARDING. VERTICAL LINES = CAR-SIDING INCL. EXPRESS DOOR.



TRACK-SIDE FAÇADE.



PERSPECTIVE



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
 AFTER Nov. 29, 1910
 BLOOMINGTON, DECATUR & CHAMPAIGN RAILWAY
 (MCKINLEY LINES)

NOTE:-
 ALL BRACKETED POLES ON NORTH
 SIDE OF MAIN LINE FROM BEMENT
 TO DECATUR (I.T.S. Shops).

From U.S.
 GEOLOGICAL
 SURVEY MAP
 DEPT. OF THE INTERIOR
 DECATUR 1933
 EDITION
 SCALE:
 62500
 "ABC" -
 POLES
 ON
 CURVE
 HUFFORD
 SWITCH

CREST OF GRADES
 HIGHER THAN
 ADJACENT
 WABASH R.R.
 TRACKS.

DESCENDING GRADE
 DESCENDING GRADE

ILLINOIS TRACTION SYSTEM

WARNING CROSSING SIGNS
 71.2 MILES
 COUNTY ROAD
 STOP

39

CERRO GORDO

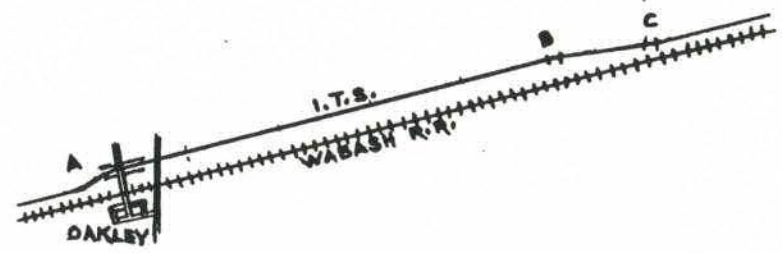
CATENARY OVERHEAD WIRE
 NO TIE-PLATES.
 DEEP DITCH SEPARATES
 THE RAILWAYS.

ALTA COUNTY
 WABASH COUNTY

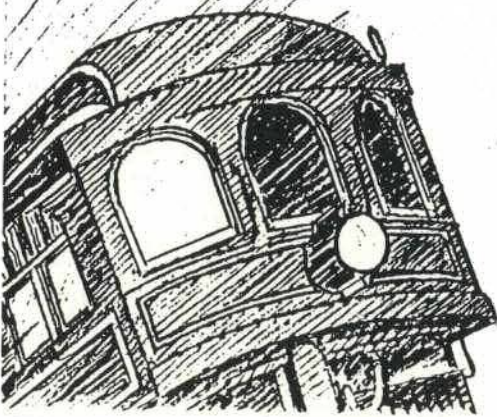


OAKLEY

41



DIAGRAMMATIC & FORESHORTENED LAY-OUT
 SHOWING SHIFT IN I.T.S. TRACK.
 TO COMPENSATE FOR THE COMPOUND CURVE
 JUST WEST OF OAKLEY (A), A HALF-MILE
 TRANSPOSITION (B TO C) TO RETURN TRACK
 TO ALIGNMENT WITH TRACK WEST OF OAKLEY.
 BECAUSE THIS CONDITION IS ALMOST IMPERCEPTIBLE
 IT IS NOT SHOWN ON THE PLATES.



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



40

INTER-URBAN ROUTE

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

ALL STREETS 66' WIDE EXCEPT MADISON STREET 100 FEET WIDE & LINCOLN STR. 60' W.

TO ACCOMMODATE THE DIFFERENTIAL BETWEEN WIDTH AND LENGTH SCALES NECESSITATES AN ADJUSTMENT OF WABASH R.R. RIGHT-OF-WAY THROUGH TOWN.

NOTE 7 TRACKS CROSS JACKSON STREET!



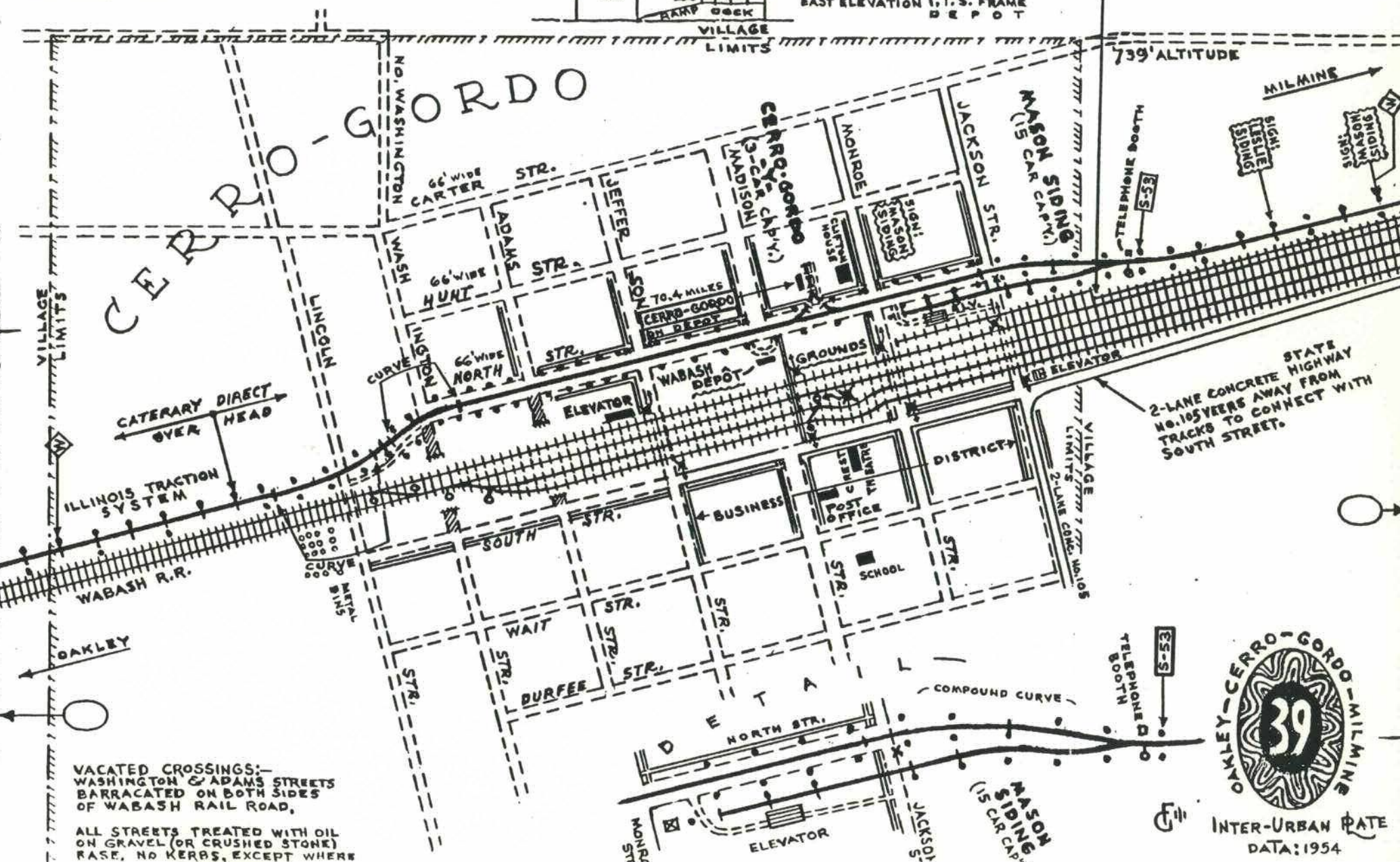
REFER TO THE 3 TOWN PLATES ON CERRO-GORDO.



EAST ELEVATION I.T.S. FRAME DEPOT

VILLAGE LIMITS

739' ALTITUDE



STATE 2-LANE CONCRETE HIGHWAY No. 105 YET TO BE AWAY FROM TRACKS TO CONNECT WITH SOUTH STREET.



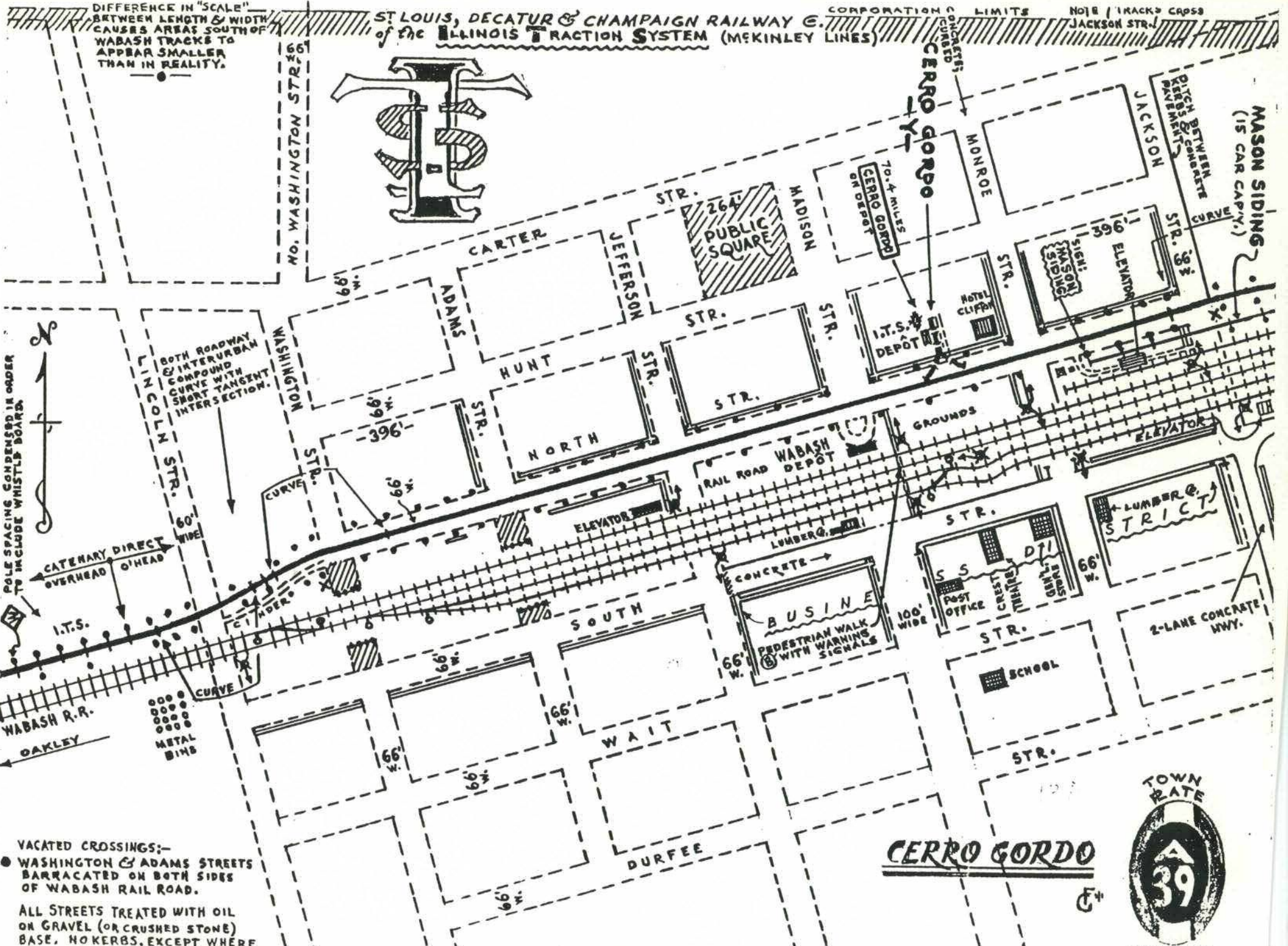
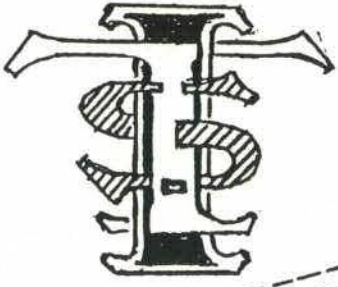
INTER-URBAN RATE DATA: 1954

VACATED CROSSINGS:— WASHINGTON & ADAMS STREETS BARRACATED ON BOTH SIDES OF WABASH RAIL ROAD.
ALL STREETS TREATED WITH OIL ON GRAVEL (OR CRUSHED STONE) BASE, NO KERBS, EXCEPT WHERE

DIFFERENCE IN "SCALE" BETWEEN LENGTH & WIDTH CAUSES AREAS SOUTH OF WABASH TRACKS TO APPEAR SMALLER THAN IN REALITY.

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY CO. of the ILLINOIS TRACTION SYSTEM (MCKINLEY LINES)

CORPORATION LIMITS NOTE TRACKS CROSS JACKSON STR.



POLE SPACING CONDENSED IN ORDER TO INCLUDE WHISTLE BOARD

BOTH ROADWAY & INTERURBAN CURVE WITH SHORT TANGENT INTERSECTION.

CATEGORY DIRECT OVERHEAD

METAL BINS

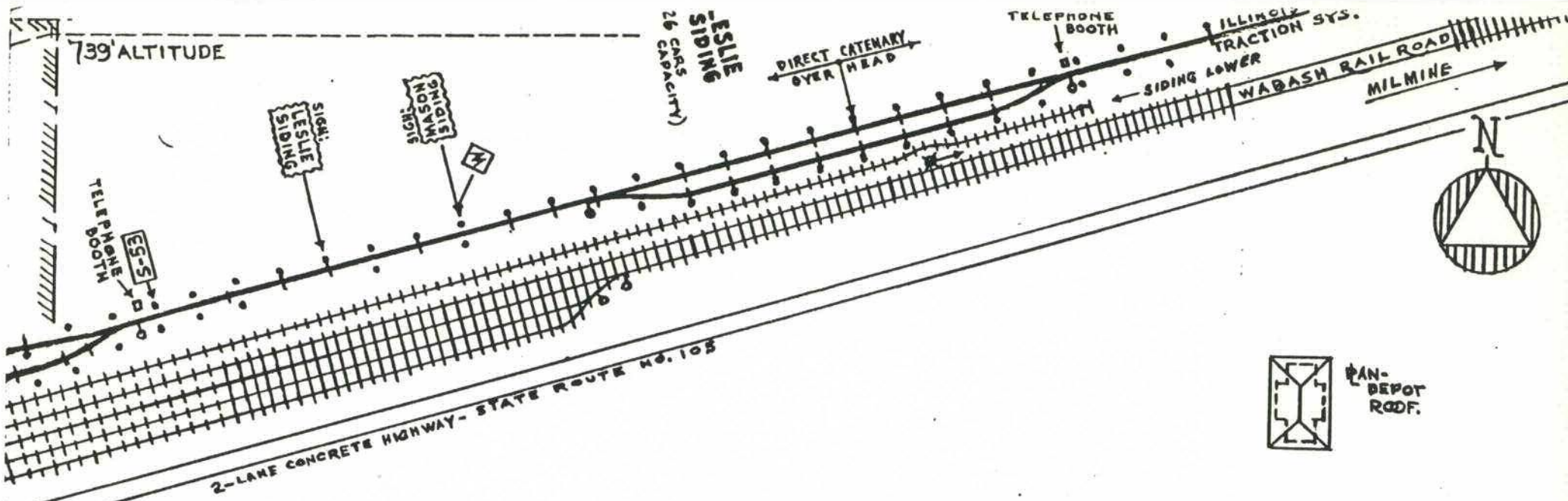
VACATED CROSSINGS:- WASHINGTON & ADAMS STREETS BARRACATED ON BOTH SIDES OF WABASH RAIL ROAD.

ALL STREETS TREATED WITH OIL OR GRAVEL (OR CRUSHED STONE) BASE, NO KERBS, EXCEPT WHERE

CERRO GORDO



DATA: 1954



CORPORATION LIMITS
STATE ROUTE NO. 105
2-LANE CONCRETE HIGHWAY

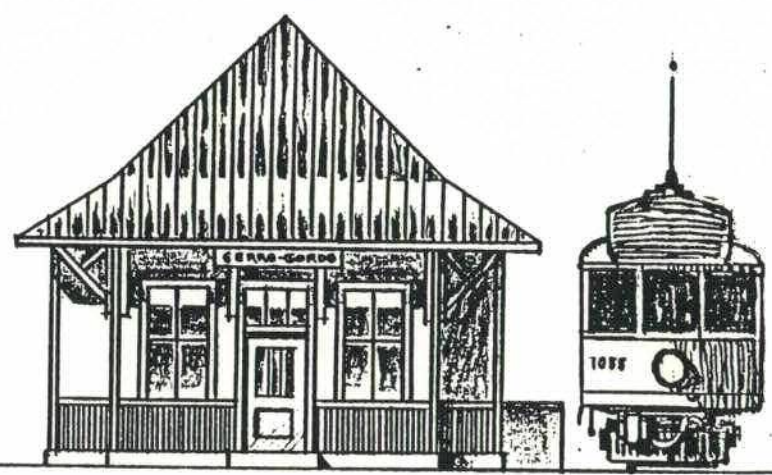
CERRO - GORDO

PIATT COUNTY, ILLINOIS.

INCORPORATED MAY 21, 1855.
1950 POPULATION - 1,052.
TOWNSHIP LIBRARY LOCATED IN C.G.
RAILWAYS: - WABASH R.R. (STEAM/DIESEL). HAS RELATIVELY LARGE INSTALLATION.
ILLINOIS TRACTION SYSTEM (ELECTRIC).
(ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY).
POST OFFICE.
ALTITUDE - SEA-LEVEL (MEAN DATUM) - ABOVE - 730'

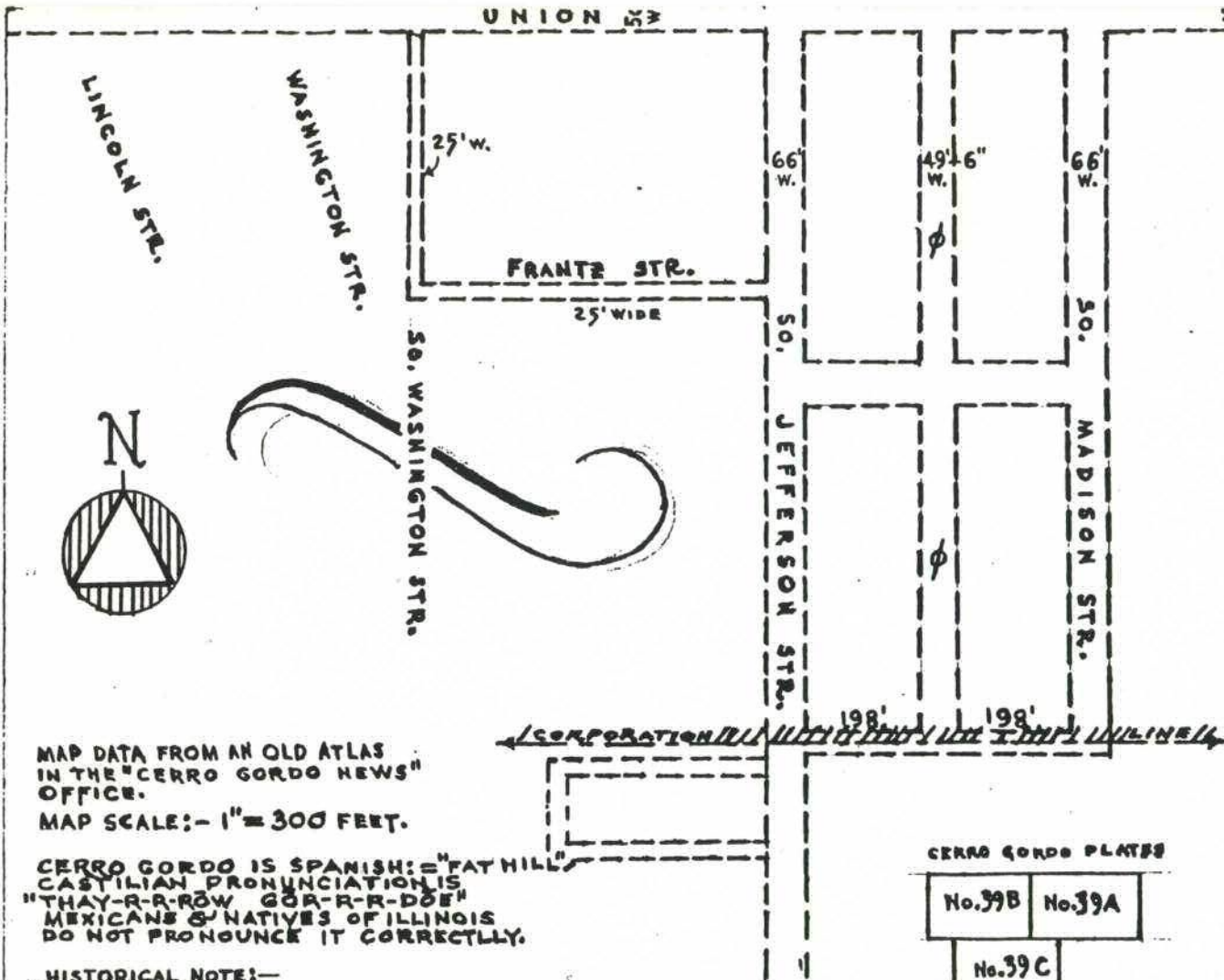


DATA: 1954



• INTERURBAN DEPÔT.

FRAME STRUCTURE, PAINTED YELLOW;
CORNER BOARDS, EXTERIOR WAINSCOTING, SASH, WINDOW & DOOR TRIM, BRACKETS, BASE, GUTTERS & DOWN-SPOUTS - PAINTED DARK GREEN. I.T.R.R. SUBSTITUTED WHITE FOR THE YELLOW.

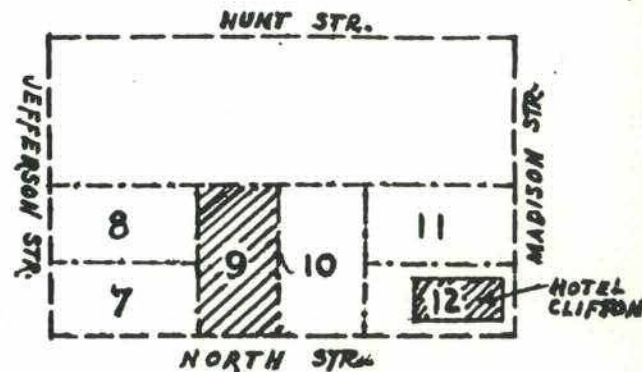


MAP DATA FROM AN OLD ATLAS
IN THE "CERRO GORDO NEWS"
OFFICE.
MAP SCALE: - 1" = 300 FEET.

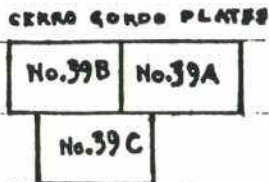
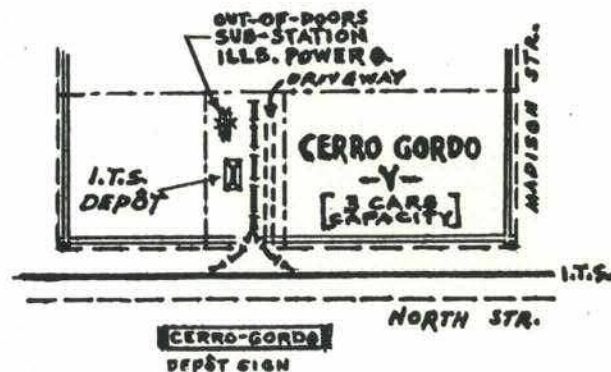
CERRO GORDO IS SPANISH: "FAT HILL"
CASTILIAN PRONUNCIATION IS
"THAY-R-R-ROW GOR-R-R-DOH"
MEXICANS & NATIVES OF ILLINOIS
DO NOT PRONOUNCE IT CORRECTLY.

HISTORICAL NOTE:—

THIS ILLINOIS TOWN WAS NAMED AFTER THE CRUSHING
AMERICAN VICTORY DURING THE MEXICAN WAR (1846-1848)
AT CERRO GORDO, A MOUNTAIN PASS 60 MILES N.W. OF
VERA CRUZ, MEXICO. GEN'L. WINFIELD SCOTT (CAPT. ROBERT E. LEE
WAS PRESENT) U.S. COMMANDER; SANTA ANA - MEXICAN.
THE RED STRIPE WORN ON THE TROUSERS OF U.S. MARINES IS A MEMORIAL
TO THE MARINES KILLED IN THE BATTLE.



I.T.S. OCCUPIED LOT NO 9 WITH
DEPOT & WYE. FORMER SITE
OF LIVERY STABLE.



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
ILLINOIS TRACTION SYSTEM

φ-VACATED STREET.

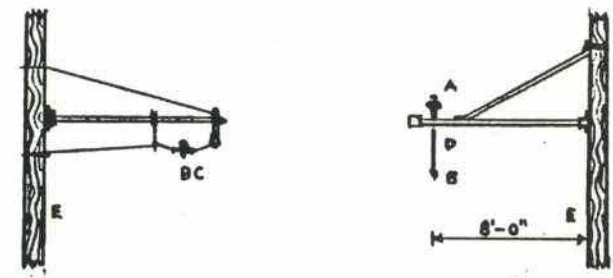
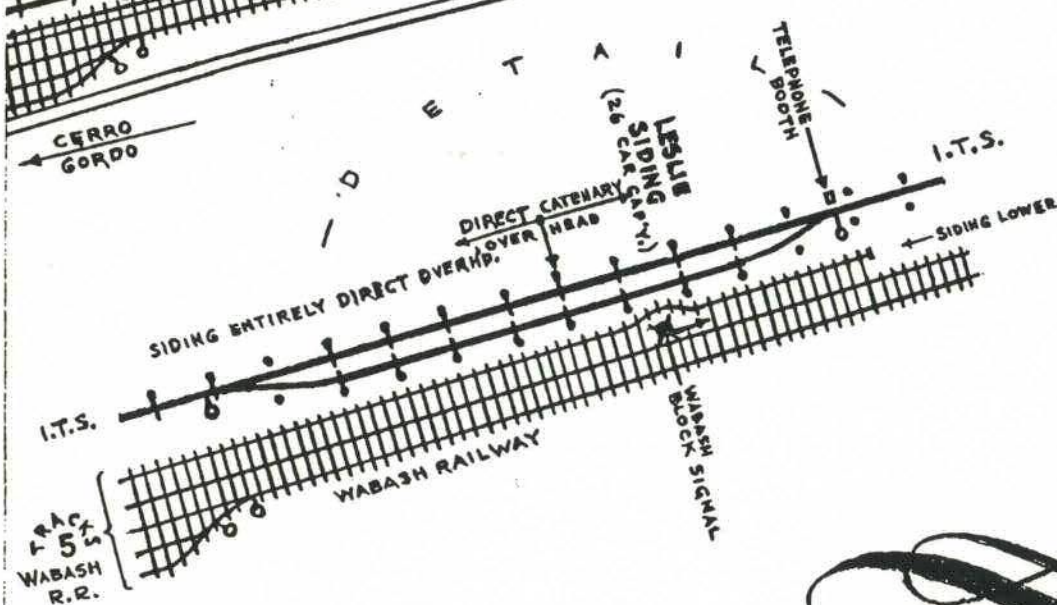
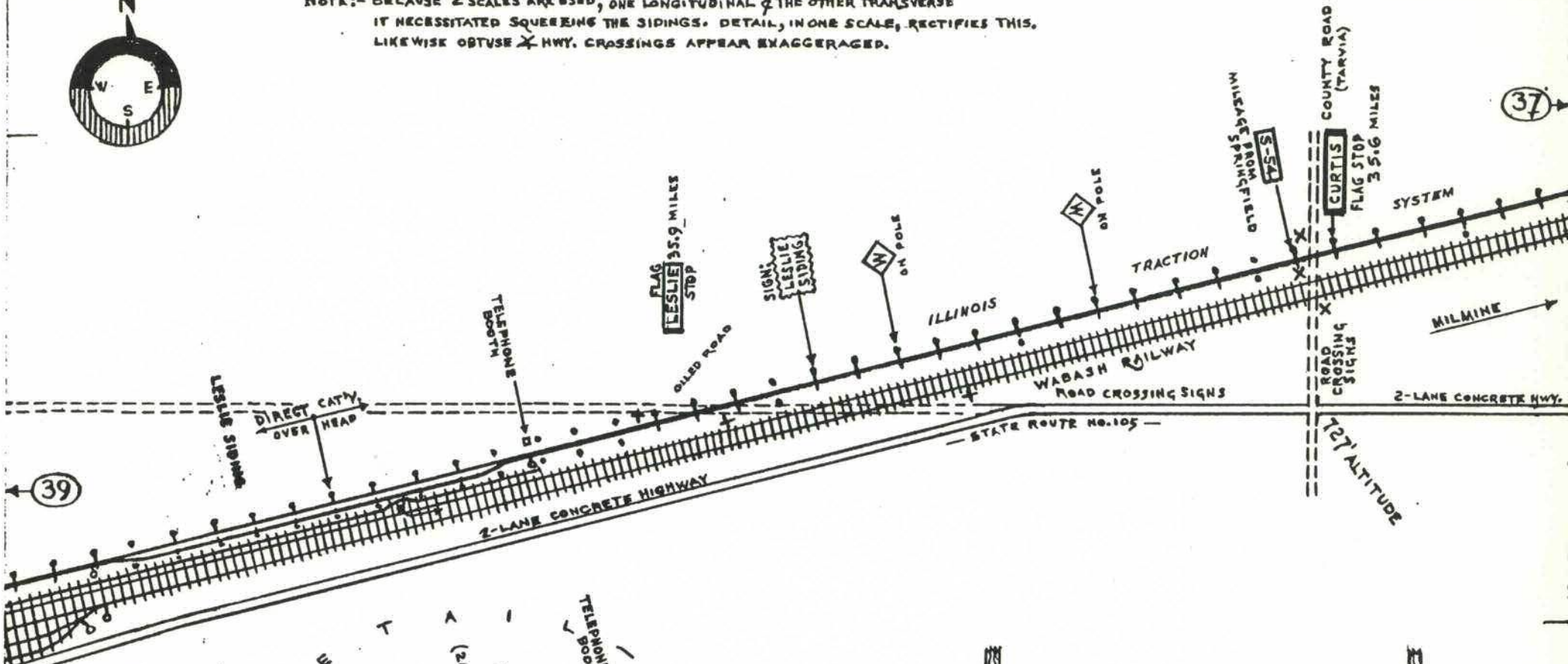
CORRO GORDO



DATA: 1954



NOTE:- BECAUSE 2 SCALES ARE USED, ONE LONGITUDINAL & THE OTHER TRANSVERSE IT NECESSITATED SQUEEZING THE SIDINGS. DETAIL, IN ONE SCALE, RECTIFIES THIS. LIKEWISE OBTUSE X HWY. CROSSINGS APPEAR EXAGGERATED.



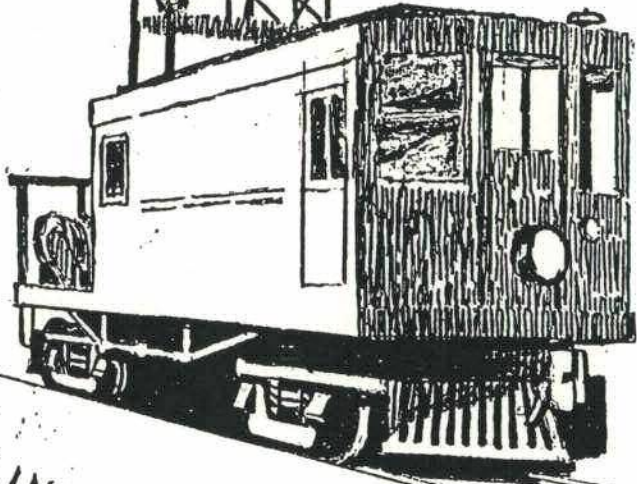
↑ TYPES OF SUSPENSION ARMS EMPLOYED AT LESLIE SIDING - MAIN LINE ~ CATENARY OVERHD LESLIE SIDING ~ DIRECT.

A - STEEL MESSENGER ATOP INSULATOR.
 B - COPPER TROLLEY WIRE
 C - CLAMP EAR,
 D - HANGER
 WOODEN POLE - E
 . NO SCALE.



INTER-URBAN #24E

THE LINE CAR



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
WABASH RAIL ROAD

FLAG STOP 34.8 MILES
McLAUGHLIN
PRIVATE FARM ROAD (DIRT)

W
POLE

8-55
MILEAGE FROM
SPRINGFIELD

FLAG STOP
DEAHL 34.5 MILES
COUNTY ROAD (TARVIA)

36

724
Elevation
CROSSING WARNING SIGNS
MILMINE

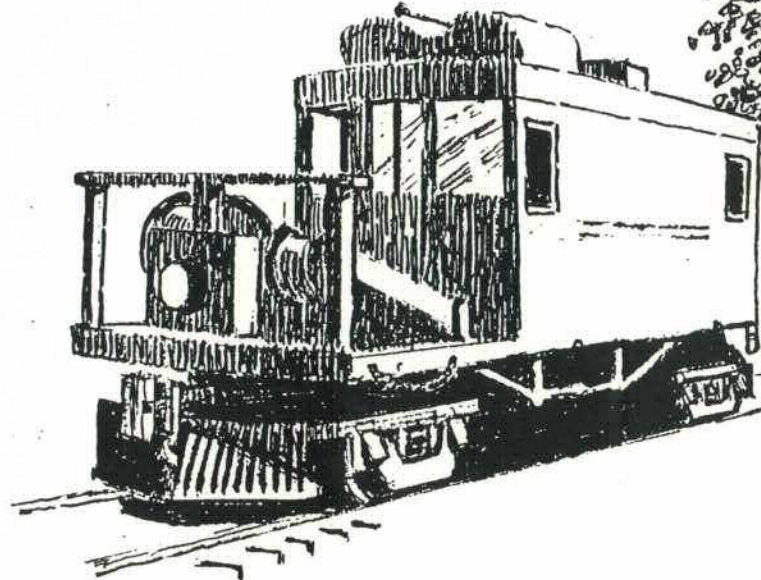
38

W
POLE

CERRO
GORDO



TANGENT TRACK.
CINDER BALLAST.
CATENARY OVERHEAD.
NO TIE-PLATES.



CERRO GORDO
MILMINE
37

ILLINOIS
TRACTION SYSTEM

ILLINOIS TRACTION SYSTEM



ST. LOUIS, DECATUR & CHAMPAIGN R.W.
ON NOVEMBER 29, 1910 BECAME
BLOOMINGTON, DECATUR & CHAMPAIGN R.W.

Illinois Terminal Railroad Company
PASSENGER'S CHECK. To be retained by passenger to identify accommodations. FROM STATION STAMPED ON BACK TO STAUNTON, ILL.
 Seat No. 117 Car 2
 Train No. _____ M. _____
 CURRAN-ST. LOUIS
 Form 12-B 1634



CURRAN .4 .4
 DOLLARS. DIMES. CENTS.

ILLINOIS TERMINAL RAILROAD COMPANY

ONE WAY PASSAGE CASH FARE RETAIN RECEIPT AS EVIDENCE OF FARE PAID
 PASSENGER'S RECEIPT

1947	1948	1949	Month	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sep.	Oct.	Nov.	Dec.	DAY	1	2	3	0	1	2	3	4	5	6	7	8	9
------	------	------	-------	------	------	------	------	-----	------	------	------	------	------	------	------	-----	---	---	---	---	---	---	---	---	---	---	---	---	---

Amount of Fare paid indicated by three marginal projections. . . . All three projections necessary to make Coupon valid.
 GOOD FOR THIS DATE, TRAIN AND TRIP ONLY.

IF SEAT FARE * PUNCH HERE

IF 1/2 * PUNCH HERE

FORM 95
E. E. Kester
 Passenger Traffic Manager

FF 647870

St. LOUIS, Decatur + CHAMPAIGN R.W.



TANGENT TRACK HAS NO TIE-PLATES; CINDER BALLAST, CATENARY OVERHEAD TROLLEY WIRE.

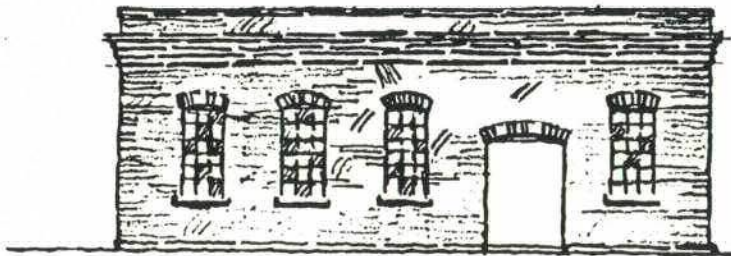
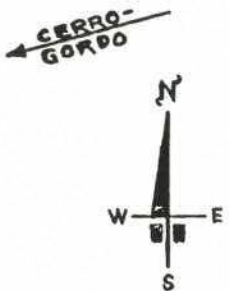
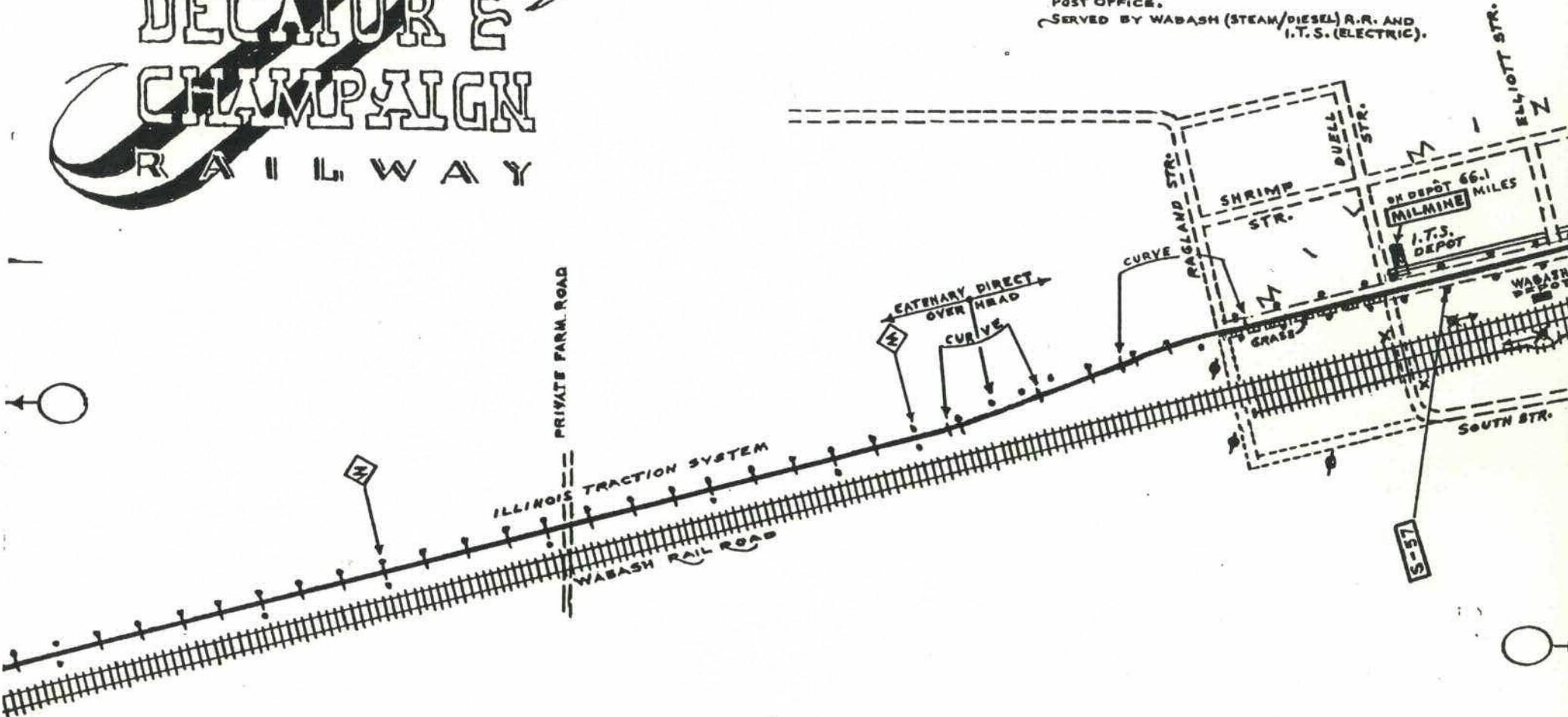
INTER-URBAN RATE

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

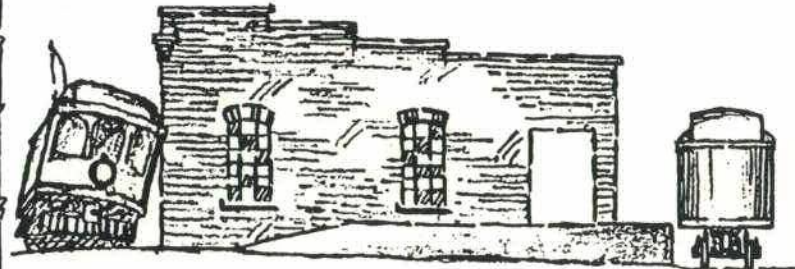
INTERURBAN DEPOT LOCATED IN THE INDEPENDENT ORDER OF ODD FELLOWS LODGE - ONLY BRICK BUILDING IN MILMINE.

● COMMUNITY IS NOT INCORPORATED.
○ = VACATED STREET.

POST OFFICE.
SERVED BY WABASH (STEAM/DIESEL) R.R. AND I.T.S. (ELECTRIC).



TRACK-SIDE FAÇADE



EAST ELEVATION

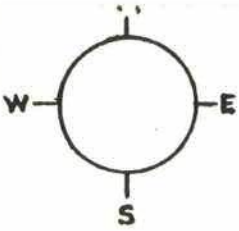
BEMENT DEPOT & SUB-STATION

RED BRICK, FLAT ROOF, CORBELLED CORNICE, STONE SILLS, VITRIFIED COPING TILE



INTER-URBAN PLATE

DATA:



Milmine

PIATT COUNTY, ILLINOIS.

A NON INCORPORATED COMMUNITY.

RAIL ROAD & POST OFFICE NAME: MILMINE.

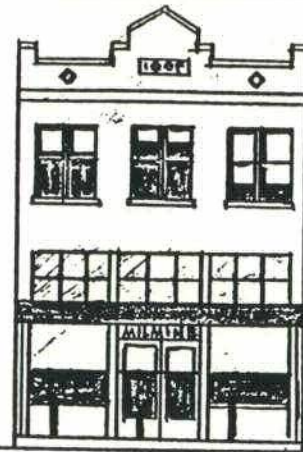
RAILWAYS: WABASH R.R. (STEAM/DIESEL)

ILLINOIS TRACTION SYSTEM (ELECTRIC).

POPULATION-1950-110.

ALTITUDE ABOVE SEA LEVEL (MEAN DATUM)-710'

I.T.S. DEPÔT & POST OFFICE HOUSED IN GEN'L. STORE IN ODD FELLOWS LODGE HALL.



I.T.S. DEPÔT.

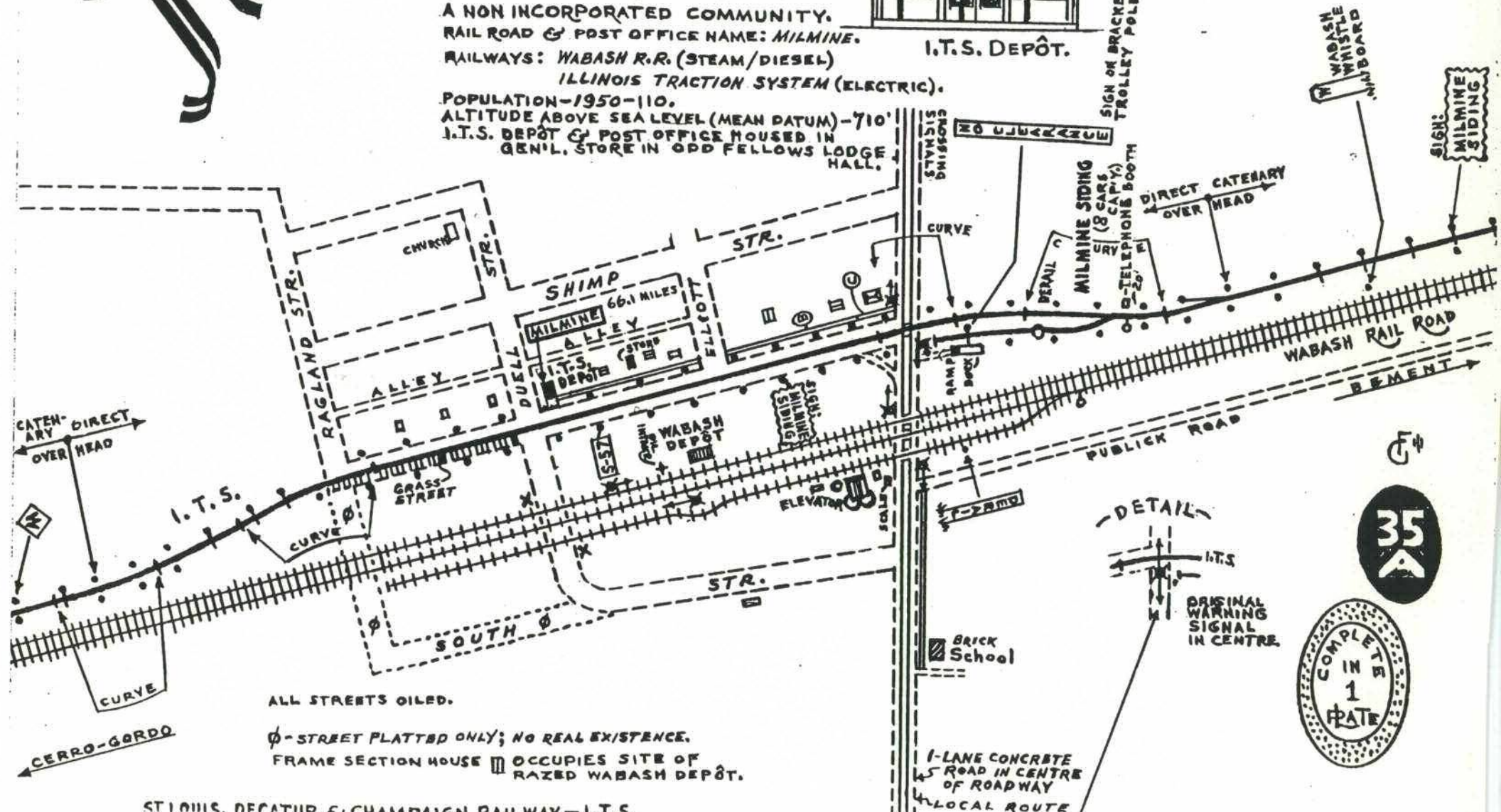
"100F"
INDEPENDENT
ORDER OF
ODD FELLOWS

RED BRICK

CANOPY WITH 4 COLUMNS

I.T.S. SIGN:
"MILMINE"

SIGN ON BRACKETED
TROLLEY POLE

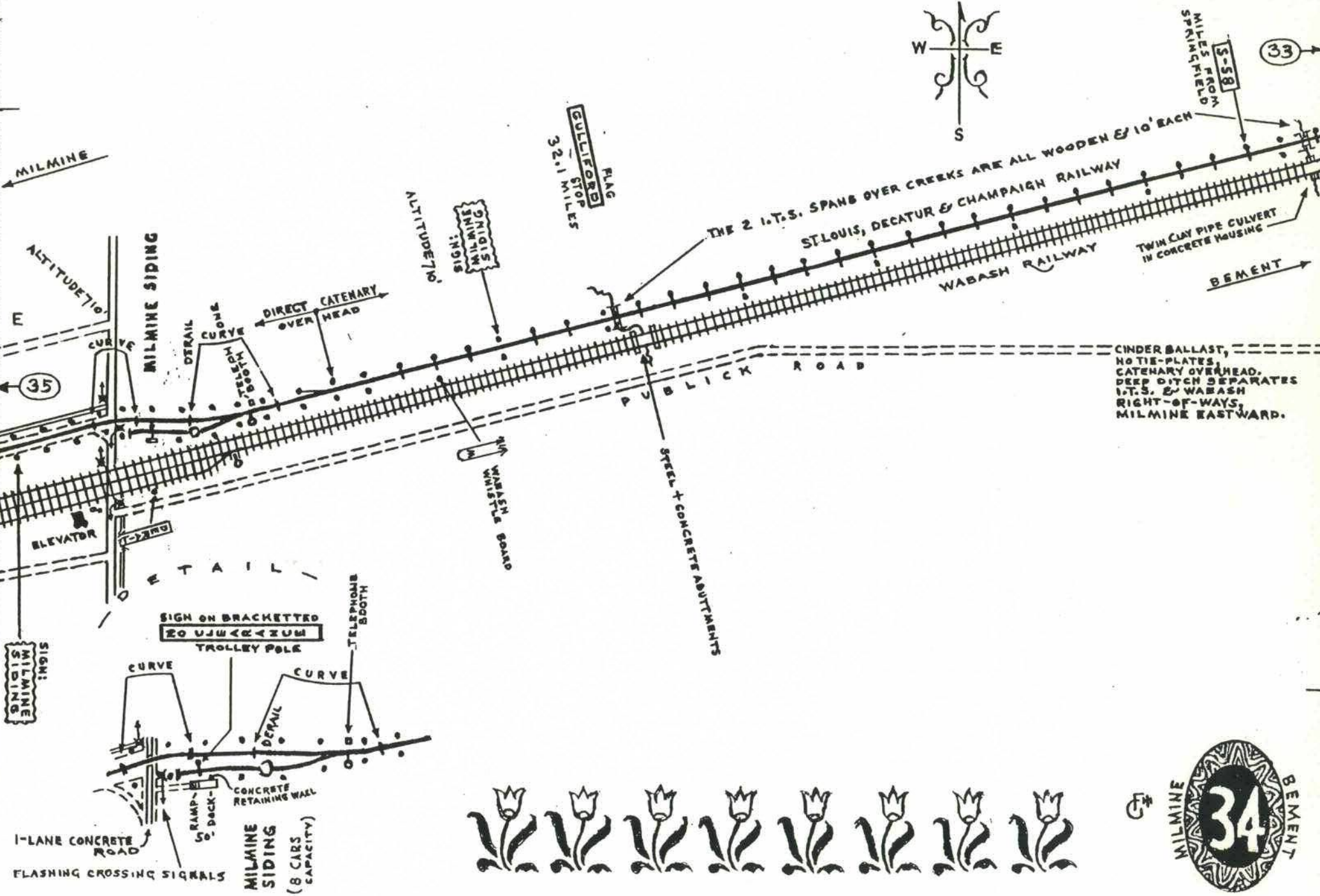


ALL STREETS OILED.

φ - STREET PLATTED ONLY; NO REAL EXISTENCE.
 □ OCCUPIES SITE OF RAZED WABASH DEPÔT.



ILLINOIS TRACTION SYSTEM



MILMINE

ALTTITUDE 710

(35)

ELEVATOR

SIGN: MILMINE SIDING

1-LANE CONCRETE ROAD
FLASHING CROSSING SIGNALS

MILMINE SIDING
(8 CARS CAPACITY)

GULLIFORD FLAG STOP
3.21 MILES

SIGN: MILMINE SIDING
ALTTITUDE 710

DIRECT CATENARY OVER HEAD

WABASH BOARD

STEEL + CONCRETE PARTMENTS

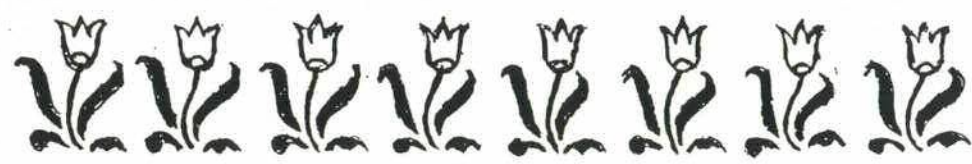
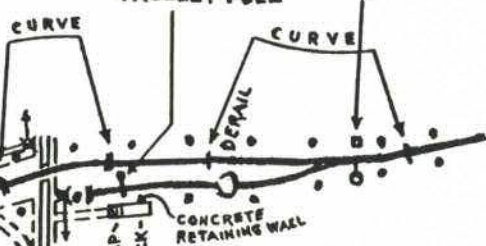
THE 2 I.T.S. SPANS OVER CREEKS ARE ALL WOODEN & 10' EACH
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY
WABASH RAILWAY

TWIN CLAY PIPE CULVERT IN CONCRETE HOUSING

BEMENT

CINDER BALLAST, NO TIE-PLATES, CATENARY OVERHEAD, DEEP DITCH SEPARATES I.T.S. & WABASH RIGHT-OF-WAYS, MILMINE EASTWARD.

SIGN ON BRACKETTED TROLLEY POLE



INTER-URBAN

NOTE: ALL SPANS IN RAILROAD PARLANCE ARE LABELLED "CULVERTS" IF LESS THAN 18 FEET IN LENGTH.



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

EXAS-ILLINOIS NAT'L. PIPELINE CO. GAS LINE

65-8 MILWAUKEE ROAD

MILWAUKEE

HAND CARTTRACK

ILLINOIS TRACTION SYSTEM

SYSTEM

HAND CARTTRACK

FLAT STOP CO. 40.0 miles to

CONCRETE B'ldg. ROOF WITH SIX IN. S/W WABASH R.R.

TEMPORARY INDICATION

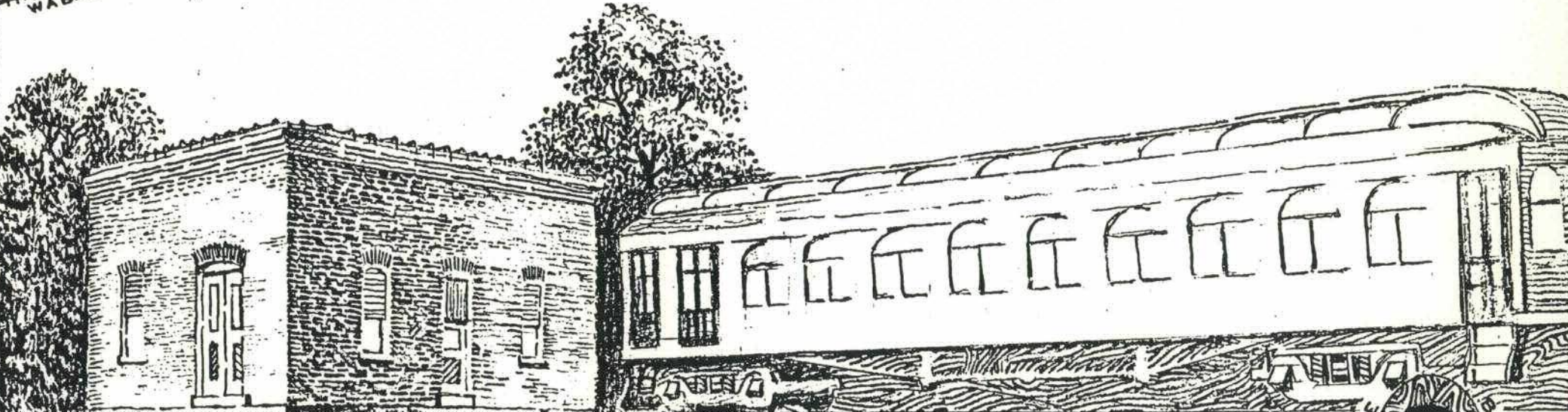
CEMENT

34

MAIN LINE TO CHICAGO & DETROIT

WABASH RAIL ROAD

32



WHITE HEATH SUB-STATION & DEPOT

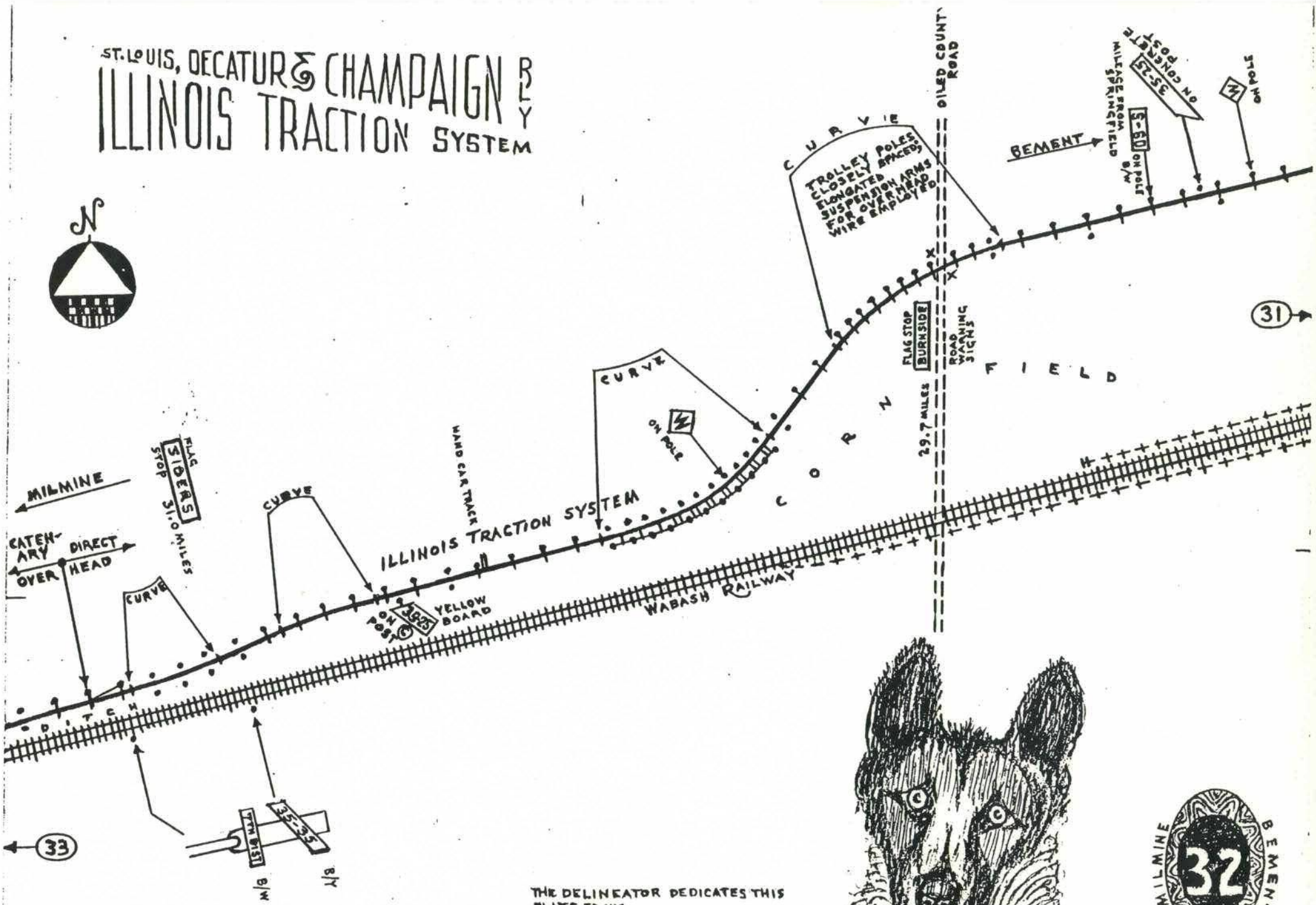
RED BRICK - WOOD LOUVRES IN WINDOWS - CAR SIDING OVER SOUTH DOORWAY TRANSOM. WALLS CORBELLED OUT AT ROOF, CAPPED BY VITRIFIED COPING. EVERY 6TH BRICK COURSE, A HEADER COURSE. BRICK VOUSSOIRS = 6 COURSES. DIAGONAL BOARDING IN PANELS. WOODWORK PAINTED WHITE, EXCEPT LOUVRES, CAR SIDING, DOOR PANES WHICH WERE GREEN. THIS IS AN OLD STATION PRE-DATING THE BEAUTIFUL BUFF BRICK STRUCTURES OF I.T.S. TRACK-SIDE (WEST) FRONT. SOUTH SIDE

CINDER BALLAST; NO TIE-PLATES; CATENARY OVERHEAD TROLLEY WIRE.



INTER-URBAN RATE

ST. LOUIS, DECATUR & CHAMPAIGN RY ILLINOIS TRACTION SYSTEM



33

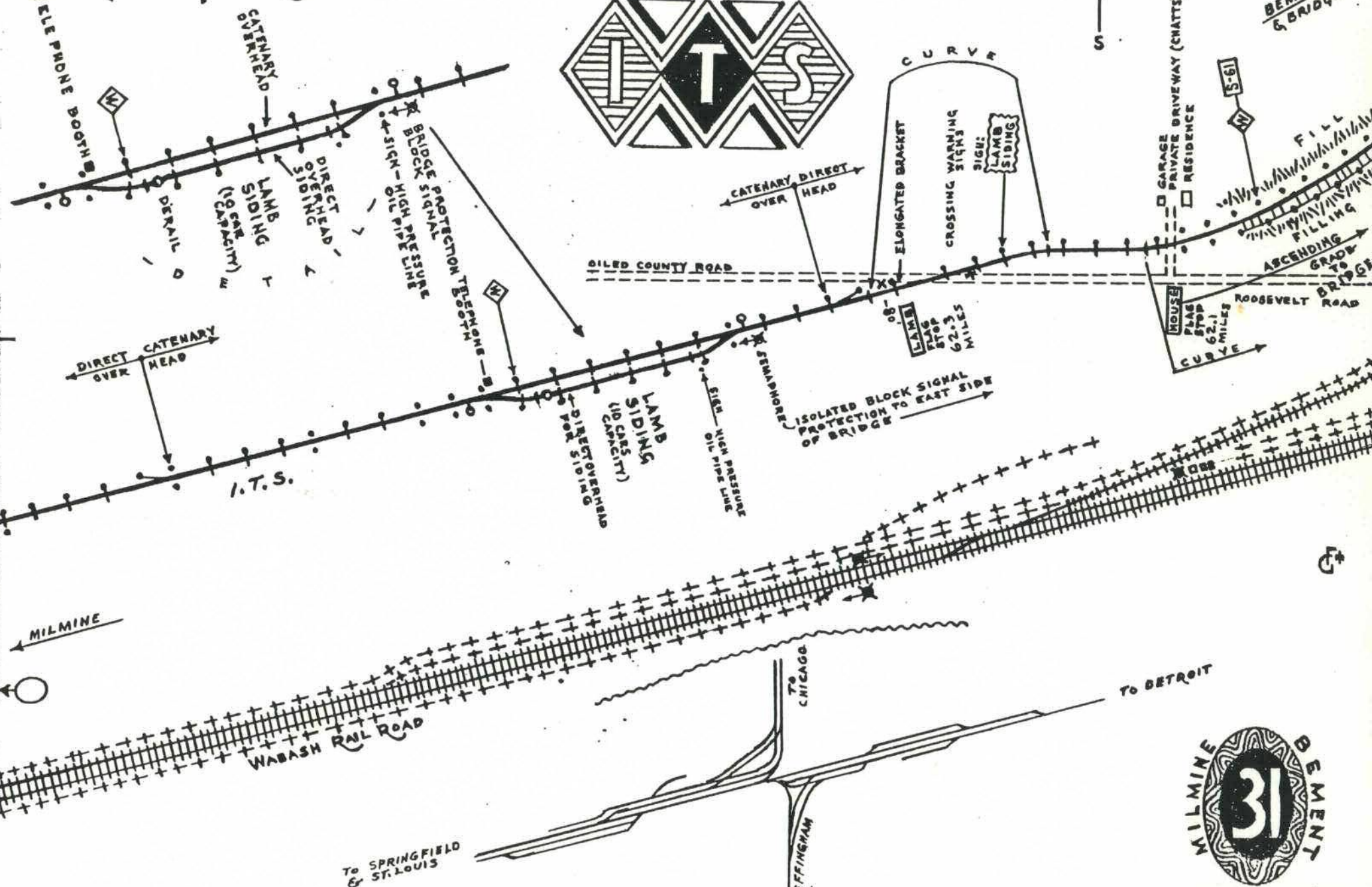
CINDER BALLAST; NO TIE-PLATES.

THE DELINEATOR DEDICATES THIS PLATE TO HIS GERMAN SHEPHERD.



INTER-URBAN PLATE

ST. LOUIS, DECATUR & CHAMPAIGN
ILLINOIS TRACTION SYSTEM



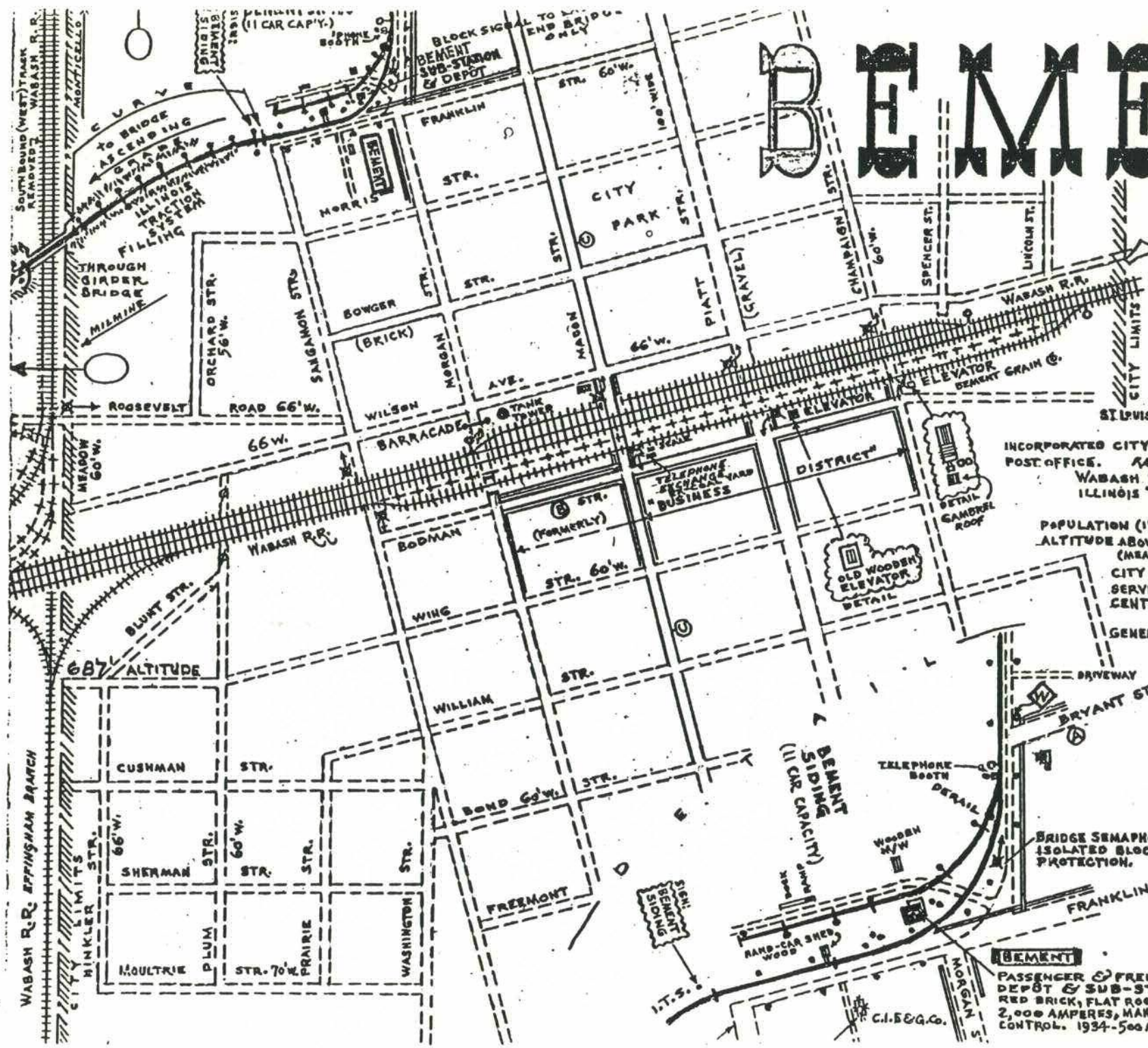
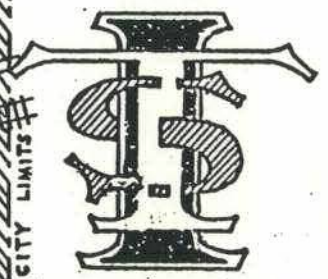
SCHEMATIC TRackage LAY-OUT WABASH R.R. VICINITY

FROM U.S. GEOLOGICAL SURVEY



INTER-URBAN RATE

BEMENT



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

INCORPORATED CITY IN PIATT COUNTY.
 POST OFFICE. RAILWAYS:—
 WABASH R.R.—STEAM/DIESEL
 ILLINOIS TRACTION SYSTEM—
 ELECTRIC.
 POPULATION (1950)—1,459.
 ALTITUDE ABOVE SEA LEVEL—689'
 (MEAN-DATUM)
 CITY FOUNDED 1855.
 SERVED BY—
 CENTRAL ILLINOIS ELECTRIC
 & GAS Co.
 GENERAL TELEPHONE Co.



STREETS GENERALLY
 TARMAC; FEW KERBS;
 SOME SIDEWALKS
 INDICATED.



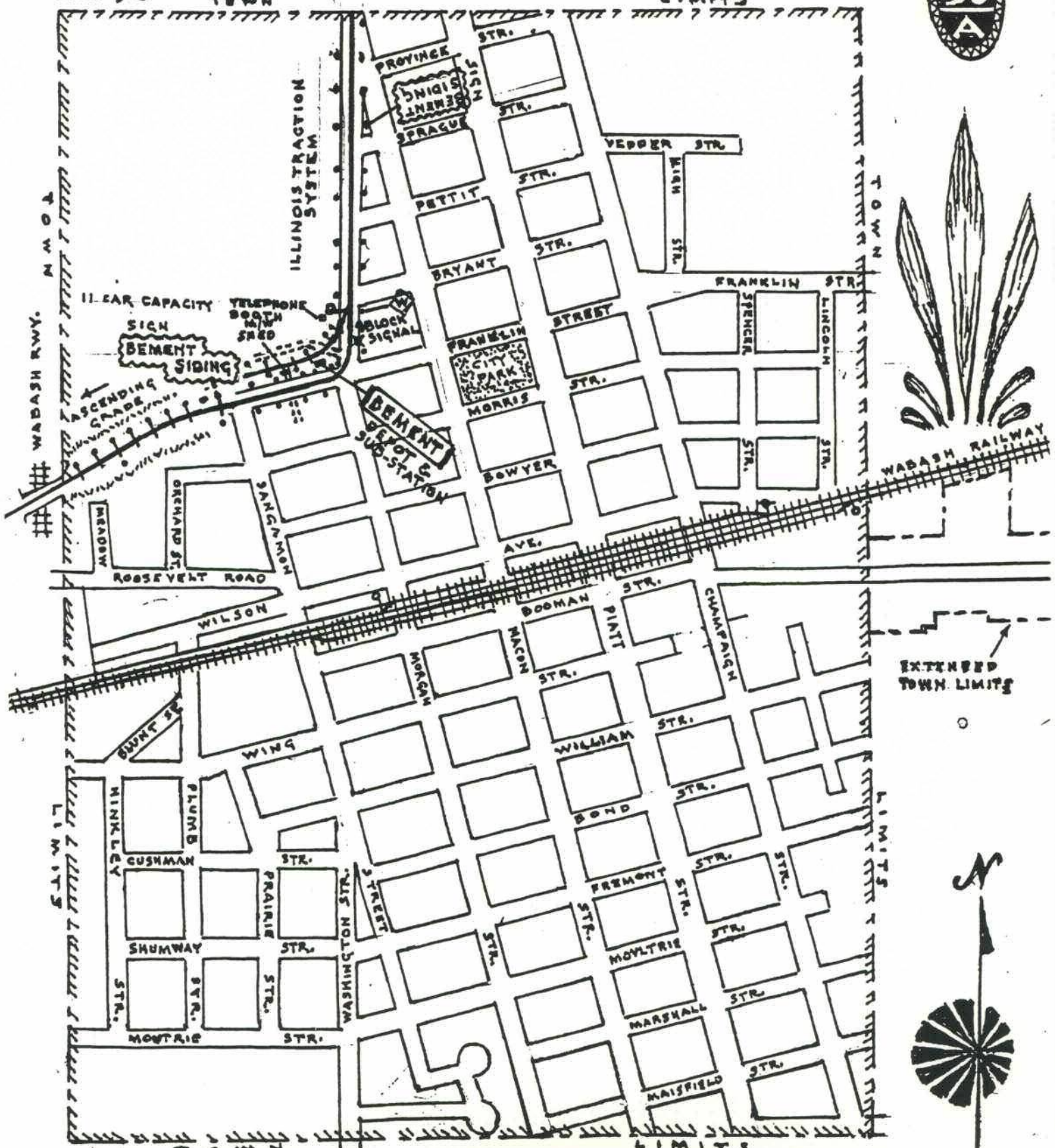
BEMENT
 PASSENGER & FREIGHT
 DEPOT & SUB-STATION
 RED BRICK, FLAT ROOF. COMBINATION TOWN &
 2,000 AMPERES, MANUAL
 CONTROL. 1934-500 AMPS. INTER-URBAN RATE

SUPPLEMENTARY TOWN RATE TO INTER-URBAN
 RATES No. 29 & 30 ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

I.T.S. by $\frac{C}{4}$

TOWN

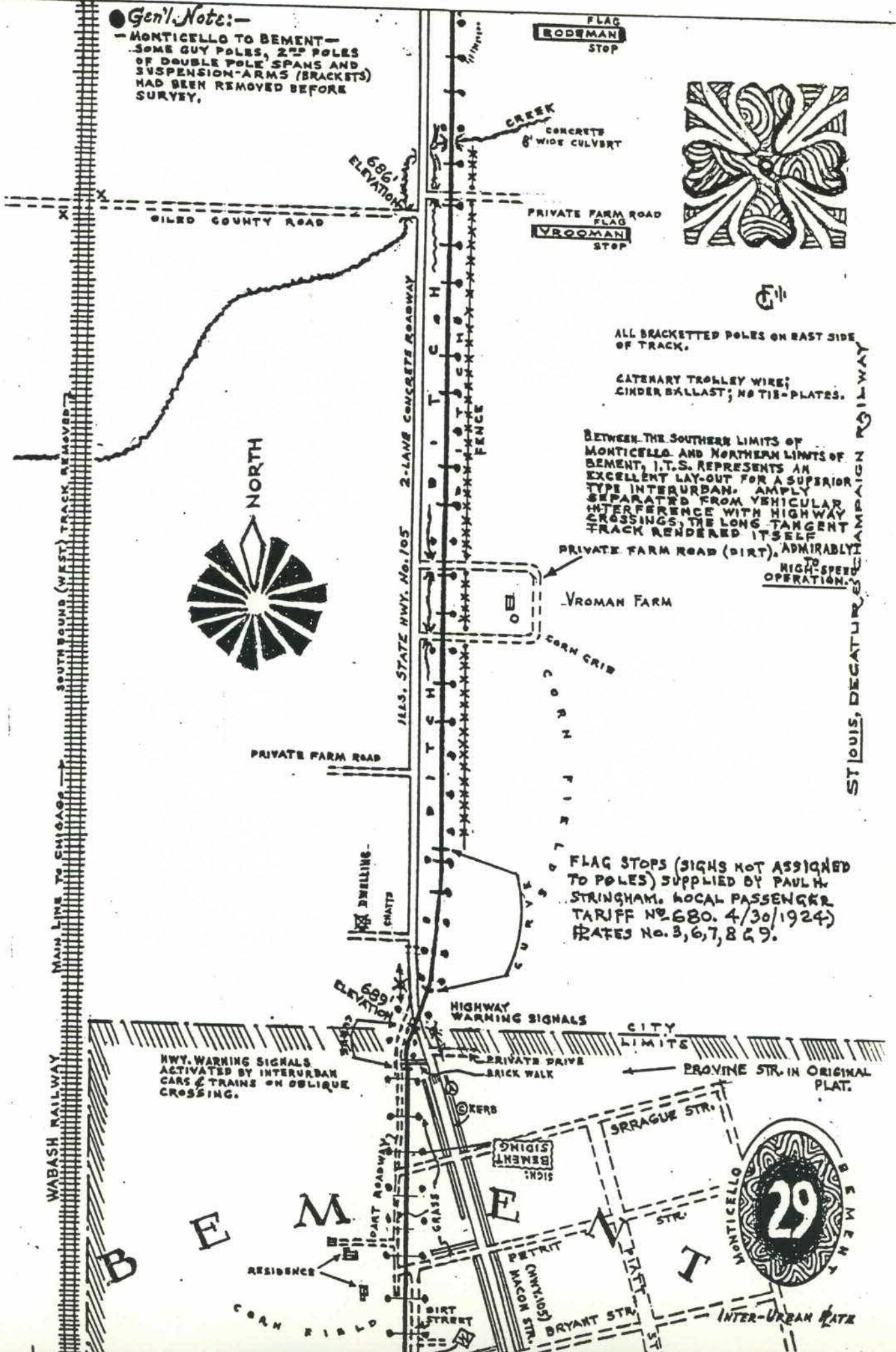
LIMITS



BEMENT PIATT COUNTY ILLINOIS

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

Gen'l Note:-
 - MONTICELLO TO BEMENT -
 - SOME GUY POLES, 2ND POLES
 OF DOUBLE POLE SPANS AND
 SUSPENSION-ARMS (BRACKETS)
 HAD BEEN REMOVED BEFORE
 SURVEY.



ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



BEMENT

MONTICELLO



27

WABASH RAILWAY MAIN LINE TO CHICAGO



29

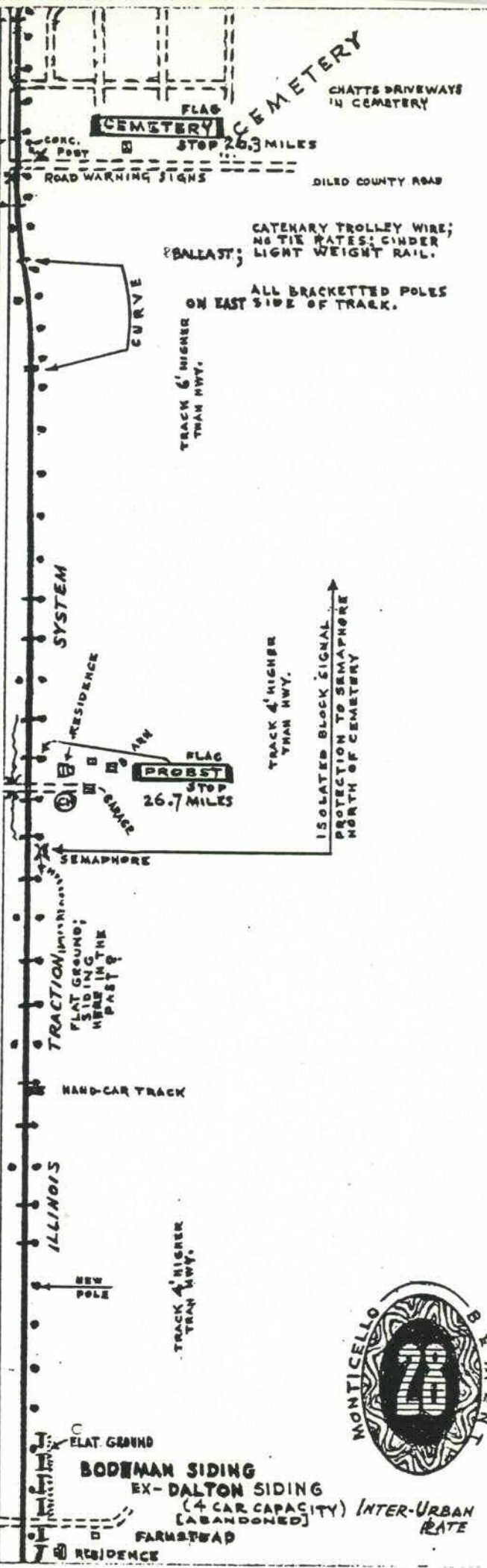
ST. LOUIS DECATUR & CHAMPAIGN RAILWAY



LOG CABIN HOUSE
GATE DRIVEWAY

RAILWAY

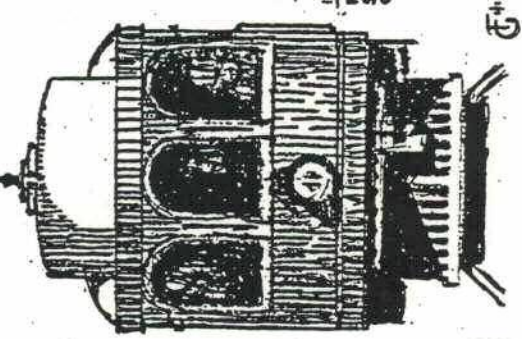
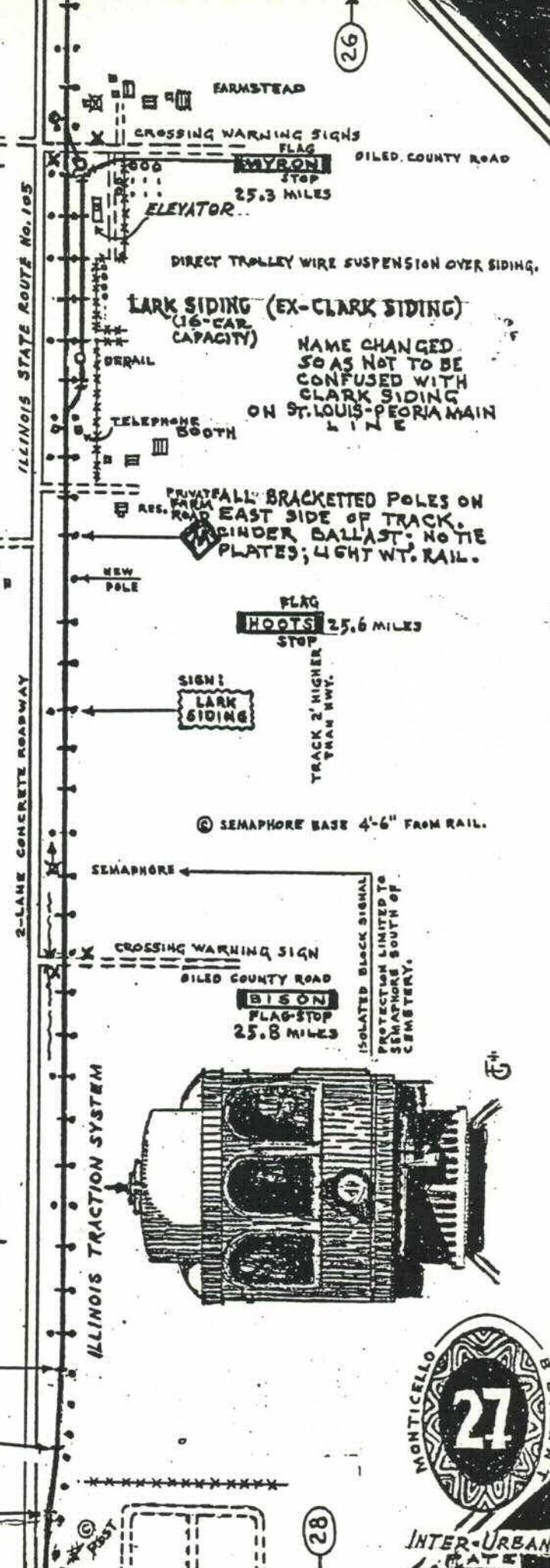
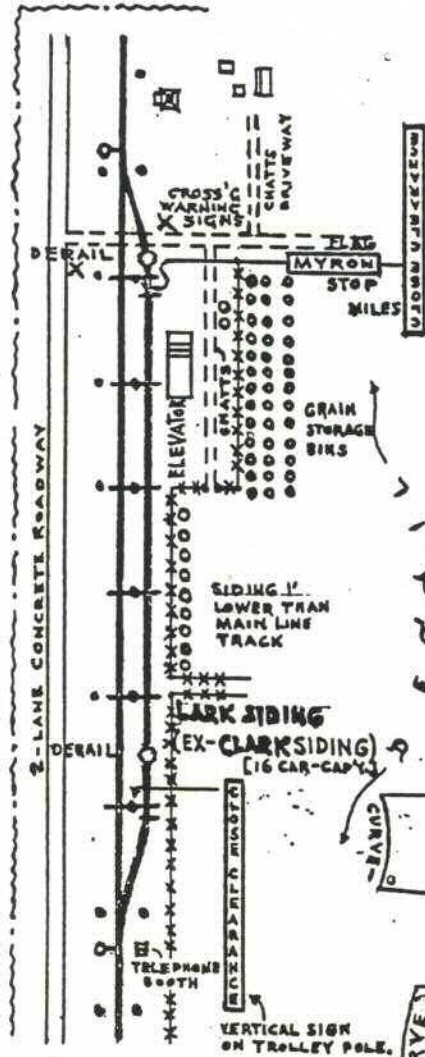
ILL. STATE HIGHWAY NO. 105 [2-LANE ROADWAY-CONCRETE]





WABASH RAILWAY
MAIN LINE TO CHICAGO
SOUTH BOUND [WEST] TRACK REMOVED

Gen'l. Note:-
★ **SPEED RESTRICTION**
ENTIRE DIVISION FROM
DECATUR TO CHAMPAIGN
MAXIMUM 45 MILES PER HOUR.



26

28

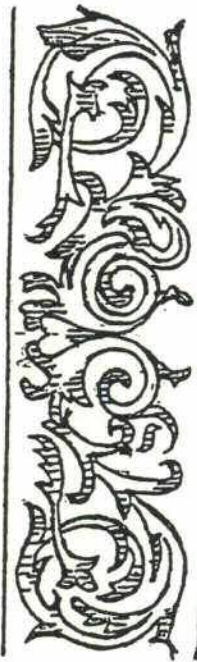
MONTICELLO

ILLINOIS STATE ROUTE No. 105

2-LANE CONCRETE ROADWAY

ILLINOIS TRACTION SYSTEM

ISOLATED BLOCK SIGNAL
PROTECTION LIMITED TO
SEMAPHORE SOUTH OF
CEMETERY.



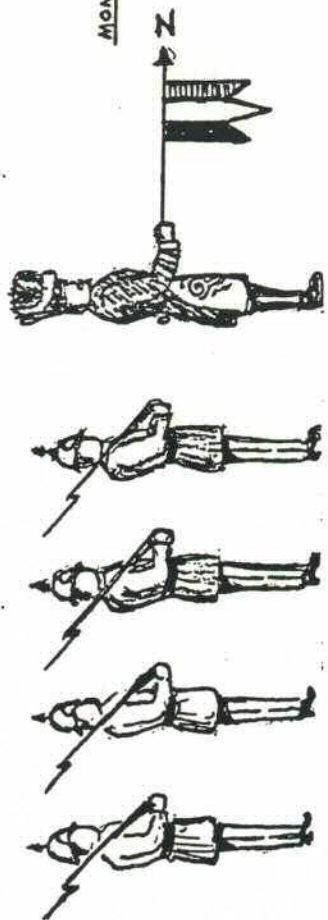
SOUTHBOUND (WEST) TRACK REMOVED

NORFOLK & WESTERN RAILWAY (FORMERLY WABASH RAILWAY) MAIN LINE TO CHICAGO

27

CEMENT

25



MONTICELLO



ELEVATION 725' DIRT ROAD

ILLINOIS STATE ROUTE No. 105 2-LANE CONCRETE ROADWAY

PRIVATE DRIVEWAY WIND MILL RESIDENCE FARMSTEAD

BLOCK SIGNALS

ILLINOIS

TRACK & HWY. AT SAME LEVEL

CORN FIELD



LARK SIDING

TRACK HIGHER THAN HWY.

TRACTION SYSTEM

ON POLE BLACK OR WHITE

MILEAGE FROM SPRINGFIELD S-65

ALL BRACKETED POLES ON EAST SIDE OF TRACK.

CATENARY TROLLEY WIRE. CINDER BALLAST, NO TIE-PLATES. LIGHT WT. RAIL.

ROAD WARNING SIGNS

FILED COUNTY ROAD FLAG CASSNER SCHOOL 24.3 MILES STOP

PRIVATE FARM ROAD PAUL 24.8 MILES FLAG STOP

W. GATES



INTER-URBAN RATE

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



ON OCT. 16, 1964 BECAME NORFOLK & WESTERN RAILWAY
WABASH RAILWAY

MAIN LINE TO CHICAGO →

SOUTHBOUND (WEST) TRACK REMOVED



24

ASCENDING GRADE

CONCRETE TROUGH

HWY. HIGHER THAN TRACK

TRACK C. 8' HIGHER THAN HWY.

CATTLE GRAZING

MONTICELLO

HAND CAR TRACK

TRACK & HWY. LEVEL.

WIND MILL

RESIDENCE

FLAG STOP 23.9 MILES



ON SAME TRACK & HWY. LEVEL.

ILLINOIS TRACTION SYSTEM

WIND MILL

725' ELEVATION

OLDED COUNTY ROAD

HAND CAR TRACK

W. GATE

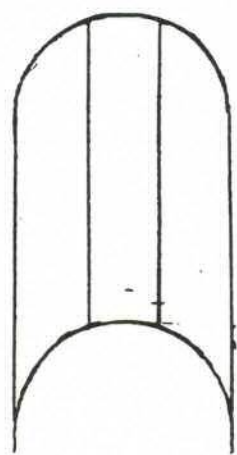
DIRT ROAD

MINIBAR STOP 23.8 MILES

● ALL BRACKETTED POLES ON EAST SIDE OF TRACK.

TRACK HIGHER THAN HWY. LEVEL

SATENARY OVERHEAD TROLLEY WIRE
CINDER BALLAST; NO TIE-PLATES.



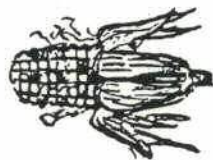
ILLINOIS STATE ROUTE No. 105 2-LANE CONCRETE ROADWAY

BEMENT

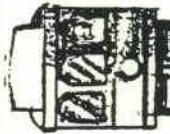
26

ON POLE

CORN FIELD



INTER-URBAN RATE



WABASH RAILWAY

SOUTH BOUND (WEST) TRACK REMOVED

MAIN LINE TO CHICAGO

BEMENT

25

UP GRADE

FARM STEAD

CONCRETE TROUGH

CONCRETE TROUGH

STATE HIGHWAY No.

ILLINOIS TRACTION SYSTEM

MIT FLAG STOP 2.5 MILES

HWY. 2' HIGHER THAN TRACK

TRACK & HWY. LEVEL.

TRACK HIGHER THAN HWY.

CONCRETE RETAINING WALL; 2 BUTTRESSES.

CONCRETE CULVERTS

CREEK

PYRAMID (REMOVED)

FARM STEAD

CONCRETE TROUGH

W O D S

BRICK RESIDENCE
KRATZ 22.5 MILES STOP

CLUSTRE OF FARM BUILDINGS

RES.

MONTICELLO

MILEAGE FROM SPRINGFIELD 5-67

● ALL POLES WITH BRACKETS ON EAST SIDE OF TRACK.

CATENARY OVERHEAD TROLLEY WIRE
CINDER BALLAST; NO TIE-PLATES.

SHEEP GRADING

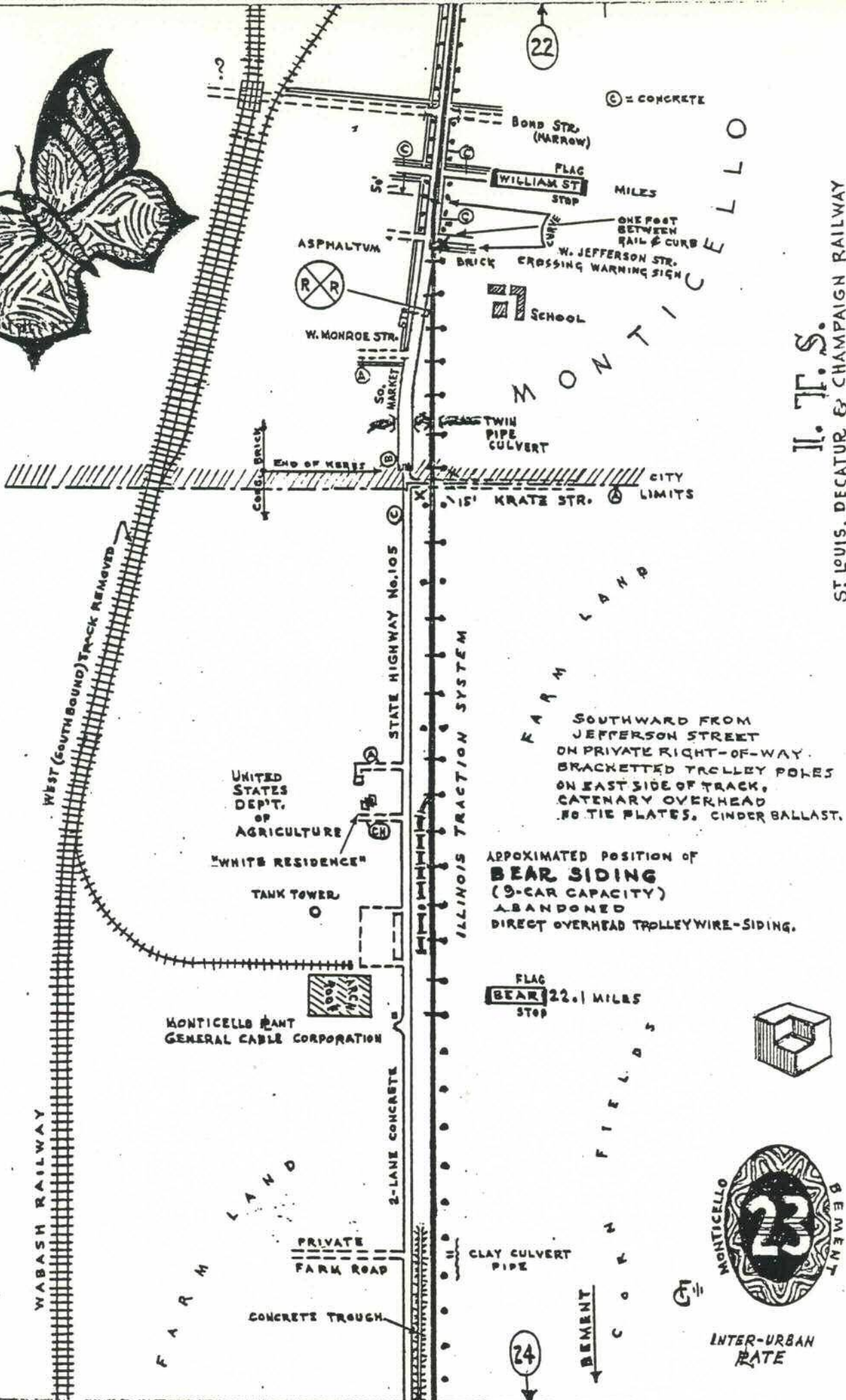
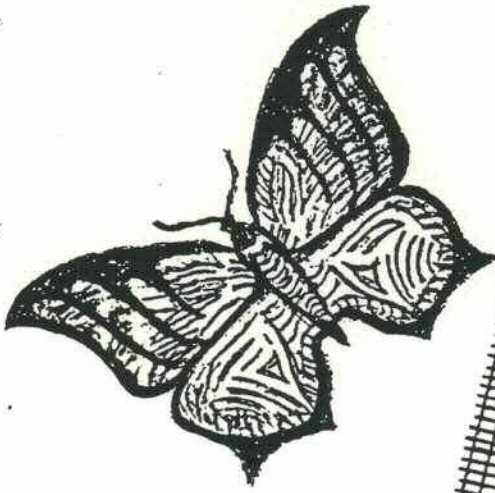
CATTLE GRADING

CONCRETE RETAINING WALL WITH 4 BUTTRESSES.
CONCRETE CULVERTS



INTER-URBAN RATE

BLOOMINGTON, DECATUR & CHAMPAIGN RAILWAY; AFTER NOV. 29, 1910
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY; AFTER NOV. 29, 1910



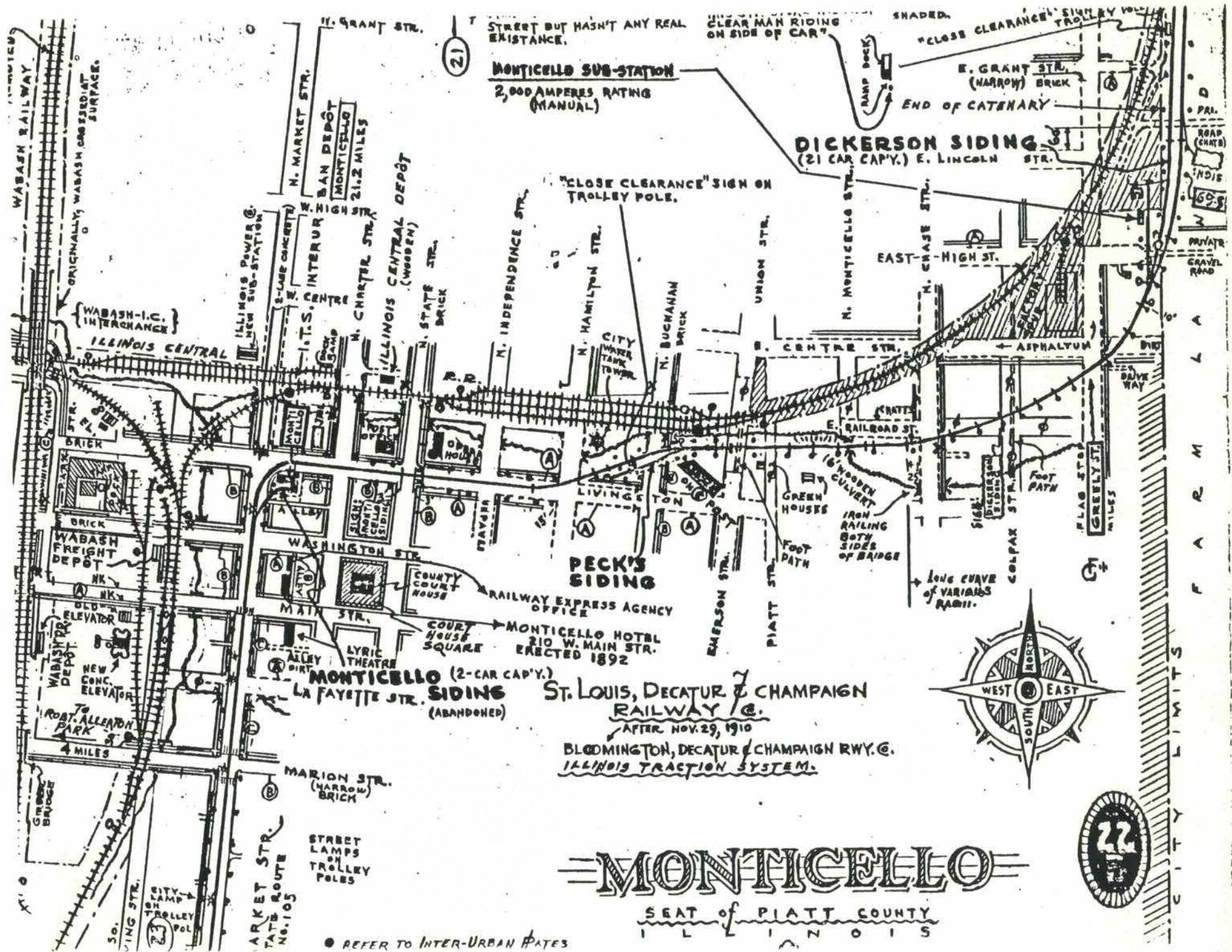
I. T. S.
 ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

SOUTHWARD FROM
 JEFFERSON STREET
 ON PRIVATE RIGHT-OF-WAY.
 BRACKETTED TROLLEY POLES
 ON EAST SIDE OF TRACK,
 CATENARY OVERHEAD
 NO TIE PLATES, CINDER BALLAST.

APPROXIMATED POSITION OF
BEAR SIDING
 (9-CAR CAPACITY)
 ABANDONED
 DIRECT OVERHEAD TROLLEYWIRE-SIDING.



INTER-URBAN RATE



STREET BUT HASN'T ANY REAL EXISTENCE.

CLEAR MAN RIDING ON SIDE OF CART

SHADED. "CLOSE CLEARANCE" SIGN ON TROLLEY POLE

MONTICELLO SUB-STATION
2,000 AMPERES RATING (MANUAL)

E. GRANT STR. (NARROW) BRICK
END OF CATHARY

DICKERSON SIDING
(21 CAR CAPY.) E. LINCOLN STR.

"CLOSE CLEARANCE" SIGN ON TROLLEY POLE.

N. INDEPENDENCE STR.

N. HAMILTON STR.

N. BUCHANAN BRICK

UNION STR.

N. MONTICELLO STR.

N. CHASE STR.

EAST-HIGH ST.

B. CENTRE STR.

E. RAILROAD ST.

GREEN HOUSES

WOODEN CULVERT
IRON RAILING BOTH SIDES OF BRIDGE

LONG CURVE OF VARIOUS RAILS.

PECK'S SIDING

RAILWAY EXPRESS AGENCY OFFICE

MONTICELLO HOTEL
210 W. MAIN STR.
ERECTED 1892

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY CO.
AFTER NOV. 29, 1910

BLOOMINGTON, DECATUR & CHAMPAIGN R.WY. CO.
ILLINOIS TRACTION SYSTEM.

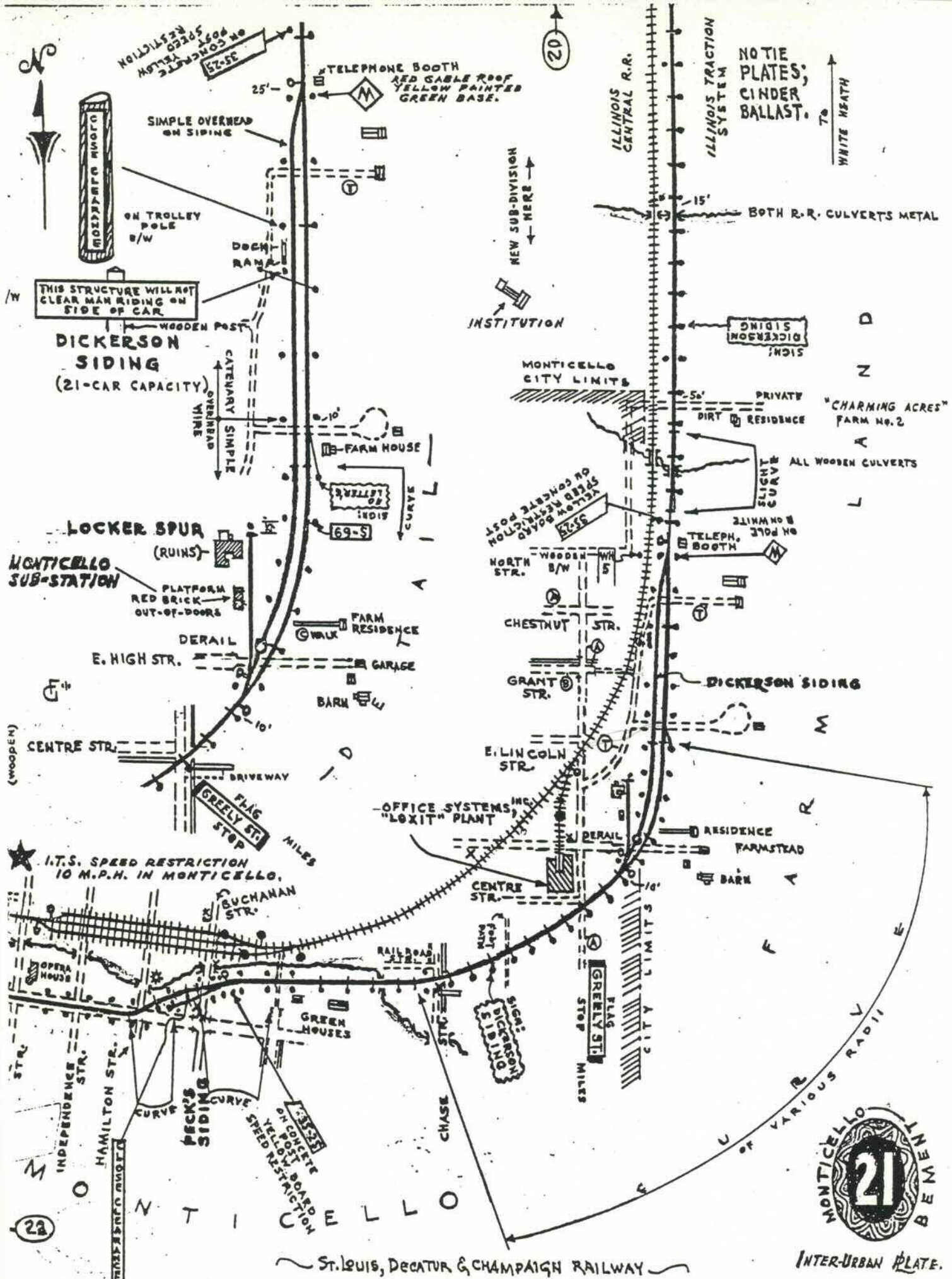


MONTICELLO

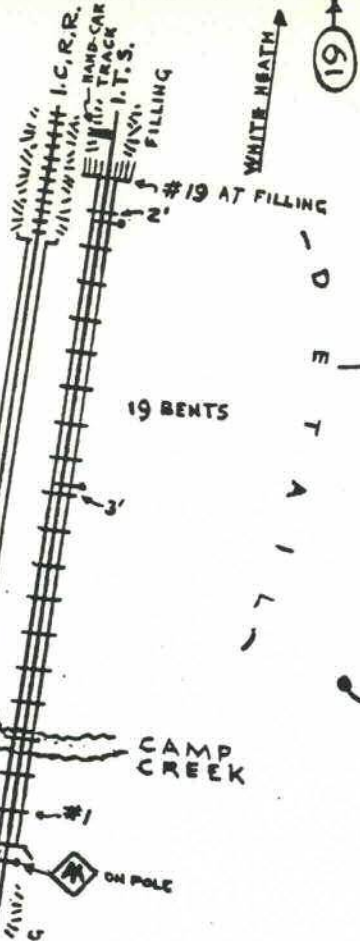
SEAT OF PIATT COUNTY
ILLINOIS



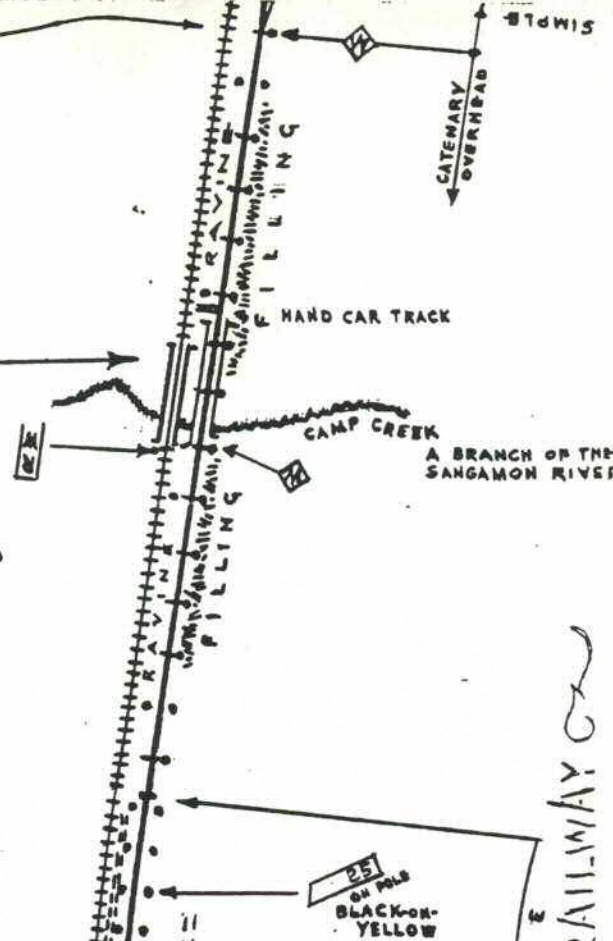
● REFER TO INTER-URBAN MAPS



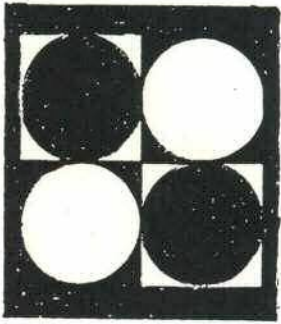
BOTH TRESTLES
WOODEN



WHITE HEATH
19

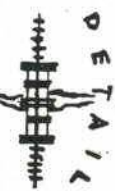


STOWIS



AUTOMATIC ELECTRICAL
SWINGING ARM
WARNING SIGNAL AT
CROSSING
I.C.R.R. ACTIVATED

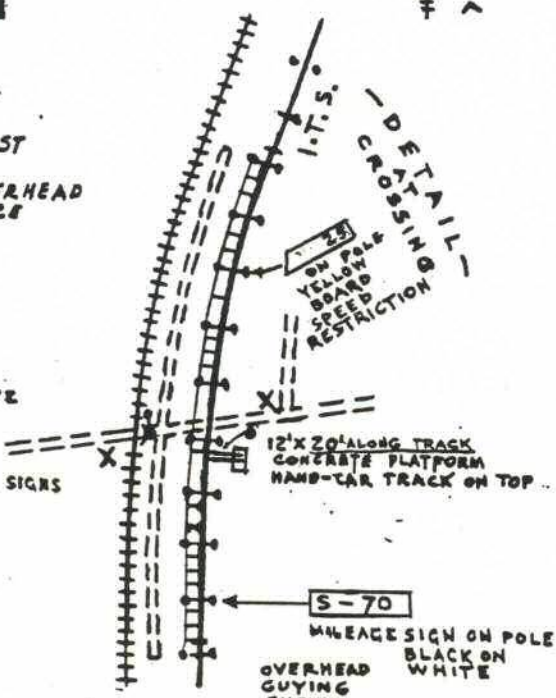
I.C.R.R.
ALL WOODEN TRESTLE
3 BENTS



I.T.S.-CINDER BALLAST
NO TIE RATES
CATENARY OVERHEAD
TROLLEY WIRE

REFER TO NOTE ABOVE

ROAD WARNING SIGNS



ILLINOIS CENTRAL R.R.

ILLINOIS TRACTION SYSTEM FILLING

I.T.S. CONCRETE
CULVERT
BRANCH OF
CAMP CREEK

21



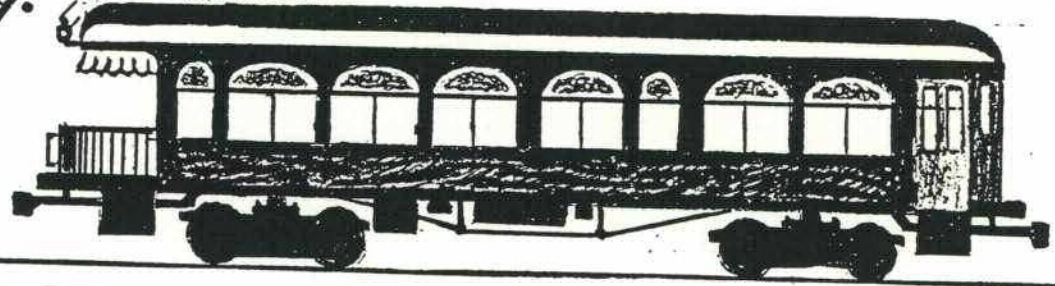
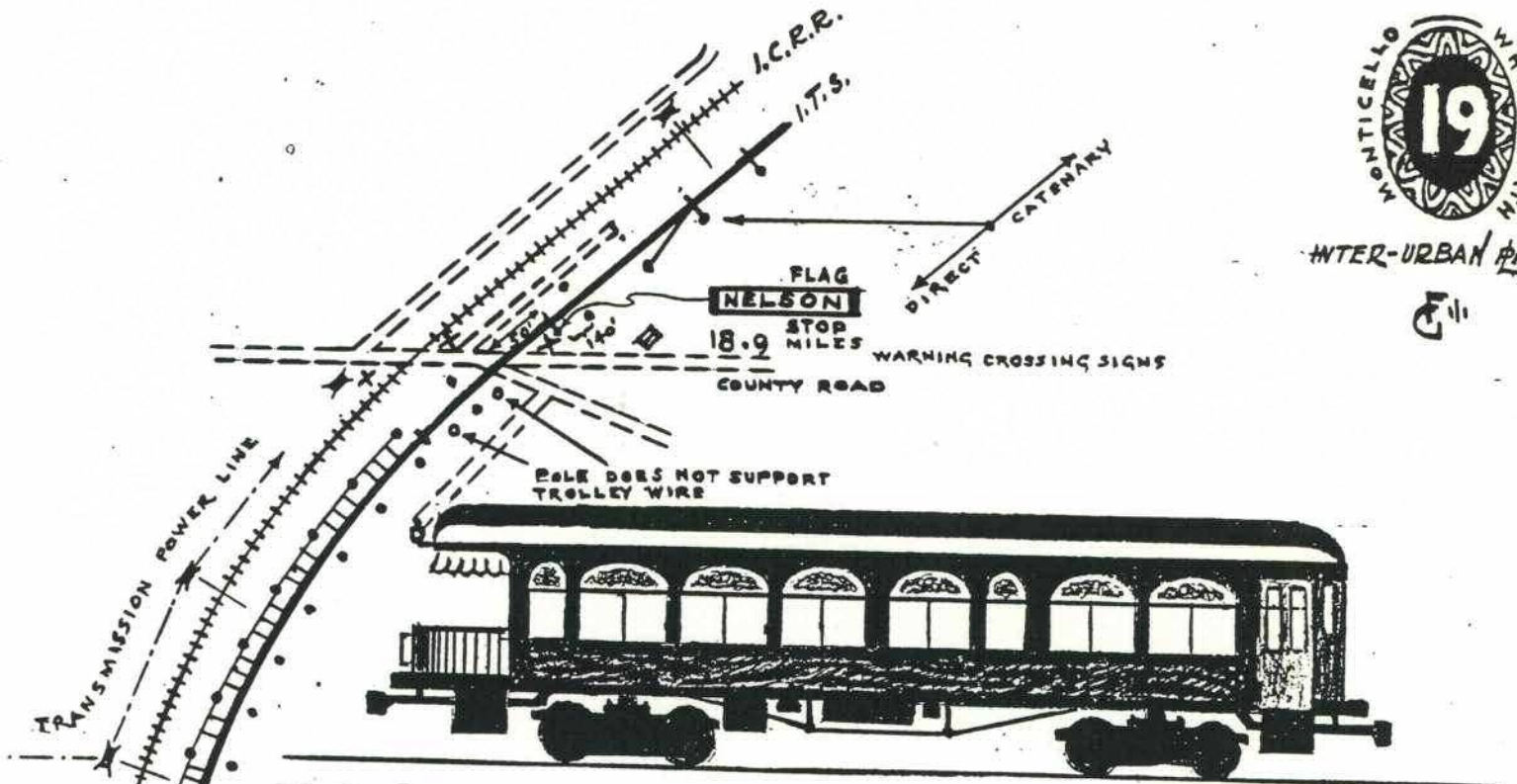
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

CURVE

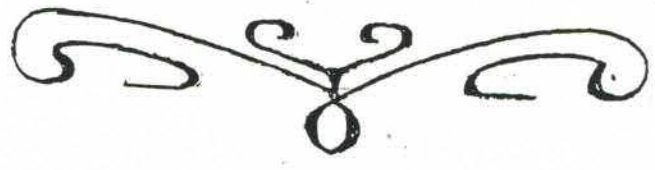
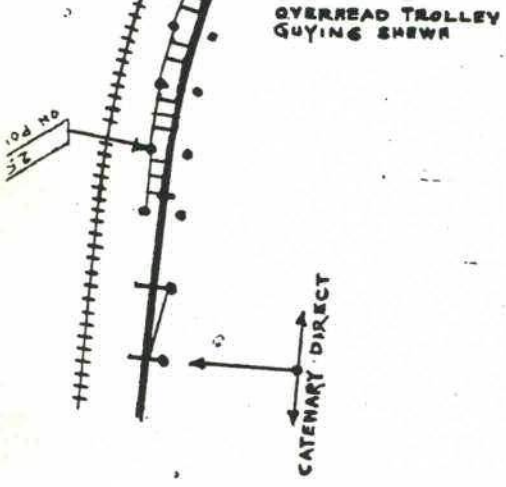


INTER-URBAN PAT.

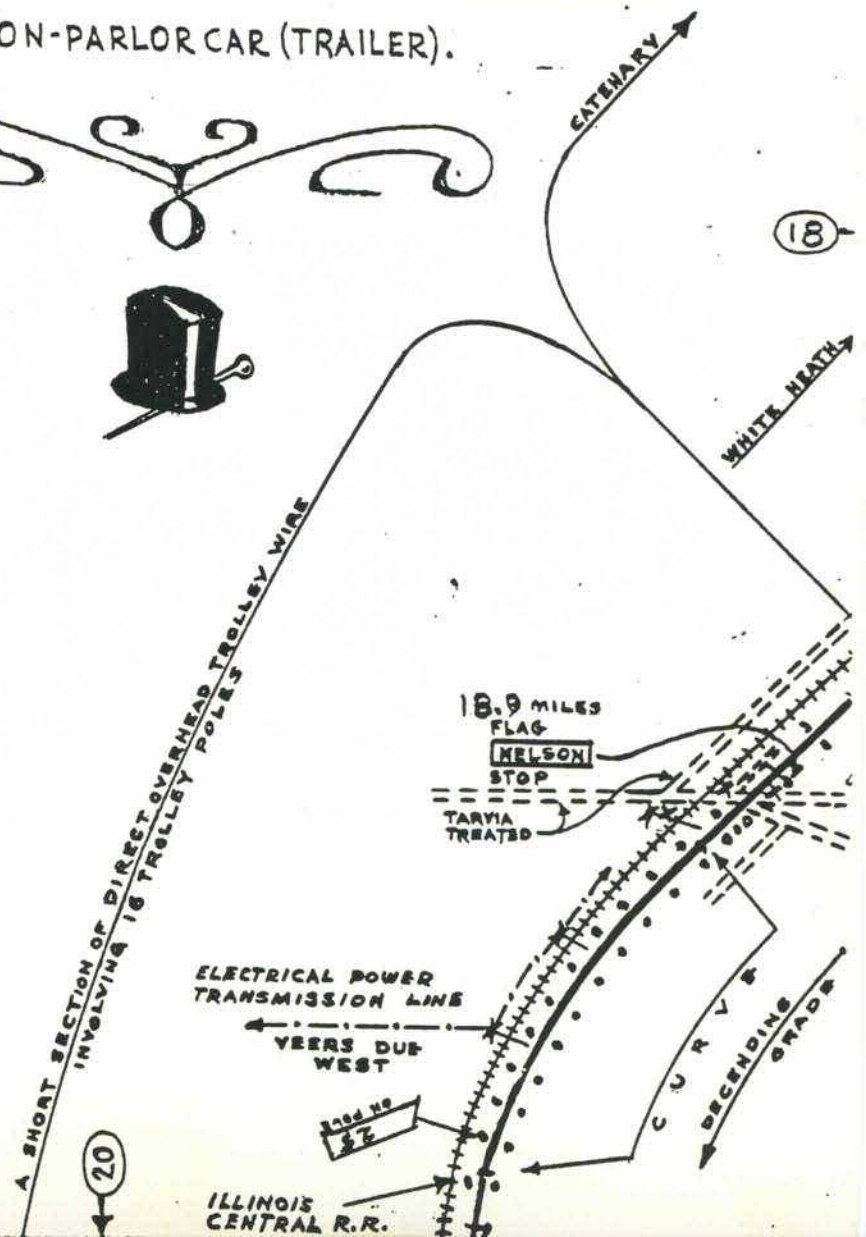
E



OBSERVATION-PARLOR CAR (TRAILER).

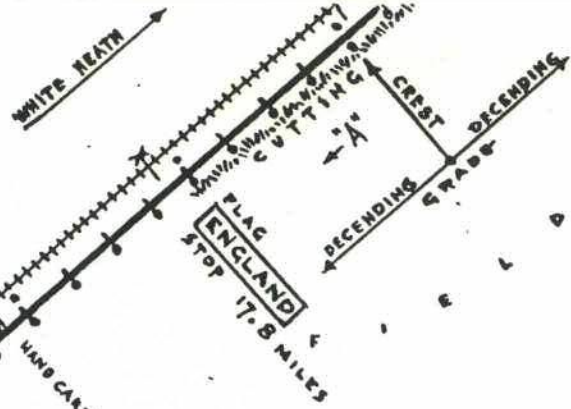


I.T.S.—TIE PLATES; CINDER BALLAST.

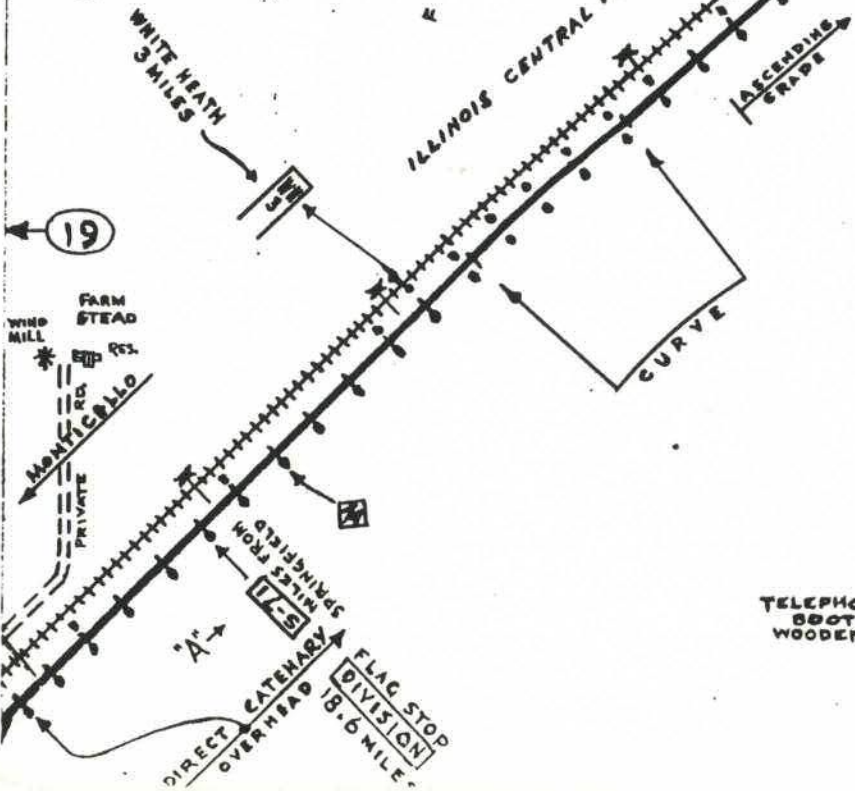




(17)

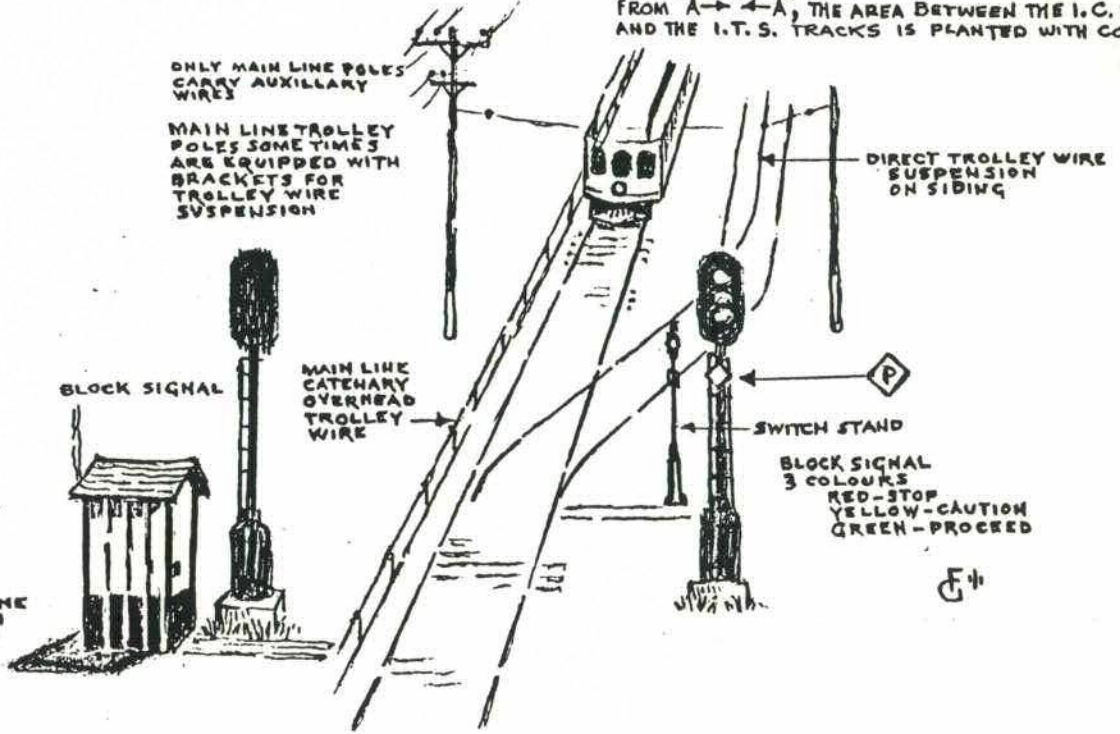


I.T.S. - NO TIE-RATES; CINDER BALLAST.

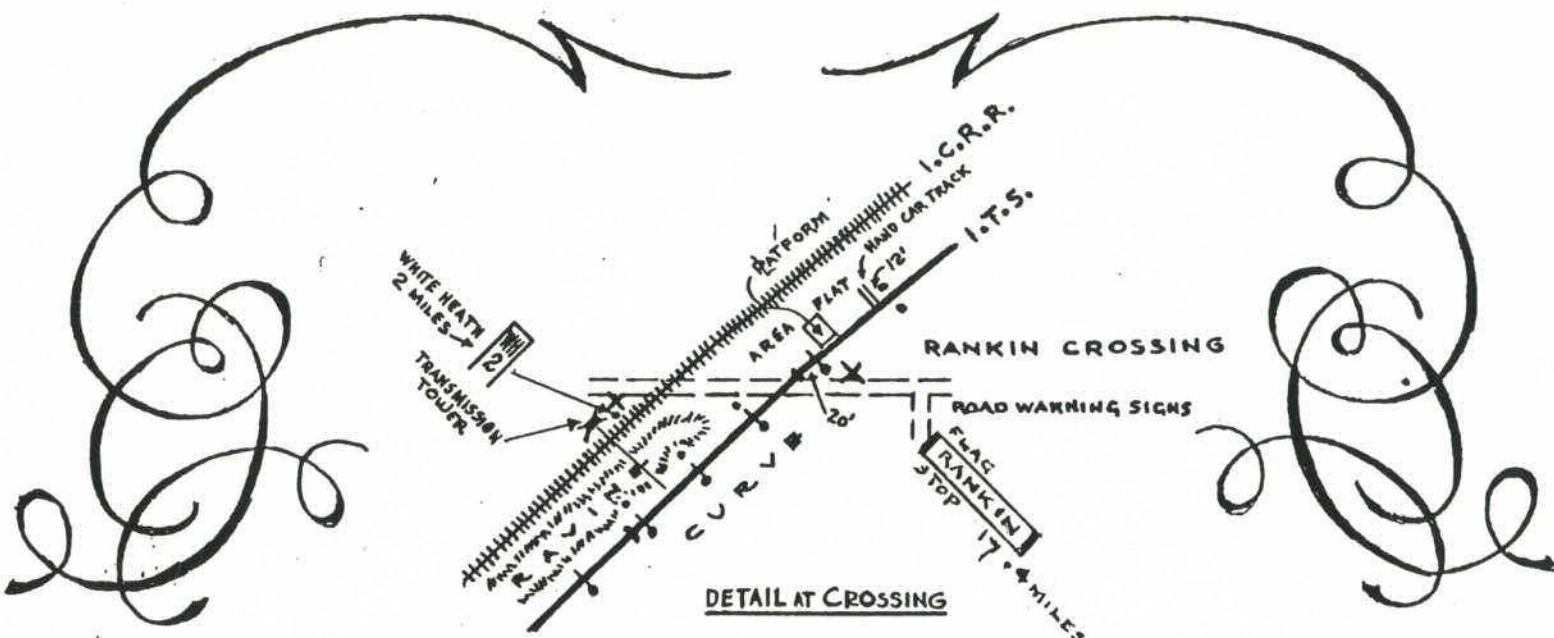


ONLY MAIN LINE POLES CARRY AUXILLARY WIRES
 MAIN LINE TROLLEY POLES SOME TIMES ARE EQUIPPED WITH BRACKETS FOR TROLLEY WIRE SVSPENSION

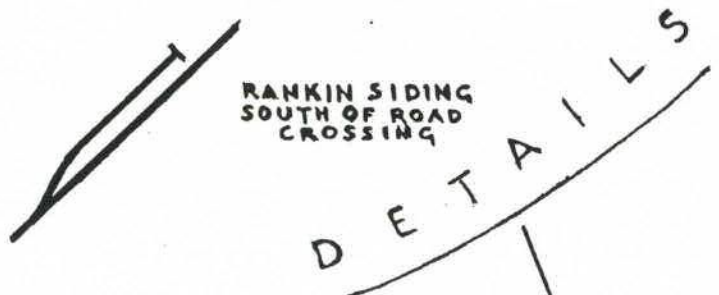
FROM 'A' TO 'A', THE AREA BETWEEN THE I.C. R.R. AND THE I.T.S. TRACKS IS PLANTED WITH CORN.



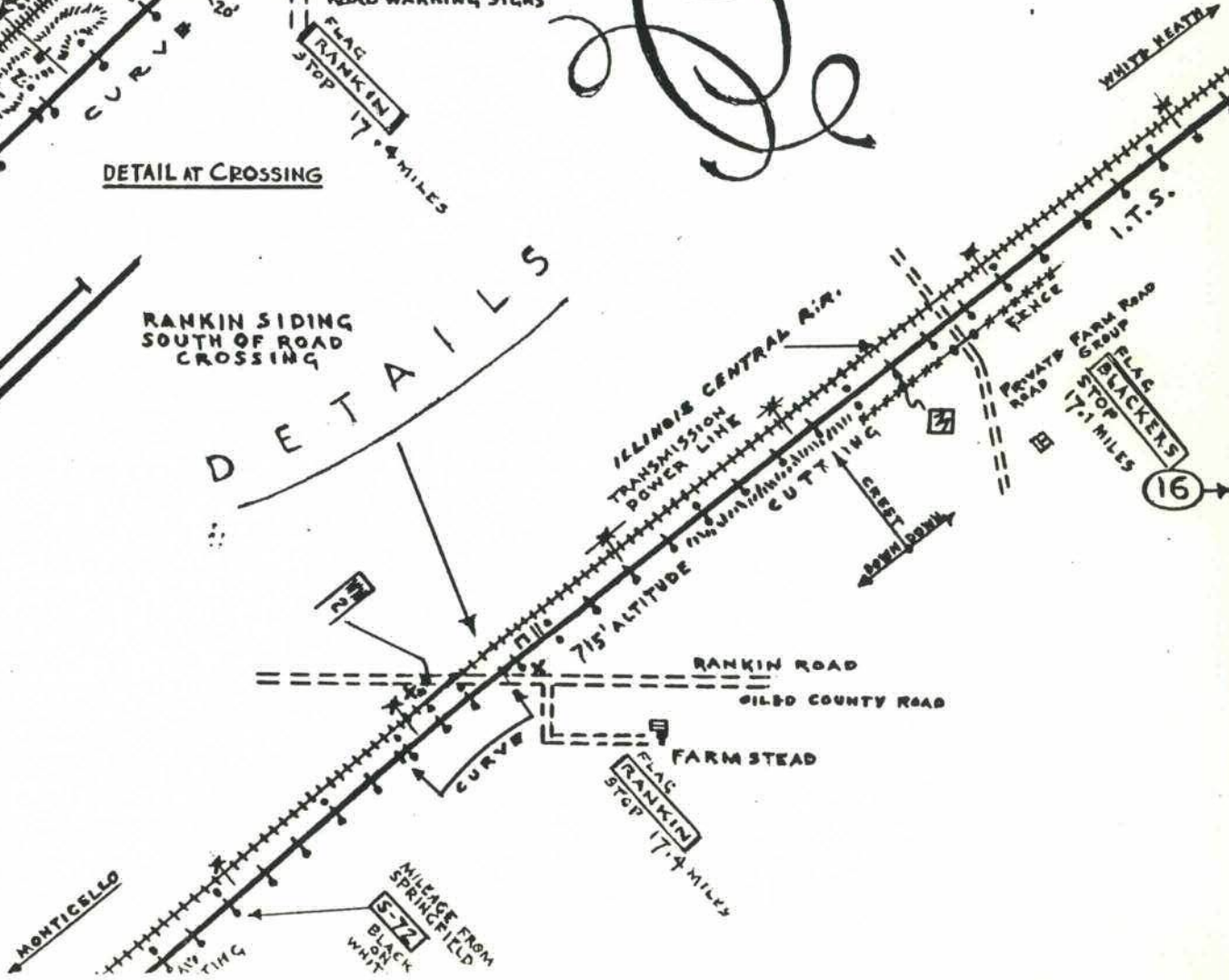
E+

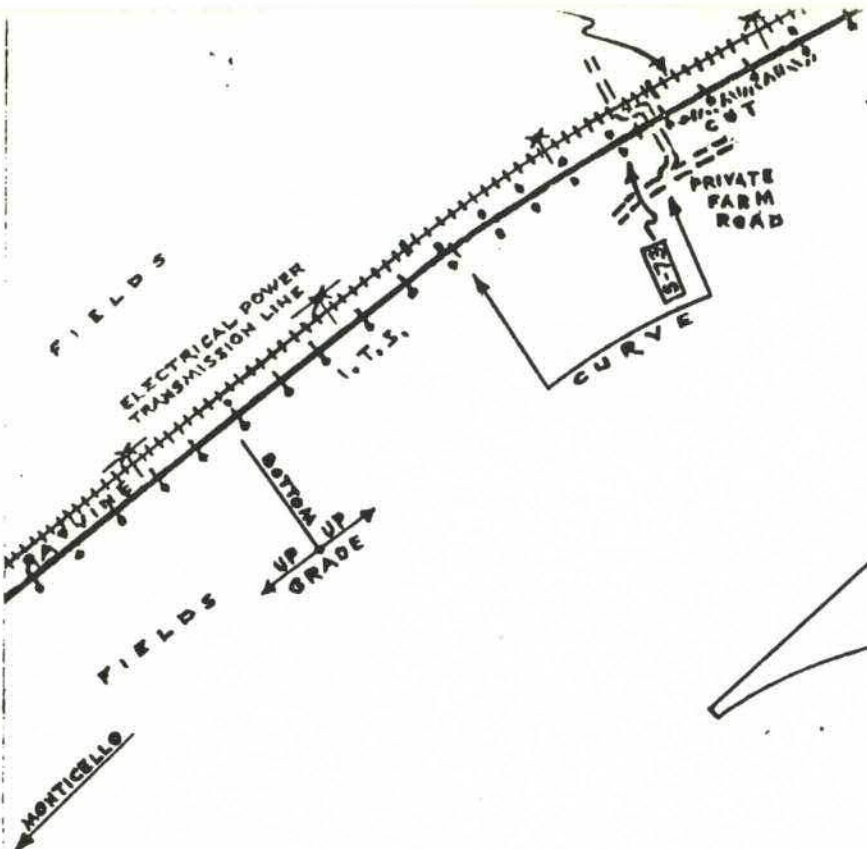


DETAIL AT CROSSING



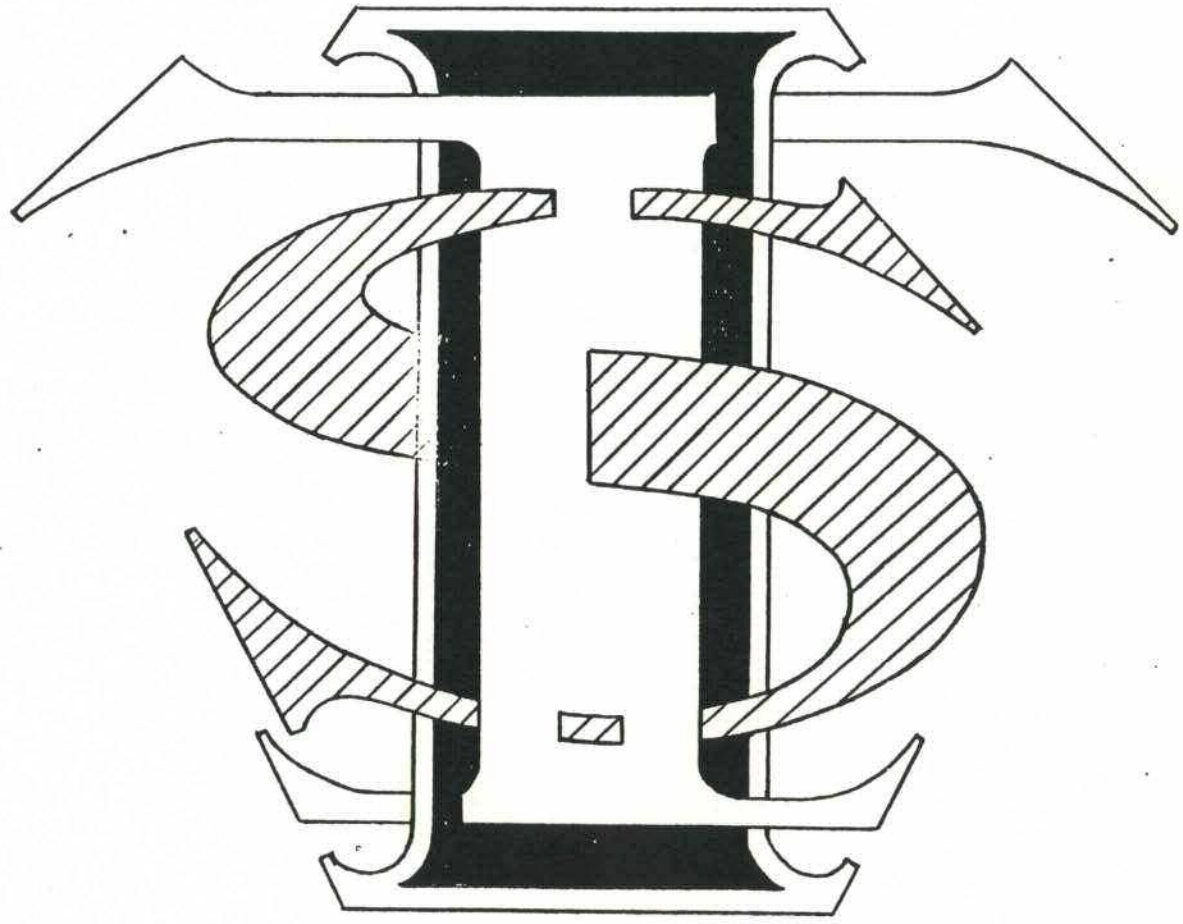
ST. LOUIS,
 DECATUR &
 CHAMPAIGN
 RAILWAY





WHITE HEATH →

TIES-12" APART; CINDER BALLAST; NO TIE-PLATES; LIGHT RAIL.



ST. LOUIS, DECATUR &
CHAMPAIGN RAILWAY.

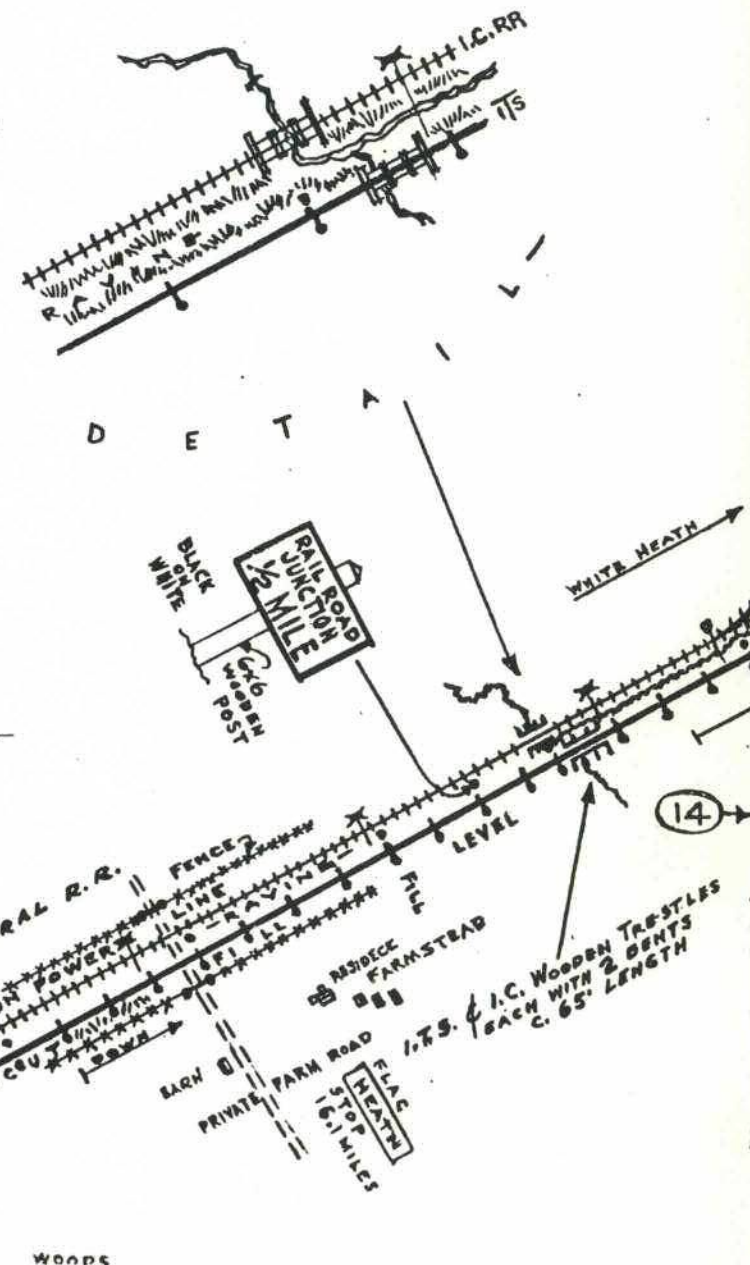
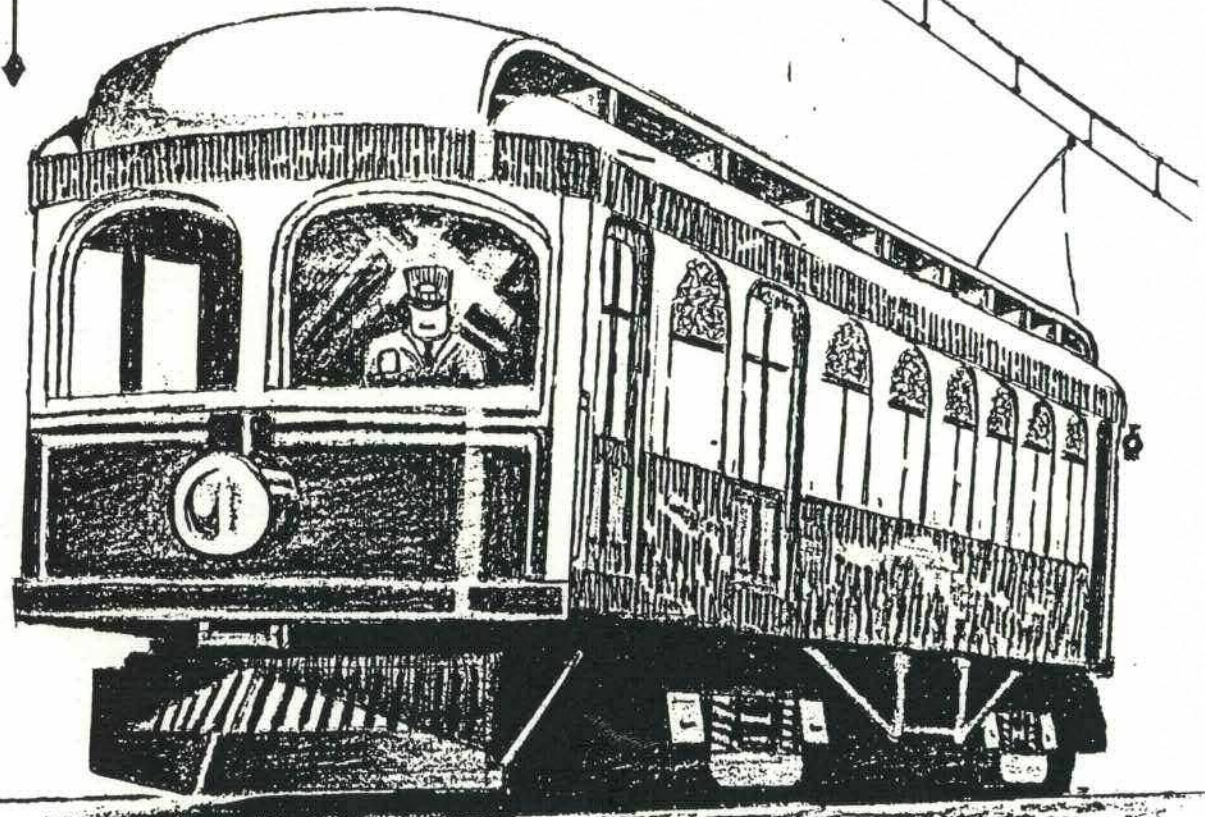


RAILWAY HERALD or MONOGRAMME of the ILLS. TRACTION SYS.

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



INTER-URBAN RATE



CREATED PERSPECTIVE

F¹¹

I.T.S.
LIGHT RAIL
CINDER BALLAST
TIES 12" APART
NO TIE PLATES.

(16)

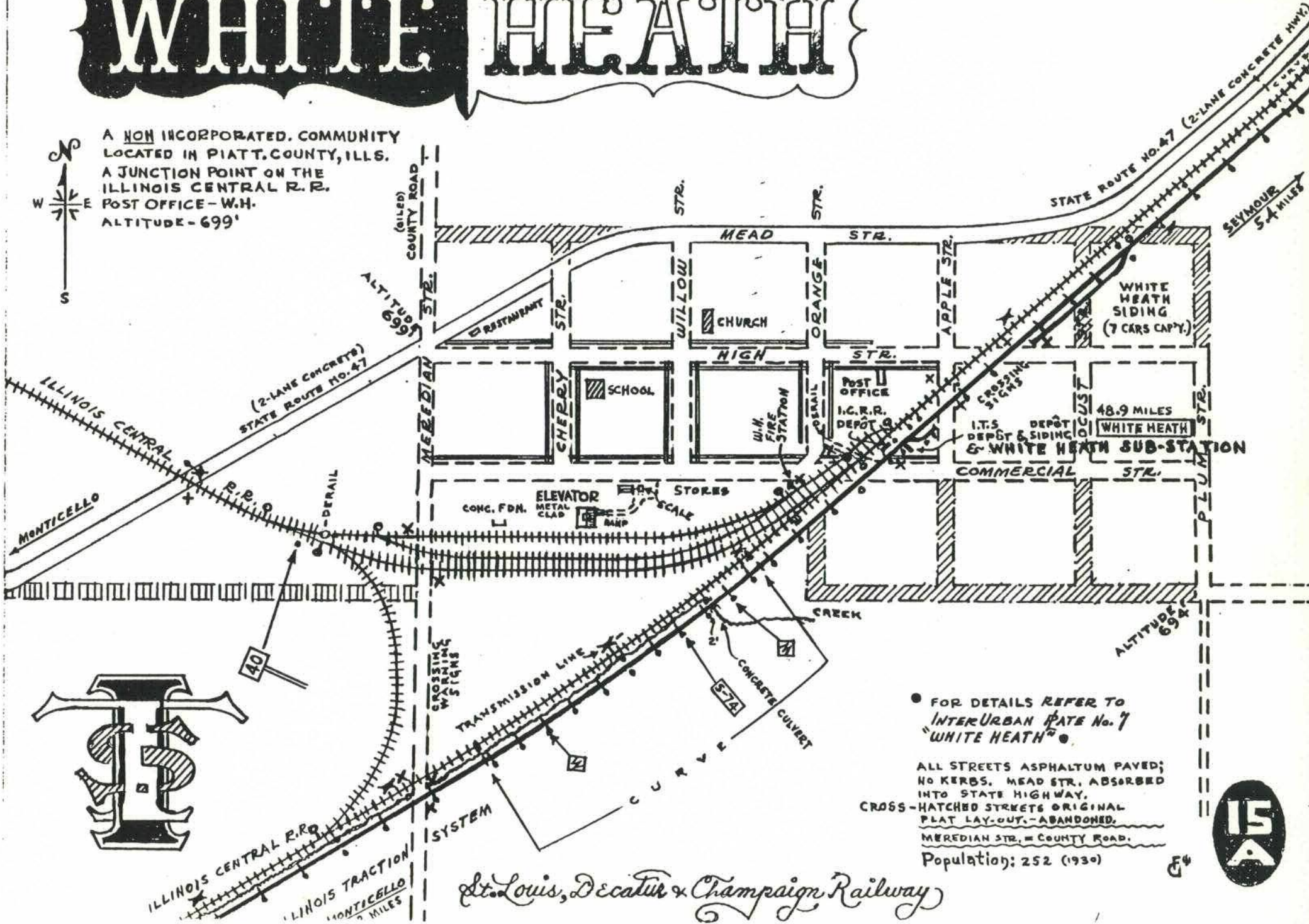
MONTICELLO

(14)

WHITE HEATH

HEATH=HEATHER OF ENGLAND & SCOTLAND
(UNITED KINGDOM)

A NON INCORPORATED COMMUNITY
LOCATED IN PIATT COUNTY, ILLS.
A JUNCTION POINT ON THE
ILLINOIS CENTRAL R. R.
POST OFFICE - W.H.
ALTITUDE - 699'



● FOR DETAILS REFER TO
INTERURBAN RATE No. 7
"WHITE HEATH" ●

ALL STREETS ASPHALTUM PAVED;
NO KERBS. MEAD STR. ABSORBED
INTO STATE HIGHWAY.
CROSS-HATCHED STREETS ORIGINAL
FLAT LAY-OUT. - ABANDONED.
MEREDIAN STR. = COUNTY ROAD.
Population: 252 (1930)

St. Louis, Decatur & Champaign Railway



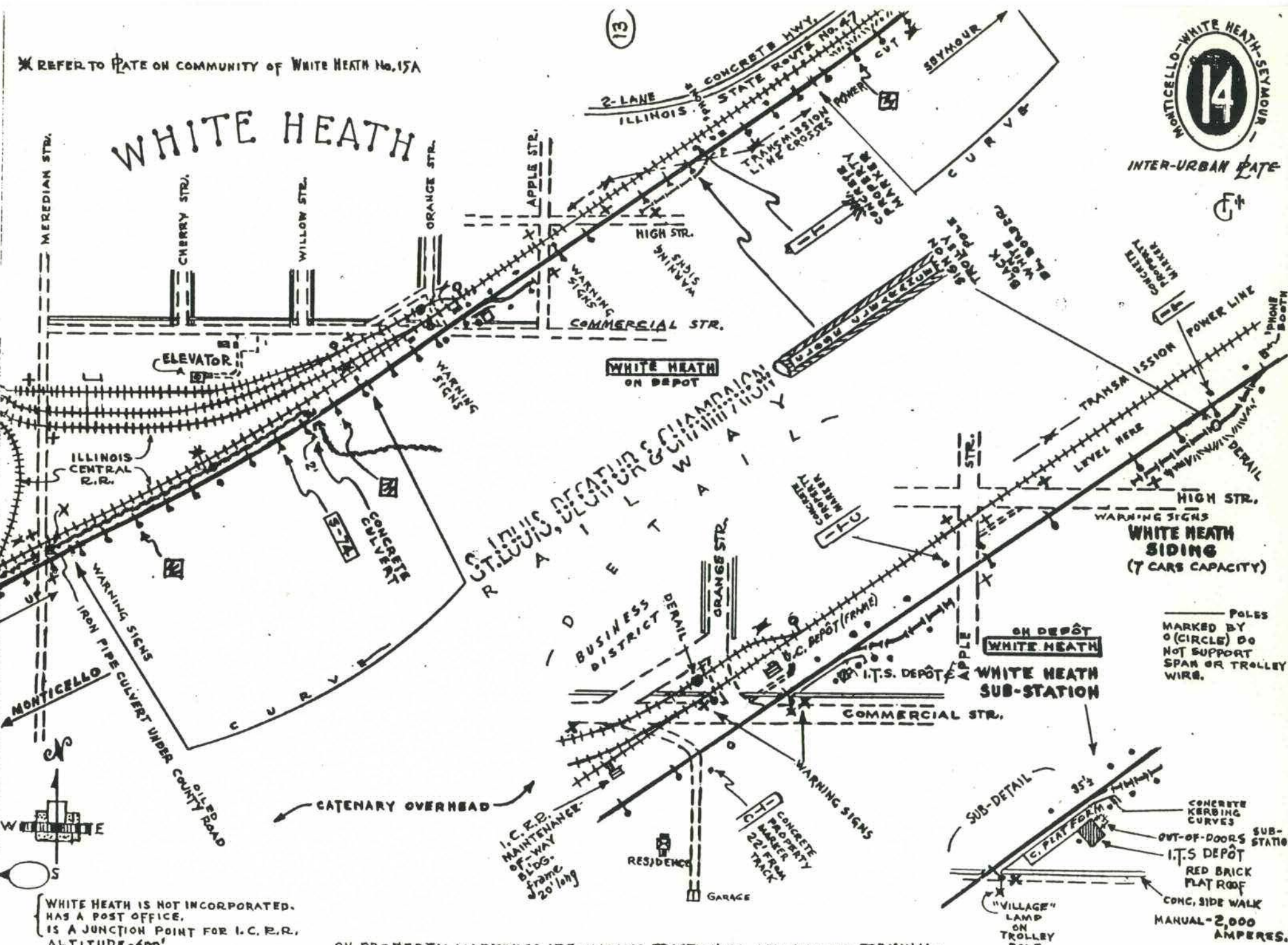
REFER TO PLATE ON COMMUNITY OF WHITE HEATH No. 15A

(13)



INTER-URBAN PLATE

6+



WHITE HEATH IS NOT INCORPORATED.
HAS A POST OFFICE.
IS A JUNCTION POINT FOR I.C. R.R.
ALTITUDE-699'

ON PROPERTY MARKERS: I.T.C.=ILLINOIS TRACTION CO. I.T.=ILLINOIS TERMINAL.

POLES
MARKED BY
O (CIRCLE) DO
NOT SUPPORT
SPAN OR TROLLEY
WIRES.

SUB-DETAIL
35'
CONCRETE KERBING CURVES
OUT-OF-DOORS SUB-STATION
I.T.S DEPOT
RED BRICK FLAT ROOF
CONG. SIDE WALK
MANUAL-2,000 AMPERES.

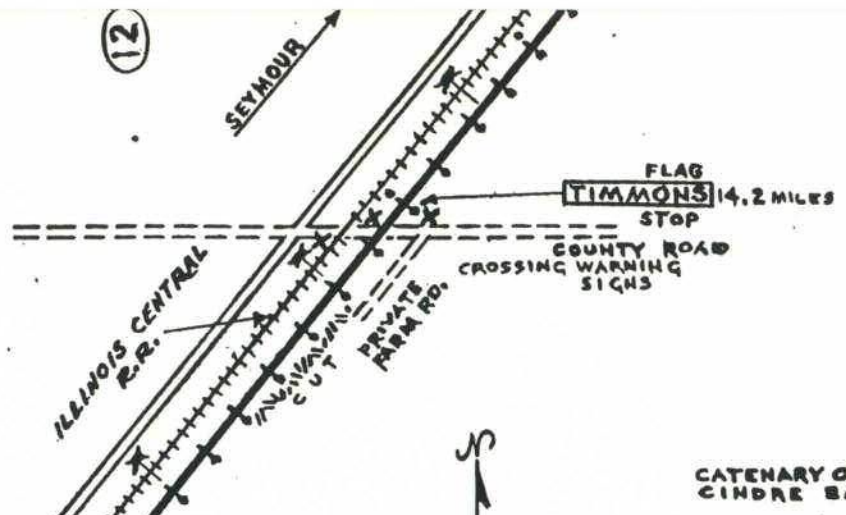
ST. LOUIS, DECATUR, CHAMPAIGN, SHELBY

12

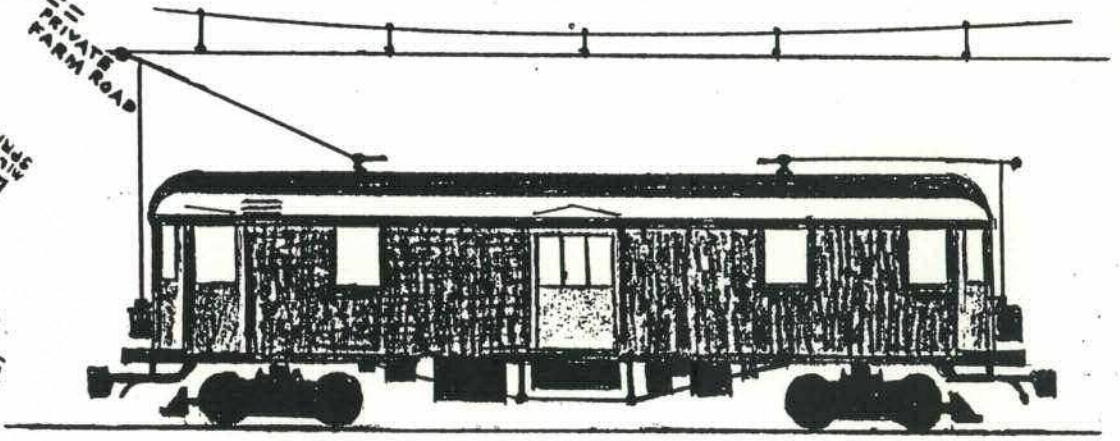
WHITE HEATH - SEYMOUR
13
 MONTICELLO

INTER-URBAN RATE

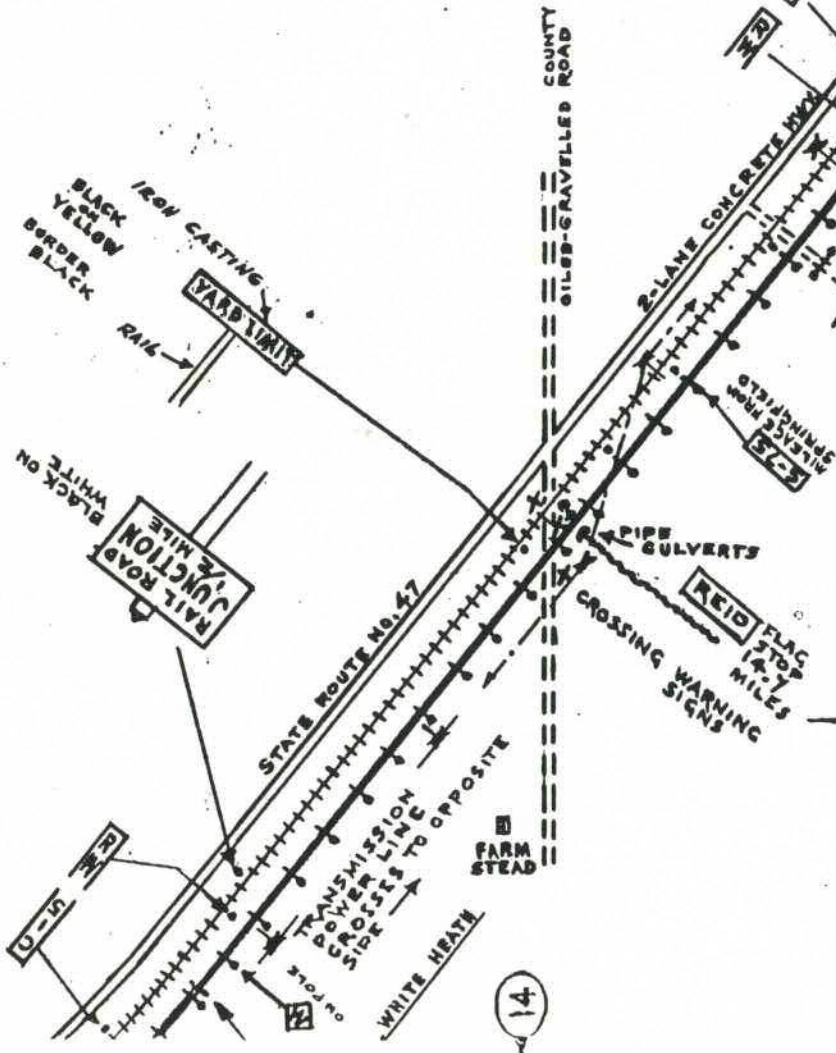
G



CATENARY OVERHEAD WIRE;
 CINDR BALLAST.



MOTOR MERCHANDISE EXPRESS CAR



14

ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY.



INTER-URBAN RATE



SEYMOUR →

STATE HIGHWAY-ROUTE No. 10

ELECTRICAL TRANSMISSION TOWER

ILLINOIS CENTRAL R.R.
2-LANE CONCRETE HIGHWAY-STATE ROUTE No. 47

ILLINOIS TRACTION SYSTEM

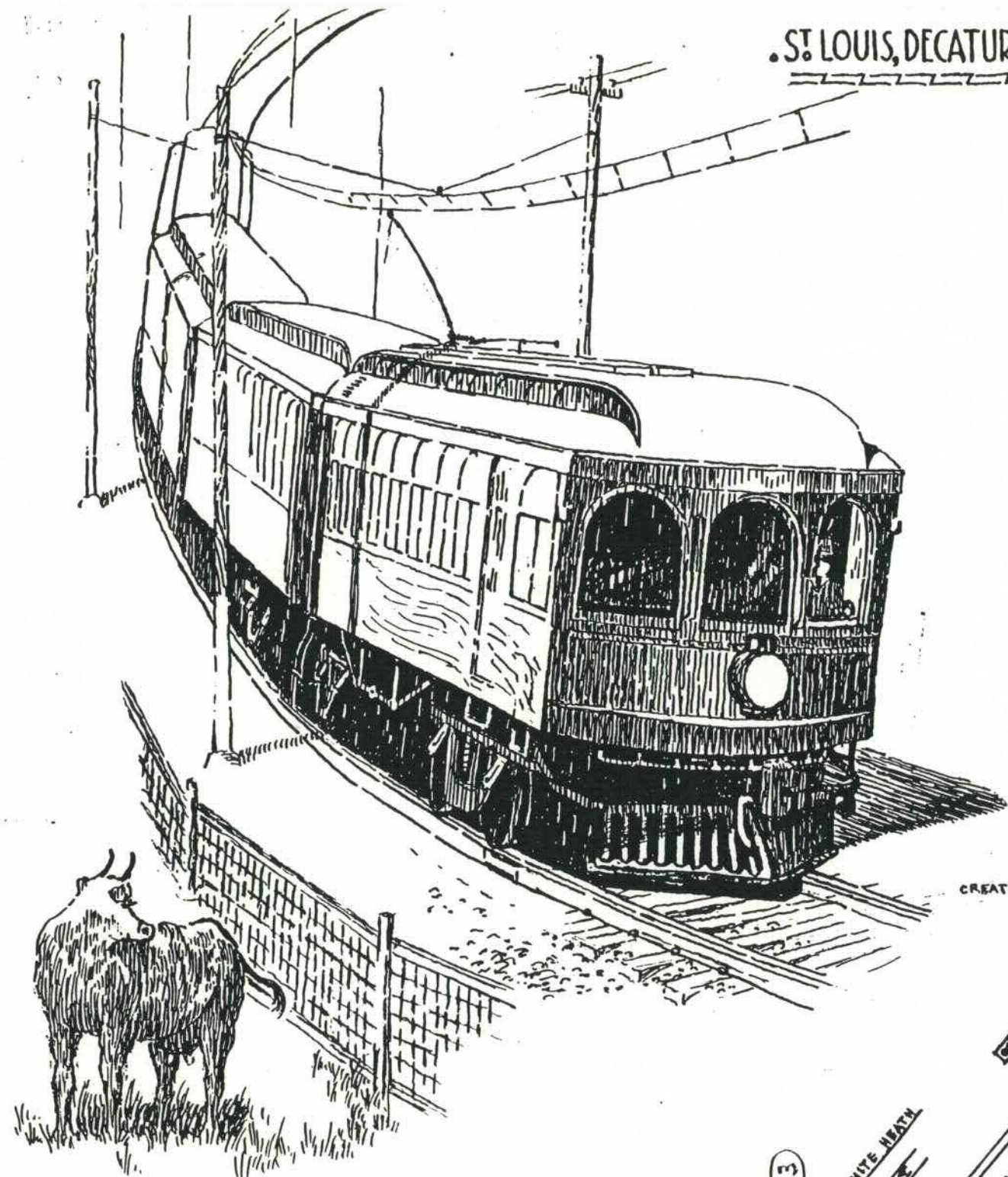
CREATED SCENE

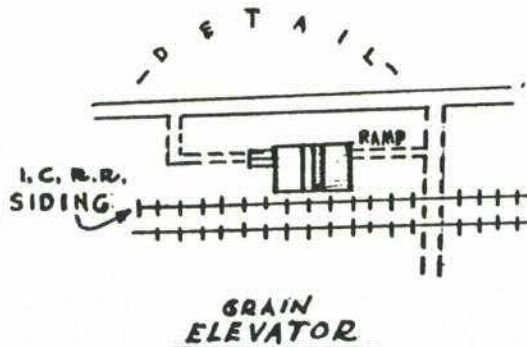


11 →

13

WHITE HEATH
J.E.

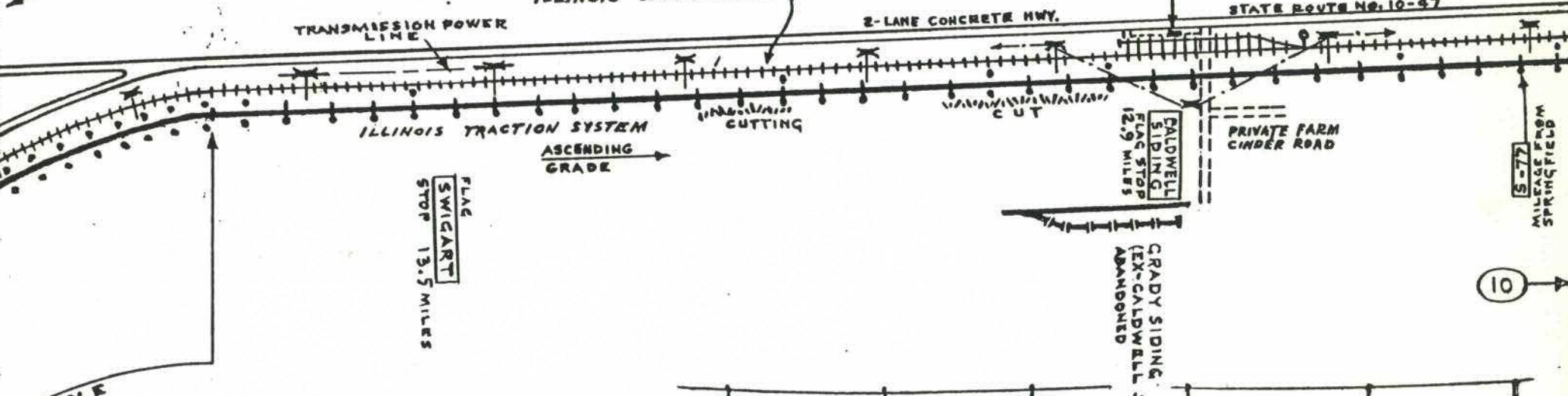




G

SEYMOUR →

WHITE HEATH ←



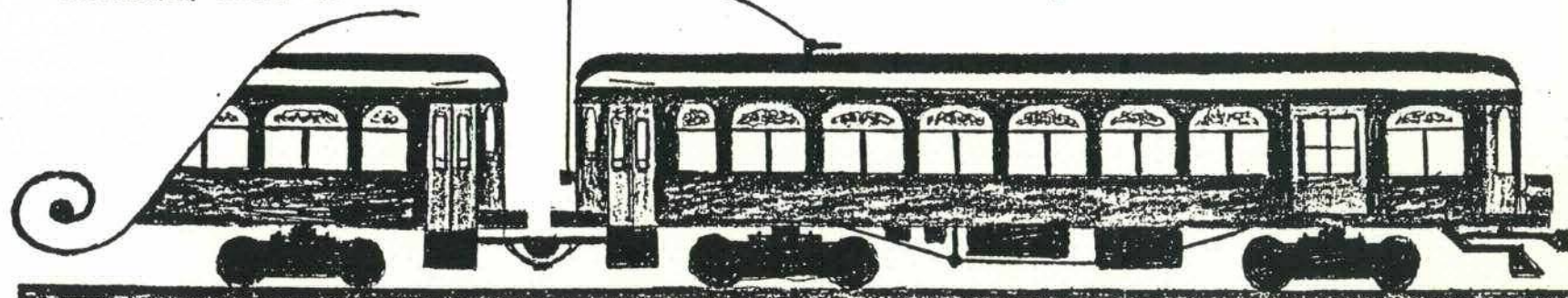
FLAG STOP SWIGART 13.5 MILES

PAIDWELL SIDING FLAG STOP 12.9 MILES

5-77 MILEAGE FROM SPRINGFIELD

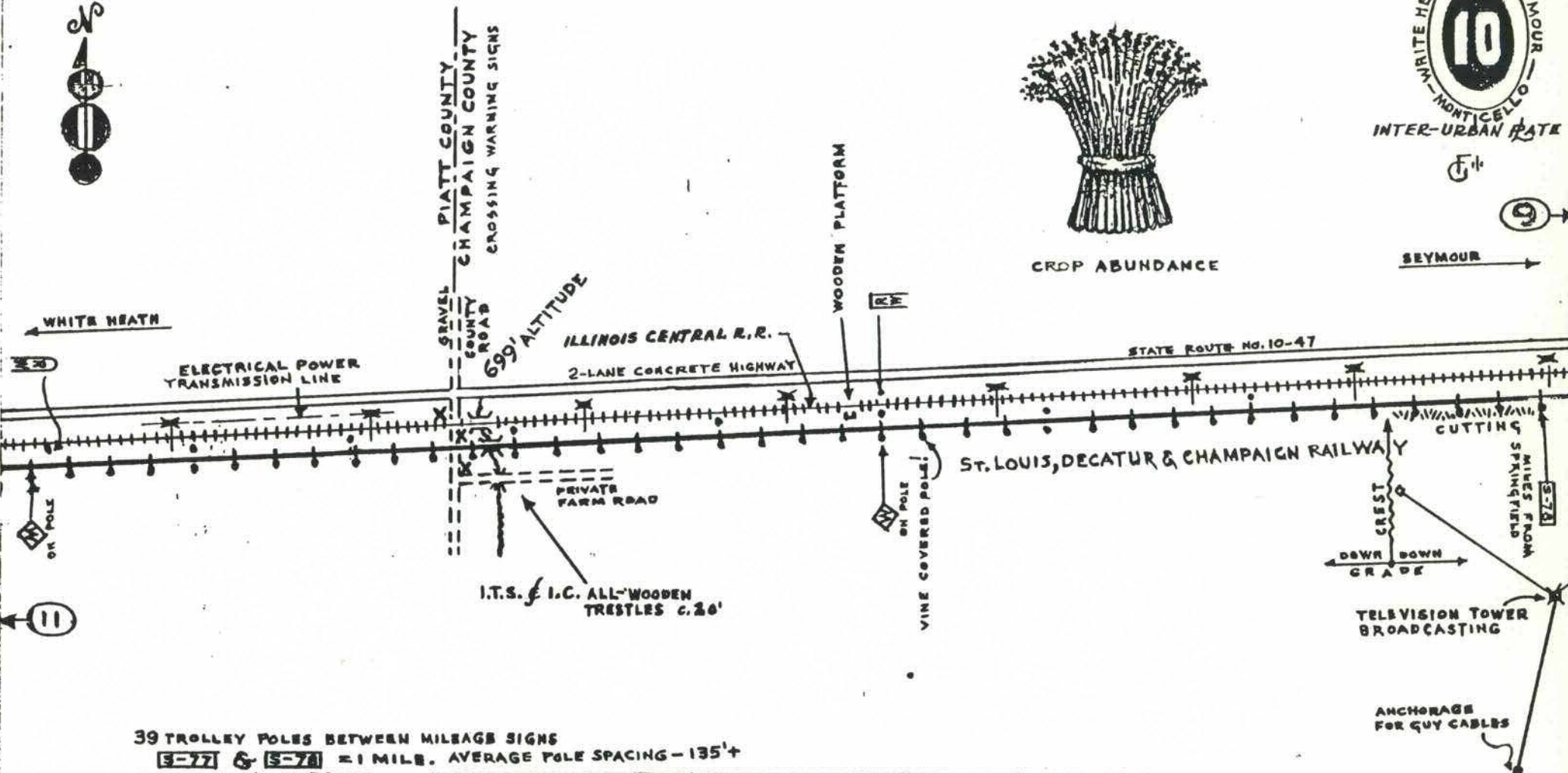
10 →

39 TROLLEY POLES BETWEEN MILEAGE SIGNS
5-77 & 5-78 = 1 MILE. AVERAGE POLE SPACING - 135' +
CATENARY OVERHEAD

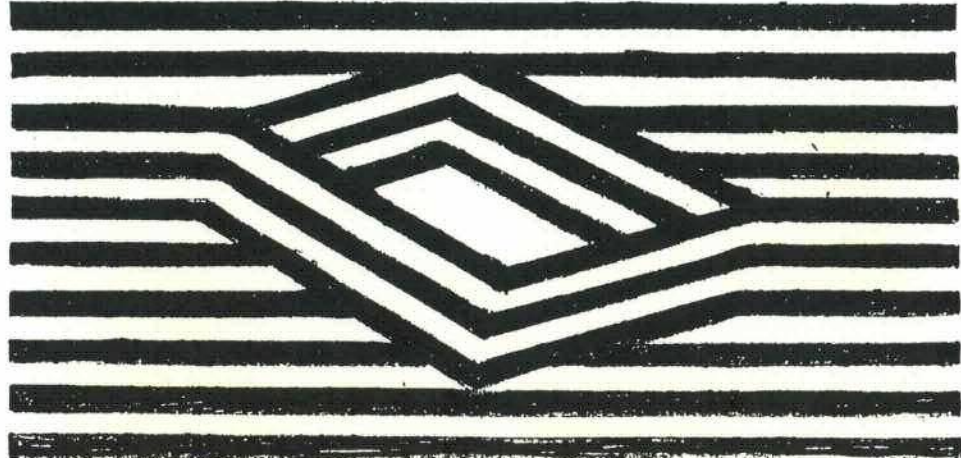


12 ←

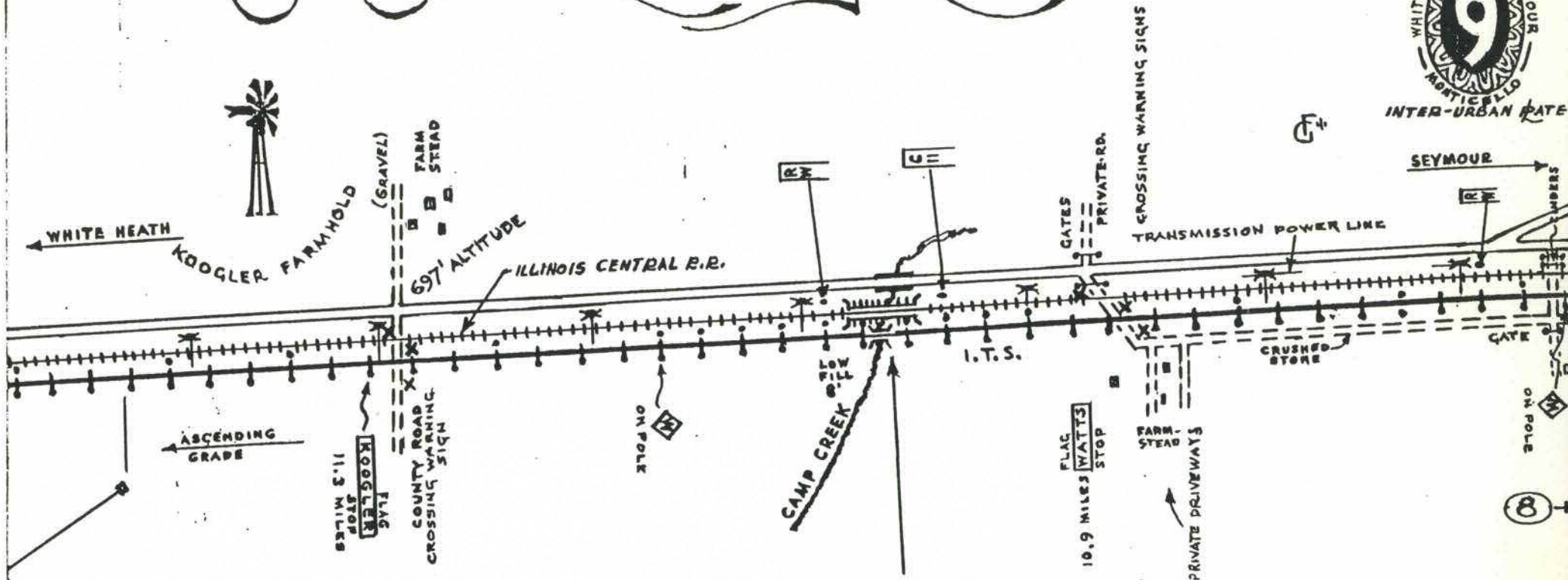
ILLINOIS TRACTION SYSTEM



39 TROLLEY POLES BETWEEN MILEAGE SIGNS
 [E-77] & [S-78] = 1 MILE. AVERAGE POLE SPACING - 135'+
 CATENARY OVERHEAD.



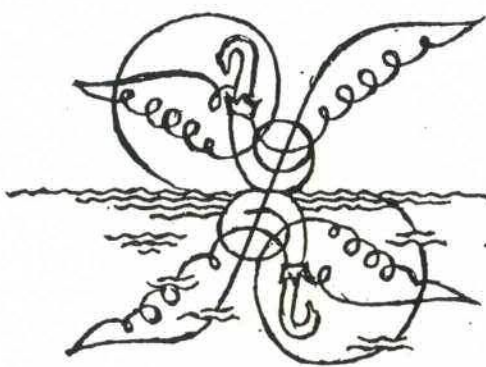
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



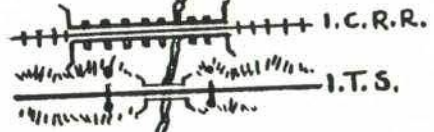
I.T.S. BRIDGE STEEL WITH CONCRETE ABUTMENTS.
 I.C.R.R. STEEL CENTRE; 7 WOODEN BENTS.
 HIGHWAY BRIDGE - CONCRETE.

10

8



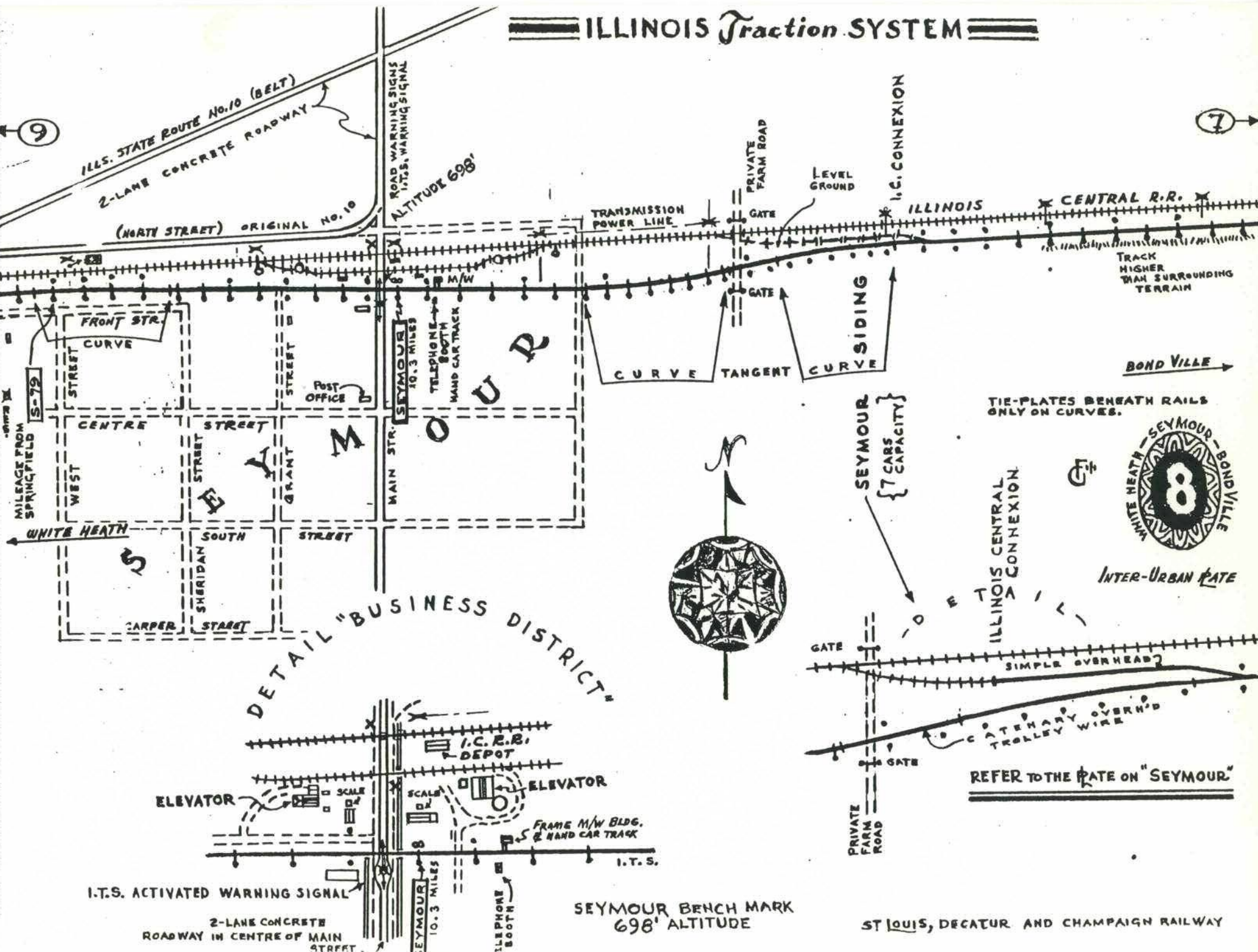
I.T.S. - CINDER BALLAST



D
 E
 T
 A
 I
 L



ILLINOIS Traction SYSTEM



9

7

MILEAGE FROM SPRINGFIELD S-79

WHITE HEATH

FRONT STR. CURVE

CENTRE STREET

SHERIDAN SOUTH STREET

CARPER STREET

S E Y M O U R

DETAIL "BUSINESS DISTRICT"

I.C.R.R. DEPOT

ELEVATOR

SCALE

SCALE

FRAME M/W BLDG. & HAND CAR TRACK

I.T.S.

SEYMOUR 10.3 MILES

TELEPHONE BOOTH

POST OFFICE

TELEPHONE BOOTH

HAND CAR TRACK

M/W

SEYMOUR 10.3 MILES

TELEPHONE BOOTH

SEYMOUR BENCH MARK 698' ALTITUDE

2-LANE CONCRETE ROADWAY IN CENTRE OF MAIN STREET

I.T.S. ACTIVATED WARNING SIGNAL

ILLINOIS

CENTRAL R.R.

TRACK HIGHER THAN SURROUNDING TERRAIN

BOND VILLE

ILLINOIS CENTRAL CONNECTION

ILLINOIS

CURVE TANGENT CURVE

PRIVATE FARM ROAD

LEVEL GROUND

16.6 CONNECTION

TRANSMISSION POWER LINE

GATE

GATE

GATE



SEYMOUR { 7 CARS CAPACITY }

TIE-PLATES BENEATH RAILS ONLY ON CURVES.

INTER-URBAN GATE

ILLINOIS CENTRAL CONNECTION

WHITE HEATH - SEYMOUR - BOND VILLE

8

REFER TO THE GATE ON "SEYMOUR"

GATE

PRIVATE FARM ROAD

GATE

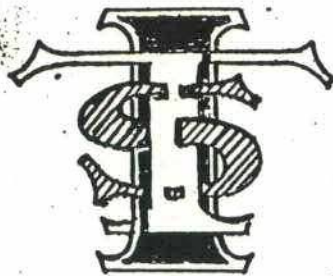
ST LOUIS, DECATUR AND CHAMPAIGN RAILWAY

TEMPORARY OVERHEAD TROLLEY WIRE

SIMPLE OVERHEAD

SEYMOUR

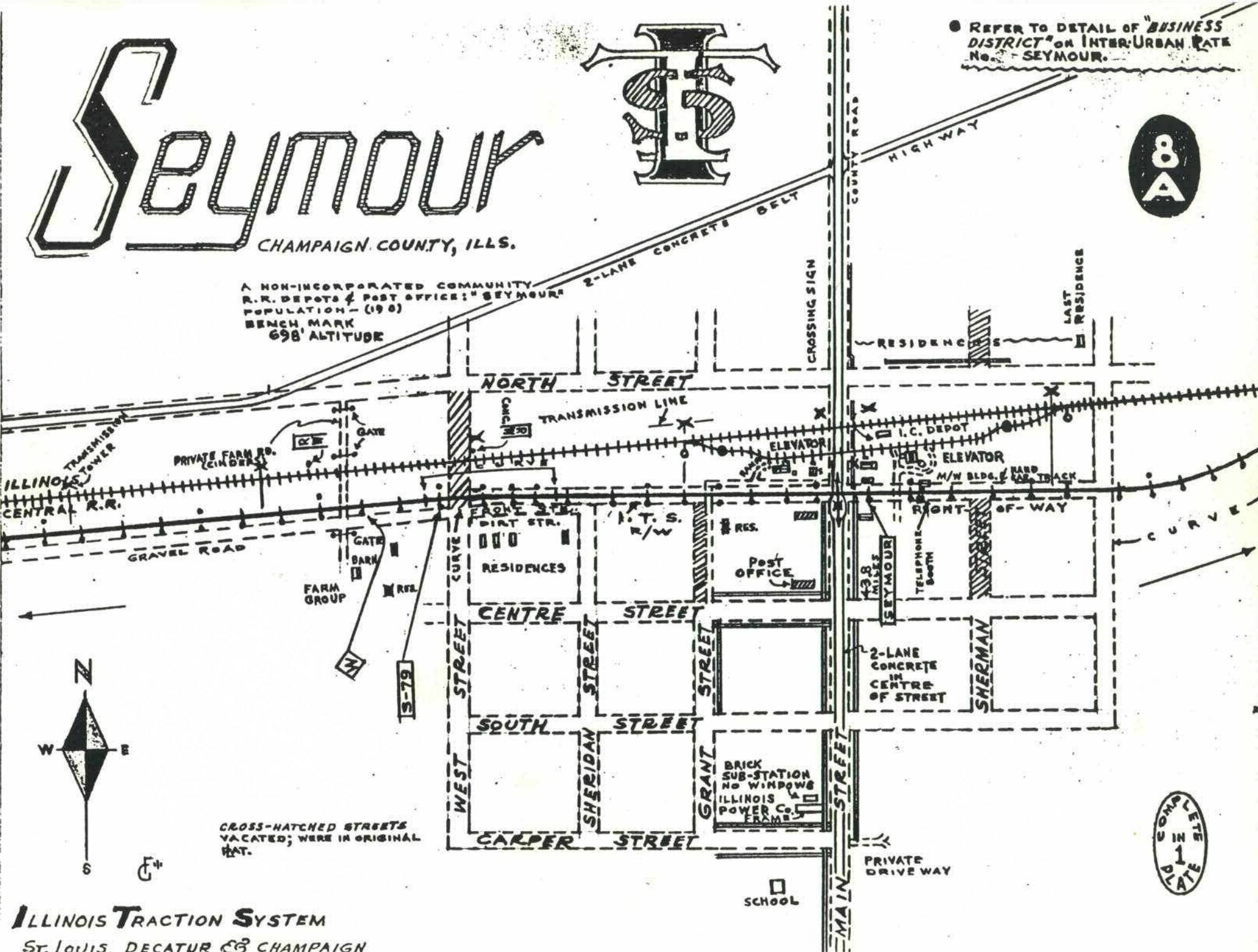
CHAMPAIGN COUNTY, ILLS.



REFER TO DETAIL OF "BUSINESS DISTRICT" ON INTER-URBAN RATE No. SEYMOUR.



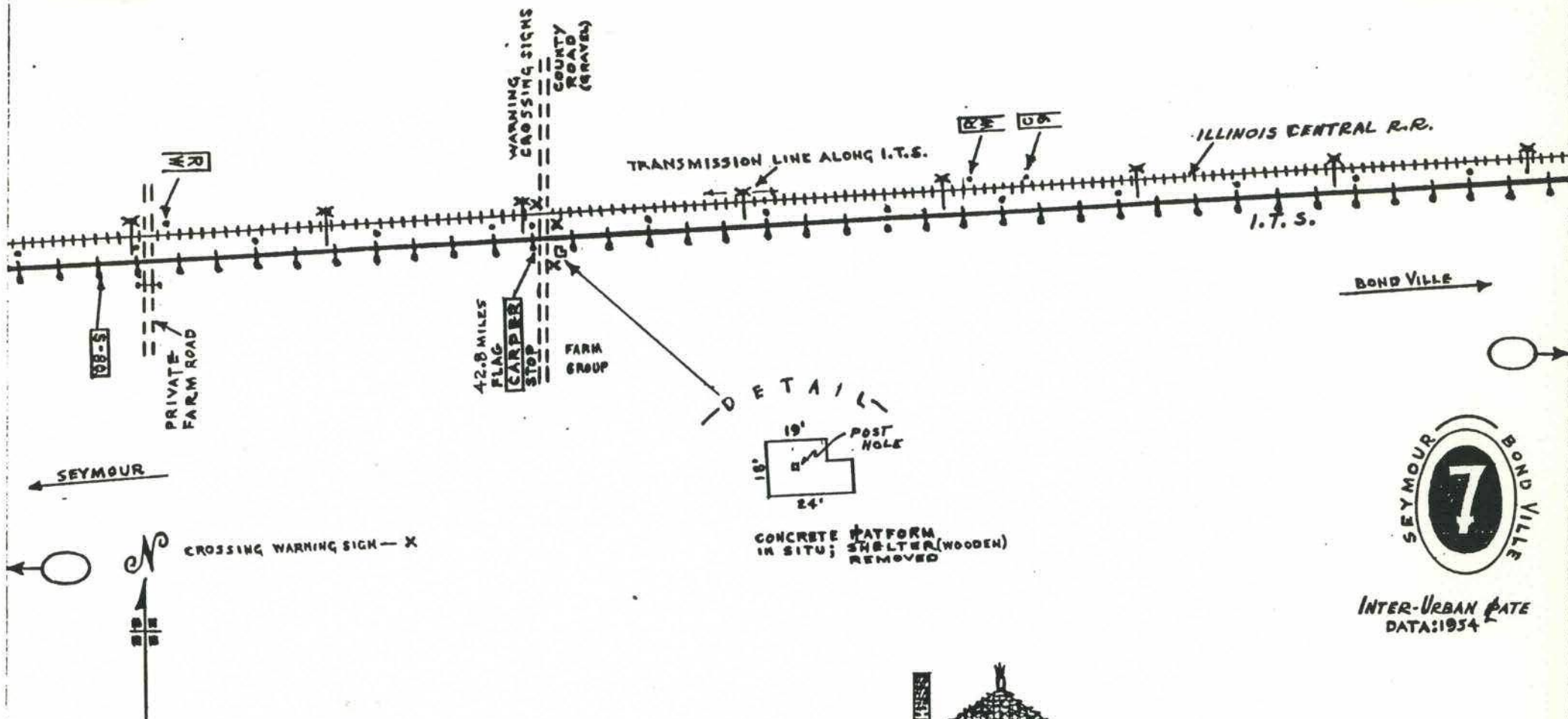
A NON-INCORPORATED COMMUNITY
 R.R. DEPOTS & POST OFFICE: "SEYMOUR"
 POPULATION - (1900)
 BENCH MARK
 698' ALTITUDE



F+

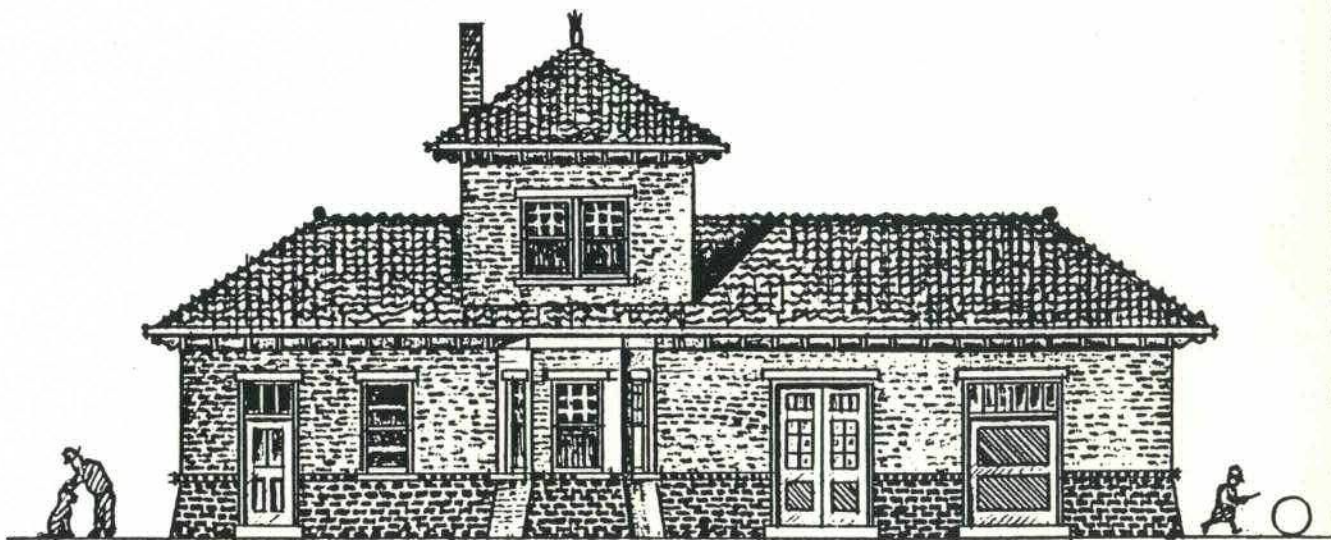
ILLINOIS TRACTION SYSTEM
 ST. LOUIS, DECATUR & CHAMPAIGN





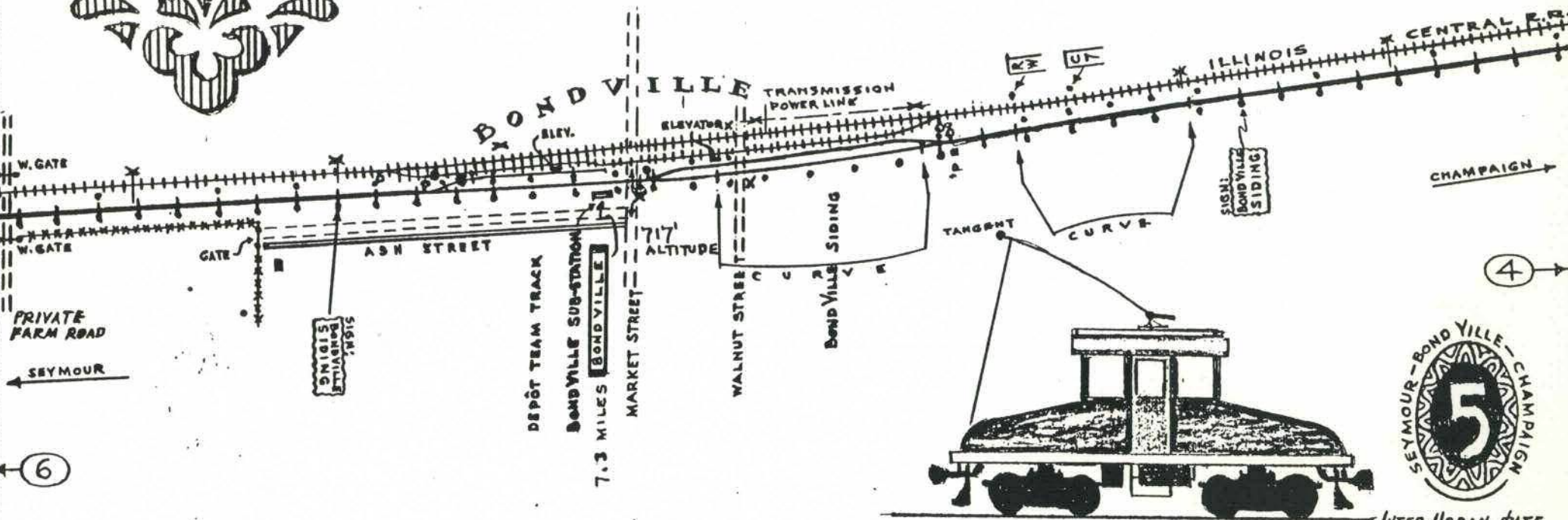
TRACK-SIDE (NORTH) FAÇADE.
 BUFF COLOURED BRICK; ROUGH TEXTURED LARGE
 RED BRICK ON SPLAYED BASE. RED VITRIFIED
 TILE ROOF. LIME (BEDFORD) STONE LINTOLS
 & SILLS. WOODEN DECORATIVE BRACKETS
 BENEATH PROJECTING EAVES.
 TRIM COLOURS FOR MILLWORK;
 I.T.S.-YELLOW & GREEN.
 I.T.R.R.-WHITE & GREEN.

A SUPERB STRUCTURE OF PAR EXCELLENCE
 CONSTRUCTION & MATERIALS TO-GETHER
 WITH AN EFFECTIVELY PLEASING DESIGN.
 CAPACITY- 2,000 AMPERES, MANUAL CONTROL.
 1934-500 AMPS.



I.T.S. INTERURBAN DEPÔT & SUB-STATION
 BONDVILLE, ILLINOIS.

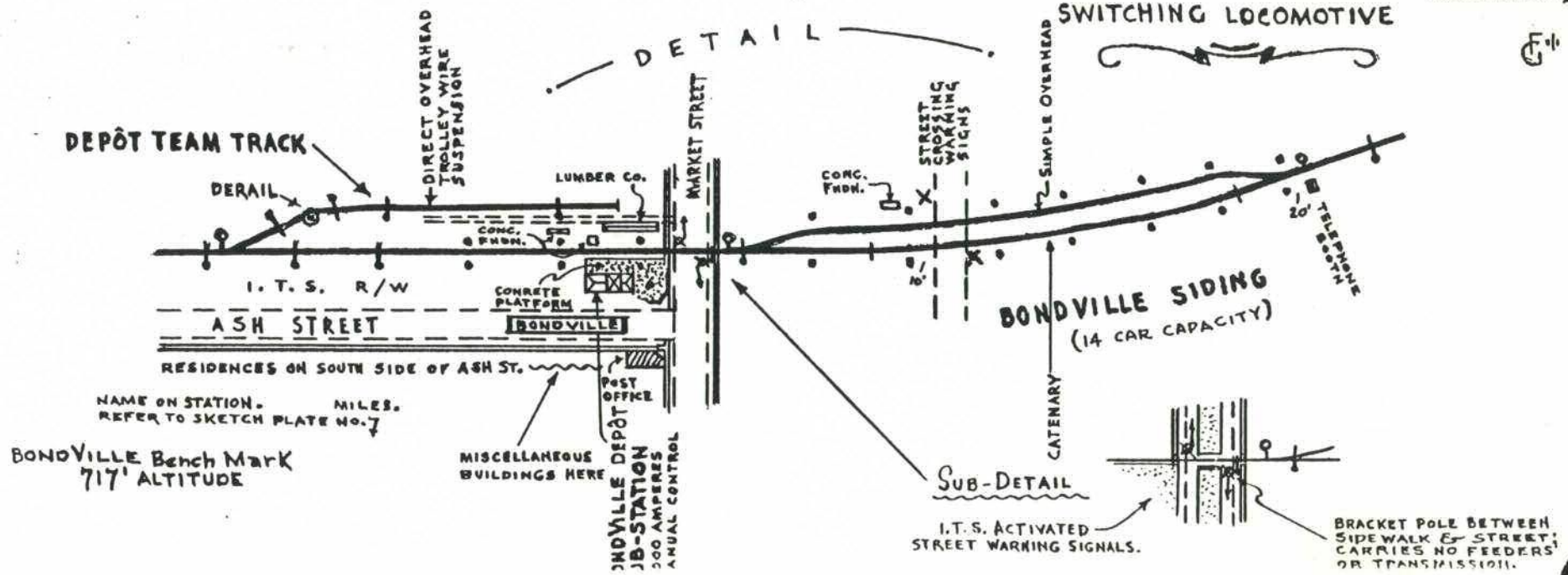
ILLINOIS TRACTION SYSTEM
 ST. LOUIS, DECATUR & CHAMPAIGN
 RAILWAY



6

4

DETAIL





COUNTY ROAD

Bondville

CHAMPAIGN COUNTY, ILLS.

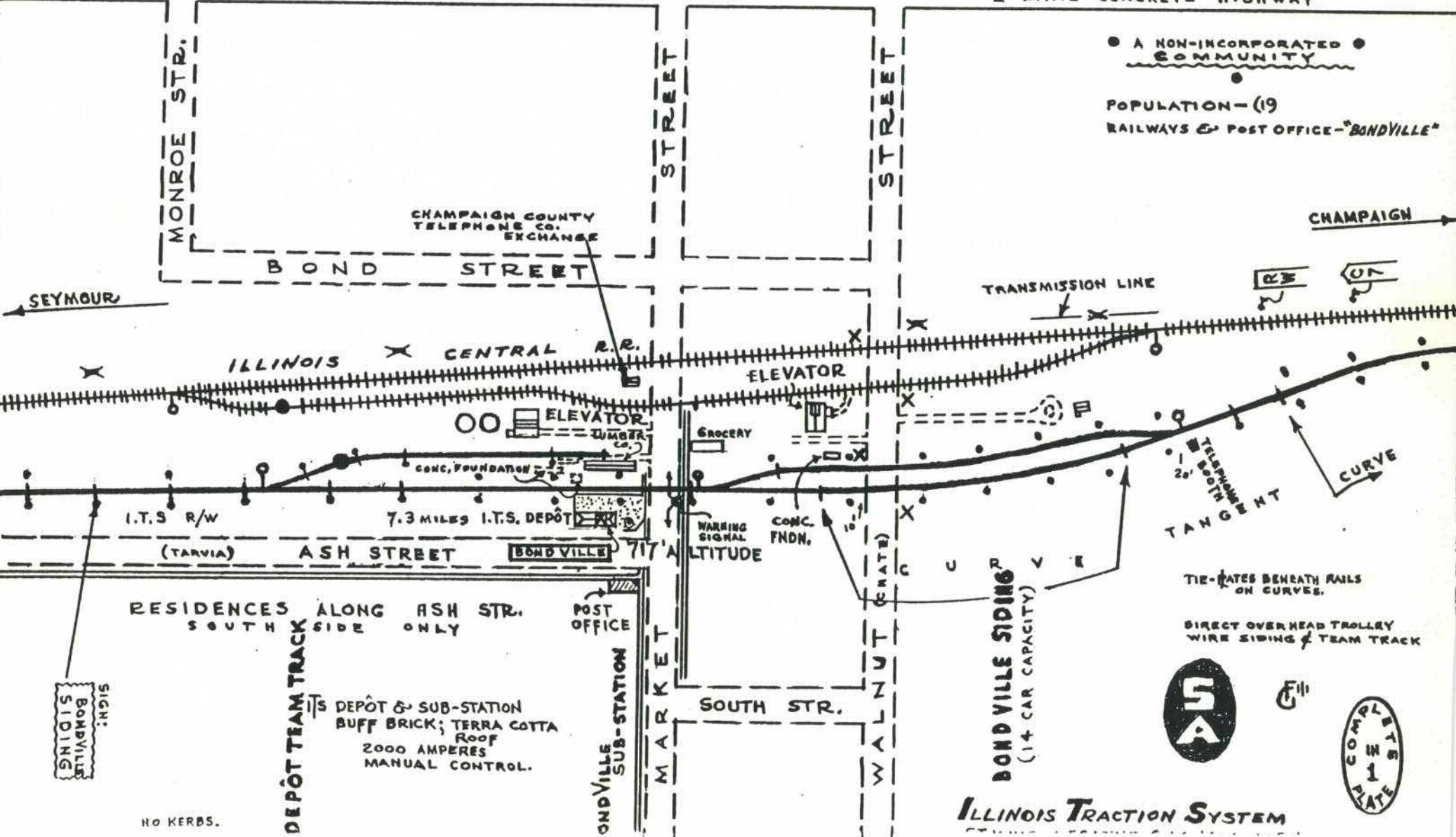
ILLINOIS STATE ROUTE NO. 10

2-LANE CONCRETE HIGHWAY

● A NON-INCORPORATED COMMUNITY

POPULATION - (19

RAILWAYS & POST OFFICE - "BONDVILLE"



TIE-RATES BENEATH RAILS ON CURVES.
DIRECT OVER HEAD TROLLEY WIRE SIDING & TEAM TRACK



ILLINOIS TRACTION SYSTEM

SIGN: BONDVILLE SIDING

NO KERBS.



5

3

STATE ROUTE NO. 47 (2-LANE CONCRETE)

HAND CAR TRACK
M/W
SECTION
W.L.P.C.

ROAD CROSSING SIGNS
COUNTY ROAD
(oiled)

700' ALTITUDE

R CONC. POST

U WOODEN

WIND MILL
RES.

ILLINOIS CENTRAL R.R.

TRANSMISSION POWER LINE

TRANSMISSION POWER LINE

5-86
MILES FROM
SPRINGFIELD

ON POLE
B/W

BONDVILLE

FLAG 6.3 MILES
BARKER
STOP

FARMSTEAD

CURVE

KASKASKIA RIVER,
WEST FORK

FLAG 5.9 MILES
SCROGGINS
STOP

FARMSTEAD

TRANSMISSION
POWER LINE
AVOIDS FARM

● FLAG STOPS FOR THE 2 FARMS

CHAMPAIGN

DETAIL

HIGHWAY

I.C.R.R. CENTRE SPAN
ONLY, STEEL

I.T.S. STEEL
TRESTLE
CONCRETE
ABUTMENTS
80'±

WOODEN
FARM
BRIDGE



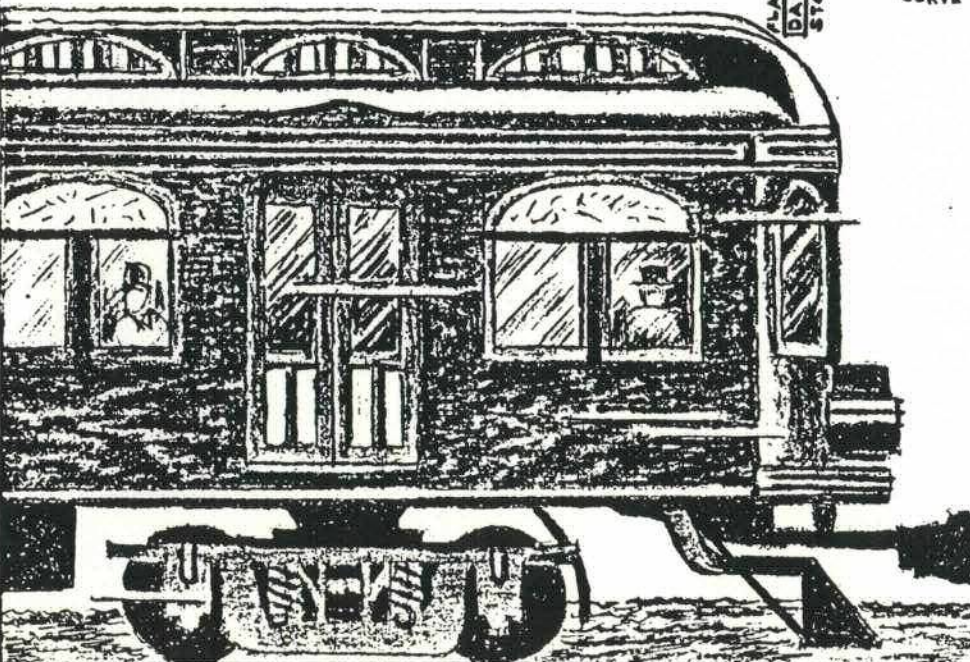
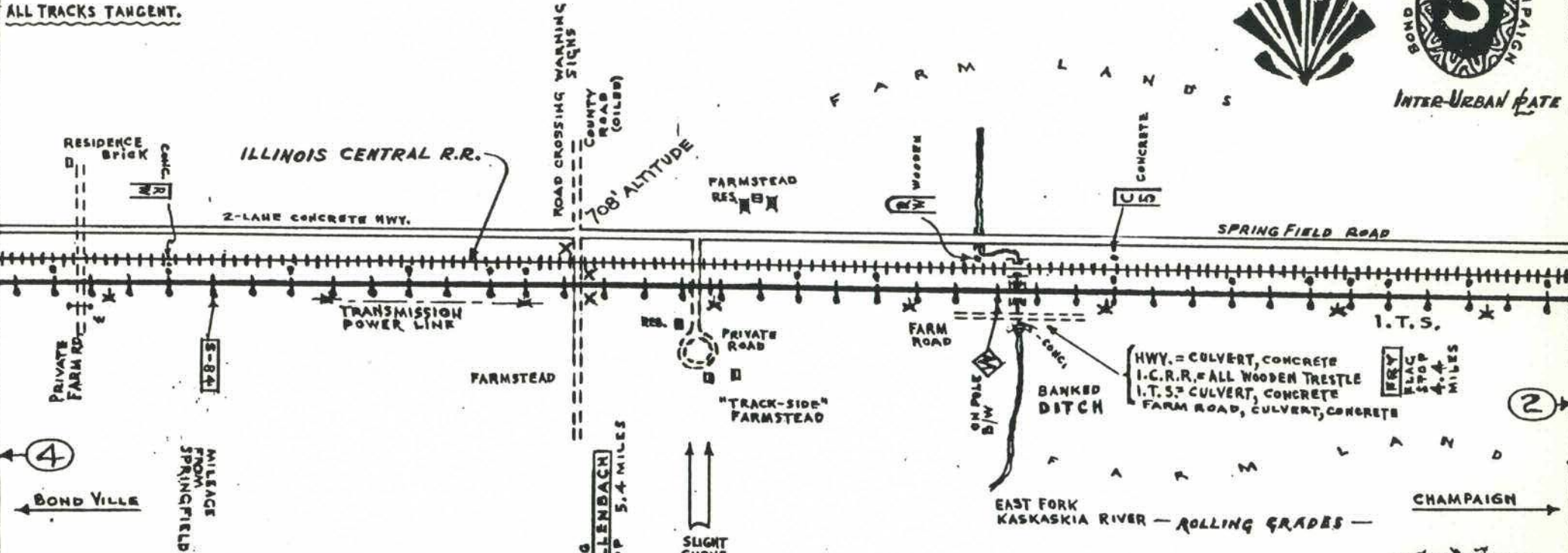
CREATED SCENE

ST LOUIS, DECATUR & CHAMPAIGN RAILWAY

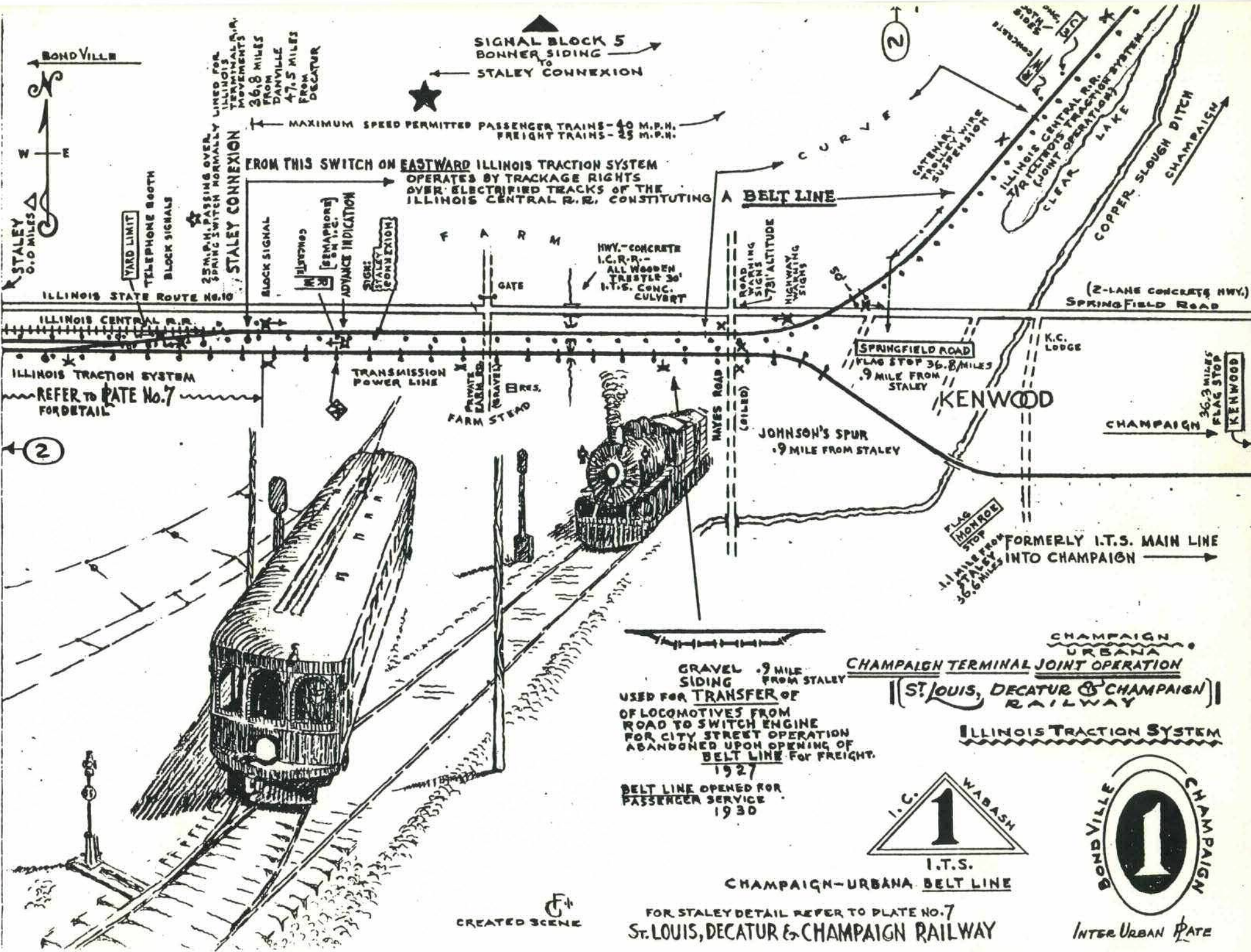
ALL TRACKS TANGENT.



INTER-URBAN RATE



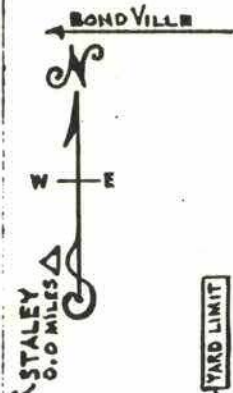
CREATED SCENE



SIGNAL BLOCK 5
BONNER SIDING
TO
STALEY CONNEXION

MAXIMUM SPEED PERMITTED PASSENGER TRAINS - 40 M.P.H.
FREIGHT TRAINS - 25 M.P.H.

FROM THIS SWITCH ON EASTWARD ILLINOIS TRACTION SYSTEM
OPERATES BY TRACKAGE RIGHTS
OVER ELECTRIFIED TRACKS OF THE
ILLINOIS CENTRAL R.R. CONSTITUTING A BELT LINE



ILLINOIS STATE ROUTE No. 10

ILLINOIS CENTRAL R.R.

ILLINOIS TRACTION SYSTEM
REFER TO PLATE No. 7
FOR DETAIL

2

YARD LIMIT

TELEPHONE BOOTH

BLOCK SIGNALS

LINED FOR
ILLINOIS
RAVEMENTS
36.8 MILES
FROM
DANVILLE
47.5 MILES
FROM
DECATUR

25 M.P.H. PASSING OVER
SPRING SWITCH NORMALLY

STALEY CONNEXION

BLOCK SIGNAL

IMPROVED

ADVANCE INDICATION

SIGNAL

STALEY CONNEXION

GATE

HWY. - CONCRETE
I.C.R.R. -
ALL WOODEN
TRESTLE 30'
I.T.S. CONC.
CULVERT

ROAD
MARKING
SIGNS
731' ALTITUDE
HIGHWAY
MARKING
SIGNS

PRIVATE
EASEMENT
GRAVEL
RES.
FARM STEAD

NAYES ROAD
(GRAVEL)

JOHNSON'S SPUR
.9 MILE FROM STALEY

SPRINGFIELD ROAD
FLAG STOP 36.8 MILES
.9 MILE FROM STALEY

FLAG
MONROE
STOP
1.1 MILE FROM
STALEY
36.6 MILES

FORMERLY I.T.S. MAIN LINE
INTO CHAMPAIGN

(2-LANE CONCRETE HWY.)
SPRINGFIELD ROAD

CHAMPAIGN
36.3 MILES
FLAG STOP
KENWOOD

CHAMPAIGN
URBANA

CHAMPAIGN TERMINAL JOINT OPERATION
((ST. LOUIS, DECATUR & CHAMPAIGN))
RAILWAY

ILLINOIS TRACTION SYSTEM

GRAVEL .9 MILE
SIDING FROM STALEY
USED FOR TRANSFER OF
OF LOCOMOTIVES FROM
ROAD TO SWITCH ENGINE
FOR CITY STREET OPERATION
ABANDONED UPON OPENING OF
BELT LINE FOR FREIGHT.
1927
BELT LINE OPENED FOR
PASSENGER SERVICE
1930



I.T.S.

CHAMPAIGN-URBANA BELT LINE

FOR STALEY DETAIL REFER TO PLATE NO. 7
ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY



INTERURBAN PLATE

CREATED SCENE

BELT LINE TRACKAGE RIGHTS VIA
ELECTRIFIED ILLINOIS CENTRAL R.R.
CHAMPAIGN TERMINAL JOINT OPERATION CHAMPAIGN URBANA

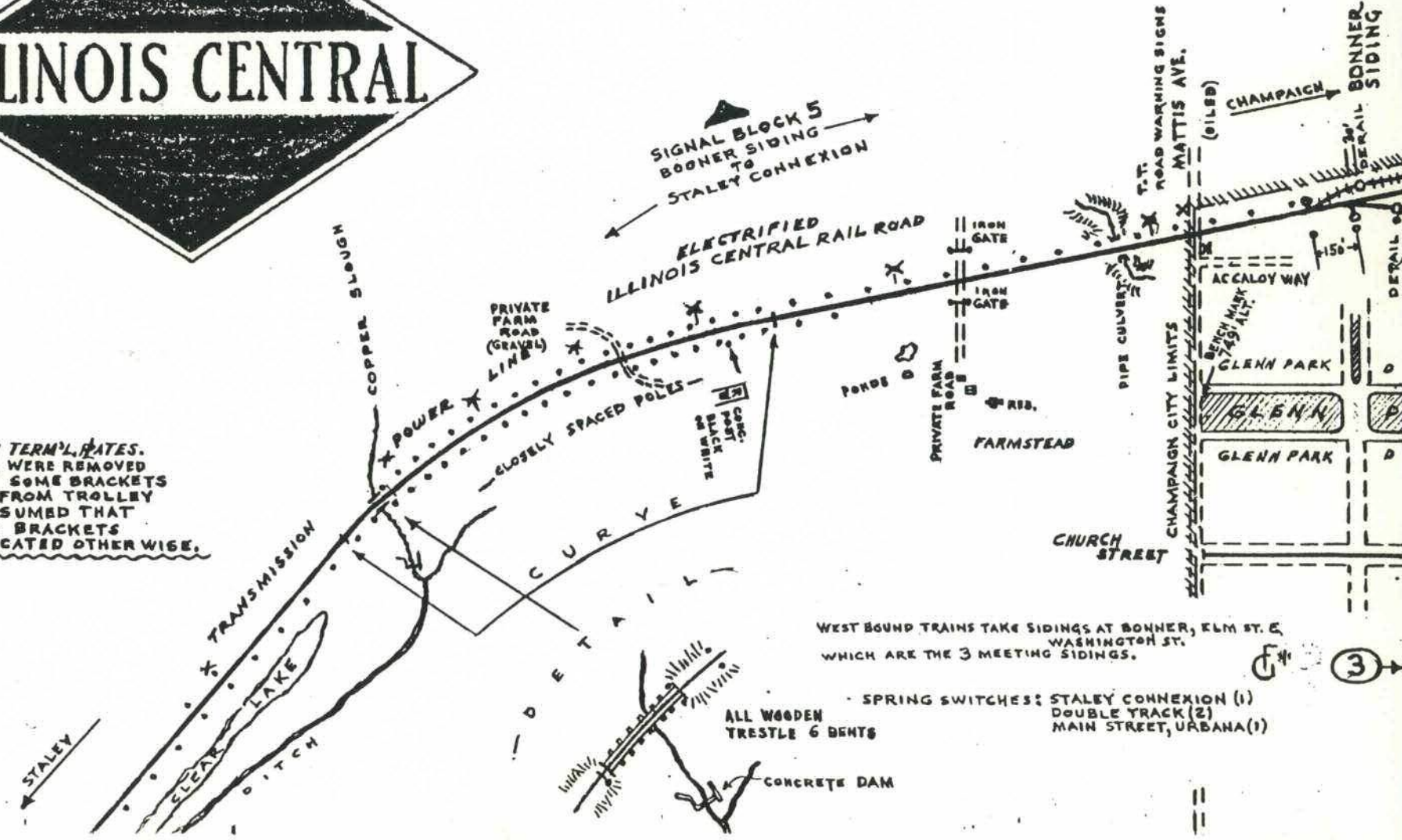
Illinois Traction System



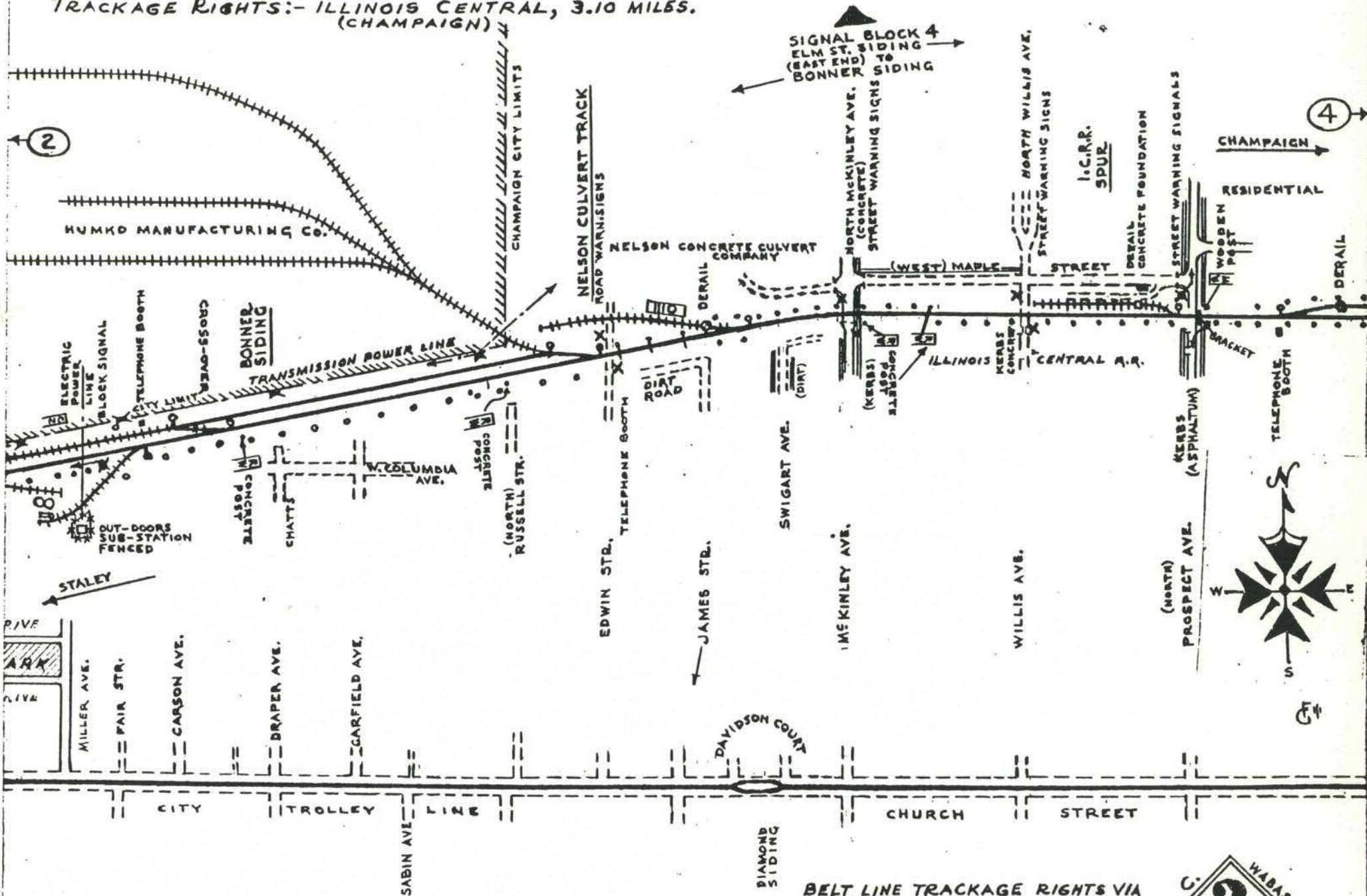
REFER TO P. 498 - STALEY CONNECTION





NOTE: CHAMPAIGN TERM'L. RATES. GUY POLES, IF ANY, WERE REMOVED BEFORE SURVEY. SOME BRACKETS WERE REMOVED FROM TROLLEY POLES. IT IS ASSUMED THAT ALL POLES HAD BRACKETS EXCEPT AS INDICATED OTHERWISE.



TRACKAGE RIGHTS:- ILLINOIS CENTRAL, 3.10 MILES.
(CHAMPAIGN)



 STEAM/DIESEL TRACK
 ELECTRIC OR ELECTRIFIED TRACK

BELT LINE TRACKAGE RIGHTS VIA
 MAYANA DISTRICT ELECTRIFIED ILLINOIS CENTRAL R.R.
 CHAMPAIGN TERMINAL JOINT OPERATION CHAMPAIGN ILLINOIS
 I.C. WABASH

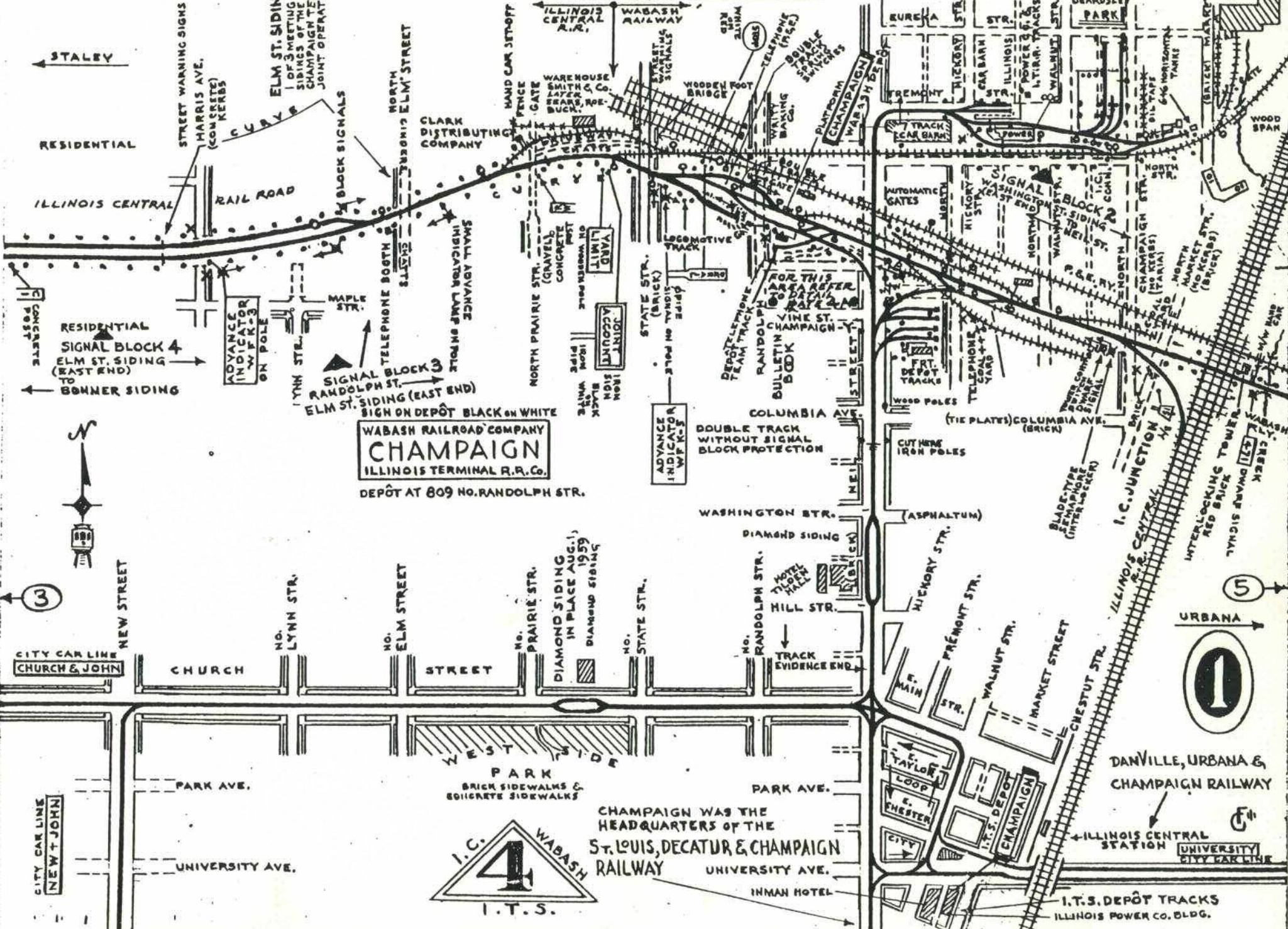


I. T. S.
 INTERURBAN RATE

CHAMPAIGN TERMINAL JOINT OPERATION

TRACKAGE RIGHTS

CHAMPAIGN URBANA I.C.R.R. HAYMAH DISTRICT WABASH RY. CHAMPAIGN BRANCH REFER TO DETAIL PLATE 4A



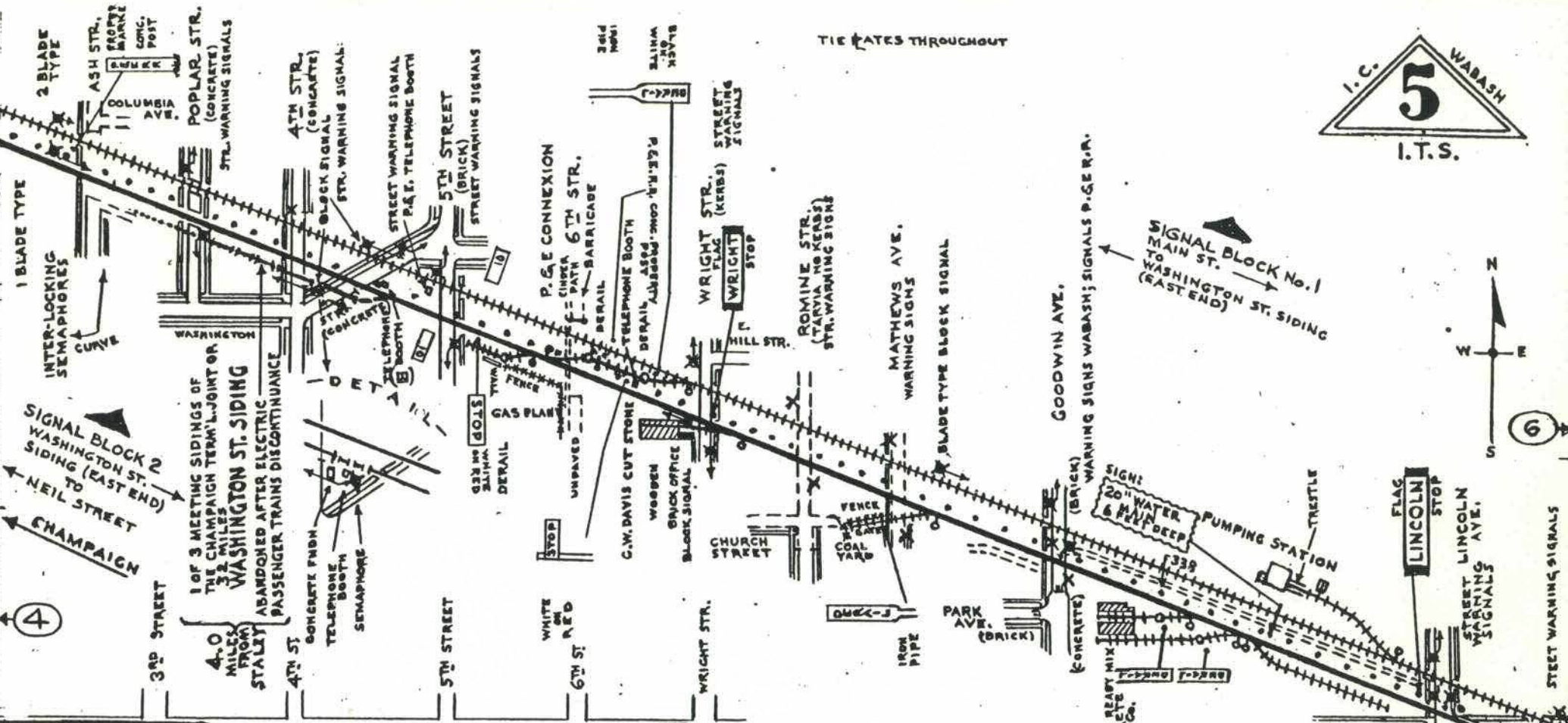
DEPOT AT 809 NO. RANDOLPH STR.

CHAMPAIGN WAS THE HEADQUARTERS OF THE ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY

I.T.S. DEPOT TRACKS ILLINOIS POWER CO. BLDG.



TIE PLATES THROUGHOUT

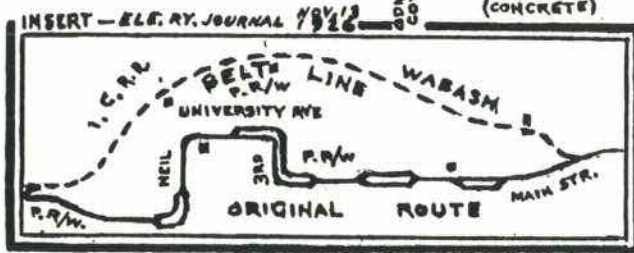


4

6

- R.R. TELEPHONE LOCATIONS
- STALEY CONNECTION
 - BONNER SIDING
 - ELM ST. SIDING
 - HICKORY ST.
 - WABASH DEPOT, CHAMPAIGN
 - ILLINOIS CENTRAL JUNCTION
 - WASHINGTON STREET SIDING
 - WABASH DEPOT, URBANA
 - MAIN STREET, URBANA

- MANDATORY STOPS
- PEORIA & EASTERN RAILWAY
 - A-CROSSING INTO GAS PLANT TRACK, STOUGHTON STR
 - CHAMPAIGN
 - B-CROSSING JUST WEST OF URBANA DEPOT

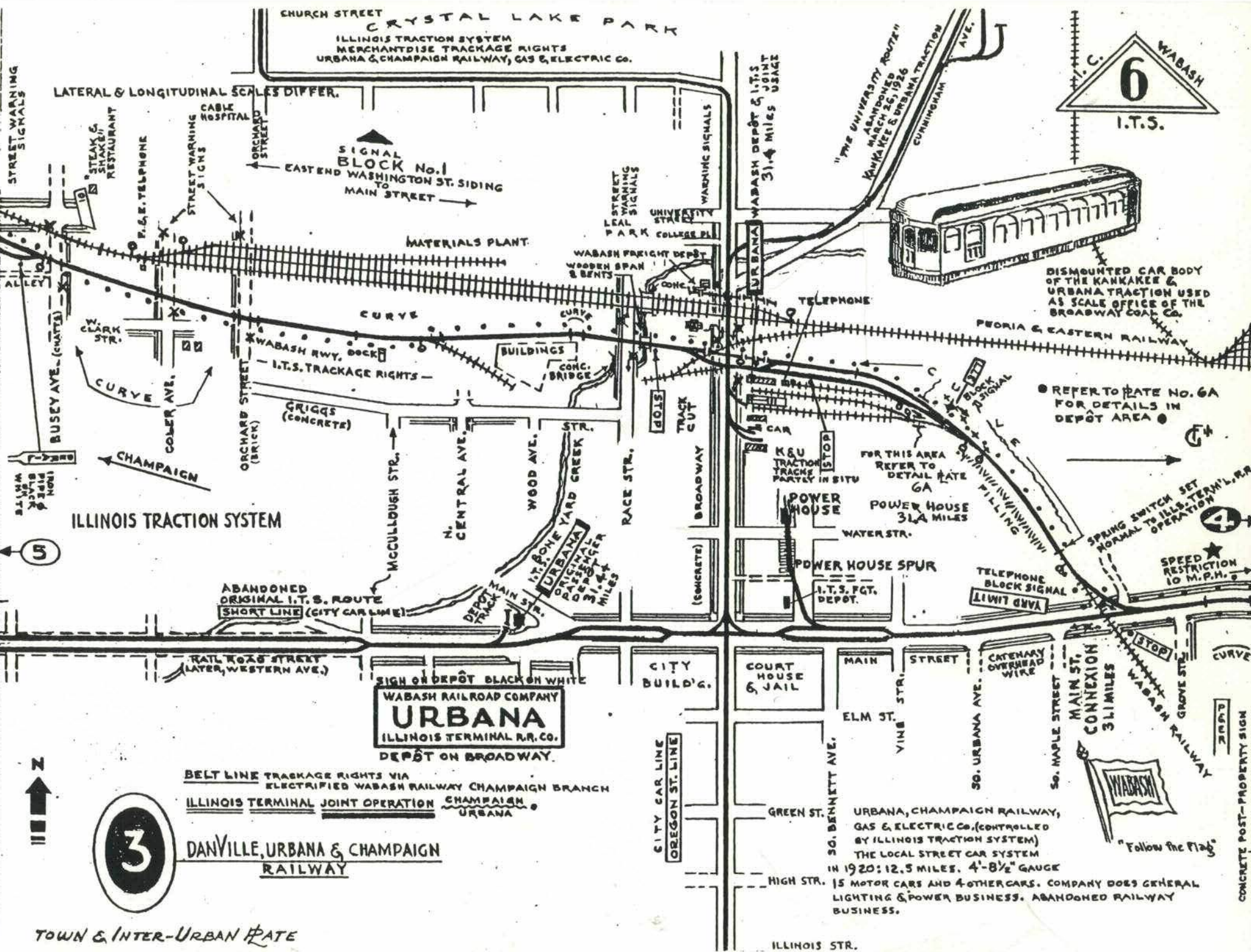


BELT LINE TRACKAGE RIGHTS VIA ELECTRICIFIED - WABASH RAILWAY CHAMPAIGN BRANCH CHAMPAIGN URBANA

- LOCATIONS OF SWITCH INDICATOR LIGHTS (ON POLES NORTH SIDE OF TRACKS) FOR SWITCHING OPERATIONS
- ELM ST. SIDING (WEST END)
 - ICE PLANT TRACK
 - NELSON CULVERT TRACK
 - COAL SPUR
 - BETWEEN URBANA DEPOT AND MAIN ST.
 - BETWEEN NEIL ST. AND I.C. INTERLOCKING HOME SIGNAL
 - BETWEEN STATE AND RANDOLPH STREETS.

ORIGINAL I.T.S. INTERURBAN ROUTE

TOWN & INTER-URBAN PLATE



DISMOUNTED CAR BODY OF THE KANKAKEE & URBANA TRACTION USED AS SCALE OFFICE OF THE BROADWAY COAL CO.

SIGN ON DEPOT BLACK ON WHITE
WABASH RAILROAD COMPANY
URBANA
 ILLINOIS TERMINAL R.R. CO.
 DEPOT ON BROADWAY.

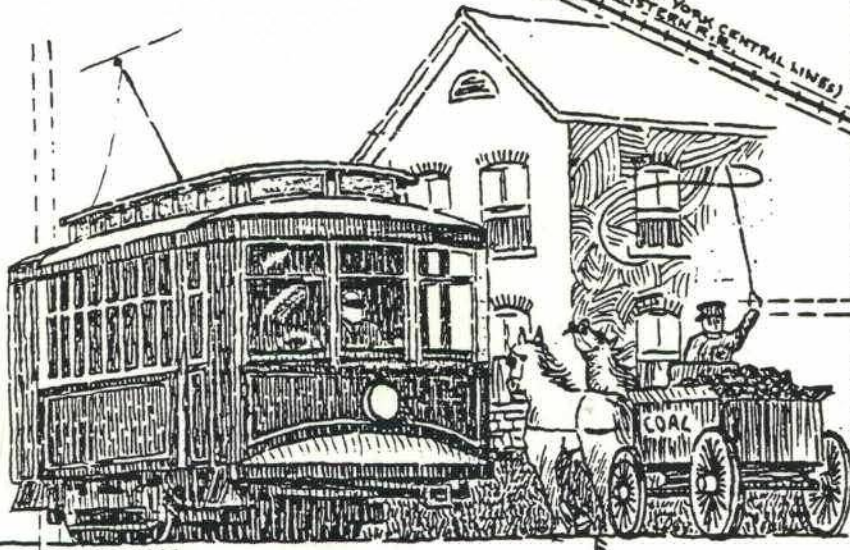


BELT LINE TRackage RIGHTS VIA ELECTRIPIED WABASH RAILWAY CHAMPAIGN BRANCH
 ILLINOIS TERMINAL JOINT OPERATION CHAMPAIGN & URBANA
DANVILLE, URBANA & CHAMPAIGN RAILWAY

TOWN & INTER-URBAN RATE

URBANA, CHAMPAIGN RAILWAY, GAS & ELECTRIC CO. (CONTROLLED BY ILLINOIS TRACTION SYSTEM) THE LOCAL STREET CAR SYSTEM IN 1920: 12.5 MILES. 4'-8 1/2" GAUGE 15 MOTOR CARS AND 4 OTHER CARS. COMPANY DOES GENERAL LIGHTING & POWER BUSINESS. ABANDONED RAILWAY BUSINESS.

"Follow the Flag"



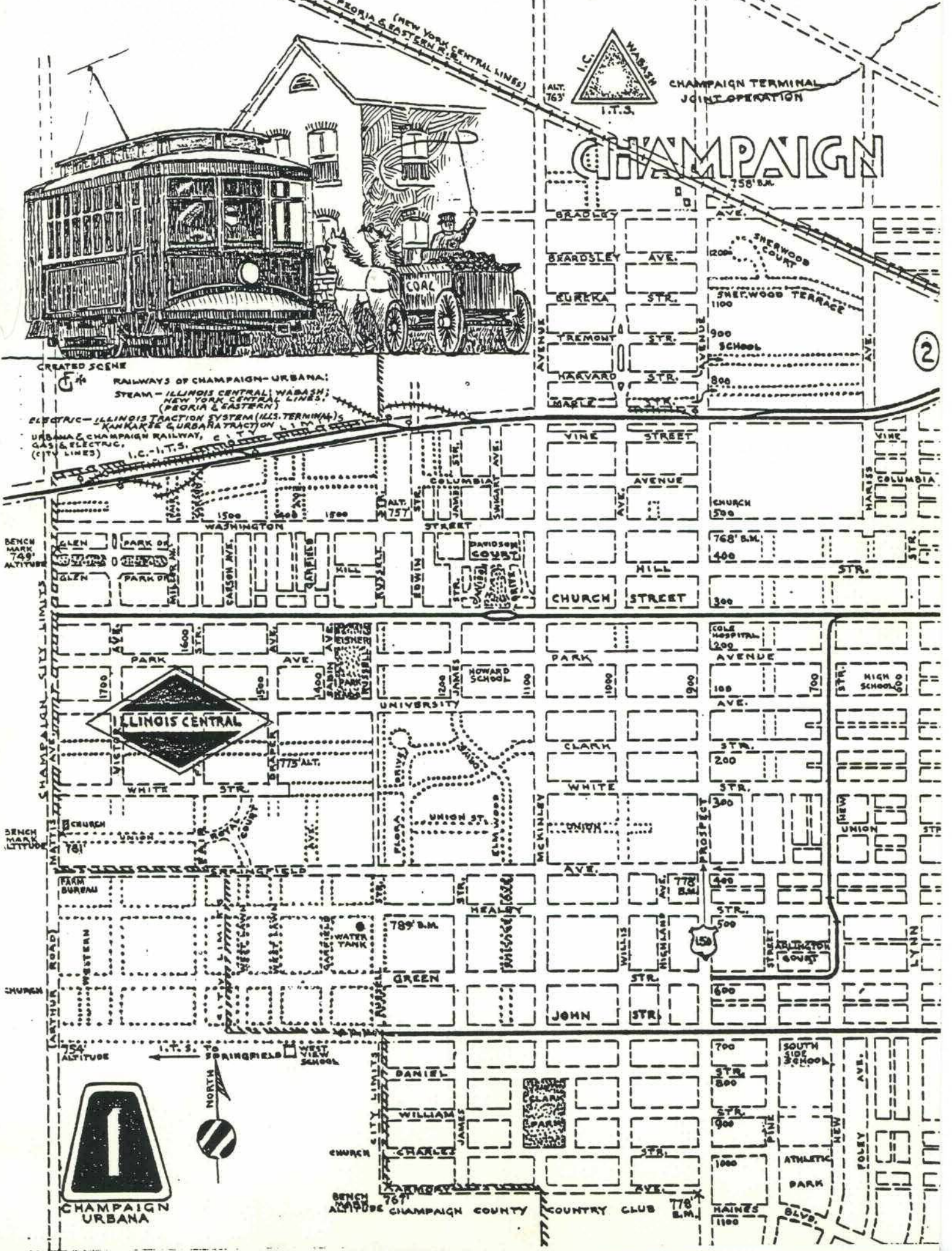
CREATED SCENE

RAILWAYS OF CHAMPAIGN-URBANA:
 STEAM - ILLINOIS CENTRAL, WABASH,
 NEW YORK CENTRAL LINES,
 (PEORIA & EASTERN)
 ELECTRIC - ILLINOIS TRACTION SYSTEM (ILL. TERMINAL),
 KANKAKEE & URBANA TRACTION
 URBANA & CHAMPAIGN RAILWAY, C.I.T.
 GAS & ELECTRIC,
 (CITY LINES)
 I.C. - I.T.S.

CHAMPAIGN



CHAMPAIGN TERMINAL
 JOINT OPERATION



BENCH MARK 749' ALTITUDE

BENCH MARK 781' ALTITUDE

BENCH MARK 754' ALTITUDE

CHAMPAIGN URBANA

BENCH MARK 767' ALTITUDE CHAMPAIGN COUNTY



NORTH

TO SPRINGFIELD



2

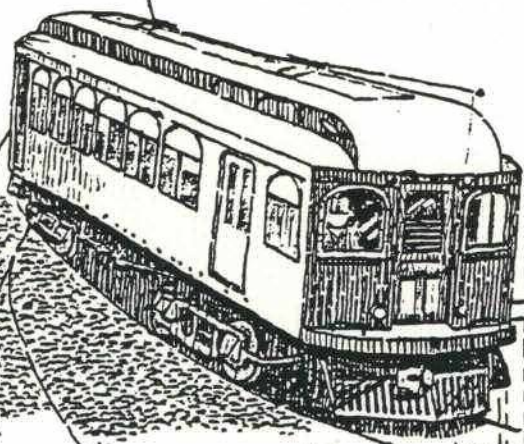
URBANA

"CAR BARN BOUND"

ABANDONED MARCH 26, 1926
"THE UNIVERSITY ROUTE"
"KANKAKEE & URBANA TRACTION"
TO DAYTON

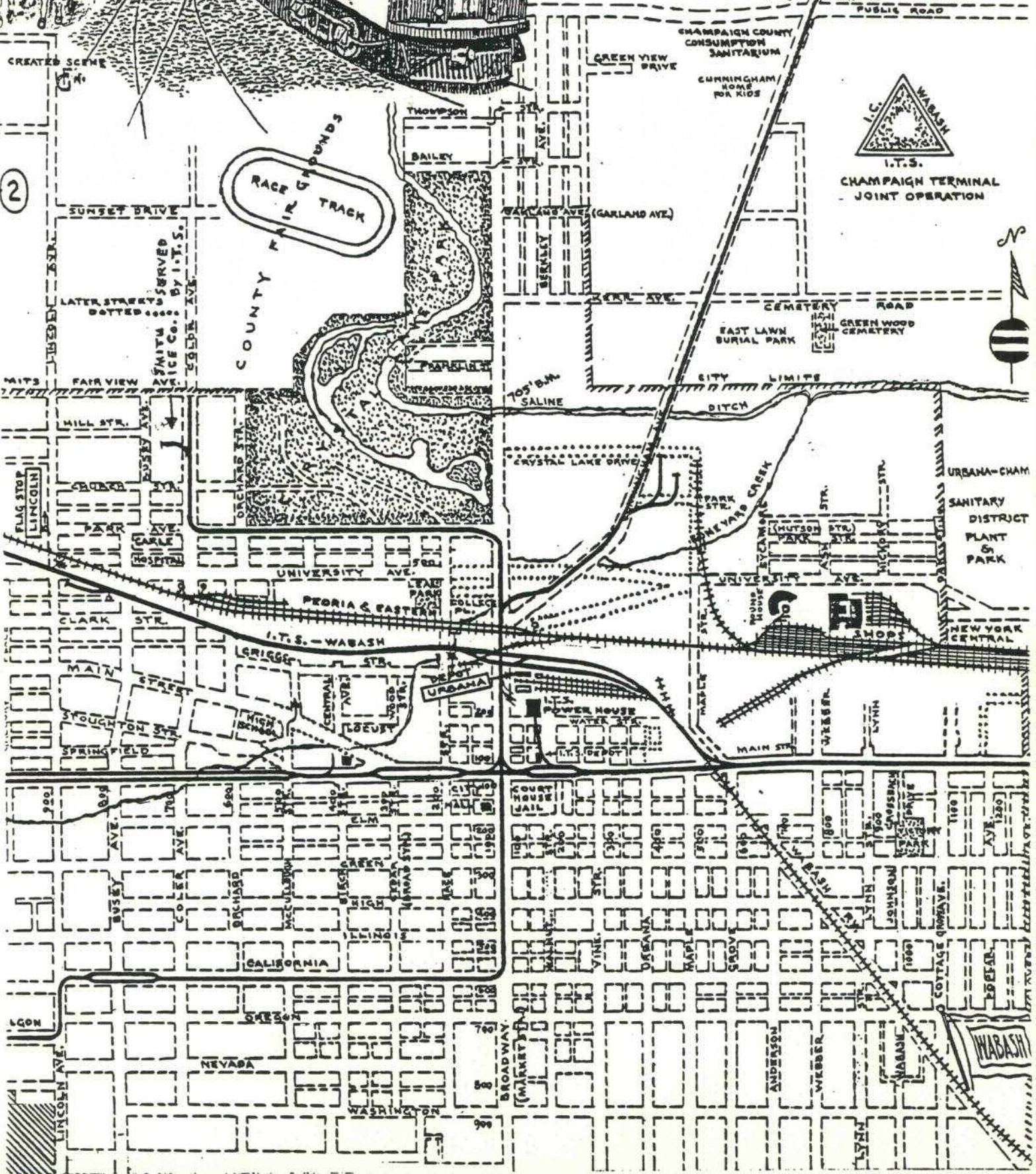


CHAMPAIGN
URBANA



CREATED SCENE

2



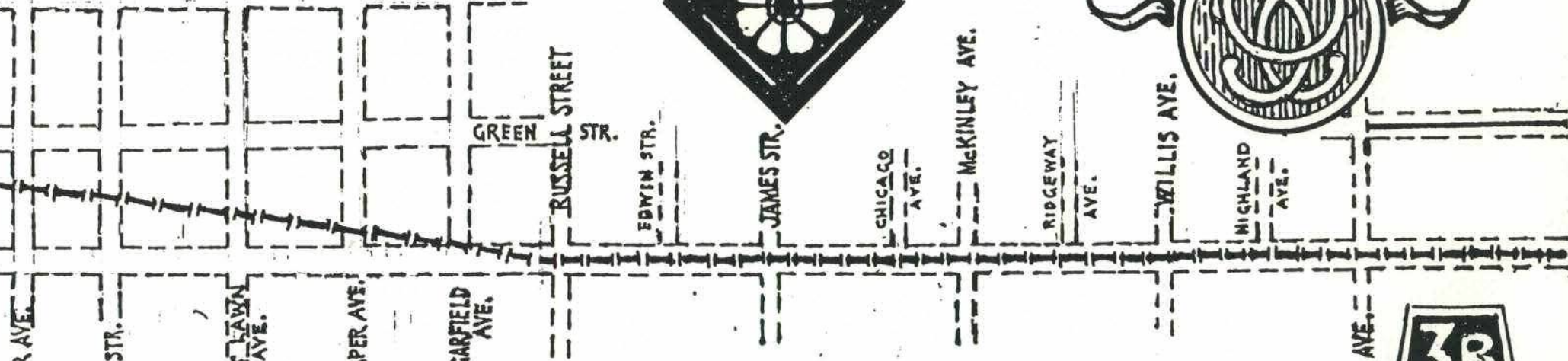
CHAMPAIGN TERMINAL
JOINT OPERATION



WABASH



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ABANDONED CITY ROUTE FOR INTER-URBAN TRAINS

FIRST, FREIGHT TRAINS VIA ELECTRIFIED BELT LINE - CHAMPAIGN TERMINAL JOINT-OPERATION
LATER, PASSENGER TRAINS.

CHAMPAIGN, ILLINOIS.



ILLINOIS TRACTION SYSTEM