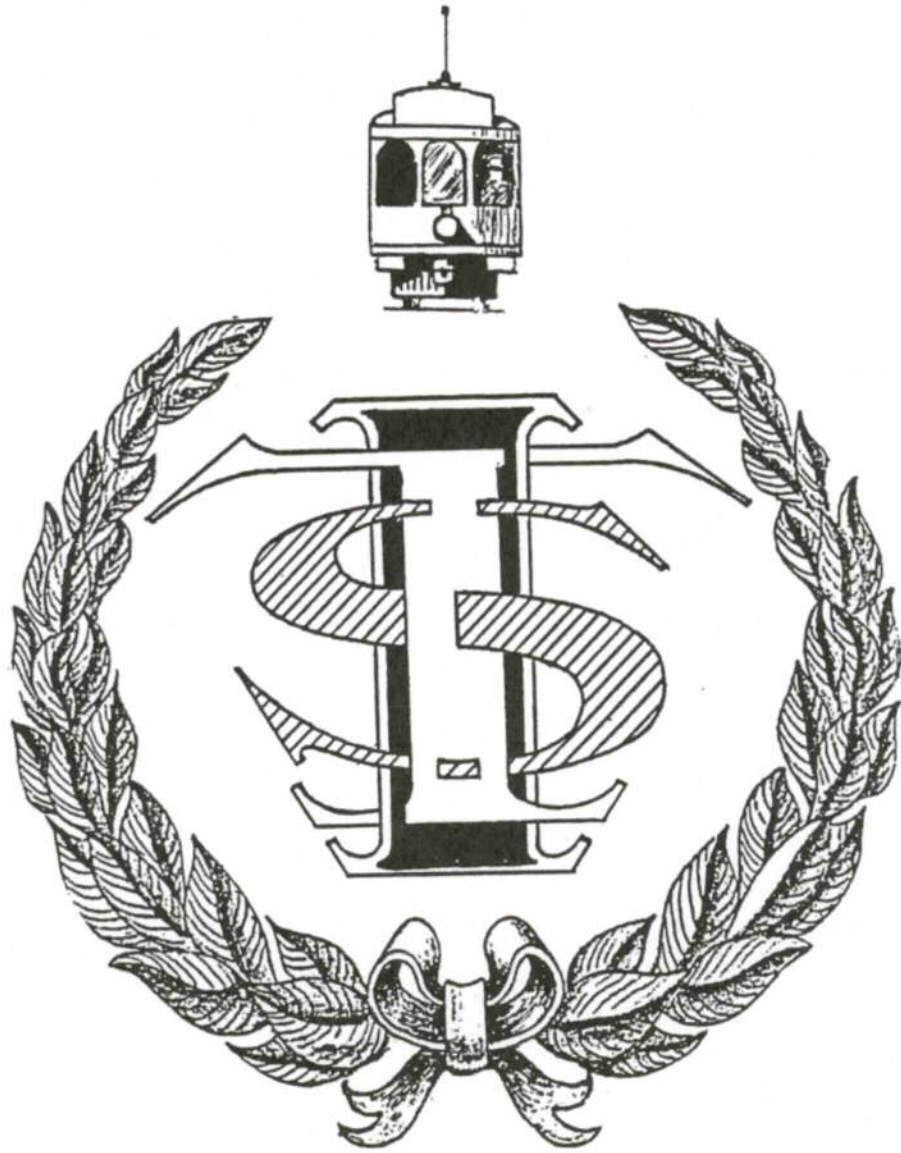


SPRINGFIELD TO PEORIA



Volume II

Illinois Traction System

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Peoria City Plats	9	110
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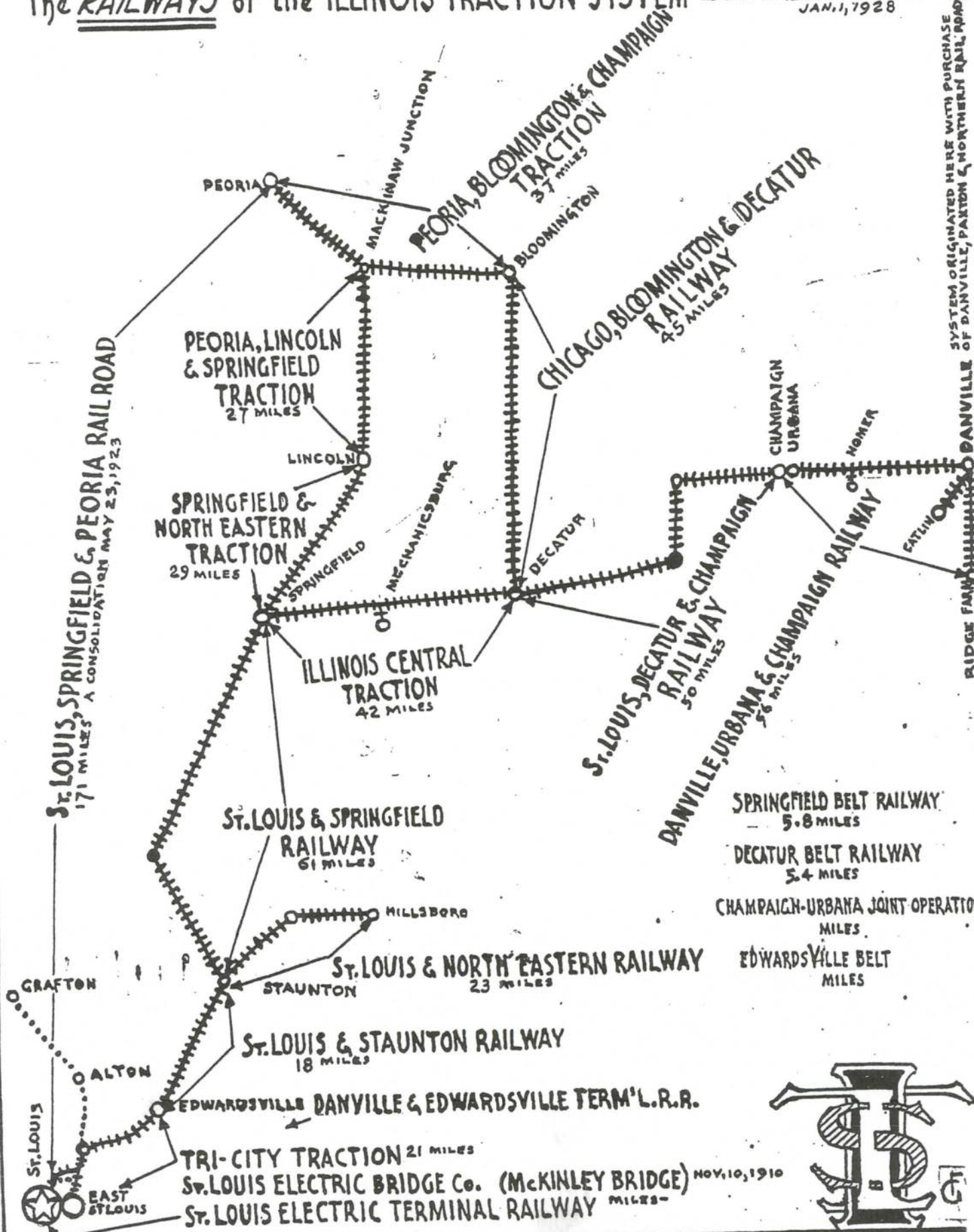
Dale Jenkins 3/26/24

NORTH

The RAILWAYS of the ILLINOIS TRACTION SYSTEM

LEASED TO ILLINOIS TERMINAL CO. JAN. 1, 1928

WEST

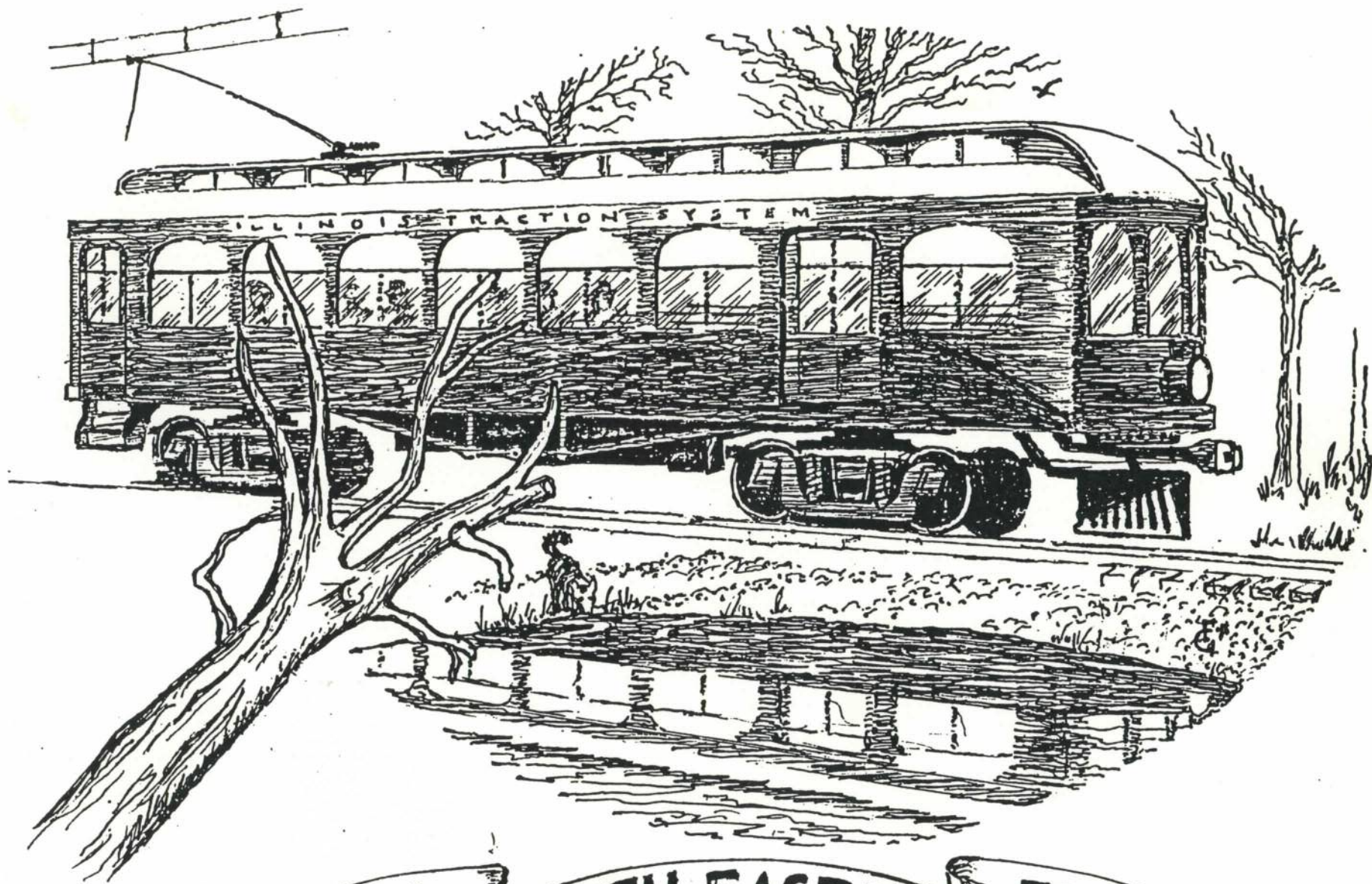


SYSTEM ORIGINATED HERE WITH PURCHASE OF DANVILLE, PAXTON & NORTHERN RAIL ROAD. RIDGE FARM DANVILLE


- SPRINGFIELD BELT RAILWAY — 5.8 MILES
- DECATUR BELT RAILWAY — 5.4 MILES
- CHAMPAIGN-URBANA JOINT OPERATION — MILES
- EDWARDSVILLE BELT — MILES



SOUTH



SPRINGFIELD & NORTH EASTERN TRACTION



K&B&V

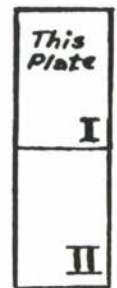
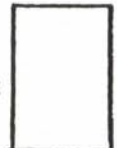
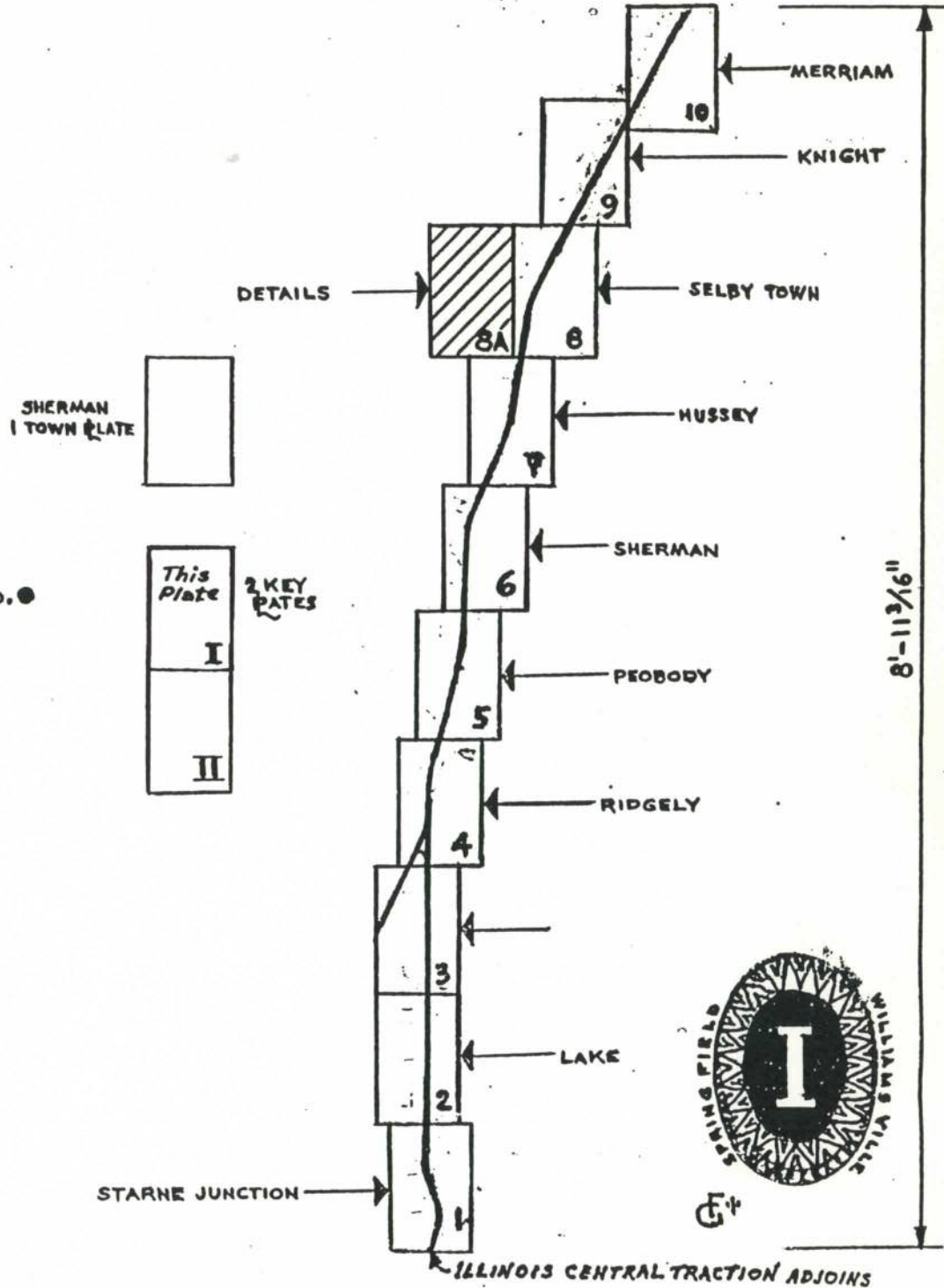
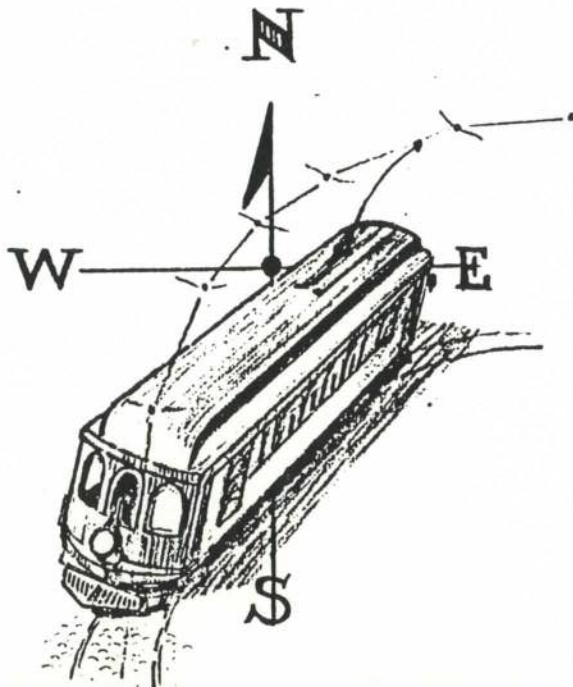
To SEQUENCE OF
INTER-URBAN RATES
WILLIAMSVILLE-TO-SPRINGFIELD
 (EXCLUSIVELY)

NUMBER OF RATES — 13
 INTER-URBAN — 10 KEY — 2
 DETAIL — 1

MILES CHARTED — APPROX. — 9½ +
 OVER-ALL MAP SIZE — 3'-7" X 8'-11 3/16"

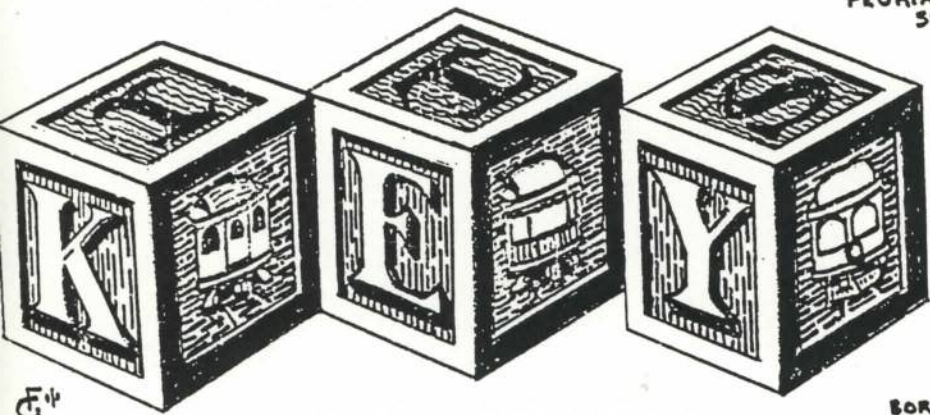
TROLLEY POLE COUNT & SELF-SCALING CHARTS.

● SPRINGFIELD & NORTH EASTERN TRACTION CO.
 of the ILLINOIS TRACTION SYSTEM
 (MCKINLEY LINES)



ILLINOIS CENTRAL TRACTION ADJOINS

3'-7"



PEORIA, LINCOLN & SPRINGFIELD TRACTION

ADJACENT

LINCOLN

GRAVEL PIT SIDING

SALT CREEK

ASYLUM SPUR DATA: SPEED

BORN

FOGARTY SIDING

FOGARTY

BROADWELL SIDING

BROADWELL

GILLETT

CROHURST

ELKHART CITY

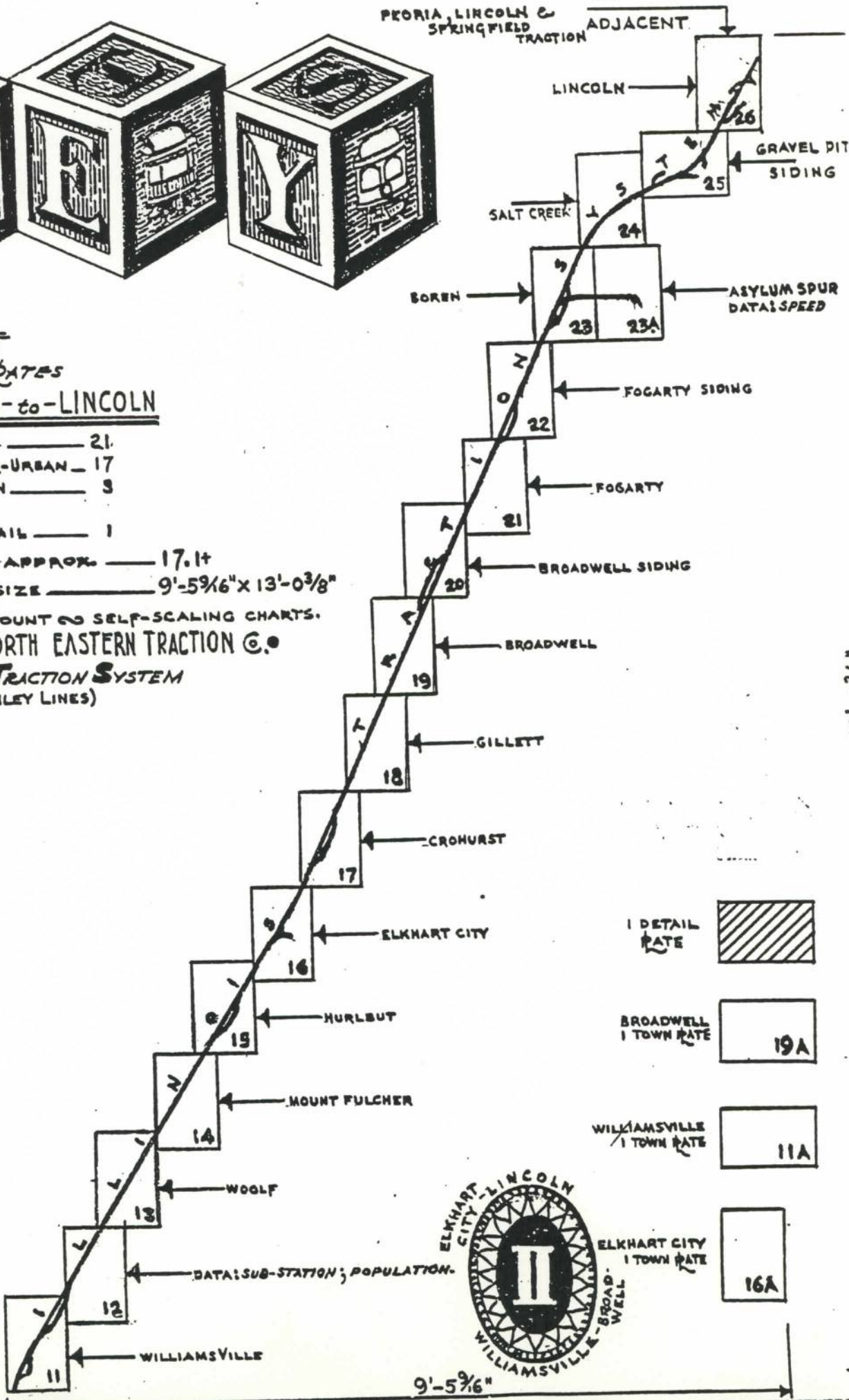
HURLBUT

MOUNT FULCHER

WOOLF

DATA: SUB-STATION; POPULATION.

WILLIAMSVILLE



TO SEQUENCE OF INTER-URBAN RATES WILLIAMSVILLE - to - LINCOLN

NUMBER of RATES _____ 21
 INTER-URBAN _____ 17
 TOWN _____ 3

DETAIL _____ 1

MILES CHARTED APPROX. _____ 17.14
 OVER-ALL MAP SIZE _____ 9'-5 5/16" x 13'-0 3/8"

TROLLEY POLE COUNT & SELF-SCALING CHARTS.

SPRINGFIELD & NORTH EASTERN TRACTION CO.

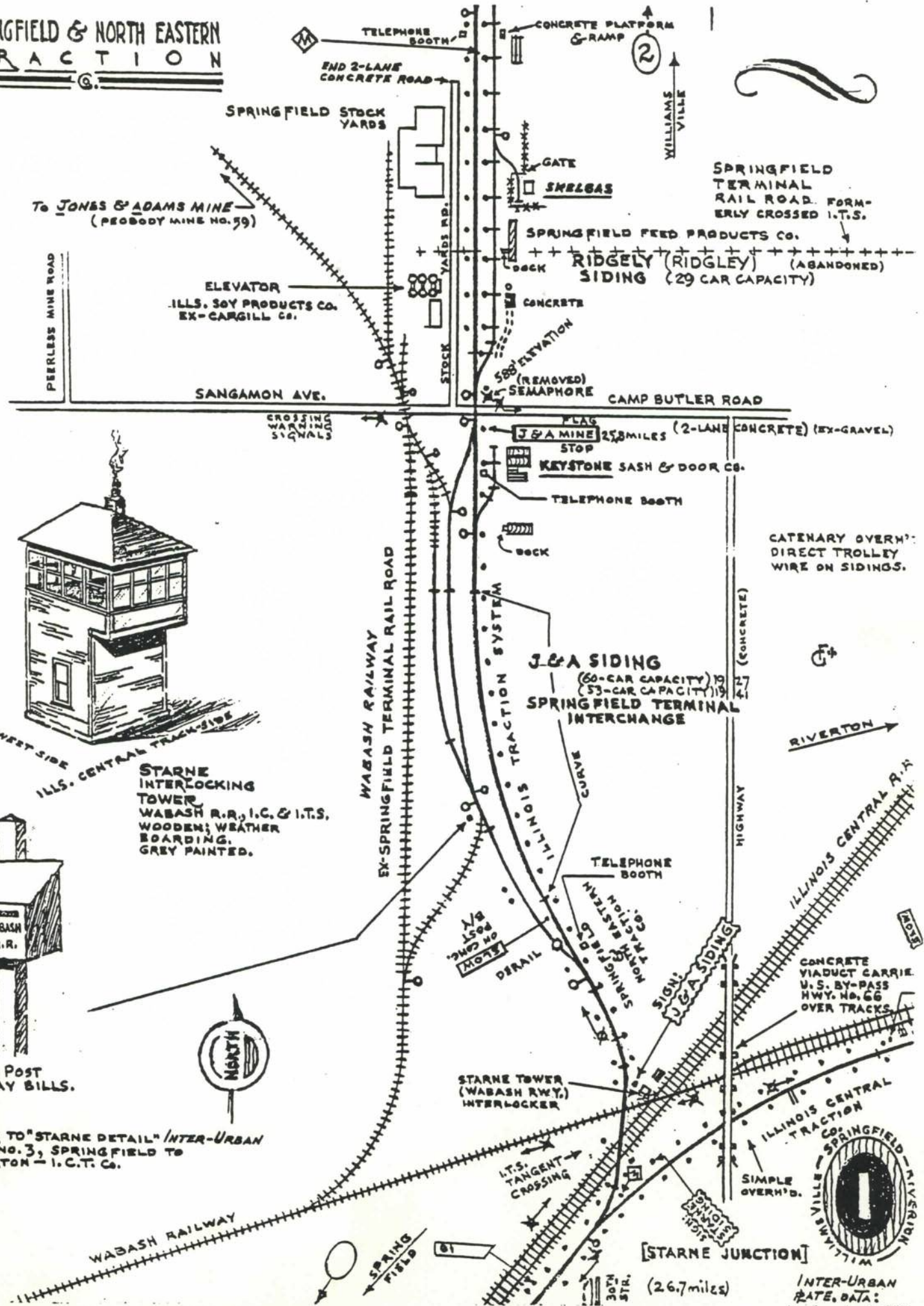
of the ILLINOIS TRACTION SYSTEM (MCKINLEY LINES)



13'-0 3/8"

9'-5 5/16"

SPRINGFIELD & NORTH EASTERN TRACTION



To JONES & ADAMS MINE
(PROBODY MINE NO. 59)

SPRINGFIELD
TERMINAL
RAIL ROAD. FORM-
ERLY CROSSED I.T.S.

RIDGELY (RIDGLY) SIDING (29 CAR CAPACITY)

J&A SIDING
(60-CAR CAPACITY) 19
(53-CAR CAPACITY) 19

SPRINGFIELD TERMINAL
INTERCHANGE

[STARNE JUNCTION]

(2.67 miles)

INTER-URBAN
RATE DATA:



BOX ON POST
FOR WAY BILLS.

STARNE
INTERLOCKING
TOWER
WABASH R.R., I.C. & I.T.S.
WOODEN; WEATHER
BOARDING.
GREY PAINTED.



REFER TO "STARNE DETAIL" INTER-URBAN
RATE NO. 3, SPRINGFIELD TO
RIVERTON - I.C.T. Co.

SIDINGS **STRUCTURES** **TRACKAGE** **STOPS**

AGE M. SPED. CAR CAPACITY
 1925 1925

APRIL 30 1924
 MILEAGE FROM ST. LOUIS, MO
 LINCOLN C. & A. DEPOT (BRICK)
 (I. T. S. JOINT USAGE)

Station	Age	M. Sped.	Car Capacity	Structure	Trackage	Stop	Mileage
LINCOLN	6	28.3	3	LINCOLN STREET CAR CO. CROSSING ①	BROADWAY WOODLAWN AND LINCOLN SCHOOL-COLONY LINES.	LINCOLN DEPOT	127.
WYATT-Y	3	28.0	15	BRICK FREIGHT DEPOT (BRICK)	LINCOLN SUB-STATION; SPUR - CAR BARN - ILLINOIS CENTRAL R.R. CROSSING ②	LINCOLN DEPOT (I. T. S. BRICK) FINAL USE OF G. M. & O. DEPOT.	
GRAVEL PIT	1	27.0	7	LINCOLN SAND & GRAVEL CO. TRACK CROSSING ①	INTERCHANGE VIA LINCOLN S. & G. O. TRACK WITH GULF, MOBILE & OHIO R.R. (C. & A. R.R.) & I. C. R.R. LINCOLN WATER CO. SPUR		
SALT CREEK							
BOREN	3	25.0	29	27 BOREN	ASYLUM FARM SPUR - OFF BOREN SIDING	BOREN	125.
FOGARTY	8	23.4	15	14 FOGARTY	FOGARTY SUB-STATION; ELEVATOR CONCRETE BLOCK	GRIGGS	124.
BROADWELL	9	21.5	32	28 BROADWELL		WARICK	124.
LYONS		18.4	50	LYONS		FOGARTY	122
MORRIS (1941)	1	-	23	23 MORRIS (1941) - GILLETT SIDING - 22 CAR CAPY.		BROADWELL DEPOT (WOOD)	120.
ELKHART-Y	8	17.4	3	3 ELKHART	ELKHART SUB-STATION (NORTH LEG OF WYE GONE 1946) (REMAINDER 1951)	GILLETT	119.
HURLBUT	4	16.0	16	14 HURLBUT	2 ELEVATORS	CROMHURST	
MOUNT FULCHER	1	-	25	25 MOUNT FULCHER	ELEVATOR (GONE IN 1940)	ELKHART DEPOT (BRICK)	117.
WOOD	5	12.2	44	44 WOOD	TRACK RELOCATED IN TOWN.	HURLBUT	115
WILLIAMSVILLE	1	11.7	4	4 WILLIAMSVILLE	MERRIAM SUB-STATION BRICK	MT. FULCHER	114.
SELBY TOWN				SELBY TOWN	CHICAGO & ALTON R.R. CROSSING ① MINE TRACKS; C. & A. R.R. CONNECTION (IN SITU 1916) "EX-BOW" ELIMINATED 1951	WOOLF	113
FANCY CREEK							
SHERMAN	6.7		30	30 SHERMAN		LESTER	111
PEOBODY				PEOBODY		MERRIAM	110
SANGAMON RIVER							
RIDGELY JUNCTION & RIDGLEY				RIDGELY JUNCTION & RIDGLEY	C. & A. R.R. CONNECTION WEST CART SPUR	POORMAN	109
RIDGLEY	2.5		29	29 RIDGLEY	SPRINGFIELD CONSOLIDATED RAILWAY CO. - SMELTER LINE	KNIGHT	109
STARNE JUNCTION	1.7			STARNE JUNCTION	KEYSTONE BASH & BOOR CO. SPUR JONES & ADAMS MINE; SPRINGFIELD TERM. L.R.R. CONNECTION - ② WABASH R.R. CROSSING ① ILLINOIS CENTRAL R.R. CROSSING ② ILLINOIS CENTRAL TRACTION CO. CONNECTION FOR ENTRY INTO SPRINGFIELD	SELBY TOWN	108.

WABASH CONNECTION, AFTER SPFLD. TERM. L. R. R. ABANDONMENT - ②
 KEYS AT J. & A., PEOBODY & SELBYTOWN CLOSED.
 BASH CONNECTION, AFTER SPFLD. TERM. L. R. R. ABANDONMENT - ②

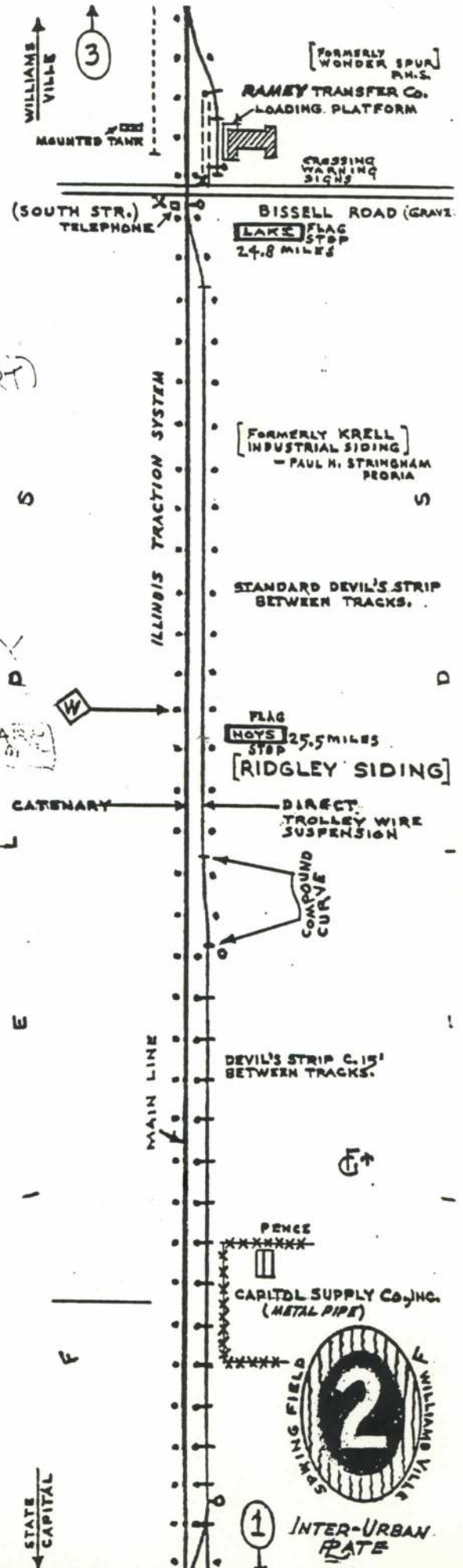
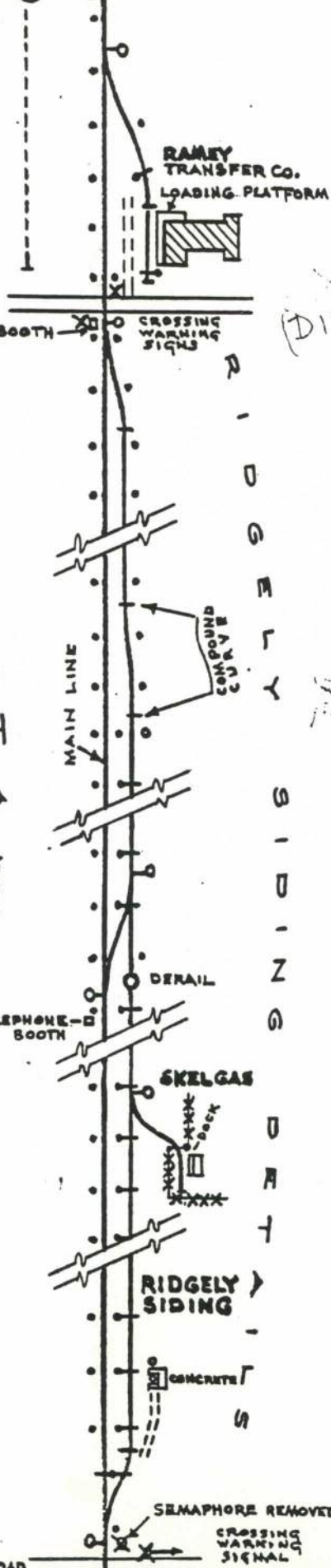
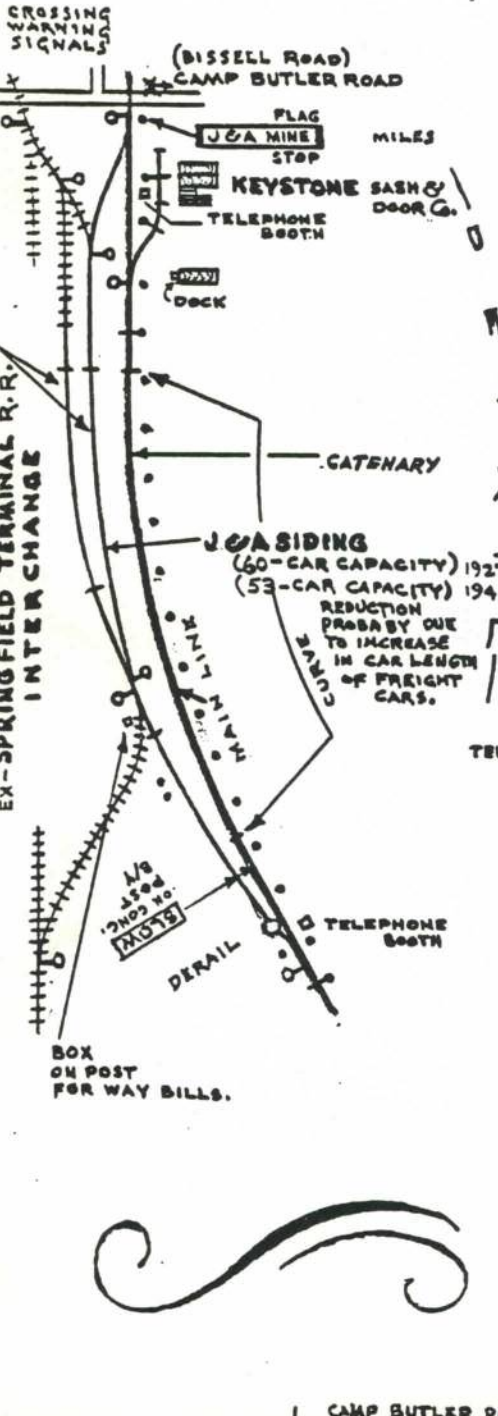
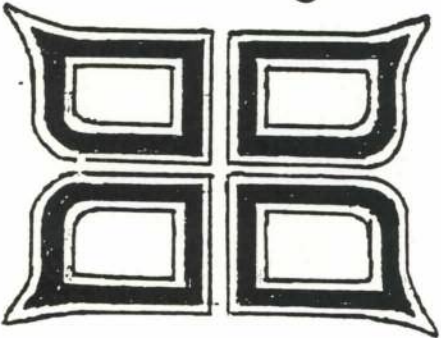
SPRINGFIELD STATION (CLEAR LAKE RD)
 SPRINGFIELD DEPOT (MONROE STR. 8TH TO 9TH)

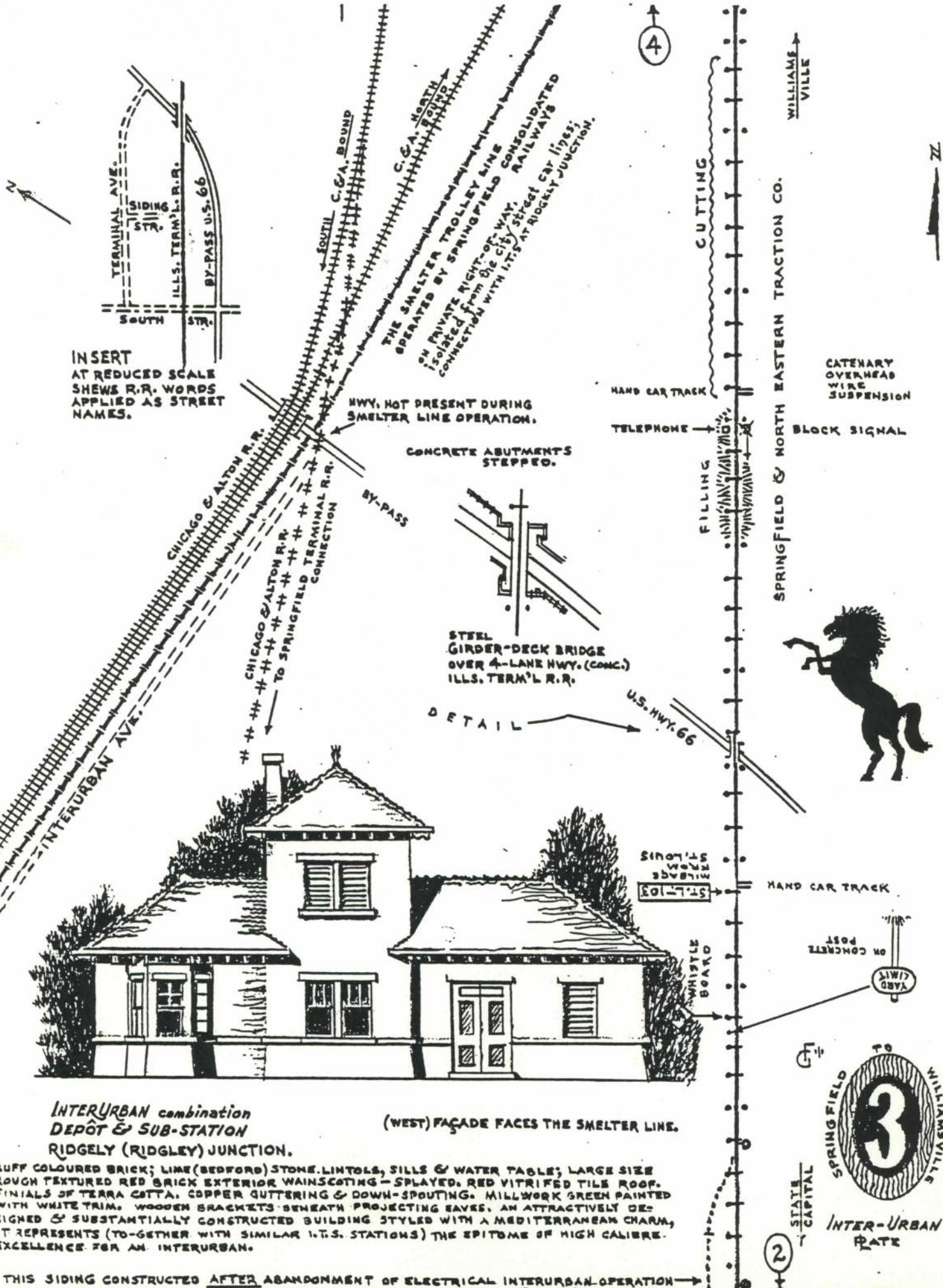
DETAIL

TARIFF & EMPLOYERS' TIME TABLES, SOURCE OF STOP & SIDING LISTING SUPPLIED BY PAUL STRINGHAM, FLORIDA.
 φ - ABANDONED
 SPRINGFIELD & NORTH EASTERN TRACTION CO. of the Illinois Traction System.



SPRINGFIELD & NORTH EASTERN TRACTION Co.





INSERT
AT REDUCED SCALE
SHOWS R.R. WORDS
APPLIED AS STREET
NAMES.

HWY. NOT PRESENT DURING
SMELTER LINE OPERATION.

CONCRETE ABUTMENTS
STEPPED.



STEEL
GIRDER-DECK BRIDGE
OVER 4-LANE HWY. (CONC.)
ILL. TERM'L R.R.

DETAIL

CUTTING

SPRINGFIELD & NORTH EASTERN TRACTION CO.



HAND CAR TRACK

TELEPHONE

BLOCK SIGNAL

FILLING

U.S. HWY. 66

SINGLE
TRACK
ST. L. 103

HAND CAR TRACK

ON CONCRETE
POST

YARD
LIMIT

STATE
CAPITAL



2

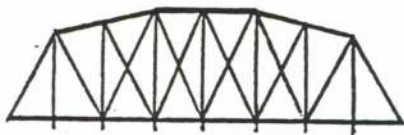
**INTERURBAN combination
DEPÔT & SUB-STATION
RIDGELY (RIDGLEY) JUNCTION.**

(WEST) FAÇADE FACES THE SMELTER LINE.

BUFF COLOURED BRICK; LIME (BEDFORD) STONE. LINTOLS, SILLS & WATER TABLE; LARGE SIZE ROUGH TEXTURED RED BRICK EXTERIOR WAINSCOTING - SPLAYED. RED VITRIFIED TILE ROOF. FINIALS OF TERRA COTTA. COPPER GUTTERING & DOWN-SPOUTING. MILLWORK GREEN PAINTED WITH WHITE TRIM. WOODEN BRACKETS BENEATH PROJECTING EAVES. AN ATTRACTIVELY DESIGNED & SUBSTANTIALLY CONSTRUCTED BUILDING STYLED WITH A MEDITERRANEAN CHARM, IT REPRESENTS (TO-GETHER WITH SIMILAR U.S. STATIONS) THE EPITOME OF HIGH CALIBRE. EXCELLENCE FOR AN INTERURBAN.

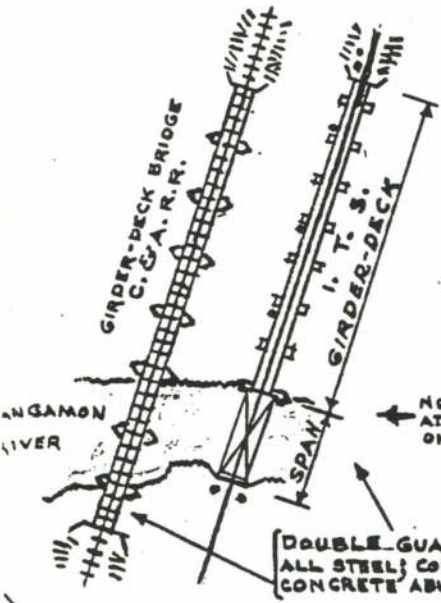
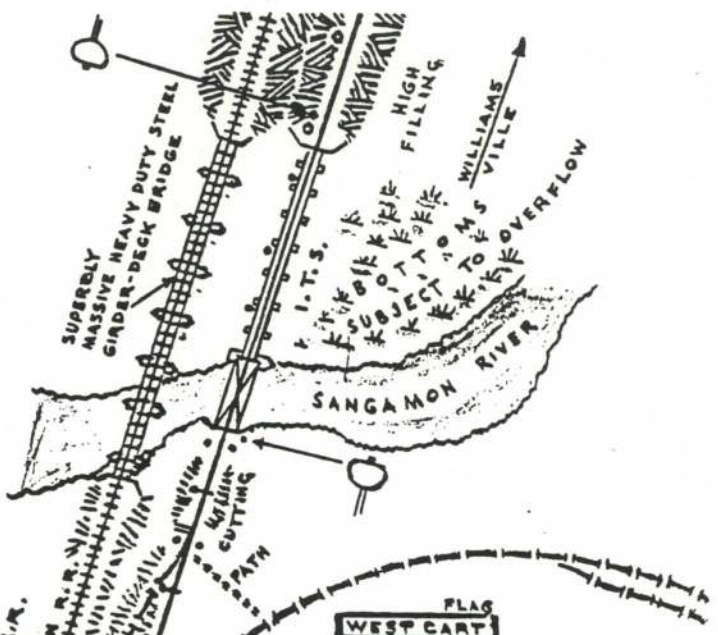
THIS SIDING CONSTRUCTED AFTER ABANDONMENT OF ELECTRICAL INTERURBAN OPERATION

SPRINGFIELD & NORTH EASTERN TRACTION



STRUCTURAL STEEL DIAGRAMME OF TRUSS THROUGH BRIDGE OF THE ILLINOIS TRACTION SYSTEM ACROSS SANGAMON RIVER. OVERHEAD CLEARANCE FROM TOP OF RAIL 17'-10" SIDE CLEARANCE FROM TRACK CENTRE 7'-0"

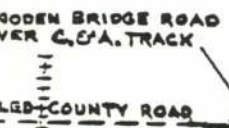
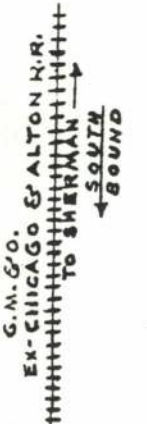
5



DOUBLE GUARD RAILS. ALL STEEL; CONCRETE PIERS. CONCRETE ABUTMENTS.



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



ST. L. 104 MILEAGE FROM ST. LOUIS C.G.A. CONNECTION

WEST CART SPUR TRACK 23.3 MILES

FLAG BRINKERHOFF STOP 23.6 MILES

23.7 miles RIDGELY [RIDGLEY] JUNCTION & RIDGELY DEPOT SUB-STATION



INTER-URBAN RATE

3

BURKE STOP

CATENARY OVERH'D DIRECT ON SIDING

SPRINGFIELD & NORTH EASTERN TRACTION CO.

WESTERN CARTRIDGE CO. WORKS

NON EXISTANT 1935 SIDING - 17 CAR CAPACITY (1927) RESIDENCE RED BRICK EX-OFFICE

YELLOW BOARD ON CONCRETE POST

WEST CART SPUR TRACK

2 HAND CAR TRACKS

C & A CONNECTION

G.M. & O. EX-ST. L. P. C. & N. R.R. EX-ALTON R.R. CHICAGO & ALTON R.R. DEPRESSION

CONCRETE CULVERTS

DEEP FILLING

BARRICADE

CATENARY OVERHEAD

23.7 miles

3'x3' CONC. SLAB

I.T.S. MAIN LINE

NORTH BOUND

SOUTH BOUND

RIDGELEY JUNCTION WYE 674'

23.5 miles

CROSSING WARNING SIGNS

GODEN BRIDGE ROAD VER C.G.A. TRACK

LEB COUNTY ROAD

G.M. & O. EX-CHICAGO & ALTON R.R. TO SHERMAN

SOUTH BOUND

ABANDONED ROAD

DIRT ROAD

DEEP FILLING

CONCRETE CULVERTS

WEST CART SPUR TRACK

WESTERN CARTRIDGE CO. WORKS

SPRINGFIELD & NORTH EASTERN TRACTION CO.

NON EXISTANT 1935 SIDING - 17 CAR CAPACITY (1927)

RESIDENCE RED BRICK EX-OFFICE

YELLOW BOARD ON CONCRETE POST

2 HAND CAR TRACKS

CONCRETE CULVERTS

C & A CONNECTION

G.M. & O. EX-ST. L. P. C. & N. R.R. EX-ALTON R.R. CHICAGO & ALTON R.R. DEPRESSION

CONCRETE CULVERTS

DEEP FILLING

BARRICADE

CATENARY OVERHEAD

23.7 miles

3'x3' CONC. SLAB

I.T.S. MAIN LINE

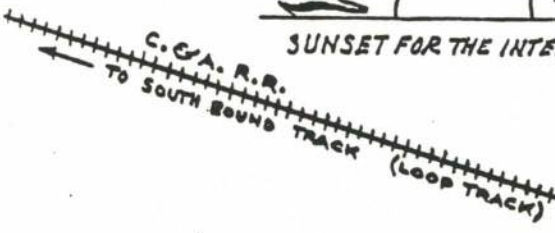
NORTH BOUND

SOUTH BOUND

INTERSTATE COMMERCE COMMISSION:
 APRIL 19TH 1961 - ILLINOIS TERMINAL R.R.
 AUTHORIZED ABANDONMENT OF 2.7 MILES
 OF MAINLINE LINCOLN TO SPRINGFIELD.
 TRACKAGE RIGHTS OVER ILLINOIS CENTRAL
 RAIL ROAD VIA MOUNT PULASKI GRANTED.

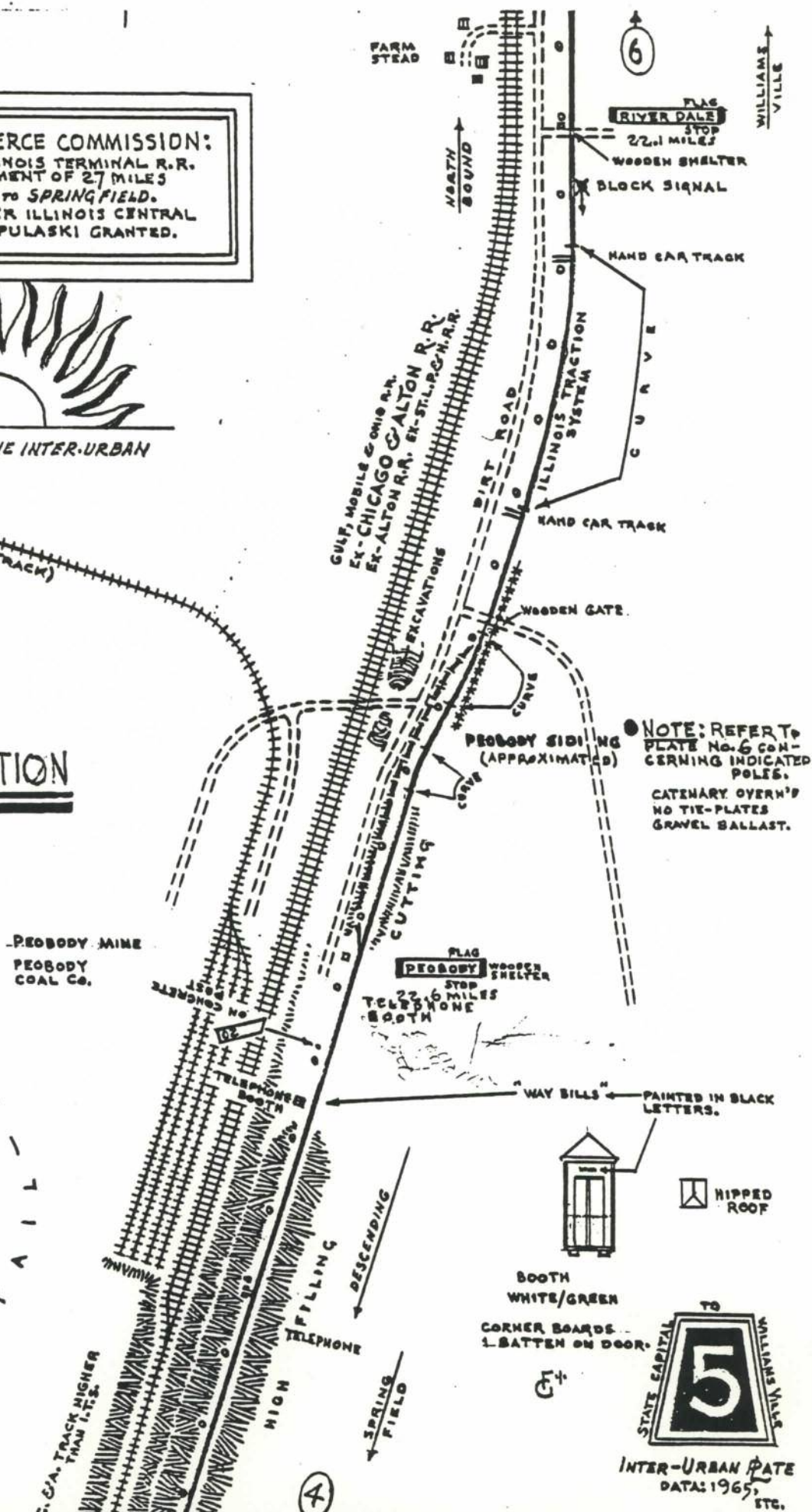
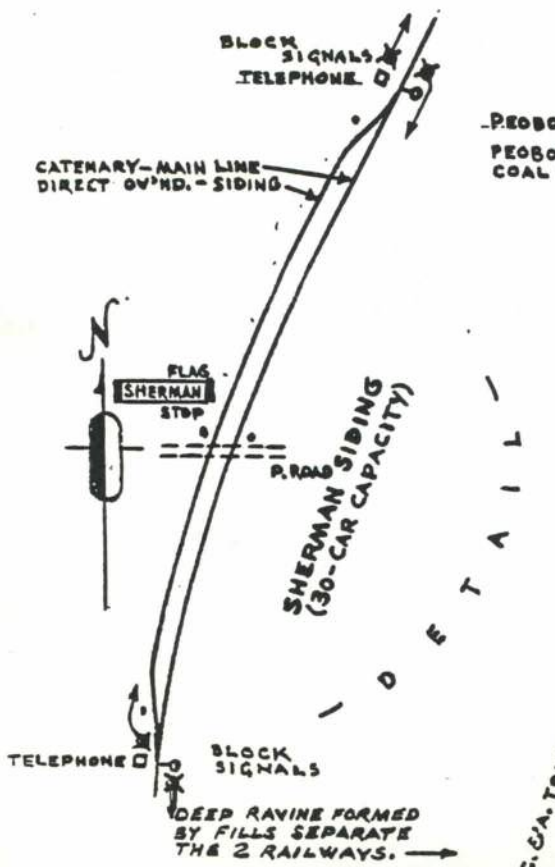


SUNSET FOR THE INTER-URBAN



C&A MINE TRACKAGE
 FROM U.S. "TOPO"
 1925-26 SURVEY.

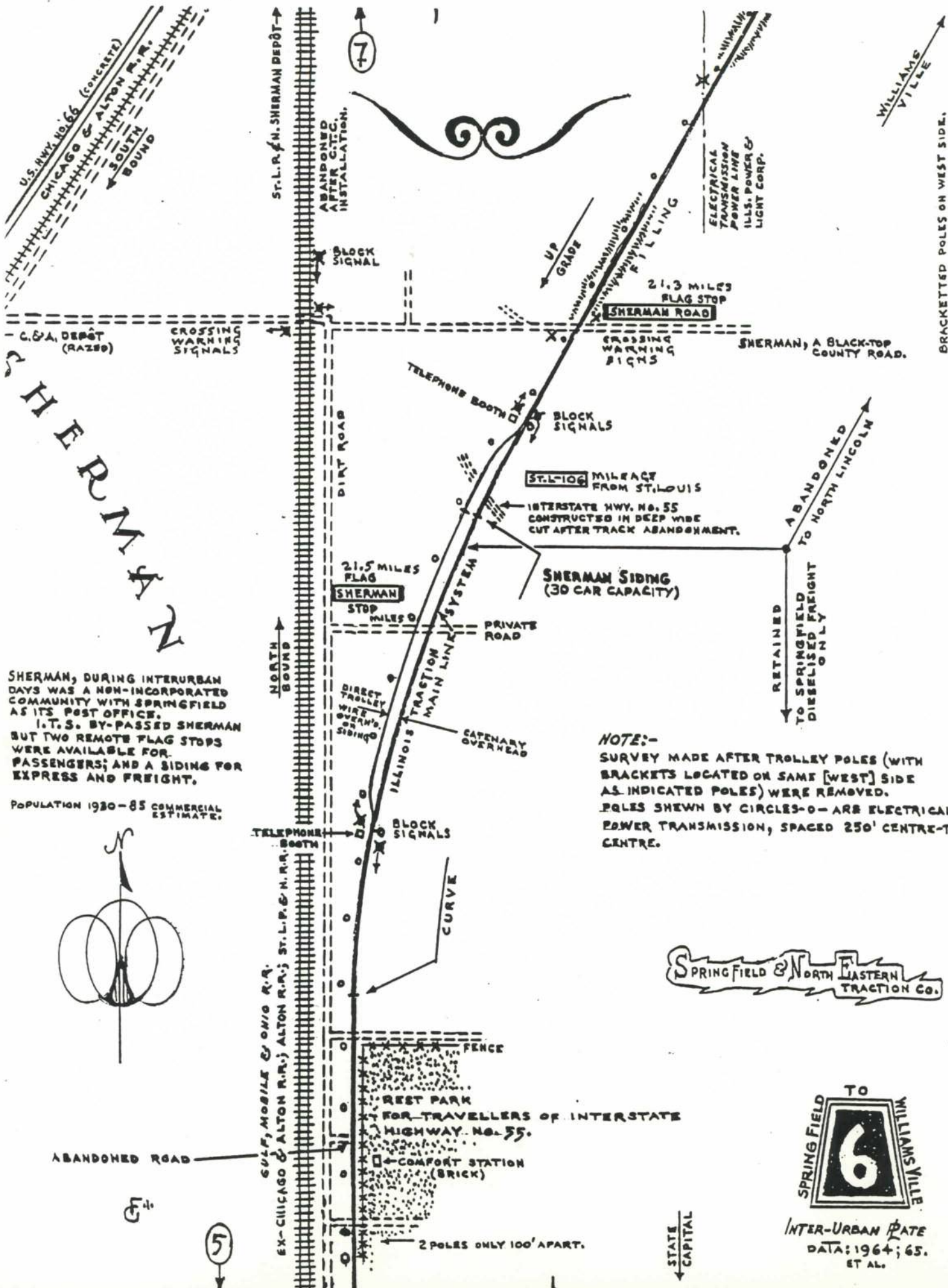
**SPRINGFIELD &
 NORTH EASTERN TRACTION**



**NOTE: REFER TO
 PLATE No. 6 CONCERNING INDICATED
 POLES.**
 CATENARY OVERHEAD
 NO TIE-PLATES
 GRAVEL BALLAST.



INTER-URBAN DATA: 1965, ETC.



SHERMAN, DURING INTERURBAN DAYS WAS A NON-INCORPORATED COMMUNITY WITH SPRINGFIELD AS ITS POST OFFICE. I.T.S. BY-PASSED SHERMAN BUT TWO REMOTE FLAG STOPS WERE AVAILABLE FOR PASSENGERS; AND A SIDING FOR EXPRESS AND FREIGHT.

POPULATION 1980-85 COMMERCIAL ESTIMATE.

NOTES:-
 SURVEY MADE AFTER TROLLEY POLES (WITH BRACKETS LOCATED ON SAME [WEST] SIDE AS INDICATED POLES) WERE REMOVED. POLES SHOWN BY CIRCLES-O- ARE ELECTRICAL POWER TRANSMISSION, SPACED 250' CENTRE-TO-CENTRE.

SPRINGFIELD & NORTH EASTERN TRACTION CO.

TO WILLIAMSVILLE
 SPRINGFIELD
 6
 INTER-URBAN RATE
 DATA: 1964; 65.
 ET AL.



5

7

STATE CAPITAL

BRACKETTED POLES ON WEST SIDE.

ILLINOIS TRACTION SYSTEM

SPRINGFIELD & NORTH EASTERN TRACTION

REFER TO NOTE # NO.10.
ON PAGES.

WEST (SOUTH BOUND) TRACK REMOVED

SIDING - U.S. "Topo"
1925-1926 SURVEY
EDITION OF 1930.

INTERSTATE HIGHWAY 55
CHICAGO
ST. LOUIS
GULF, MOBILE & OHIO R.R.

COUNTY ROAD

20.1 MILES
FLAG
MUSSEY
STOP

ON CONCRETE
POST

CROSSING
WEARING
SURFACE

CONCRETE
BRIDGE

TELEPHONE
BOOTH

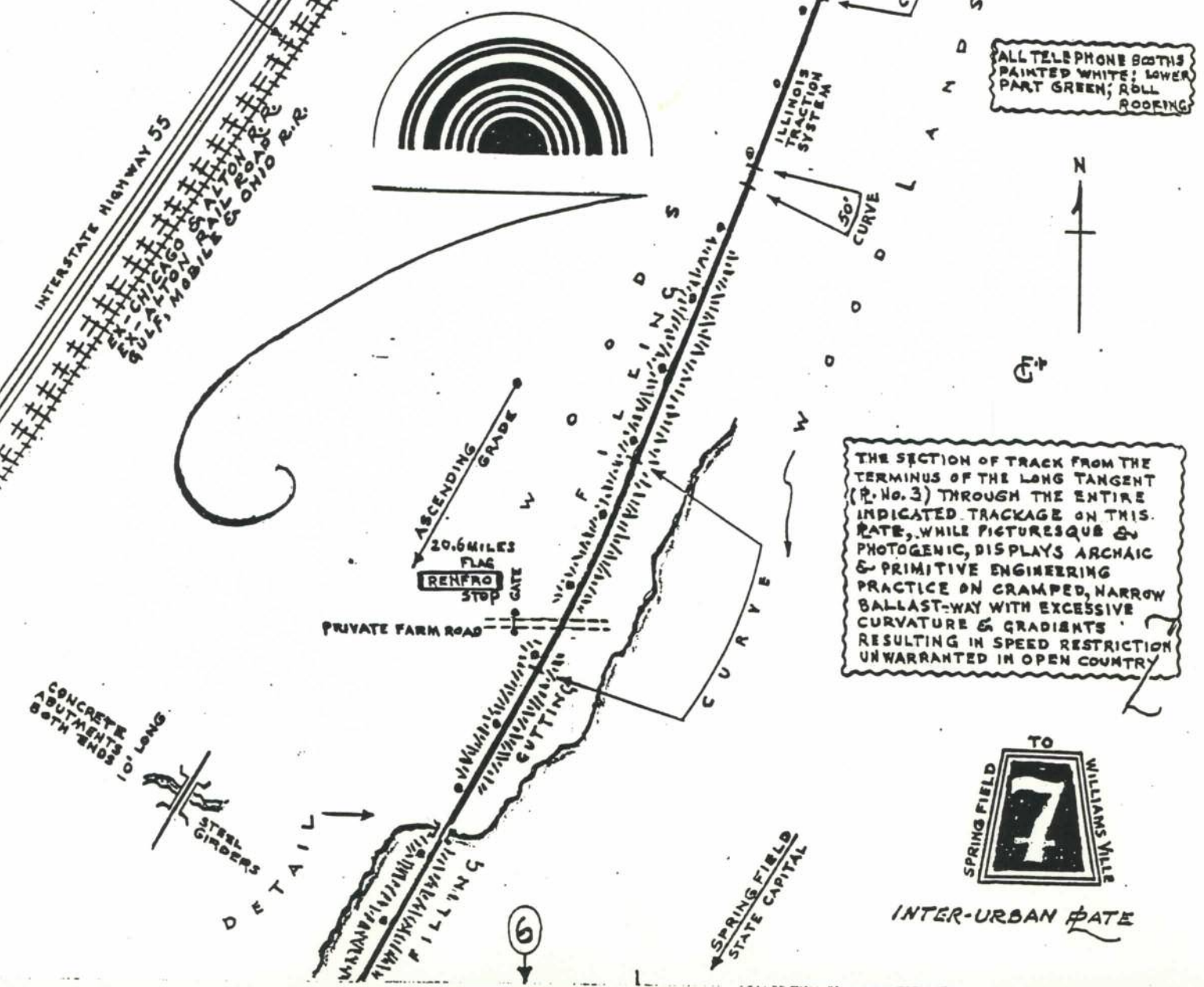
ALL TELEPHONE BOOTHS
PAINTED WHITE; LOWER
PART GREEN; ROLL
ROOFING

THE SECTION OF TRACK FROM THE
TERMINUS OF THE LONG TANGENT
(P. No. 3) THROUGH THE ENTIRE
INDICATED TRACKAGE ON THIS
PAGE, WHILE PICTURESQUE &
PHOTOGENIC, DISPLAYS ARCHAIC
& PRIMITIVE ENGINEERING
PRACTICE ON CRAMPED, NARROW
BALLAST-WAY WITH EXCESSIVE
CURVATURE & GRADIENTS
RESULTING IN SPEED RESTRICTION
UNWARRANTED IN OPEN COUNTRY



INTER-URBAN RATE

SPRING FIELD
STATE CAPITAL



ILLINOIS TRACTION SYSTEM

REFER TO NOTE, p. No. 10
ON POLES

SPRINGFIELD & NORTH EASTERN TRACTION

(CHICAGO & ALTON R.R.)
GULF, MOBILE & OHIO R.R. MILEAGE-POST SIGNS
ARE DOUBLE-FACED; ALL MILEAGES ORIGINATE FROM
CHICAGO, ILLS.
I.T.S. MILEAGES POSTED ON TROLLEY POLES ORIGINATE
FROM ST. LOUIS, MO.

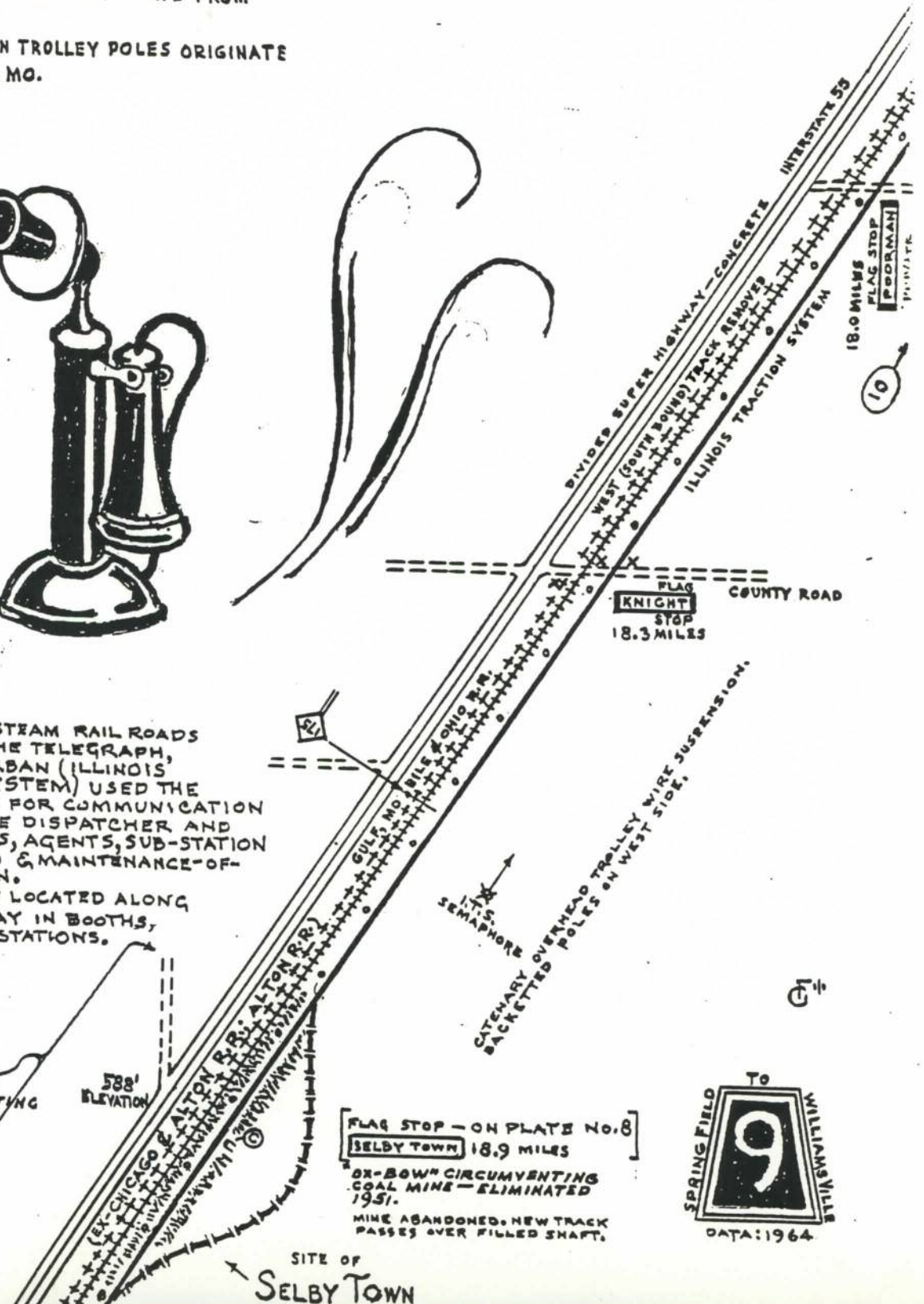


UNLIKE THE STEAM RAILROADS WHICH USE THE TELEGRAPH, THE INTER-URBAN (ILLINOIS TRACTION SYSTEM) USED THE TELEPHONE FOR COMMUNICATION BETWEEN THE DISPATCHER AND TRAIN CREWS, AGENTS, SUB-STATION ATTENDANTS & MAINTENANCE-OF-WAY FOREMEN.
TELEPHONES ARE LOCATED ALONG THE RIGHT-OF-WAY IN BOOTHS, STATIONS & SUB-STATIONS.

TANGENT TRACE IN CUTTING
588' ELEVATION
SPRINGFIELD

FLAG STOP - ON PLATE No. 8
SELBY TOWN 18.9 MILES
OX-BOW CIRCUMVENTING COAL MINE - ELIMINATED 1951.
MINE ABANDONED. NEW TRACK PASSES OVER FILLED SHAFT.

SITE OF SELBY TOWN



WILLIAMSVILLE

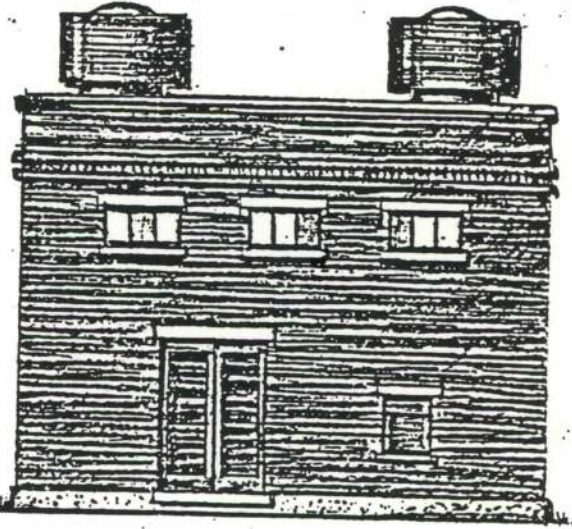
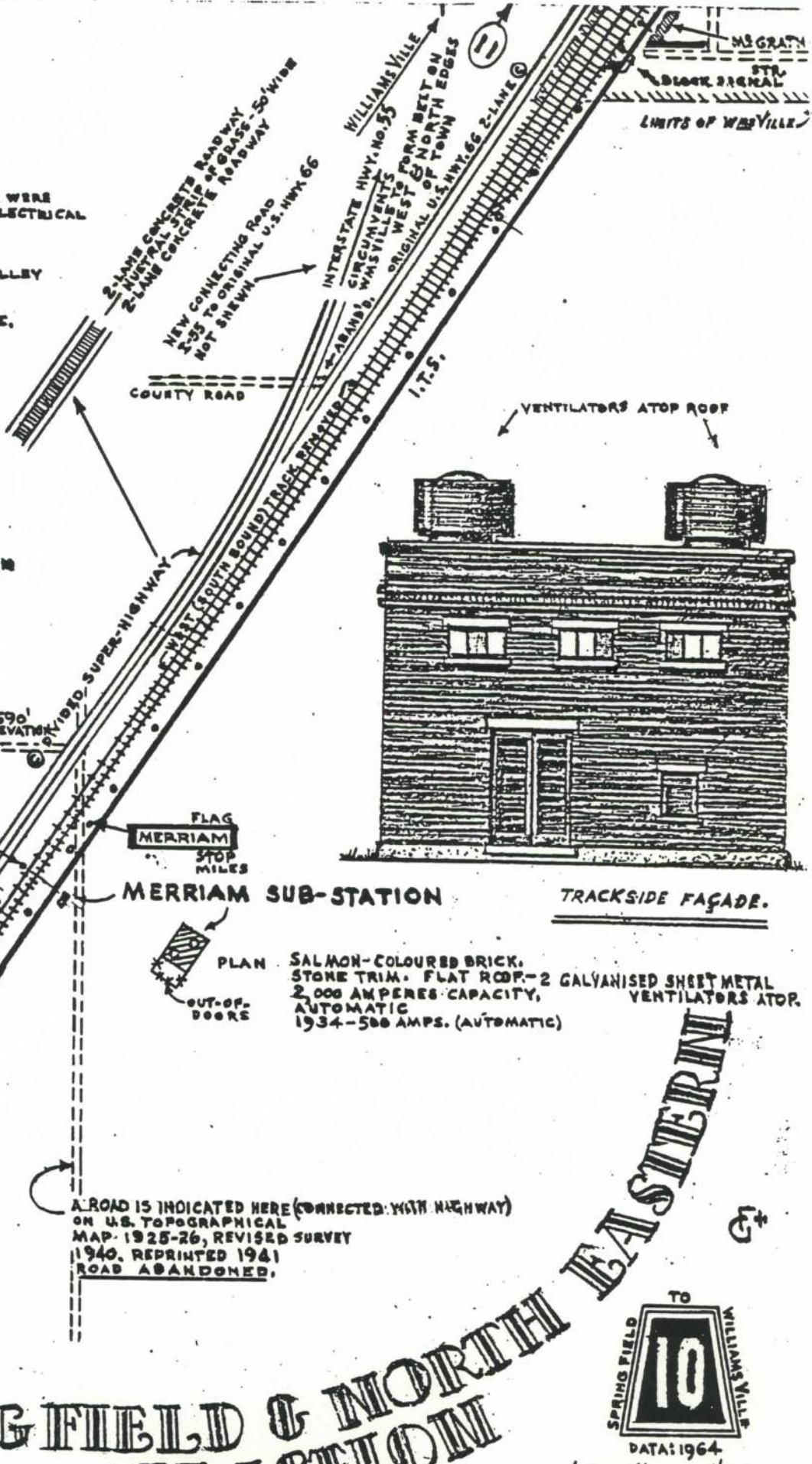
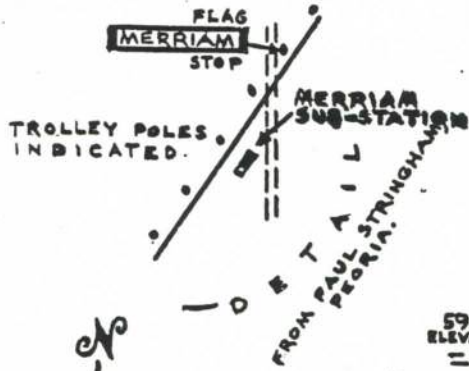




NOTE:-
 SURVEY MADE AFTER TROLLEY POLES WERE REMOVED; POLES INDICATED ARE FOR ELECTRICAL TRANSMISSION-SPACED 250 FEET CENTRE-TO-CENTRE.

INTERURBAN BRACKETED TROLLEY POLES ON WEST SIDE OF TRACK;
 GUY POLES ON EAST SIDE.
 POLE-SPACING, 40 TO THE MILE.

SANGAMON COUNTY



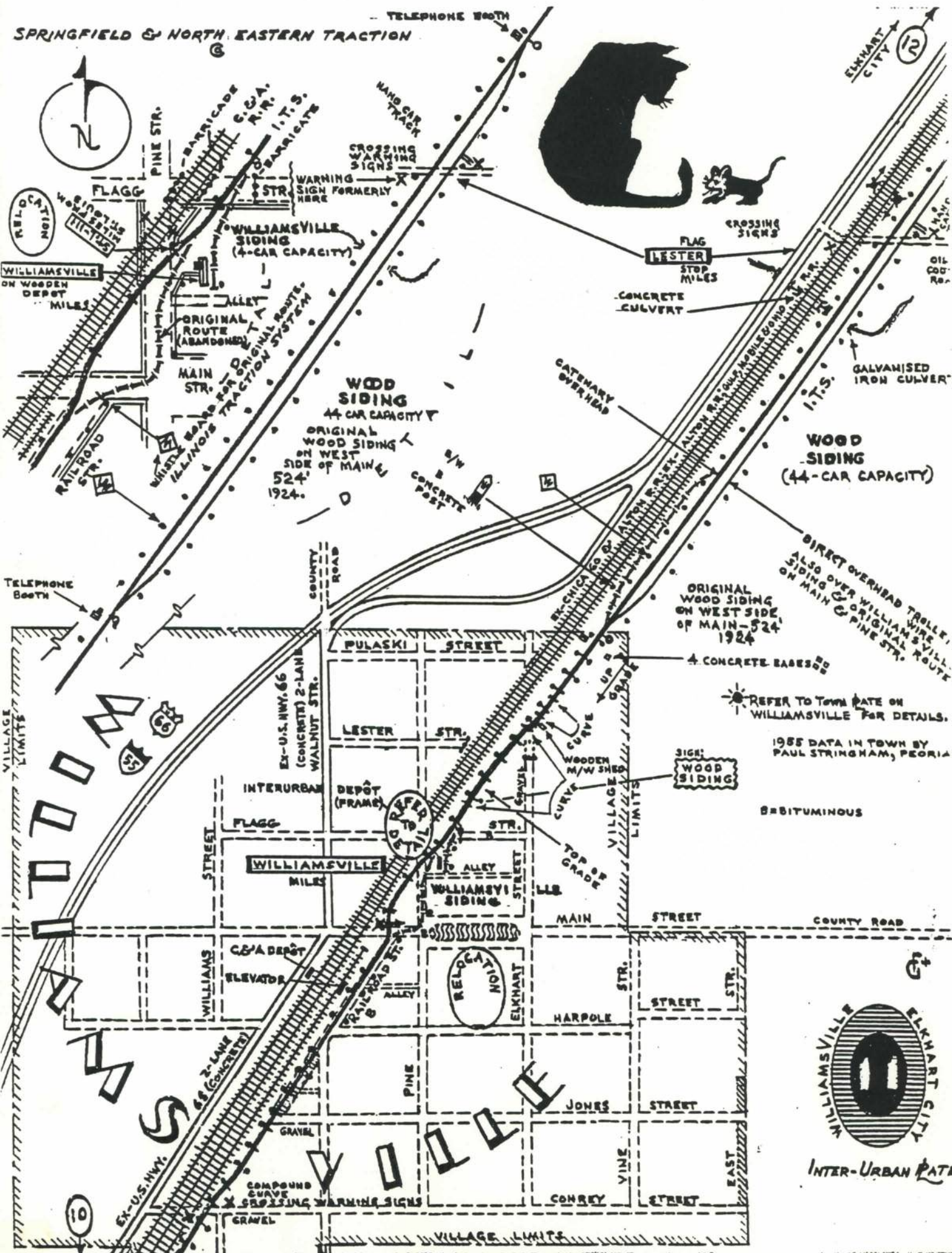
TRACKSIDE FAÇADE.

PLAN
 SALMON-COLOURED BRICK.
 STONE TRIM. FLAT ROOF.-2 GALVANISED SHEET METAL VENTILATORS ATOP.
 2,000 AMPERES CAPACITY,
 AUTOMATIC
 1934-500 AMPS. (AUTOMATIC)

SPRINGFIELD & NORTH EASTERN TRACTION

TO
 SPRINGFIELD 10 WILLIAMS VILLE
 DATA: 1964
 INTER-URBAN RATE

SPRINGFIELD & NORTH EASTERN TRACTION



ELKHART CITY 12

RELOCATED

WILLIAMSVILLE ON WOODEN DEPOT MILES

TELEPHONE Booth

VILLAGE LIMITS

10



FLAG LESTER STOP MILES

WOOD SIDING 44 CAR CAPACITY

ORIGINAL WOOD SIDING ON WEST SIDE OF MAIN 524 1924.

WOOD SIDING (44-CAR CAPACITY)

ORIGINAL WOOD SIDING ON WEST SIDE OF MAIN-524 1924

REFER TO TOWN MAP ON WILLIAMSVILLE FOR DETAILS.

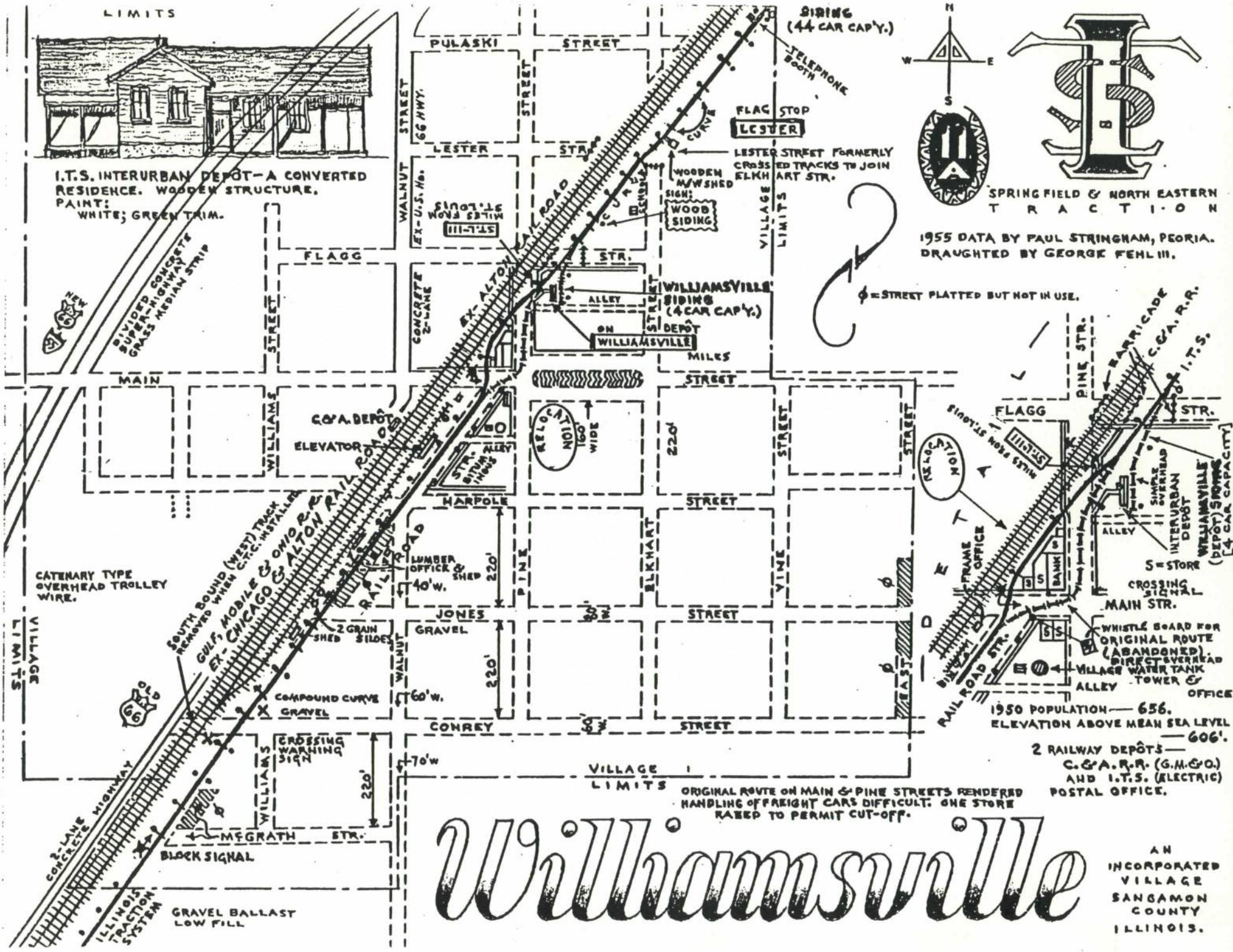
1955 DATA IN TOWN BY PAUL STRINGHAM, PEORIA

BITUMINOUS

SIGN: WOOD SIDING



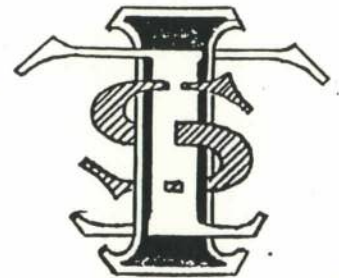
INTER-URBAN PATH



LIMITS



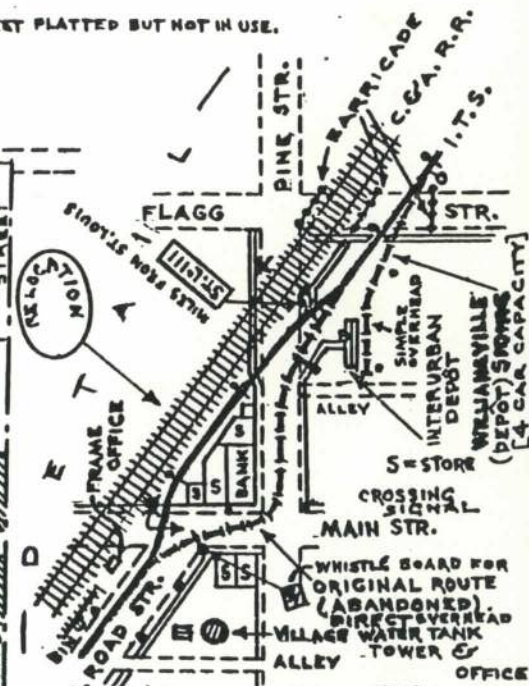
I.T.S. INTERURBAN DEPOT—A CONVERTED RESIDENCE. WOODEN STRUCTURE. PAINT: WHITE; GREEN TRIM.



SPRINGFIELD & NORTH EASTERN TRACTION

1955 DATA BY PAUL STRINGHAM, PEORIA. DRAUGHTED BY GEORGE FEHLIII.

⊕ = STREET PLATTED BUT NOT IN USE.



1950 POPULATION—656. ELEVATION ABOVE MEAN SEA LEVEL—606'.

2 RAILWAY DEPOTS—
C.G.A. R.R. (G.M.&O.)
AND I.T.S. (ELECTRIC)
POSTAL OFFICE.

ORIGINAL ROUTE ON MAIN & PINE STREETS RENDERED HANDLING OF FREIGHT CARS DIFFICULT. ONE STORE RABED TO PERMIT CUT-OFF.

Williamsville

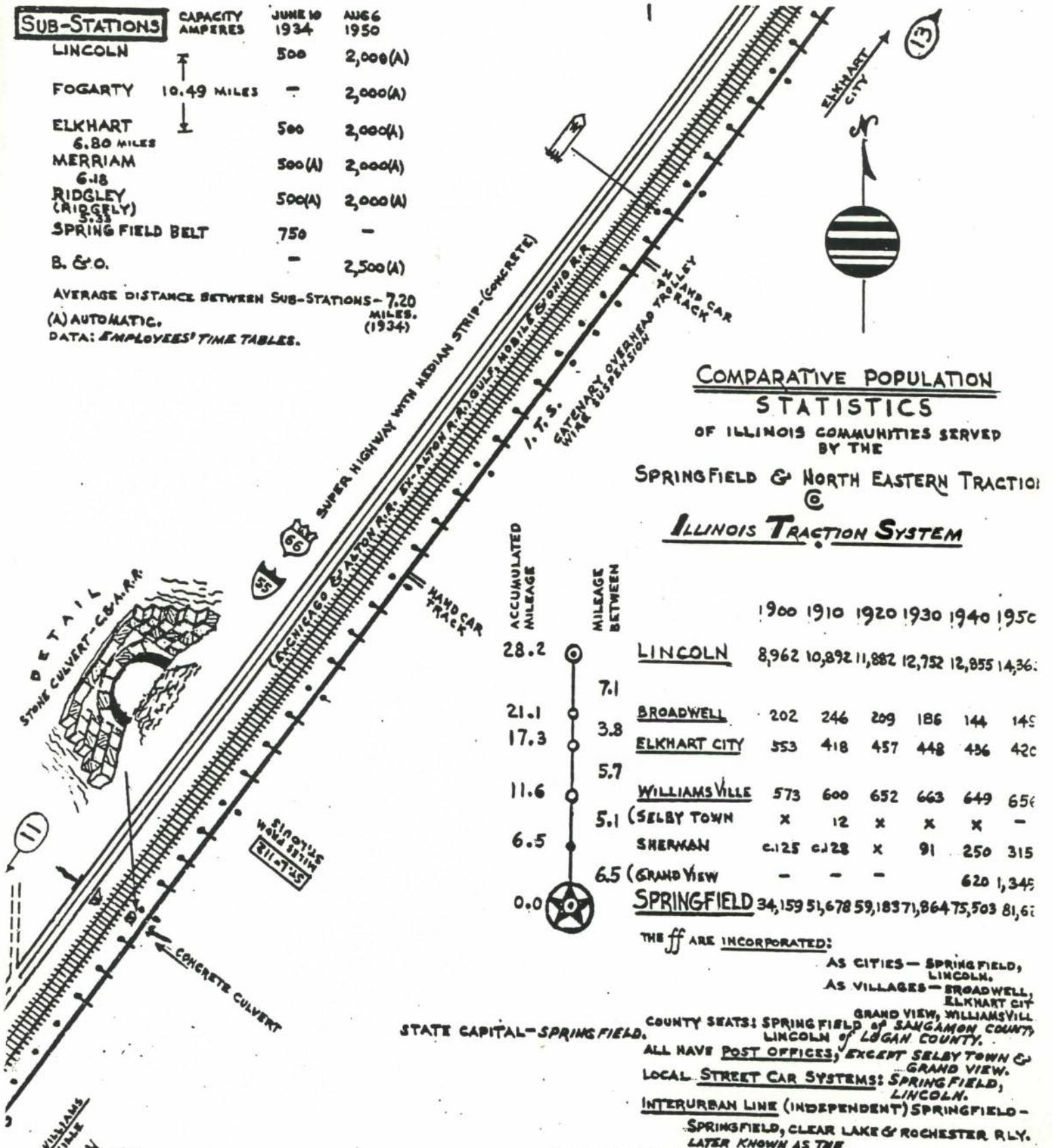
AN INCORPORATED VILLAGE SANGAMON COUNTY ILLINOIS.

SUB-STATIONS	CAPACITY AMPERES	JUNE 19 1934	AUG 6 1950
LINCOLN		500	2,000(A)
FOGARTY	10.49 MILES	-	2,000(A)
ELKHART	6.80 MILES	500	2,000(A)
MERRIAM	6.18	500(A)	2,000(A)
RIDGLEY (RIDGELY)	5.33	500(A)	2,000(A)
SPRING FIELD BELT		750	-
B. & O.		-	2,500(A)

AVERAGE DISTANCE BETWEEN SUB-STATIONS - 7.20 MILES. (1934)

(A) AUTOMATIC.

DATA: EMPLOYEES' TIME TABLES.



COMPARATIVE POPULATION STATISTICS

OF ILLINOIS COMMUNITIES SERVED BY THE
 SPRINGFIELD & NORTH EASTERN TRACTION
 ©
 ILLINOIS TRACTION SYSTEM

ACCUMULATED MILEAGE	MILEAGE BETWEEN	1900	1910	1920	1930	1940	1950
28.2	0	LINCOLN 8,962 10,892 11,882 12,752 12,855 14,361					
21.1	7.1	BROADWELL 202 246 209 186 144 145					
17.3	3.8	ELKHART CITY 553 418 457 448 436 420					
11.6	5.7	WILLIAMS VILLE 573 600 652 663 649 656					
6.5	5.1	(SELBY TOWN) x 12 x x x -					
6.5	0.5	SHERMAN c.125 c.128 x 91 250 315					
0.0	6.5	(GRAND VIEW) - - - 620 1,345					
0.0	0	SPRINGFIELD 34,159 51,678 59,183 71,864 75,503 81,612					

THE ff ARE INCORPORATED:

AS CITIES - SPRINGFIELD, LINCOLN.

AS VILLAGES - BROADWELL, ELKHART CITY, GRAND VIEW, WILLIAMSVILLE.

COUNTY SEATS: SPRINGFIELD OF SANGAMON COUNTY, LINCOLN OF LOGAN COUNTY.

ALL HAVE POST OFFICES, EXCEPT SELBY TOWN & GRAND VIEW.

LOCAL STREET CAR SYSTEMS: SPRINGFIELD, LINCOLN.

INTERURBAN LINE (INDEPENDENT) SPRINGFIELD - SPRINGFIELD, CLEAR LAKE & ROCHESTER RLY. LATER KNOWN AS THE MISSISSIPPI VALLEY INTERURBAN RAILWAY.

RAILROADS:

CHICAGO & ALTON (NOW GULF, MOBILE & OHIO) (EX-ALTON) ST. LOUIS, PEORIA & NORTHERN AT SHERMAN.

SPRINGFIELD, SHERMAN, WILLIAMSVILLE, ELKHART CITY, BROADWELL & LINCOLN. PARALLELED MOSTLY BY I.T.S.

ILLINOIS CENTRAL - SPRINGFIELD, GRAND VIEW & LINCOLN.

SPRINGFIELD TERMINAL (MIKE R.R.) NEAR SPRINGFIELD.

BALTIMORE & OHIO SOUTHWESTERN - SPRINGFIELD.

CINCINNATI, HAMILTON & DAYTON (NOW B. & O.) - SPRINGFIELD.

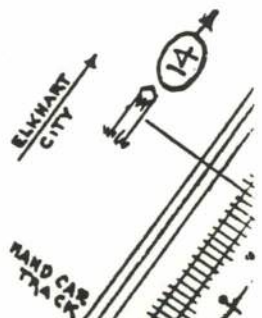
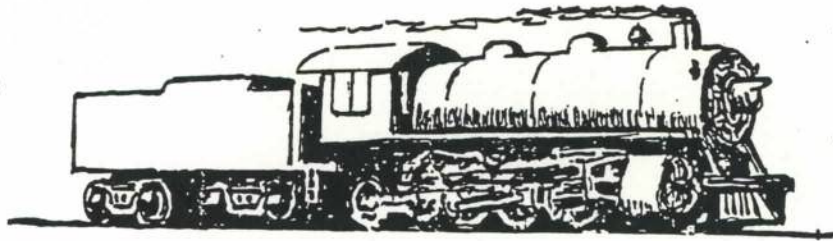
CHICAGO, PEORIA & ST. LOUIS (NOW CHICAGO & ILLINOIS MIDLAND) - SPRINGFIELD.

WABASH - (NOW NORFOLK & WESTERN) - SPRINGFIELD.



POPULATION FIGURES OF INCORPORATED PLACES FROM U.S. CENSUS. OTHERS FROM COMMERCIAL ATLASES. X = NO REPORT - (DASH) COMMUNITY NON-EXISTENT.

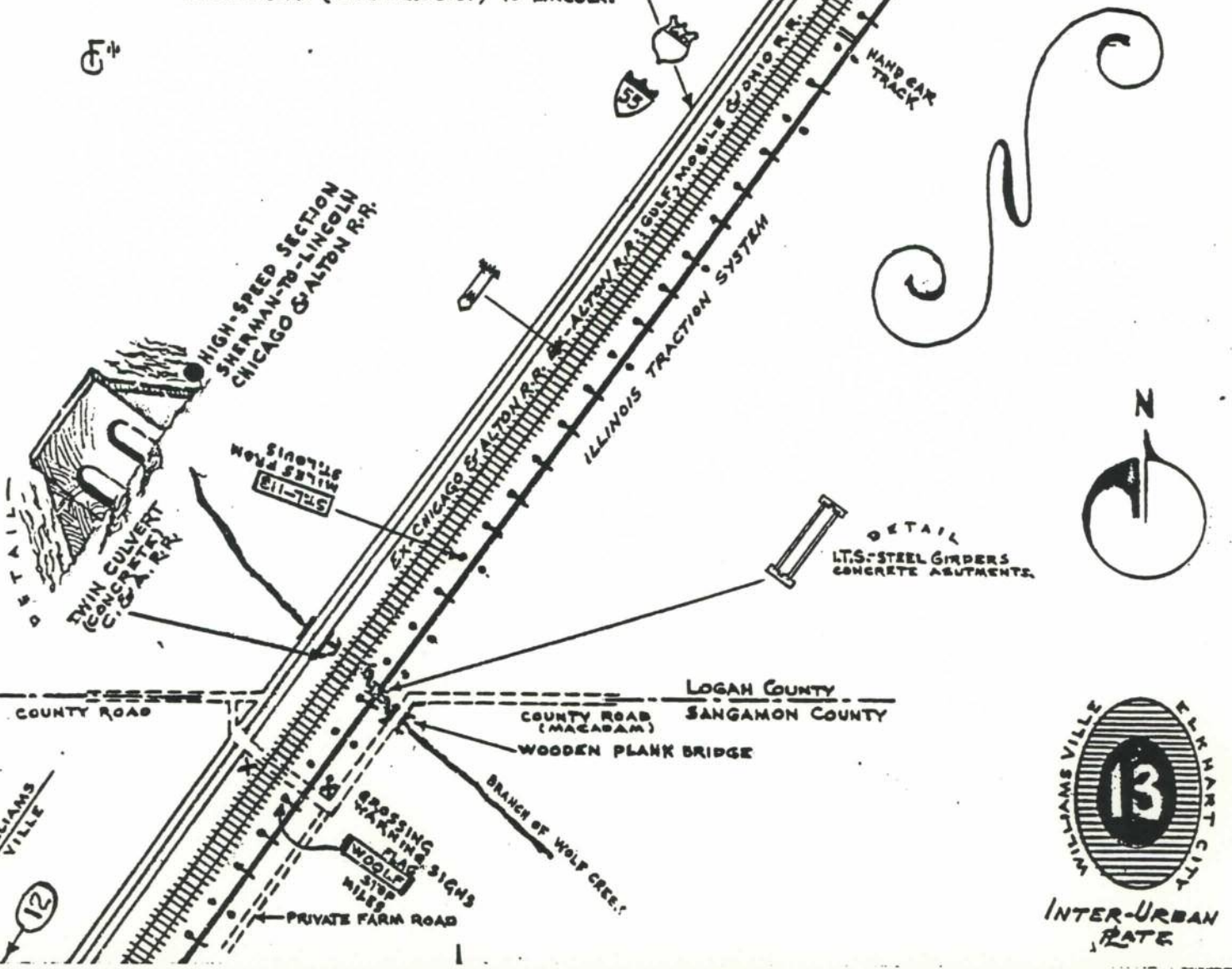
**SPRINGFIELD
&
NORTH EASTERN
TRACTION**



GEN'L. NOTES -

- BEFORE THE CONSTRUCTION OF "HARD ROADS" THE HIGHWAY PARALLELING G. & O. TRACKS & I.T.S. WAS NON-EXISTENT. (LINCOLN TO NORTH OF SHERMAN) 1ST ROAD WAS A 2-LANE CONCRETE HWY. U.S. NO. 66. AFTER THE INTERURBAN ABANDONMENT U.S. 66 WAS EXPANDED INTO A 4-LANE WITH MEDIAN STRIP SUPER HIGHWAY WITH THE ADDITIONAL APPELLATION OF "INTERSTATE 55".
- WITH THE INSTALLATION OF CENTRALISED TRAFFIC CONTROL, THE SOUTH BOUND (WEST) TRACK OF THE GULF, MOBILE & OHIO R.R. WAS REMOVED - SPRINGFIELD ON NORTHWARD.
- ALL BRACKETTED TROLLEY POLES LOCATED ON WEST SIDE OF I.T.S. TRACK - BISSELL ROAD (LAKE FLAG STOP) TO LINCOLN.

G 4

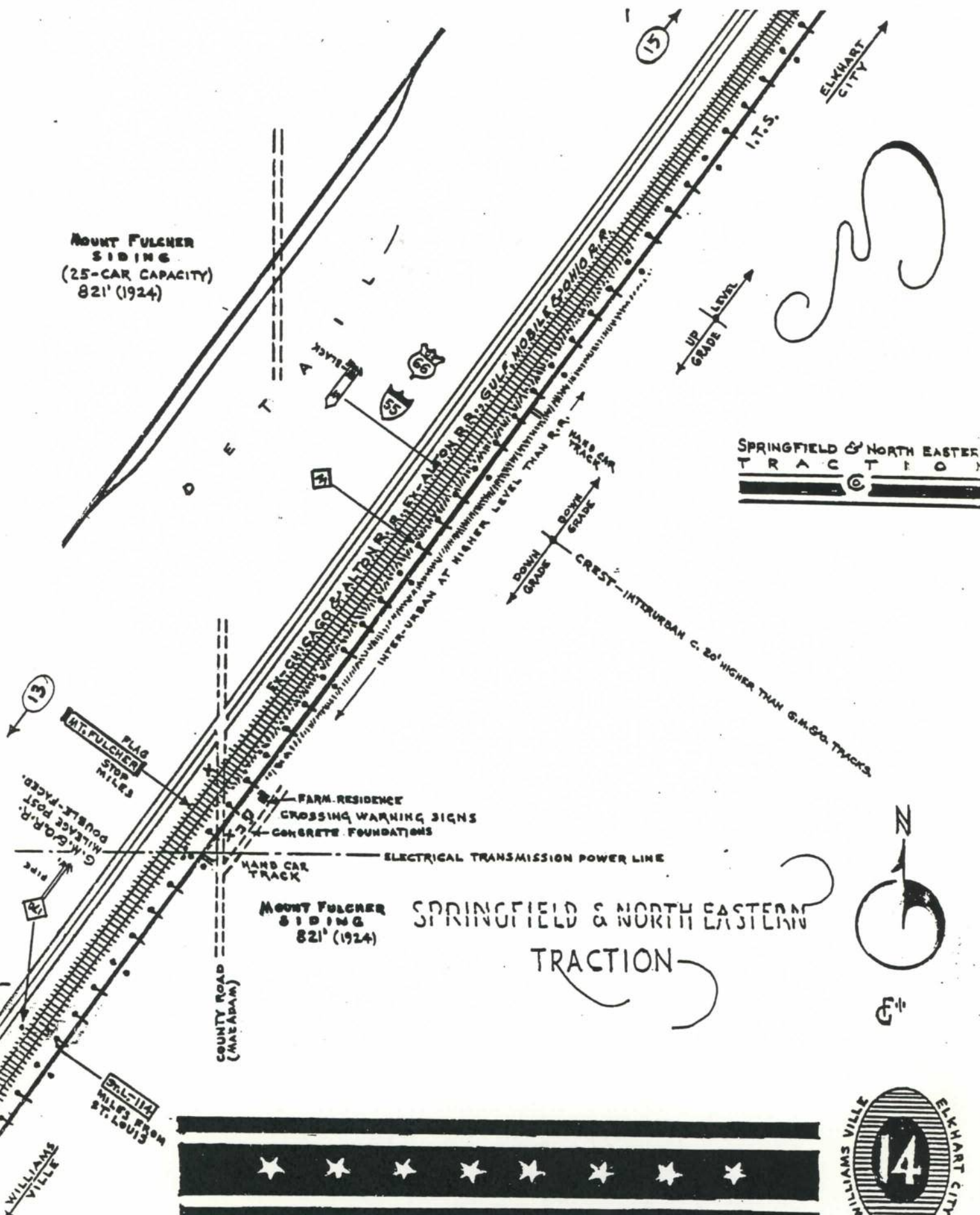


**MOUNT FULCHER
 SIDING**
 (25-CAR CAPACITY)
 821' (1924)

ELKHART
 CITY

UP GRADE
 LEVEL
 DOWN GRADE

**SPRINGFIELD & NORTH EASTERN
 TRACTION**

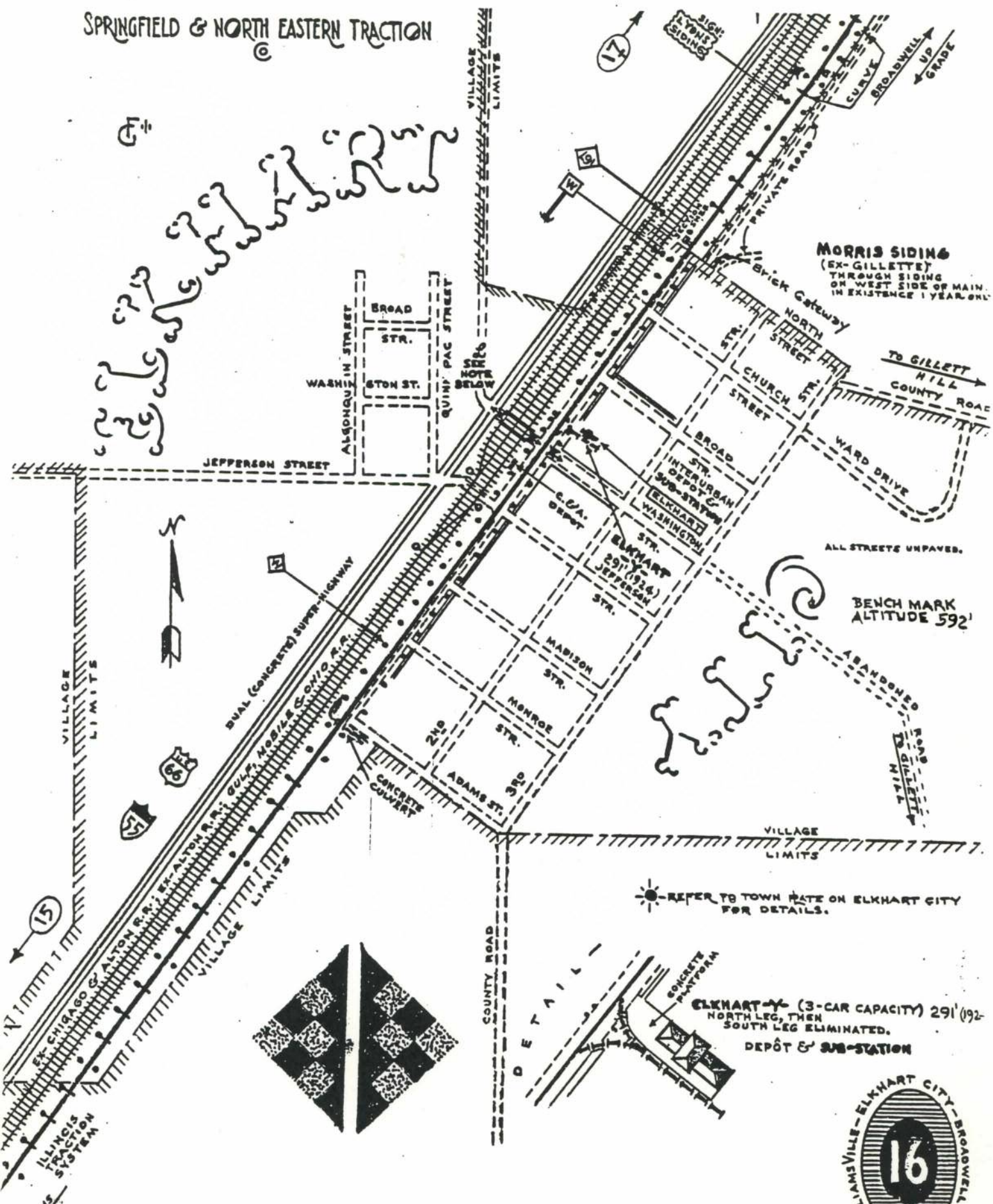


G¹¹

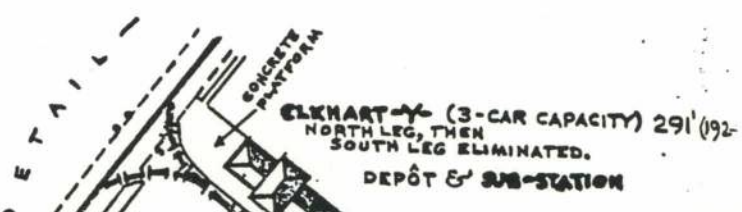


INTER-URBAN RATE

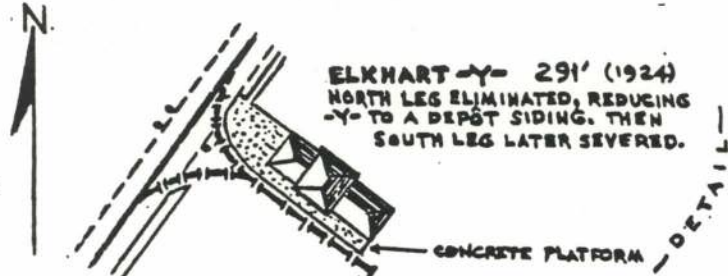
SPRINGFIELD & NORTH EASTERN TRACTION



REFER TO TOWN RATE ON ELKHART CITY FOR DETAILS.



INTER-URBAN RATE



DEPÔT & SUB-STATION COMBINATION.

A SUPERIOR QUALITY STRUCTURE. BUFF COLOURED BRICK; ROUGH TEXTURED LARGE RED BRICK ON DISPLAYED BASE. RED VITRIFIED TILE ROOF. LIMESTONE LINTOLS & SILLS. WOODEN DECORATIVE BRACKETS BENEATH PROJECTING EAVES. MILL WORK TRIM COLOURS: WHITE & GREEN. FINEST BUILDING IN TOWN. CAPACITY-2,000 AMPERES AUTOMATIC. 1934-500 AMPS.

NO KERBS. STREETS OILED CHATS OR TARVIA, EXCEPT WASHINGTON STR. BITUMINOUS CEMENT. GRAVEL: NORTH STR. ALONG I.T.S. NORTH STR. TO CHURCH STR. EAST SIDE ONLY. JEFFERSON TO ADAMS EAST SIDE ONLY. WEST SIDE GRASS. JEFFERSON STR.

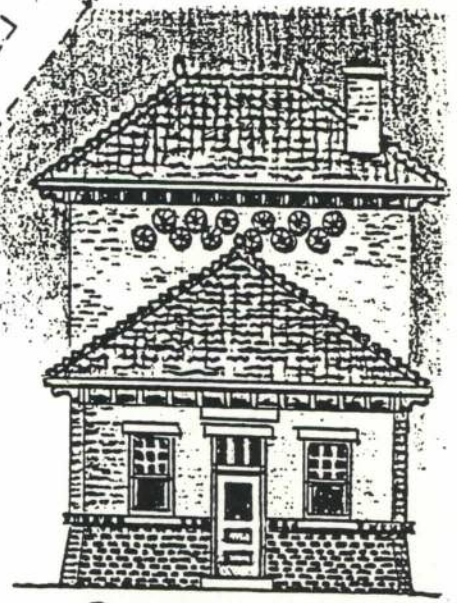
R=RESIDENCE
 TWO 2-LANE CONCRETE ROADWAYS + GRASS MEDIAN STRIP. CONNECTIONS WITH SERVICE DRIVES OF HWY. NOT SHOWN.

VILLAGE LIMITS HAVE CHANGED FROM TIME TO TIME.



POPULATION 1950-420.
 ELEVATION ABOVE MEAN SEA LEVEL-592'

ELKHART
CITY



TOWN PLATE CORBRATE NAME
 RAIL ROAD & POSTAL NAME "ELKHART"
 A VILLAGE OF LOGAN COUNTY ILLINOIS



SIGN LYONS SIDING

MORRIS SIDING (P.H.S.)
 SPACE FOR EXTRACK

PRIVATE DRIVEWAY (GRAVEL)

MILES FROM ST. LOUIS

COUNTY TO GILLET HILL

WARD DRIVE

PAÇADE FACES STREET.



TELEPHONE BOOTH

DERAIL

DING'S SNOWS

BROADWELL

18

G#

MILEAGE
ROAD, LOUIS
SP-118

CATERNARY
OVERHEAD
WIRE

LYONS SIDING
(50-CAR CAPACITY)

SIMPLE
OVERH'D.

PRIVATE FARM ROAD



TELEPHONE BOOTH

DERAIL

LYONS
SIDING

GEN'L. NOTES: CATERNARY OVERHEAD TROLLE
WIRE SUSPENSION, EXCEPT SIDINGS, WYES
& SPURS; STARNE TO LINCOLN.

BOTH C.E.A. & PARALLELING I.T.S. HAVE
REQUIRED DRAINAGE FILLS.

★ SPEED RESTRICTION - ENTIRE LINE,
STARNE TO LINCOLN, MAXIMUM
PERMISSIBLE SPEED 59 MILES PER HOUR.

DUAL CONCRETE SUPER-HIGHWAY

ILLINOIS TRACTION SYSTEM
GULF, MOBILE & OIL CO. R.R.
ST. ALTON R.R.
CHICAGO & ALTON R.R.

6

FLAG
CROSSING STOP

CROSSING
SIGNS

TO GILLETT HILL

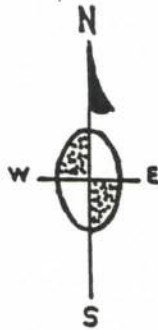
NARROW (MACADAM) ROAD

SPRINGFIELD & NORTH EASTERN TRACTION



INTER-URBAN RATE

SPRINGFIELD & NORTH EASTERN
TRACTION
&
Merged to
OCT. 1ST
1913
ST. LOUIS - SPRINGFIELD & PEORIA R.R.



HIGH-SPEED SECTION, SHERMAN-TO-LINCOLN-C. & A. R.R.

CONCRETE ROADWELL
SIGNAL
M/A
DUAL (CONCRETE) SUPER-HIGHWAY
CHICAGO & ALTON
ILLINOIS TRACTION SYSTEM
TILLAGE OF CROPS OCCURS IN THE TRACT OF LAND BETWEEN C. & A. R.R. & I.T.S. FROM CROHURST FLAG STOP TO 2ND CREEK

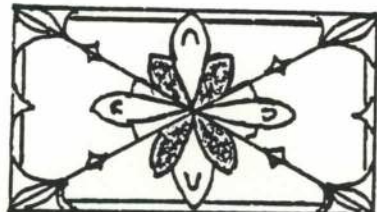
GILLETTE FLAG STOP MILLS
CROSSING WARNING SIGNS
COUNTY ROAD (MADAM)

GILLETTE SIDING
TEMPORARY SIDING
DURING HIGHWAY
CONSTRUCTION
BETWEEN LYONS
& BROADWELL
SIDINGS.
from P.H.S.

POLE PATTERN HERewith
CONSISTENTLY SHOWS A
RATIO OF 3 BRACKETTED
POLES TO 1 GUY (OR SPAN)
POLE.



C. 30 GIRDER
DECK WITH
CONCRETE
ABUTMENTS
I.T.S.

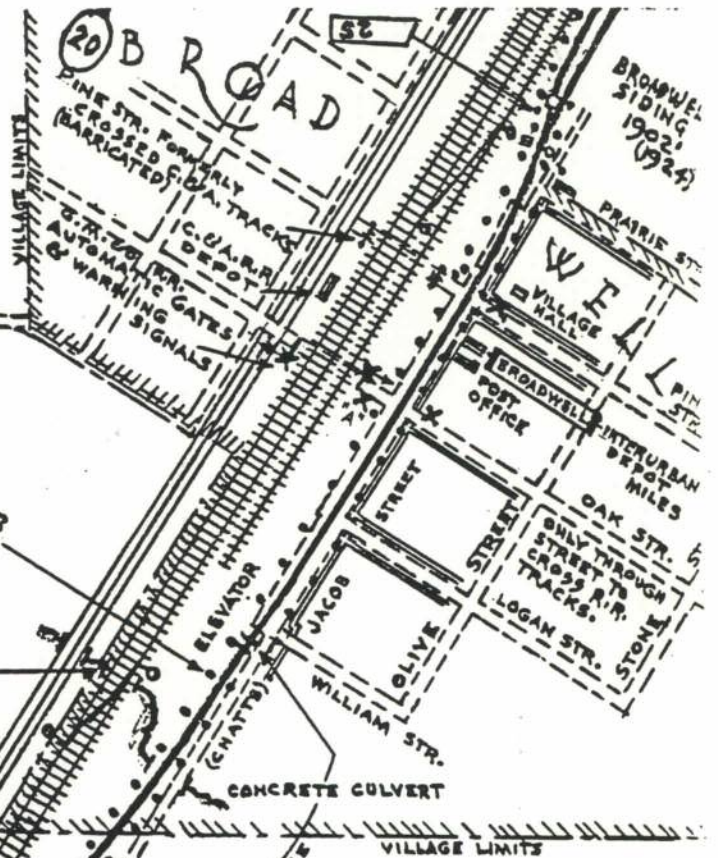
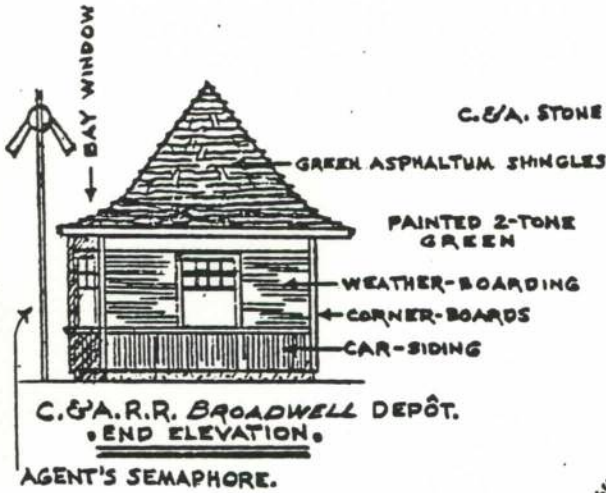


INTER-URBAN PAT.

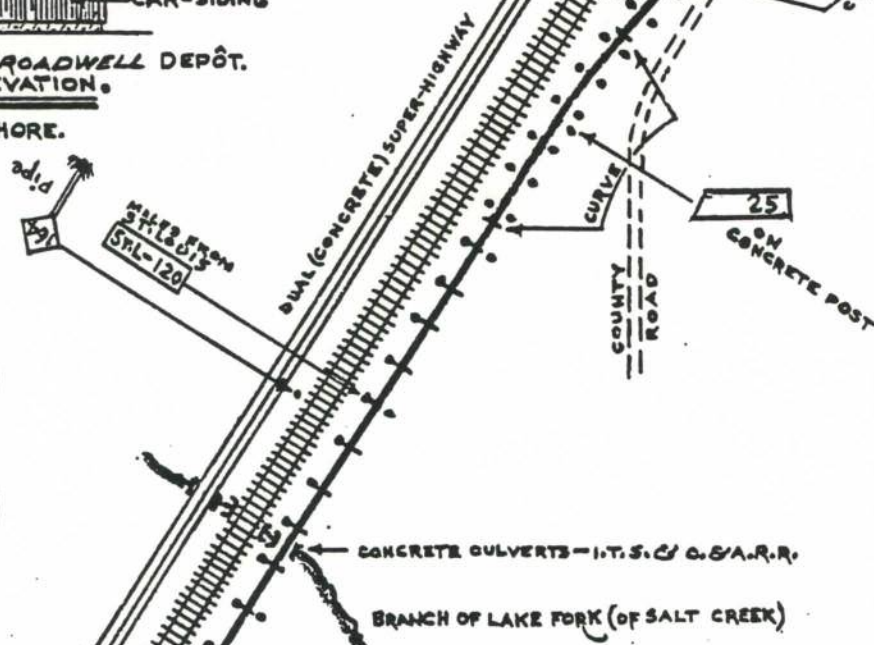
ELKHART CITY

SPRINGFIELD & NORTH EASTERN TRACTION

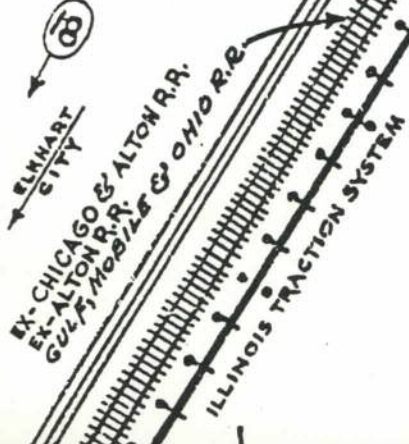
- REFER TO TOWN PLATE ON BROADWELL FOR DETAILS.
- REFER TO RATE NO. 20 FOR UPPER EXTREMITY OF BROADWELL. PORTION OF DATA IN BROADWELL BY PAUL STRINGHAM, PEORIA.



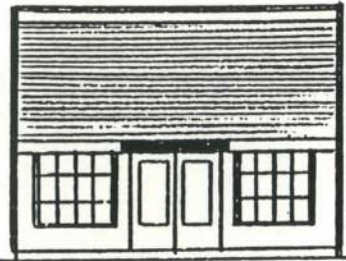
POLES SET FROM RAIL ON CURVES.



CATENARY OVERHEAD TROLLEY WIRE SUSPENSION
FLAT COUNTRY. FARM LANDS.



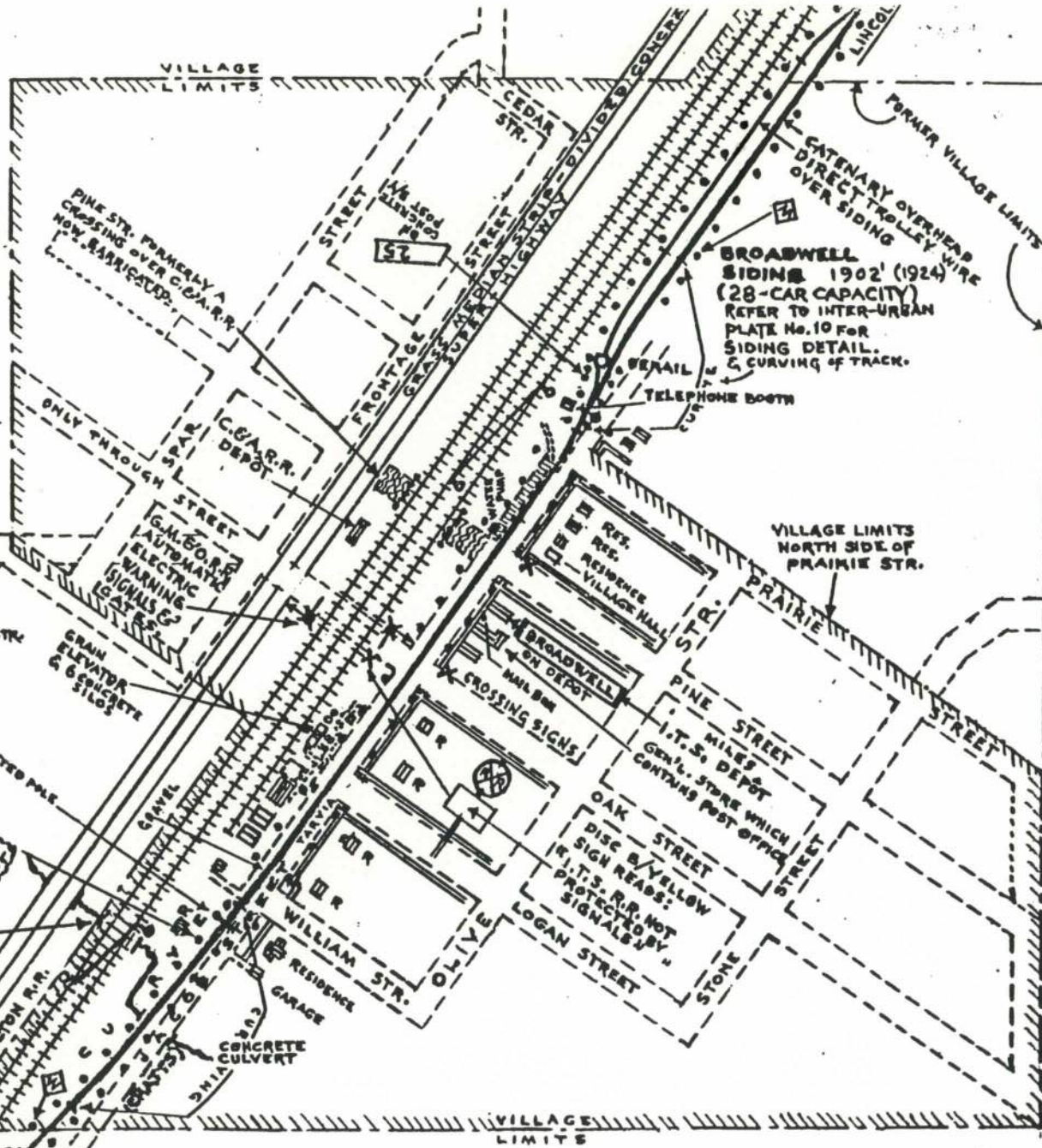
INTER-URBAN RATE



"PART" OF WOODEN I.T.S. DEPOT. FALSE FACADE HAS WEATHER BOARDING. GOLD LETTERS "BROADWELL" ON BLACK SIGN ABOVE DOORWAY.

COUNTY ROAD

BUSINESS DISTRICT—ONE BLOCK ON EAST SIDE OF JACOB STR., OAK TO PINE STR. NO KERBS; STREETS MOSTLY TARVIA; SIDEWALKS, CONCRETE.



SPRINGFIELD & NORTH EASTERN TRACTION

PORTION OF DATA BY PAUL STRINGHAM, PEORIA.

TOWN PLATE



2 RAILWAY DEPOTS (WOODEN)
C.G.A. (G.M.E.O.R.R.)
ILLINOIS TRACTION SYSTEM
(ELECTRIC INTERURBAN)

1950 POPULATION — 149
ELEVATION ABOVE MEAN SEA LEVEL — 585'

AN INCORPORATED VILLAGE IN LOGAN COUNTY, ILLINOIS.
POSTAL OFFICE



ON CONCRETE POST B/Y

BROADWELL

SPRINGFIELD & NORTH EASTERN TRACTION



LINCOLN
23

W. SINGLETON
121-745

TELEPHONE BOOTH

DIRECT TROLLEY WIRE
CATENARY OVERHEAD

BROADWELL SIDING
(28-CAR CAPACITY)
1902' (1924)

FLAT COUNTRY

ON CONCRETE POST
YELLOW BOARD

TELEPHONE BOOTH

SIGN BROADWELL SIDING
C. & A. CONCRETE GULVERT

DUAL (CONCRETE) SUPER-HIGHWAY
GULF MOBILE & OHIO R.R.

C-15' STEEL BEAMS
CONCRETE ABUTMENTS, L.T.S.

G.M. GORR
100-CAR CAP.
SIDING

66
57

121-745

EX-ALTON R.R.

EX-CHICAGO & ALTON R.R.

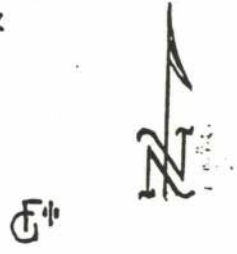
I.T.S.

R M

X

BROADWELL SIDING
(28-CAR CAPACITY)
1902' (1924)

ALTITUDE 585'



INTER-URBAN
RATE

BARRICADED
WOODEN STATION
HAD THE APPEARANCE
OF A ONE STORY
STORE. GABLE ROOF
BEHIND FALSE FRONT.

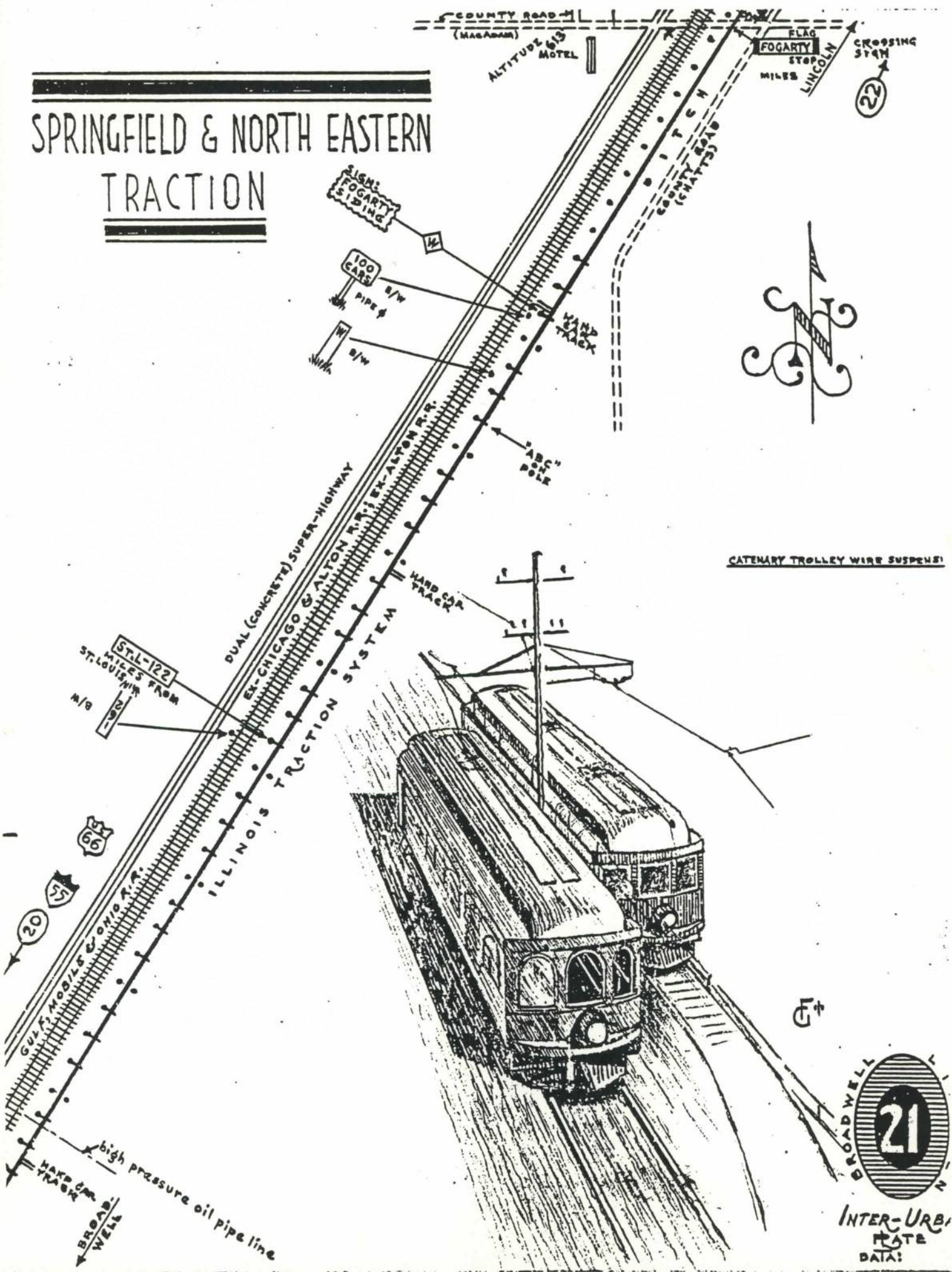
PRAIRIE STR.
RESIDENCE
RES.
RES.
VILLAGE HALL
PINE STR.
BROADWELL SIDING
ON DEPOT

INTERURBAN
DEPOT
POSTAL OFFICE
IN GEN'L STORE

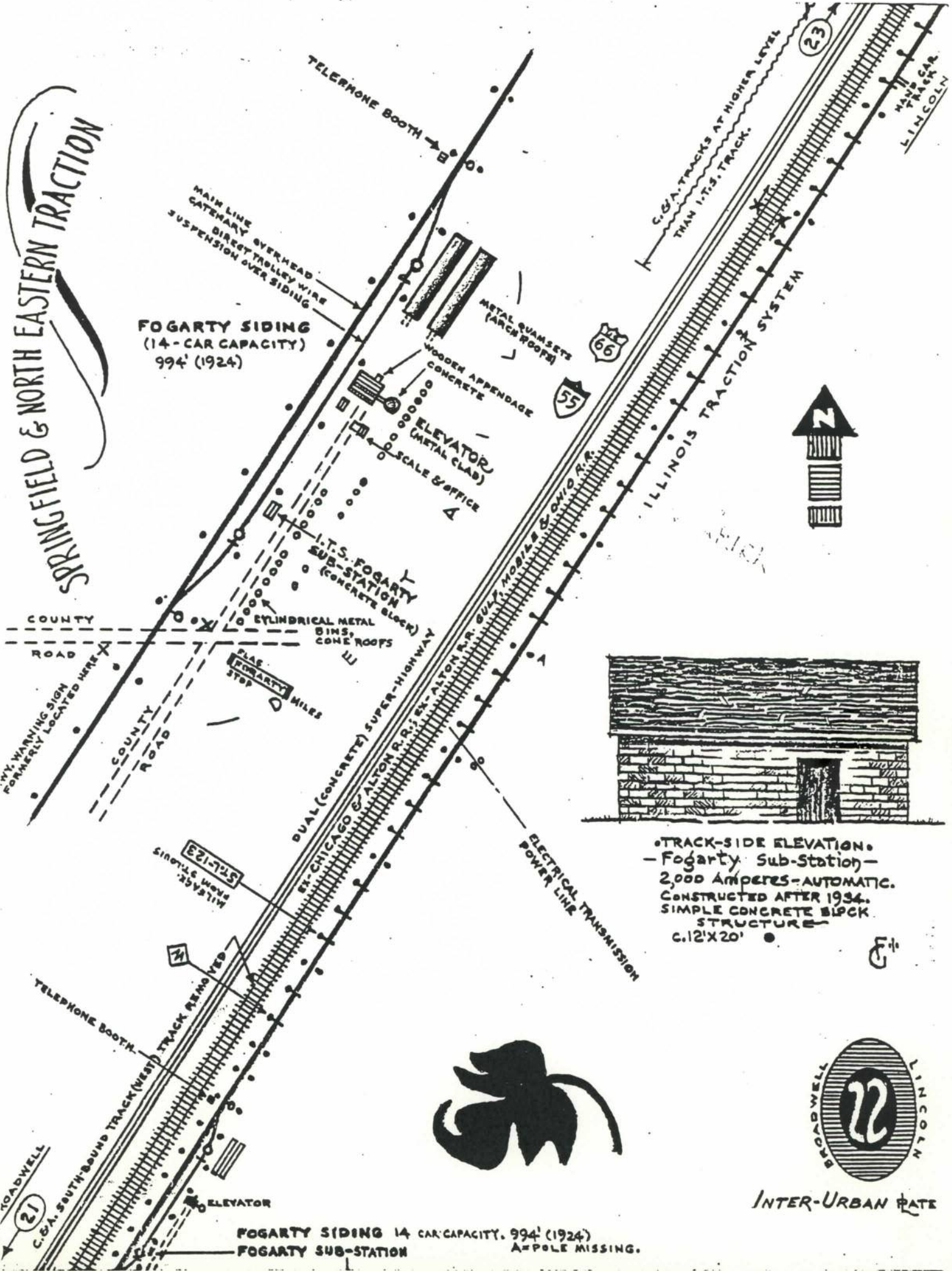
CEBAR STR.
FRONTAGE

19

SPRINGFIELD & NORTH EASTERN TRACTION



SPRINGFIELD & NORTH EASTERN TRACTION



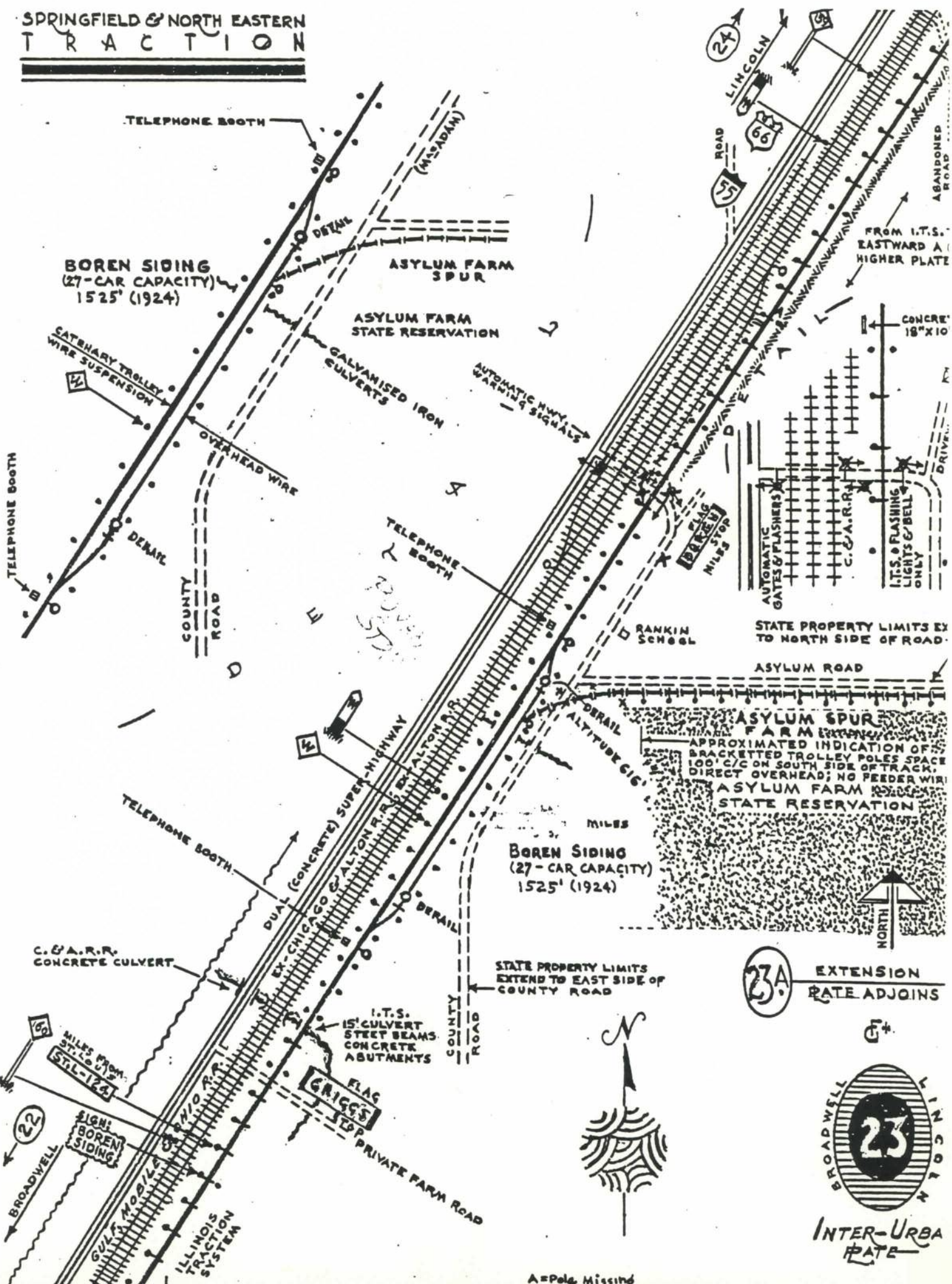
•TRACK-SIDE ELEVATION.
 - Fogarty Sub-Station -
 2,000 AMPERES-AUTOMATIC.
 CONSTRUCTED AFTER 1934.
 SIMPLE CONCRETE BLOCK
 STRUCTURE -
 C. 12' X 20'



INTER-URBAN RATE

FOGARTY SIDING 14 CAR CAPACITY. 994' (1924)
 FOGARTY SUB-STATION
 A=POLE MISSING.

SPRINGFIELD & NORTH EASTERN T R A C T I O N



23A EXTENSION RATE ADJOINS

23 INTER-URBAN RATE



A= Pole Missing

OFFICIAL SCHEDULED operational time as contained in published TIME-TABLES between Agency Depo
 SPRINGFIELD-to-LINCOLN, Illinois. SPRINGFIELD & NORTH EASTERN TRACTION Co. after Oct
 1913 merged with ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD of the Illinois Traction System.
 AFTER JAN. 1ST 1928 ILLINOIS TERMINAL R.R. SYSTEM.

	M	I	N	U	T	E	S
7.1 LINCOLN	12	12	47	12	15	11	
3.8 BROADWELL	8	8			6	5	
5.7 ELKHART CITY	10	11			7	26	7
5.1 WILLIAMSVILLE	6	6		φ	5	6	
(Selby Town)	4	4			4		
6.5 SHERMAN	23	22			22		13
SPRINGFIELD							

DEPOT MONROE STR. BETWEEN 8TH & 9TH

1 HR. 2 MIN.
 (SLEEPER) 1 HR. 5 MIN.

LIMITED LOCAL
 CARS & TRAINS

MAY 19TH 1912

I. T. S.

"PEORIA FLYER" 47 MIN.

"T. & OWL" 59 MIN. 55 MIN.

LIMITED LOCAL

AUGUST 23RD 1925

I. T. S.

φ - STOPS TO RECEIVE
 & DISCHARGE
 LONG HAUL PASS.

"FORT STATION - 2015 CLEAR LAKE ROAD
 CRÈVE CŒUR" 37 MIN. 45 MIN.

LIMITED LOCAL

APRIL 30TH 1950

I. T. R. R.

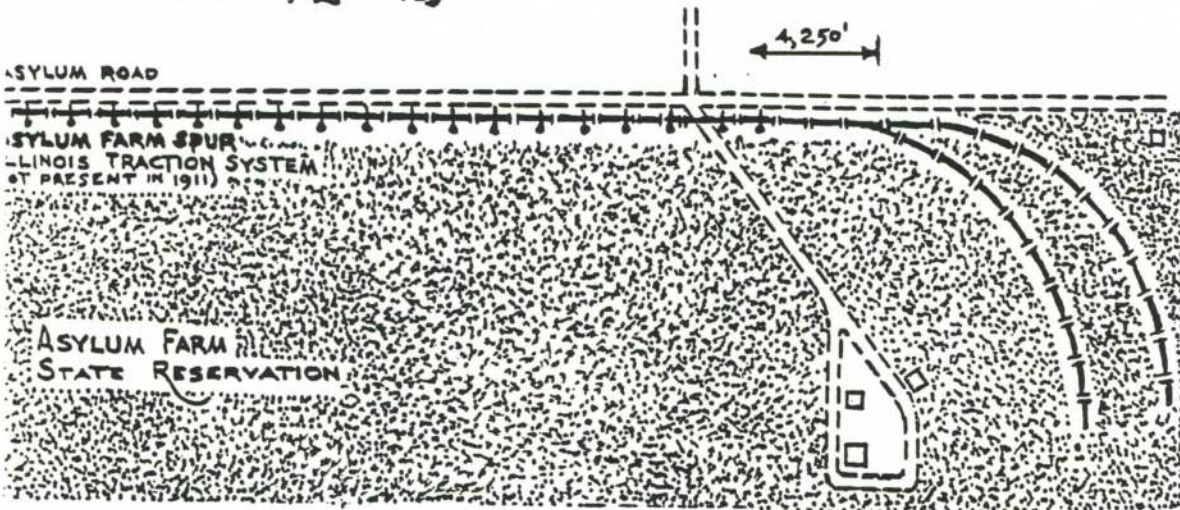
The Competition:-
 GULF, MOBILE & OH
 PARALLELING
 RAILROAD SERVICE
 SPFD. TO LINCOLN
 1951 "ANN RUTLEDGE"
 27 MINUTES
 AVERAGE SPEED ~
 62.2 m.p.h.

ONLY BEST TIME,
 SELECTED

REFER TO NOTATION
 PL. N°2, K-24 GROUP
 FOR THE IMPEDIMENTS
 OF FAST SERVICE.

23

RE: POLES - SEE NOTE, PLATE N°23.



NUMBER OF PASSENGER TRAINS OPERATED

	LIMITED	SLEEPER	LOCAL	TOTAL
1912	16	2	2	18 (A)
1925	10	2	10	22 (B)
1950	4	NONE	8	12 (C)
195	NONE	NONE	2	2

AVERAGE LIMITED SPEED

1912	28.7+ M.P.H.
1925	37.8+ M.P.H.
1950	45.9+ M.P.H.

(A) NO NAME TRAINS

(B) TANGERINE FLYERS - 3 "ST. LOUIS FLYERS"
 3 "PEORIA FLYERS"
 2 "CAPITAL LIMITEDS" (PARLOR CAR TRAINS)
 2 "OWLS" (SLEEPERS)

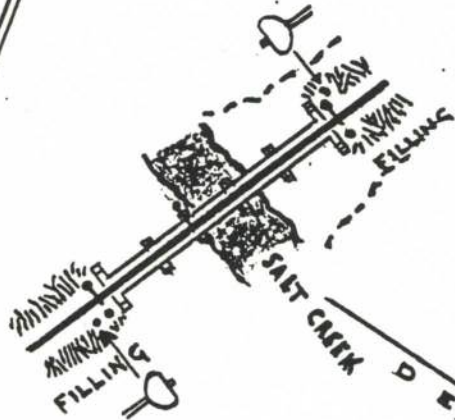
(C) STREAMLINERS - 2 "MOUND CITY"
 2 "CRÈVE CŒUR" } RESERVED SEAT COACHES

PARLOR CAR (SPFD. TO LINCOLN) SURCHARGE - 25¢ (1912)



CF

SPRINGFIELD & NORTH-EASTERN TRACTION



4 CONCRETE PIERS.
CONCRETE ABUTMENTS.
GIRDER-DECK BRIDGE
APPROXIMATELY, 400' IN LENGTH.



WARNING SIGN
AT BRIDGE APPROACHES.



TO LINCOLN

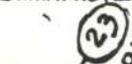


GULF, MOBILE & OHIO R.R.
EX-CHICAGO & ALTON R.R.
EX-ALTON R.R.

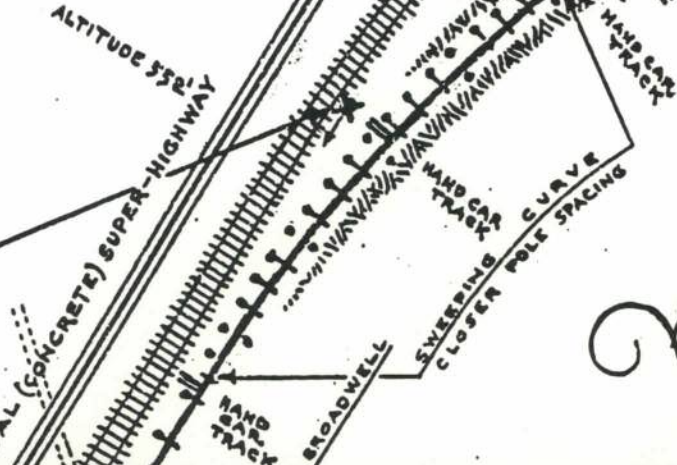
ALTITUDE 552'



G.A.E.O. SEMAPHORE



DUAL (CONCRETE) SUPER-HIGHWAY



SOME SUSPENSION BRACKETTS
REMOVED FROM POLES
AT TIME OF SURVEY.

FLAG SALT CREEK
STOP MILES

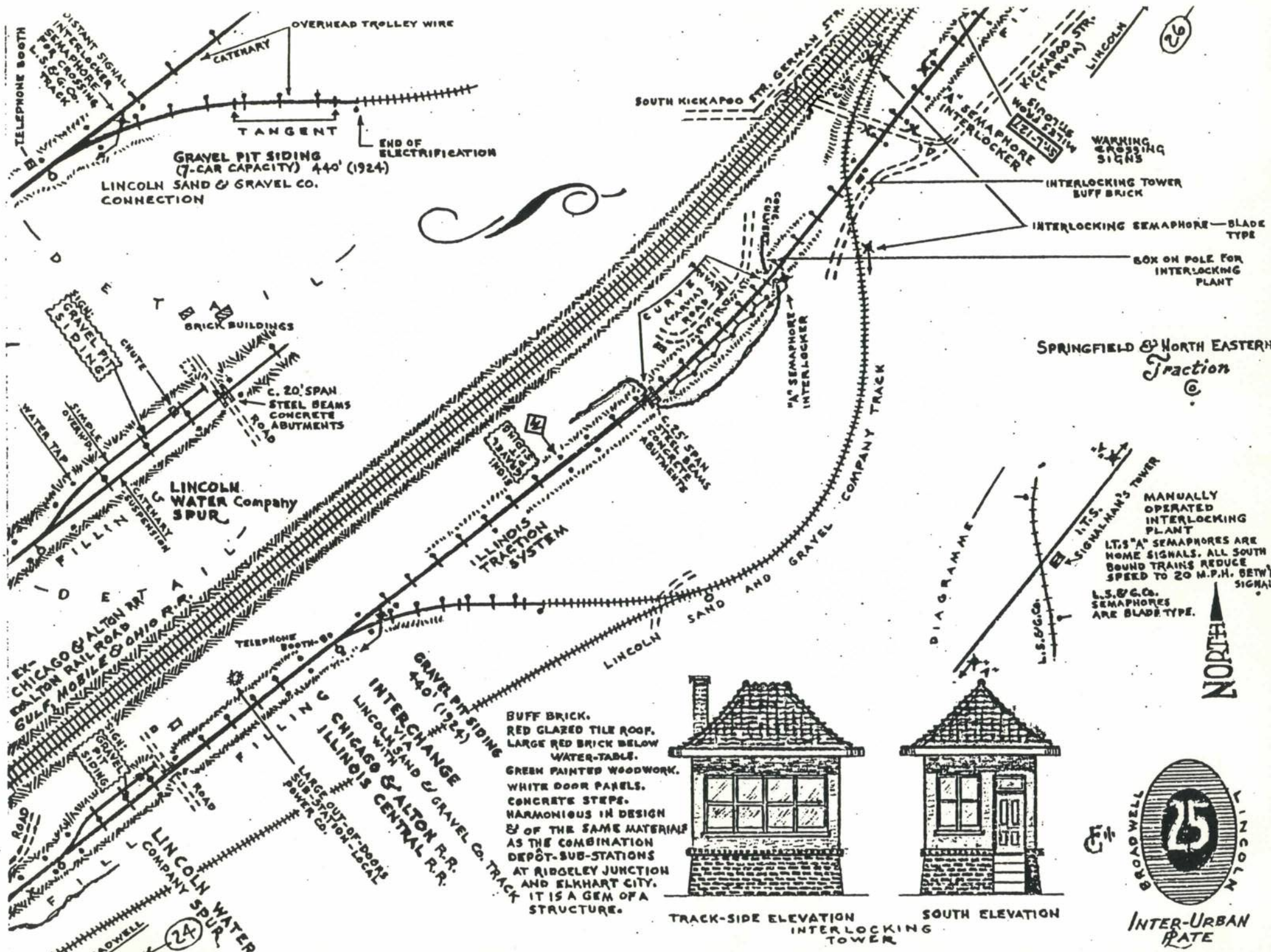
SUBJECT TO
OVERFLOW

5'



INTER-URBAN
RATE





TELEPHONE BOOTH
 INSTANT SIGNAL
 INTERLOCKER
 25' CROSSING
 L.S. & G.C. TRACK

OVERHEAD TROLLEY WIRE
 CATERARY

TANGENT

GRAVEL PIT SIDING
 (7-CAR CAPACITY) 440' (1924)

LINCOLN SAND & GRAVEL CO.
 CONNECTION

END OF ELECTRIFICATION

SOUTH KICKAPOO STR. GERMAN STR.
 KICKAPOO STR. (TARVIA)
 LINCOLN

26

WARNING CROSSING SIGNS

INTERLOCKING TOWER
 BUFF BRICK

INTERLOCKING SEMAPHORE—BLADE TYPE

BOX ON POLE FOR INTERLOCKING PLANT

SPRINGFIELD & NORTH EASTERN
 Traction Co.

HIGH GRAVEL PIT SIDING

BRICK BUILDINGS

CHUTE

C. 20' SPAN
 STEEL BEAMS
 CONCRETE ABUTMENTS

LINCOLN WATER Company SPUR

EX-CHICAGO & ALTON R.R.
 ALTON RAILROAD
 GULF, MOBILE & OHIO R.R.

ILLINOIS TRACTION SYSTEM

BRICK BUILDING

25' SPAN
 STEEL BEAMS
 CONCRETE ABUTMENTS

LINCOLN SAND AND GRAVEL COMPANY TRACK

GRAVEL PIT SIDING
 440' (1924)

INTERCHANGE
 LINCOLN SAND & GRAVEL CO. TRACK
 WITH
 CHICAGO & ALTON R.R.
 ILLINOIS CENTRAL R.R.

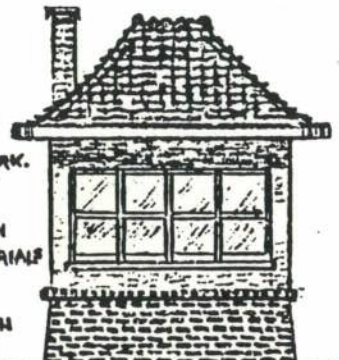
LARGE OUT-OF-DOOR
 SUB-STATION—LOCAL
 POWER CO.

LINCOLN WATER
 COMPANY SPUR

ROADWELL

24

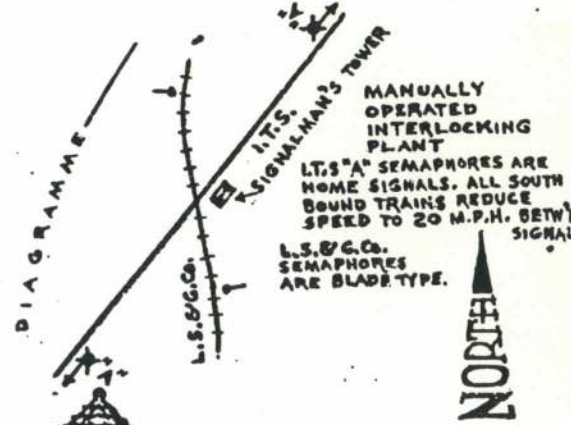
BUFF BRICK.
 RED GLAZED TILE ROOF.
 LARGE RED BRICK BELOW
 WATER-TABLE.
 GREEN PAINTED WOODWORK.
 WHITE DOOR PANELS.
 CONCRETE STEPS.
 HARMONIOUS IN DESIGN
 & OF THE SAME MATERIALS
 AS THE COMBINATION
 DEPOT-SUB-STATIONS
 AT RIDGELY JUNCTION
 AND ELKHART CITY.
 IT IS A GEM OF A
 STRUCTURE.



TRACK-SIDE ELEVATION
 INTERLOCKING
 TOWER



SOUTH ELEVATION

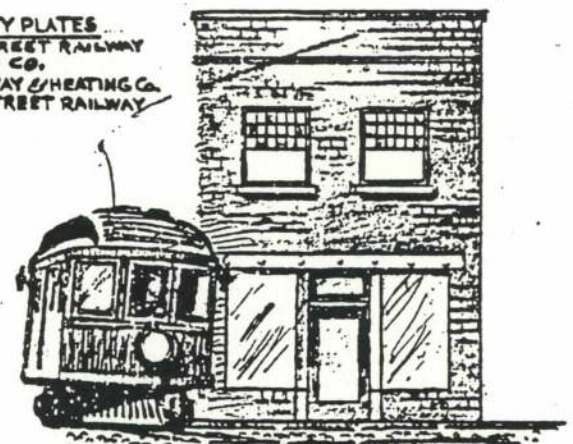


Lincoln

Refer to LINCOLN CITY PLATES
 LINCOLN ELECTRIC STREET RAILWAY
 LINCOLN STREET CAR CO.
 LINCOLN WATER, RAILWAY & HEATING CO.
 LINCOLN MUNICIPAL STREET RAILWAY

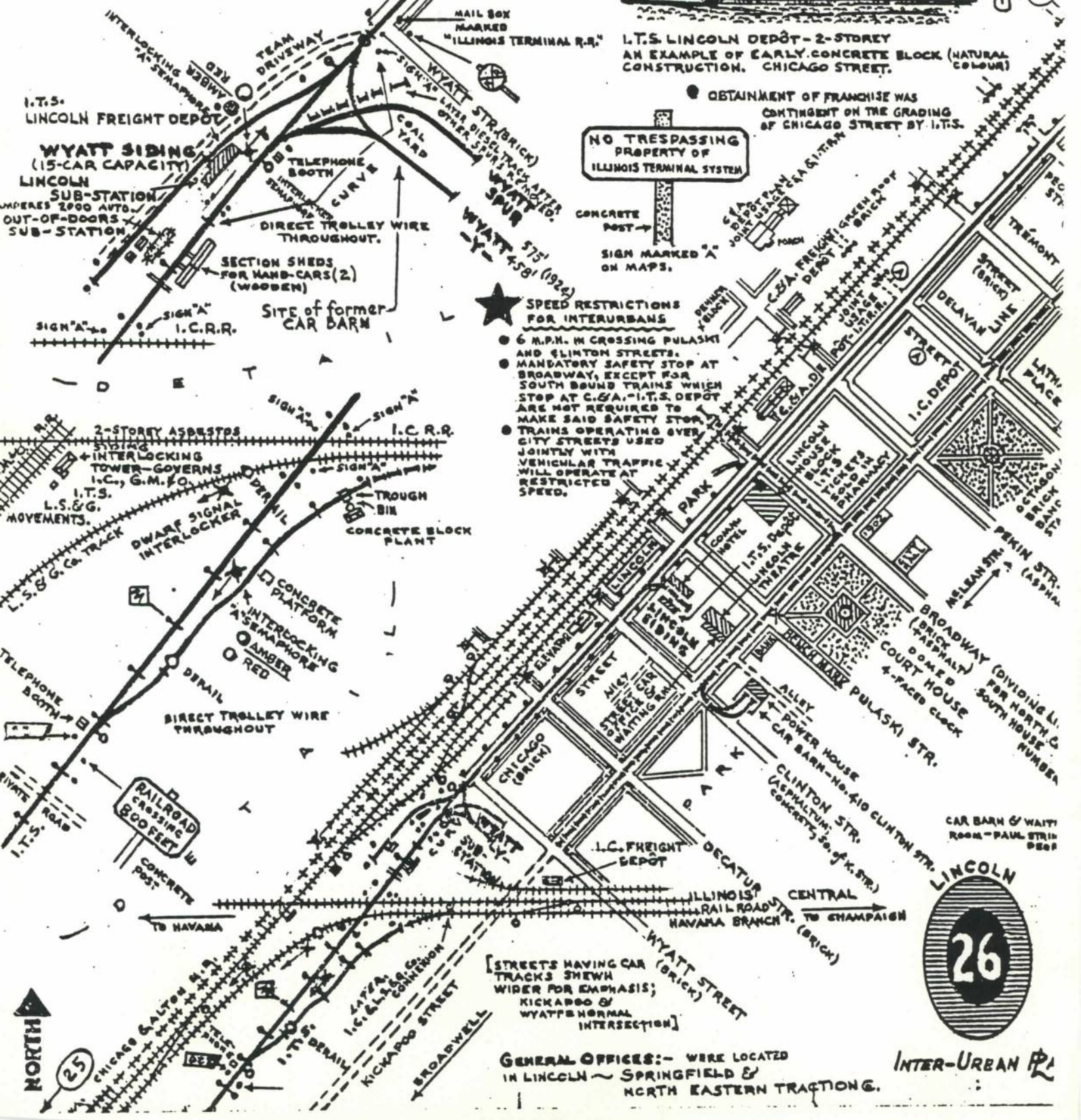
SEAT OF LOGAN COUNTY
 INCORPORATED AS A CITY
 ALTITUDE-CITY BENCHMARK-591'
 POPULATION (1950)-14,362
 POSTAL OFFICE

RAILWAYS:
 ILLINOIS CENTRAL-PEORIA LINE
 ILLINOIS CENTRAL-HAVANA BRANCH
 CHICAGO & ALTON (GULF, MOBILE & OHIO)
 ILLINOIS TRACTION SYSTEM (ELECTRIC)
LOCAL STREET RAILWAY SYSTEM:
 LINCOLN STREET CAR CO.



L.T.S. LINCOLN DEPOT-2-STORY
 AN EXAMPLE OF EARLY CONCRETE BLOCK (NATURAL COLOUR)
 CONSTRUCTION. CHICAGO STREET.

INTER-URBAN RATE No. 1
 PEORIA, SPRINGFIELD & LINCOLN
 TRACTION - ADJACENT



OBTAINMENT OF FRANCHISE WAS
 CONTINGENT ON THE GRADING
 OF CHICAGO STREET BY I.T.S.

NO TRESPASSING
 PROPERTY OF
 ILLINOIS TERMINAL SYSTEM

CONCRETE
 POST
 SIGN MARKED 'A'
 ON MAPS.

- ★ **SPEED RESTRICTIONS FOR INTERURBANS**
- 6 M.P.H. IN CROSSING PULASKI AND ELINTON STREETS.
 - MANDATORY SAFETY STOP AT BROADWAY, EXCEPT FOR SOUTH BOUND TRAINS WHICH STOP AT C.S.A. - I.T.S. DEPOT ARE NOT REQUIRED TO MAKE SAID SAFETY STOP.
 - TRAINS OPERATING OVER CITY STREETS USED JOINTLY WITH VEHICULAR TRAFFIC WILL OPERATE AT RESTRICTED SPEED.

[STREETS HAVING CAR TRACKS SHOWN WIDER FOR EMPHASIS; KICKAPOO & WYATT'S NORMAL INTERSECTION]

GENERAL OFFICES:- WERE LOCATED IN LINCOLN - SPRINGFIELD & NORTH EASTERN TRACTION CO.



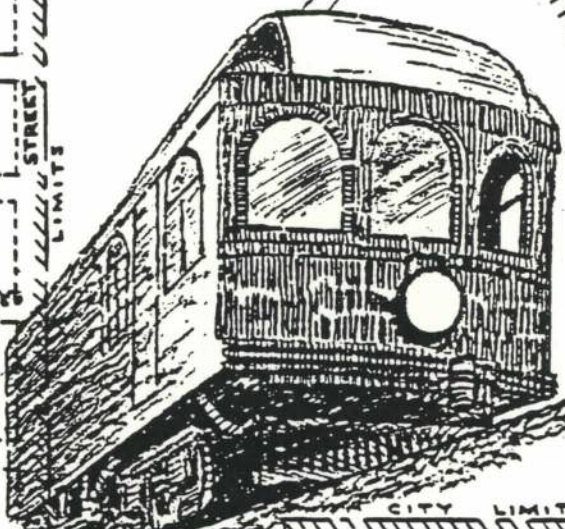
INTER-URBAN R.R.

DUAL HIGHWAY

24
25
19
30

66

16
C



CREATED SCENE

SEAT OF LOGAN COUNTY - ILLINOIS

Lincoln

ORIGINAL KING'S
MOVED NORTHWARD
MILE

LINCOLN COLLEGE

The LOOP

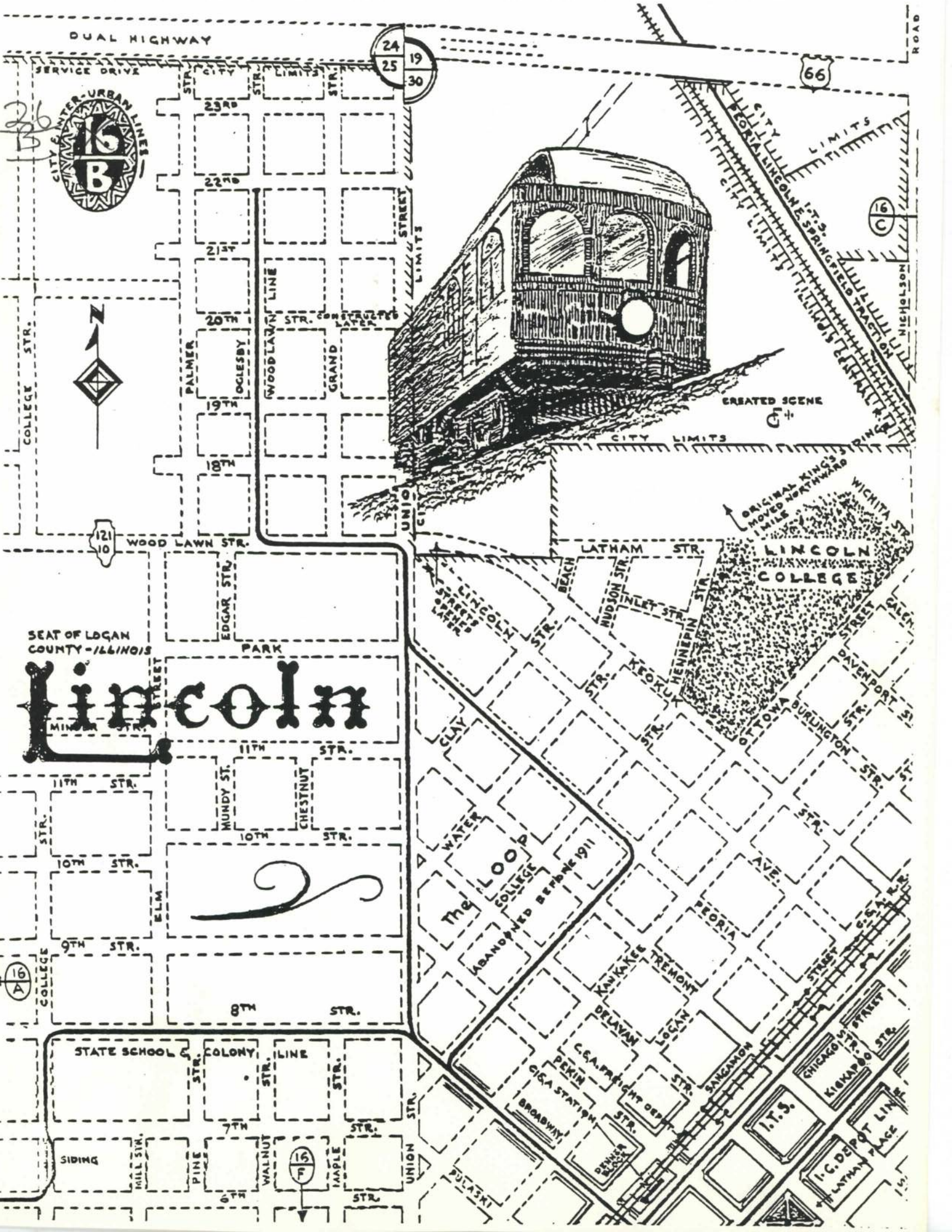
ABANDONED BEFORE 1911

STATE SCHOOL & COLONY LINE

I.T.S.

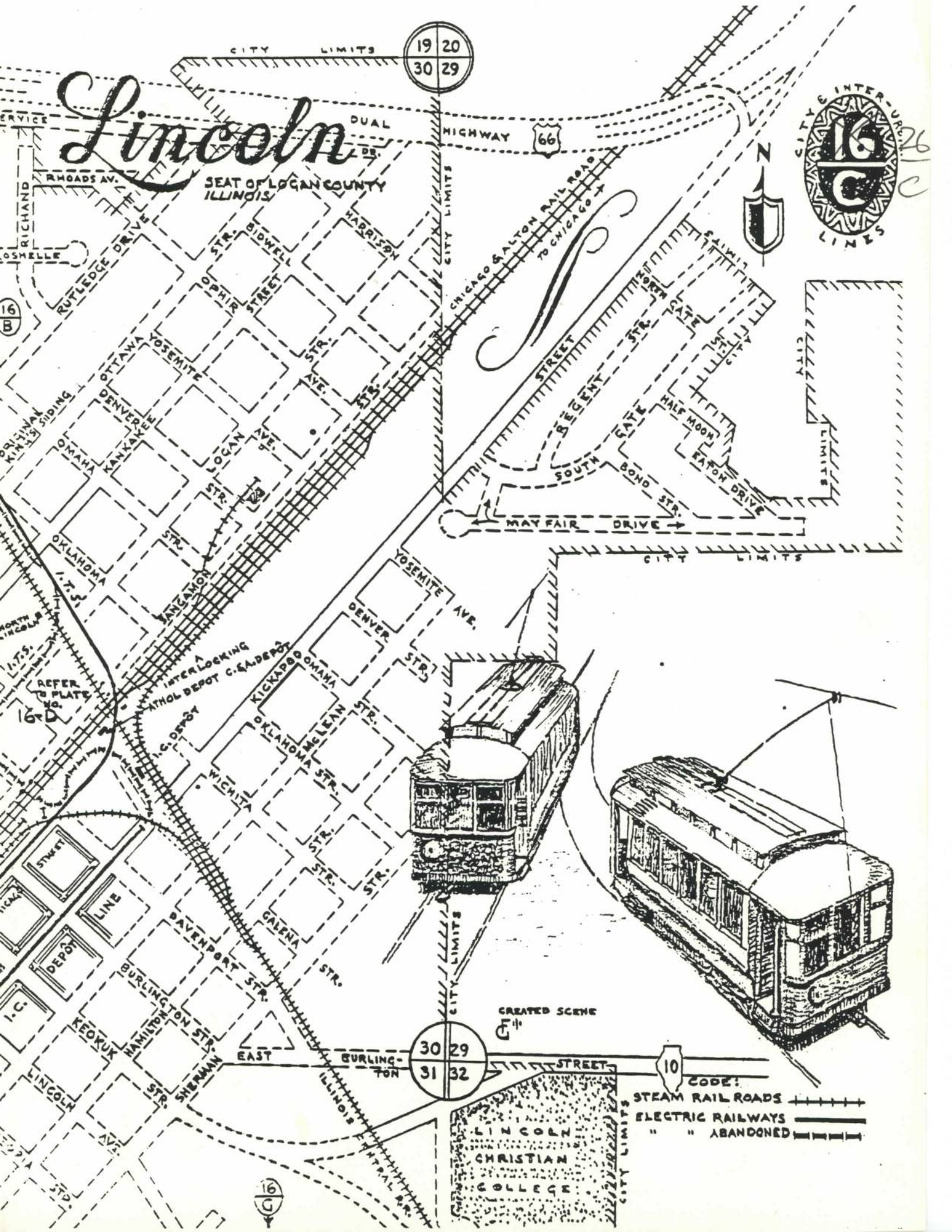
I.C. DEPOT LINE

ROAD



Lincoln

SEAT OF LOGAN COUNTY ILLINOIS



CODE!
STEAM RAILROADS
ELECTRIC RAILWAYS
" " ABANDONED

LINCOLN CHRISTIAN COLLEGE

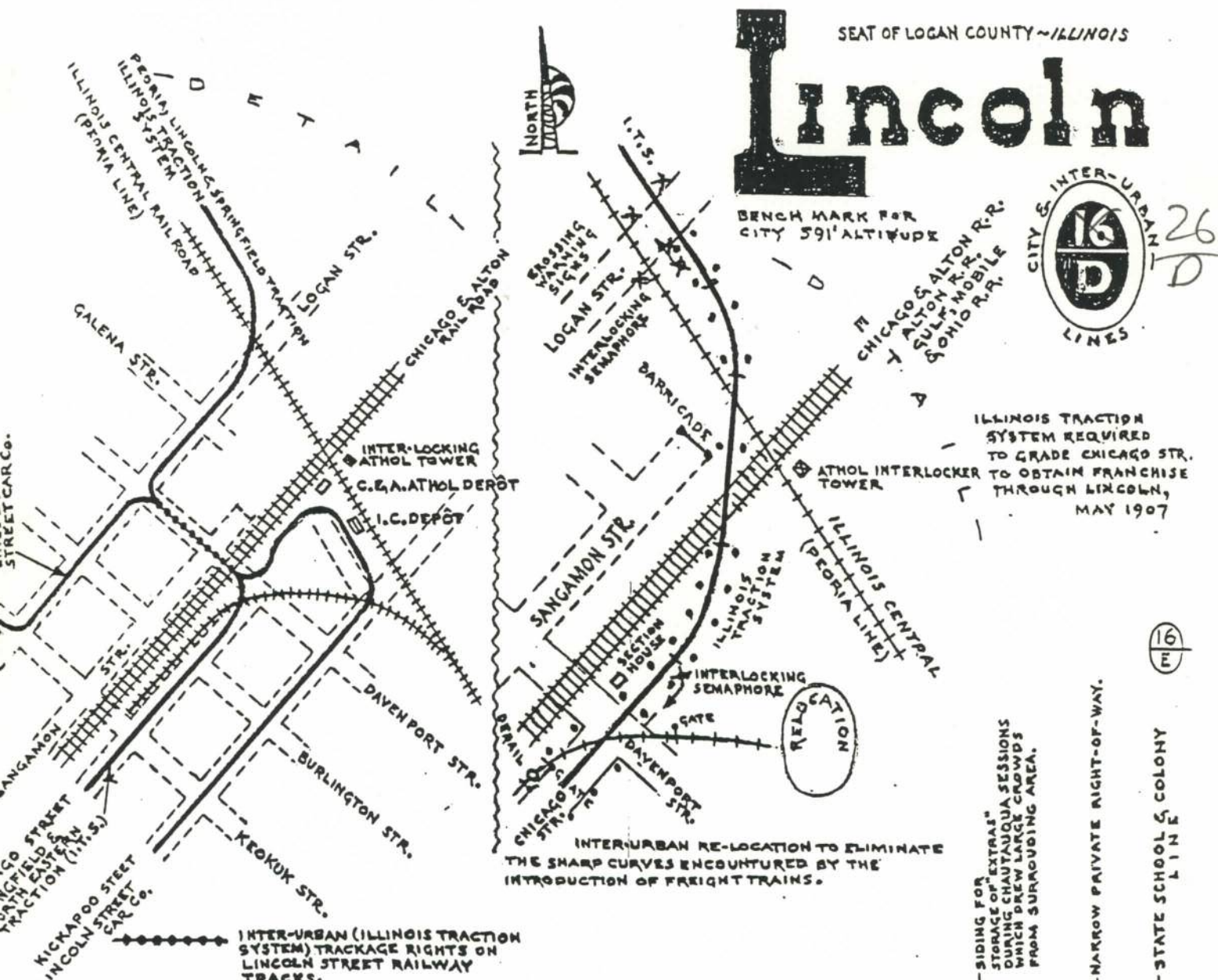
SEAT OF LOGAN COUNTY ~ ILLINOIS

Lincoln

BENCH MARK FOR CITY 591' ALTITUDE



ILLINOIS TRACTION SYSTEM REQUIRED TO GRADE CHICAGO STR. TO OBTAIN FRANCHISE THROUGH LINCOLN, MAY 1907



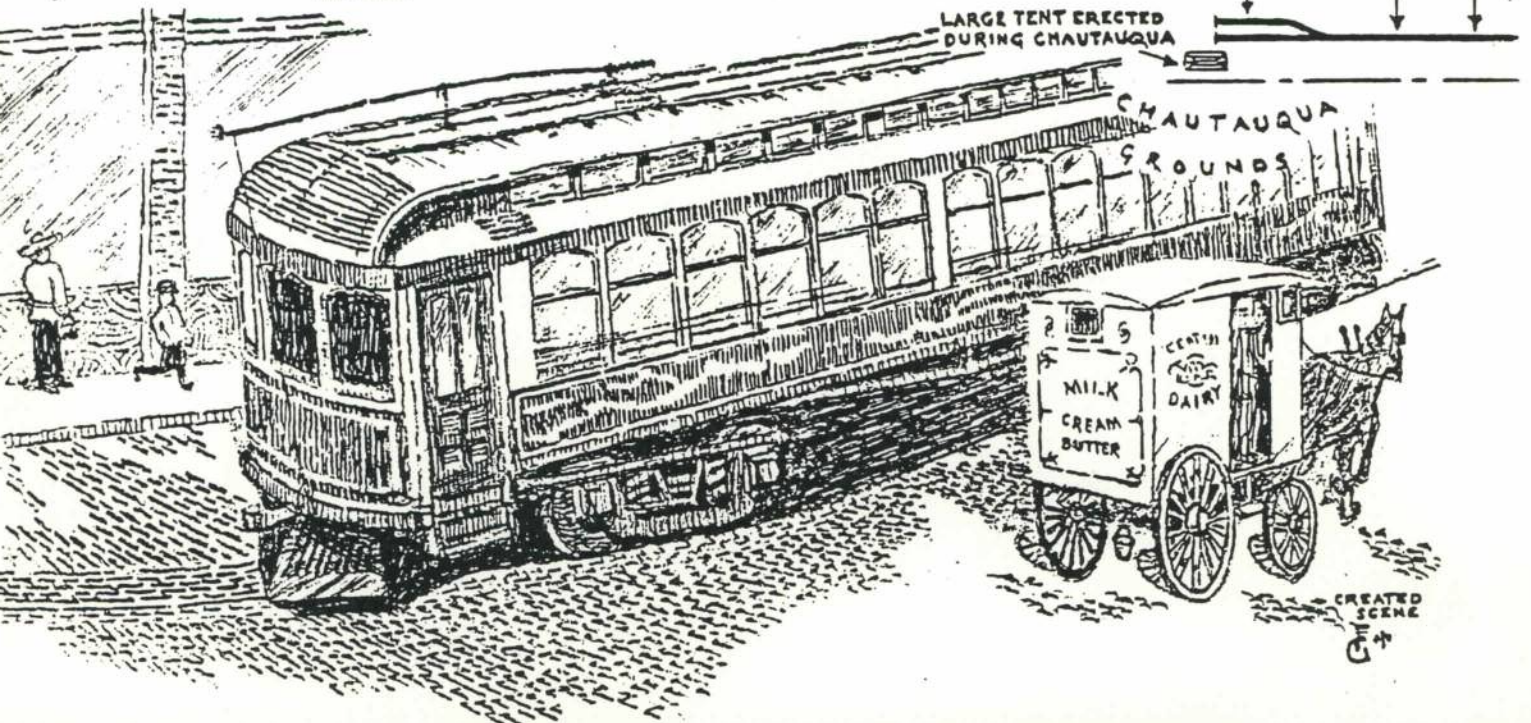
INTER-URBAN RE-LOCATION TO ELIMINATE THE SHARP CURVES ENCOUNTERED BY THE INTRODUCTION OF FREIGHT TRAINS.



SIDING FOR "EXTRAS" STORAGE OF CHAUTAUQUA SESSIONS WHICH DREW LARGE CROWDS FROM SURROUNDING AREA.

NARROW PRIVATE RIGHT-OF-WAY.

STATE SCHOOL & COLONY LINE



CREATED SCENE

Lincoln

SEAT OF LOGAN COUNTY ~ ILLINOIS



26
E



FARMSTEAD

PRIVATE ROAD

STATE SCHOOL & COUNTY LINE

TOWNSHIP LINE WEST LINCOLN BROADWELL

C E M E

LINCOLN POPULATION

1900 -	8,962
1910 -	10,892
1920 -	11,882
1930 -	12,752
1940 -	12,855
1950 -	14,362

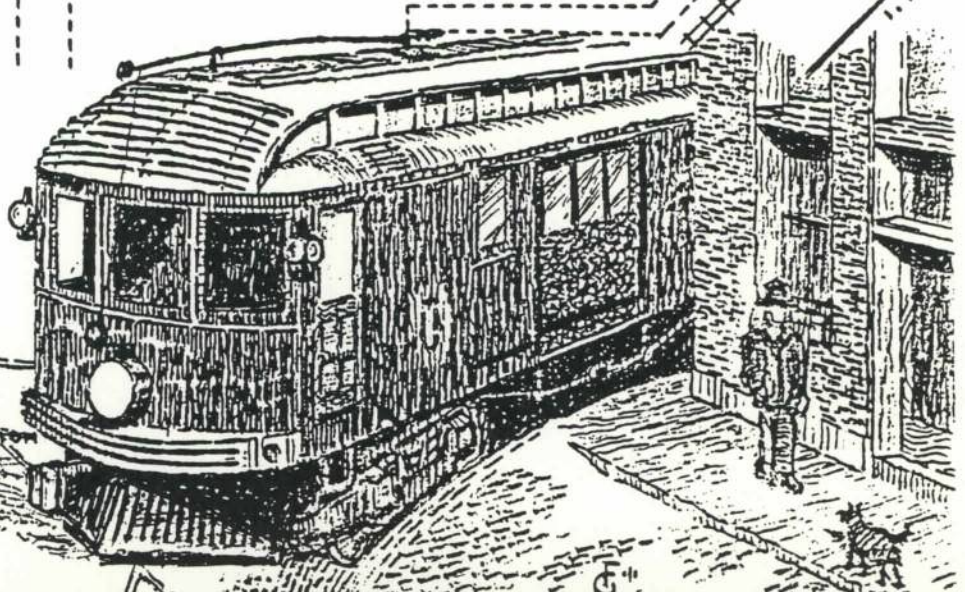
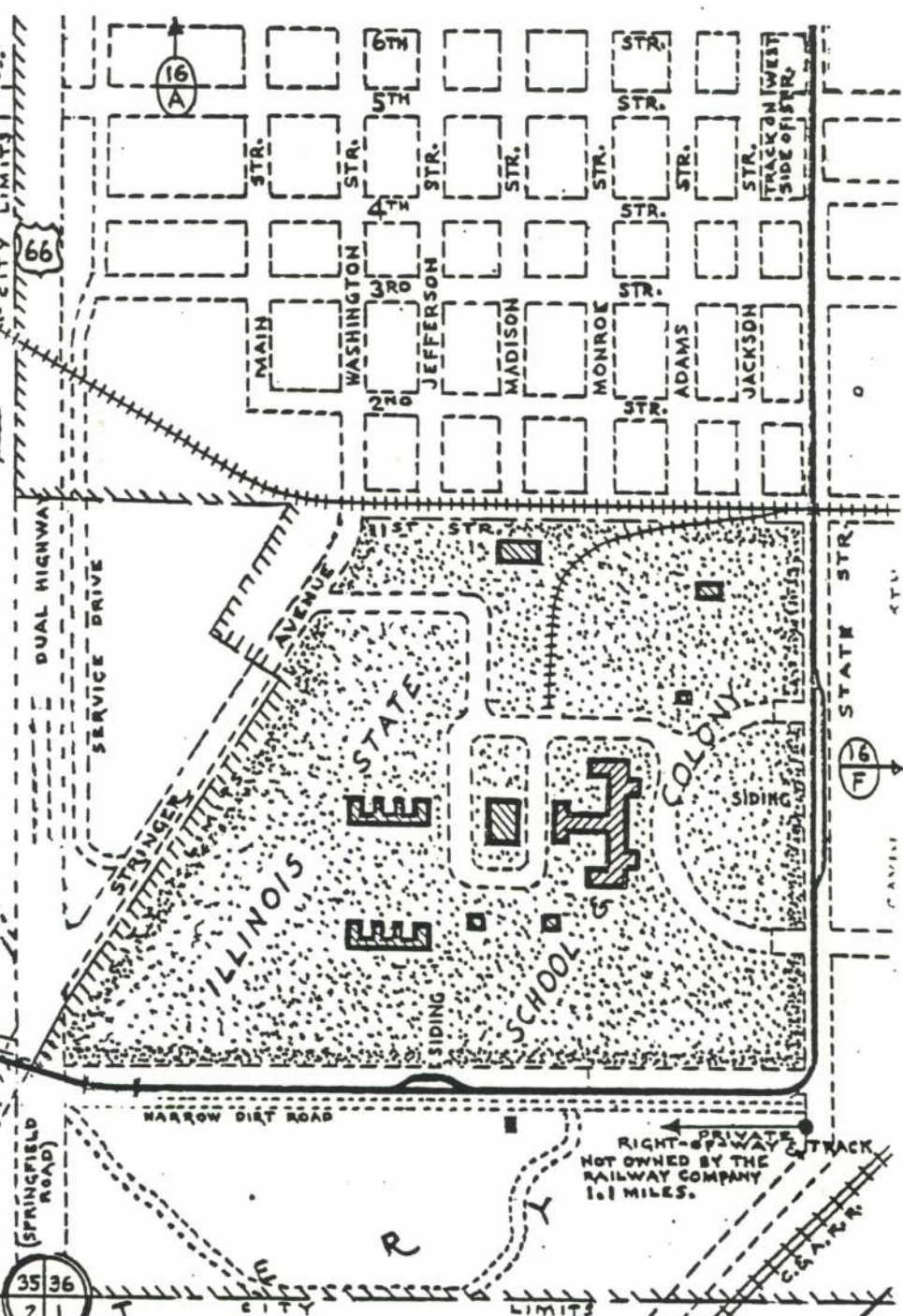
RAIL ROADS SERVING LINCOLN:-

CHICAGO & ALTON R.R.
ALTON R.R.
GULF, MOBILE & OHIO R.R.
ILLINOIS CENTRAL GULF R.R.

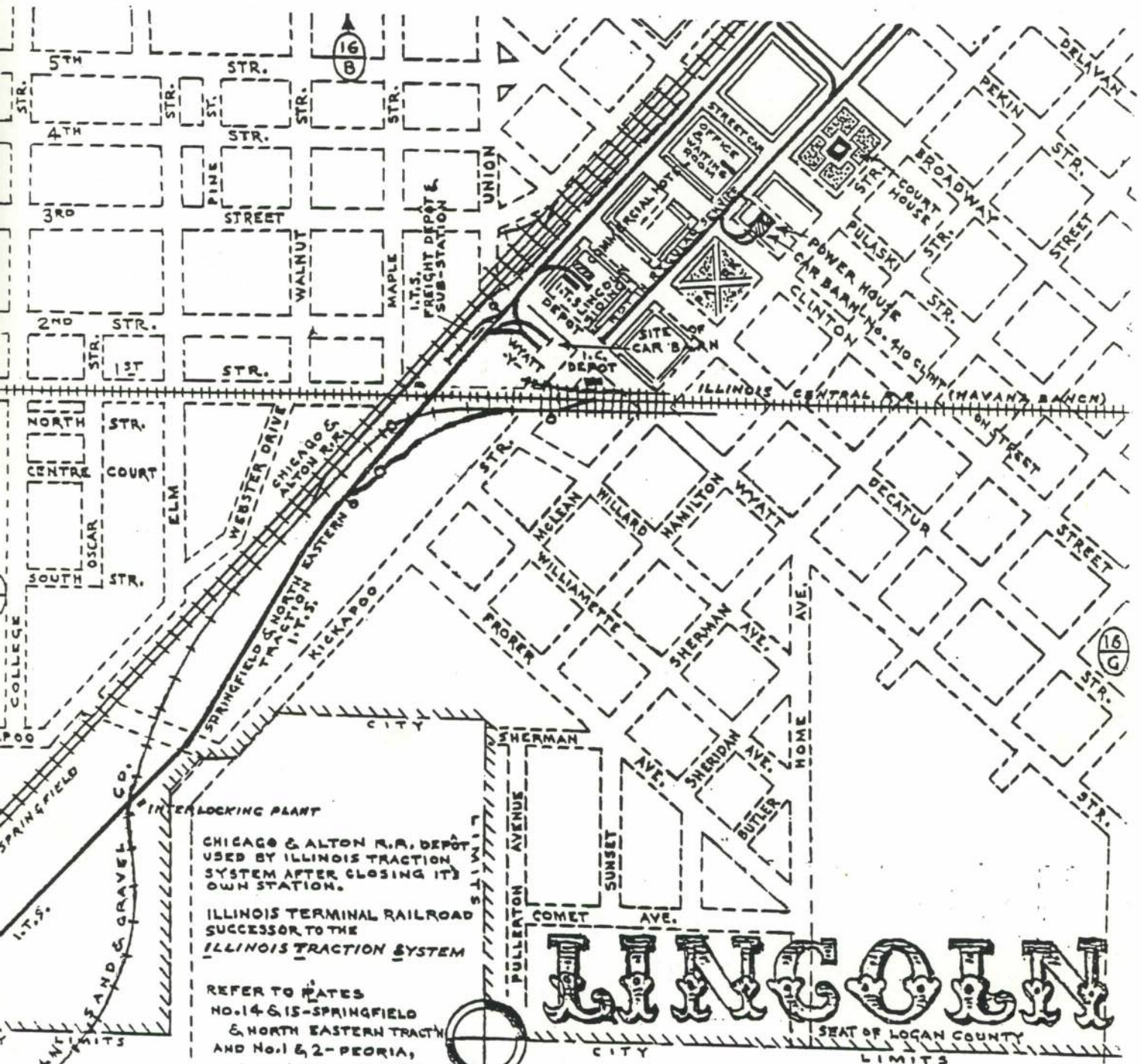
ILLINOIS CENTRAL R.R.
ILLINOIS CENTRAL GULF R.R.

ILLINOIS TRACTION SYSTEM
SPRINGFIELD & NORTH EASTERN TRACTION
AND
PEORIA, LINCOLN & SPRINGFIELD TRACTION

COURT HOUSE; POST OFFICE.



CREATED SCENE



INTERLOCKING PLANT

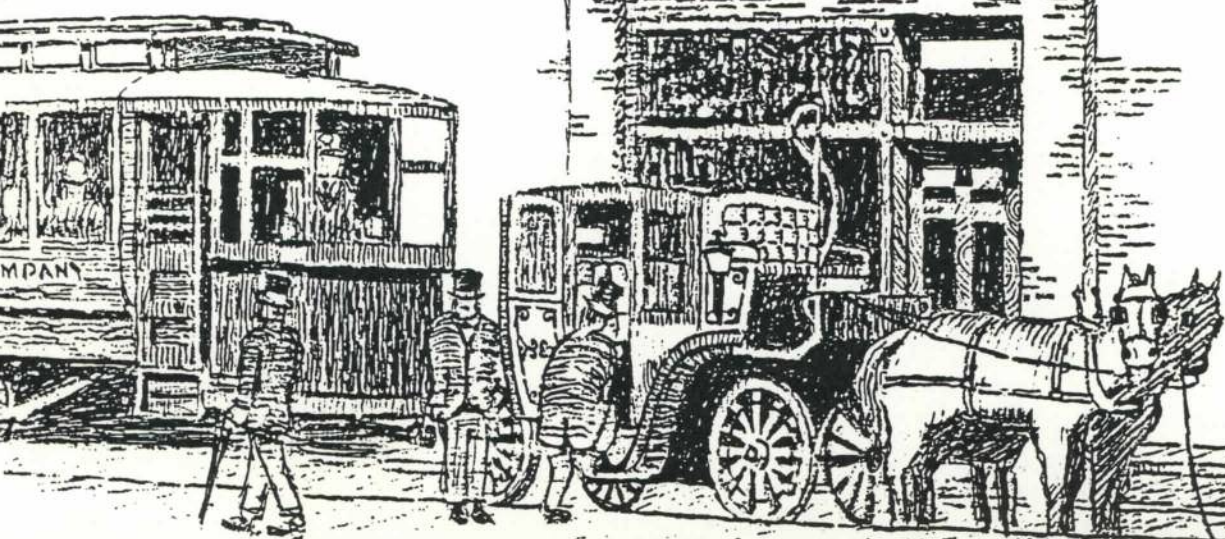
CHICAGO & ALTON R.R. DEPOT USED BY ILLINOIS TRACTION SYSTEM AFTER CLOSING ITS OWN STATION.

ILLINOIS TERMINAL RAILROAD SUCCESSOR TO THE ILLINOIS TRACTION SYSTEM

REFER TO RATES NO. 14 & 15 - SPRINGFIELD & NORTH EASTERN TRACT AND NO. 1 & 2 - PEORIA, LINCOLN & SPRINGFIELD TRACTION COMPONENTS OF I.T.S.

LINCOLN

SEAT OF LOGAN COUNTY
CITY LIMITS



26
16 C



CREATED SCENE

HIS LORDSHIP, BARON SCULLY ON TOUR OF INSECTION OF HIS PROPERTIES.

LINCOLN

SEAT of LOGAN COUNTY ~ ILLINOIS.

BENCH MARK - 591' ALTITUDE
DATUM IS MEAN SEA LEVEL



TO BECATUR →
(HAYANA BRANCH)

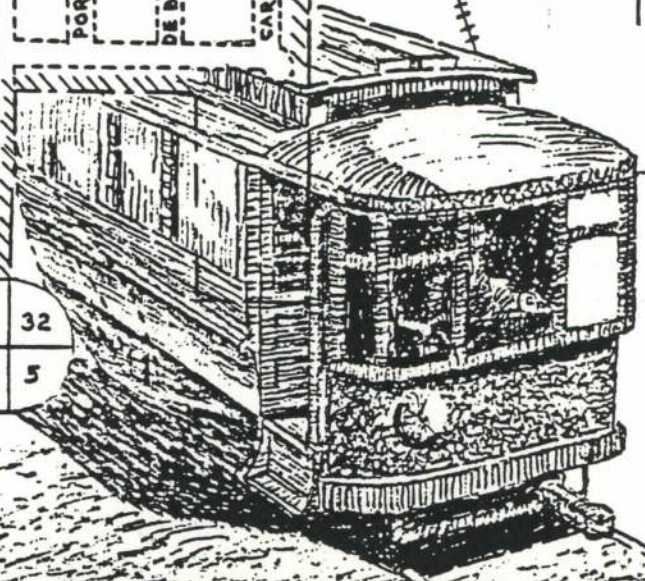
ILLINOIS CENTRAL RAIL ROAD



26
6



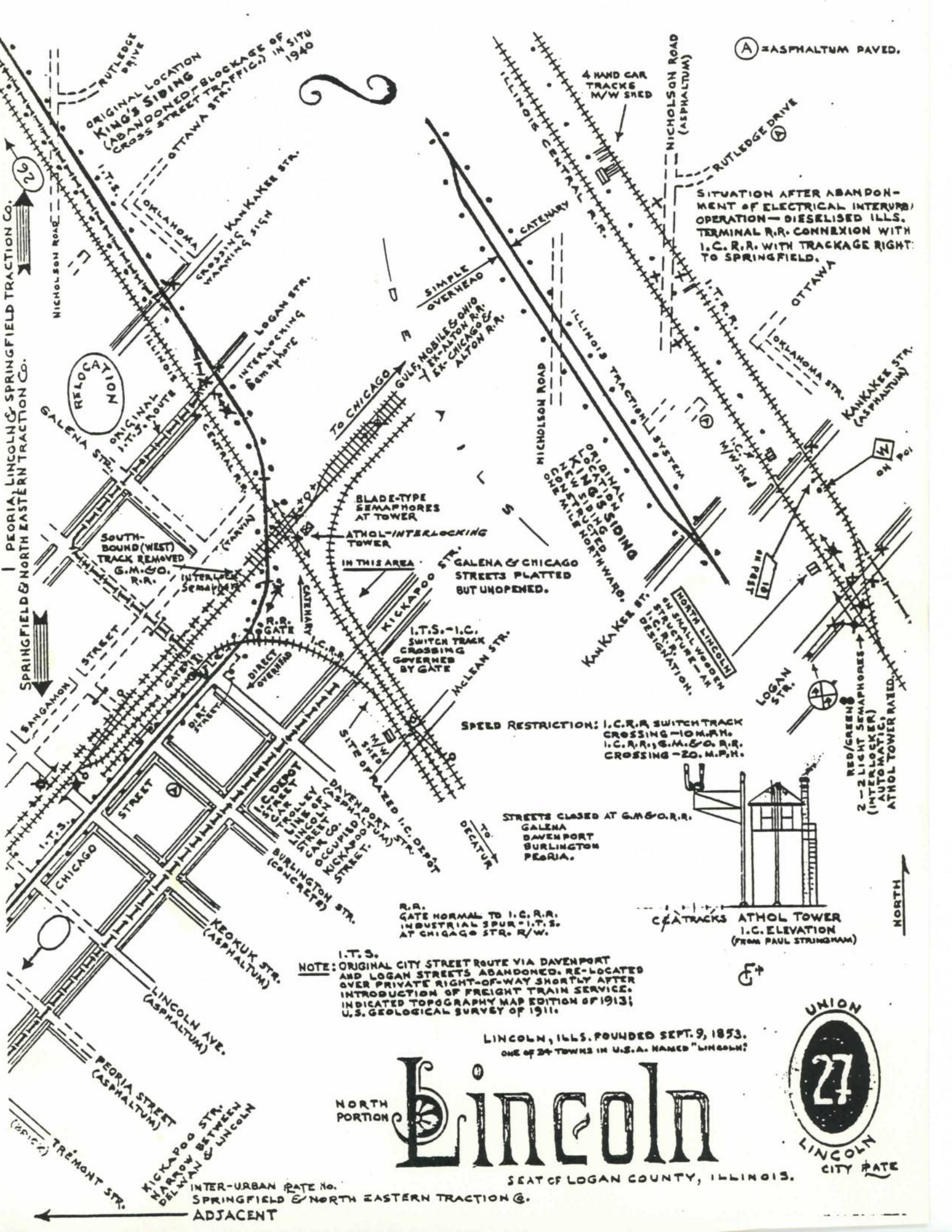
LINCOLN STREET CAR CO.
 SOLD TO LINCOLN RAILWAY & LIGHTING CO.
 LINCOLN RAILWAY & HEATING CO.
 LINCOLN ELECTRIC RAILWAY CO.
 SOLD TO LINCOLN MUNICIPAL STREET RAILWAY
 (JUNE 1917)



CREATED SCENE

- OFFICES: THE MAYOR (GEN'L. MGR. & PUR. AGT.) - CITY HALL
- CITY TREASURER - LINCOLN NATIONAL BANK
- CAR BARN & POWER HOUSE - 410 CLINTON STR.
- REPAIR SHOP - 410 CLINTON STR.
- ENERGY - PURCHASED FROM LINCOLN WATER, LIGHT & POWER CO.
- TROLLEY VOLTAGE - 550. TRANSMISSION VOLTAGE - 2300
- CURRENT COLLECTION - DIRECT TROLLEY WIRE SUSPENSION.
- TRACK GAUGE - STANDARD 4'-8 1/2"
- TRACKAGE - 8 MILES (APRIL 1906); 5 MILES (AUG. 1920).
- RAIL - 45 lb T-RAIL.
- ROLLING STOCK - 4 MOTOR CARS & 2 TRAILERS (LA CLEDE CAR)
(APRIL 1906)
8 MOTOR CARS (AUG. 1920).
- SERVICE - CITY LOCAL. 1ST. CAR OPERATED CHRISTMAS DAY 1891.
- REACHES CHAUTAUQUA GROUNDS.
- LINES - 3
 - 1. C. DEPOT
 - WOODLAWN
 - STATE SCHOOL & COLONY





(A) = ASPHALTUM PAVED.

SITUATION AFTER ABANDONMENT OF ELECTRICAL INTERURB OPERATION - DIESELISED ILLS. TERMINAL R.R. CONNEXION WITH I.C. R.R. WITH TRACKAGE RIGHT TO SPRINGFIELD.

SPEED RESTRICTION: I.C.R.R. SWITCHTRACK CROSSING - 10 M.P.H.
I.C.R.R. G.M.&O. R.R. CROSSING - 20 M.P.H.

STREETS CLOSED AT G.M.&O. R.R.
GALENA
DAVENPORT
BURLINGTON
PEORIA.

R.R. GATE NORMAL TO I.C. R.R. INDUSTRIAL SPUR - I.T.S. AT CHICAGO STR. R/W.

I.T.S. NOTE: ORIGINAL CITY STREET ROUTE VIA DAVENPORT AND LOGAN STREETS ABANDONED. RE-LOCATED OVER PRIVATE RIGHT-OF-WAY SHORTLY AFTER INTRODUCTION OF FREIGHT TRAIN SERVICE. INDICATED TOPOGRAPHY MAP EDITION OF 1913; U.S. GEOLOGICAL SURVEY OF 1911.

LINCOLN, ILLS. FOUNDED SEPT. 9, 1853. ONE OF 24 TOWNS IN U.S.A. NAMED "LINCOLN"

Lincoln

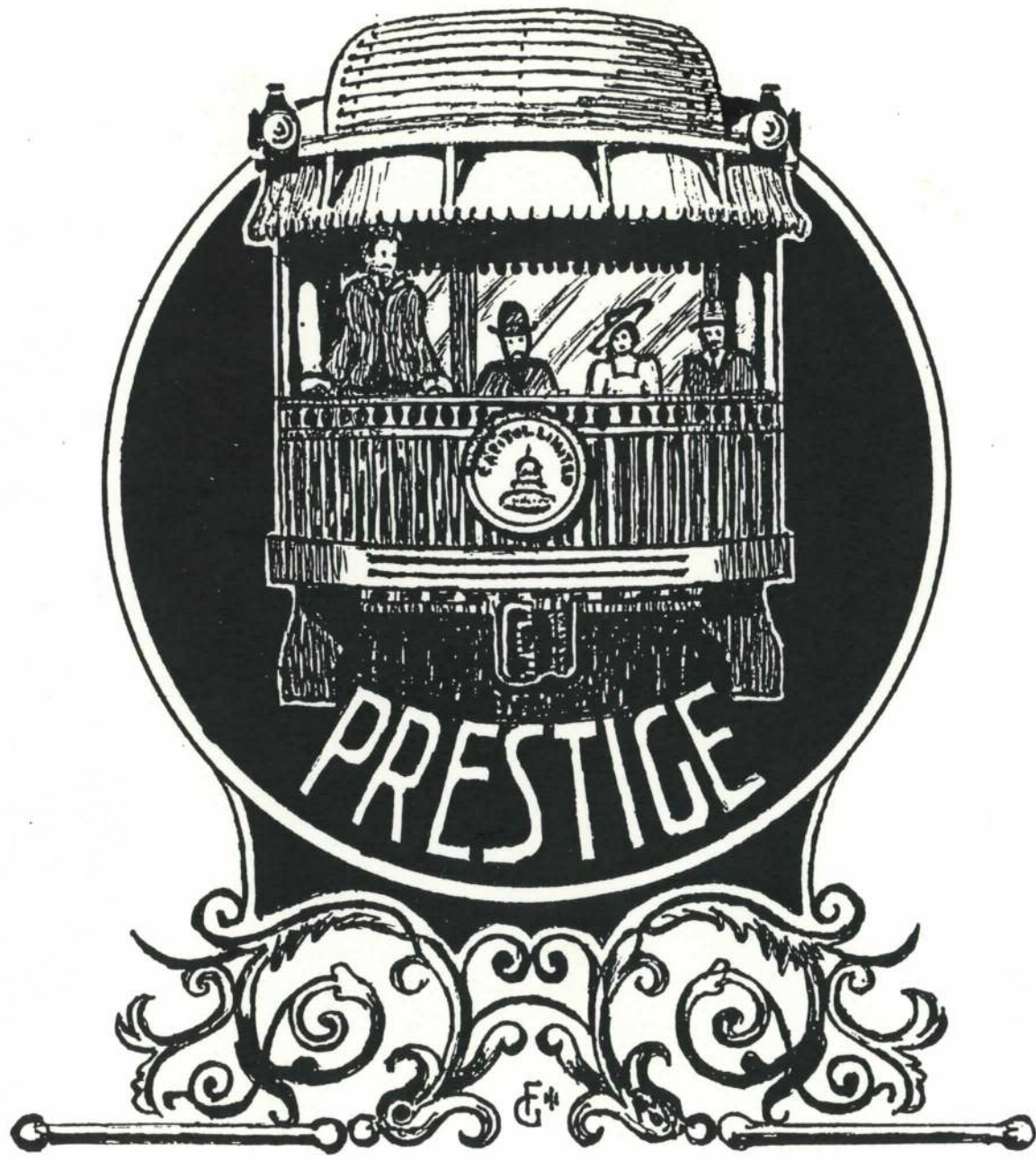
SEAT OF LOGAN COUNTY, ILLINOIS.



INTER-URBAN RATE No. 1
SPRINGFIELD & NORTH EASTERN TRACTION CO.
ADJACENT

NORTH PORTION

NORTH



PEORIA, LINCOLN & SPRINGFIELD TRACTION

PEORIA, LINCOLN & SPRINGFIELD TRACTION

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

MACKINAW

- 0.0 Mackinaw Junction stop
- 0.2 Cash Siding stop
- 0.3 Speece (Renamed Mackinaw)
- PENSYLVANIA SUBWAY
- PEORIA & EASTERN CONNEXION
- P. & E. CONNEXION ORIGINAL
- 1.3 Puterbaugh
- 1.6 Summit
- 2.0 Timber Lake
- SUMMIT SIDING
- 2.6 Warren
- SUMMIT SUB-STATION
- 3.1 Sparks
- WALNUT SIDING
- 3.9 Walnut
- 4.03 Kilby
- 4.7 Railsback
- RAILSBACK SIDING
- 5.0 Eckard
- 5.4 Hicks
- 5.8 Fravert
- 6.3 Hanning
- FRAVERT SIDING
- 6.9 Bennet

- 8.4 Springer
- 8.9 Sawyer
- 8.9 Sutter
- SUTTER SIDING
- 10.7 Litwiller
- 11.1 Hainline
- 12.4 Richmond
- RICHMOND SIDING
- 12.9 Hittle
- 13.1 Pratt
- BURT SIDING
- 13.5 Haberly
- 14.0 Burt
- 14.3 Carr
- 14.3 Hunter
- 15.4 Quisenberry
- LUCAS SIDING
- 16.0 Lucas
- 16.4 Layman
- 16.9 Clay
- UNION SIDING
- 17.5 Union Depot (Agent) SUB-STATION
- 17.9 Gale
- 18.5 Perry
- 19.0 Gold Springs
- 19.3 Atteberry
- 19.4 Gilchrist
- 20.0 Lee
- 20.6 Orndorff

- 7.9 Mindale (A.T.S. name) DEPOT & SUB-STATION
- MINDALE SIDING

- WILMERT SIDING
- Wilmert SUB-STATION

ILLINOIS TRACTION SYSTEM

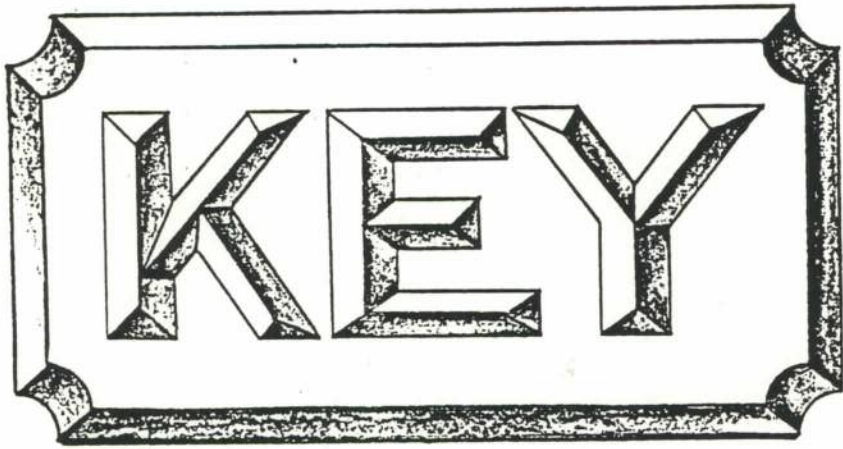
- 21.6 Rhody
- EVANS SIDING & OIL SPUR
- 22.0 Evans
- 22.9 Hartwig
- 23.4 Altic
- ALTIC SIDING
- 23.9 Kickapoo
- 24.7 Martin
- 25.0 Peifer
- 25.3 Music
- KINGS SIDING
- KING'S SIDING
- ILLINOIS CENTRAL R.R. CROSSING
- I. C. CROSSING
- LINCOLN STREET CAR CROSSING
- C. & A. R. R. CROSSING
- C. & A. R. R. VIA LINCOLN STREET CAR CROSSING
- I. C. INDUSTRIAL TRACK
- LINCOLN JOINT USAGE OF C. & A. STATION
- LINCOLN STREET CAR CROSSING
- 27.5 Lincoln (Agent) DEPOT TRACK
- WYATT-Y SUB-STATION
- FREIGHT TRACK DEPOT
- CAR BARN



Flag stops - Tariff April 30, 1924
 Sidings - EMPLOYEES TIME TABLE No. 21 AVG. 6,
 TIME TABLE No. 1 OCT. 5, 1930 1950

ENCIRCLED NUMBERS INDICATES CAR CAPACITY

MINDALE



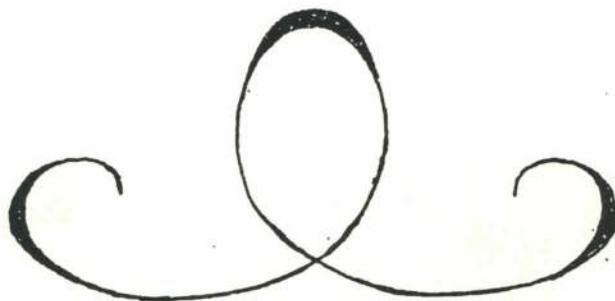
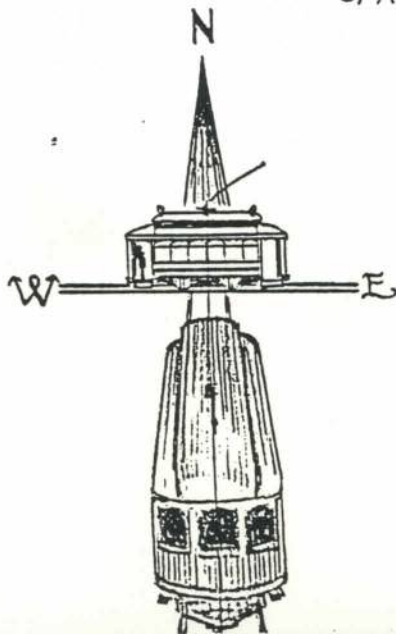
TO SEQUENCE of
INTER-URBAN PATES
LINCOLN-TO-UNION

NUMBER OF PATES — 12
 INTER-URBAN — 11
 KEY — — — 1

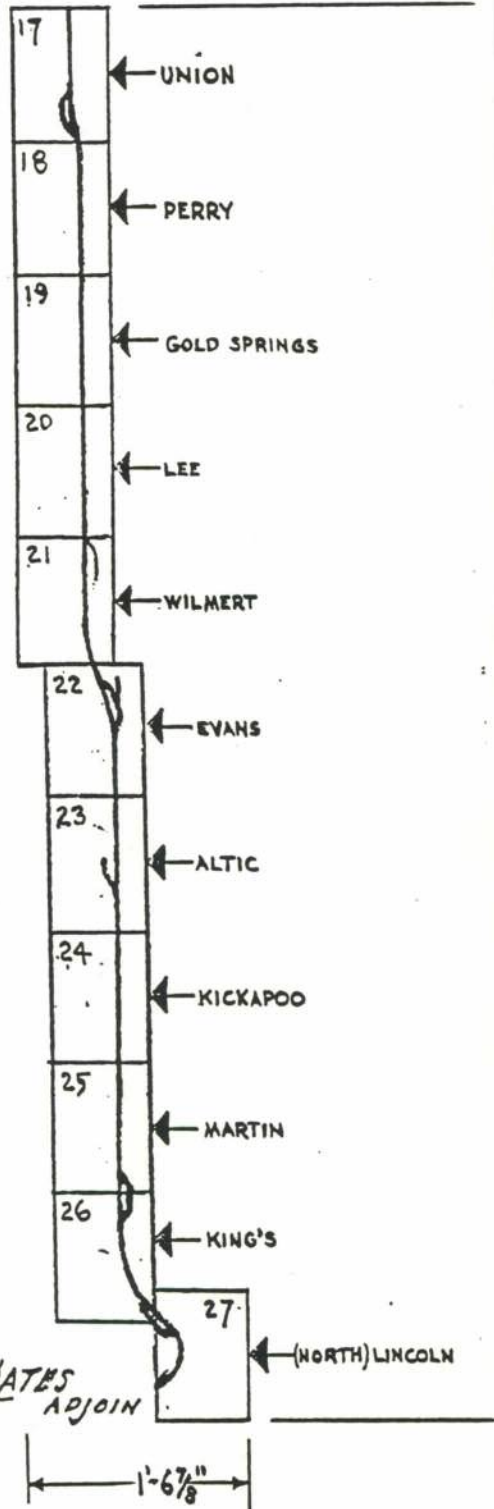
MILES CHARTED — APPR. X. — 10
 OVER-ALL MAP SIZE — 1'-6 7/8" X 9'-8"
 TROLLEY POLE COUNT ∞ SELF-SCALING CHARTS.

• PEORIA, LINCOLN & SPRINGFIELD TRACTION Co.
 of the *ILLINOIS TRACTION SYSTEM*
 (MCKINLEY LINES)

F⁴

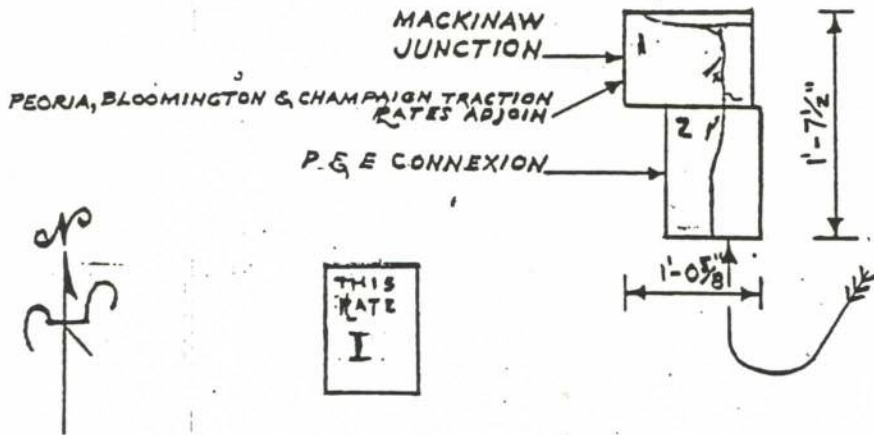


This
 Plate
 KEY
 II



SPRINGFIELD & NORTH EASTERN TRACTION PATES
 ADJOIN





KEY

PART I

TO SEQUENCE OF INTER-URBAN RATES

UNION-TO-MACKINAW JUNCTION

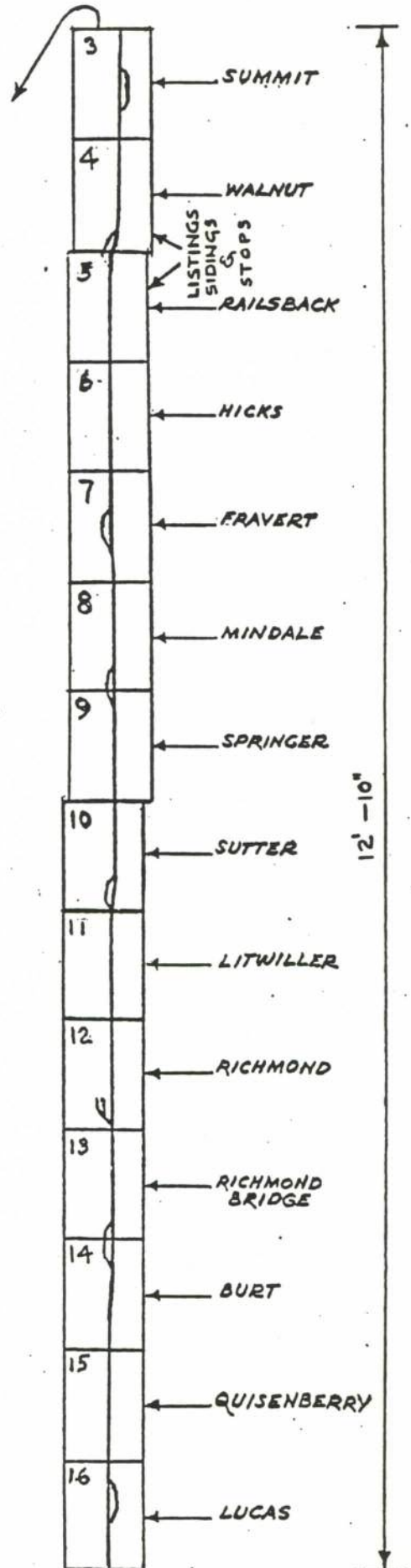
	TOTAL	G
NUMBER of RATES ————— 20	————— 32	
INTER-URBAN RATES — 16	————— 27	
KEY RATES ————— 1	————— 2	
DETAIL RATE ————— 1	————— 1	
MILES CHARTED ————— 27.6	————— 37.6	
OVER-ALL MAP SIZE ————— 1'-1 5/16" X 14'-7 1/2" LENGTH		
TROLLEY POLE COUNT (SELF-SCALING CHARTS)		

PEORIA, LINCOLN & SPRINGFIELD TRACTION

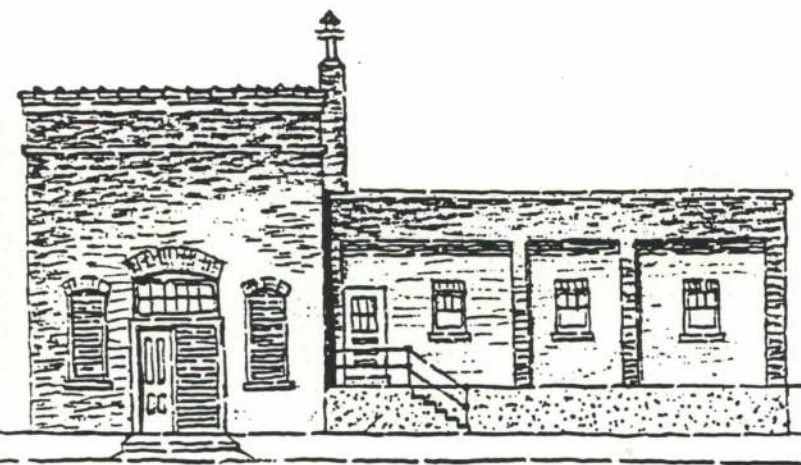
of the ILLINOIS TRACTION SYSTEM

(SOLD TO ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD MARCH 22, 1912)

TOTAL MAP SIZE | G | 1'-7 3/16" X 23'-1 1/2"



2 1/16"



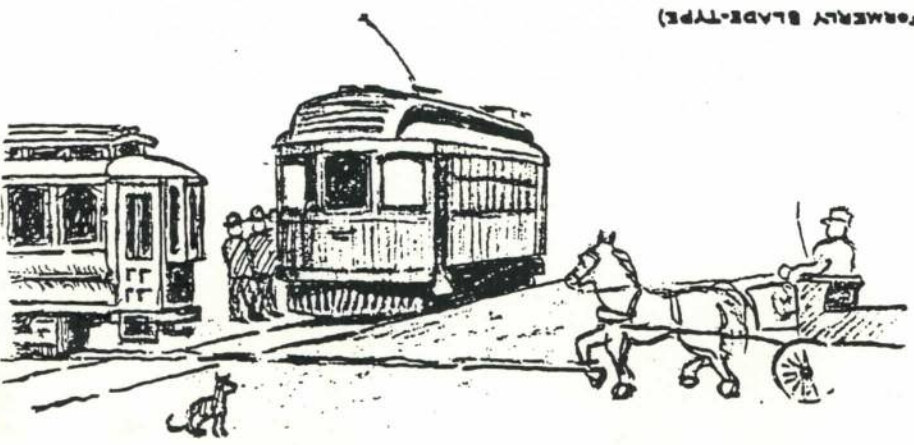
LINCOLN FREIGHT DEPOT & SUB-STATION — SPRINGFIELD & NORTH EASTERN RLY.

TRACK-SIDE ELEVATION.
 RED BRICK; WOODEN WINDOW FRAMES & LOUVRES;
 CONCRETE SILLS; CONC. FOUNDATION.
 BRICK CHIMNEY WITH METAL STACK.
 BLACK PIPE RAILING.
 GREEN TRIM.
 VITRIFIED COPING ON SUB-STATION PARAPET.
 CONCRETE COPING ON DEPOT PARAPET.

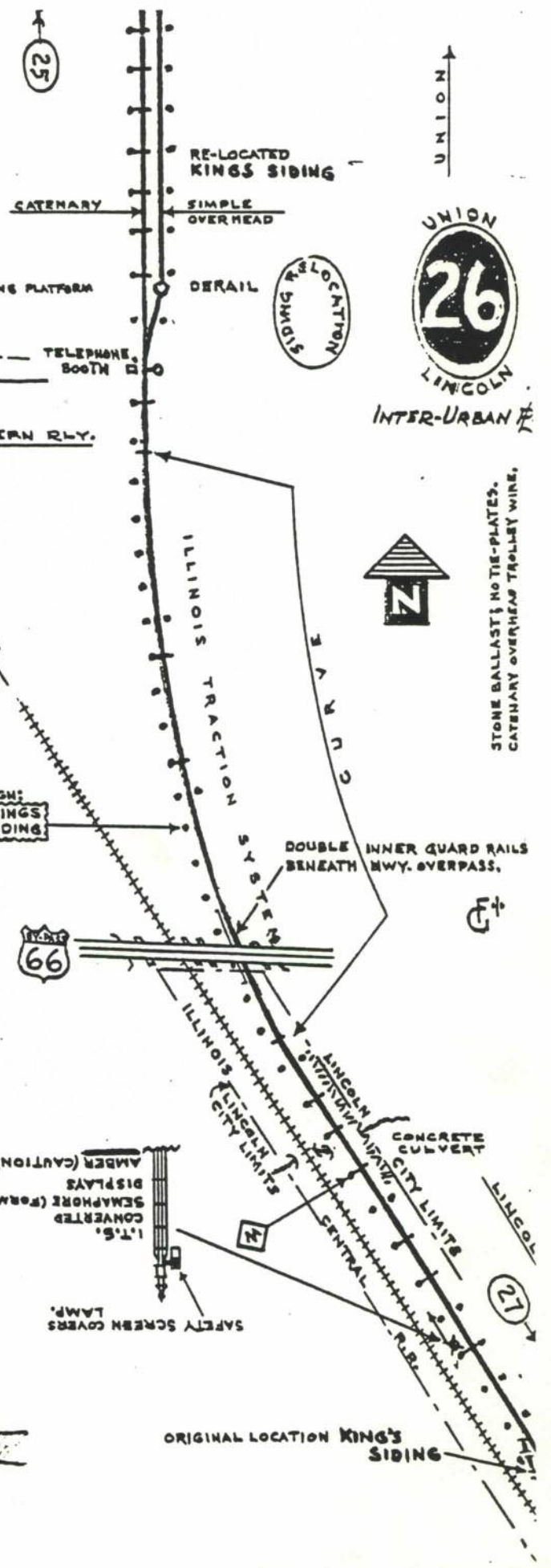
● REFER TO PLATE No. 16—South LINCOLN GROUP K-11.



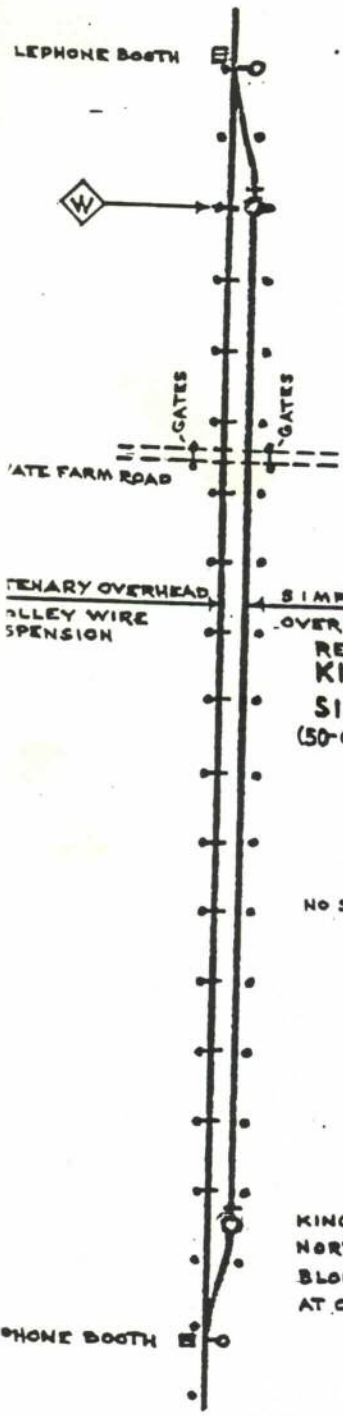
THE GRANTING OF A FRANCHISE TO THE INTERURBAN BUILDING NORTHWARD FROM SPRINGFIELD WAS CONTINGENT UPON THE COMPANY GRABING CHICAGO STREET.



A WOODLAWN STREET CAR CROSSES CHICAGO STREET

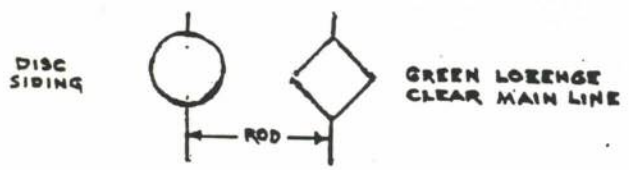


STONE BALLAST; NO TIE-PLATES.
 CATERNARY OVERHEAD TROLLEY WIRE.



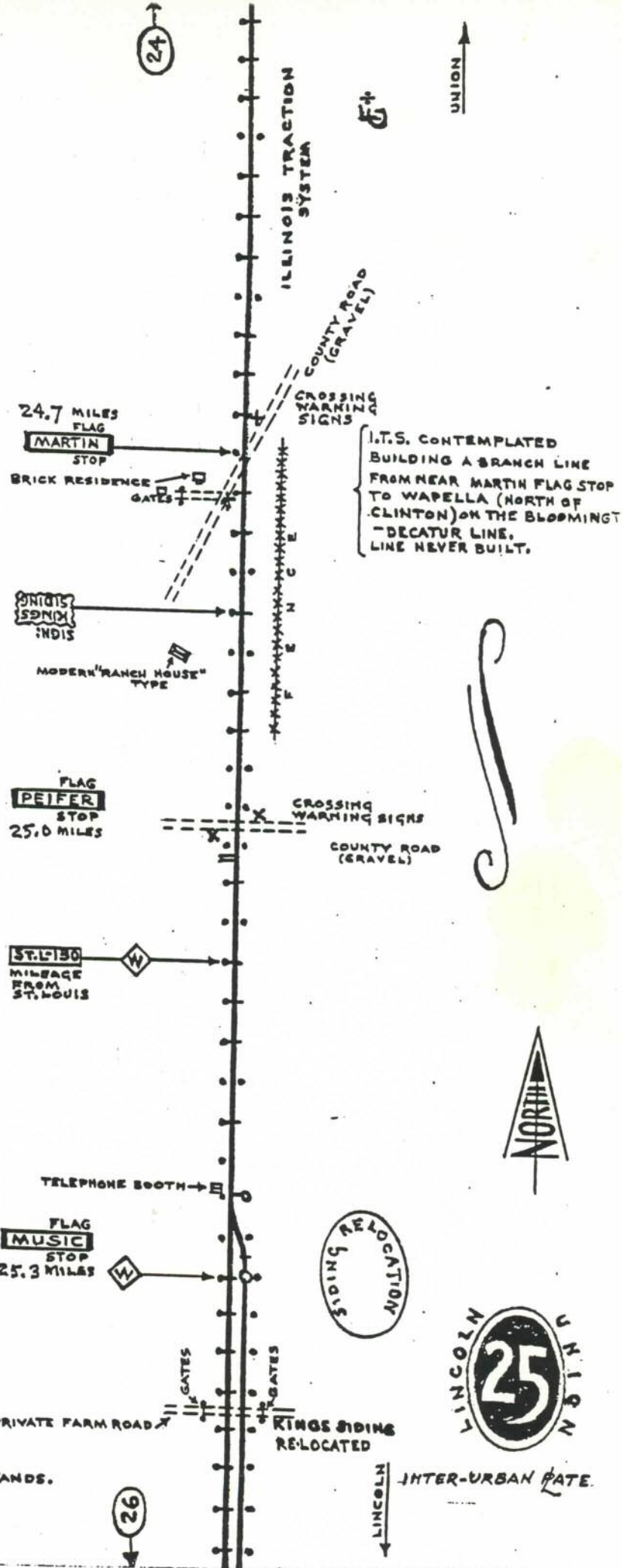
D E C A T A R

KING'S SIDING MOVED 1-MILE NORTHWARD TO ELIMINATE BLOCKING OF STREET TRAFFIC AT ORIGINAL LOCATION.



UPON ABANDONMENT OF ELECTRICAL INTERURBAN OPERATION - LIGHTED TARGETS (ABOVE) WERE SUBSTITUTED ON SWITCH-STANDS.

SPRINGFIELD, LINCOLN & SPRINGFIELD TRACTION



I.T.S. CONTEMPLATED BUILDING A BRANCH LINE FROM NEAR MARTIN FLAG STOP TO WAPELLA (NORTH OF CLINTON) ON THE BLOOMINGTON-DECATUR LINE. LINE NEVER BUILT.

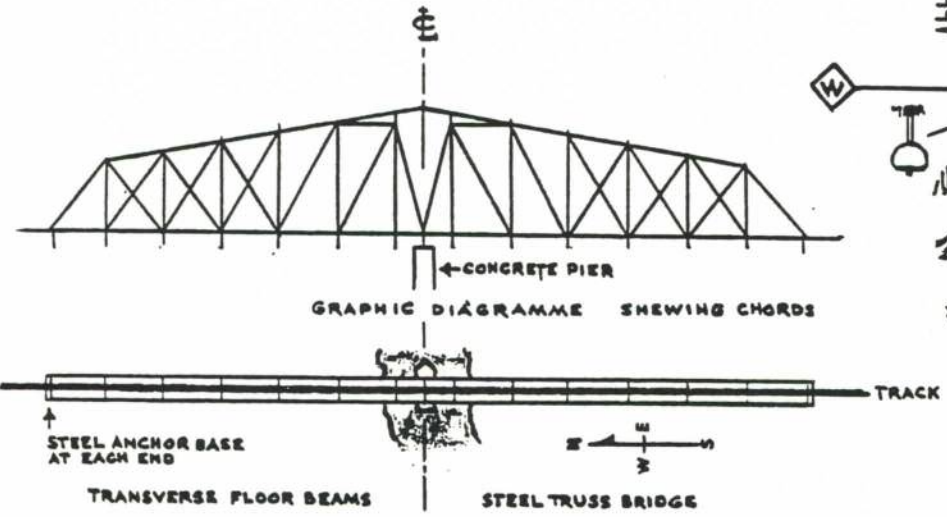
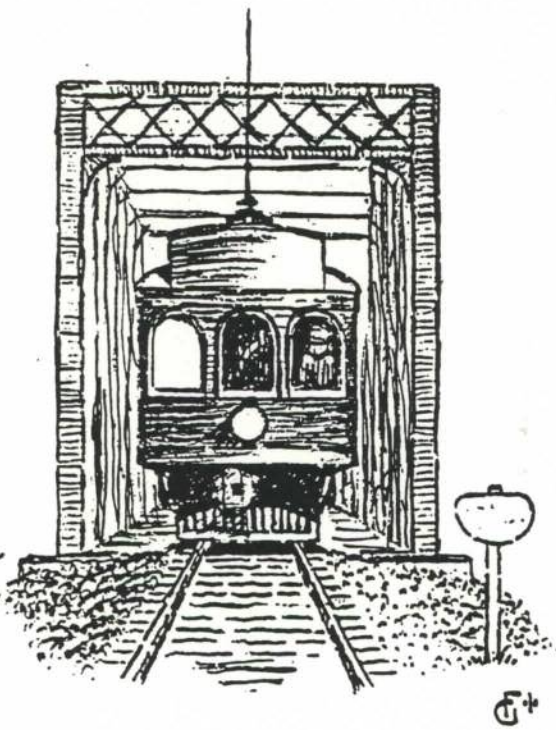


SIDING RELOCATION

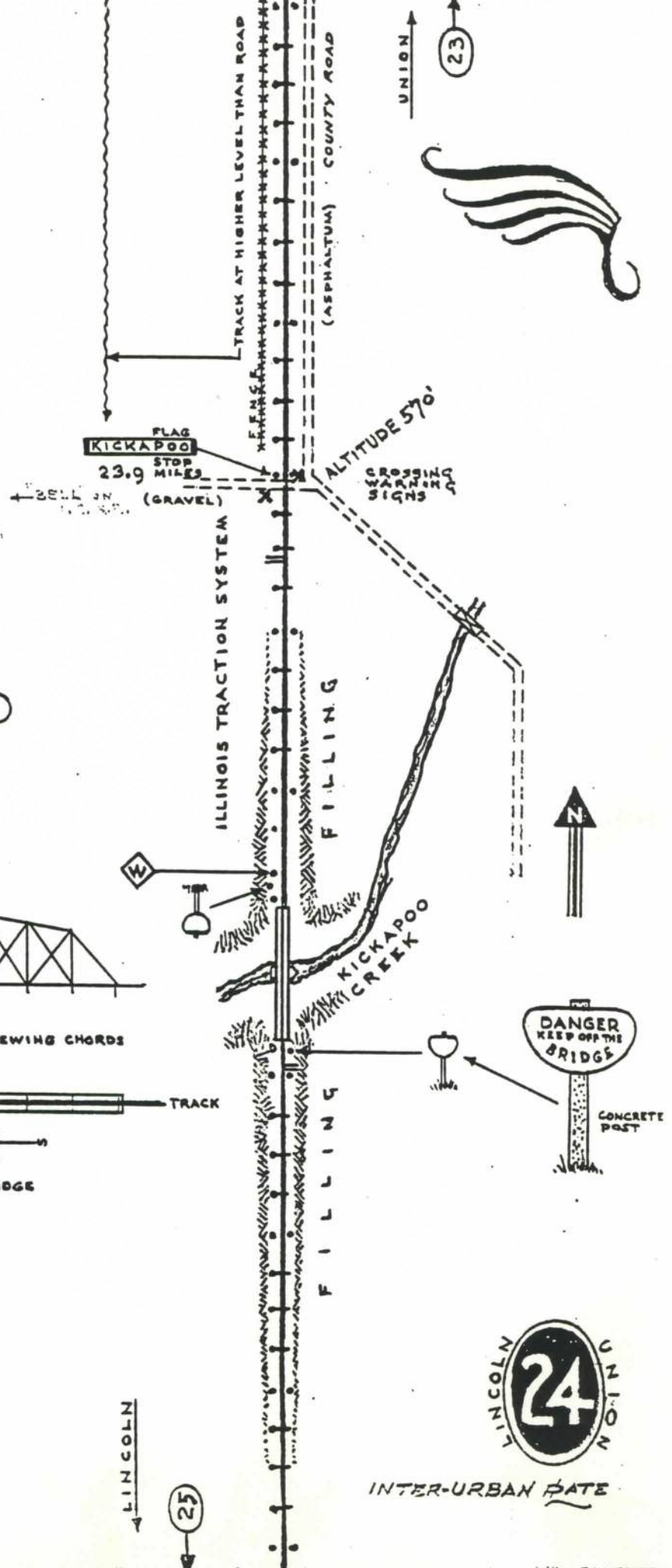


26

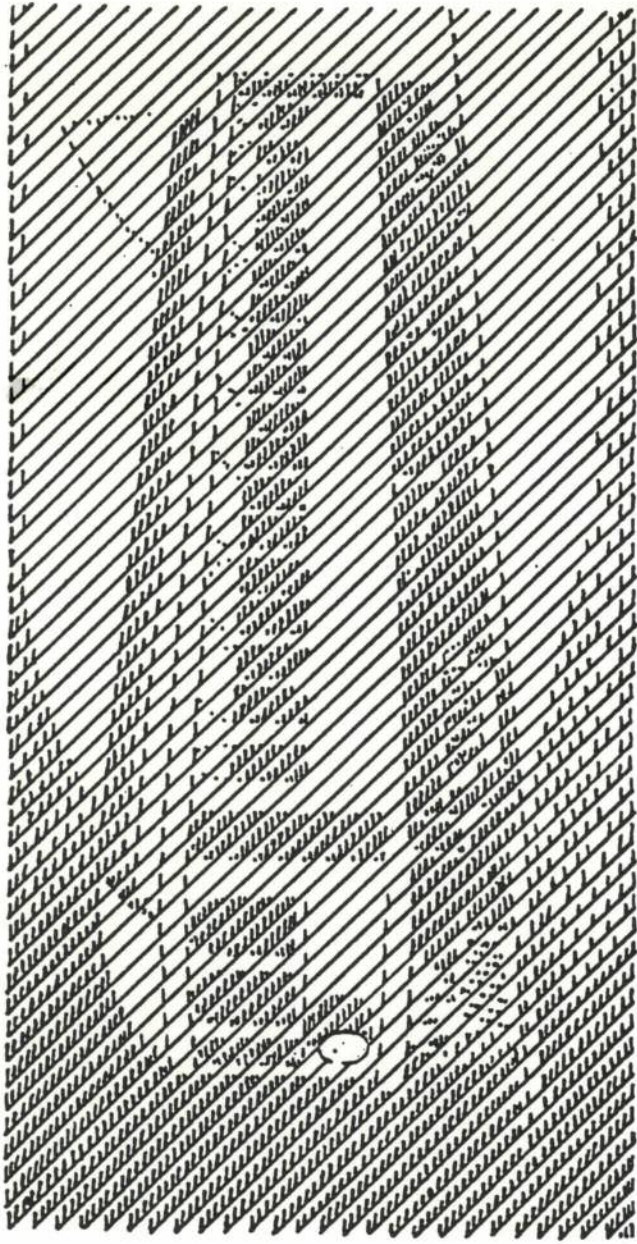
PEORIA, LINCOLN & SPRINGFIELD TRAIL



KICKAPOO CREEK THROUGH TRUSS BRIDGE
 OVERHEAD CLEARANCE FROM TOP OF RAIL - 16'-8"
 SIDE CLEARANCE FROM TRACK CENTRE - 7'-0"



UNION, LINCOLN & SPRINGFIELD TRACTION COMPANY



5'

22

UNION



HAND CAR TRACK (GRAVEL)
FLAG HARTWIG STOP 22.9 MILES
CROSSING WARNING SIGNS FARMSTEAD
RESIDENCE (GRAVEL ROAD)

ST. LOUIS MILEAGE FROM ST. LOUIS

HAND CAR TRACK

FENCE

ILLINOIS TRACTION SYSTEM

COUNTY ROAD (ASPHALTUM)

TRACK ON PRIVATE RIGHT-OF-WAY



GRAVEL BALLAST TIE-PLATES.

ALTIC SIDING (-CAR CAPACITY)

TELEPHONE BOOTH - NO BLOCK SIGNAL



23.4 MILES FLAG ALTIC STOP

RESIDENCE STABLE PRIVATE DRIVEWAY (GRAVEL) GATES

ALTIC SIDING

FARMSTEAD

HAND CAR TRACK (GRAVEL ROAD)

FENCE



INTER-URBAN RATE

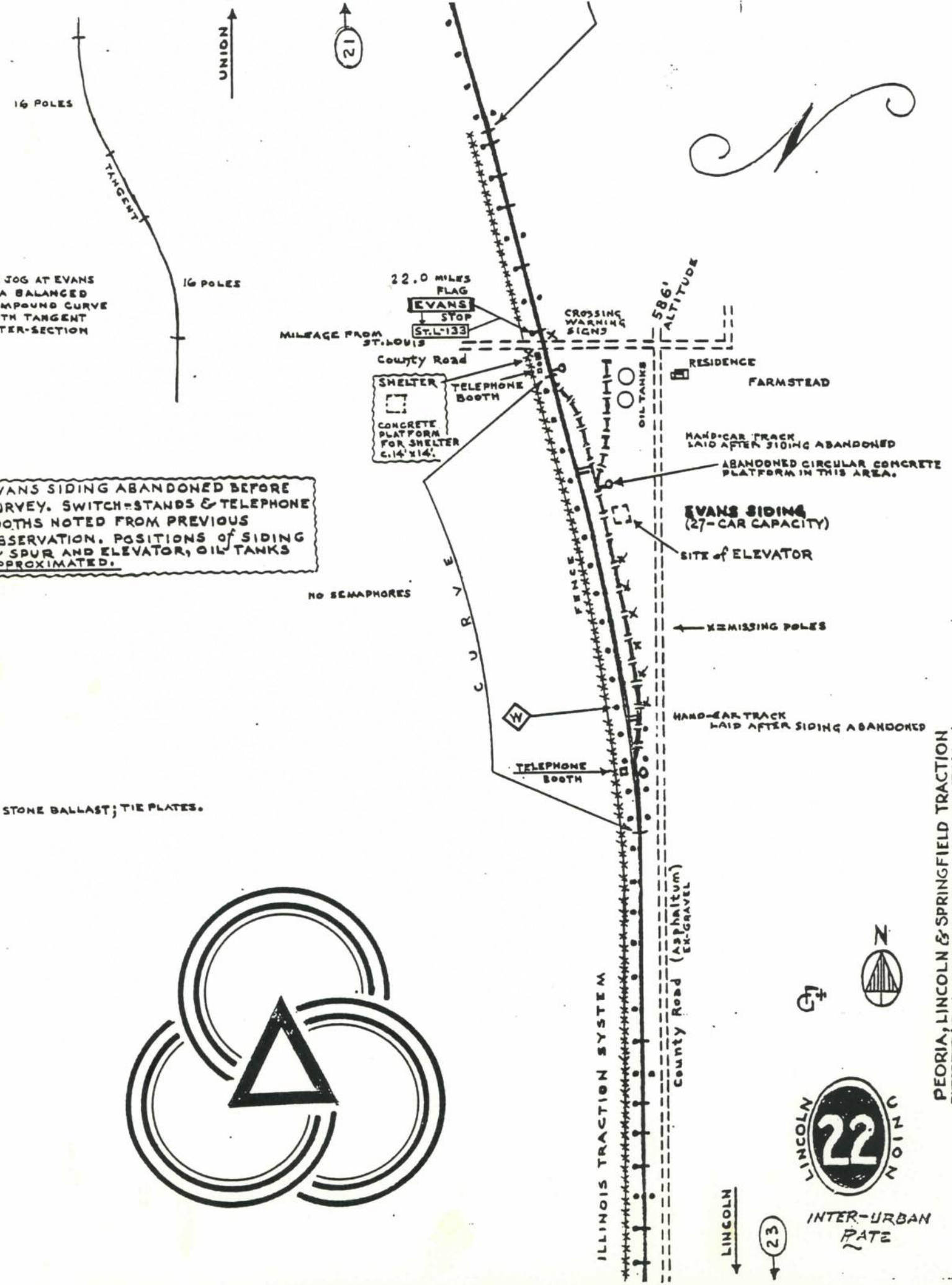
I.T.S. on fenced private RIGHT-OF-WAY

24

TRACK AT HIGHER LEVEL THAN ROAD



LINCOLN

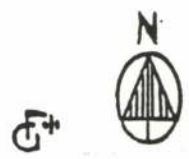
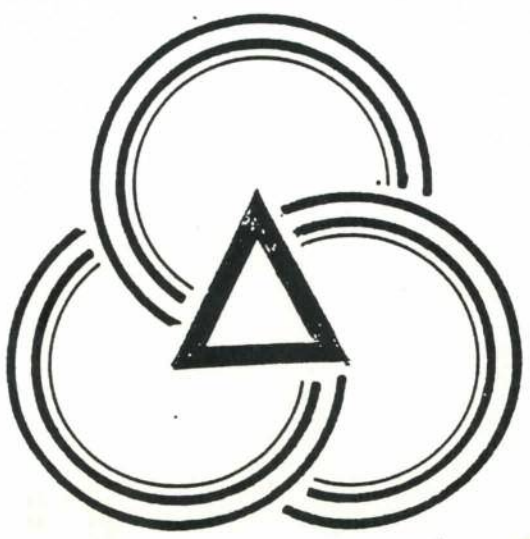


THE JOG AT EVANS
A BALANCED
COMPOUND CURVE
WITH TANGENT
INTER-SECTION

EVANS SIDING ABANDONED BEFORE
SURVEY. SWITCH-STANDS & TELEPHONE
BOOTHS NOTED FROM PREVIOUS
OBSERVATION. POSITIONS OF SIDING
& SPUR AND ELEVATOR, OIL TANKS
APPROXIMATED.

NO SEMAPHORES

STONE BALLAST; TIE PLATES.

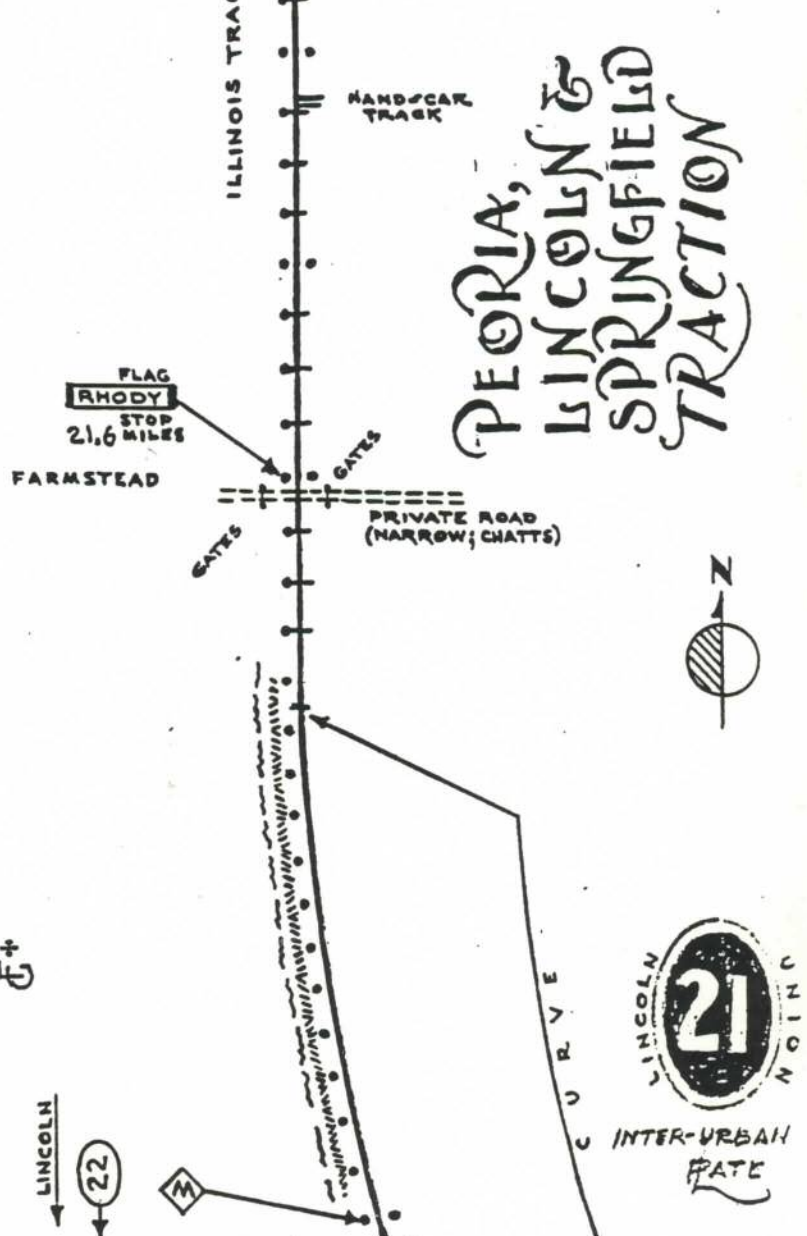
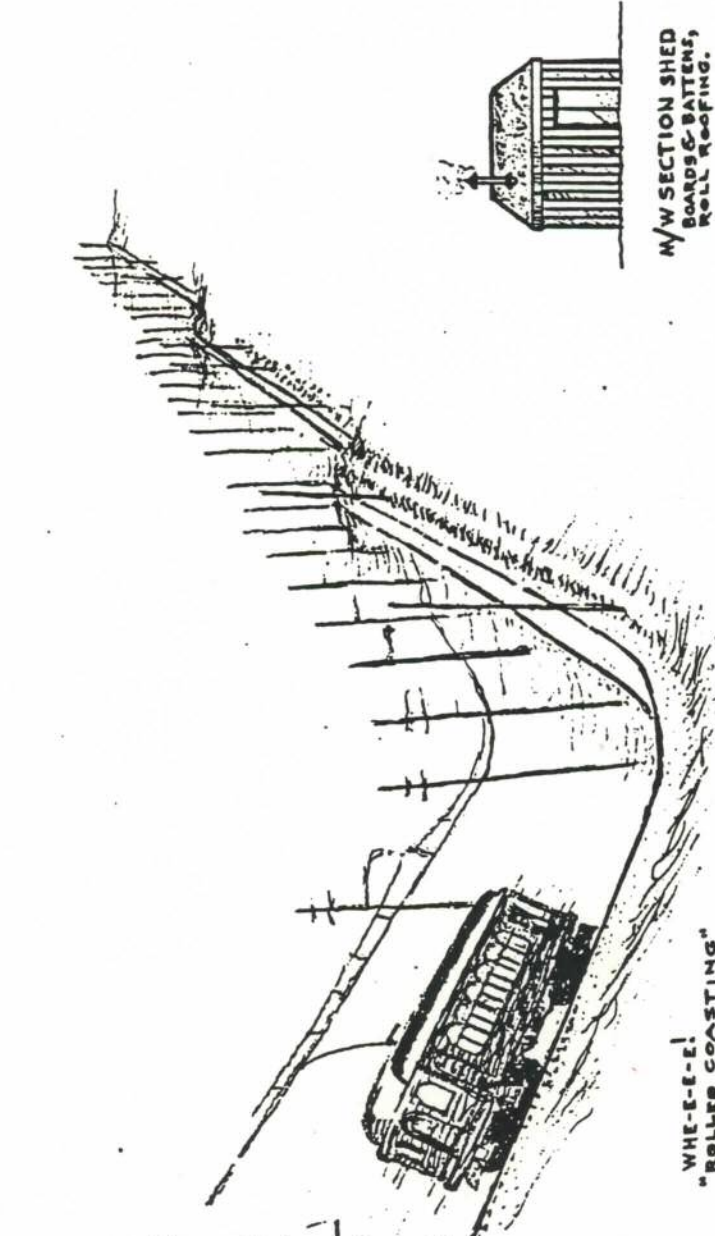
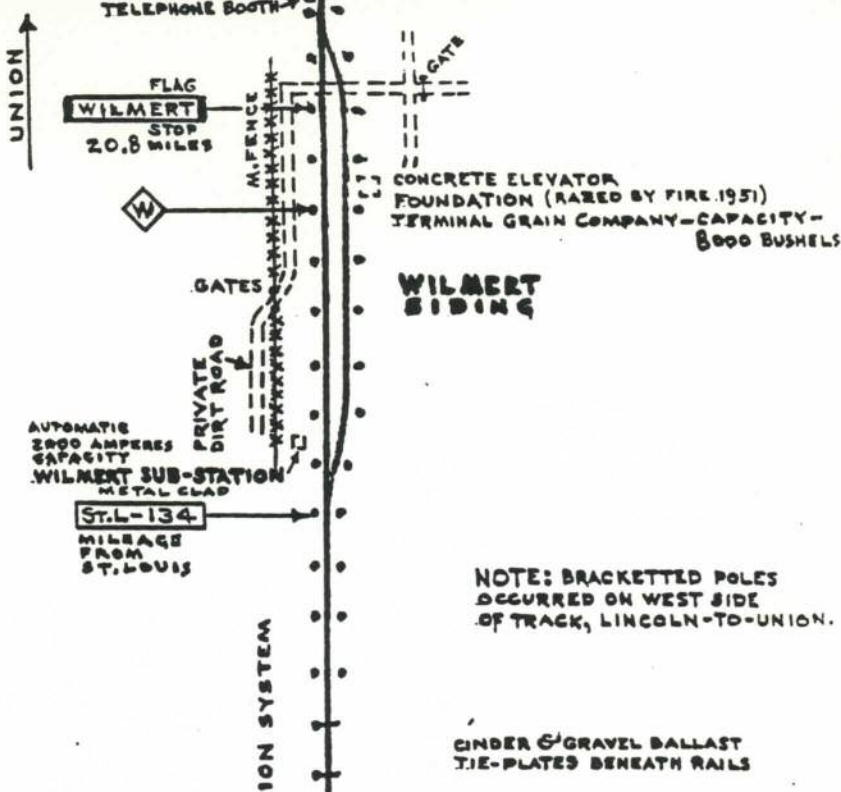
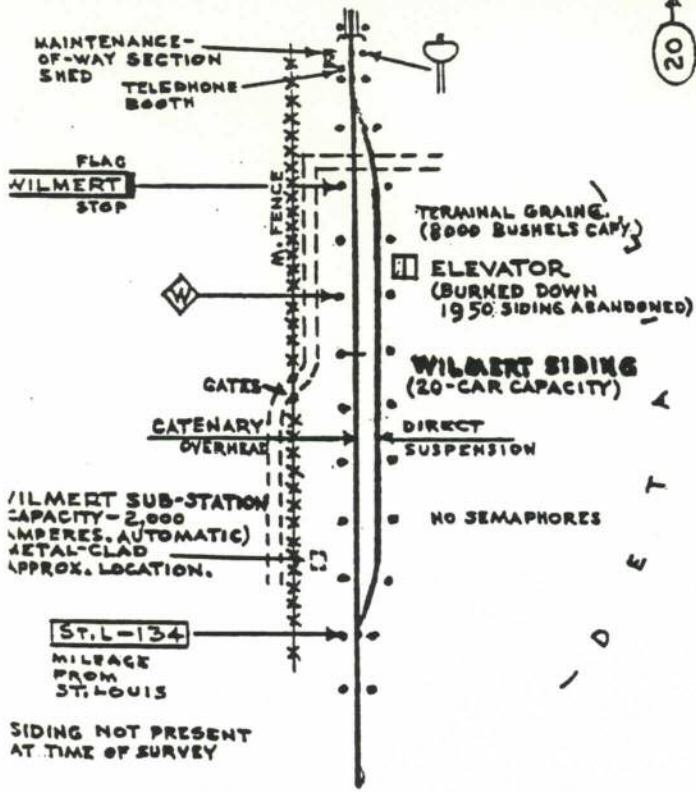


LINCOLN



INTER-URBAN
RATE

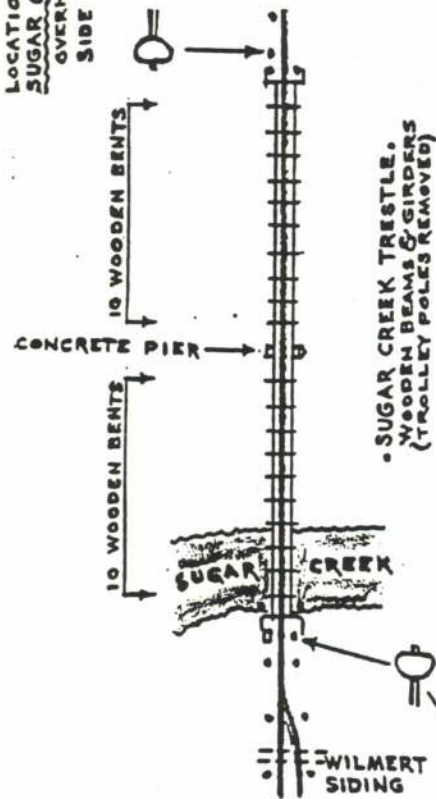
PEORIA, LINCOLN & SPRINGFIELD TRACTION



LOCATION: WILMERT
 SUGAR CREEK THROUGH BRIDGE
 OVERHEAD CLEARANCE FROM TOP OF RAIL - 18'-10"
 SIDE CLEARANCE FROM TRACK CENTRE - 7'-0"
 (ORIGINAL STEEL BRIDGE
 REPLACED
 AFTER TRAIN WRECK.)



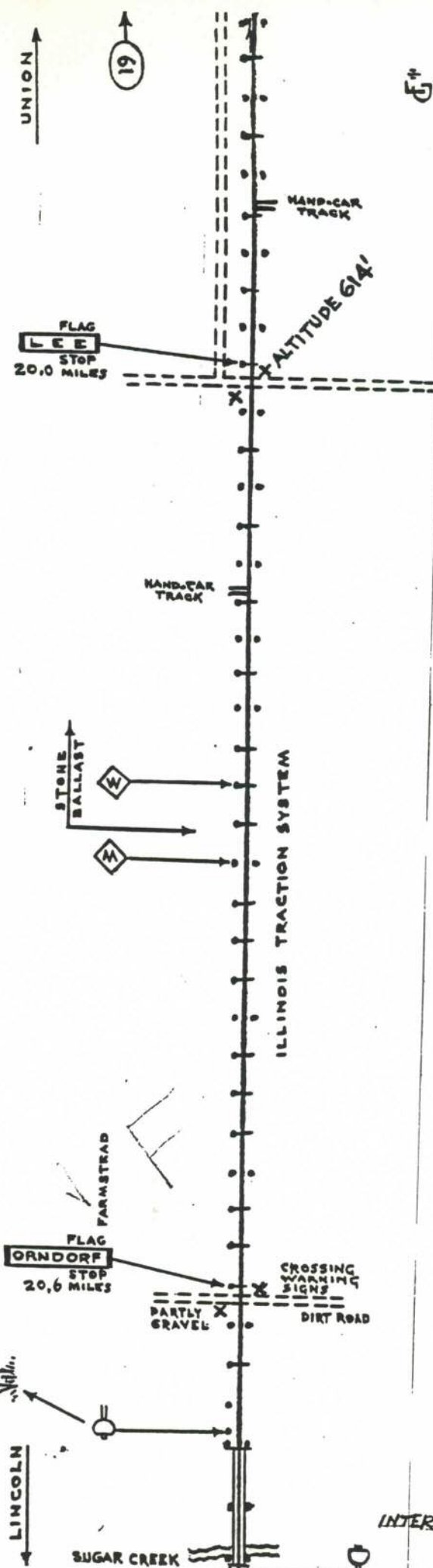
SPEED RESTRICTION
 SEE RATE No. 10.



DETAIL



TIE PLATES BENEATH RAILS.



Peoria, Lincoln & Springfield Traction

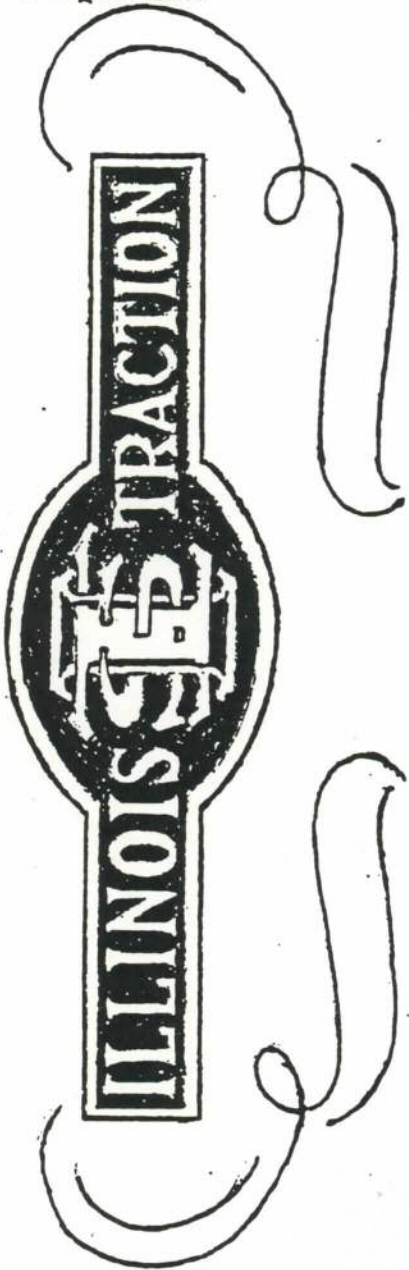


INTER-URBAN RATE

PEORIA, LINCOLN & SPRINGFIELD TRACTION CO.
 BECAME PART OF ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD



SPEED RESTRICTION
 SEE RATE No. 10.

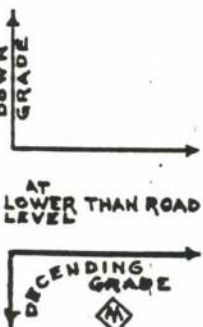
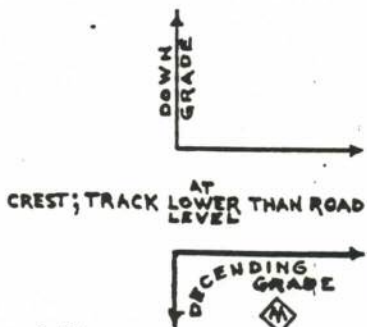


20

LINCOLN

UNION

18



ILLINOIS TRACTION SYSTEM

ALTITUDE 621'

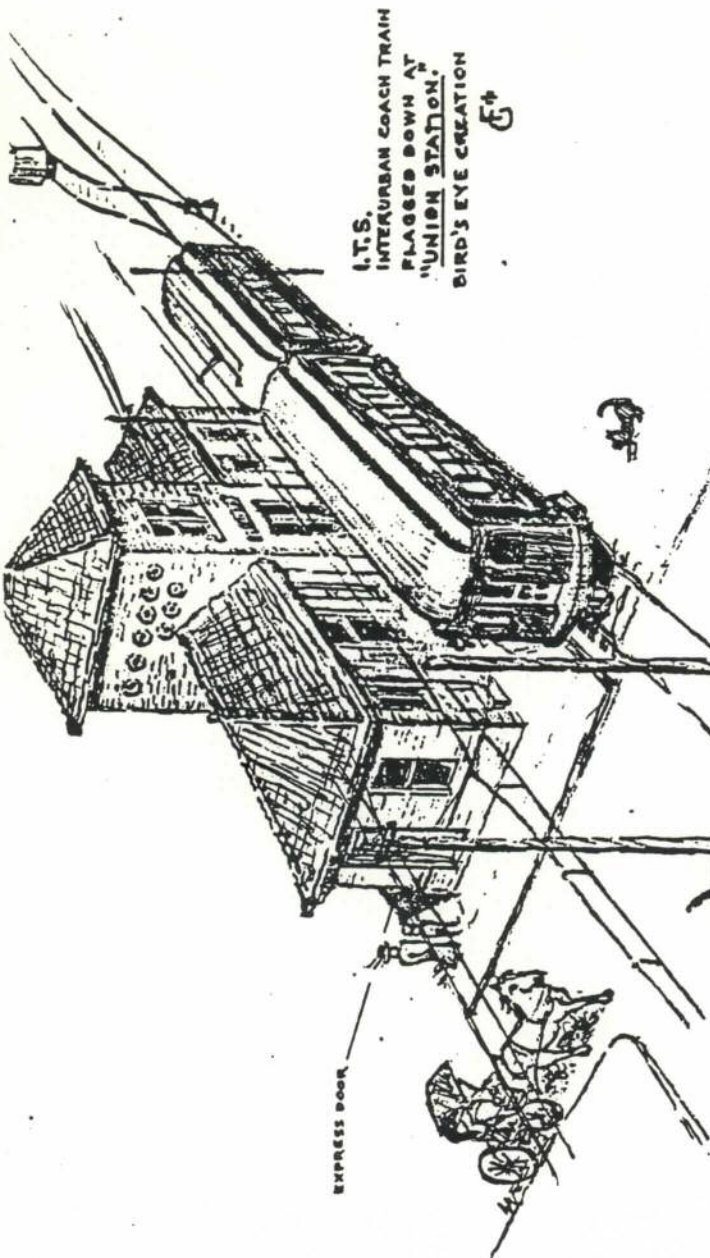
CROSSING
 SPRINGFIELD
 COUNTY ROAD
 (GRAVEL)

Gold was panned in the Springs
 at the turn of the century



INTER-URBAN RATE

STONE BALLAST; TIE-PATES BENEATH RAILS.



I.T.S. INTERURBAN COACH TRAIN PLACED DOWN AT "UNION STATION." BIRD'S EYE CREATION

EXPRESS DOOR

UNION

SIGN: UNION SIDING

17



METAL GATES

I.T.S.

RADIO BROADCASTING ANTENNA

CHAIN-LINK FENCE

FLAG STOP

17.9 MILES

(TARVIA)

710' ALTITUDE

RESIDENCE

150' LONG POST

NO. 10

SIGNALS

WOMEN

BOARD

5-L-137

FORMERLY OILED COUNTY ROAD (BIT. ASPHALTUM)

ASCENDING GRADE

FIELDS

PLEASANT HILL SCHOOL (BRICK) (ABANDONED)

ROAD AT MUCH LOWER LEVEL THAN TRACK

18.5 MILES FLAG

PERRY STOP

FARM STEAD

FARM STEAD

FARM STEAD

FARM STEAD

LINCOLN

19

FENCE

GATES

FARM-STEAD

HIGH FILLING

HIGH FILLING

HIGH FILLING

Peoria, Lincoln & Springfield Traction

TIE-PLATES BENEATH RAILS CATENARY OVERHEAD TROLLEY WIRE GRAVEL BALLAST.



SPEED RESTRICTION

UNION-TO-EVANS (1952)
UNION-TO-WILMERT (1950)
PASSENGER TRAINS - 55 M.P.H.
FREIGHT - 40 M.P.H.

NOTE:-

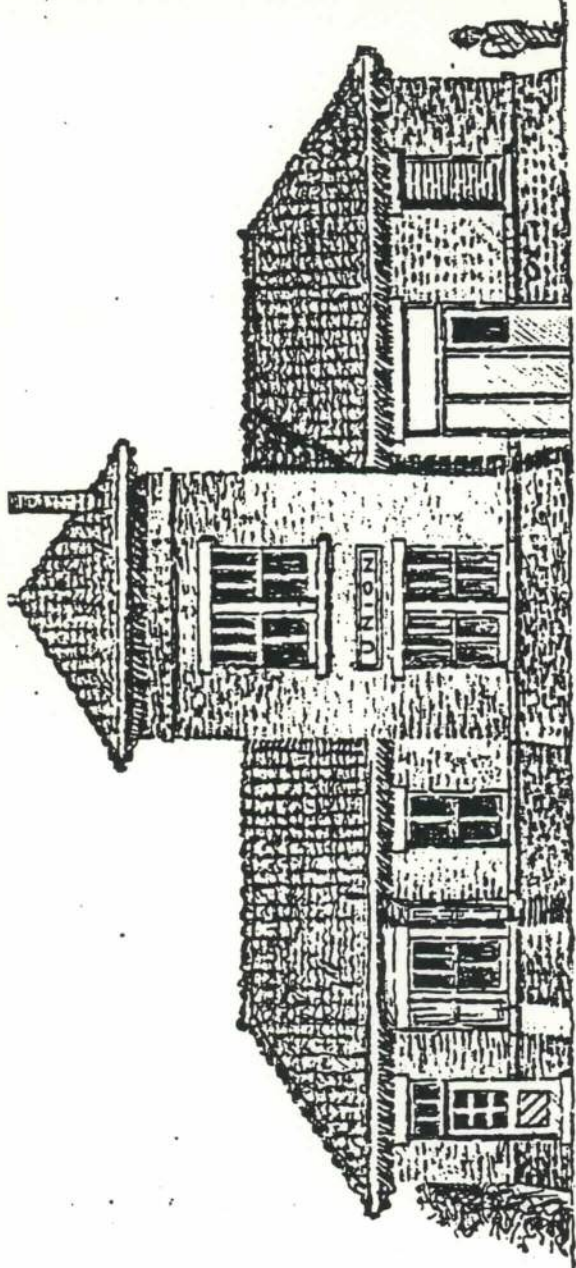
I.T.S. Lincoln-to-Union.
ON PRIVATE RIGHT-OF-WAY;
AMPLE WIDTH FOR DOUBLE TRACKS;
WHERE PARALLELING ROADS DO OCCUR,
I.T.S. IS IN NO SENSE A "ROAD-SIDE"
TROLLEY LINE.



INTER-URBAN RATE

ROLLING FORM LINES - BOTH SIDES OF TRACK

Peoria, Lincoln &
Springfield
Traction



HOT ORIGINAL DOOR

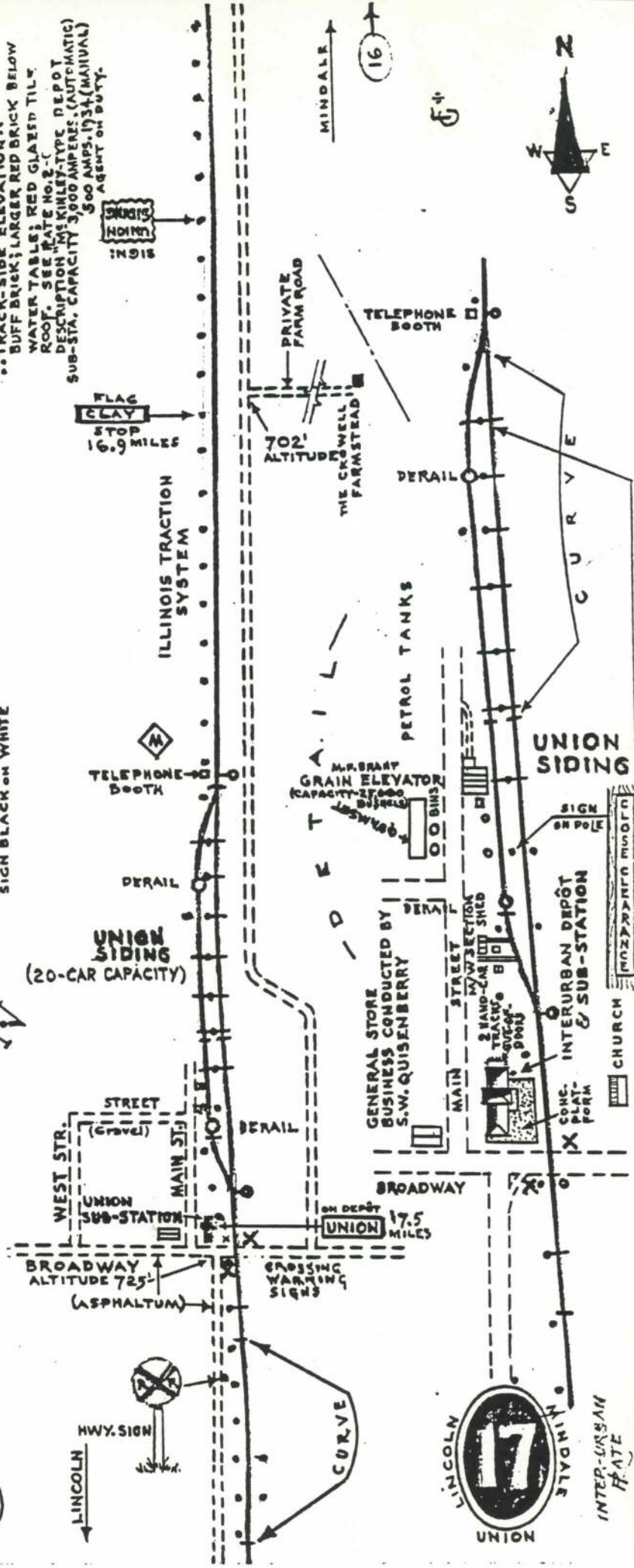
UNION - I.T.S. COMBINATION PASSENGER-EXPRESS-FREIGHT DEPOT & SUB-STATION.

SIGN BLACK ON WHITE

•• TRACK-SIDE ELEVATION: BUFF BRICK; LARGER RED BRICK BELOW WATER TABLE; RED GLAZED TILE ROOF. SEE RATE NO. 2-C DESCRIPTION FOR KINLEY-TYPE DEPOT SUB-STA. CAPACITY 3,000 AMPERS (AUTOMATIC) 500 AMPERS (MANUAL) AGENT ON DUTY.

UNION

18



PEORIA, LINCOLN & SPRINGFIELD TRACTION CO.

NORTH



UNION



TELEPHONE BOOTH

PRIVATE ROAD TO FARMSTEAD

LUCAS SIDING
(26 CAR CAPACITY)

NO TELEPHONE
BOOTH THIS END

COUNTY ROAD
(ASPHALTIC)

D E T A I L

AUTOMATIC HWY.
FLASHING SIGNALS
RELAY CABINET

TELEPHONE BOOTH

STL 139
MILES FROM
ST. LOUIS

LUCAS

FLAG STOP
10.0 MILES BARN
FARMSTEAD RESIDENCE
BARN

LUCAS SIDING
(26 CAR CAPACITY)



CABINET HOUSING
SIGNAL TO DISPATCHER

FLAG STOP
LAYMAN
16.4 MILES

PRIVATE ROAD CROSSES TRACK
HERE

FARMSTEAD
RESIDENCE
PRIVATE ROAD



INTER-URBAN PATG

ILLINOIS TRACTION SYSTEM

COUNTY ROAD

MINIBALE

FORMERLY
PASSENGER
SHELTER LOCATED
AT ROAD CROSSING

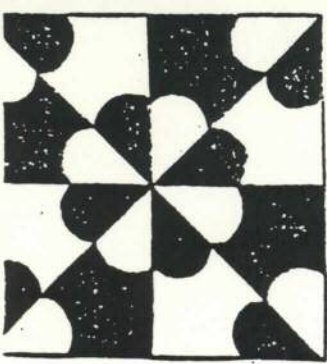
675' ALTITUDE

BITUMINOUS
CONCRETE COUNTY ROAD

SIDING NOT PRESENT AT TIME OF SURVEY;
APPROXIMATED POSITION BY GROUND INDICATIONS.

BRACKETED TROLLEY POLES ON WEST SIDE OF TRACK.
CATENARY OVERHEAD TROLLEY WIRE.





PEORIA, LINCOLN & SPRINGFIELD TRACTION



MINDALE

14

FLAG HUNTER STOP 14.8 MILES

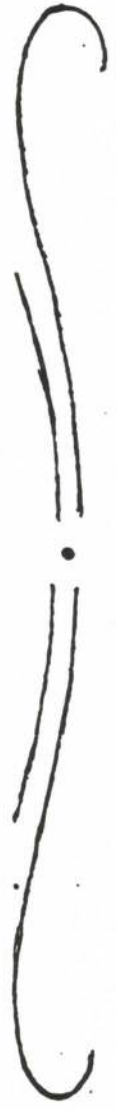
COUNTY LINE

5th

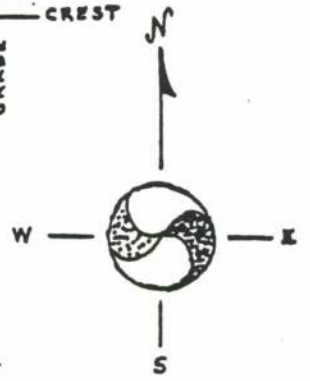
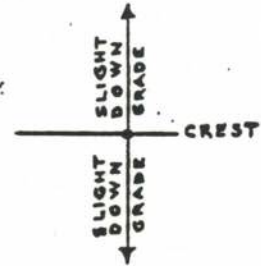


TAZEWELL COUNTY
LOGAN COUNTY

5100-15
MILEAGE FROM
ST-L-140



PEORIA, LINCOLN & SPRINGFIELD TRACTION



FLAG STOP
QUISENBERRY
15.4 MILES

CROSSING WARNING SIGNS
COUNTY ROAD (GRAVEL)

FILLING
HAND CAR TRACK

SIGN
SIGHT

UNION

16



INTER-URBAN RATE

BRACKET TROLLEY POLES ON WEST SIDE OF TRACK

TELEPHONE BOOTH

DERAIL

HABERLY
FLAG STOP
MILES

DIRECT
OVERHEAD

GATENERY

BURT SIDING
(47-CAR CAPACITY)

(COAL BINS)

BARN

RESIDENCE OF JESSIE NAGLE

LEVATOR
ABLE TO TOP
EARN TO LOWER ROOF

WOODEN
ABLE
ED

RAIL

PRIVATE GRAVEL ROAD

TELEPHONE BOOTH

SUB-BOOSTER

AUTOMATIC HIGHWAY
WARNING SIGNALS

GRAVEL COUNTY ROAD

SMALL
SUB-STATION

RELAY CABINET

BWAY BILL BOX ON POST

OFFICE

RESIDENCE

GARAGE

BARN

RESIDENCE

GARAGE

ST. L. 141

MILEAGE FROM ST. LOUIS

RESIDENCE

RESIDENCE

BARN

FLAG
CARR
STOP
14.3 MILES

GRAVEL COUNTY ROAD

CROSSING WARNING SIGNALS

SMALL
SUB-STATION

GRAVEL COUNTY ROAD

BURT SIDING
(47-CAR CAPACITY)

FLAG STOP
BURT

FLAG
CARR
STOP
14.3 MILES

WALKING SURVEY TAKEN AFTER
INTER-URBAN ELECTRICAL
OPERATION ABANDONMENT.
LINE IN FREIGHT SERVICE WITH
DIESEL POWER. CONTINUOUS TROLLEY
POLES RETAINED FOR TRANSMISSION
OF ELECTRICAL POWER ONLY THUS
CERTAIN POLES, SUCH AS GUY &
DOUBLE POLES, MOSTLY REMOVED.
REFER TO ABOVE DETAIL OF SIDING
FROM PAUL H. STRINGHAM OF
PEORIA.

BRACKETED POLES ON WEST SIDE OF TRACK.
GATENERY TROLLEY WIRE SUSPENSION
SOME TIE-BATES BENEATH RAILS.

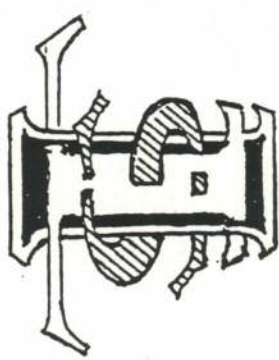


MINDALE

13

5th

ILLINOIS TRACTION SYSTEM



PILE
TRESTLE
ALL WOODEN
7 FREE STANDING BENTS; 2 ENGAGED
BENTS TO WOODEN ABUTMENTS AT
EITHER END.

UNION



PEORIA, LINCOLN & SPRINGFIELD TRACTION

LOW FILL

PILE TRESTLE

CREEK - BRANCH OF THE WEST FORK OF SUGAR CREEK

PRIVATE FARM ROAD
NO GATES OR FENCE

GALVANISED IRON PIPE
SUPPORTS

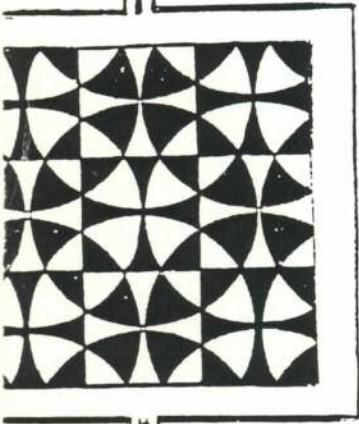


INTER-URBAN PLATE

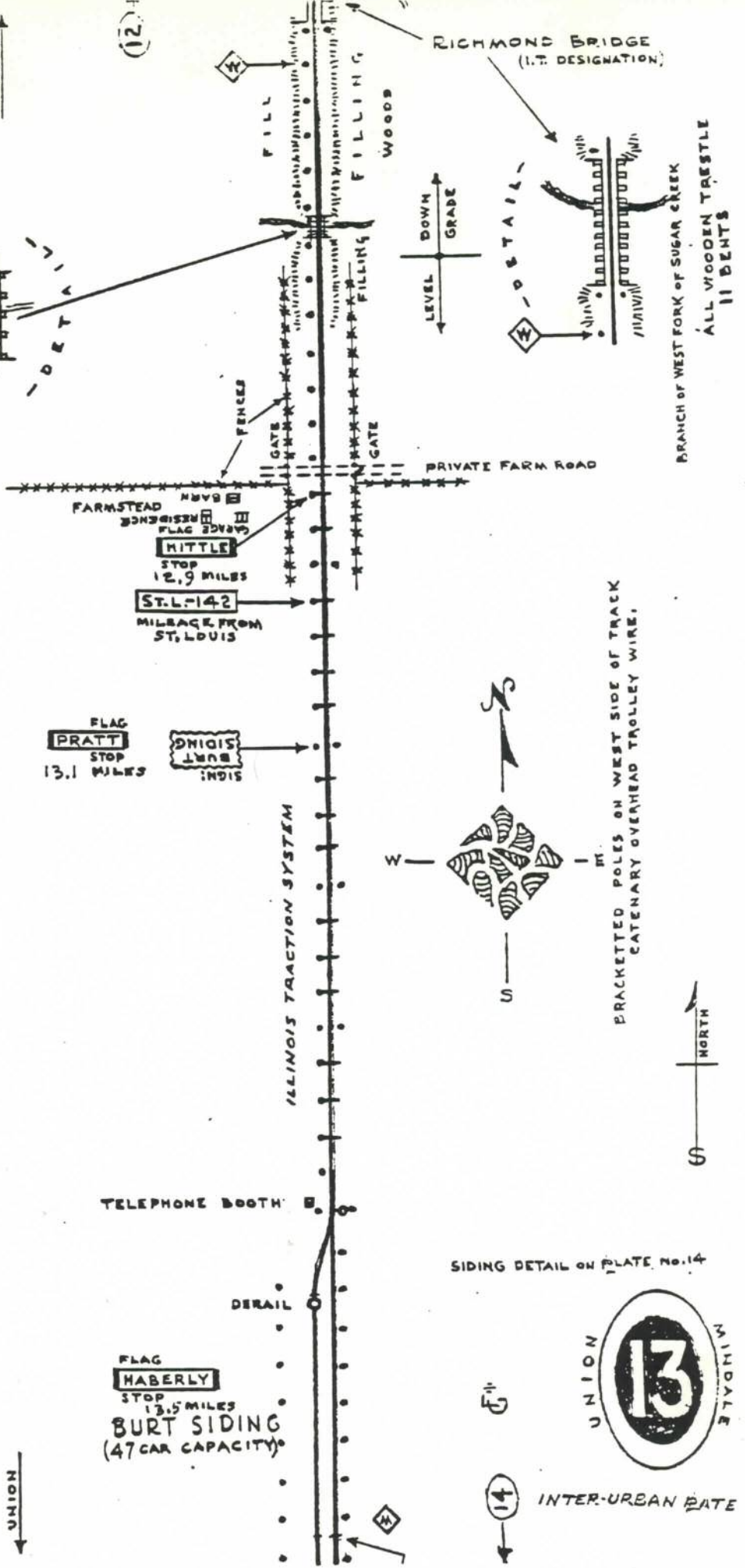
15

PEORIA, LINCOLN & SPRINGFIELD TRACTION

I. T. S.



ALL WOODEN TRESTLE - 3 FREE STANDING BENTS AND 2 ENGAGED TO WOODEN ABUTMENTS.



(12)

SIDING DETAIL ON PLATE No. 14



13

14

INTER-URBAN RATE

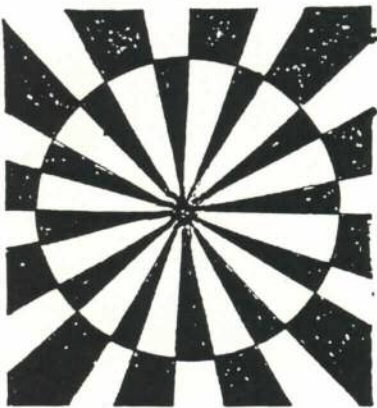
PEORIA, LINCOLN & SPRINGFIELD TRACTION

MINDALE ↑

ST.L-142

141-7.25

SUCCESSIVE MILEAGE SIGNS (FROM ST. LOUIS) MOUNTED ON TROLLEY POLES FACE IN ALTERNATE DIRECTIONS.



FLAG RICHMOND STOP

RICHMOND SIDING (11 CAR CAPACITY)

ELEVATOR

PORTABLE SUB-STATION TRACK

DISCONNECTED FROM SIDING WHEN OCCUPIED BY SUB-STATION CAR AS SHOWN. NO SWITCH. SUB-STATION CAR CAPACITY 2,000 AMPERES (AUTOMATIC)

UNION ↓

13

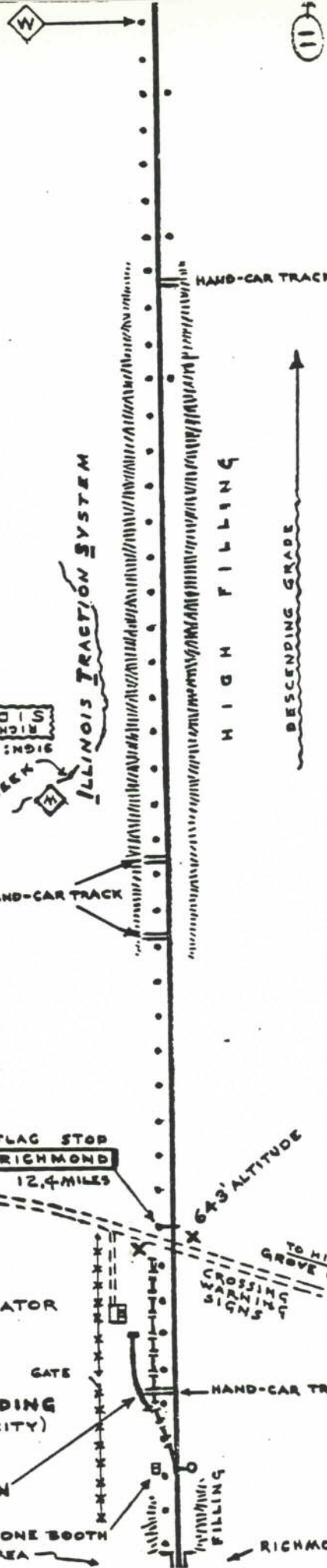
RICHMOND SIDING
MILEAGE FROM ST. LOUIS
ST.L-142

FLAG STOP RICHMOND 12.4 MILES

RICHMOND SIDING (11 CAR CAPACITY)

PORTABLE SUB-STATION TRACK

TELEPHONE BOOTH
WOODED AREA



BRACKETTED POLES ON WEST SIDE OF TRACK.



INTER-URBAN RATE

MINDALE

10

UNION-TO-MINDALE HIGHEST SPEED PORTION
 OF TRACK FOR SUSTAINED DISTANCE
 OF ENTIRE INTER-URBAN SYSTEM

9.6 MILES. BEST TRAVELLING TIME - 9 minutes, The Illinois Limited, TRAINS No. 92 & 93, BOTH WAYS.
 PUBLIC SCHEDULE Sept. 29th 1946.

ILLINOIS TRACTION SYSTEM

UNION

SIGN
 SUTTER
 SIDING

PEORIA, LINCOLN & SPRINGFIELD
 TRACTION

10.7 MILES
 FLAG STOP
 LITWILLER
 RESIDENCE

GAMBREL ROOF WITH
 CABLED STRUCTURE ATOP
 FARMSTEAD

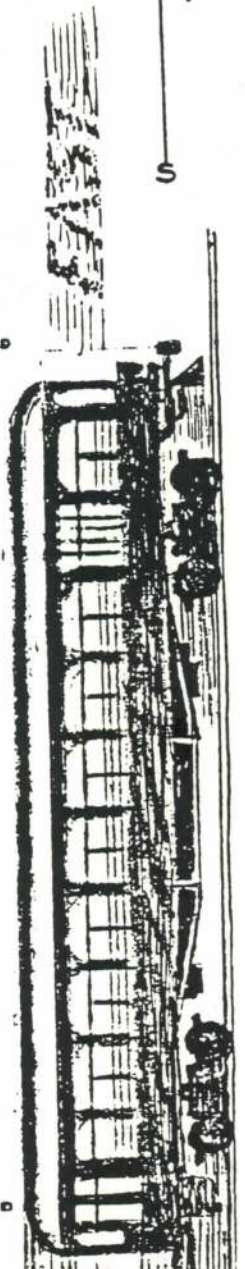
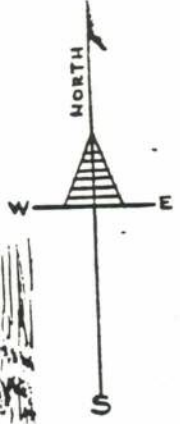
RED
 BARN

ST. L. 144
 MILEAGE FROM
 ST. LOUIS

FLAG STOP
 HAINLINE
 11.1 MILES

CROSSING
 WARNING
 SIGNS
 COUNTY ROAD
 (GRAVEL)
 HAND-CAR TRACK

ALTITUDE 654 FEET



INTER-URBAN RATE

11

12

MIN DALE

ILLINOIS TRACTION SYSTEM

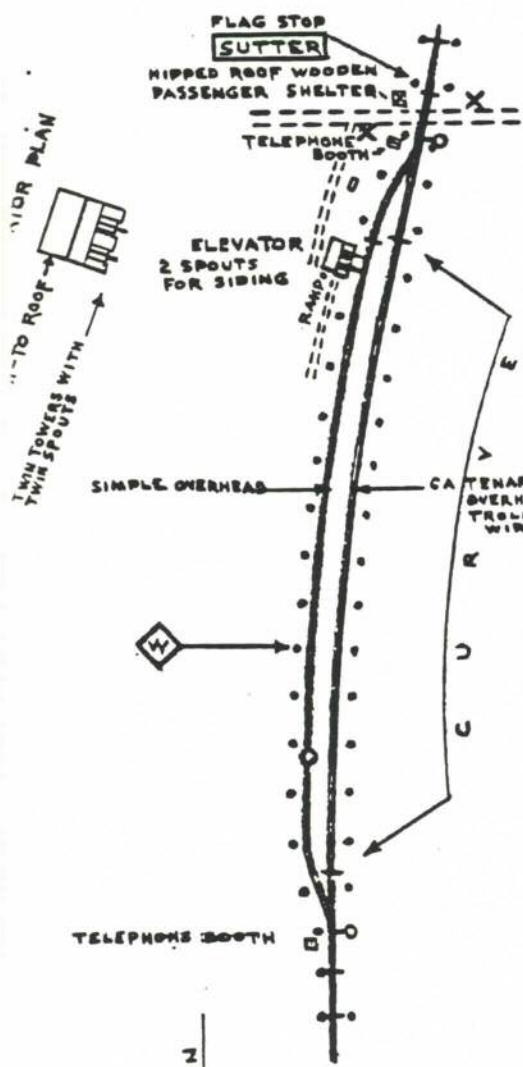
SUTTER SIDING

SIDING SIGNS HAVE THE WORD "SIDING" PAINTED LARGER IN SIZE THAN NAME OF SIDING



9

PEORIA, LINCOLN & SPRINGFIELD TRACTION



SUTTER SIDING
(33 CAR CAPACITY)

SUTTER SIDING
(33 CAR CAPACITY)

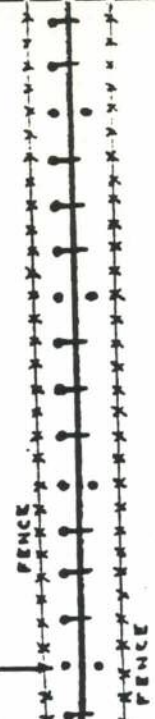
SUTTER SIDING
SIDING



TANGENT INTERSECTION BETWEEN CURVES

WIDE DEVIL'S STRIP

WIDE DEVIL'S STRIP BETWEEN MAIN LINE & SIDING



ALTITUDE AT R.R. CROSSING
657 FEET



INTER-URBAN RATE

MINDALE ↑

MINDALE SIDING
(14 CAR CAPACITY)

(8)



TELEPHONE BOOTH

DIRT ROAD TO ELEVATOR
(ABANDONED)

FLAG 8.4 MILES

SPRINGER

STOP SHELTER

ALTIMUDE AT R.R.
CROSSING 662 FT.

DIRT ROAD

CROSSING
SIGNAL
GMS

SIGN:
MINDALE
SIDING

MINDALE
30 POPULATION - 14

MINDALE
ON DEPOT

MINDALE PASSENGER
EXPRESS DEPOT AND
UB-STATION
CAPACITY - 2000 AMPS
L. FRESCO UNIT
UB-STATION

ELEVATOR ROAD

METAL CLAD
CONCRETE PLATF'M.

GRAIN ELEVATOR

MINDALE
SIDING
(14 CAR CAP'Y)

TELEPHONE BOOTH

M I N D A L E
S I D I N G

PRIVATE ROAD

FLAG

SAWYER

STOP

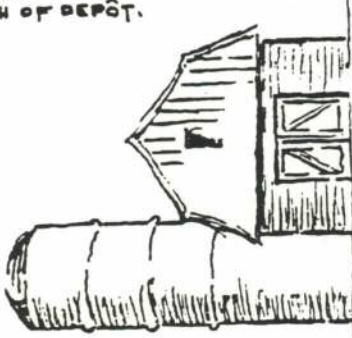
8.9 MILES

WIRE CORN CRIB (CIRCULAR)
OPEN WOODEN
SHED WITH SLATS
WIDELY SPACED

3 FOOT RISE IN 1/2 MILE

RAILWAY CROSSING
ALTIMUDE 659 FEET

REFER TO RATE No. 20
FOR SKETCH OF DEPOT.



ST.L-146

MILEAGE FROM
ST. LOUIS

ILLINOIS TRACTION SYSTEM

WIDE RIGHT-OF-WAY IDEALLY FENCED BY THE FARMERS
CATENARY SUSPENSION OF OVERHEAD TROLLEY WIRE.
STONE-BALASTED IN INTER-URBAN BENITH.
FASTEST SECTION OF THE ENTIRE ILLINOIS TRACTION SYSTEM UNION-TO-MINDALE



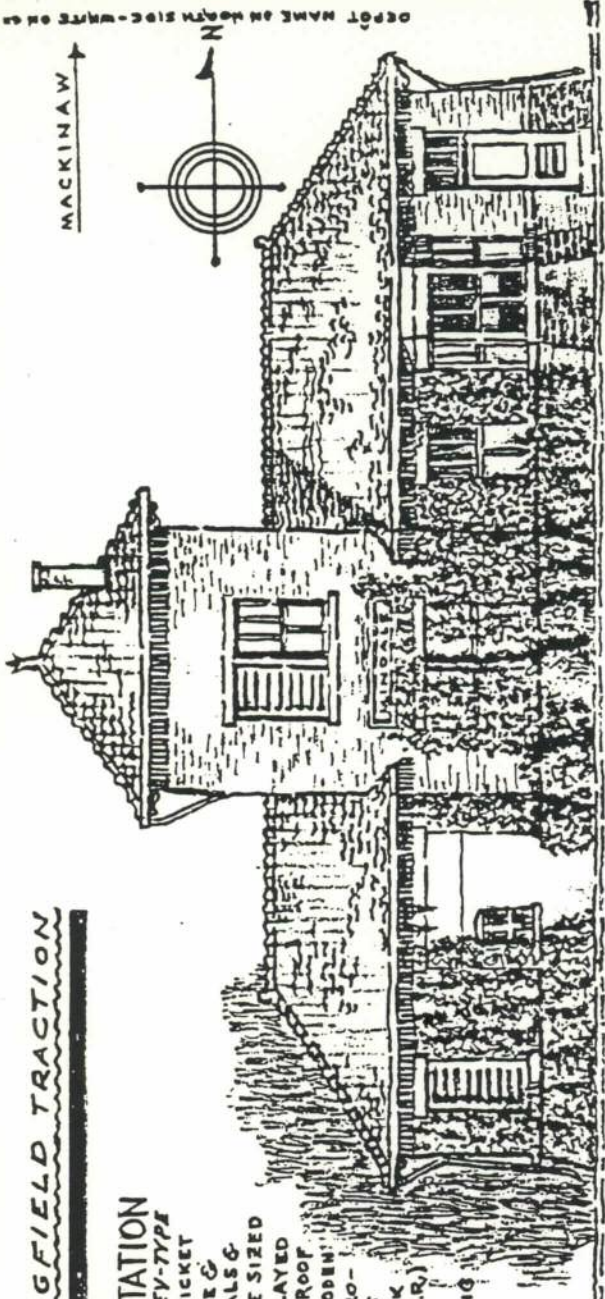
INTER-URBAN RATE

ILLINOIS TRACTION SYSTEM

UNION ↓

(10)

PEORIA, LINCOLN & SPRINGFIELD TRACTION



INTER-URBAN MINDALE DEPÔT & SUB-STATION
(EAST) TRACK-SIDE FAÇADE. A MCKINLEY-TYPE DESIGN.

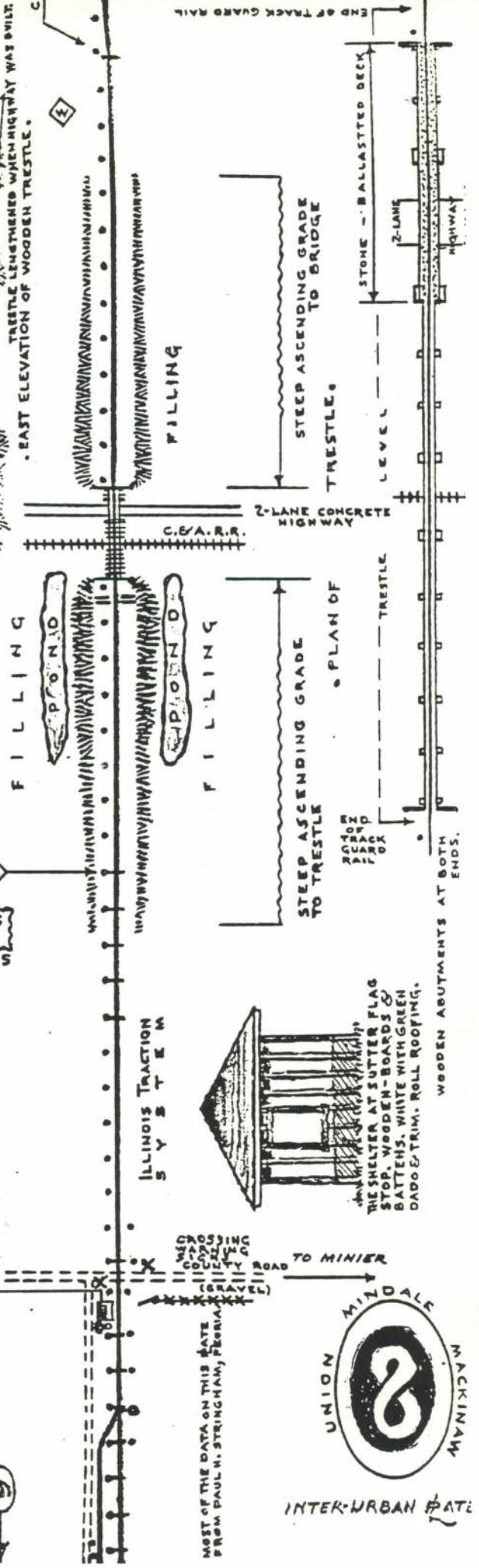
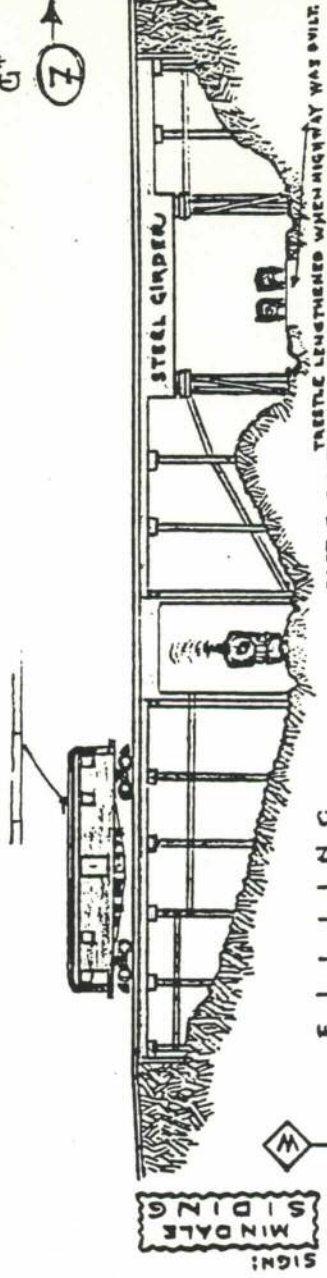
HANDLES PASSENGERS; TICKET AGENT ON DUTY; EXPRESS, BAGGAGE & LOCAL. EXCELLENT DESIGN, MATERIALS & CONSTRUCTION. BUFF BRICK; LARGE SIZED ROUGH TEXTURED RED BRICK ON SLAYED BASE; HEAVY RED VITREOUS TILE ROOF LIME STONE LINTOLS & SILLS. WOODEN DECORATIVE BRACKETS UNDER PROJECTING EAVES. WOODEN LOUVRES AS SHEWEN, EXTERIOR WOODWORK PAINTED GREEN & WHITE (I.T.R.) (YELLOW-I.T.S.) FINIAL ON TOP OF TOWER SERVES AS A LIGHTING GROUND. BUFF BRICK CHIMNEY. CLIMBING VINES COVER A PORTION OF FAÇADE. THIS SPLENDID STRUCTURE RAISED AFTER CESSATION OF ELECTRIC OPERATION, ALTHOUGH DIESEL HAULED FREIGHT CONTINUED.

THE NAME "MINDALE" WAS COINED BY I.T.S. BY COMBINING 15 SYLLABLES OF "MINIER" AND 15 SYLLABLES OF "HOPEDALE" (P.H.S.)

MINDALE PASSENGER & EXPRESS DEPÔT AND SUB-STATION

AUTOMATIC SUBSTATION 2000 AMPERES RATING. 500 AMPS. IN 1934 AND MANUALLY OPERATED.

REFER TO PLATE No. 19 MINDALE SIDING FOR DETAIL. (14 CAR CAPACITY)



THE SHELTER AT SUTTER FLAG STOP. WOODEN-BOARDS & BATTENS. WHITE WITH GREEN DADO & TRIM. ROLL ROOFING.



INTER-URBAN TRACTION

MOST OF THE DATA ON THIS DATE FROM PAUL H. STREINGHAM, PEORIA (I.L.)

ROOF PLAN.

ILLINOIS TRACTION SYSTEM

TO HOPEDALE

TO MINIER

MINDALE ON DEPOT 7.9 MILES

WOODEN ABUTMENTS AT BOTH ENDS.

MACKINAW



7

9

DEPOT NAME ON HOPEDALE SIDE - WRITE ON 61

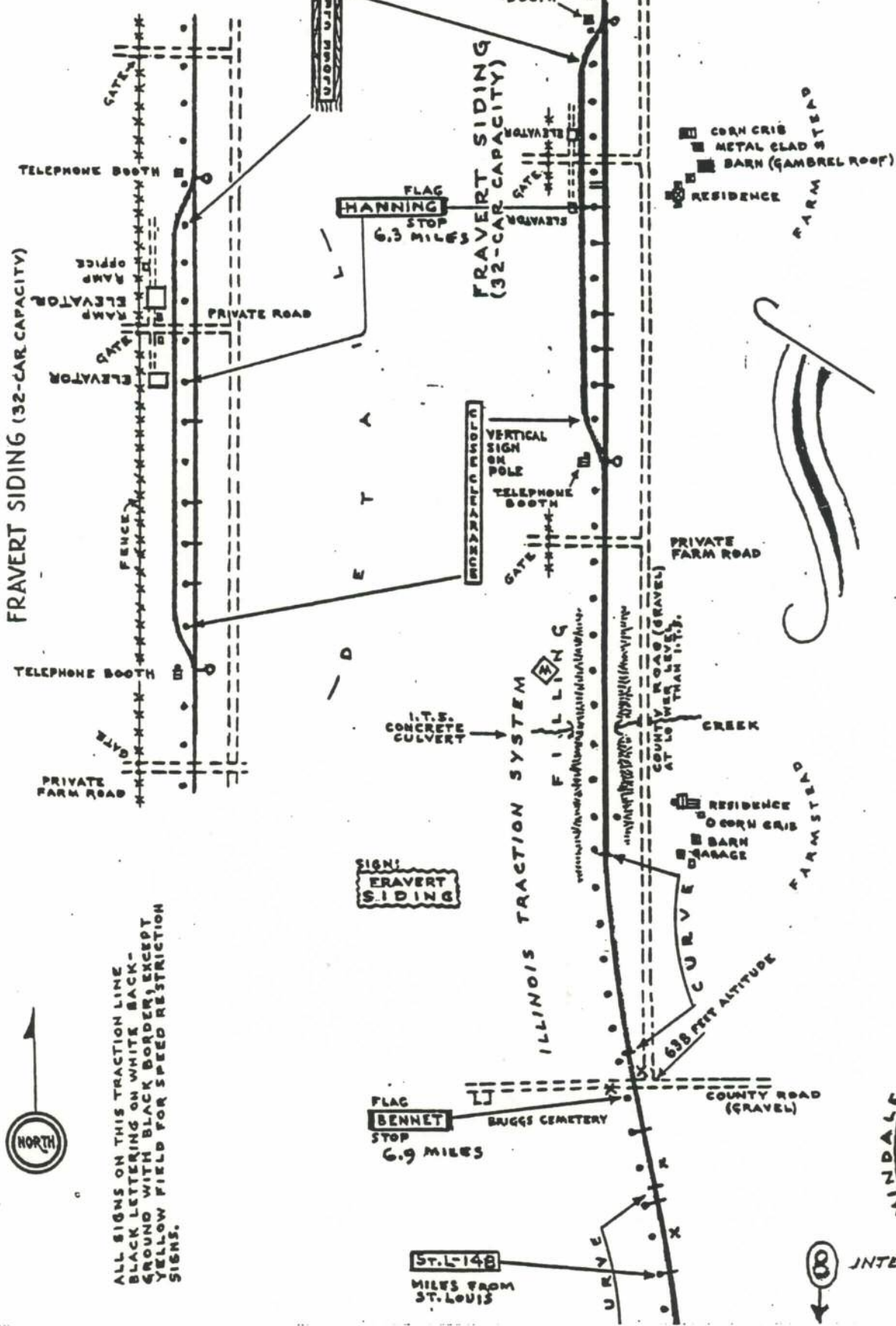
Peoria, Lincoln & Springfield Traction.

MINDALE

MACKINAW



ALL SIGNS ON THIS TRACTION LINE
BLACK LETTERING ON WHITE BACK -
GROUND WITH BLACK BORDER, EXCEPT
YELLOW FIELD FOR SPEED RESTRICTION
SIGNS.



6

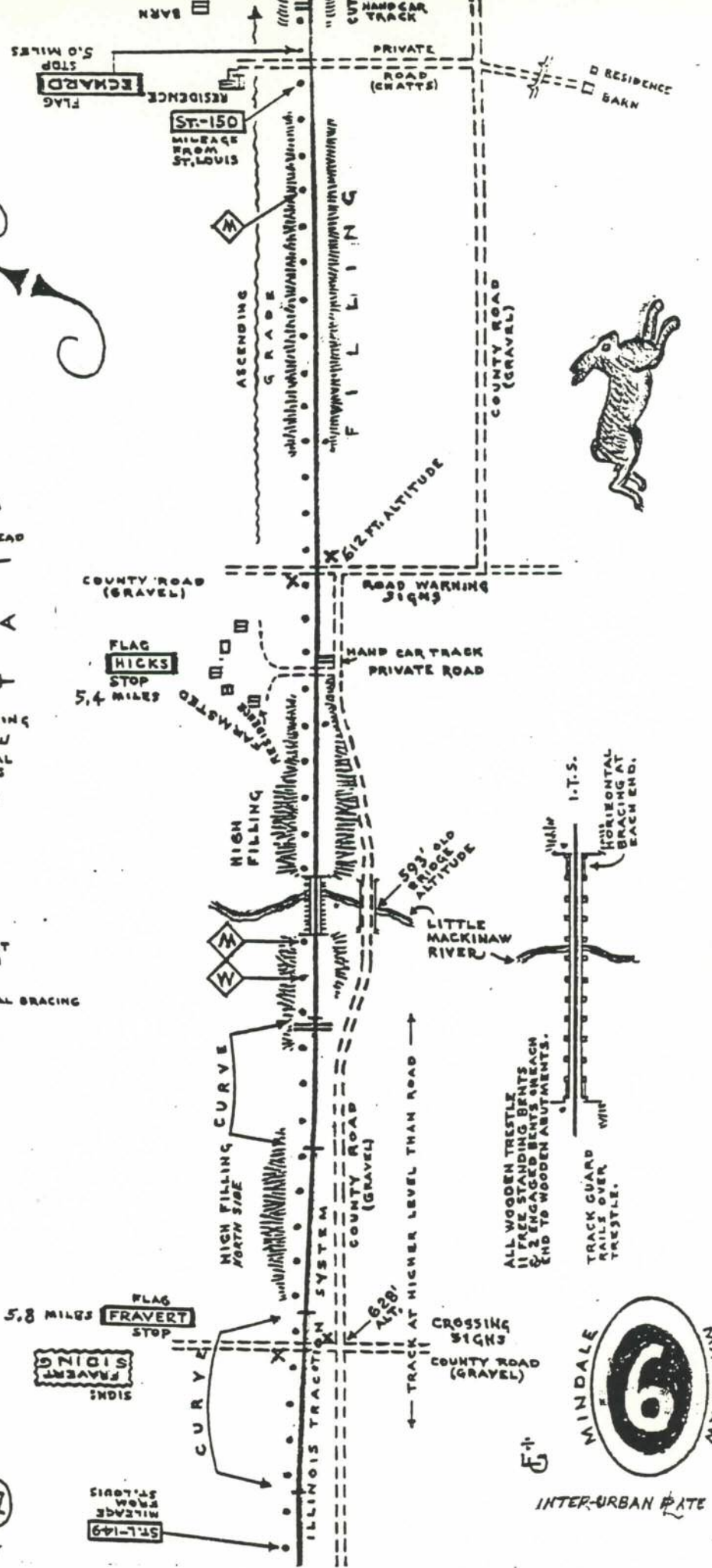
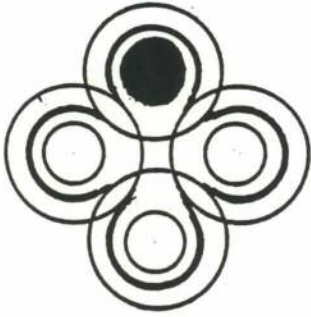
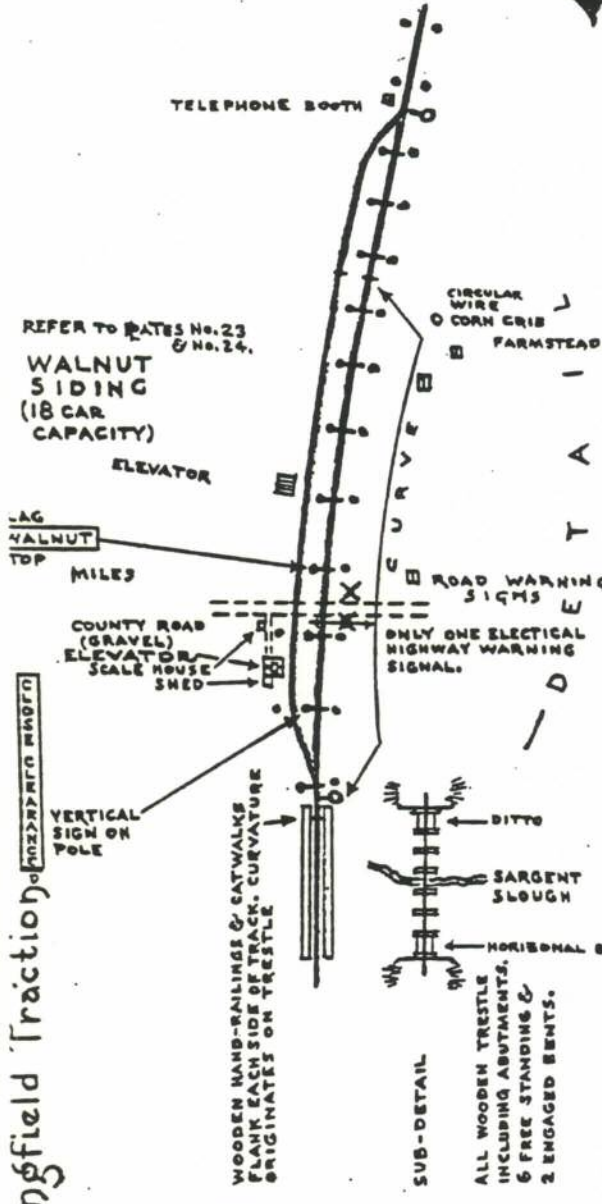
5



INTER-URBAN RATE

Peoria, Lincoln & Springfield Traction

REFER TO RATES No. 23 & No. 24.
WALNUT SIDING
 (18 CAR CAPACITY)



MACKINAW



MINDALE

7

CATENARY OVERHEAD TROLLEY WIRE SUSPENSION; TIE-PLATES BENEATH RAILS.

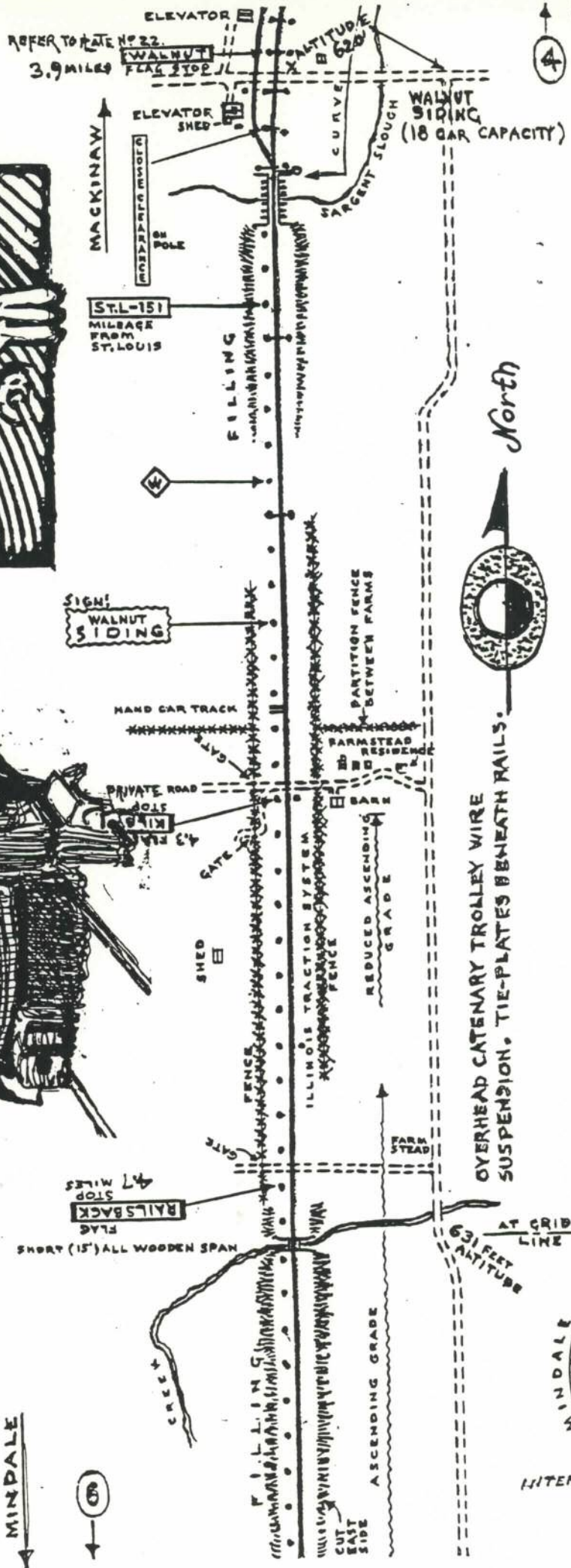
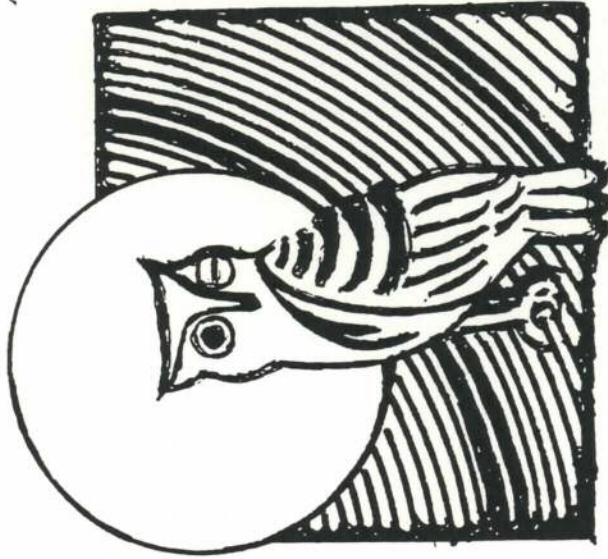
Peoria, Lincoln & Springfield Traction

5



MINDALE

6



OVERHEAD CATENARY TROLLEY WIRE SUSPENSION. TIE-PLATES BENEATH RAILS.

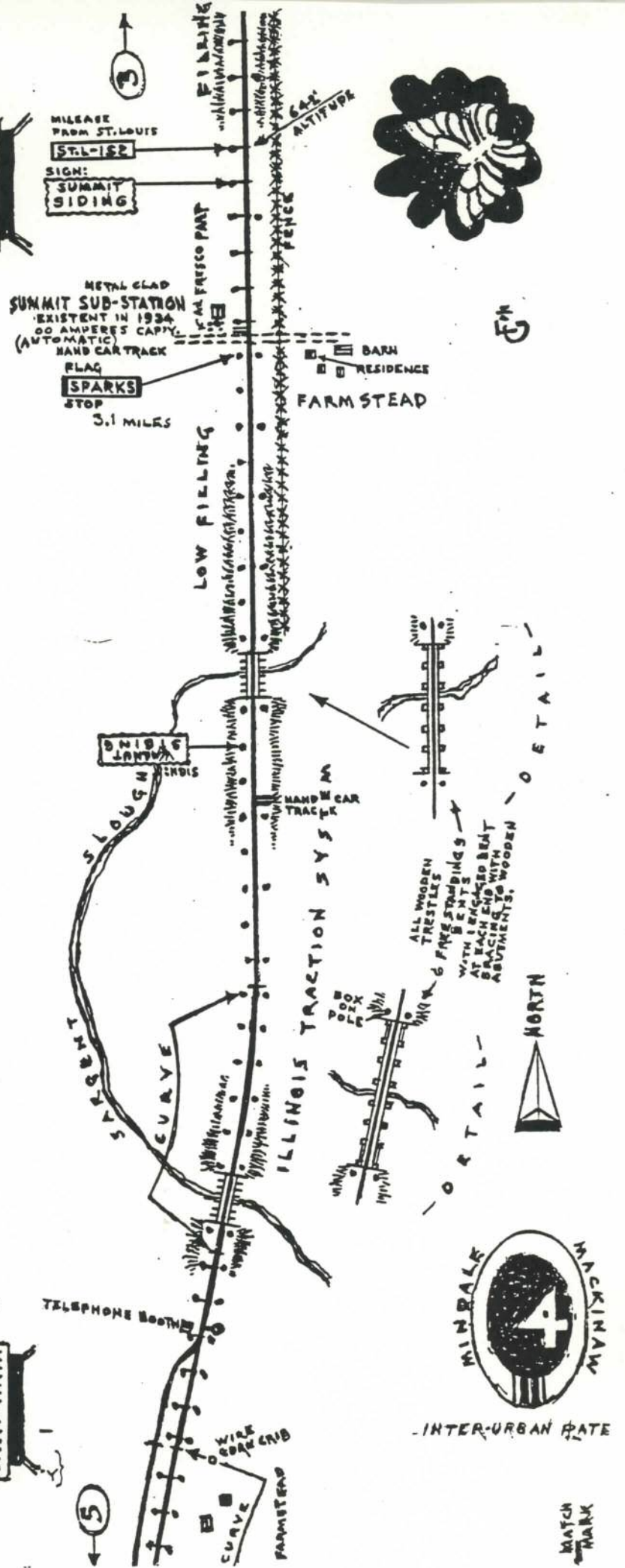
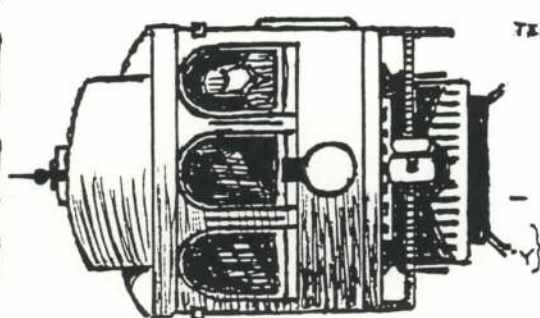
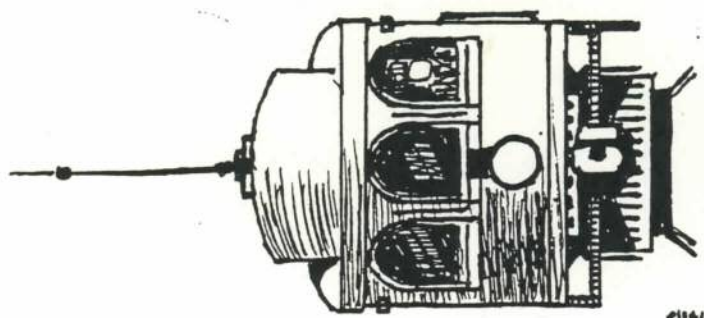


INTER-URBAN RATE

4



PEORIA, LINCOLN & SPRINGFIELD TRACTION



FM

MATCH MARK

PEORIA, LINCOLN & KINGFIELD TRACTION

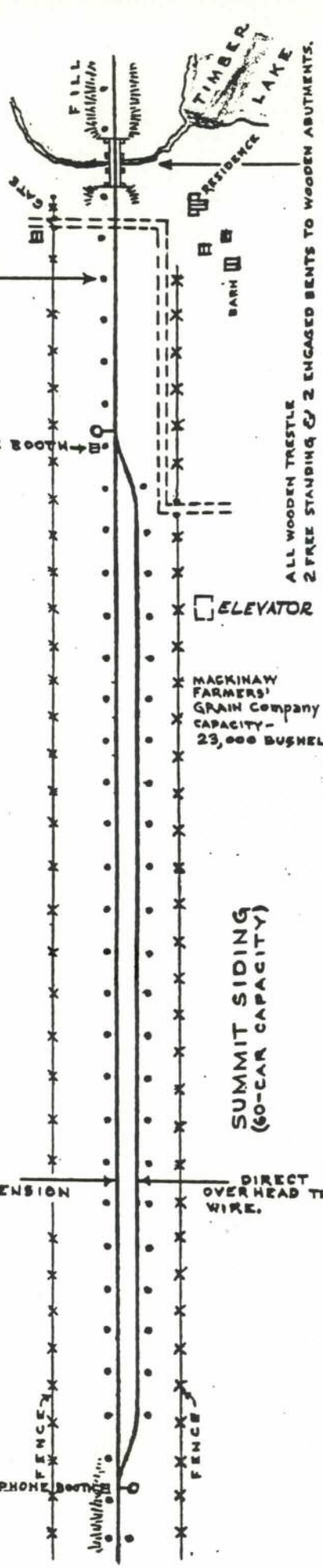
MACKINAW
MATCH MARK

FLAG
TIMBER LAKE
STOP
2.0 MILES
MURESE
FARM STATION
57-153

TELEPHONE BOOTH

OVERHEAD CATENARY
TROLLEY WIRE SUSPENSION
ON MAIN LINE.

MINDALE



ALL WOODEN TRESTLE
2 FREE STANDING & 2 ENGAGED BENTS TO WOODEN ABUTMENTS.

ELEVATOR
MACKINAW
FARMERS'
GRAIN Company
CAPACITY -
23,000 BUSHELS.

SUMMIT SIDING
(60-CAR CAPACITY)

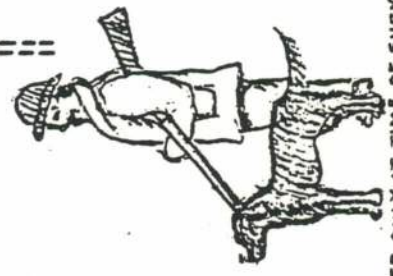
DIRECT
OVER HEAD TROLLEY
WIRE.

FLAG
TIMBER LAKE
STOP
2.0 MILES
MURESE
FARM STATION
57-153

TELEPHONE BOOTH

FLAG
WARREN
STOP
2.6 MILES

TELEPHONE BOOTH



SUMMIT SIDING
(60-CAR CAPACITY)



2



INTER-URBAN RATE

SIDING & LINE OPERATIVE AS DIESEL FREIGHT HAULER ONLY AT TIME OF SURVEY. EAST (SIBING) POLES HAD BEEN REMOVED.

PEORIA, LINCOLN & SPRINGFIELD TRACTION

MINDALE ←

27.8 MILES →

POPULATION - COMPARATIVE STATISTICS OF ILLINOIS COMMUNITIES SERVED BY P.L.&S TRACTION.

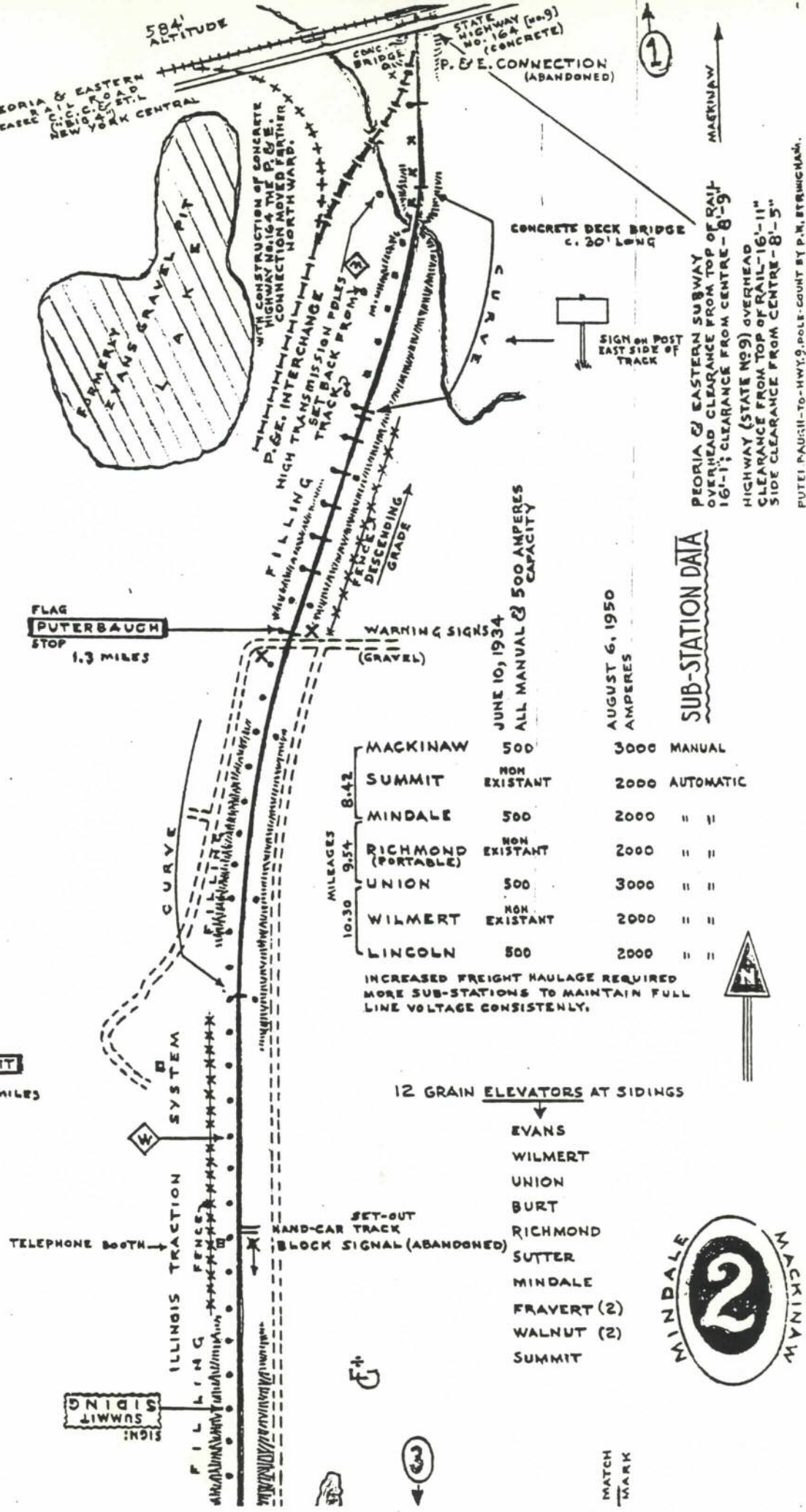
YEAR	1900	1910	1920	1930	1940	1950
MACKINAW	859	725	828	761	845	1,011
LINCOLN	8,962	10,892	11,882	12,752	14,362	

RAILWAY SERVICE
 MACKINAW HAS POSTAL OFFICE; P.B.E., PENNSY, I.T.S.
 LINCOLN HAS POSTAL OFFICE; I.T.S., I.C., C.G.A. (G.M.&O.)
 LINCOLN & MACKINAW ONLY INCORPORATED COMMUNITIES. LOCAL STREET R.W., LINCOLN WATER CO. (VILLAGE)

IRONICALLY, THE LAST LONG UNIT CONSTRUCTED BY THE ILLINOIS TRACTION SYSTEM IS THE LAST TO SURVIVE. OPENED FOR THROUGH OPERATION JAN. 1, 1908.

LINCOLN IS SEAT OF LOGAN COUNTY, HAD LOCAL STREET CAR SYSTEM, (LINCOLN STREET CAR CO.) TERRITORY COVERED IS SPARSELY POPULATED WITHOUT ANY INCORPORATED COMMUNITIES BETWEEN LINCOLN & MACKINAW, NAMES WERE LARGELY BESTOWED BY THE TRACTION COMPANY, A FARMSTEAD; A CLUSTER OF A FEW HOUSES & A STORE AS IS THE CASE OF "UNION", WITH AN COMMERCIAL ESTIMATE OF 40 PEOPLE BY FAR THE LARGEST.

WITH THE EXCEPTION OF INITIAL USAGE OF LINCOLN STREET CAR CO. TRACKS AND A LATER FEW BLOCKS RUN ON CHICAGO STR. IN LINCOLN, THE ENTIRE LINE OCCUPIES A PRIVATE RIGHT-OF-WAY.



INCREASED FREIGHT HAULAGE REQUIRED MORE SUB-STATIONS TO MAINTAIN FULL LINE VOLTAGE CONSISTENTLY.

12 GRAIN ELEVATORS AT SIDINGS

- EVANS
- WILMERT
- UNION
- BURT
- RICHMOND
- SUTTER
- MINDALE
- FRAVERT (2)
- WALNUT (2)
- SUMMIT

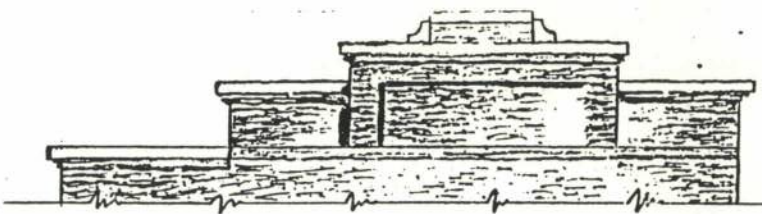
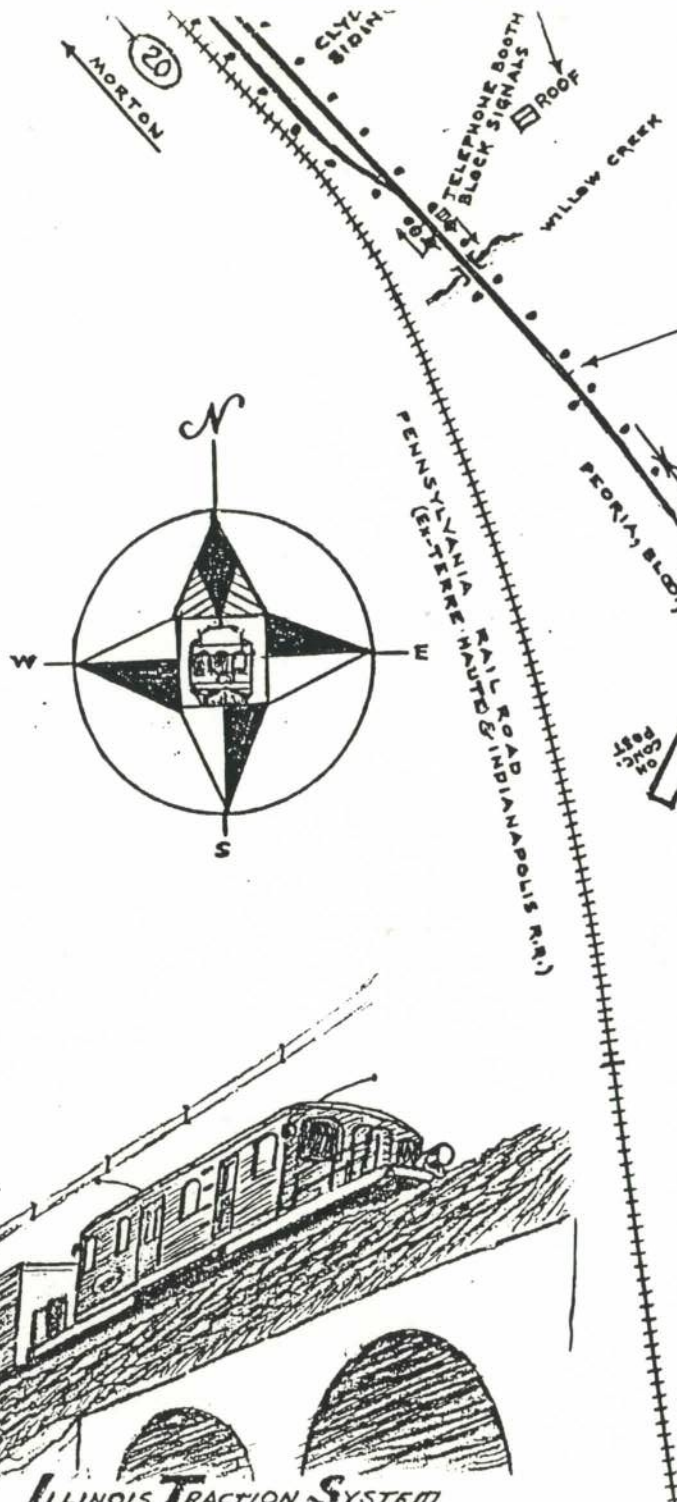
SUB-STATION DATA

AUGUST 6, 1950
AMPERES

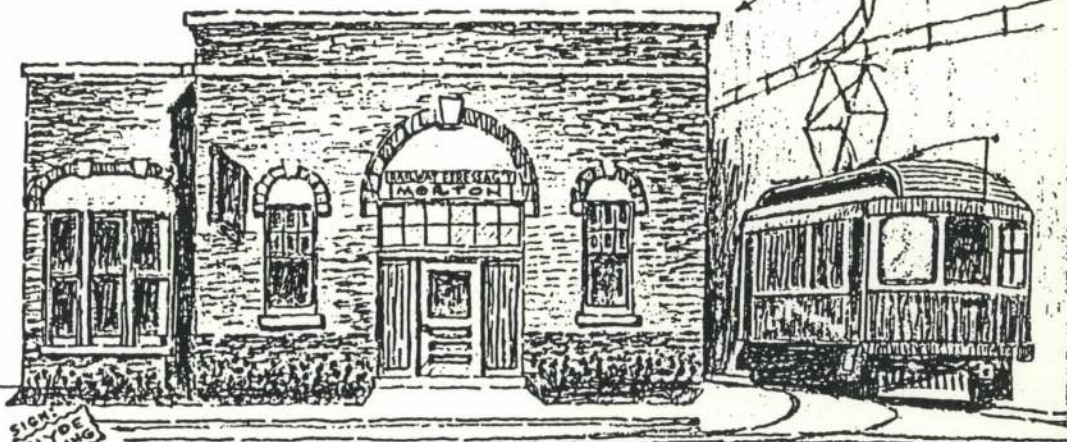
MINDALE

 MACKINAW

PUTERBAUGH TO HWY 9, POLE-COUNT BY P.M. BYRICHMAN.



ALL COPING-STONE, BRICK CORBELLED FOR 3 COURSES BENEATH COPE-STONES. CENTRAL FEATURE HAS RECESSED BRICK PANEL. 3-COURSE BRICK BAND ALIGNED WITH STONE CAP ATOP THE EAST APPENDAGE.



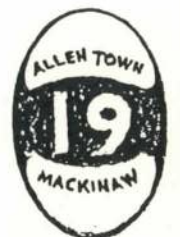
JEFFERSON STREET FAÇADE
PASSENGER, FREIGHT & SUB-STATION AT MORTON, ILLS.
 ERECTED 1907 BY THE P. B. & C. TRACTION CO.

BRICK WITH WHITE STONE (VOUSSOIRS & KEY STONES) ARCHED OVER FENESTRATION & ENTRANCE. FLAT ROOF. REDUCED PARAPET TOPPED WITH STONE COPING; 3-COURSE BRICK CORBELLING BENEATH COPING ON WAITING ROOM SECTION. 3-COURSE BRICK BAND ALIGNED WITH COPE-STONE OF EAST APPENDAGE. ORIGINAL DOUBLE DOORS TO ENTRANCE REPLACED BY SINGLE DOOR FLANKED BY WOODEN PANELS.
 PAINTING SCHEME: BRICKWORK - PALE YELLOW, EXCEPT DADO - DARK GREEN. STONEMWORK - ARCHED VOUSSOIRS - DARK GREEN.
 WOODWORK - SASH, ENTRANCE - DOOR, PANELS & TRANSOM
 SIGNS: AT ENTRANCE - "MORTON" WHITE LETTERING ON BRIGHT GREEN. "RAILWAY EXPRESS AGENCY" GOLD LETTERS ON BLACK
 PROJECTING FROM EAST END OF WAITING ROOM WALL - "ILLINOIS POWER COMPANY" WHITE BLOCK LETTERS, GREEN FIELD.

HEAVY RAIL TIE PLATES; STONE BALLAST. BRACKETED POLES ON NORTH SIDE OF TRACK.
 FOR PLAN SEE INTER-URBAN RATE NO 10 K-16 GROUP.

DEPOT DATA FROM PAUL H. STRINGHAM, PEORIA.

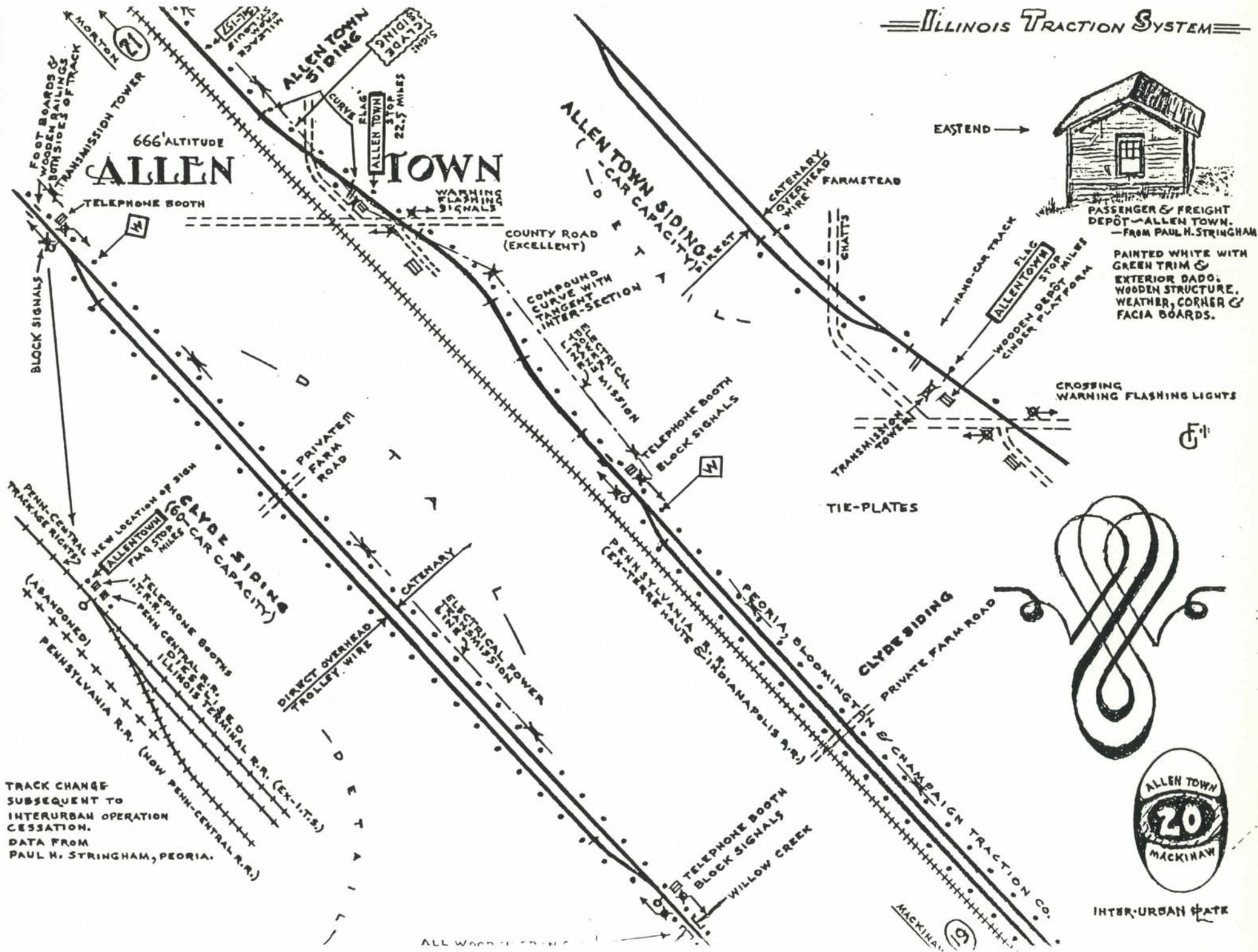
DEPOT SHOWN AT TIME OF ABANDONMENT. FLOWER BEDS FORMERLY PRESENT. AN ORIGINAL 350 CLASS AC-DC COACH PLACED ON DEPOT SIDING.



INTER-URBAN PLATE

(18)

ILLINOIS TRACTION SYSTEM



EASTEND →



PASSENGER & FREIGHT DEPOT - ALLEN TOWN. - FROM PAUL H. STRINGHAM

PAINTED WHITE WITH GREEN TRIM & EXTERIOR PANO. WOODEN STRUCTURE. WEATHER, CORNER & FACIA BOARDS.

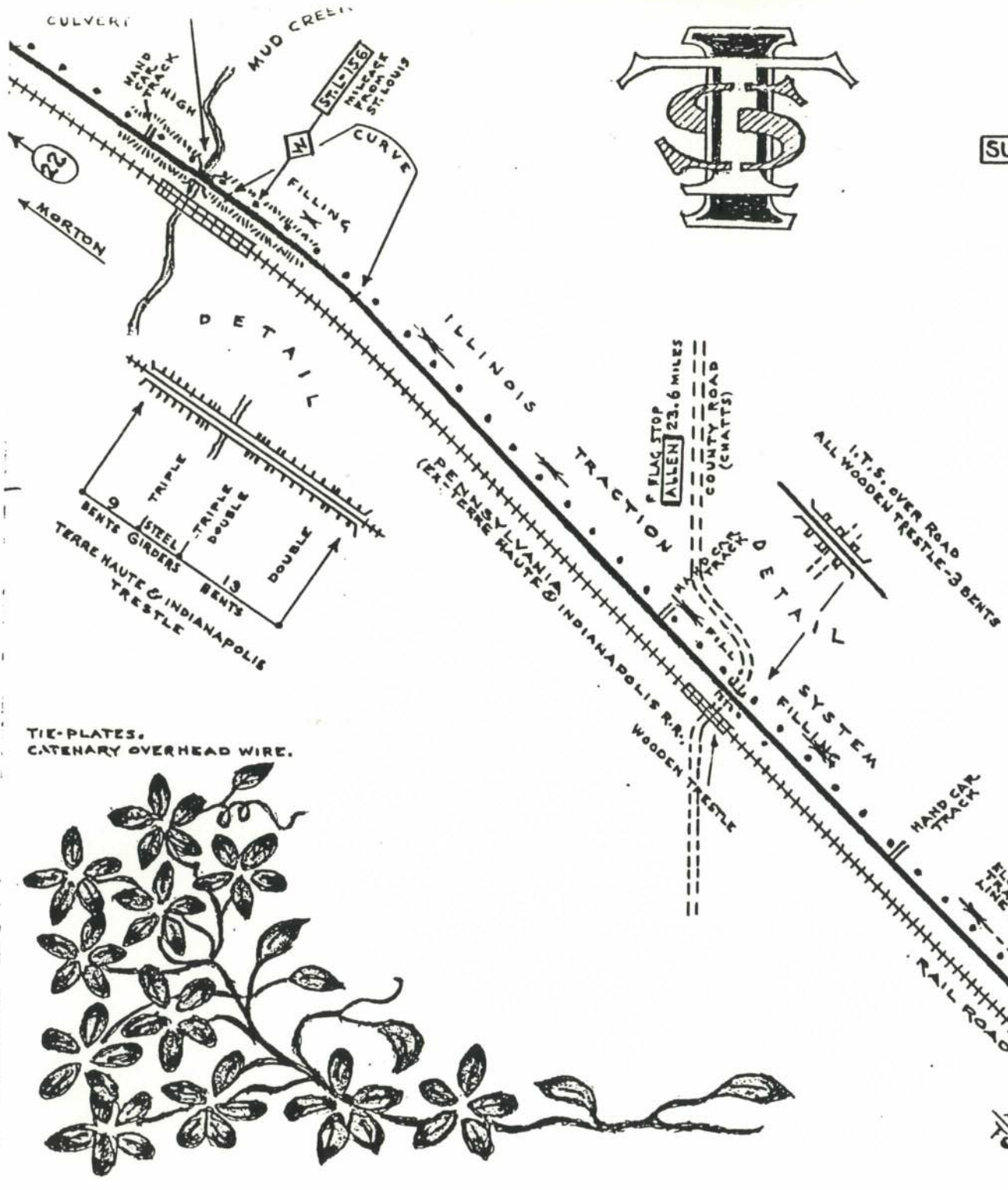
CROSSING WARNING FLASHING LIGHTS



INTER-URBAN RATE

TRACK CHANGE SUBSEQUENT TO INTERURBAN OPERATION CESSATION. DATA FROM PAUL H. STRINGHAM, PEORIA.

ALL WOODEN TRACKS



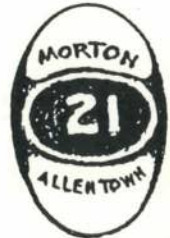
PEORIA, BLOOMINGTON & CHAMPAIGN
TRACTION COMPANY

SUB-STATIONS	CAPACITY AMPERES	JUNE 10 1934	AUG 6 1950	CON-STRUCTION
PEORIA	4.80 MILES	3,000	ABANDONED	BRICK
EAST PEORIA		NON-EXISTENT	3,500(A)	METAL CLAD
CALDWELL 4.25		1,500(A)	3,800(A)	BRICK
X-MORTON	7.54	500	2,000(A)	BRICK
ROBINSON 3.54		NON-EXISTENT	2,000(A)	METAL CLAD
MACKINAW 9.71		500	3,000	BRICK
X-DANVERS 11.04		300	1,250	BRICK
BLOOMINGTON		1,000	2,000	BRICK

A = AUTOMATIC; OTHER SUB-STATIONS MANUAL.
 AVERAGE DISTANCE BETWEEN SUB-STATIONS - 6.22 MILES
 * - MOST POWERFUL "BOOSTER" ON I.T.R.R. - CALDWELL S.S.
 SOURCE OF DATA: EMPLOYEES' TIME-TABLES.

X-NOTE: - ORIGINALLY, LINE WAS ALTERNATING CURRENT WITH DIRECT CURRENT FOR OPERATION IN THE CITY STREETS OF PEORIA AND BLOOMINGTON. ONLY 2 SUB-STATIONS, MORTON AND DANVERS WERE CONSTRUCTED AS REQUIRED FOR THE A.C. OPERATION.

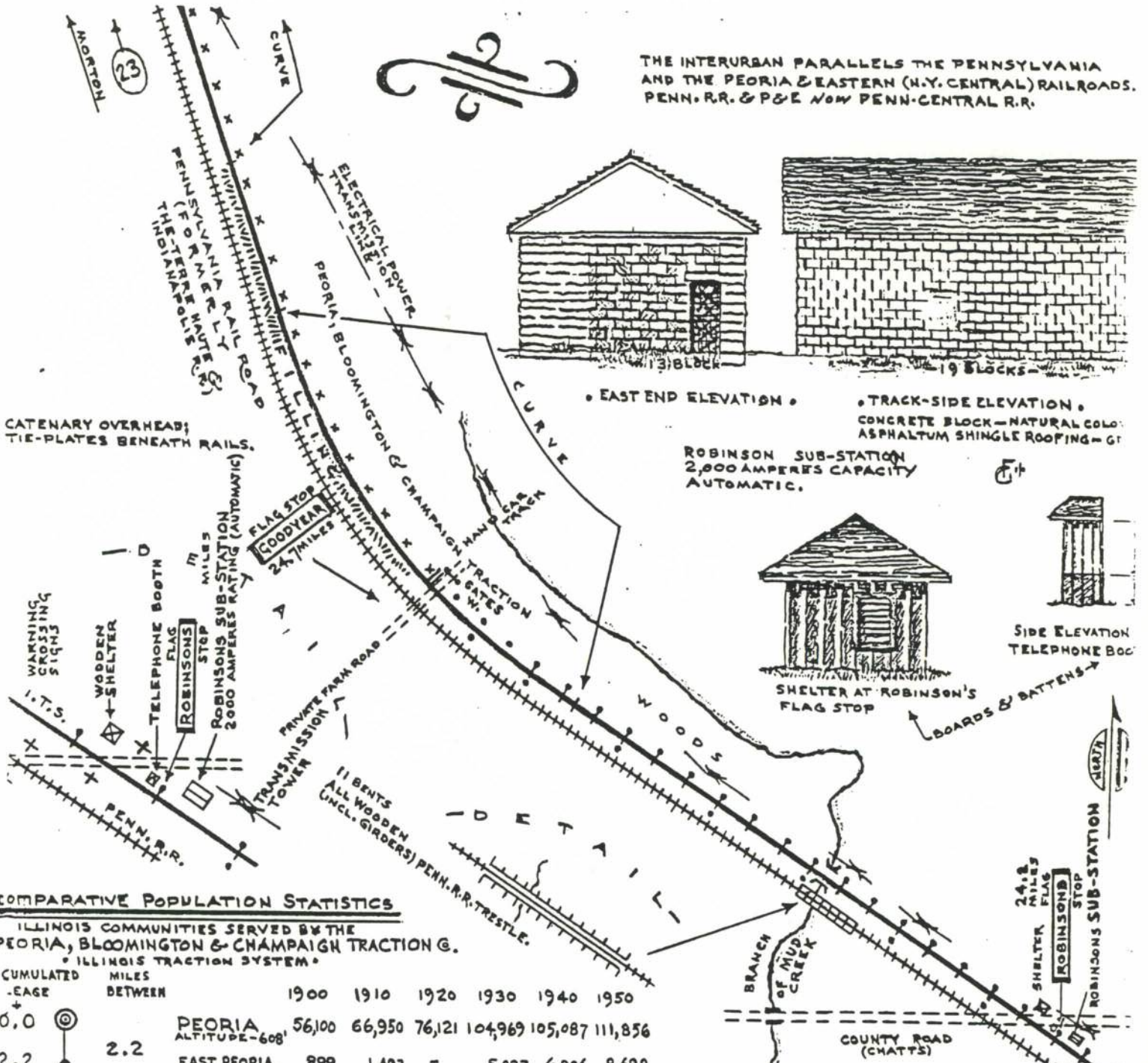
TIE-PLATES. CATENARY OVERHEAD WIRE.



INTER-URBAN RATE



THE INTERURBAN PARALLELS THE PENNSYLVANIA AND THE PEORIA & EASTERN (N.Y. CENTRAL) RAILROADS. PENN. R.R. & P&E NOW PENN-CENTRAL R.R.



COMPARATIVE POPULATION STATISTICS

ILLINOIS COMMUNITIES SERVED BY THE PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION CO.
ILLINOIS TRACTION SYSTEM:

CUMULATED MILEAGE	MILES BETWEEN		1900	1910	1920	1930	1940	1950
0.0		PEORIA ALTITUDE-608'	56,100	66,950	76,121	104,969	105,087	111,856
2.2	2.2	EAST PEORIA ALTITUDE-478'	899	1,493	-	5,027	6,806	8,698
6.2	4.0	CLOVERDALE	-	100	-	120	-	1,432
6.6	0.4	GARDENA	-	-	-	-	-	-
9.7	3.1	MORTON	894	1,004	1,179	1,501	2,241	3,693
14.8	5.1	ALLEN TOWN	33	67	-	26	-	80
17.4	2.6	MACKINAW	859	725	828	761	845	1,011
20.9	3.5	LILLY	100	50	-	152	-	92
27.0	6.1	DANVERS	607	593	-	601	705	762
37.6	10.6	BLOOMINGTON ALTITUDE-781'	23,286	25,768	28,725	30,930	32,868	34,163

OFFICERS INCORPORATED: 45 CITIES—PEORIA (2ND LARGEST CITY IN ILLS.); BLOOMINGTON. 23 VILLAGES—MORTON, MACKINAW, DANVERS & EAST PEORIA.

COUNTY SEATS—PEORIA for PEORIA COUNTY; BLOOMINGTON for McLEAN COUNTY.
LOCAL STREET CAR SYSTEMS—PEORIA, EAST PEORIA & BLOOMINGTON (ALL I.T.S. OWNED.)

ITS

POST OFFICES—ALL (INCLUDING WOODRUFF NOT LISTED) EXCEPT INTERURBAN RAILWAY—PEORIA RAILWAY TERMINAL CO. (PEORIA & PEKIN TERMINAL) PEORIA.

(INDEPENDENT)
POP.—INCORPORATED PLACES—U.S. CENSUS; OTHERS ATLAS.

- RAILWAYS: (INTER-CHANGES)
AT PEORIA, VIA PEORIA & PEKIN UNION R.R. SWITCHING FACILITIES
1. GULF, MOBILE & OHIO (EX-CHICAGO & ALTON)
 2. C.R.I. & P (INCL. ROCK ISLAND & PEORIA)
 3. ILLINOIS CENTRAL (EX-LAKE ERIE & WESTERN)
 4. NICKEL PLATE (N.Y.C. & ST.L.) WESTERN
 5. PENNSYLVANIA NOW PENN-CENTRAL R.R. TOWNSHIP
 6. CHICAGO & NORTH WESTERN R.WY.
 7. CHICAGO & ILLINOIS MIDLAND (EX-C.P. ST.L.)
 8. C.B. & Q NOW BURLINGTON NORTHERN.
 9. TOLEDO, PEORIA & WESTERN
 10. MINNEAPOLIS & ST. LOUIS (EX-IOWA CENTRAL)
 11. BIG 4 (C.C.C. & ST.L. NYC) NOW PEORIA & EASTERN PENN-CENTRAL
- AT MORTON—A.T. & SANTA FE
AT MACKINAW—PEORIA & EASTERN
AT BLOOMINGTON—PEORIA & EASTERN (NYC) NOW P.C.R. ILLINOIS CENTRAL

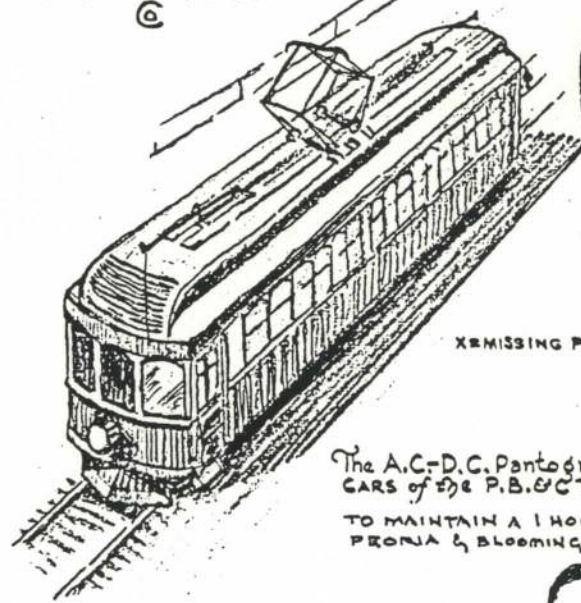


INTER-URBAN RATE

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

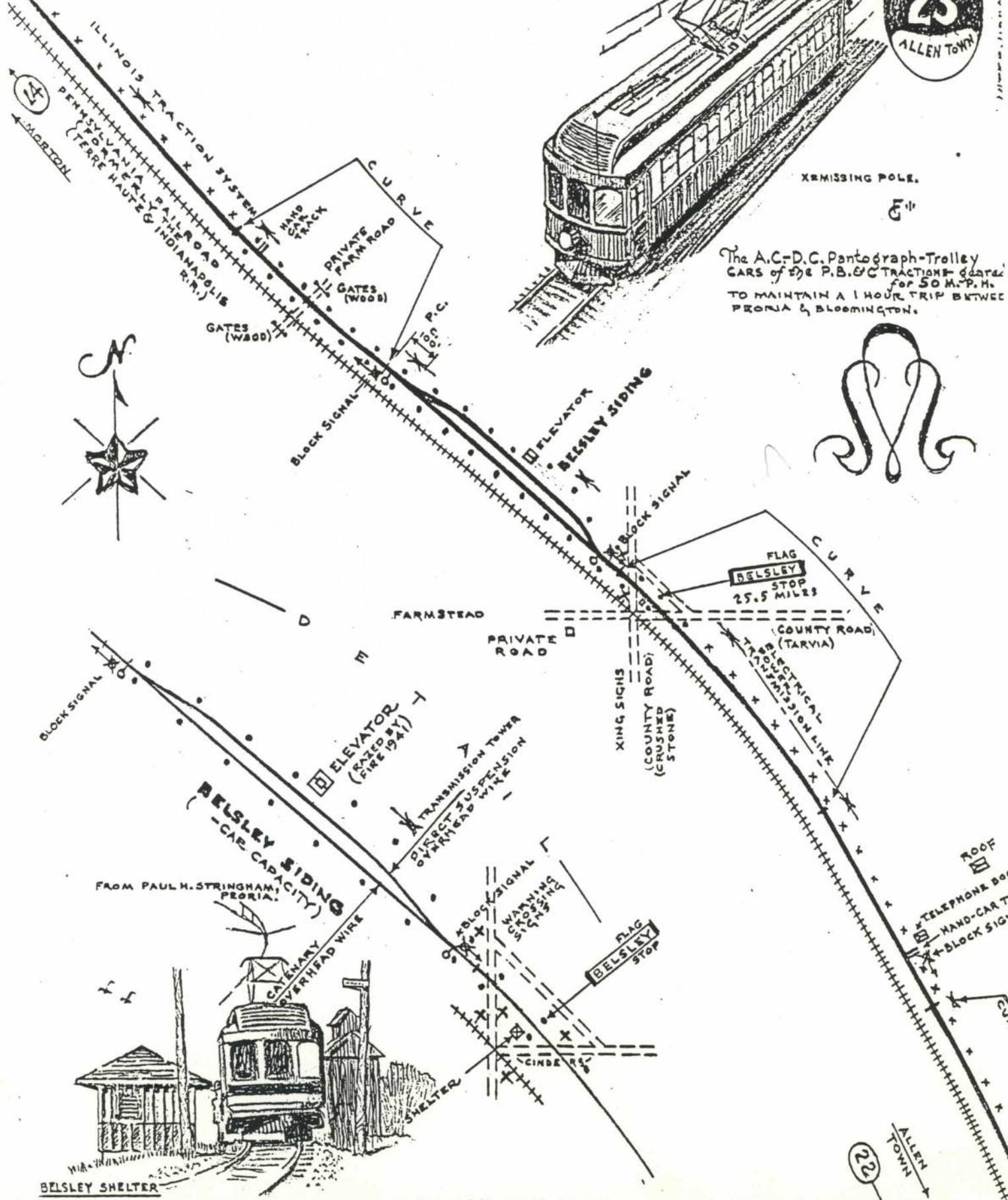


BRICK RESIDENCE
 FLAG STOP
 FRANKFORT
 26.2 MILES
 QUEENWOOD [COUNTY] ROAD

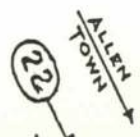


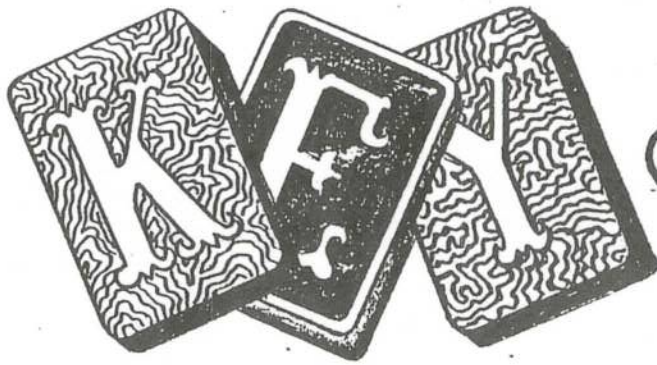
MISSING POLE.
 6'

The A.C.-D.C. Pantograph-Trolley CARS of the P.B.&C TRACTION geared for 50 M.P.H. TO MAINTAIN A 1 HOUR TRIP BETWEEN PEORIA & BLOOMINGTON.



BELSLEY SHELTER
 PAINTED: WHITE; GREEN DADD & TRIM. LOUVRES WHITE. BOARD & BATTENS, & EAVES





GF

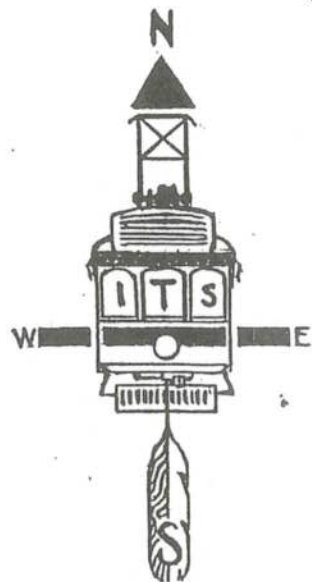
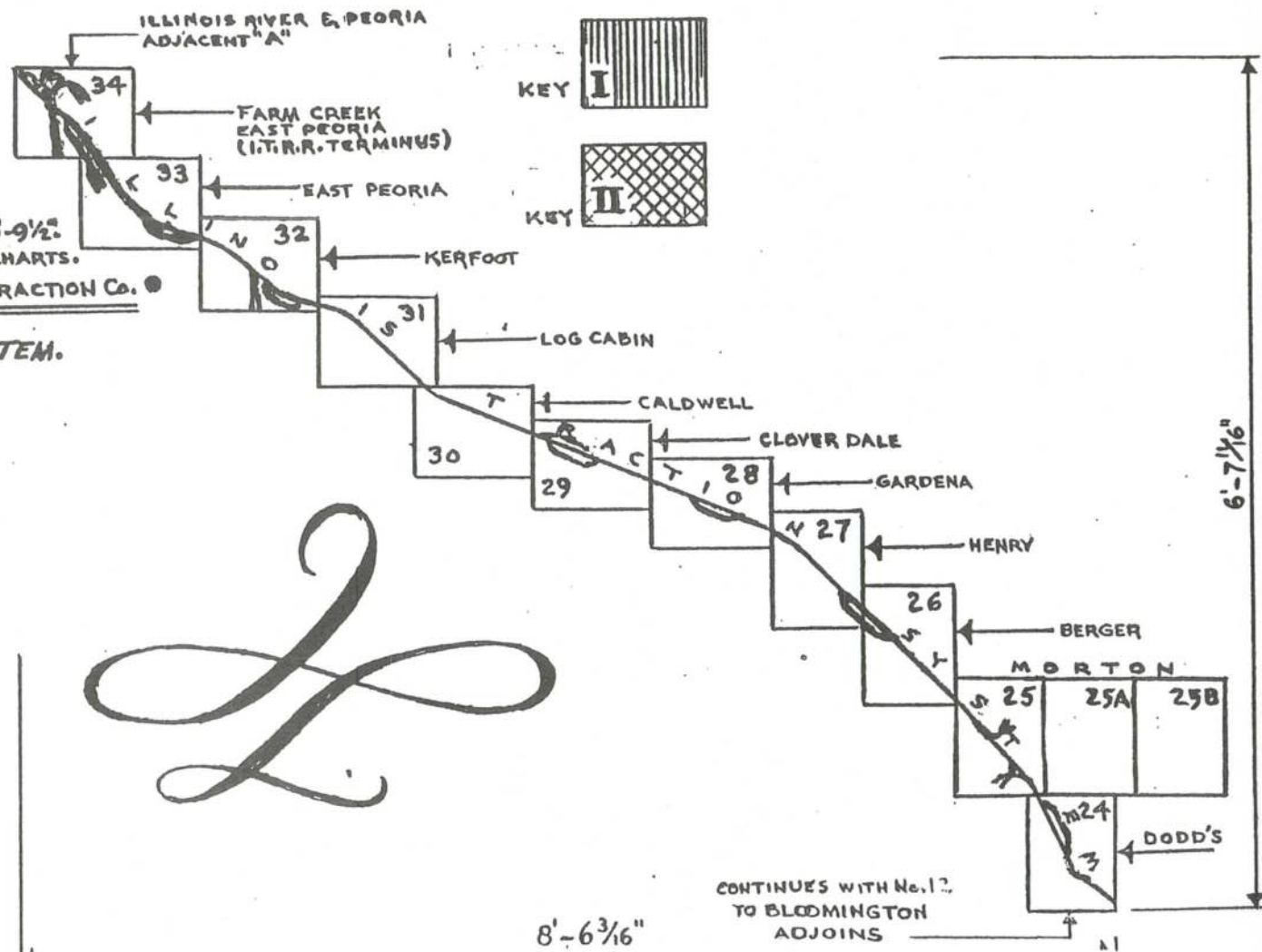
TO SEQUENCE OF
INTER-URBAN RATES
EAST PEORIA-to-MORTON

- R-B NUMBER OF RATES — 15
- KEY RATES — 2
- TOWN RATES — 2
- INTER-URBAN — 11

MILES CHARTED, APPROXIMATELY — 9½.
 OVER-ALL MAP SIZE — APPROX. — 2'-10⁵/₈" X 10'-9¹/₂".
 TROLLEY POLE COUNT & SELF-SCALING CHARTS.

● **PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION Co.** ●

of the **ILLINOIS TRACTION SYSTEM.**
(McKinley Lines)

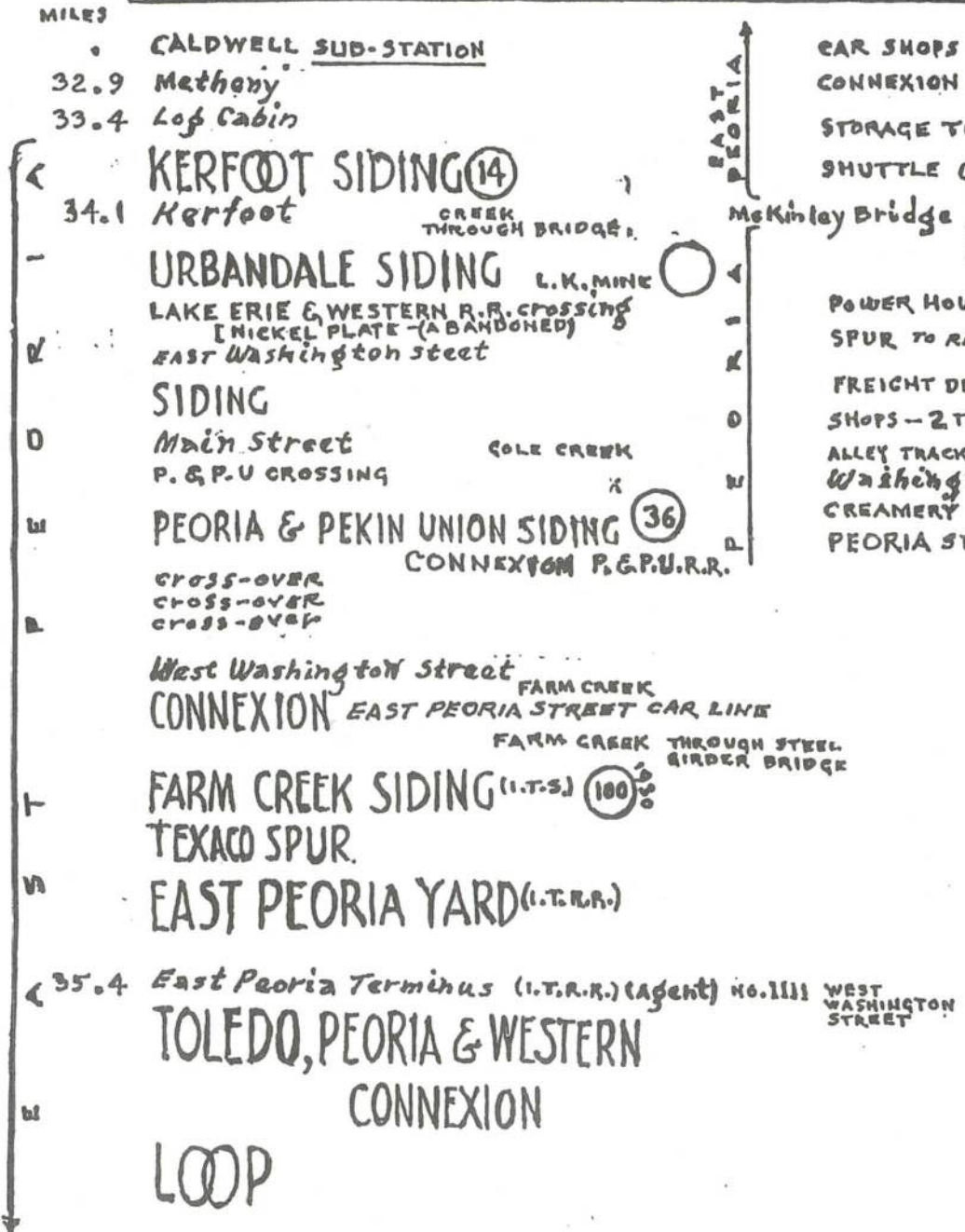


8'-6³/₁₆"

CONTINUES WITH No. 12
 TO BLOOMINGTON
 ADJOINS

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION ILLINOIS TRACTION SYSTEM. I

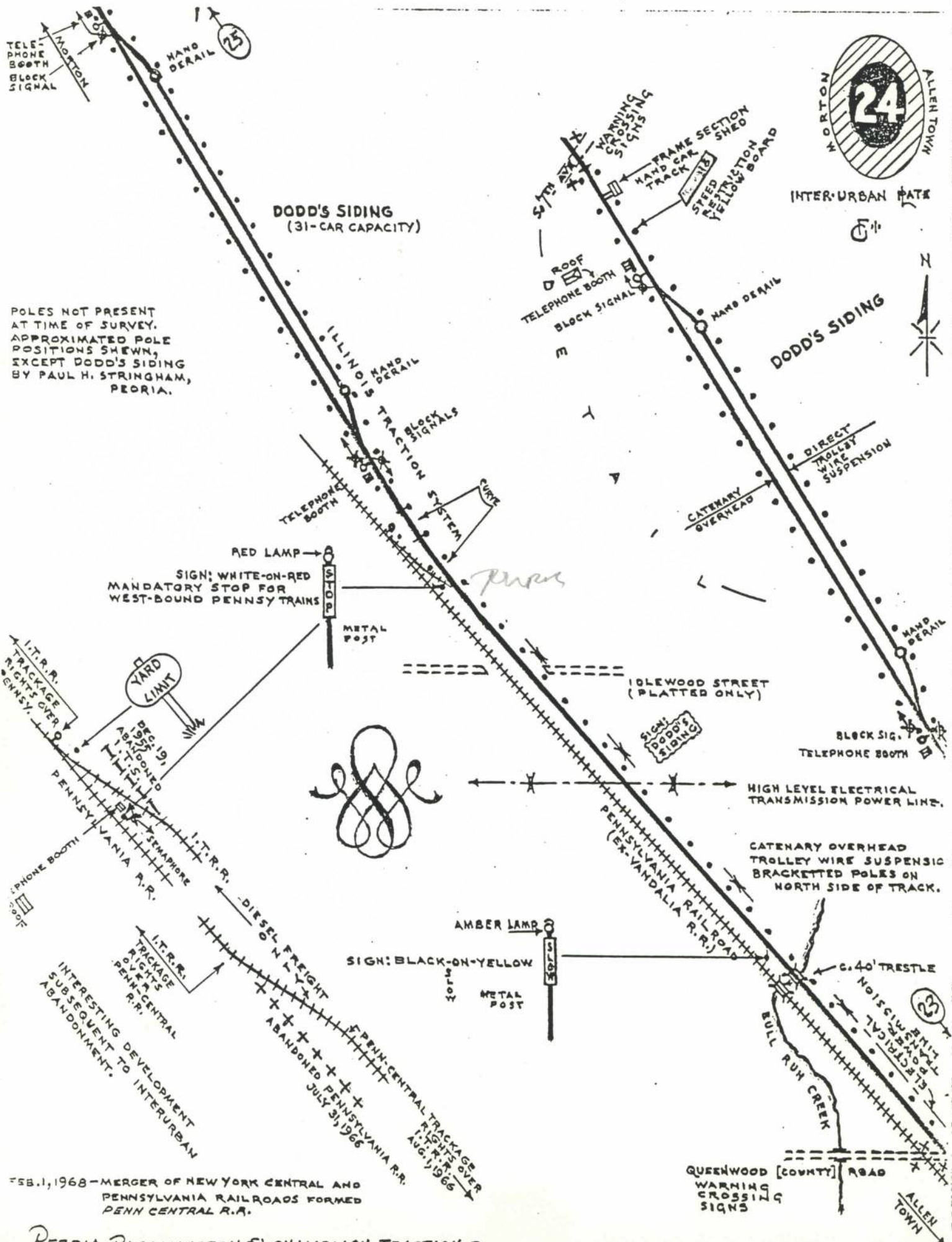


EAST PEORIA

- CAR SHOPS - 2 TRACKS
- CONNECTION TO MAIN LINE
- STORAGE TRACKS - 3 (INCLUDING SCALE TRACK)
- SHUTTLE CAR TRACK SUB-STATION
- ILLINOIS RIVER PEORIA LAKE (ILLINOIS RIVER)
DOUBLE LEAF LIFT SPAN
STEEL DECK APPROACHES
- McKinley Bridge
- POWER HOUSE
- SPUR TO RECEIVE COAL & CINDERS
- FREIGHT DEPOT & BARN 3 TRACKS CAR BARN, 1ST R.T.S. IN PEORIA.
- SHOPS - 2 TRACKS
- ALLEY TRACK
- Washington street [PEORIA RAILWAY TERMINAL RWY.]
crossing
- CREAMERY SPUR
- PEORIA STATION - 2 TRACKS LAST TERMINUS IN PEORIA
542 South Adams Street
- WASHINGTON STREET shared with
PEORIA RAILWAY TERMINAL
TO 2ND I.T.S. STATION IN PEORIA
- 37.6 MILES FROM
Bloomington



No. 1 OCT. 5, 1930
 SIDINGS - Employees Time Tables No. 21 AUG. 6, 1950
 ○ ENCIRCLED NUMBER INDICATES CAR CAPACITY
 FLAG STOPS - Tariff APRIL 30, 1924.

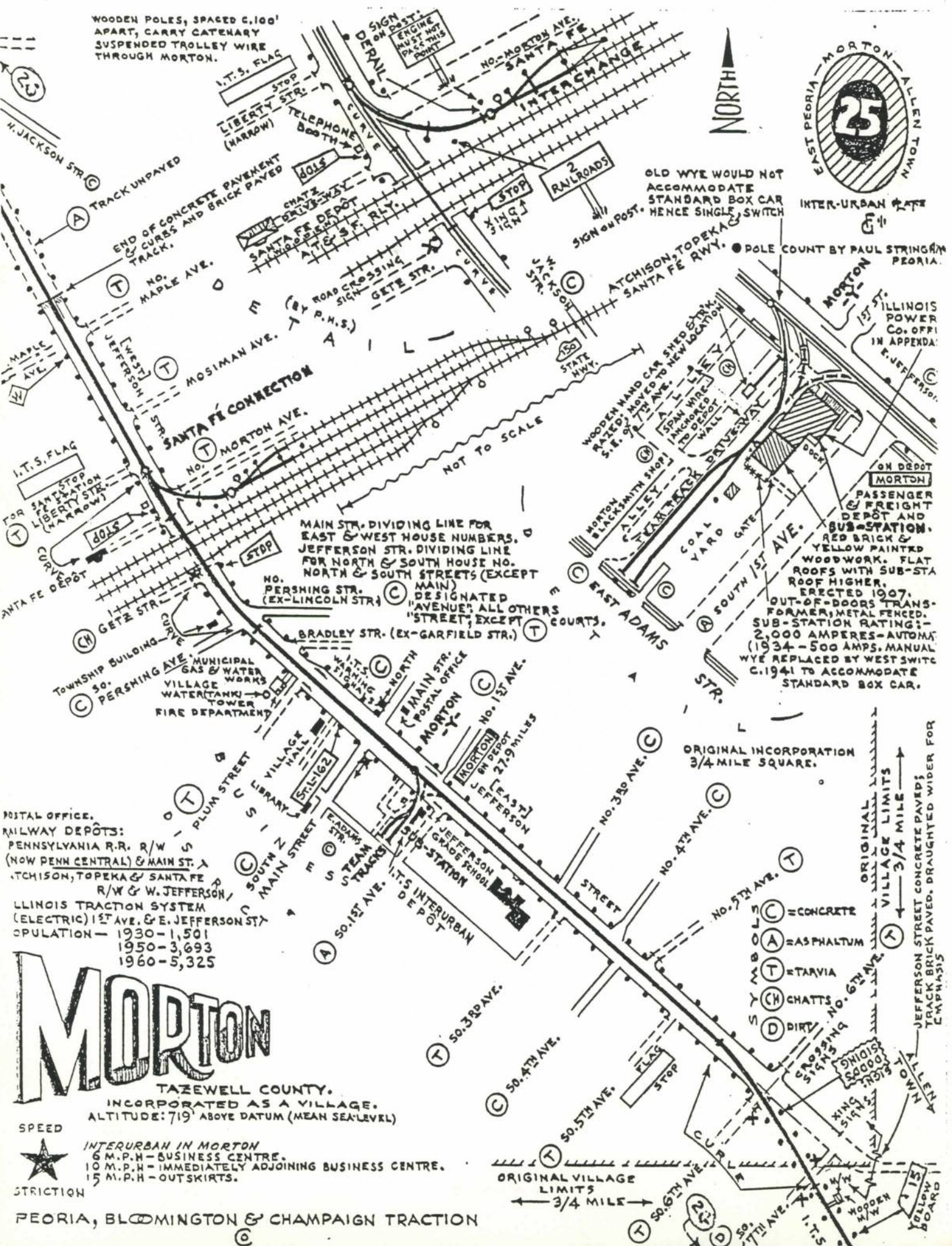


POLES NOT PRESENT AT TIME OF SURVEY. APPROXIMATED POLE POSITIONS SHEWN, EXCEPT DODD'S SIDING, BY PAUL H. STRINGHAM, PEORIA.

FEB. 1, 1968 - MERGER OF NEW YORK CENTRAL AND PENNSYLVANIA RAILROADS FORMED PENN CENTRAL R.R.

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION CO.

WOODEN POLES, SPACED 6,100' APART, CARRY CATENARY SUSPENDED TROLLEY WIRE THROUGH MORTON.



OLD WYE WOULD NOT ACCOMMODATE STANDARD BOX CAR HENCE SINGLE SWITCH

INTER-URBAN PLATE

POLE COUNT BY PAUL STRINGER PEORIA

ILLINOIS POWER Co. OFFI IN APPENDIX

NOT TO SCALE

MAIN STR. DIVIDING LINE FOR EAST & WEST HOUSE NUMBERS. JEFFERSON STR. DIVIDING LINE FOR NORTH & SOUTH HOUSE NO. NORTH & SOUTH STREETS (EXCEPT MAIN) DESIGNATED "AVENUE", ALL OTHERS "STREET", EXCEPT COURTS.

ON DEPOT MORTON PASSENGER & FREIGHT DEPOT AND SUB-STATION. RED BRICK & YELLOW PAINTED WOODWORK. FLAT ROOFS WITH SUB-STATION ROOF HIGHER. ERECTED 1907. OUT-OF-DOORS TRANSFORMER, METAL FENCED. SUB-STATION RATING: 2,000 AMPERES-AUTOMATIC (1934 - 500 AMPS. MANUAL WYE REPLACED BY WEST SWITC C.1941 TO ACCOMMODATE STANDARD BOX CAR.

ORIGINAL INCORPORATION 3/4 MILE SQUARE.

ORIGINAL VILLAGE LIMITS 3/4 MILE VILLAGE LIMITS JEFFERSON STREET CONCRETE PAVED TRACK BRICK PAVED, DRAUGHTED WIDER FOR EMPHASIS

POSTAL OFFICE.
RAILWAY DEPOTS:
PENNSYLVANIA R.R. R/W (NOW PENN CENTRAL) & MAIN ST. A ATCHISON, TOPEKA & SANTA FE R/W & W. JEFFERSON,
ILLINOIS TRACTION SYSTEM (ELECTRIC) 1ST AVE. & E. JEFFERSON ST
POPULATION - 1930-1,501
1950-3,693
1960-5,325

MORTON

TAZEWELL COUNTY.
INCORPORATED AS A VILLAGE.
ALTITUDE: 719' ABOVE DATUM (MEAN SEA LEVEL)

SPEED
★ INTERURBAN IN MORTON
6 M.P.H. - BUSINESS CENTRE.
10 M.P.H. - IMMEDIATELY ADJOINING BUSINESS CENTRE.
15 M.P.H. - OUTSKIRTS.

RESTRICTION
PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION

- (C) = CONCRETE
- (A) = ASPHALTUM
- (T) = TARVIA
- (CH) = CHATTS
- (D) = DIRT

ORIGINAL VILLAGE LIMITS 3/4 MILE

MORTON

ILL.S.

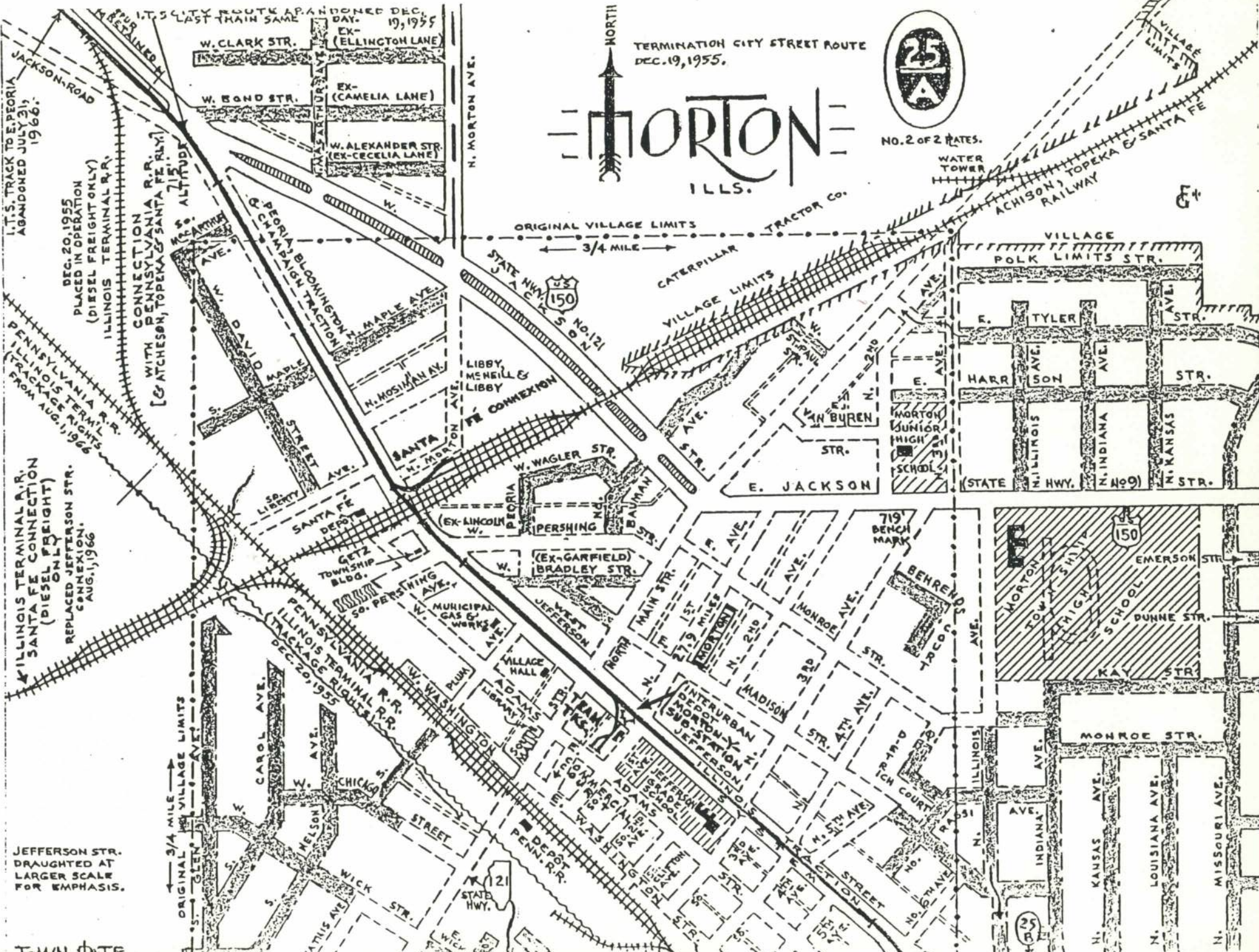
TERMINATION CITY STREET ROUTE
DEC. 19, 1955.



NO. 2 of 2 PAGES.



ORIGINAL VILLAGE LIMITS
3/4 MILE



I.T.S. TRACK TO E. PEORIA
ABANDONED JULY 31,
1966.

DEC. 20, 1955
PLACED IN OPERATION
(DIESEL FREIGHT ONLY)
ILLINOIS TERMINAL R.R.
CONNECTION
WITH PENNSYLVANIA R.R.
(ATCHESON, TOPEKA & SANTA FE R.R.)
[E. ALTIPLANO
AVE.]

PENNSYLVANIA R.R.
TRACKAGE RIGHTS
FROM AUG. 1, 1966

ILLINOIS TERMINAL R.R.
SANTA FE CONNECTION
(DIESEL FREIGHT
ONLY)
REPLACED JEFFERSON STR.
CONNECTION.
AUG. 1, 1966

JEFFERSON STR.
DRAUGHTED AT
LARGER SCALE
FOR EMPHASIS.

TOWN DATE

3/4 MILE
ORIGINAL VILLAGE LIMITS
GLEN AVE.

WATER TOWER

VILLAGE
POLK LIMITS STR.

CATERPILLAR
TRACTOR CO.

STATE HWY. 150
S. A. C. S. NO. 121

LIBBY, McHEILL & LIBBY
SANTA FE CONNECTION

MORTON JUNIOR HIGH SCHOOL

(EX-GARFIELD) BRADLEY STR.

GETZ TOWNSHIP BLDG.

MURKIN GAS & WORKS

VILLAGE HALL

ADAMS LIBRARY

JEFFERSON SCHOOL

JEFFERSON SCHOOL

JEFFERSON SCHOOL

JEFFERSON SCHOOL

JEFFERSON SCHOOL

719 BENCH MARK

BENREDS TRCO. C.

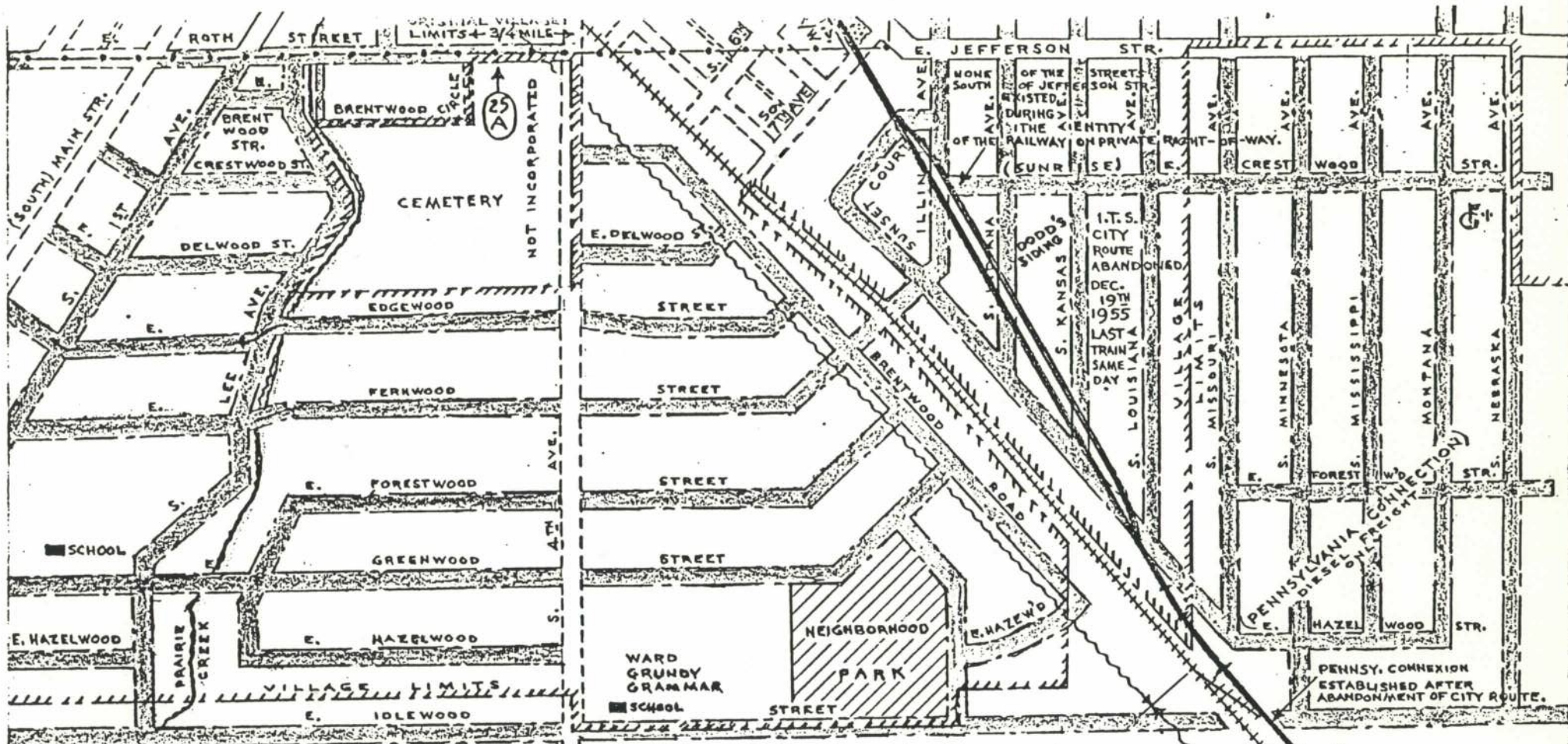
STATE HWY. 150

MORTON TOWNSHIP HIGH SCHOOL

MONROE STR.

N. INDIANA AVE.
N. KANSAS AVE.
N. LOUISIANA AVE.
N. MISSOURI AVE.

25



MORTON

ILLINOIS

● FOR ADDITIONAL INFORMATION & STATISTICS, REFER TO INTER-URBAN RATE NO. 25 "MORTON"

NORTH

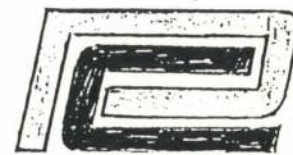
TOWN RATE



P. B. & C. T.



VANDALIA



PENN CENTRAL

STREETS RENDERED IN GREY HUE WERE PLATTED AND/OR OPENED SINCE WORLD WAR II.

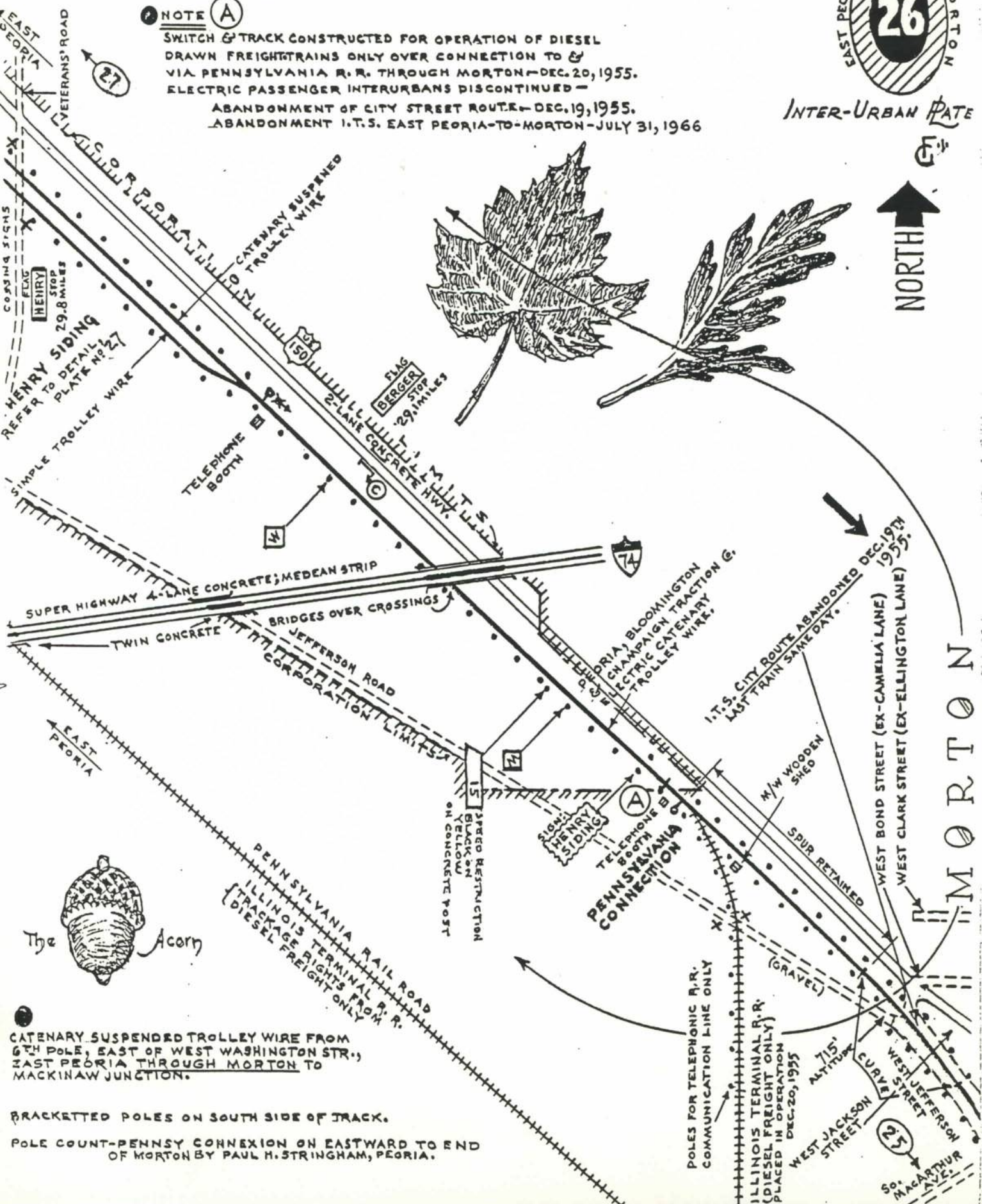
ILLINOIS TRACTION SYSTEM CORPORATION LIMITS

ILLINOIS TERMINAL R. R.



NOTE (A)
 SWITCH & TRACK CONSTRUCTED FOR OPERATION OF DIESEL DRAWN FREIGHT TRAINS ONLY OVER CONNECTION TO & VIA PENNSYLVANIA R. R. THROUGH MORTON—DEC. 20, 1955.
 ELECTRIC PASSENGER INTERURBANS DISCONTINUED—
 ABANDONMENT OF CITY STREET ROUTE—DEC. 19, 1955.
 ABANDONMENT I.T.S. EAST PEORIA-TO-MORTON—JULY 31, 1966

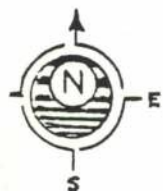
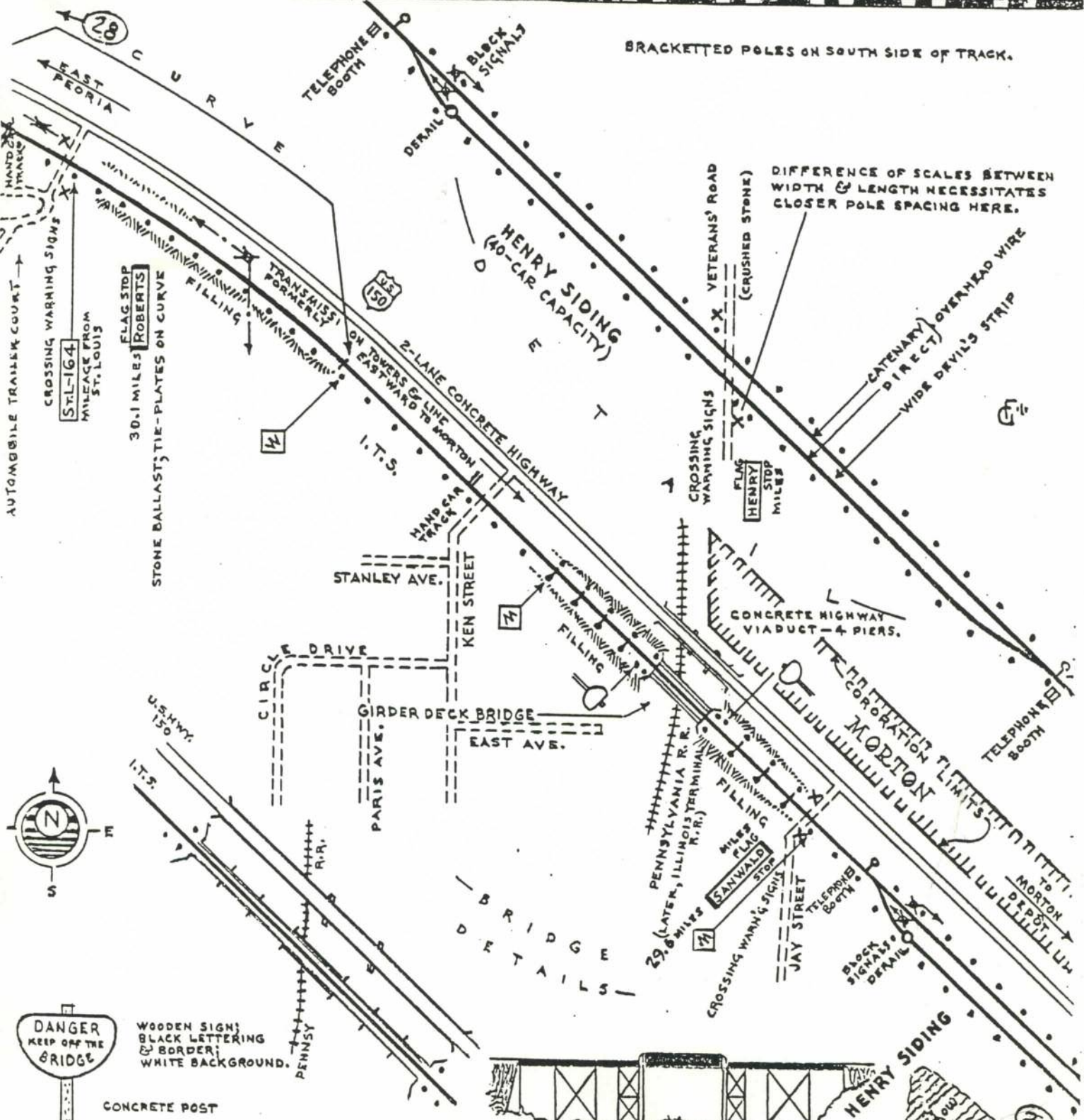
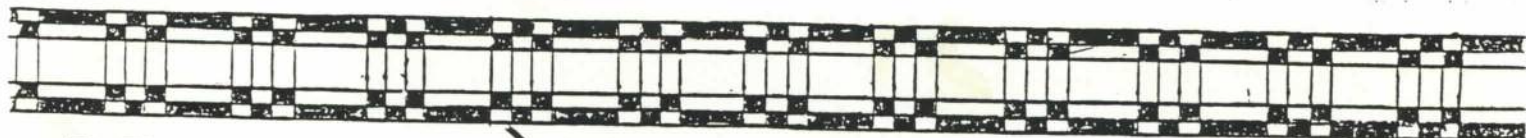
INTER-URBAN RATE



CATENARY SUSPENDED TROLLEY WIRE FROM 6TH POLE, EAST OF WEST WASHINGTON STR., EAST PEORIA THROUGH MORTON TO MACKINAW JUNCTION.
 BRACKETTED POLES ON SOUTH SIDE OF TRACK.
 POLE COUNT—PENNSY CONNEXION ON EASTWARD TO END OF MORTON BY PAUL H. STRINGHAM, PEORIA.

MORTON

25

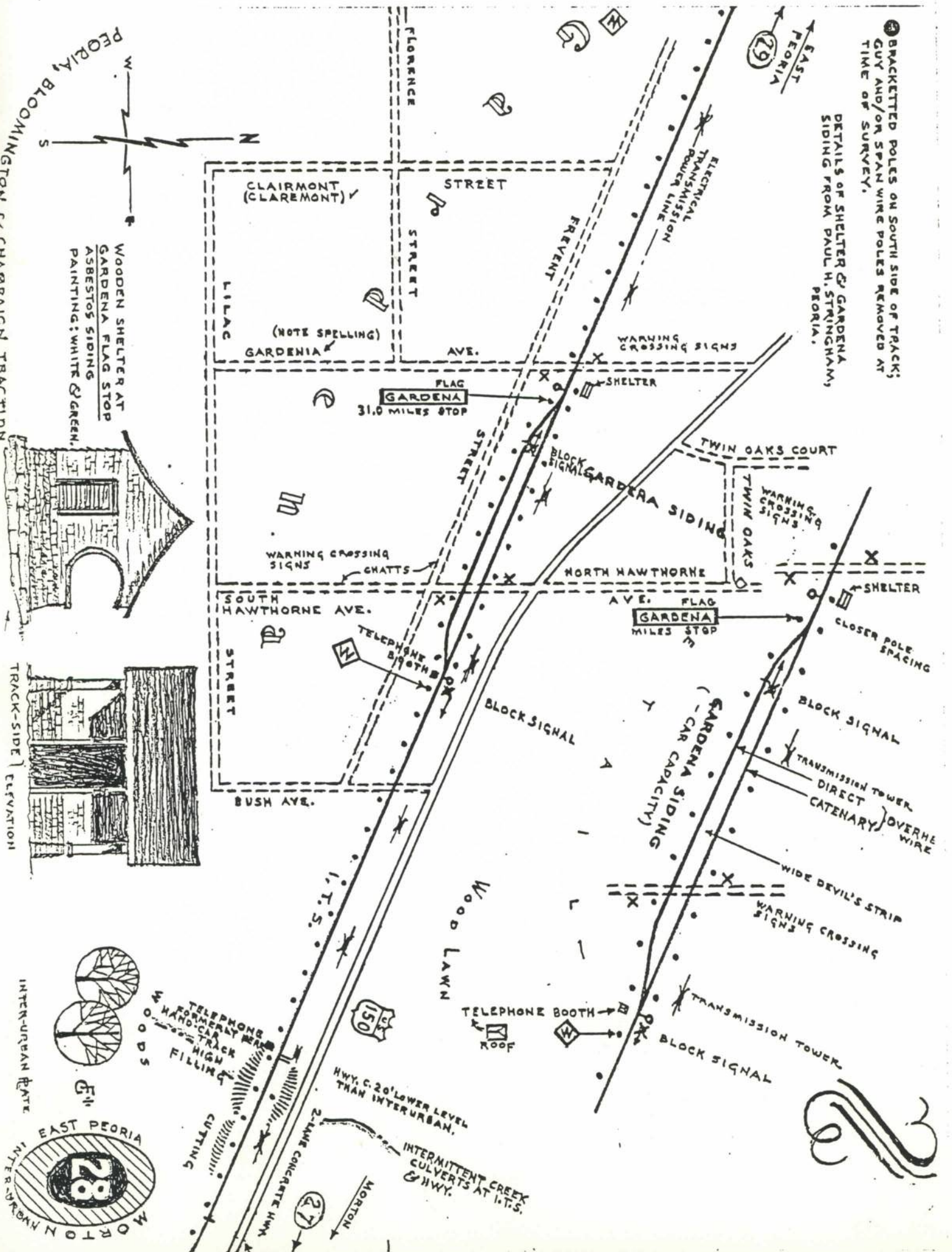


PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION
 MERGED IN 1911 TO
 ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD

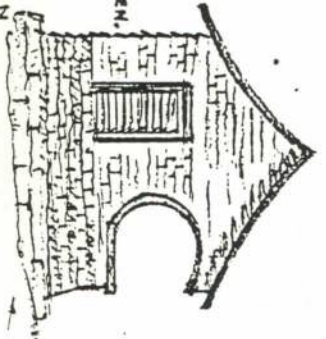


BRACKETED POLES ON SOUTH SIDE OF TRACK;
 GUY AND/OR SPAN WIRE POLES REMOVED AT
 TIME OF SURVEY.

DETAILS OF SHELTER & GARDENA
 SIDING FROM PAUL H. STRINGHAM,
 PEORIA.



WOODEN SHELTER AT
 GARDENA FLAG STOP
 ASBESTOS SIDING
 PAINTING: WHITE & GREEN.

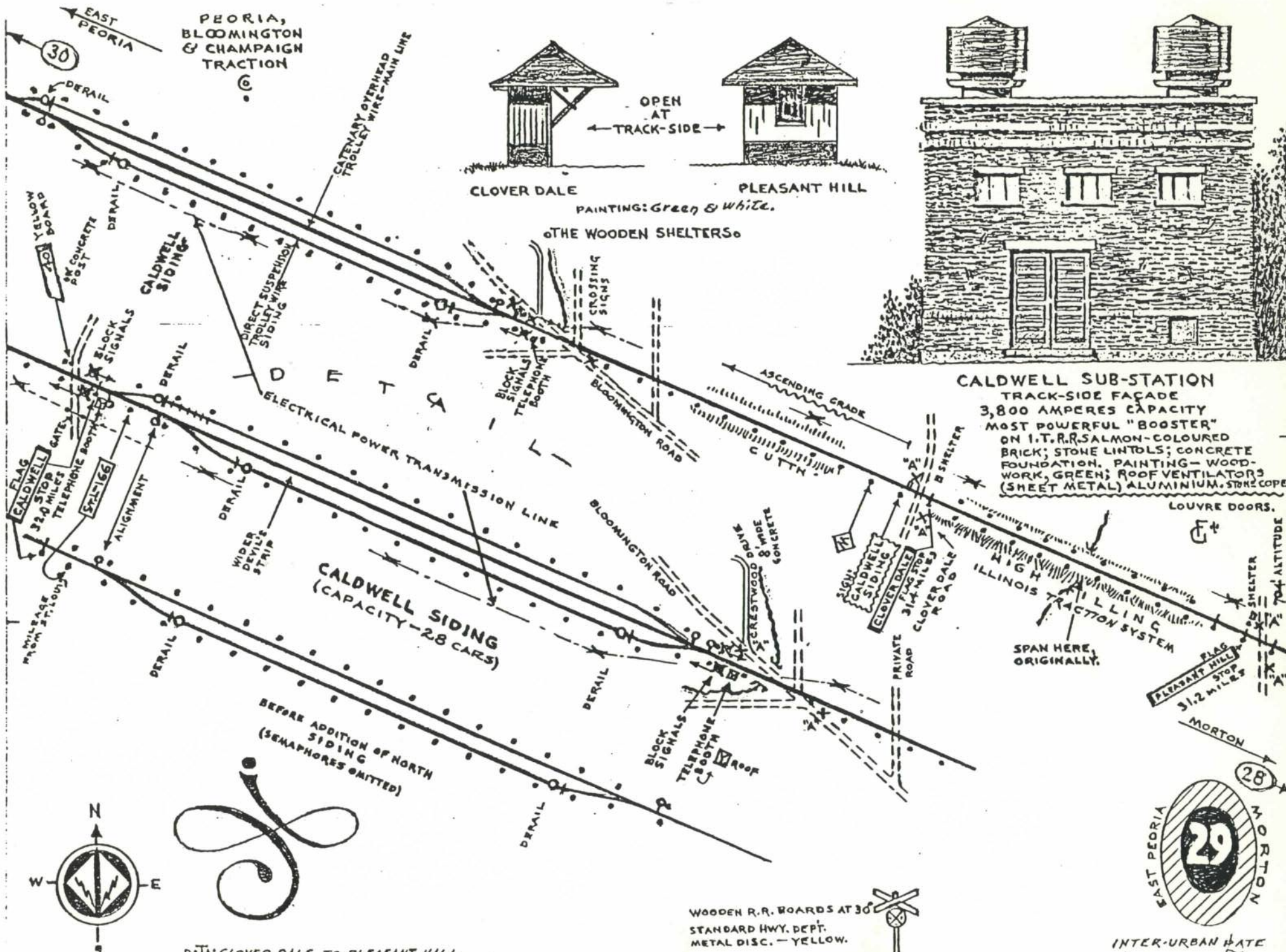


INTERURBAN RATE

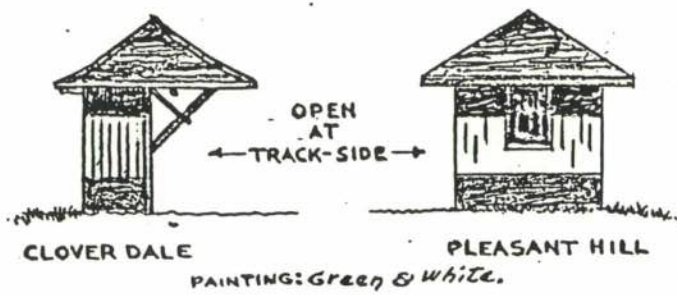
EAST PEORIA
 28
 MORTON INTERURBAN

TRACK-SIDE ELEVATION

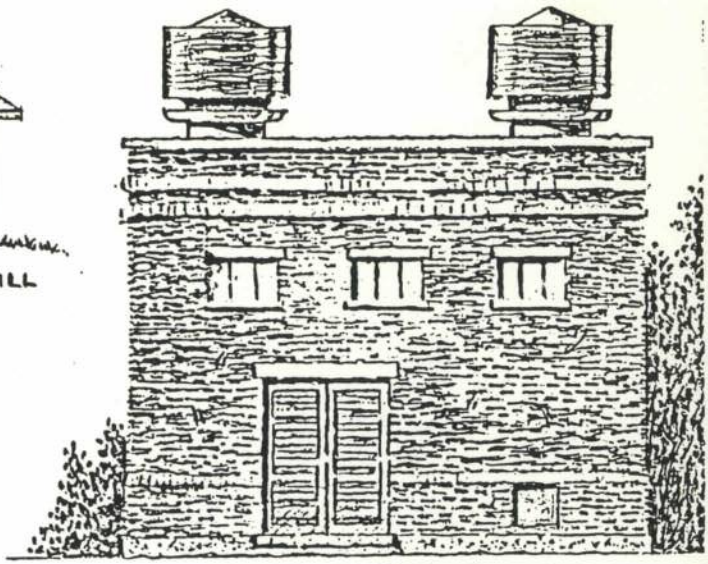
WOODEN SHELTER AT GARDENA FLAG STOP ASBESTOS SIDING PAINTING: WHITE & GREEN.



PEORIA,
BLOOMINGTON
& CHAMPAIGN
TRACTION



THE WOODEN SHELTERS



CALDWELL SUB-STATION
TRACK-SIDE FACADE
3,800 AMPERES CAPACITY
MOST POWERFUL "BOOSTER"
ON I.T.R.R. SALMON-COLOURED
BRICK; STONE LINTOLS; CONCRETE
FOUNDATION. PAINTING- WOOD-
WORK, GREEN; ROOF VENTILATORS
(SHEET METAL) ALUMINIUM. STONE COPE
LOUVRE DOORS.

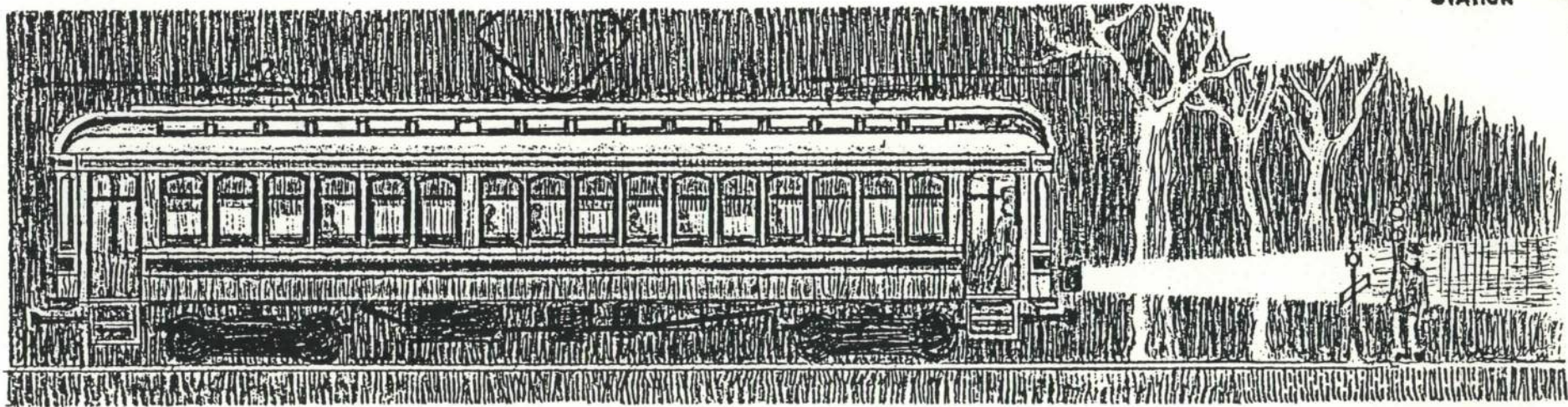
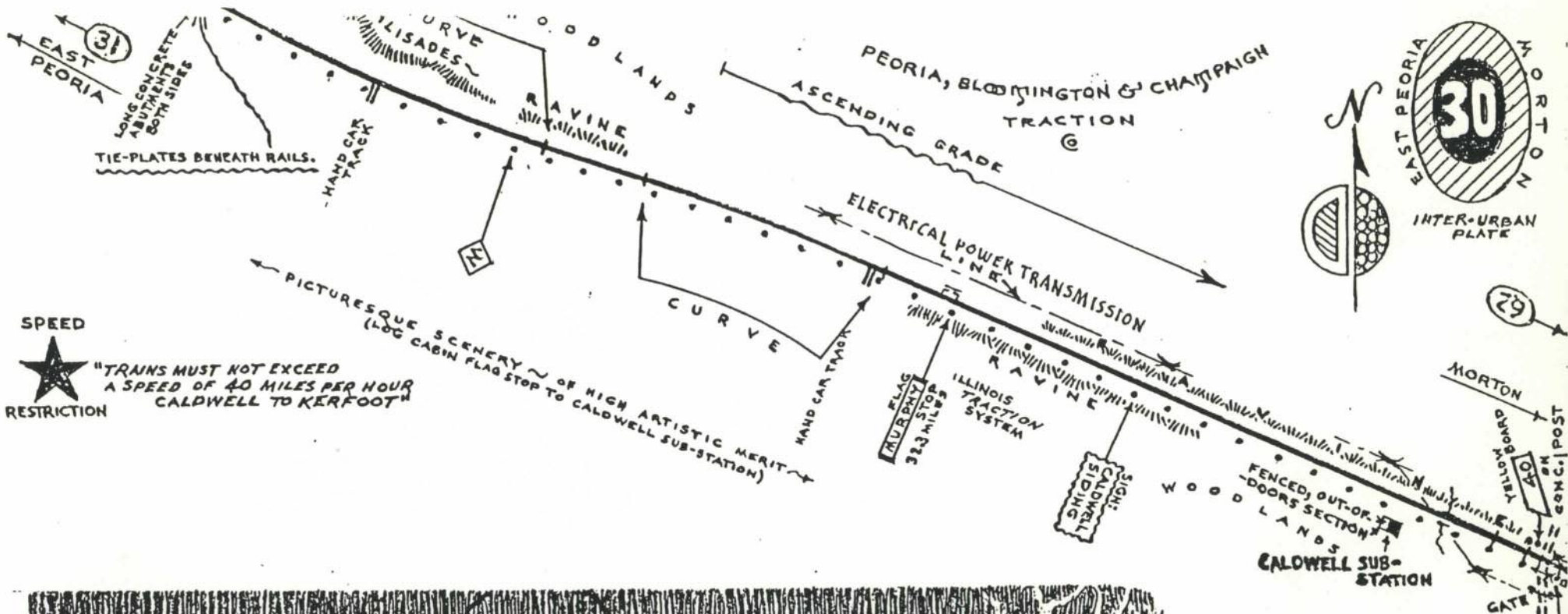
CALDWELL SIDING
(CAPACITY-28 CARS)

BEFORE ADDITION OF NORTH
SIDING
(SEMAPHORES OMITTED)

WOODEN R.R. BOARDS AT 30°
STANDARD HWY. DEPT.
METAL DISC. - YELLOW.



DATA: CLOVER DALE TO PLEASANT HILL
BY PAUL H. STRINGHAM, PEORIA, ILLS.



● POLES WITH SUSPENSION-ARMS LOCATED ON SOUTH SIDE OF TRACK; GUY AND/OR SPAN WIRE POLES REMOVED AT TIME OF SURVEY.

PEORIA, BLOMINGTON & CHAMPAIGN TRACTION CO.



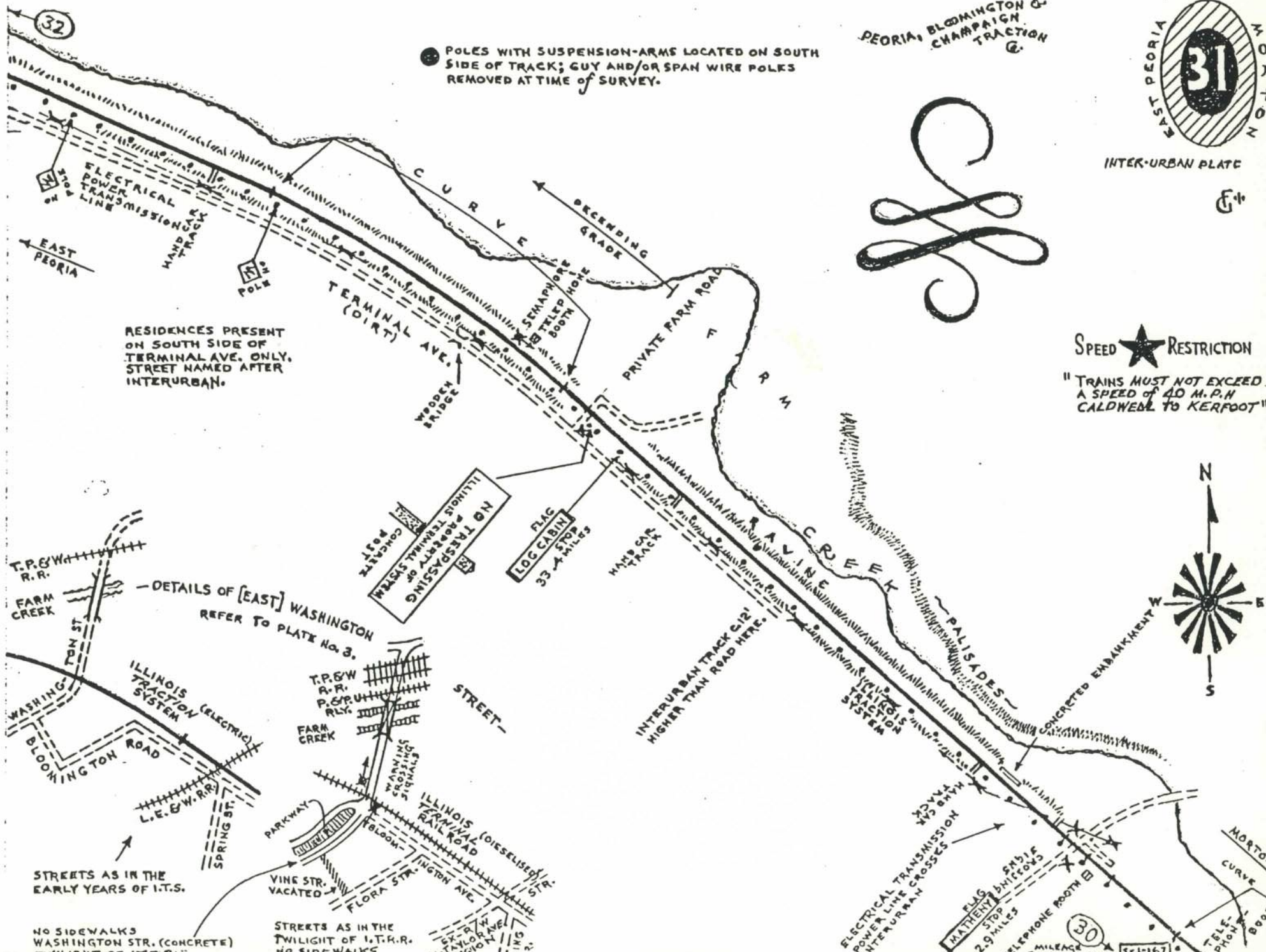
INTER-URBAN PLATE

E4

POLES WITH SUSPENSION-ARMS LOCATED ON SOUTH SIDE OF TRACK; GUY AND/OR SPAN WIRE POLES REMOVED AT TIME OF SURVEY.



SPEED RESTRICTION
"TRAINS MUST NOT EXCEED A SPEED OF 40 M.P.H. CALDWELL TO KERFOOT"



RESIDENCES PRESENT ON SOUTH SIDE OF TERMINAL AVE. ONLY. STREET NAMED AFTER INTER-URBAN.

NO TRASPASSING ILLINOIS PROPERTY OR CONCRETE POST

FLAG LOG CABIN STOP 33 1/4 MILES

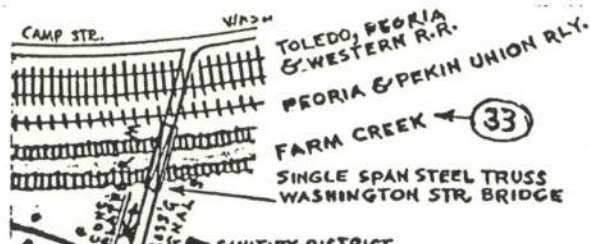
DETAILS OF [EAST] WASHINGTON REFER TO PLATE No. 3.

STREETS AS IN THE EARLY YEARS OF I.T.S.

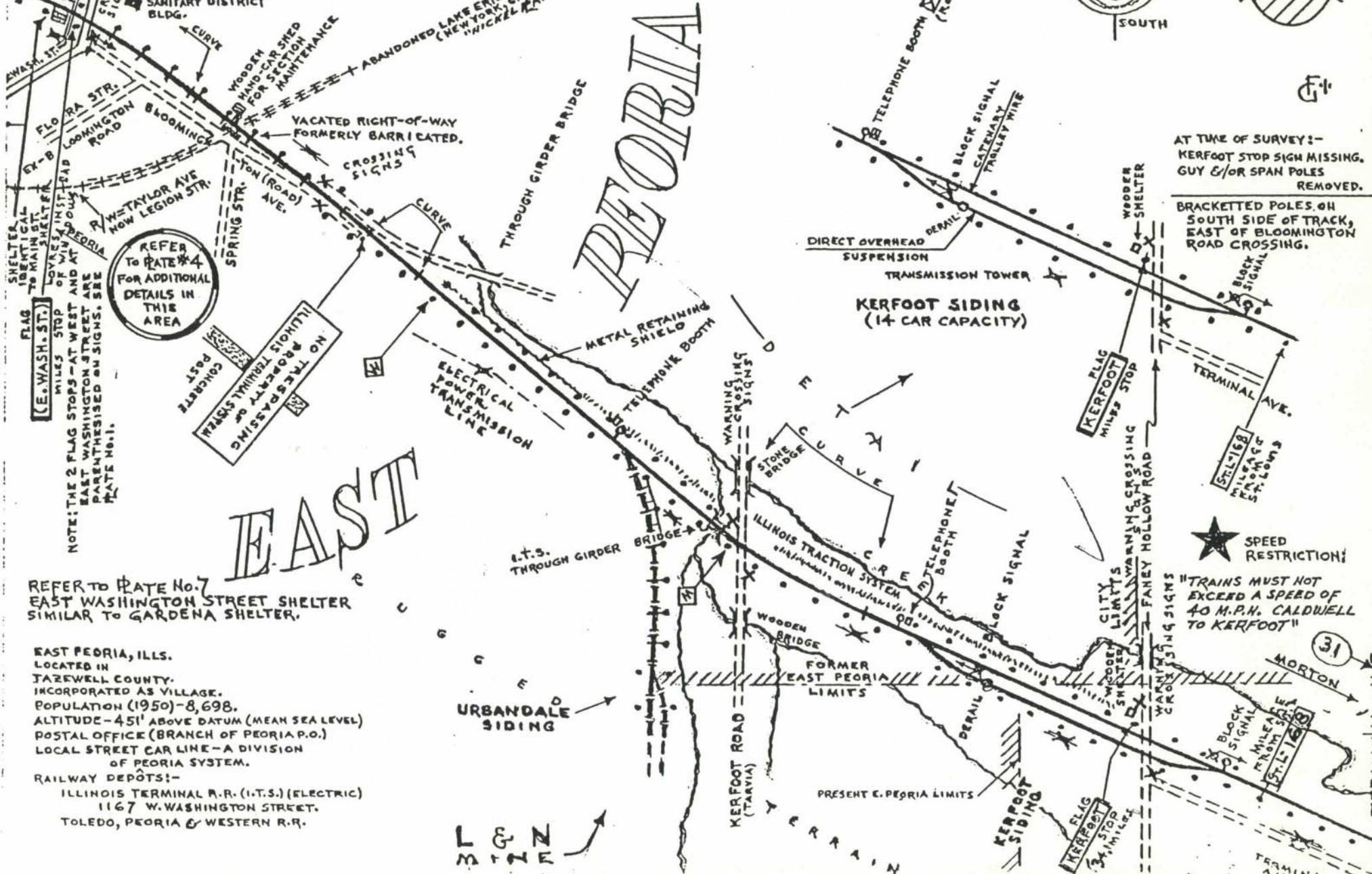
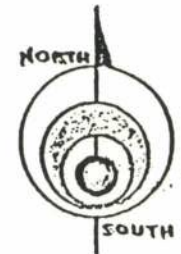
NO SIDEWALKS WASHINGTON STR. (CONCRETE) TWILIGHT OF I.T.R.R.

STREETS AS IN THE TWILIGHT OF I.T.R.R. NO SIDE WALKS

30 MILEAGE FROM ST. LOUIS ST-L-167



PEORIA BLOOMINGTON & CHAMPAIGN TRACTION



SHelter IDENTICAL TO MAIN ST. SHELTER
 FLAG STOP OF WASHINGTON STREET
 NOTE: THE 2 FLAG STOPS - AT WEST AND EAST WASHINGTON STREET ARE PARENTHESIZED ON SIGNS. SEE PLATE No. 1.

REFER TO PLATE #4 FOR ADDITIONAL DETAILS IN THIS AREA

NO TRACKS CROSSING OR PROJECTING ON CONCRETE POST

EAST

REFER TO PLATE No. 7 EAST WASHINGTON STREET SHELTER SIMILAR TO GARDENA SHELTER.

EAST PEORIA, ILLS.
 LOCATED IN JARVELL COUNTY.
 INCORPORATED AS VILLAGE.
 POPULATION (1950) - 8,698.
 ALTITUDE - 451' ABOVE DATUM (MEAN SEA LEVEL)
 POSTAL OFFICE (BRANCH OF PEORIA P.O.)
 LOCAL STREET CAR LINE - A DIVISION OF PEORIA SYSTEM.
RAILWAY DEPOTS:-
 ILLINOIS TERMINAL R.R. (I.T.S.) (ELECTRIC)
 1167 W. WASHINGTON STREET.
 TOLEDO, PEORIA & WESTERN R.R.

AT TIME OF SURVEY:-
 KERFOOT STOP SIGN MISSING.
 GUY &/OR SPAN POLES REMOVED.

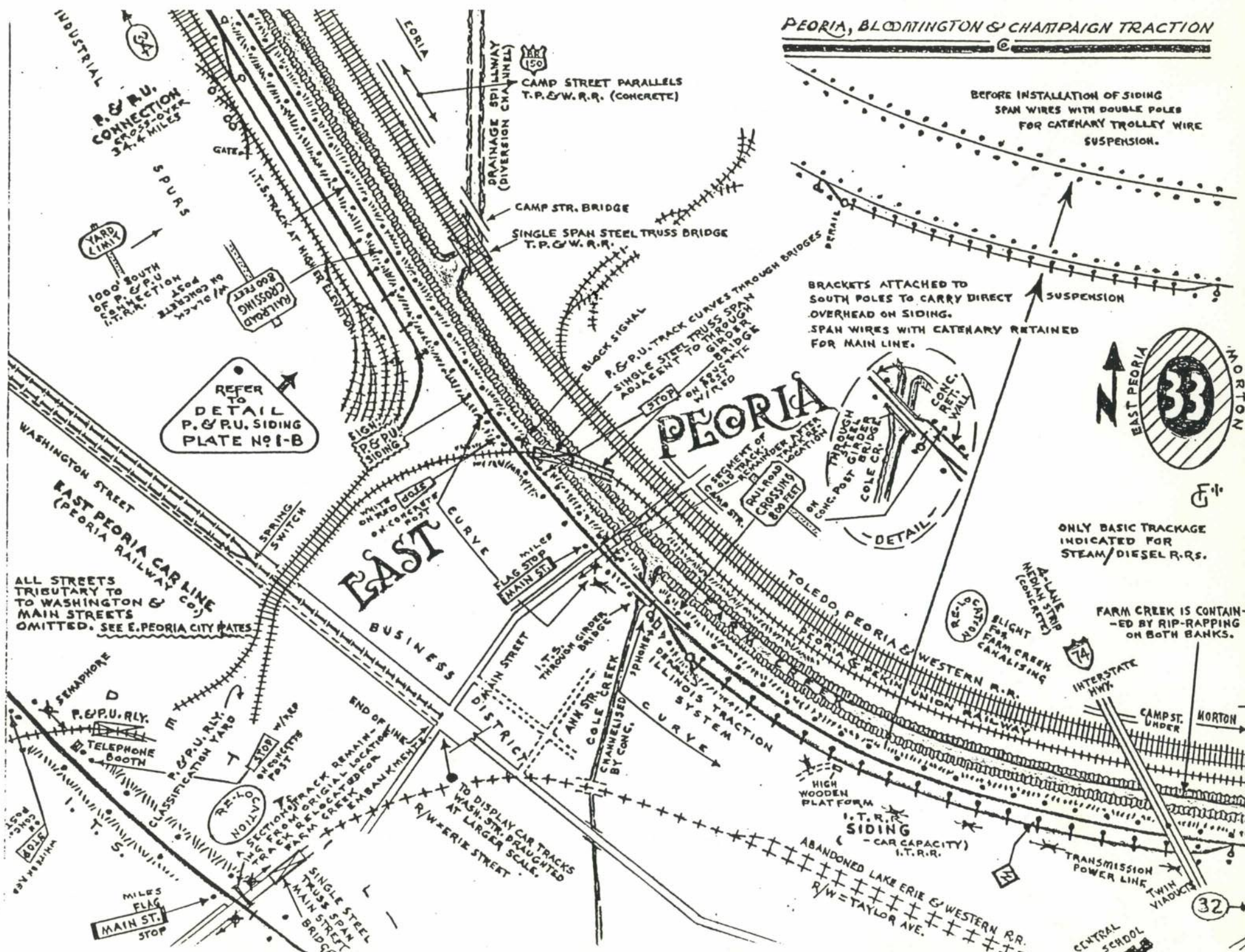
BRACKETED POLES ON SOUTH SIDE OF TRACK, EAST OF BLOOMINGTON ROAD CROSSING.

★ SPEED RESTRICTION!

"TRAINS MUST NOT EXCEED A SPEED OF 40 M.P.H. CALDWELL TO KERFOOT"

31 32 33

PEORIA, BLOOMINGTON & CHAMPAIGN TRACTION



REFER TO DETAIL P.&R.I. SIDING PLATE NO. 1-B

BRACKETS ATTACHED TO SOUTH POLES TO CARRY DIRECT OVERHEAD ON SIDING. SPAN WIRES WITH CATENARY RETAINED FOR MAIN LINE.

BEFORE INSTALLATION OF SIDING SPAN WIRES WITH DOUBLE POLES FOR CATENARY TROLLEY WIRE SUSPENSION.

ONLY BASIC TRACKAGE INDICATED FOR STEAM/DIESEL R.R.S.

FARM CREEK IS CONTAINED BY RIP-RAPPING ON BOTH BANKS.

ALL STREETS TRIBUTARY TO WASHINGTON & MAIN STREETS OMITTED. SEE E. PEORIA CITY MAPS

ABANDONED LAKE ERIE & WESTERN R.R. - CAR CAPACITY I.T.S. R.R.

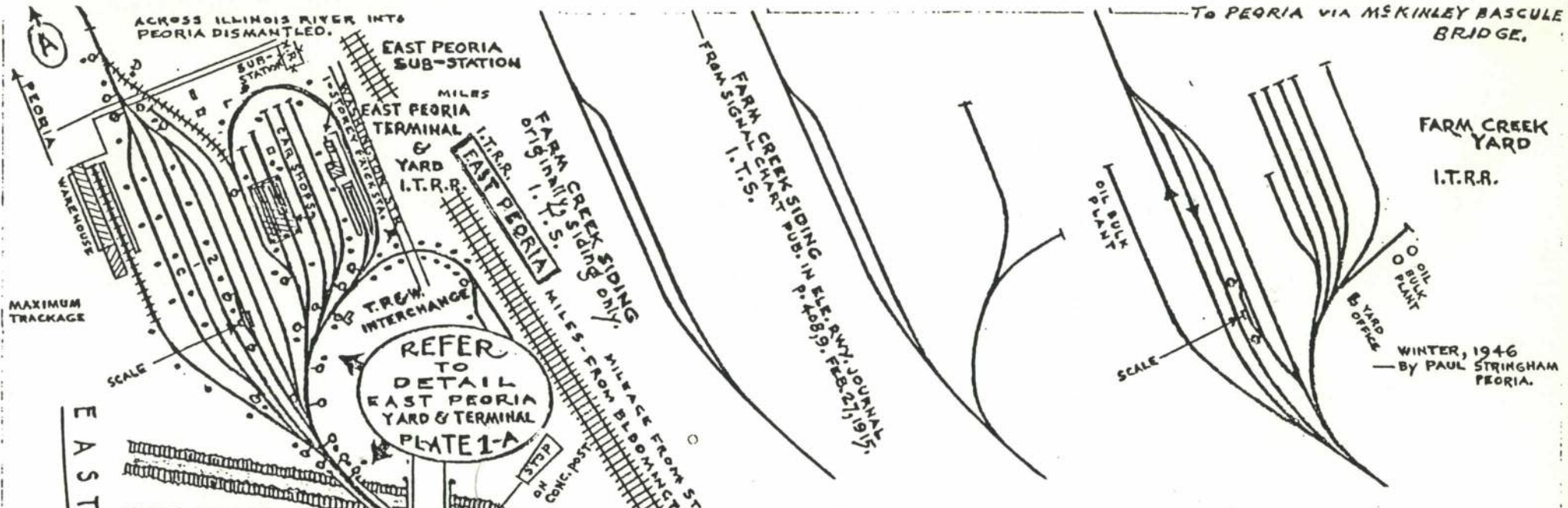
MILES FLAG MAIN ST. STOP

CENTRAL SCHOOL



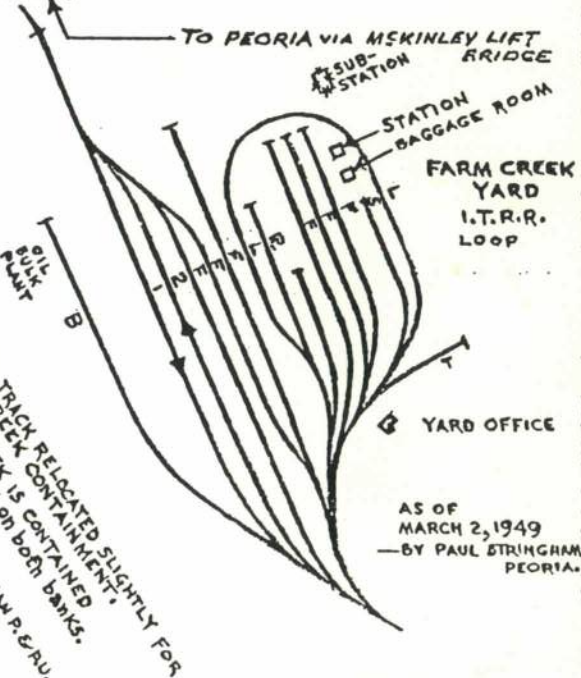
G.I.

32



Progressive Development of FARM CREEK YARD TO A TERMINAL.

- 1 - 1ST MAIN TRACK (EAST BOUND TRAFFIC)
- 2 - 2ND MAIN TRACK (WEST BOUND)
- L - LOOP TRACK
- S - SHUTTLE CAR TRACK
- C - CABOOSE TRACK
- T - TANK CAR SPUR
- W - SCALE TRACK
- R - REPAIR TRACK
- D - DIESEL LOCOMOTIVE TRACK
- F - FREIGHT TRACK
- B - INDUSTRIAL TRACK



REFER TO DETAIL P.&P.U. SIDING PLATE 1-B

RE-DOING CATEGORIES

WIRE I.T.S. TRACK RELOCATED SLIGHTLY FOR FARM CREEK IS CONTAINED BY TOP-DIPPING ON BOTH BANKS.

I.T.S. TRACKS HIGHER THAN P.&P.U.

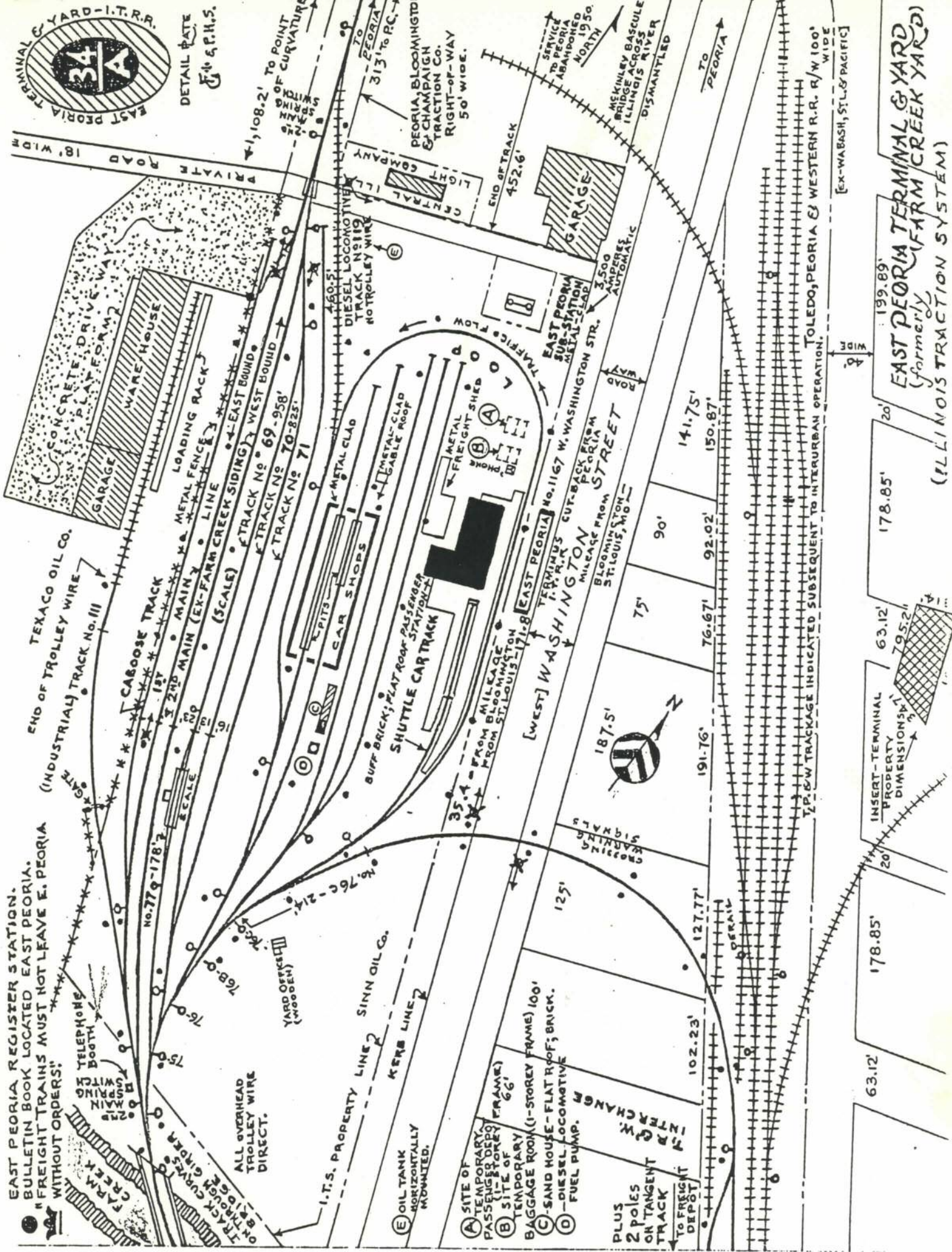
RE-DOING CATEGORIES

WIRE I.T.S. TRACKS HIGHER THAN P.&P.U.

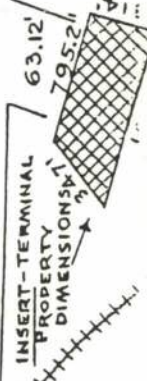
PEORIA, BLDOMINGTON & CHAMPAIGN TRACTION ILLINOIS TRACTION SYSTEM / ILLINOIS TERMINAL F.R.



DETAIL DATE
F. & P.H.S.



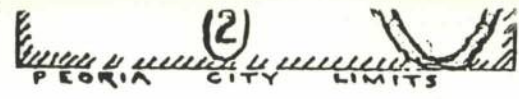
199.89'
 178.85'
 63.12'
 795.21'
 EAST PEORIA TERMINAL & YARD
 (formerly FARM CREEK YARD)
 (ILLINOIS TRACTION SYSTEM)



T.P. & W. TRACKAGE INDICATED SUBSEQUENT TO INTERURBAN OPERATION.

REFER TO PLATE No. 10.

S



• MOST ELECTRIC RAILWAY TRACKAGE INDICATED ON THE PEORIA PLATES HAVE BEEN TAKEN FROM THE BOOK "76 YEARS OF PEORIA STREET CARS" BY PAUL H. STRINGHAM OF PEORIA, ILLINOIS, OR DIRECTLY FROM THE AUTHOR BY PERMISSION OF THE AUTHOR. •

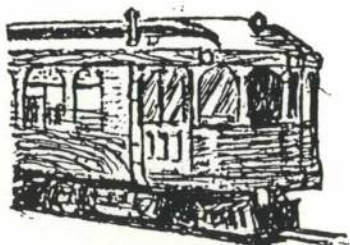
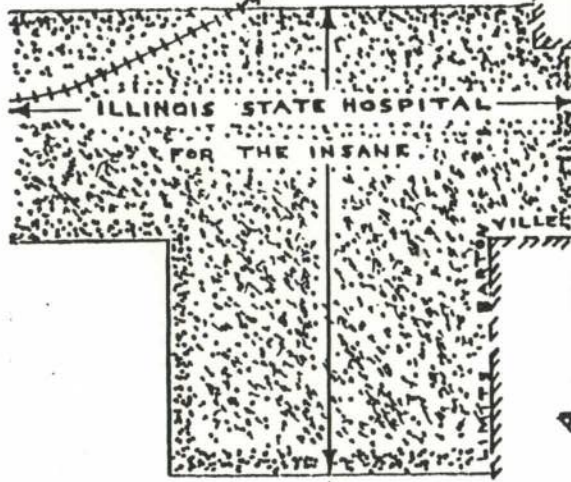
E¹¹ del.

PEORIA RAILWAY TERMINAL ILLUMINATED CAR NUMBER ON HOOD OF MONITOR DECK ROOF



KEY TO SEQUENCE OF PEORIA PLATES

13 ROUTE CHART	14 MAP PRE-CON SOLIDATION RYS	15 INTER-URBAN DETAILS	CORPORATE STRUCTURE 12		
16 STRUCTURE CAR BARRIS DETAILS	17 DETAILS	18 DETAILS	10	11	
			8	9	
			5	6	7
			2	3	4
			1		

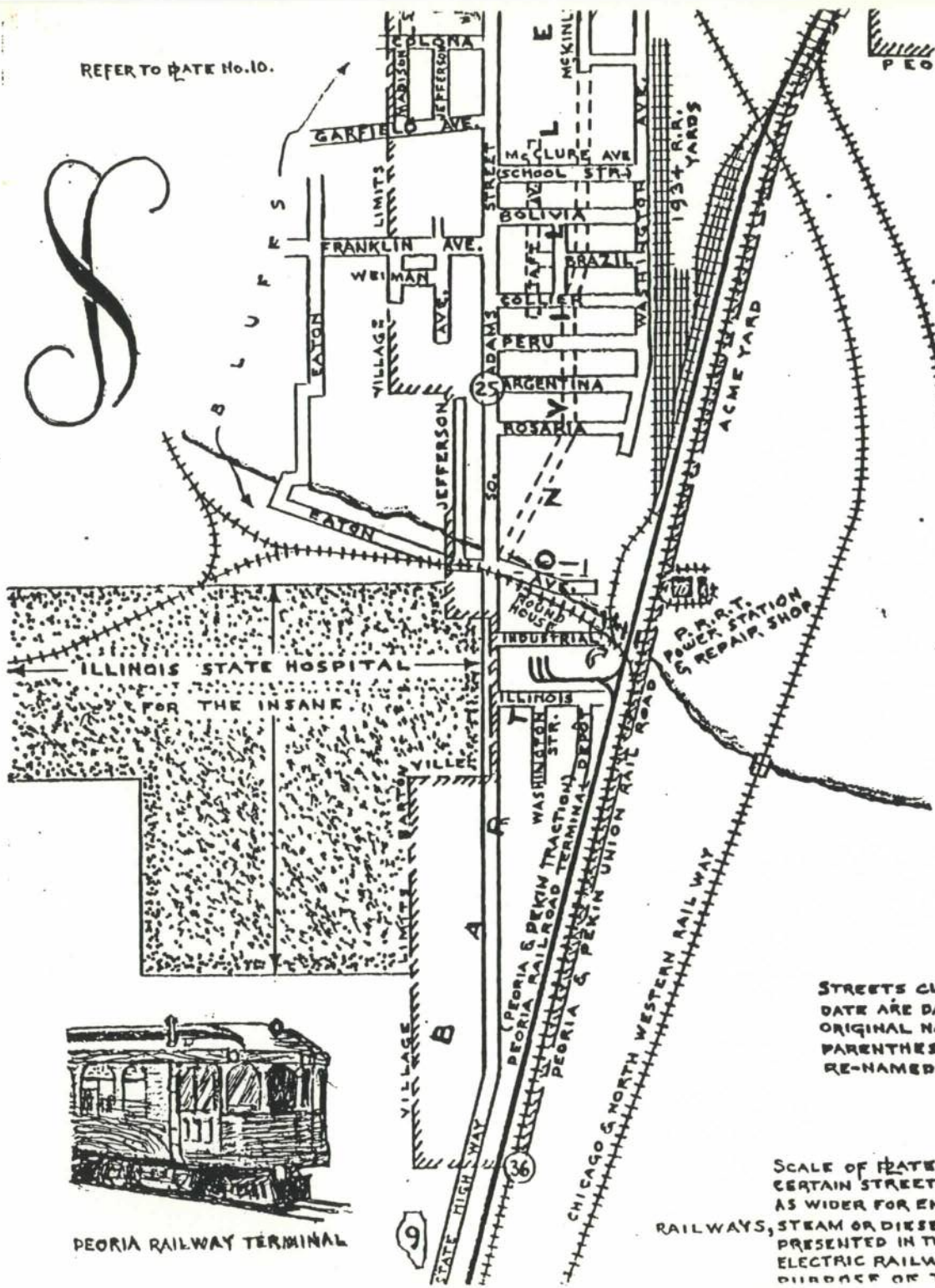


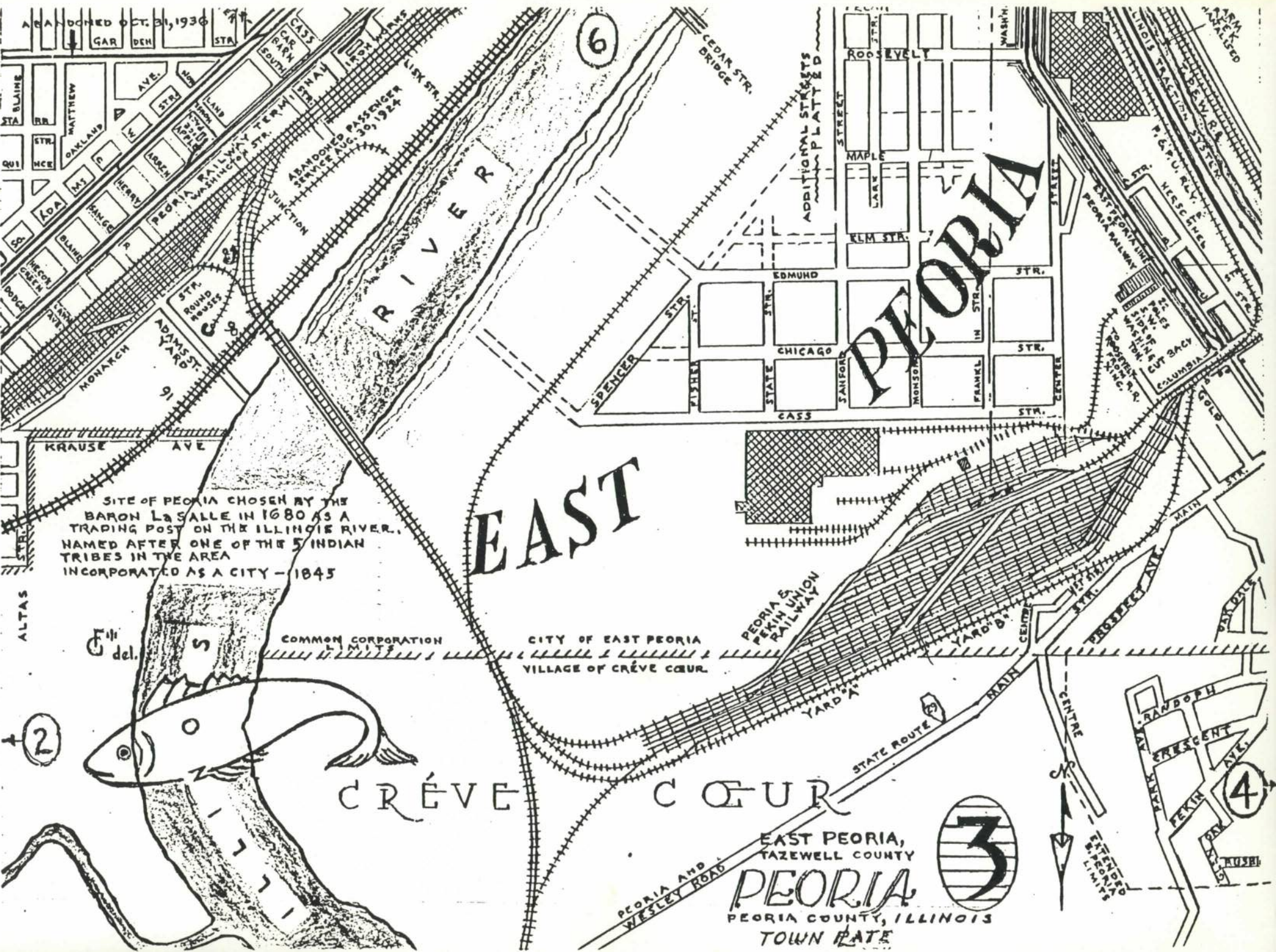
PEORIA RAILWAY TERMINAL

STREETS CUT THROUGH AT A LATER DATE ARE DASHED. ORIGINAL NAMES ARE PLACED IN PARENTHESIS IN CASES OF STREETS RE-NAMED.

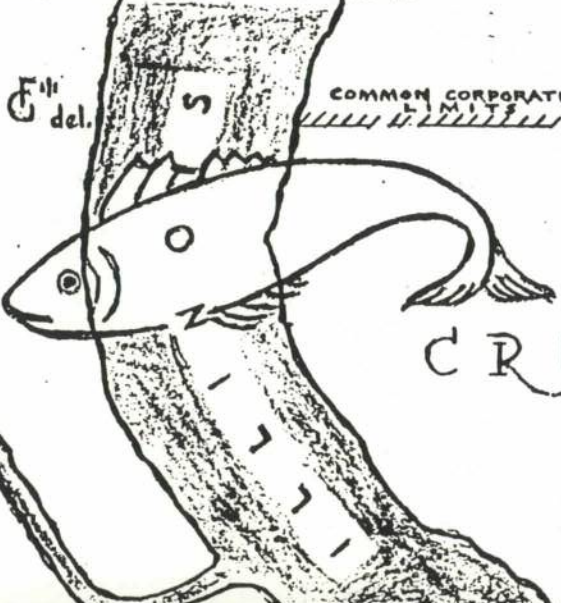
SCALE OF PLATES: ONE INCH = 1,000 FEET
CERTAIN STREETS HAVE BEEN INDICATED AS WIDER FOR EMPHASIS TO SHEW CAR TRACKS.
RAILWAYS, STEAM OR DIESEL, OPERATED ARE NOT ALWAYS PRESENTED IN THE SAME POINT IN TIME.
ELECTRIC RAILWAYS, WHICH IS THE PRIME PURPOSE OF THE PLATES ARE DISPLAYED IN HEAVY SOLID LINES.

• BARTONVILLE •
PEORIA
PEORIA COUNTY, ILLINOIS.
TOWN PLATE





SITE OF PEORIA CHOSEN BY THE
 BARON La SALLE IN 1680 AS A
 TRADING POST ON THE ILLINOIS RIVER,
 NAMED AFTER ONE OF THE 5 INDIAN
 TRIBES IN THE AREA
 INCORPORATED AS A CITY - 1845



EAST

PEORIA

CRÈVE CŒUR

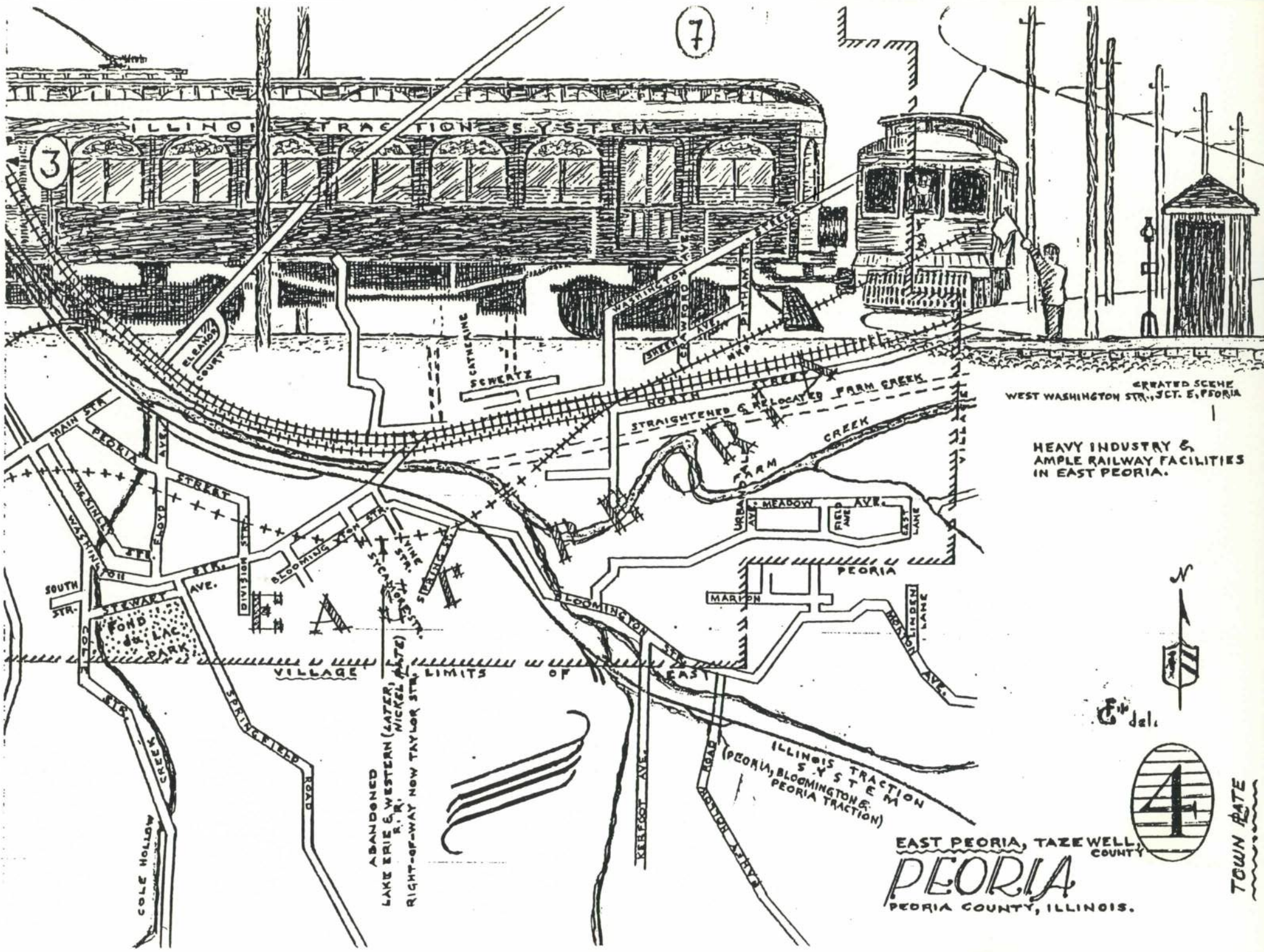
EAST PEORIA,
 TAZEWELL COUNTY
PEORIA
 PEORIA COUNTY, ILLINOIS
 TOWN RATE



2

6

4



7

3

ERATED SCENE
WEST WASHINGTON STR., JCT. E. PEORIA

HEAVY INDUSTRY &
AMPLE RAILWAY FACILITIES
IN EAST PEORIA.

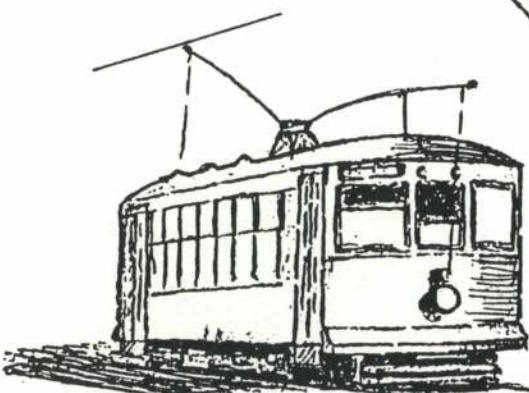
ABANDONED
LAKE ERIE & WESTERN (LATER,
NICKEL PLATE)
R. R.
RIGHT-OF-WAY NOW TAYLOR STR.

ILLINOIS TRACTION
S. Y. ST. E. M.
(PEORIA, BLOOMINGTON,
PEORIA TRACTION)

EAST PEORIA, TAZEWELL,
COUNTY
PEORIA
PEORIA COUNTY, ILLINOIS.



TOWN RATE



The **BIRNEY SAFETY CAR**
 AMERICAN CAR CO. ST. LOUIS, MO.
 LARGEST OPERATED; 29'-9" LENGTH.
 SEATING CAPACITY-34; SINGLE TRUCK
 DOUBLE-END; BRILL 79E TRUCK;
 2 GEN'L. ELECTRIC 264-25 H.P. MOTORS
 K-10AR CONTROLLERS. AT END OF
 STREET RAILWAY SERVICE
 73 CARS ON ROSTER OF
 WHICH 44 WERE
 BIRNEYS.

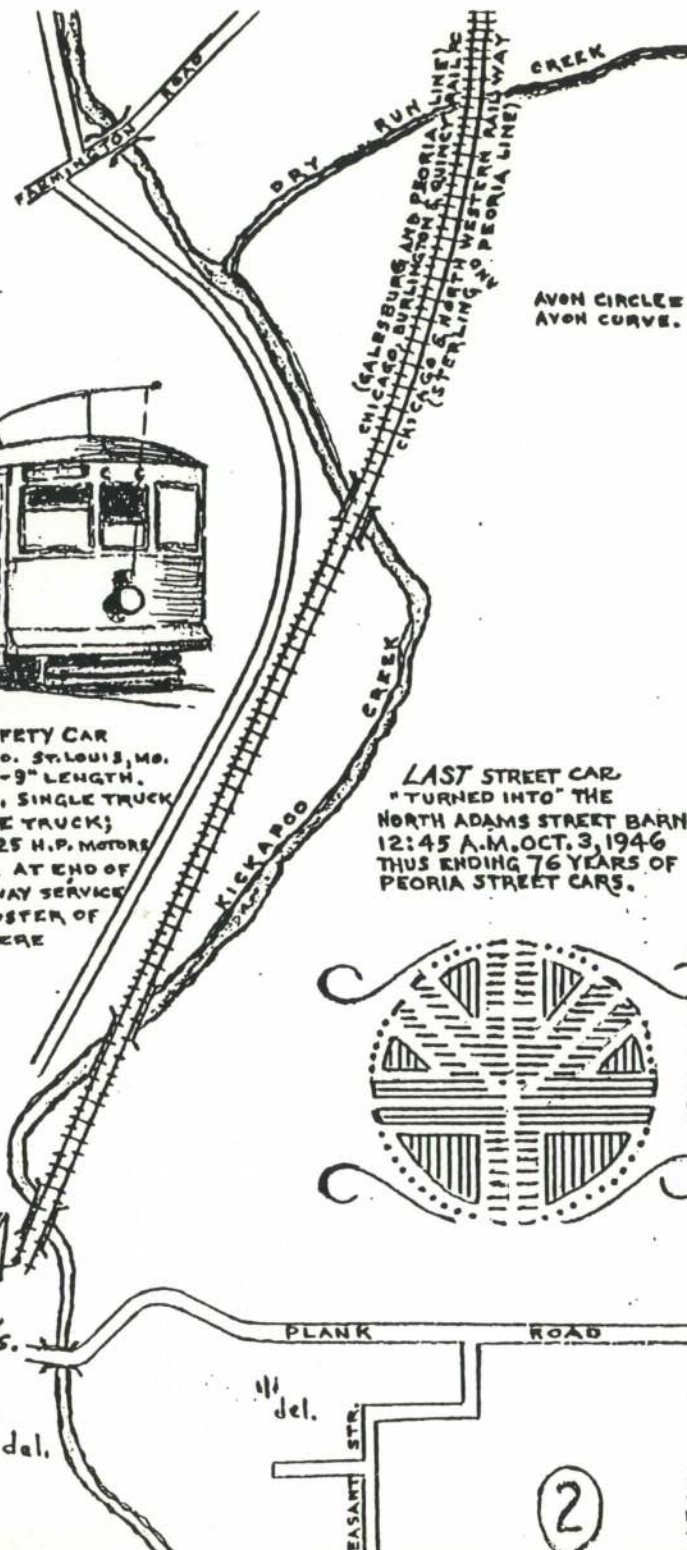


PEORIA

PEORIA COUNTY ILLINOIS.

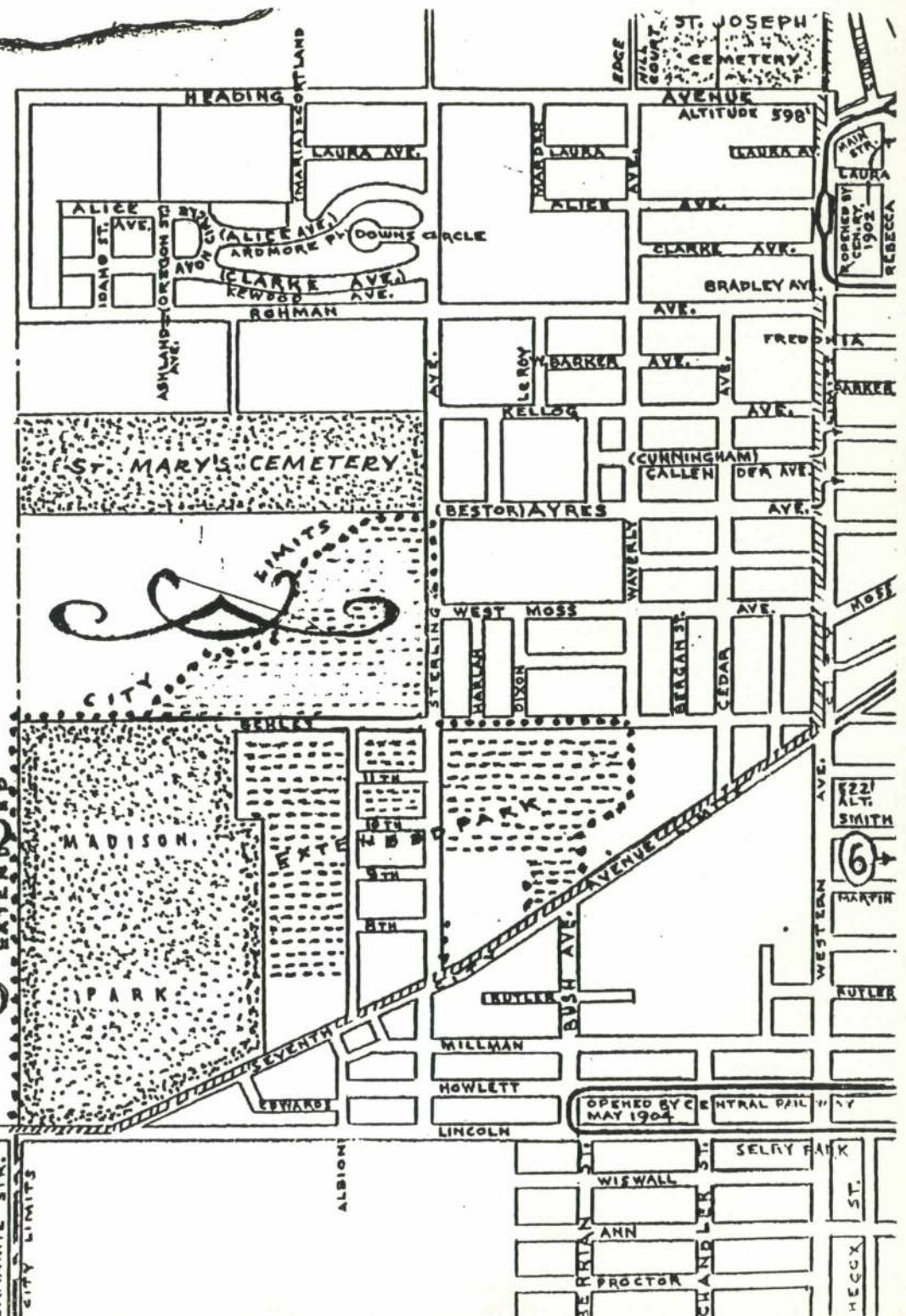


TOWN RATE

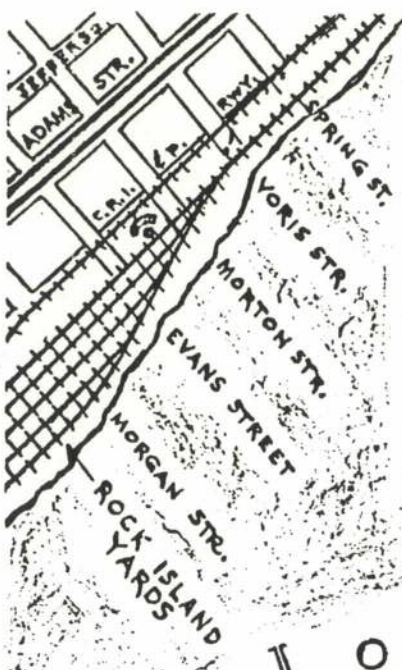


LAST STREET CAR
 "TURNED INTO" THE
 NORTH ADAMS STREET BARN
 12:45 A.M. OCT. 3, 1946
 THUS ENDING 76 YEARS OF
 PEORIA STREET CARS.

AVON CIRCLE
 AVON CURVE.



2



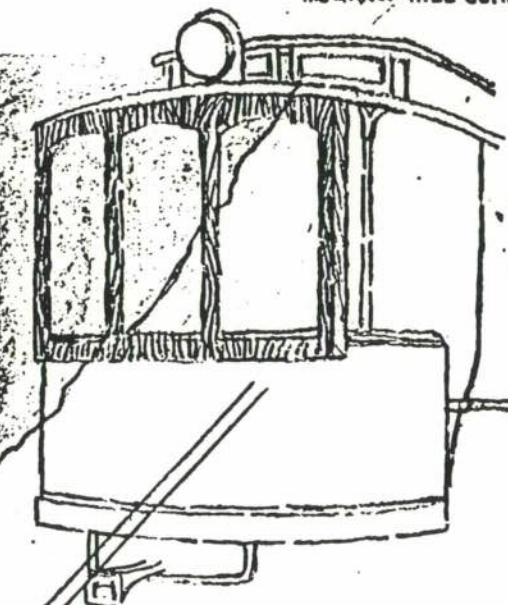
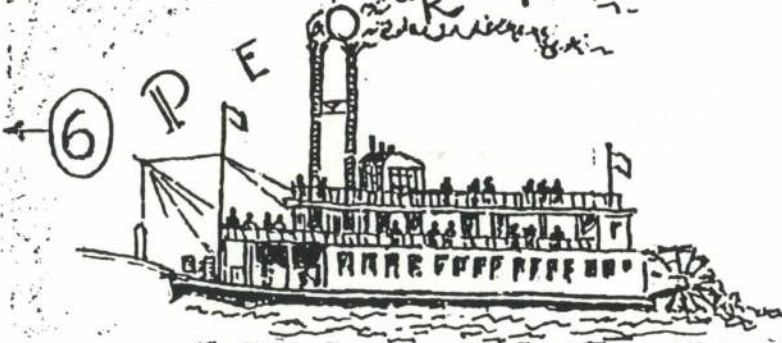
CENTRAL RAILWAY
 CHARTERED MARCH 31, 1888. THIS COMPANY WAS A CONSOLIDATION, ON MAY 16, 1889, OF THE CENTRAL CITY HORSE RAILWAY CO., THE CENTRAL HORSE & CABLE RAILWAY CO., THE PEORIA HORSE & CABLE RAILWAY CO. SINCE THE ORIGINAL CONSOLIDATION, THE EAST BLUFF PEORIA HORSE RAILWAY CO., THE PEORIA RAPID TRANSIT CO., THE LAKE SIDE ELECTRIC RAILWAY CO. AND THE RICHMOND STREET RAILWAY CO. HAVE BEEN CONSOLIDATED WITH THIS COMPANY. IN AUGUST 1895, THE FORT CLARK STREET RAILWAY CO. WAS ABSORBED, AND IN 1904 THIS COMPANY ACQUIRED THE PEORIA & PROSPECT HEIGHTS RAILWAY. PLANT & EQUIPMENT: 1 MILES OF TRACK (ELECTRIC), 67. 60Tb to 80Tb T AND GIRDER RAIL. 100 CARS. AMERICAN CAR CO. LA CLEDE CAR CO. AND ST. LOUIS CAR CO. ALL CAR MANUFACTURERS LOCATED IN ST. LOUIS, MO. REACHES GLEN OAK PARK, LAKE VIEW PARK, CENTRAL PARK. GENERAL OFFICE: 622 So. ADAMS STREET. WALTER BARKER - PRES'T.

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

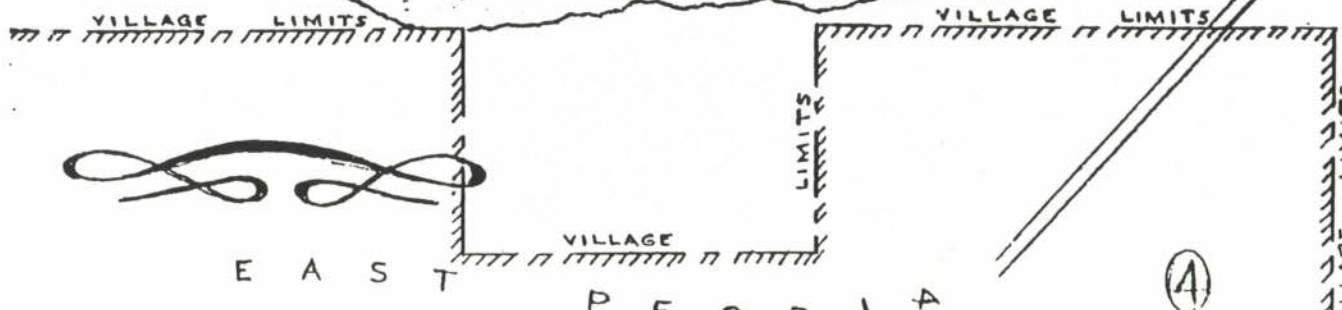
PEORIA RAILWAY
 INCORPORATED MAY 5, 1906. SOLD MAY 25, 1923 TO ILLINOIS POWER & LIGHT CO. FINAL ABANDONMENT OF ALL REMAINING STREET CAR LINES OCT. 3, 12.45 A.M. 1946 REFER TO RATE No. 14. CONNECTS PEORIA, AVERYVILLE, EAST PEORIA AND PEORIA HEIGHTS. OWNED & OPERATED BY THE ILLINOIS TRACTION SYSTEM. ENERGY PURCHASED. 550 TROLLEY VOLTAGE DIRECT CURRENT. ROLLING STOCK: 100 MOTOR PASSENGER CARS 15 TRAILER PASSENGER CARS 4 MOTOR SERVICE CARS 8 TRAIL SERVICE CARS TRACKAGE: 53.51 MILES OWNED (36 MI. 1ST MAIN TRACK; 15 MI. 2ND GAUGE: 4'-8 1/2". MAIN TRACK; & 2.51 SIDING. REPAIR SHOPS: 2009 No. ADAMS STREET. REACHES AL FRESCO PARK, LAKE VIEW PARK AND UPPER RIVER RESORTS. Wm. B. MCKINEY - PRES'T.

-from "MCGRAW ELECTRIC RAILWAY DIRECTORY" AUGUST 1920 MCGRAW-HILL Co. INC. 107th AVE. AT 36th STR. N.Y. NEW YORK.

LOWER LAKE PEORIA



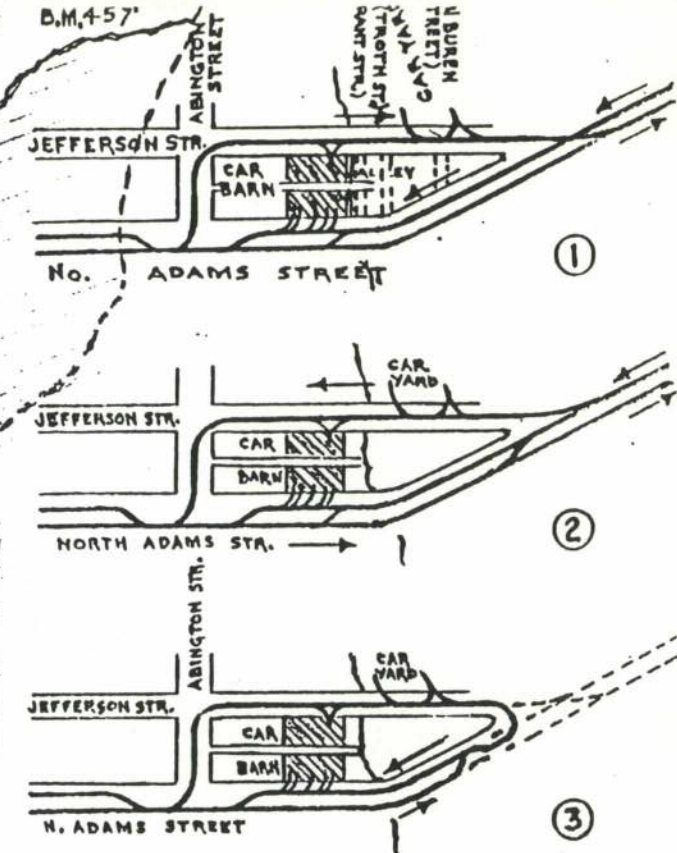
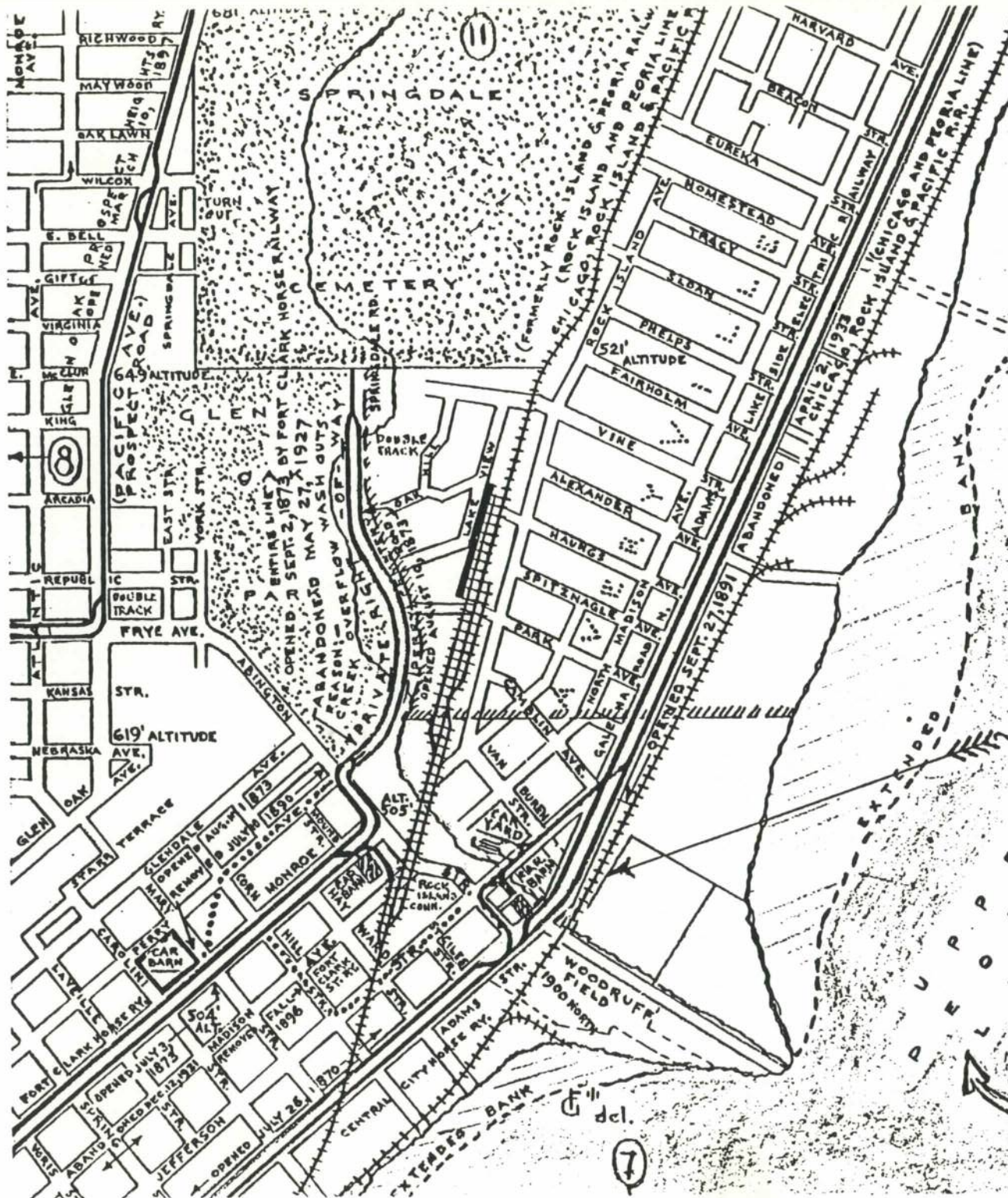
The PORTABLE WIND-SHIELD CENTRE WINDOW SLIDES.



EAST PEORIA, TAZEWELL COUNTY. **PEORIA** PEORIA COUNTY, ILLINOIS.



(A)



FINAL STAGE
 • DETAILS •
 3 STAGES IN TRACKAGE OF NORTH ADAMS CAR BARN AREA.
 REFER TO CAR BARN DETAILS PLATE.

PEORIA
 PEORIA COUNTY, ILLINOIS.

TOWN PLATE

ALTITUDE
699'

DATA for RATES No. 1 & No. 2.
PEORIA & PEKIN TRACTION incorporated April 26, 1897
name changed PEORIA & PEKIN TERMINAL May, 1899.

12



PEORIA

TOWN RATE



del.

connected Peoria, South Peoria, South Bartonville & Peokh. Operated over tracks of Central Railway in Peoria. Constructed under the guise of an Electric Railway to accomplish the function of a switching & terminal railroad.

1st THROUGH CAR PEORIA-to-PEKIN April 2, 1900.
Freight hauled by steam locomotives. Re-organized as PEORIA RAILWAY TERMINAL

"PEORIA RAILROAD TERMINAL (of the PEORIA & PEKIN UNION RAILROAD)
Office: Room 33, UNION DEPOT, PEORIA, ILLINOIS.
TROLLEY Voltage 550. MILEAGE-35.
ROLLING STOCK-6 motor passenger cars.

646' ALTITUDE ALTITUDE 709'

707' ALTITUDE

"MILES OF TRACK: 8 owned. 15.43 operated.
GAUGE: 4'-8 1/2" (Electric & steam)
Rolling Stock: 10 passenger cars (5 motor 5 trailers)
Freight cars-50
Locomotives-3-53 TONS
1-48 TONS
1-30 TONS"

Original cars destroyed by fire. Replaced by 6 heavy Inter-Urbans

ABANDONED PASSENGER SERVICE AUG. 30, 1924.

ALTITUDE 668

701' ALTITUDE

-from "AMERICAN STREET RAILWAY INVESTMENTS 1906"
McGraw Publishing Co. NEW YORK, N.Y.

ALTITUDE 720'

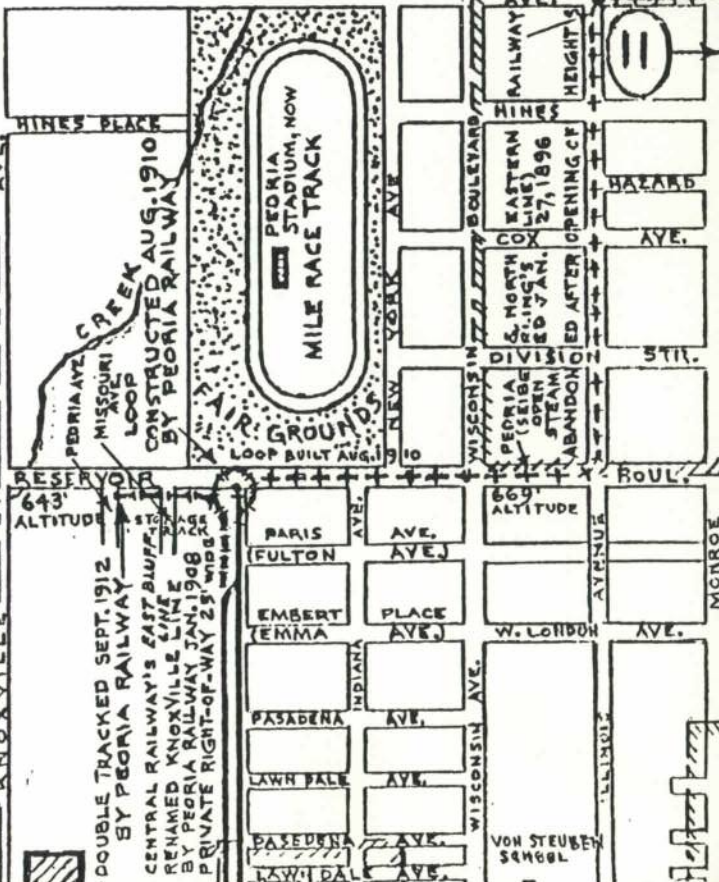
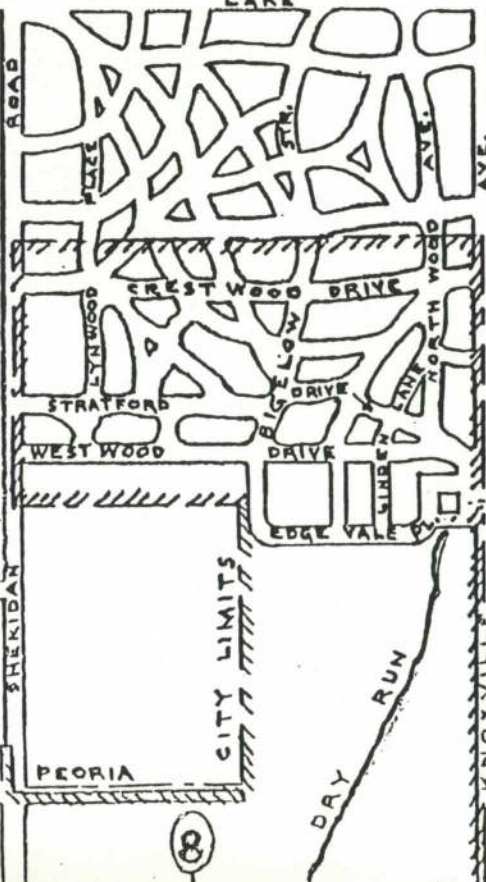
2 passenger trailers; 1 snow plough; 1 sprinkler; 25 freight cars (without motors)"
-from "McGraw Electric Railway Directory" AUGUST 1920
McGraw-Hill Co., Inc. 10th Ave. at 36th Str. NEW YORK, N.Y.

CONTROLLED BY CHICAGO & ALTON & ROCK ISLAND RAILWAYS.

MEGUIRE-CUMMINGS REPLACEMENTS AFTER FIRE, 6 HEAVY INTERURBAN CARS

UNIVERSITY AVENUE

645' ALTITUDE



645' ALTITUDE

ALTITUDE 662'

8

DOUBLE TRACKED SEPT. 1912 BY PEORIA RAILWAY

CENTRAL RAILWAY'S EAST BUFF, ST. REMAINED KNOXVILLE LINE BY PEORIA RAILWAY JAN. 1908 PRIVATE RIGHT-OF-WAY 25' WIDE

RESERVOIR ALTITUDE 643'

PARIS (FULTON AVE.)

EMBERT (EMMA PLACE AVE.)

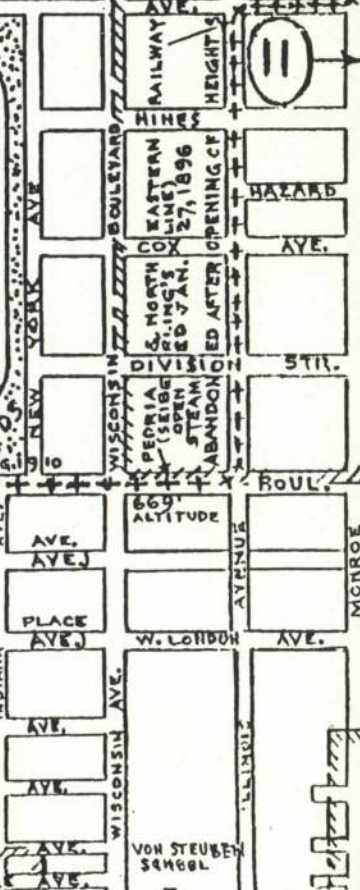
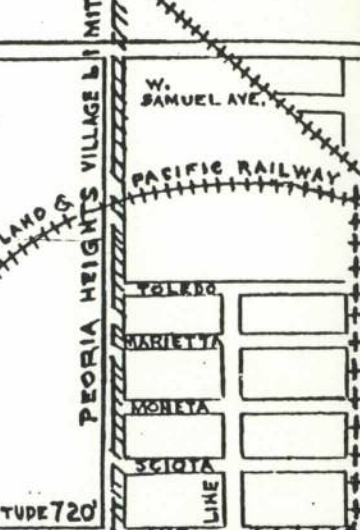
PASADENA AVE.

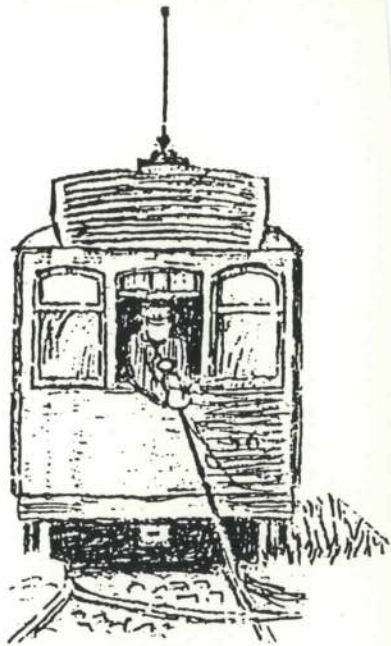
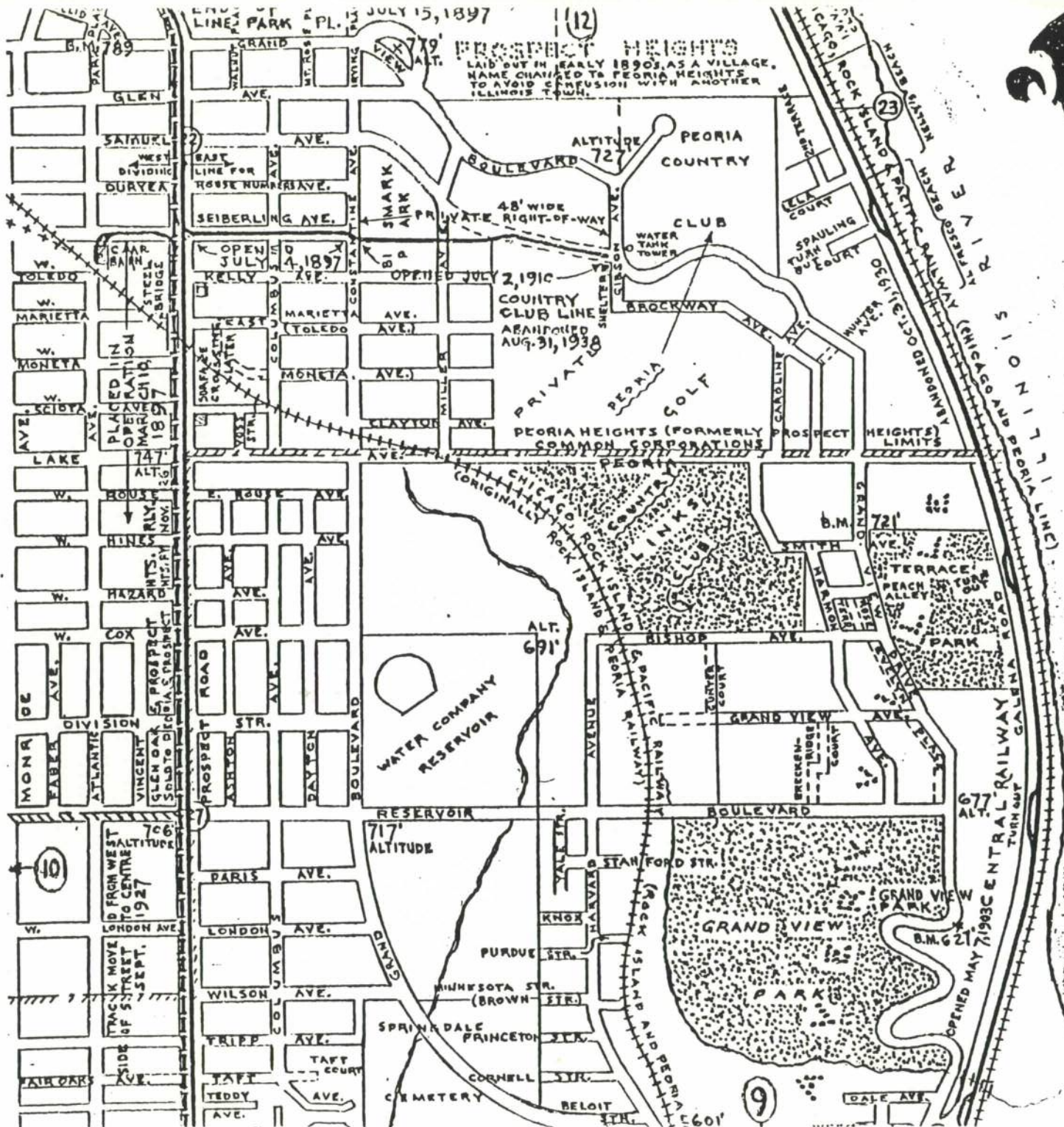
LAW DALE AVE.

W. LONDON AVE.

VON STEUBEN SCHOOL

ALTITUDE 669'





MANUALLY THROWN SWITCH BY INSERTING SWITCH BAR. ELECTRICALLY OPERATED SWITCH THROUGH TROLLEY CONTACT INTRODUCED TO PEORIA LINES DEC. 20, 1906.

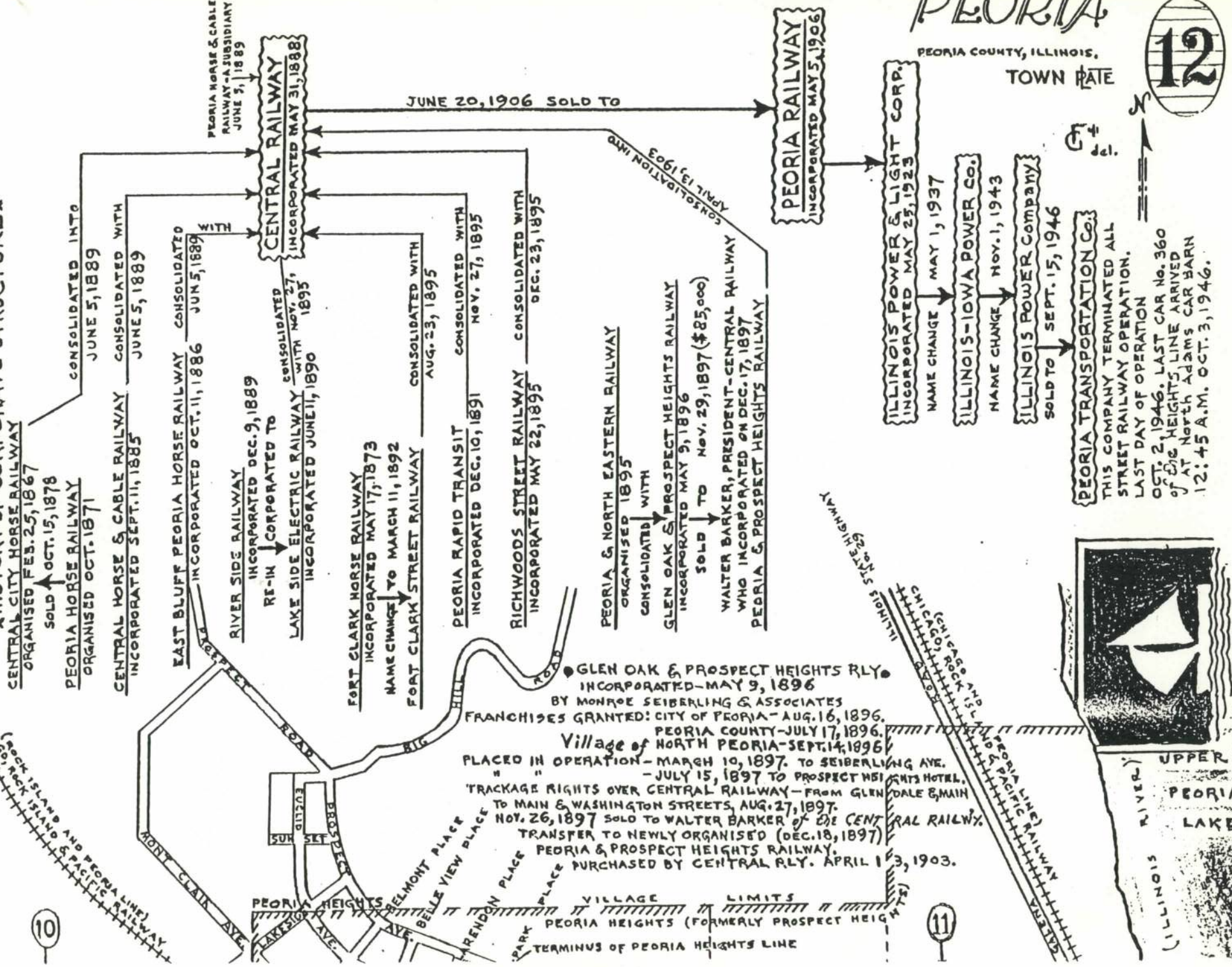
CARS No. 56 & 57 - Heavy Suburban-type. Double-truck, double-end; 48'-5" long; steel underframe; flat wooden sides; hooded monitor deck roofs; built by St. Louis CAR Co. 1903. St. Louis 23-A trucks; 4-G.E. 57 motors, Z K-14 controllers. 2ND HANDY from CHICAGO, OTTAWA & PEORIA in MAY, 1921. Returned to Ottawa, ILLINOIS TRACTION (IV DIVISION) MAY, 1927.



PEORIA

TOWN PLATE

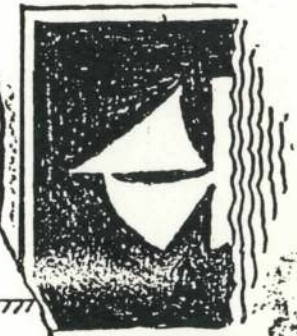
**PEORIA STREET CAR SYSTEM
x HISTORY OF CORPORATE STRUCTURE x**



PEORIA
PEORIA COUNTY, ILLINOIS.
TOWN RATE



City of Peoria, Ill.



GLEN OAK & PROSPECT HEIGHTS RLY.
INCORPORATED - MAY 9, 1896
BY MONROE SEIBERLING & ASSOCIATES
FRANCHISES GRANTED: CITY OF PEORIA - AUG. 16, 1896.
PEORIA COUNTY - JULY 17, 1896.
Village of NORTH PEORIA - SEPT. 14, 1896
PLACED IN OPERATION - MARCH 10, 1897. TO SEIBERLING AVE.
- JULY 15, 1897 TO PROSPECT HEIGHTS HOTEL.
" TRACKAGE RIGHTS OVER CENTRAL RAILWAY - FROM GLEN DALE & MAIN
TO MAIN & WASHINGTON STREETS, AUG. 27, 1897.
NOV. 26, 1897 SOLD TO WALTER BARKER of the CENTRAL RAILWAY.
TRANSFER TO NEWLY ORGANISED (DEC. 18, 1897)
PEORIA & PROSPECT HEIGHTS RAILWAY.
PURCHASED BY CENTRAL RLY. APRIL 13, 1903.

CHICAGO (ROCK ISLAND AND PEORIA LINE) RAILWAY
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

LAKE STREET HIGHWAY
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

CHICAGO, ROCK ISLAND & PACIFIC RAILWAY
CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

UPPER PEORIA LAKE
RIVER
ILLINOIS