

SPRINGFIELD TO ST. LOUIS

GEORGE PHEL

Missing Pages

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15- Chatham

19- Edwardsville

33- Stallings

34- Nameoki



*Volume* III

**Illinois Traction System**

## About the Author --

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

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

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

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

Ray Gehl  
March, 1992

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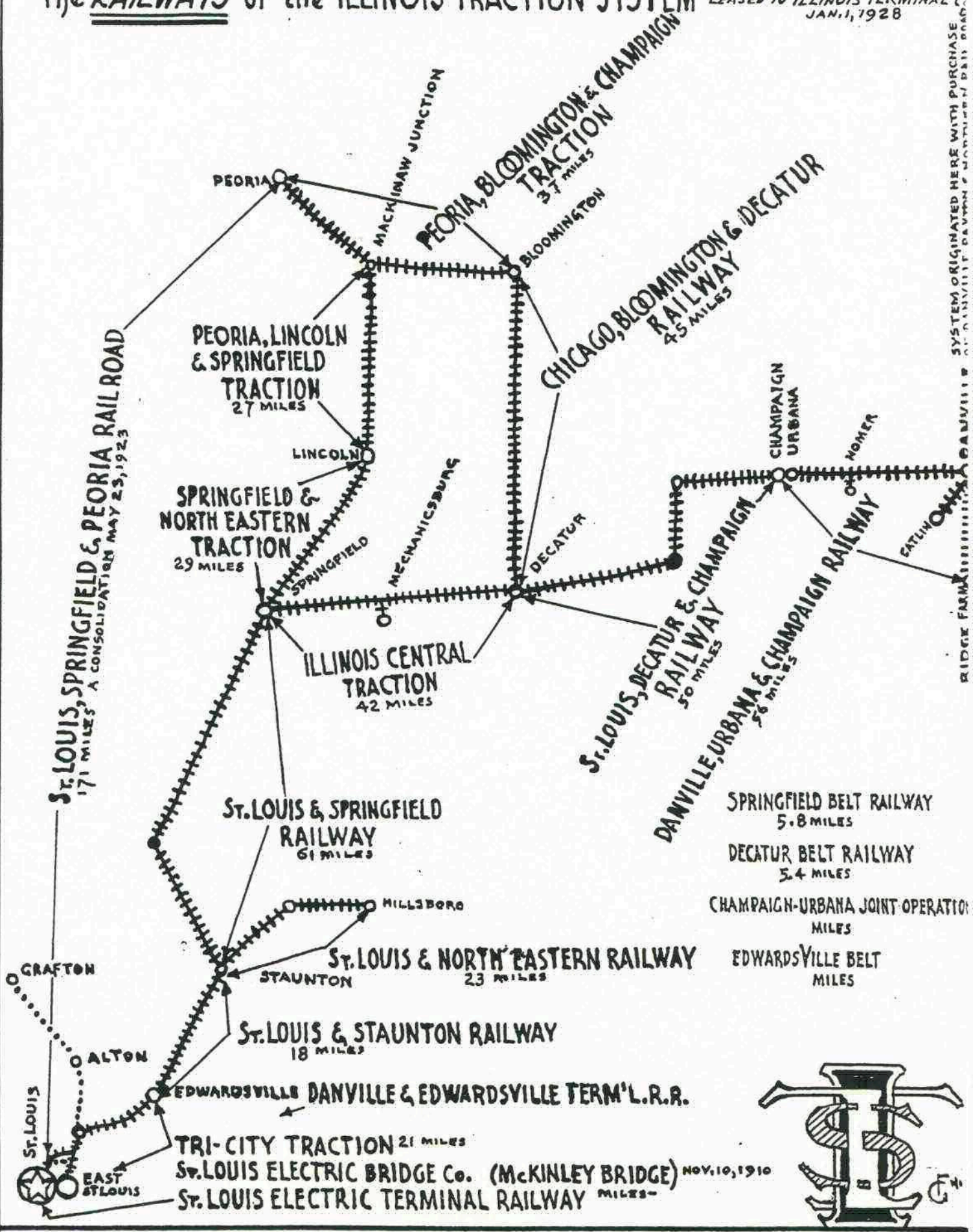
# The RAILWAYS of the ILLINOIS TRACTION SYSTEM

LEASED TO ILLINOIS TERMINAL CO. JAN. 1, 1928

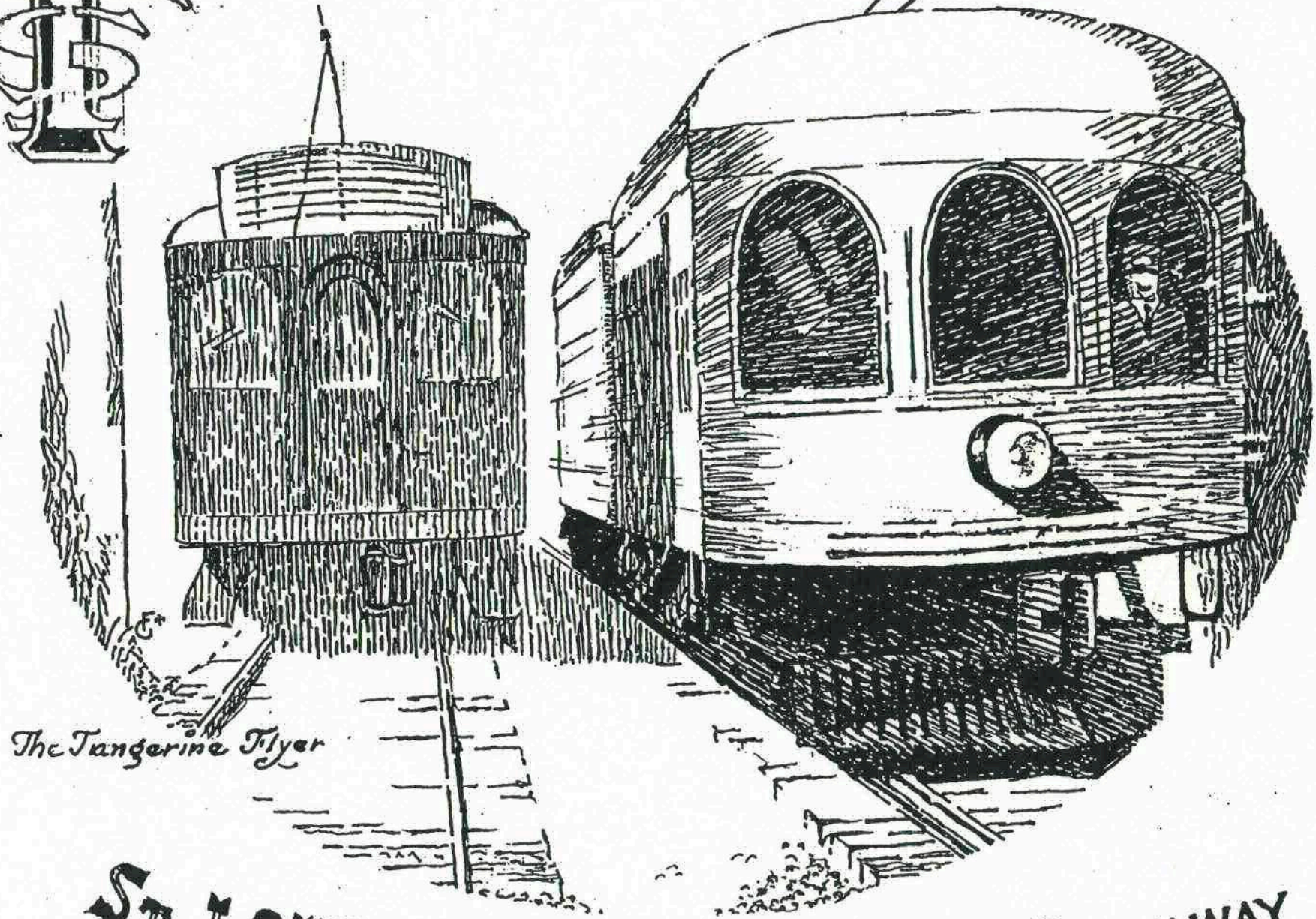
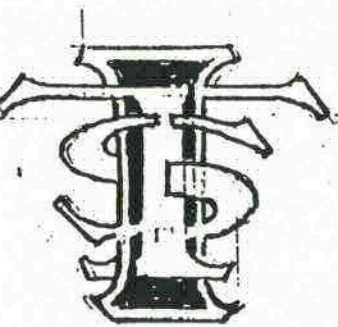
WEST

NORTH

SYSTEM ORIGINATED HERE WITH PURCHASE OF DANVILLE, PEORIA & NORTH EASTERN RAILROAD



SOUTH



*The Tangerine Flyer*

**ST. LOUIS & SPRINGFIELD RAILWAY**

# PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

## ST. LOUIS & SPRINGFIELD RAILWAY

- 85.3 Bell
- 86.0<sup>4</sup> MACK SIDING (21) McConnell LITTLE SIDING (2)
- CHATHAM SIDING (51)
- 88.1 Chatham Depot (Agent) & SUB-STATION TEAM TRACK
- LICK CREEK SIDING (20)
- 89.7 Ostermeier
- 90.5 Lick Creek LICK CREEK, LATER SPRINGFIELD LAKE
- 91.0 DeWitt
- 91.5 Woodside
- WOODSIDE SIDING (23)
- 92.1 Bridges
- HAWKS SIDING (46)
- 93.2 Hawks
- 93.4 Westbrook
- 93.7 Means C.E.A. SUBWAY PUMP
- 94.4 Loui ROCK. ILES SUB-STATION
- 94.6 South Belt FORMERLY-PORTABLE SUB-STATION SIDING
- JUNCTION
- WABASH CONNEXION
- 94.7 West Grand Place
- CROSSING - WABASH RAILWAY
- 95.1 Highlands
- WABASH CONNEXION
- 95.3 Price
- 95.8 Ash Street
- 95.8 LAUREL ST. TEAM TRACK I.T.S. LAUNDRY
- 96.1 Holmes Ave.
- 96.5 CEDAR STREET - END OF I.T.S. BEGINNING DOUBLE TRACKS

VIA S.P.F. CONSOL. R.WY.

Allen  
Capitol  
5<sup>th</sup> Street  
6<sup>th</sup> Street

98.2 SPRINGFIELD [STATE CAPITAL] STATION

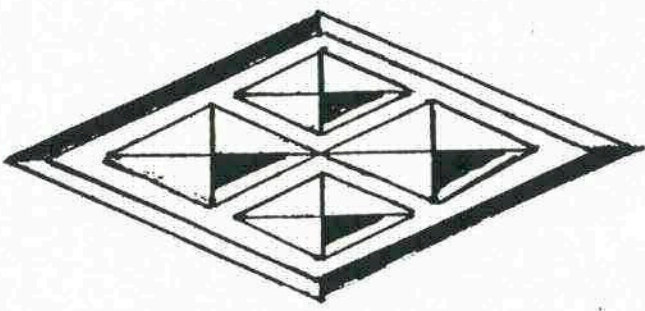
ORIGINAL DEPOT  
-Y-/2 PASSENGER & 1 FREIGHT TRACKS  
EXPANDED TO  
3 PASS. TRACKS TRAIN  
SLEEPING CAR TRACK  
2 REPAIR TRACKS  
3 STORAGE TRACKS  
3 FREIGHT TRACKS

CONNEXION ILL. CENTRAL TRACTION S.P.F. N.E. TRACTION

# ILLINOIS TRACTION SYSTEM VI

## BELT LINE SPRINGFIELD BELT RAILWAY

- originally FREIGHT
- BELT LINE SWITCH  
JESS SIDING (56)  
WEST BELT TEAM TRACK
- SPURS: STANDARD CONCRETE PIPE Co.  
BAKER MFG. Co. SITE OF OLD I.T.S. POWER HOUSE  
ALLIS CHALMERS PLANT  
SHANKLIN MFG. Co. / later SHANKLIN Co.  
DEEP ROCK OIL. PARK-SHERMAN Co.  
GIBSON
- Harrard Park flag stop  
O.W. KECKLEY Co.  
ILLINOIS POUNDRY  
INTERNATIONAL VERMICULITE Co.
- ALLIS SIDING & SPUR (59)  
POSTON SHALE PIT SPUR  
JUNCTION (TAYLOR AVE.) with old I.T.S. R/W  
DECATUR SHALE TRACK  
POSTON SPURS & SIDING  
B.E.O. CONNEXION & SIDING (B.E.S.)  
MINE SPUR. DESIGNE COAL SPUR. [BAILEY & BEMANILLA]
- COPELAND & LUSTER SIDING  
O'GARA MINE TRACKS  
BREWERTON COAL MINE Co.  
SPRINGFIELD PAVING BRICK Co. 2 TRACKS
- 4 TRACKS AT TERMINUS OF BRANCH LINE
- B.E.O.R.R. crossing  
OIL SPUR  
ILLINOIS POWER Co. SPUR  
CROSSING - SPRINGFIELD, CLEAR LAKE & ROCHESTER RAILWAY  
1918 BECAME MISSISSIPPI VALLEY INTERURBAN RAILWAY.  
PLACED IN OPERATION  
ABANDONED JULY 18, 1912.



# PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

## ST. LOUIS & SPRINGFIELD RAILWAY

### ILLINOIS TRACTION SYSTEM

49.6 Benny  
 50.1 CLARK  
**CLARK SIDING (38)**  
 50.9 Hickory Grove (SPANISH HERPLE  
 51.4 Hoehn  
 51.8 Burdord  
**LOVELESS SIDING (13)**  
 LOVELESS SUB-STATION  
 52.2 Loveless  
 52.5 Whitworth  
 53.1 Behme BEHME SUB-STATION  
 53.5 Youngs  
**(41)**  
**DAVIS SIDING** RE-LOCATED  
**HAMMANN SPUR** EXTENSION  
 OF DAVIS SIDING  
 54.0 Hammann  
 54.2 Davis  
**DAVIS SIDING** ORIGINAL  
 55.8 Anderson  
 56.2 Emrick  
**EMRICK SIDING**  
 57.4 Moody (Moody Springs) (MOODY  
 CREEK)  
**MOODY SIDING (20)**  
 TILE SWITCH  
 CROSS-OVERS  
 SOUTH MINE TRACKS  
 58.3 Carlinville Depot (Agent)  
**CARLINVILLE-Y- & 2 TEAM TKS.**  
**YARD**  
 C. & A. CROSSING  
 SPUR  
 C. & A. SUBWAY  
**ALTON SIDING**

**SHEEPS SIDING (46)**  
 60.1 Sheeps  
 61.4 Mounts  
 62.4 Carlin **(24)**  
**C. & A. SIDING & CONNEXION** CHICAGO & ALTON R.R.  
 ANDERSON SUB-STATION  
 ANDERSON CREEK BRANCH  
 63.2 Anderson Sub-Station  
 63.4 Mell  
 64.1 Ehos  
**COOPERS SIDING (50)**  
 64.8 Coopers  
 65.8 Weller  
**DOW SIDING (23)**  
 67.5 Nilwood Depot (Agent)  
**NILWOOD SIDING &** SUB-STATION  
 SIDING ABANDONED  
 68.0 Thacker  
 69.2 Green Ridge  
**RUTH SIDING (58)**  
 70.1 Rutherford  
 SPUR  
 71.2 Girard Depot (Agent)  
**TEAM TRACKS (GIRARD SIDING)**  
**FACTORY SPUR** NORTH SIDING  
**BOWMAN SIDING & BURLINGTON**  
 72.5 Bowman  
 C. & A. R.R. crossing **(23)** INTER-CHANGE  
 EAST FORK OF OTHER CREEK  
 73.5 Vaniman  
**MONROE SIDING (32)** SUB-STATION  
 flag stop  
 75.1 Virden  
**VIRDEN-Y-** VIRDEN DIAMOND  
 SIDING ABANDONED  
 CHICAGO, BURLINGTON & QUINCY R.R.

Lincoln Ave.  
 Olive Street  
 76.6 Linco  
 crossing-THAYER JUNCTION R.R.  
**COUNTY LINE SIDING** CROSSING  
 THAYER SIDING **(21)** **(63)**  
 SPUR  
 SUGAR CREEK  
 78.2 Ping  
 78.7 Fletcher  
 79.2 Organ SUGAR CREEK  
 79.6 Riddley  
**SOLOMON SIDING (44)**  
 80.2 Solomon  
**BLACK DIAMOND MINE TRACKS**  
 C. & A. M. R.R. CROSSING  
**C. & I. M. CONNEXION**  
 C. & I. M. SUB-STATION  
 81.3 West  
 81.7 Lock  
**AUBURN SIDING (12)**  
 82.1 Auburn Depot (Agent)  
 82.6 North  
**LEFTON SIDING (45)**  
 82.9 Patch  
 83.2 Lefton  
 83.9 Gorman  
 84.5 Jacobs  
**IRWIN** IRWIN'S PARK-Y-  
 SIDING  
 84.7 Irwin PANTHER CREEK

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

**ST. LOUIS & STAUNTON RAILWAY** (ST. LOUIS & NORTH EASTERN RAILWAY)  
 ILLINOIS TRACTION SYSTEM ILLINOIS TERMINAL RAILROAD  
 ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD

IV

- 21.8 Traresvale
- 22.7 Grainey  
GRAINEY SIDING
- 23.1 Hazel
- 23.3 Fruit
- 23.5 Zika
- 24.1 Rode
- 24.5 Home
- 24.8 Connstalk  
CORN STALK SUB-STATION
- 25.3 Barnett  
MAPLE ROAD SIDING (45)
- 25.9 Maple MAPLE ROAD CROSSING
- 26.5 Locust
- 26.9 Kording
- 26.9 Gunnings
- 27.4 Schneider
- 27.8 Brasse
- 28.5 Hamel Depôt (Agent)  
HAMEL SIDING & TRACKS  
HAMEL SUB-STATION (20)
- 29.3 Ualsmann
- 29.6 Green Hedge
- 30.1 Dustman  
HERN SIDING (38)
- 30.6 Herring
- 31.2 Moehle  
L & M CONNEXION
- 31.7 Worden Depôt (Agent)  
WORDEN SIDING WORDEN SUB-STATION  
K-D-Y- & MINE TRACK

MOONEY CREEK:  
OIL SPUR  
CONCRETE  
SPUR -  
TEMPORARY  
(55)

- 32.0 K-D Mine
- 32.8 Subway  
SUBWAY SIDING (32)
- 33.4 McDonald  
(ox-bow eliminated)
- 34.7 De Camp  
De CAMP SIDING (17) (18)  
MAY 9 1921 OCT. 5 1930
- 35.1 Best
- 35.4 Ahlers
- 35.7 Klotz
- 36.2 Mine No. 1
- 37.6 SAGER SIDING (62)
- 37.3 WABASH CONNEXION  
SPRING STREET -Y-  
CAR BARN FREIGHT DEPÔT  
SPRING ST. SUB-STATION  
SIDING & SPUR SMITH SPUR RIP TRACK  
2ND SIDING
- 37.8 Staunton Depôt (Agent) (DISPATCHER)  
CONNEXION & -Y- MAIN & UNION STREETS
- 39.0 Ruther
- 39.8 Dingerson CANONIA CREEK
- 40.0 Dickerson
- 40.7 Adler

- 41.5 smutzlar  
SMUTZLAR SIDING SMUTZLAR SUB-STATION  
Mine No. 4
- 41.9 Leach (old Mount Olive Road)
- 42.8 SAWYERVILLE SIDING (40)
- 42.8 sawyerville Depôt (Agent)  
L. & M  
C. & N. W. CONNEXION  
BENALD SIDING (31)
- 43.7 Benald Depot (Agent)
- 44.3 C. & N. W. mine track No. 3 (crossing)  
flag stop
- 44.8 Halpin  
south gillespie local flag stop BEAR CREEK  
GILLESPIE -Y- TEAM TRACKS  
SUB-STATION
- 46.1 Gillespie Depot (Agent)  
C. C. & St. L. R. R. crossing  
Elm street local flag stop  
CAVENDER SIDING LITTLE DOG MINE TRACKS  
CROSS-OVER (35)
- 47.1 Klucke

St. LOUIS & NORTH EASTERN RAILWAY  
 TO Mt. OLIVE, LITCHFIELD & HILLSBORO.

NORTHWARD CONTINUENCE BY ST. LOUIS & SPRINGFIELD RAILWAY  
 North Staunton  
 SIDING - Abandoned  
 Wabash Rwy. crossing

WABASH Rwy. CONNEXION CROSS-OVER WALL SIDING (53) TRANSFER POINT FOR PASSENGERS  
 HILLSBORO DIVISION Re-routed via WABASH RAILWAY

48.5 Cavender  
 COOK'S SIDING Re-Named BODE SIDING  
 SPANISH NEEDLE CREEK

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

**TRI-CITY TRACTION** (formerly St. LOUIS & NORTH EASTERN RAILWAY)



St. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD

ILLINOIS TRACTION SYSTEM

ILLINOIS TERMINAL RAIL ROAD

SPUR INDUSTRIAL

SPUR LYBARGER MATERIALS Co.  
REIMERS FRED & Coal Co.

HEWITT SIDING BELT LINE REJOINS MAIN

P&H SPUR

St. JOHN'S SIDING ○

8.0 St. JOHNS - flag stop

CROSSING - ALTON & SOUTHERN R.R.

A & S CONNEXION (25)

HORSE SHOE SIDING (23)

9.6 Horse Shoe

10.2 Barco

10.8 Nameoki Road

11.3 Beeler

MOORE SIDING

with LITCHFIELD & MADISON R.R. CONNEXION

(28)

11.7 Moore

12.0 Stallings

LONG LAKE (26)

CHEMICAL SIDING

WITH CHEMICAL SUB-STATION SPUR

12.4 Chemical

I.P. SPUR

ILLINOIS POWER Co. SUB-STATION

12.5 Lawson

14.0 Keys

LEE SIDING (EX-FORD SIDING)

14.5 Ditch

14.9 Mitchell

15.2 Grove

SAND PIT SIDING (RATHER SIDING)

16.3 Bluff

17.4 Kessle

(23) 1926

CENTER GROVE SIDING (29)

17.8 Center

18.1 McGowan

18.4 Tetherington

18.8 Hillside

JUNCTION with BELT LINE

HOTZ SIDING & SPUR (TERRY)

CROSSING - Wabash Railway  
CROSSING - Edwardsville, Alton & St. Louis Rwy (A. G. & St. L. Traction)

CROSS-OVER to Alton, Granite & St. Louis Traction.  
CROSSING - A. G. & St. L. T.

CROSSING - EAST ST. LOUIS & SUBURBAN RAILWAY

-Y- & TRACK to MADISON LIGHT & POWER Co. POWER HOUSE - Freight only

CROSSING - E. ST. L. & SUB. R.WY.

20.3 Edwardsville - 1st STATION on No. 111 Hillsboro Ave.

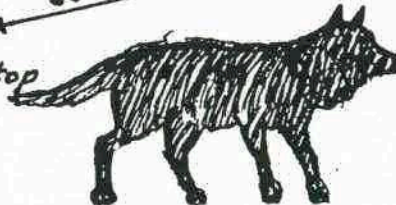
Edwardsville - 2nd STATION on St. LOUIS ST. & 2nd St.

CROSSING - LITCHFIELD, MADISON R.R.

CONNEXION TRI-CITY TRACTION ST. LOUIS & STAUNTON RAILWAY

WOLF SIDING

21.3 Wolf siding - flag stop



EDWARDSVILLE VIA BELT LINE

(originally freight only)

BELL'S SIDING & -Y- (13)

WEST BELT SWITCH BELL'S SUB-STATION

CONNEXION ILLINOIS TERMINAL R.R. (STEAM)

CROSSINGS - 3 I.T.R. (STEAM) LITCHFIELD & MADISON R.R. TOLEDO, ST. LOUIS & WESTERN R.WY. (WHEEL & PLATE - N.Y.C. & PHA. R.WY.)

CROSS-OVER

Le CLAIRE YARD 5 TRACKS LEAD TRACK

Running repair tracks - 2 PIT

Diesel locomotive track

10.1 track LAY-OVER TRACK FOR ST. LOUIS CARS.

Skelfos track LINE CAR TRACK

Edwardsville - 3rd station 1403 TROY ROAD

EAST SIDE MINE SIDING

Halleck Ave. - flag stop

PRICKETT SIDING

BELT LINE REJOINS MAIN LINE

JUNCTION

South End of Le Claire Yard CONNECTS with ST. LOUIS, Troy & EASTERN R.R.

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS

TRI-CITY TRACTION (formerly St. LOUIS & NORTH EASTERN RAILWAY)

St. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD

DANVILLE & EDWARDSVILLE TERMINAL RAIL ROAD

ILLINOIS TERMINAL RAILROAD

ILLINOIS TRACTION SYSTEM

St. LOUIS ELECTRIC TERMINAL RAILWAY

CITIZENS' RAILWAY

St. LOUIS ELECTRIC BRIDGE Co. (McKINLEY BRIDGE)

CROSS-OVER

POWER HOUSE SPURS

VENICE JUNCTION

CROSS-OVER

CONNEXION to SIDING & STEAM TRACKS  
CHICAGO & ALTON R.R.  
ORIGINAL I.T.S. -Y- &  
MISSISSIPPI RIVER  
TERMINAL -Y-  
FERRY BOAT TO ST. LOUIS

later re-routings

F STR. track abandoned

G STR. North Bound

MADISON AVE. South Bound

G STR. TRACK abandoned

MADISON AVE.

DOUBLE TRACKED

GRANITE CITY STATION

2nd G.C. station

21st & MADISON AVE.

CONNEXION - Heidrichhaus &  
MADISON AVE. with  
I.T.S. MAIN LINE

VIA VENICE HIGH LINE

CROSS-OVER

POWERS double track to single track

BURNS single track to double tracks

CROSS-OVER

JUNCTION McKinley Yard POWER TRANSFER

CONNEXION ST. LOUIS TROY & EASTERN R.R.  
ILLINOIS TERMINAL RAILROAD -  
STEAM DIVISION

Lang - ENGINE HOUSE

Lang flag stop

LANG SIDING

JUNCTION EAST ST. LOUIS LINE OF  
ALTON, GRANITE & ST. LOUIS  
TRACTION

JUNCTION ALTON LOCAL ROUTE  
ALTON, GRANITE & ST. LOUIS  
TRACTION ABANDONED

4th street - flag stop  
Edwardsville Road - flag stop

PLUM SIDING

Elizabeth Street - flag stop  
& CONNEXION  
ALTON & EASTERN R.R.

CROSSING - A.E.R.R., T.R.R.A.

SULPHUR YARD FREIGHT  
BELT LINE  
CROSSING - Granite Steel Co. track  
20th & IOWA - flag stop

MADISON AVE. 4 cross-overs

SULPHUR JUNCTION

SULPHUR SUB-STATION  
CROSSING - G.C. Steel Co. track  
GRANITE CITY - 3rd station - L.T.R.R.

SURFACE  
L.T.R.R.

ORIGINAL ILLINOIS TRACTION SYSTEM

3.7 Venice - STOP (MAIN STREET)

CONNEXION - VENICE & CARONDELET  
R.R. (SOUTHERN RAILWAY)

CROSSING - C&V, C&A, NYC. & WABASH R.R.  
CAR BARN - I.T.S.  
CAR BARN -

CROSSING - BLACK BRIDGE LINE

SPUR - beside McKINLEY AVE.

CROSSING - ILLINOIS TRANSFER R.R. (T.R.R.A.)  
LATER BRIDGED

F STR. SOUTH BOUND - AT 1st BOTH DIRECTION

G STR. NORTH BOUND - AT 1st BOTH DIRECTION

CROSSING - ALTON & EASTERN R.R. INDUSTRIAL  
SIDING - 16th - 17th STREETS & G STR. TRACK

CAR YARD & SHOPS - G STR. (BUILT  
1909)

FREIGHT TRACK - F STR. & 17th STR. BELT  
LINE

CROSSINGS - 18th, 19th & 20th STREETS

CROSSING - HEIDRICHHAUS AVE. &  
MADISON AVE.  
A.G.C. BELT TRACTION

6.7 GRANITE CITY - STATION & DEPOT  
TRACK

1st G.C. STATION - MADISON  
& HEIDRICHHAUS AVE.

G ST. renamed Grand Ave.  
F ST. renamed State street

4.8 - SIDING & SPURS SOLE  
YARD

MADISON flag stop 3rd St.

G ST. TRACK CUT AT 8th ST. with  
STORAGE SIDING

G ST. TRACK RESUMED AT  
14th ST. with  
CONNEXION - A.E.R.R.

ILLINOIS TERMINAL RAIL ROAD

ABANDONED

PROGRESSIVE LISTING of FLAG STOPS & SIDINGS.

TRI-CITY TRACTION (formerly St. LOUIS & NORTH EASTERN RAILWAY)

I

ORIGINAL ILLINOIS TRACTION SYSTEM SURFACE LINE

St. LOUIS ELECTRIC TERMINAL RAILWAY

MILES  
0.0 St. LOUIS DEPOT  
DEPOT PASS. CAR STORAGE EXPRESS & FREIGHT TRACKS  
SUBURBAN LOOP TRACK LINDEN STR. (BRIDGE CARS ONLY)  
CROSSING-EASTON LINE East Bound MORGAN STR.  
CROSS-OVER  
SUBURBAN LOOP TRACK GAY STR. (BRIDGE CARS ONLY)  
CROSSING-EASTON LINE West Bound FRANKLIN AVE.  
CROSSING- LEE LINE West Bound WASH STR.  
CROSSING- LEE LINE East Bound CARR STR.  
CROSSING- LEE LINE West Bound O'FALLON STR.  
CROSSING- CASS LINE Double Tracks CASS AVE.  
VON BRECHT SPUR  
CROSS-OVER  
CROSS-OVER MADISON STR.  
CROSSING- LINE Bound ST. LOUIS AVE.  
CROSSING- DOUBLE TRACKS HEBERT STR.

MOUND CITY SPURS BRANCH STR.  
WABASH RAILWAY CONNEXION

LOOP FOR BRIDGE CARS  
9TH STREET YARD (4)  
BROADWAY STATION MCKINLEY BRIDGE APPROACH  
CROSS-OVER  
STUB COAL SIDING  
THROUGH COAL SIDING  
INCLINE TRACK TO TEAM TRACKS & SURFACE YARD  
CROSS-OVER

MCKINLEY BRIDGE MISSISSIPPI RIVER  
St. LOUIS ELECTRIC BRIDGE Co.

(St. LOUIS STREET CARS BINES OWNED & OPERATED BY UNITED RAILWAYS OF St. LOUIS)

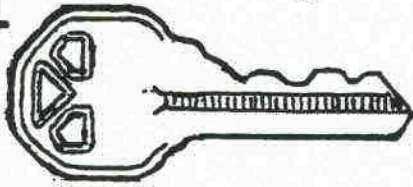
ILLINOIS TERMINAL RAILROAD SUBWAY/ELEVATED

St. LOUIS ELECTRIC TERMINAL RAILWAY

MILES  
0.0 St. LOUIS STATION (MID-WEST TERMINAL BUILDING)  
11 TRACKS, 2 CROSS-OVERS  
WYE & PIT TRACK  
SURFACE OLD TRACKS  
FORWARDING TRACKS FLYNN (4)  
LOOP FOR TEMPORARY DEPOT 3 TRACKS CROSS-OVER  
STAR-TIMES SIDING OLD SURFACE TRACK ON HADLEY STREET REDUCED TO SINGLE TRACK  
FREIGHT TRACK MERGES WITH 2 MAIN TRACKS. CROSS-OVER  
CONNEXION LEAD TRACK TO FORWARDING TRACKS CASS AVE.  
CROSSING CASS LINE DOUBLE TRACKS CASS AVE.  
GREY HOUND SPUR  
WHITE-RODGES SPUR  
MULLAMPHY STREET FLAG STOP  
HOWARD SIDING  
CROSS-OVER  
FEDERAL BARGE TRACK SPURS (GUTMAN) (2)  
HADLEY YARD (4)  
HAWTHORNE SPURS (2)  
CROSS-OVER  
CHAMBERS STREET SUB-STATION  
CROSS-OVER  
NORTH MARKET STREET STATION  
PEOBODY YARD (3)  
CROSS-OVER  
BRANCH STREET YARD (3)  
CROSS-OVER  
CONNEXIONS - CHICAGO, BURLINGTON & QUINCY R.R.  
WIGGINS FERRY CO. (T.R.R.A.)  
CITY OF ST. LOUIS DOCK TRACKS  
WEIGHING SCALES TRACK  
BEANTON FLAG STOP  
MCKINLEY BRIDGE CONNEXION MISSISSIPPI RIVER

UNDER GROUND SURFACE

# II



TO SEQUENCE OF INTER-URBAN  
PLATES

ST. LOUIS & SPRINGFIELD  
RAILWAY

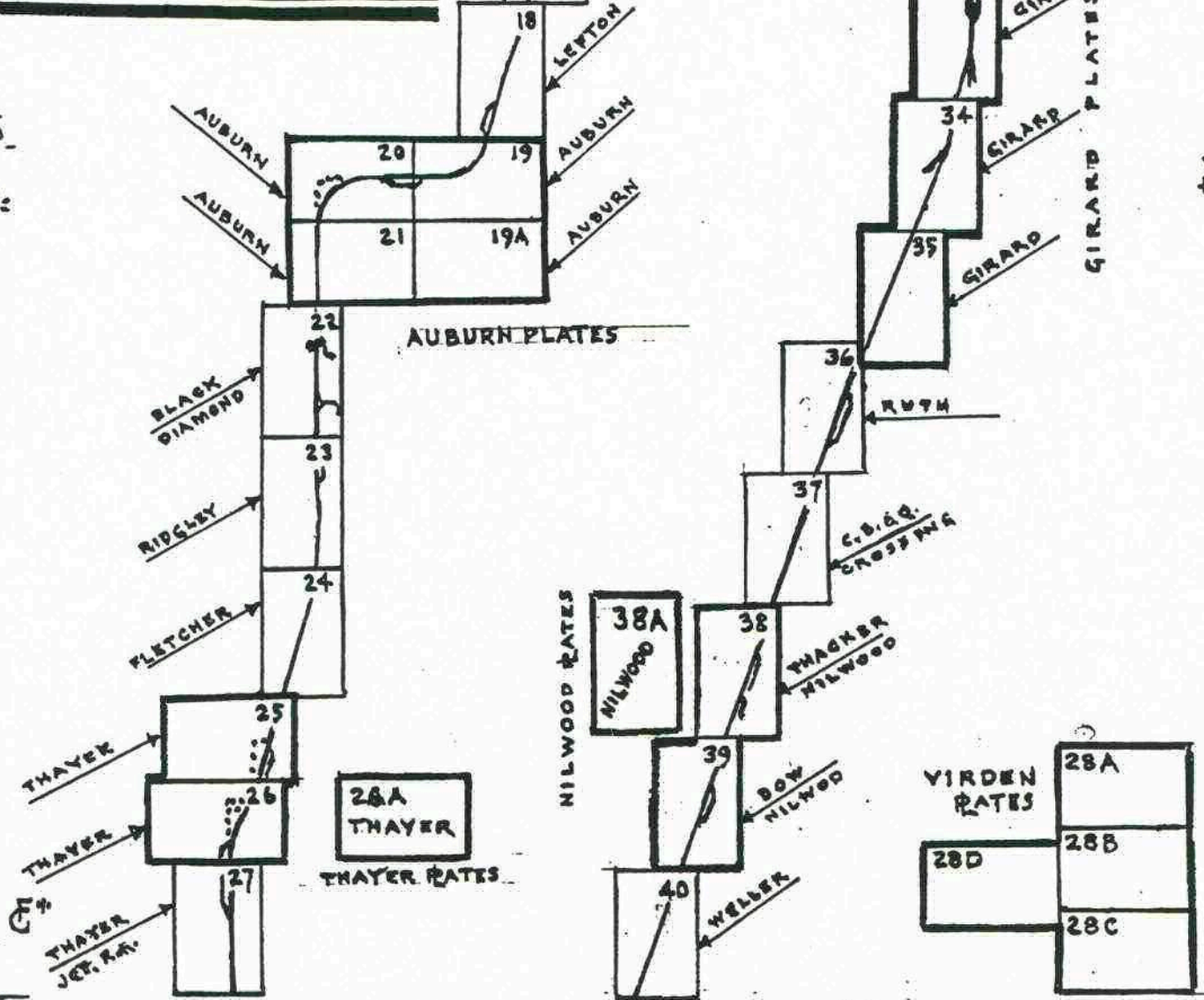
ILLINOIS TRACTION SYSTEM

STAUNTON-to-SPRINGFIELD

3'-8 7/8"

12'-0"

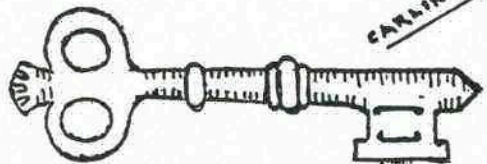
11'-9"



NOT TO SCALE

5' 3/4"

# III



TO SEQUENCE OF INTER-URBAN  
PLATES

● STAUNTON TO  
SPRINGFIELD ●

5'-4 7/8"

7'-4"

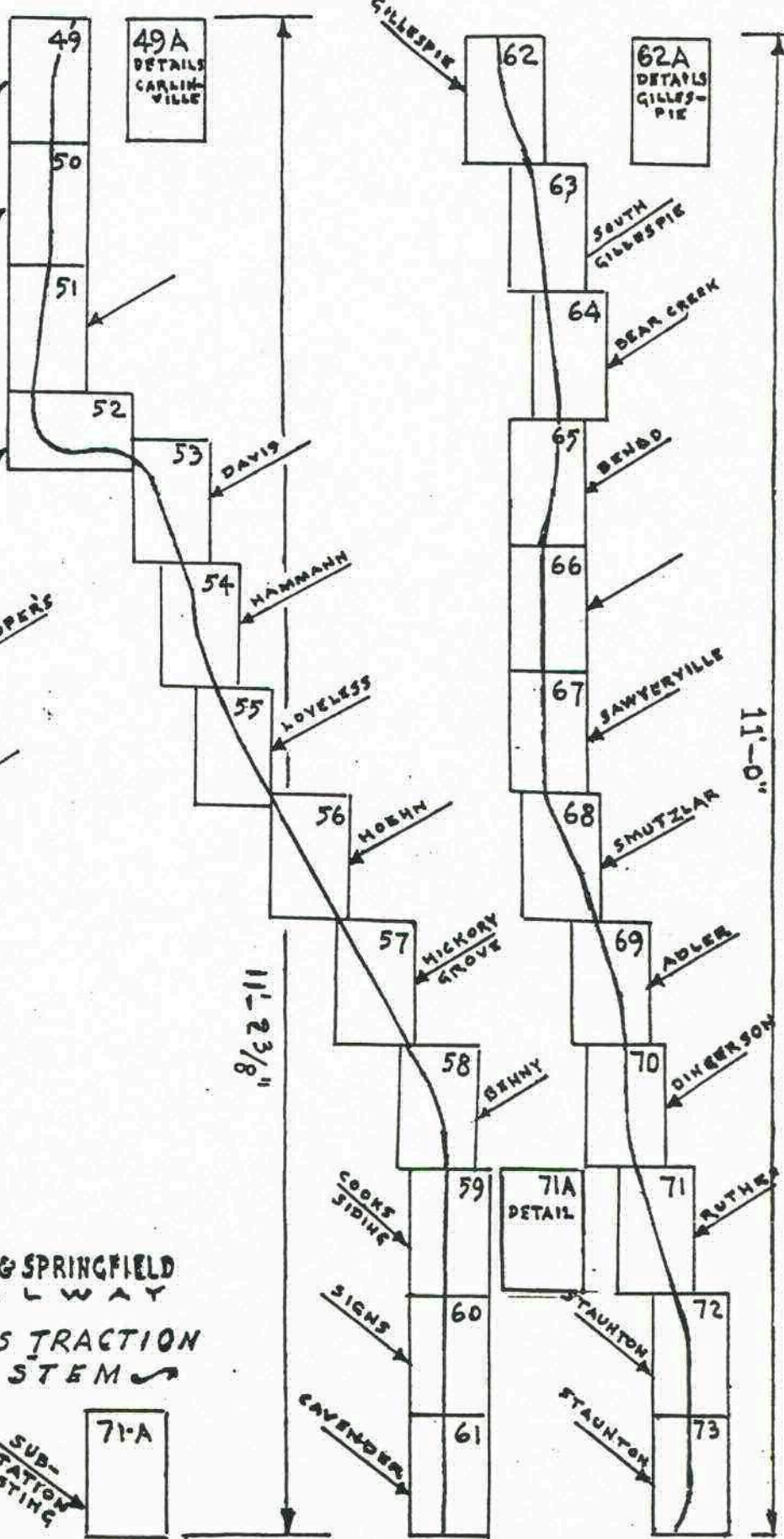
6 1/2"

ST. LOUIS & SPRINGFIELD  
RAILWAY  
ILLINOIS TRACTION  
SYSTEM

SUB-  
STATION  
LISTING

NOT TO SCALE

3'-4"



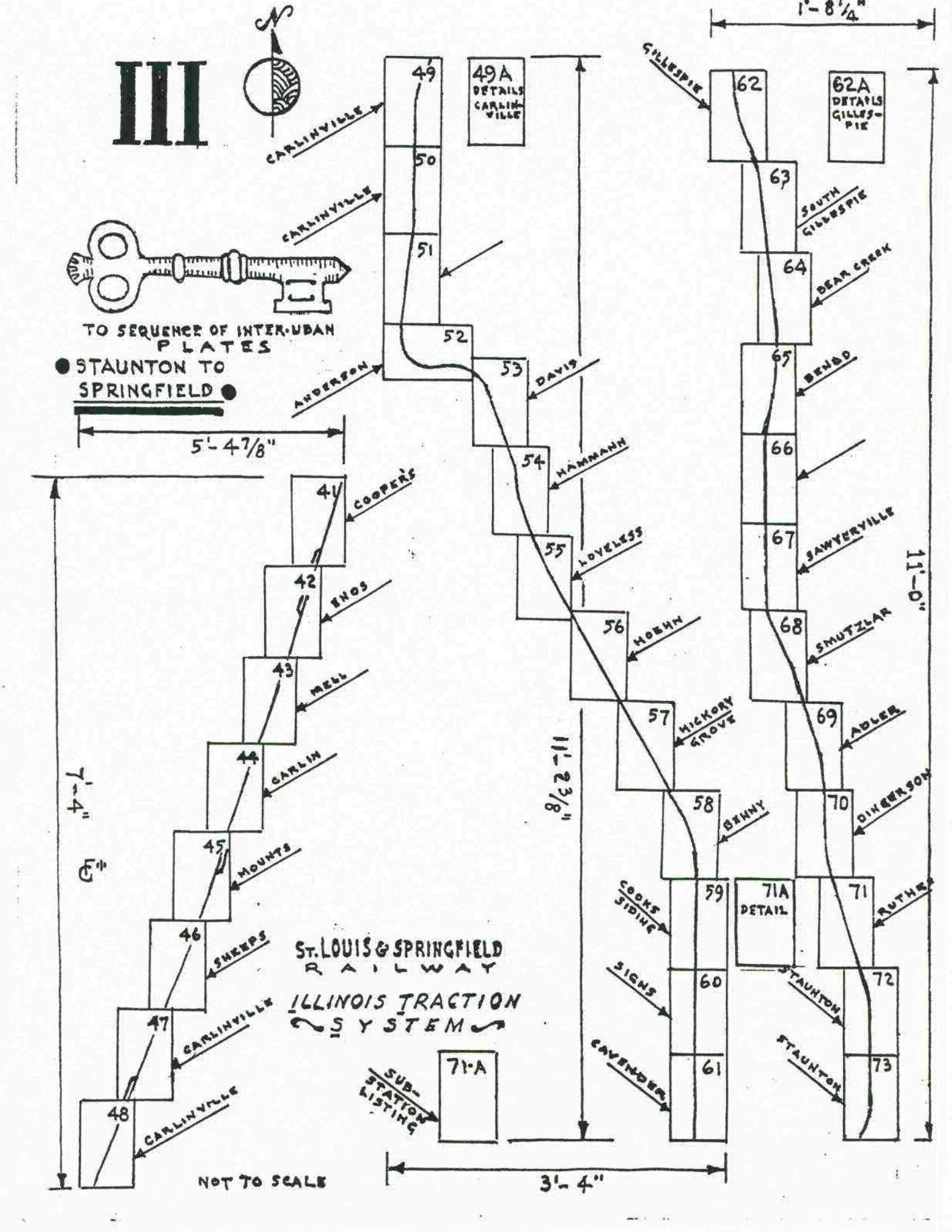
1'-8 1/4"

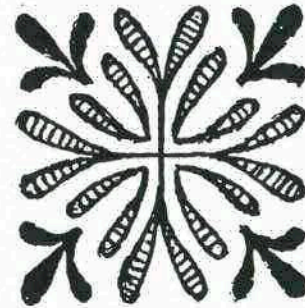
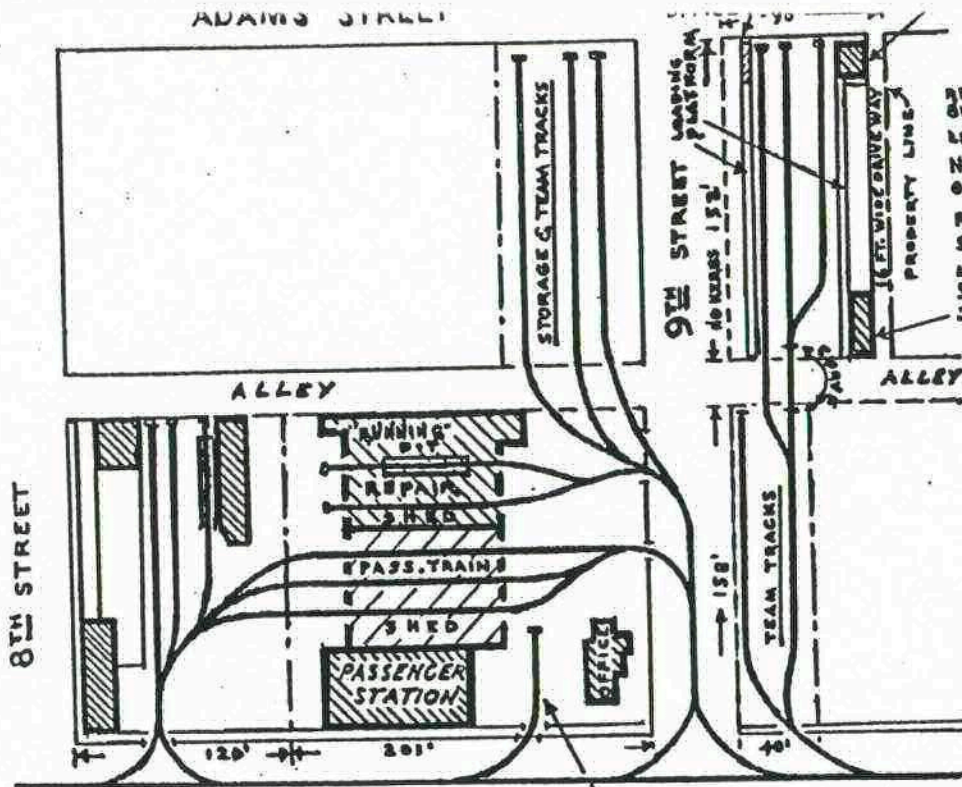
49A  
DETAILS  
CARLINVILLE

62A  
DETAILS  
GILLESPIE

71A  
DETAIL

71A

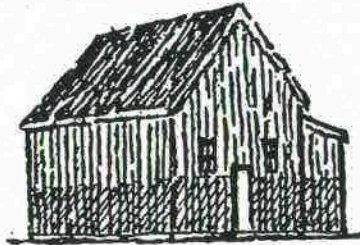




EXPANDED I.T.S. FACILITIES (No SCALE) 1913

USED BY TRAINS OF ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD; ILLINOIS CENTRAL TRACTION; SPRINGFIELD BELT RAILWAY.

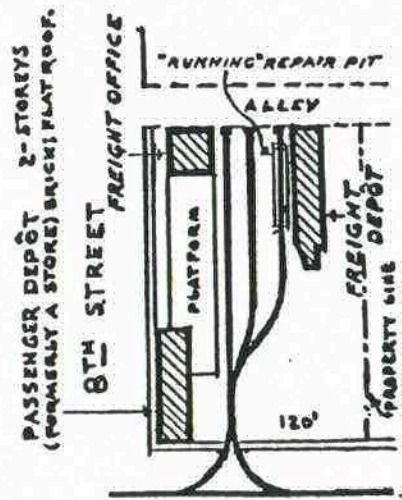
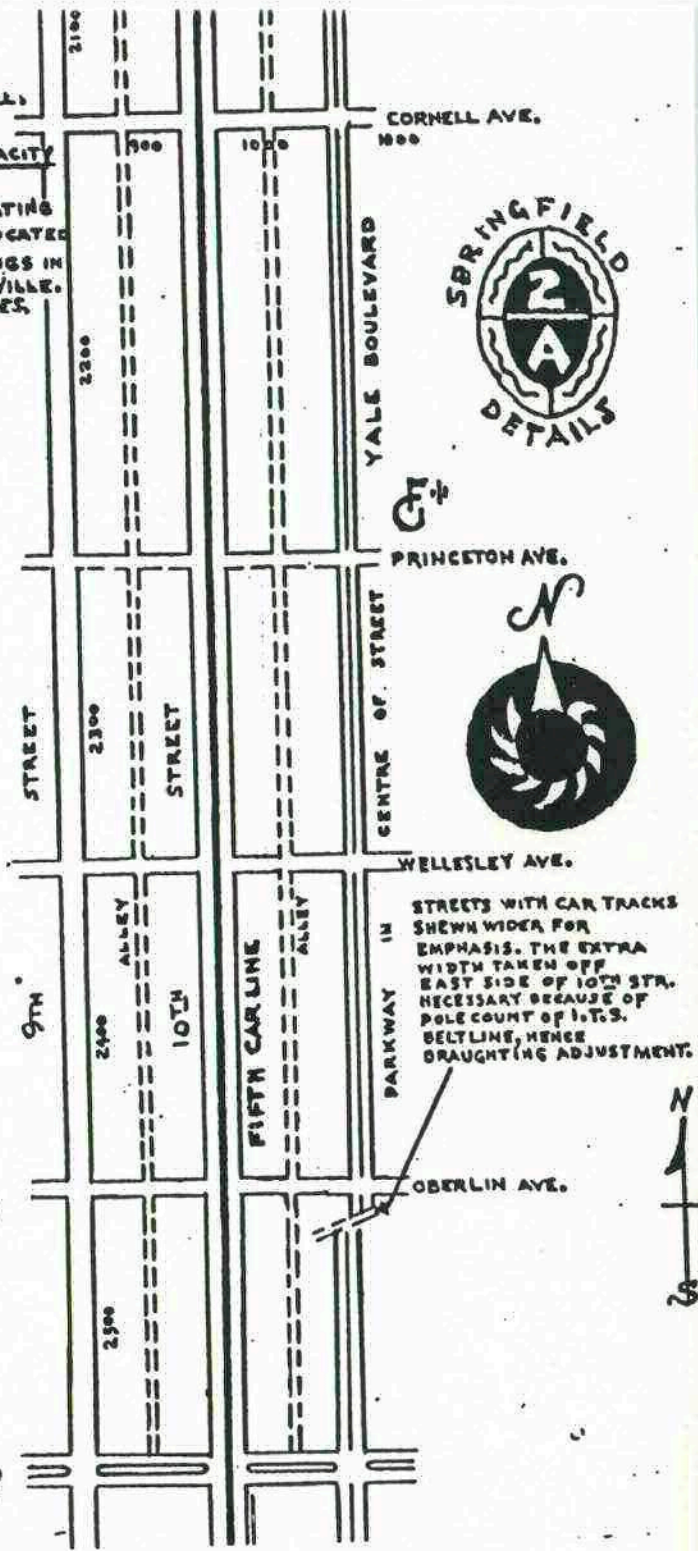
ILLINOIS TRACTION SYSTEM  
 SPRINGFIELD, ILLINOIS  
 Passenger & Freight Depot  
 1905-1908



ENGINE SHED AT EAST BELT-Y. WOODEN - WIDE VERTICAL BOARDS WITH BATTENS. PENT-ROOFED EXTENSION. PAINT: LOWER PORTION OF WALLS, GREEN; UPPER WHITE (I.T.S. YELLOW) TAKEN FROM BRECH MADE AT SITE.

USED BY TRAINS OF ILLINOIS CENTRAL TRACTION SPRINGFIELD & NORTH-EASTERN TRACTION ST. LOUIS & SPRINGFIELD RAILWAY

I.T.S.  
**DETAILS**



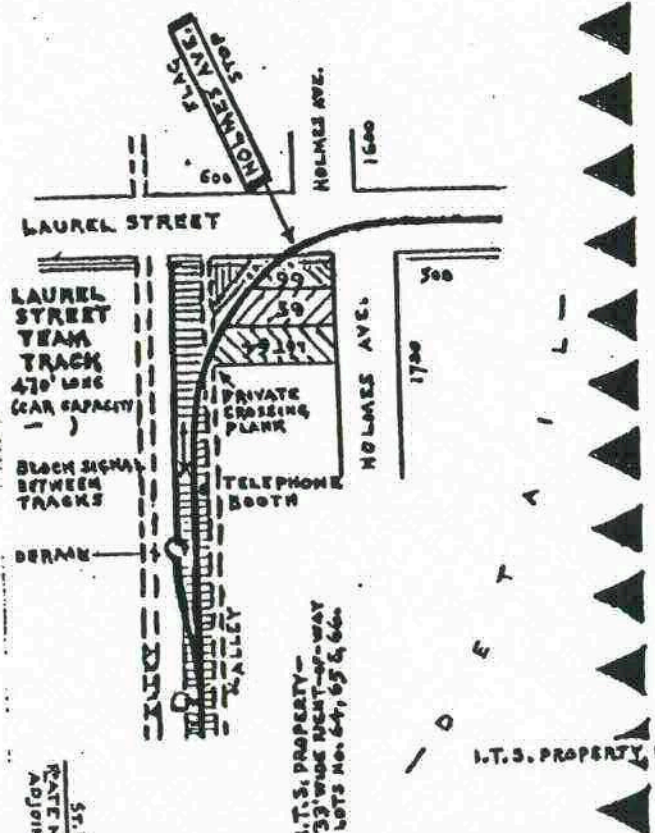
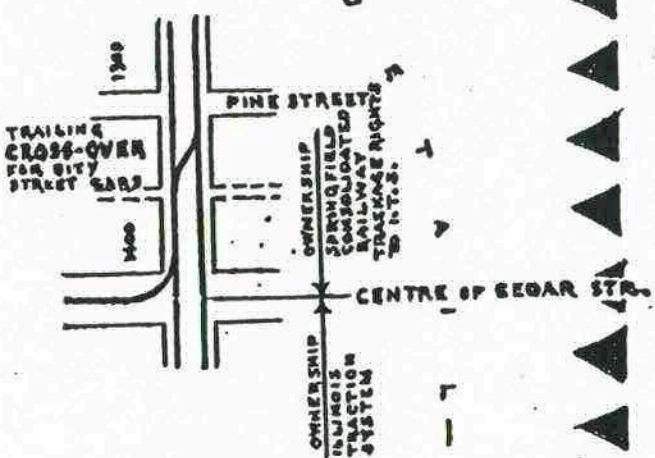
MONROE STREET

SOURCE: ELECTRIC RAILWAY JOURNAL MAY 24, 1913. P. 931

DRYN MAWR BOULEVARD  
 PARKWAY IN CENTRE



INTER-URBAN & URBAN RATE  
ILLINOIS TRACTION SYSTEM

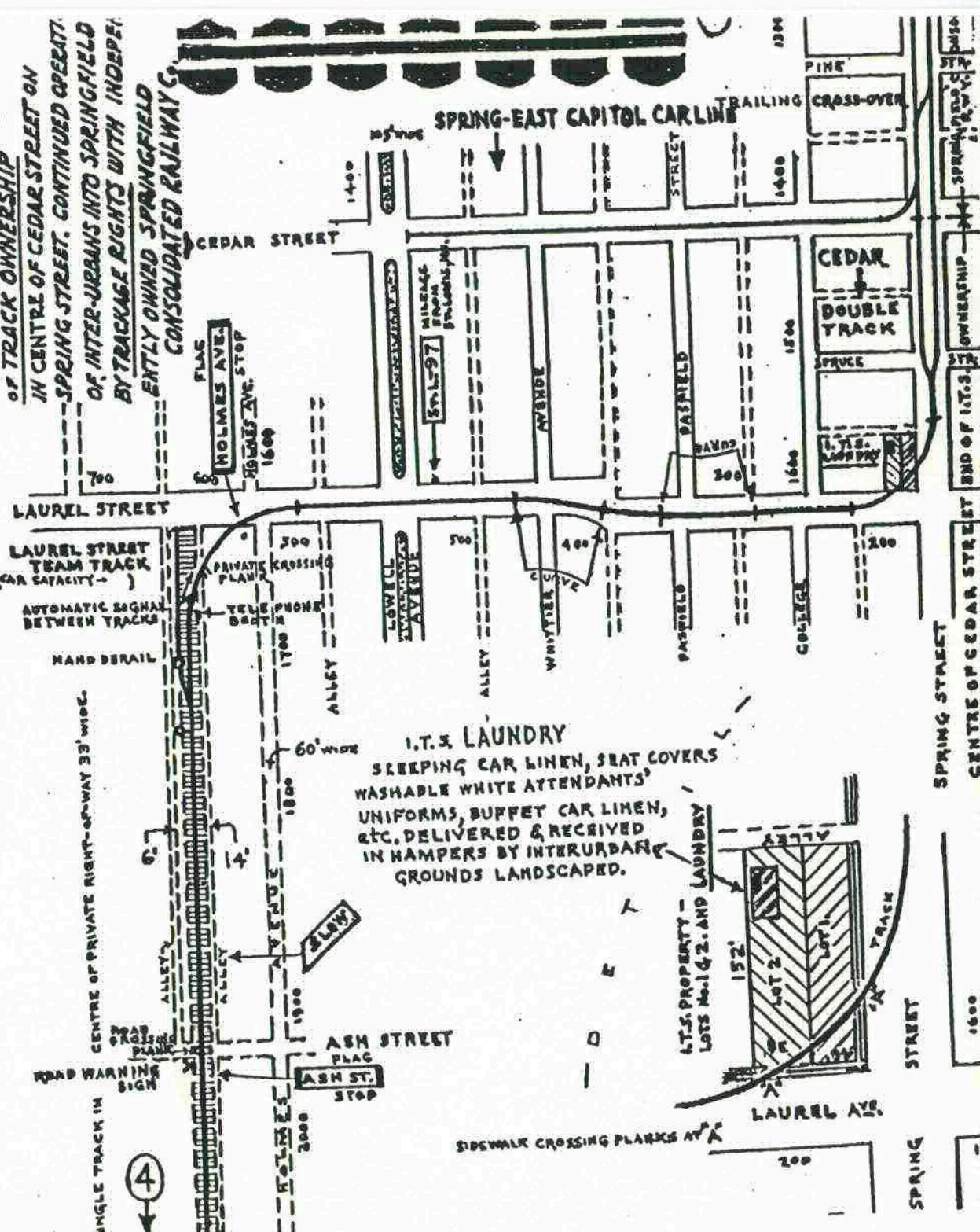


# ST. LOUIS & SPRINGFIELD RAILWAY

**END**

OF TRACK OWNERSHIP  
IN CENTRE OF CEDAR STREET ON  
SPRING STREET, CONTINUED OPERAT.  
OF INTER-URBANS INTO SPRINGFIELD  
BY TRackage RIGHTS WITH INDEPE.  
ENTLY OWNED SPRINGFIELD  
CONSOLIDATED RAILWAYS.

ORIGINAL MAIN LINE - CITY ROUTE



ST. L.  
RATE NO.  
ADJINS

I.T.S. PROPERTY -  
33' WIDE RIGHT-OF-WAY  
LOTS No. 64, 65 & 66.

I.T.S. PROPERTY MATCHED.

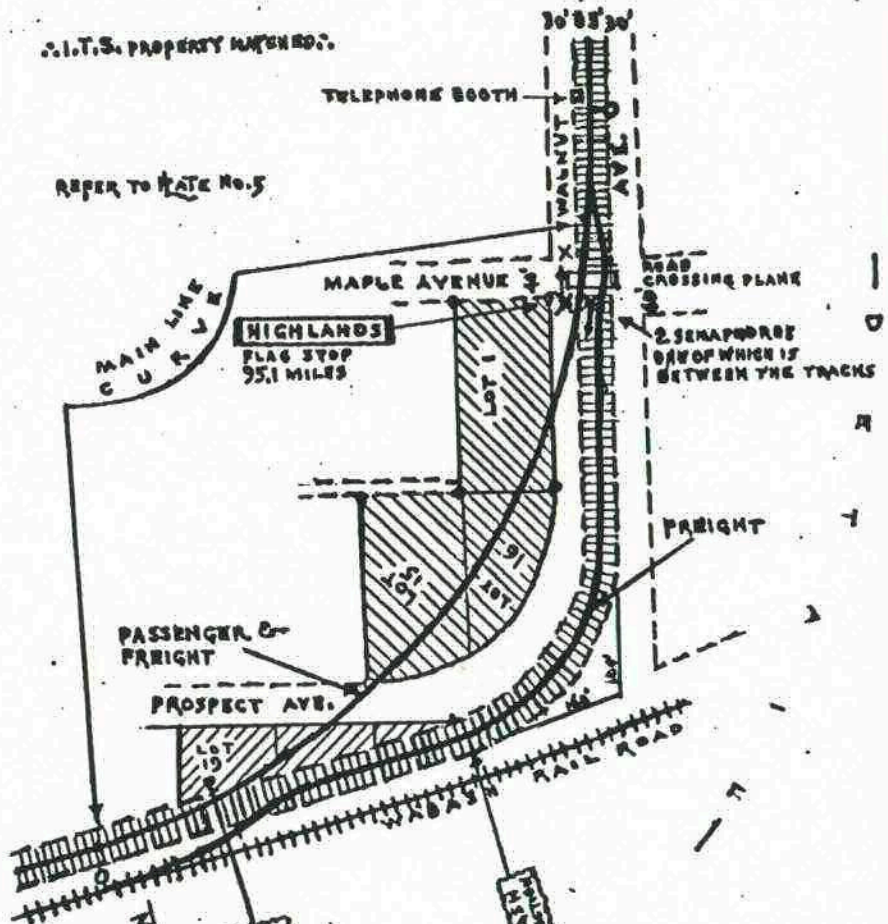
4

SPRING

**LOCAL SUBURBAN FLAG STOPS CEDAR STREET-TO-  
-WEST BELT RAILWAY.**

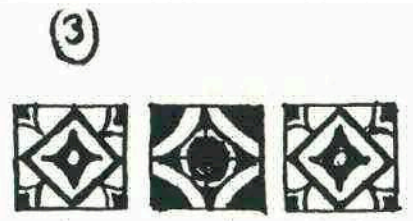
S.I.T.S. PROPERTY MARKED.

REFER TO PLATE NO. 5



CONVULGATED GALVANISED  
IRON PIPE 36" X 34" LONG  
CONCRETE HEAD WALLS

JACKSONVILLE RUN CREEK



RAIL CROSSING  
ROAD WARNING SIGN  
WATER PLUG  
LOCUST STREET (Now-OUTER PARK DRIVE)

FRANCHISE GRANTED BY TOWNS SOUTH OF SPRINGFIELD TO  
SPRINGFIELD, DECATUR & ST. LOUIS RAILWAY,  
DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY, &c.  
NAME CHANGED TO  
ST. LOUIS & SPRINGFIELD RAILWAY DEC. 28, 1903  
ON JANUARY 8, 1910 SOLD TO  
ST. LOUIS, SPRINGFIELD & PEDRIA RAIL ROAD.

35' WIDE PRIVATE RIGHT-OF-WAY  
SINGLE TRACK IN CENTRE.

AUTOMATIC SIGNAL  
WATER PLUG  
ROAD CROSSING PLANE  
ROAD WARNING SIGN

LENOX AVENUE  
TAG  
PRICE STOP  
97.3 MILES

WABASH CONNECTION  
SIGN

ST. LOUIS  
MILWAUKEE  
STL-96

HIGHLAND AVE.

SUMMIT AVE.

ST. LOUIS & SPRINGFIELD RAILWAY

ORIGINAL MAIN LINE-CITY ROUTE



INTER-URBAN RATE



TELEPHONE BOOTH  
END OF CURVE

PLATE NO. 5 ADJOINS  
S. I. T. S.

**NOTE A:** I.T.R.R. SWITCH SPIKED IN FAVOUR OF WABASH R.R. SWITCH-STAND REMOVED. CONNECTION DE-ACTIVATED BUT NOT SEVERED.

**NOTE B:** WABASH RAILROAD HAD ONE TRACK AT TIME OF I.T.S. CITY ROUTE CROSSING & FREIGHT CONNECTION. (CITY ROUTE)

TRACK PASSENGER & FREIGHT CONNECTION NORTH OF THIS POINT ABANDONED.

ORIGINAL I.T.S. MAIN LINE BEFORE CONSTRUCTION OF FREIGHT BELT LINE FROM COMPANY BLUE-PRINT. I.T.S. PROPERTY MATCHED. **DETAIL ON RATE No. 4 P.L.S.R.Y.**

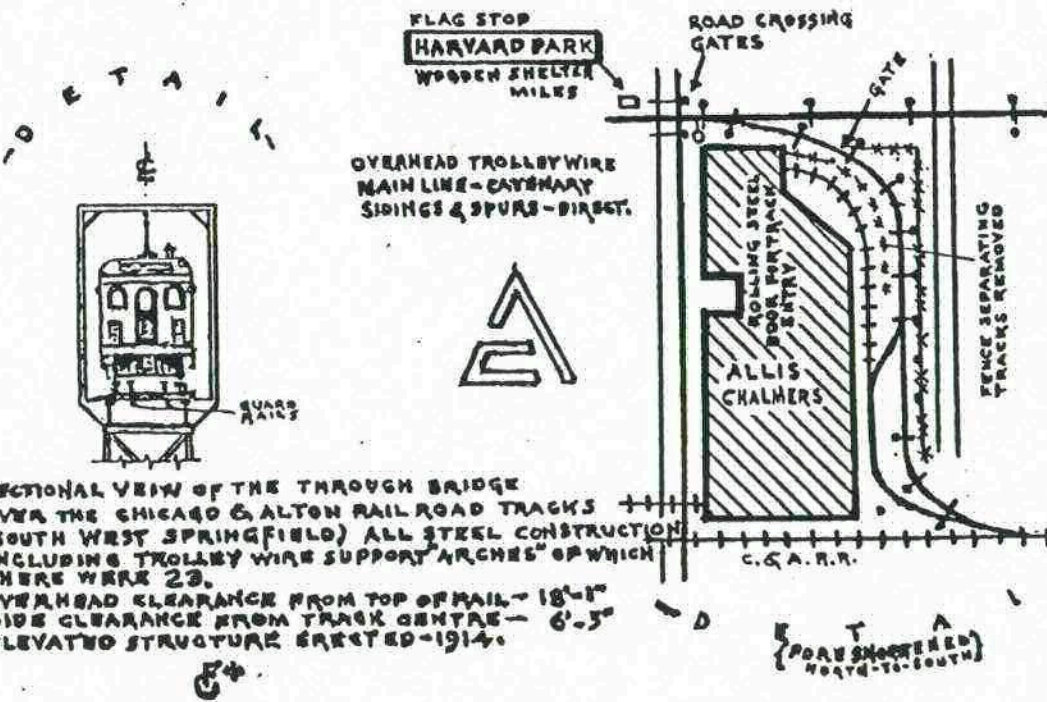
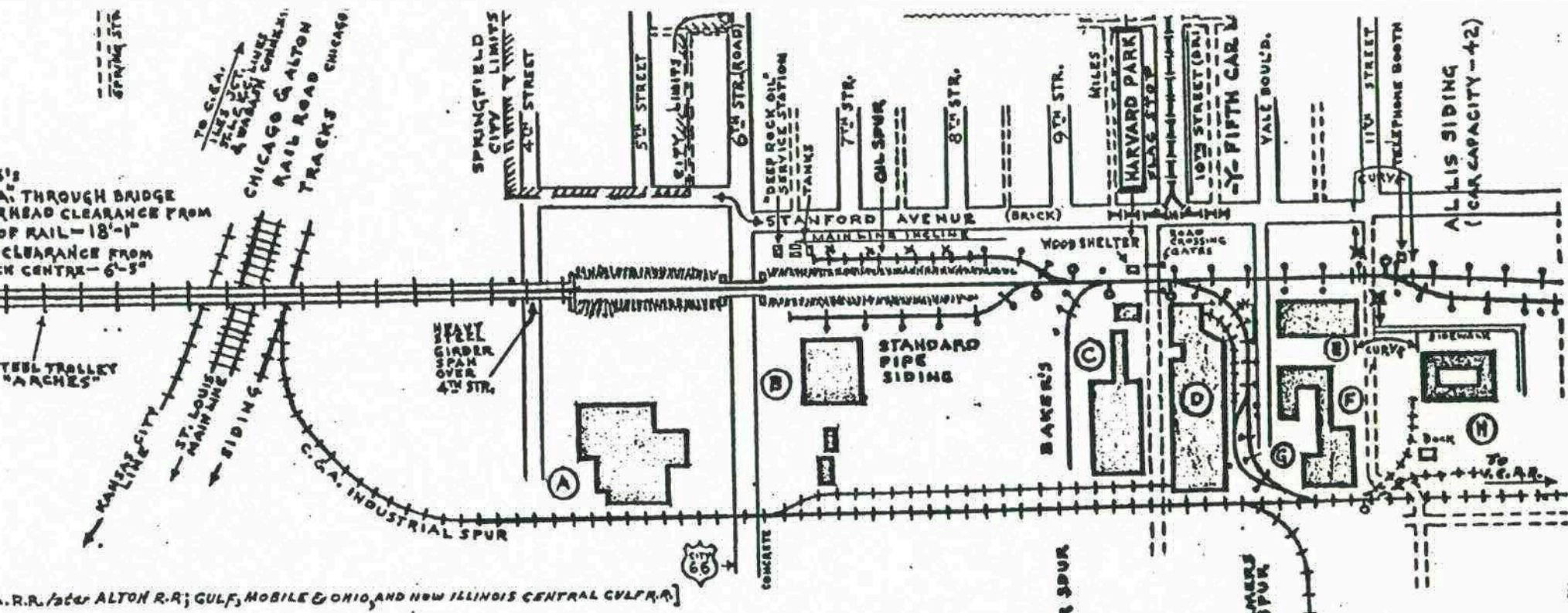


DATA: "ATLAS OF SANGAMON COUNTY" M.R. O'BRIEN, ENGINEER & SURVEYOR. THE ABSTRACT & TITLE Co. 1942. PUBLISHED BY W.W. NIXON & Co. ROCKFORD, ILLS. AND U.S. GEOLOGICAL SURVEY 1925-26, EDITION 1930.

(SPRINGFIELD SOUTHWEST RAIL ROAD) DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY - NAME CHANGE DEC. 28, 1903 SPRINGFIELD, DECATUR & ST. LOUIS R.R. ST. LOUIS & SPRINGFIELD RAILWAY - SOLD JAN. 8, 1910 TO SPRINGFIELD BELT RAILWAY

NO TRESPASSING PROPERTY OF ILLINOIS TROUBLE SYSTEM

SPRINGFIELD BELT RAILWAY INTER-URBAN RATE DATA:



- INDUSTRIES ALONG BELT LINE.
- (A) NOT SERVED BY I.T.S.
  - (B) STANDARD CONCRETE PIPE Co.
  - (C) BAKER MFG. Co. [SITE OF OLD I.T.S. POWER STATION]
  - (D) ALLIS CHALMERS
  - (E) SHANKLIN MFG. Co. later, FRANK SHERMAN & PARK-SHERMAN
  - (F) O.W. KECKLEY Co.
  - (G) ILLINOIS FOUNDRY Co.
  - (H) INTERNATIONAL VERMICULITE Co.
- PREVIOUS FACTORIES EASTWARD FROM BAKER'S: - Wm. FETZER Co., LOUIE MFG. Co., PICKLE FACTORY & WILSON TIRE & RUBBER Co.
- C.G.A.R.R. CONNECTION



SPRINGFIELD BELT RAILWAY



(6)



STREET CAR LINE

CORNELL

RUTLEDGE - SOUTH 11TH ALLEY

MELROSE ST.

17th STREET

MELROSE ST.

MORGAN STREET

STREET

GERMANIA ST.

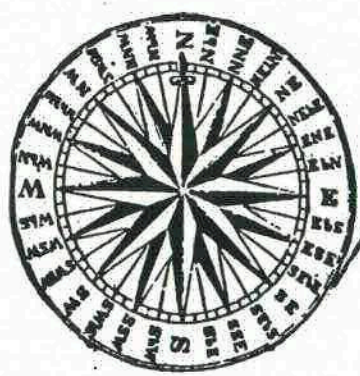
14TH

LENOX AVE.

ORIGINAL END OF LINE  
LOOP CONSTRUCTED LATER

BUNN PARK

SPRINGFIELD BELT RAILWAY



18TH ST. (MARKED) NOT EXISTENT AT TIME OF I.T.S. RIGHT-OF-WAY.

ORIGINALLY, THE ROUTE PROPOSED TO BE THE SPRINGFIELD BELT RAILWAY

SPRINGFIELD LIMITS



ILLINOIS CENTRAL RAIL ROAD ON PRIVATE RIGHT-OF-WAY



ILLINOIS TRACTION SYSTEM PRIVATE RIGHT-OF-WAY YARDS IS WIDTH FROM 78 FEET TO 100 FEET SHOWN ON THIS PLATE AS 100 WIDE. ORIGINALLY PLANNED FOR INDUSTRIAL DEVELOPMENT & MAIN LINE FREIGHT CUT-OFF, WHICH WAS IN CHOSEN SITE FOR LATTER PURPOSE.

ROLLING STONE  
DRAIN TILE TO POSTON SHALE PIT - 0.2 MILE. 9 ROUNDS

GRAVEL SIDING

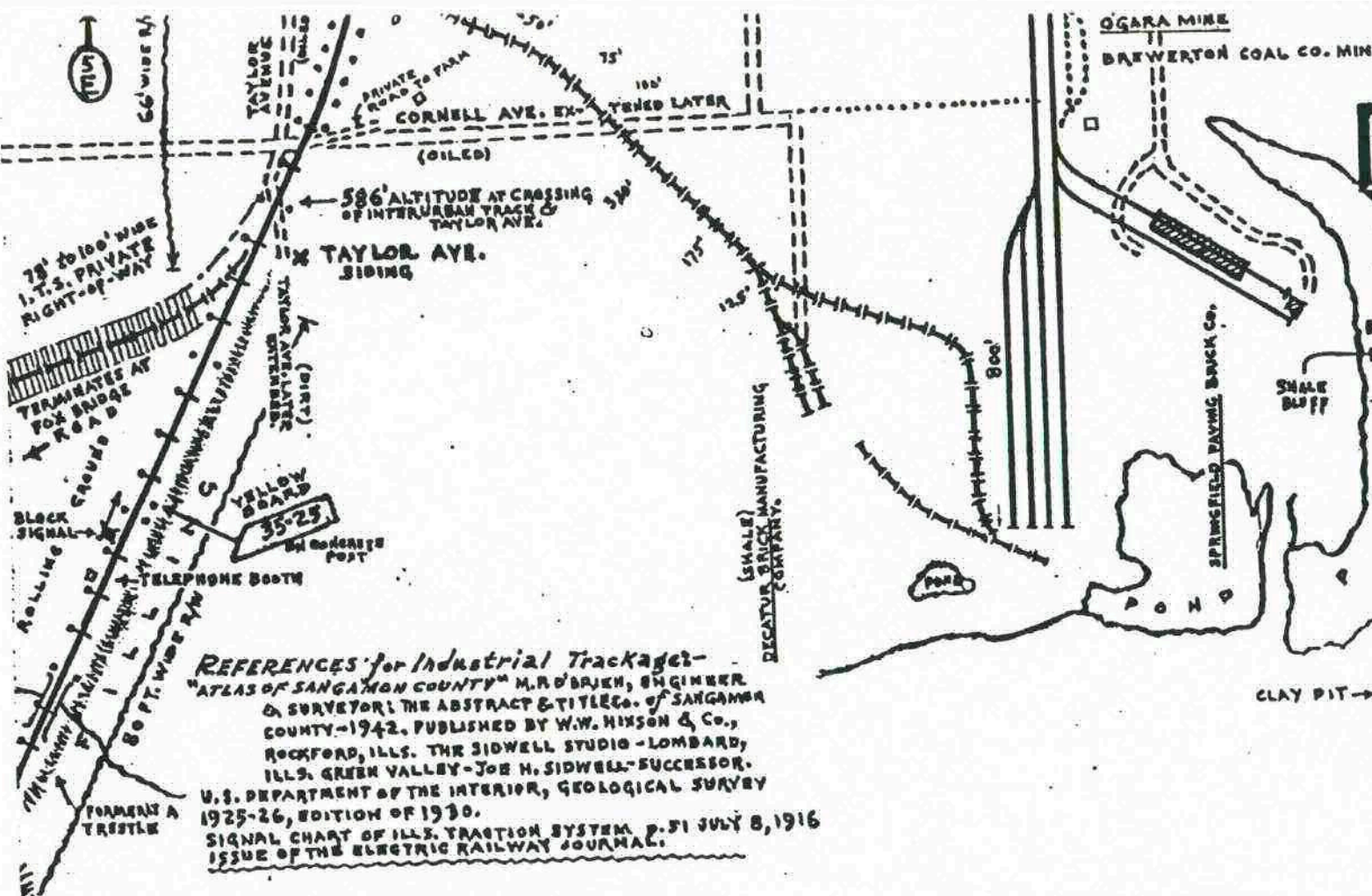
POSTON SHALE PIT SIDING

TELEPHONE BOOTH

DRAIN TILE SIDING

ROAD WARNING SIGN BETWEEN TRACKS

POST ROAD (PRIVATE) FARMSTRAD



**SPRINGFIELD BELT LINE**

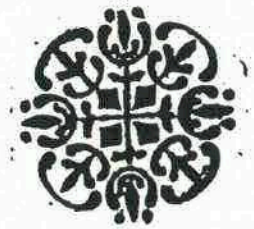
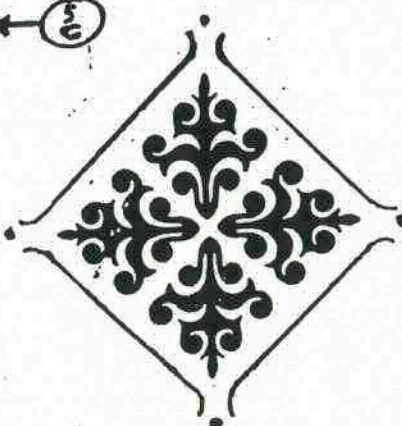
**SIDINGS, SPURS, CROSSINGS, ETC.**

- WABASH CONNECTION VIA REMAINING SEGMENT OF ABANDONED CITY ROUTE.
- BELT SIDING - CONNECTION ST. LOUIS & SPRINGFIELD ROUTE
- JESS SIDING
- WEST BELT TEAM TRACK
- STANDARD CONCRETE
- DEEP ROCK SIDING
- GIBSON
- BAKER'S
- ALLIS-CHALMERS' PLANT
- WATER'S SIDING
- INDUSTRIAL
- ALLIS SIDING WITH SPUR
- BRAIN TILE SIDING WITH SPUR.
- DECATUR SHALE. DECATUR BRICKS.
- POSTON SHALE PIT
- TAYLOR AVENUE SPUR.
- POSTON BRICK SIDING (INDUSTRIAL) WITH 4 SPURS TO KILNS.
- B. & O. CONNECTION
- B. & O. SIDING WITH COAL SPUR
- (BAILEY & STAMPELLA)
- COPELAND & LUSTER SIDING
- O'GARA MINE - 2 SIDINGS
- BREWERTON MINE
- SPRINGFIELD PAYING BRICK - 2 TRK.
- 4 TRACKS AT TERMINUS OF BRANCH.
- B. & O. CROSSING - BALTIMORE & OHIO R.R.
- OIL SPUR
- ILLINOIS POWER SPUR
- SPRINGFIELD, CLEAR LAKE & ROCHESTER RAILWAY (MISSISSIPPI VALLEY INTERURBAN RAILWAY) CROSSING.
- B. & O. S.W.A.A. CROSSING (FORMERLY CINCINNATI, HAMILTON & DAYTON R.R. - C.I. & M.A.A.)
- SPRINGFIELD YARD (I.T.R.R.)
- EAST BELT "Y"
- EAST GRAND SIDING
- EAST BELT TEAM TRACK
- ILLINOIS CENTRAL TRACTION CONNECTION.

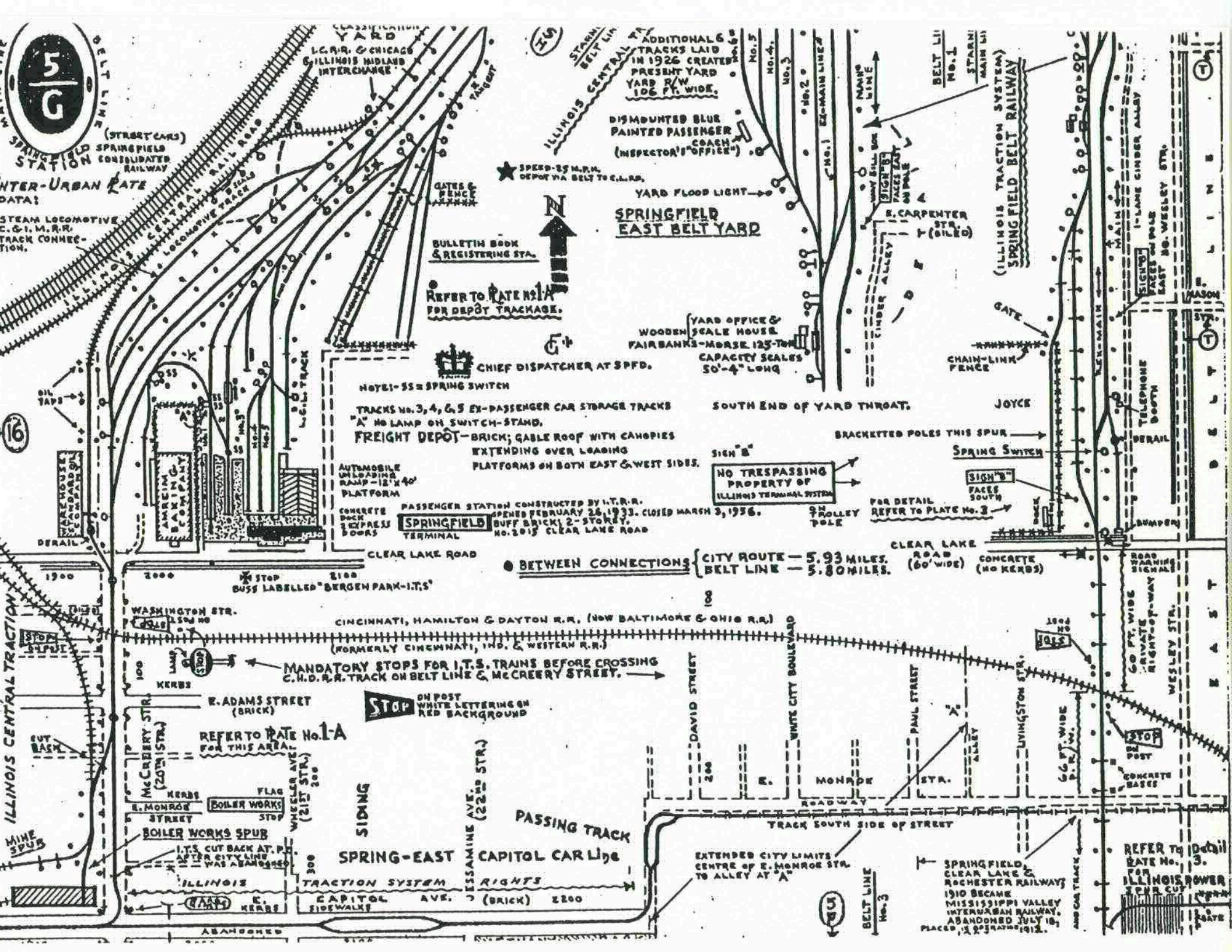
**REFERENCES for Industrial Trackage -**  
 "ATLAS OF SANGAMON COUNTY" H.R. O'BRIEN, ENGINEER & SURVEYOR; THE ABSTRACT & TITLE CO. OF SANGAMON COUNTY - 1942. PUBLISHED BY W.W. HIXSON & CO., ROCKFORD, ILLS. THE SIDWELL STUDIO - LOMBARD, ILLS. GREEN VALLEY - JOE H. SIDWELL - SUCCESSOR.  
 U.S. DEPARTMENT OF THE INTERIOR, GEOLOGICAL SURVEY 1925-26, EDITION OF 1930.  
 SIGNAL CHART OF ILLS. TRACTION SYSTEM, P. 51 JULY 8, 1916  
 ISSUE OF THE ELECTRIC RAILWAY JOURNAL.

SPRINGFIELD BELT RAILWAY WAS CONSTRUCTED AS A FREIGHT LINE TO AVOID SPRINGFIELD CITY STREET RUNNING & TO DEVELOP INDUSTRIES. ONLY WORKINGMEN'S & MINERS' PASSENGER TRAINS WERE OPERATED MORNINGS & EVENINGS.  
 INCORPORATED NOV. 24, 1906; SOLD TO ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD NOV. 14, 1910.  
 INCREASED VEHICULAR TRAFFIC INTERFERENCE & AT THE TIME, THE POSSIBLE ABANDONMENT OF LOCAL STREET CAR SYSTEM (LAST CITY CAR CLOSED LOCAL LINES DEC. 21, 1937) THE ILLINOIS TERMINAL R.R. SYSTEM LOSS OF THE ILLINOIS TRACTION SYSTEM ABANDONED THE ORIGINAL CITY ROUTE WITH THE OPENING OF NEW DEPOT ON CLEAR LAKE ROAD FEB. 23, 1939. THUS THE BELT LINE BECAME THE MAIN LINE FOR ALL TRAINS. END OF ELECTRIC INTERURBAN SERVICE MARCH 3, 1956.

ALL PASSENGER TRAINS STOP ON FLAG AT HARVARD PARK, THE SOUTHERN STOP FOR SPRINGFIELD.







SPRINGFIELD CONSOLIDATED RAILWAY (STREET CARS)  
 INTER-URBAN RATE DATA!

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

CLASSIFICATION YARD  
 L.C. R.R. & CHICAGO  
 ILLINOIS MIDLAND INTERCHANGE

ILLINOIS CENTRAL R.R.  
 STATION BELT LINE

ADDITIONAL 6 TRACKS LAID IN 1926 CREATED PRESENT YARD R/W 106 FT. WIDE.

DISMOUNTED BLUE PAINTED PASSENGER COACH (INSPECTOR'S OFFICE)

SPEED-25 M.P.H. DEPOT VIA BELT TO C.L.R.

**SPRINGFIELD EAST BELT YARD**

BULLETIN BOOK & REGISTERING STA.

REFER TO RATE No. 1A FOR DEPOT TRACKAGE.

CHIEF DISPATCHER AT SPFD.

HOTEL-55= SPRING SWITCH  
 TRACKS No. 3, 4, & 5 EX-PASSENGER CAR STORAGE TRACKS "A" NO LAMP ON SWITCH-STAND.  
**FREIGHT DEPOT**-BRICK; GABLE ROOF WITH CANOPIES EXTENDING OVER LOADING PLATFORMS ON BOTH EAST & WEST SIDES.

AUTOMOBILE UNLOADING RAMP-12'x40' PLATFORM

PASSENGER STATION CONSTRUCTED BY I.T.S. SPENS FEBRUARY 26, 1933. CLOSED MARCH 3, 1936.  
**SPRINGFIELD** BUFF BRICK; 2-STORY, NO. 2015 CLEAR LAKE ROAD TERMINAL

WOODEN SCALE HOUSE FAIRBANKS-MORSE 125-TON CAPACITY SCALES 50'-4" LONG

SOUTH END OF YARD THROAT.

NO TRESPASSING PROPERTY OF ILLINOIS TERMINAL SYSTEM

FOR DETAIL REFER TO PLATE No. 3

CLEAR LAKE ROAD (60' WIDE) CONCRETE (NO KERBS)

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

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

STOP ON POST WHITE LETTERING ON RED BACKGROUND

REFER TO RATE No. 1A FOR THIS AREA

SPRING-EAST CAPITOL CAR LINE

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

SPRINGFIELD, CLEAR LAKE & ROCHESTER RAILWAYS 1910 BECAME MISSISSIPPI VALLEY INTERURBAN RAILWAY. ABANDONED JULY 18, 1912.

REFER TO Detail No. 3 FOR ILLINOIS POWER TOWER CUT

ILLINOIS CENTRAL TRACTION

MASON ST. JULY 11 1912

**ILLINOIS CENTRAL TRACTION Co.  
ILLINOIS TRACTION SYSTEM**



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

BULLETIN BOOK LOCATED AT EAST BELT-Y.

INTER-URBAN RATE

FORMERLY PASSENGER MAIN LINE

SPRING SWITCH

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

ELECTRIC SWITCH  
NORTH OR EAST BOUND USE POWER - GREEN  
SOUTH BOUND COAST & YELLOW  
SPLIT SWITCH - RED

(RUNNING REPAIR SHOP) (2 PITS)  
ENGINE HOUSE  
TRANSFORMER  
POCKET TRACK  
EAST BELT LINE

ENGINE READY TRACK  
WRECKER TRACK  
WHEEL STORAGE TRACKS  
EAST BELT-Y.  
WEST REPAIR TRACK  
EAST REPAIR TRACK  
SPRING SWITCH



I.C. M/W BATTENS  
WEATHER VANE  
SOLID GREY.  
DWARF SWITCH STANDS BEAR SIDING NUMBER ON I.C. R.R.



COAL TIPPLE  
WATER TANK

REFER TO DETAIL

NORTH THROAT OF YARD  
I.T.S.

FLAG FORREST AVE. STOP

FLM STR.

FORREST AVE. (BINGERS)  
I.T.S. MILEAGE SIGN ON POST

TELEPHONE BOOTH

ILLINOIS CENTRAL CONNECTION  
SPRINGFIELD BELT RAILWAY  
ILLINOIS TRACTION SYSTEM  
106' WIDE R/W. PROPERTY

I.C. CONNECTION & CROSS-OVER.

MULTIPLE TRACK  
ILLINOIS CENTRAL  
YARD

FORMERLY PASSENGER MAIN LINE BEFORE ABANDONMENT BY CITY GOVT.  
IN-BOUND STATION TRACK  
OUT-BOUND STATION TRACK

6 TRACKS CONSTRUCTED IN 1926

NO TRESPASSING PROPERTY OF ILLINOIS TRACTION SYSTEM OR CONCRETE POST BLUE-PAINTED DISMOUNTED PASS. CAR

TELEPHONE BOOTH  
(NORTH) WESLEY STR.

SIGN EAST

SIGN A ON POST ON FACE EAST

YARD FLOOD LIGHT

STEPHEN AVE.

SPRING

EAST ELLIOTT

EDMOND STREET

SEMAPHORE

YARD

MAIN

BOTH WAYS

NO KERBS

SIGN



# SPRINGFIELD STATION

OPENED; FEB. 23, 1933  
 LIST DAY; MARCH 3, 1956  
 No. 2013 CLEAR LAKE ROAD.

## YARD ILLINOIS TERMINAL RAILROAD SYSTEM

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

## DEPÔT DETAILING

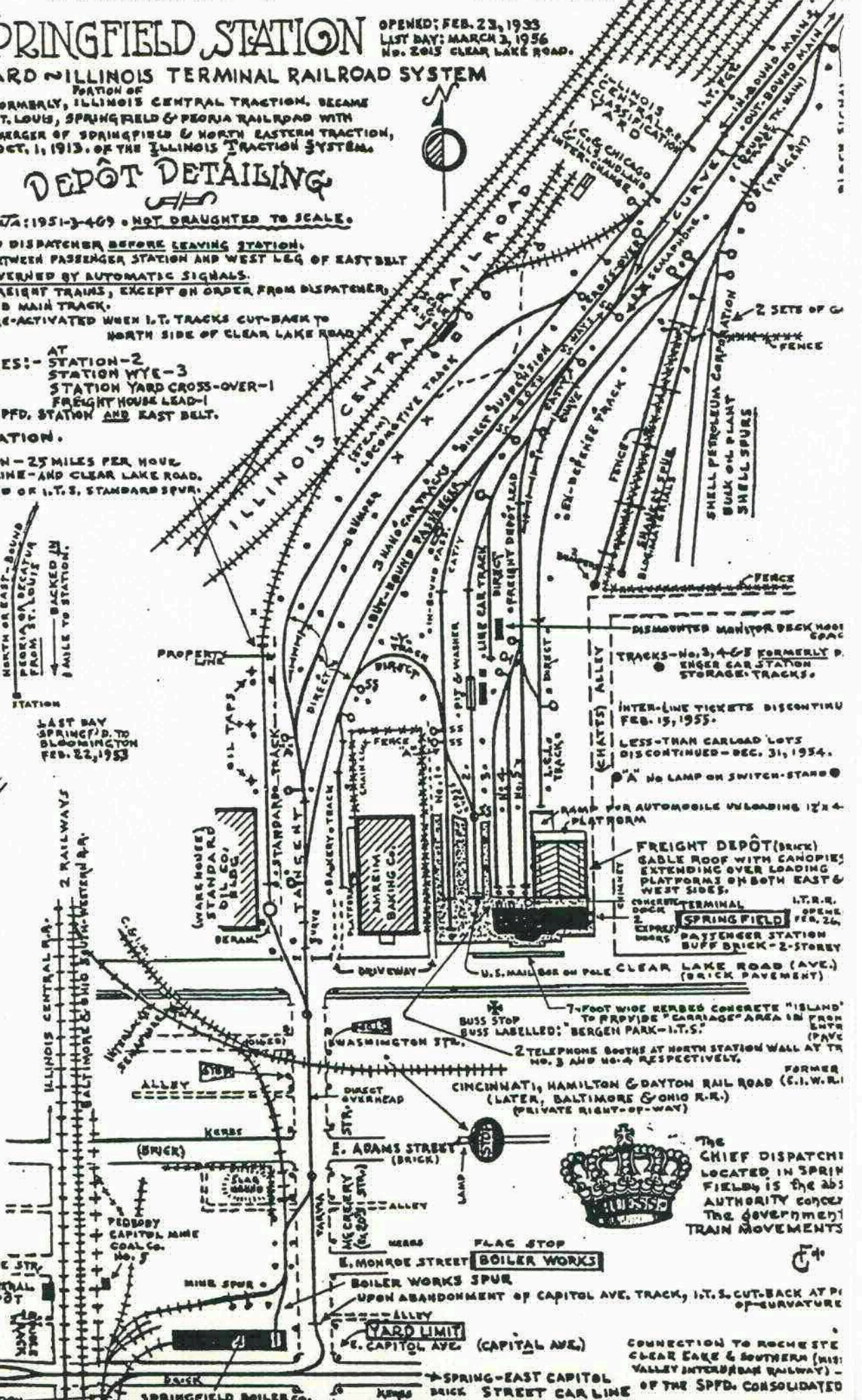
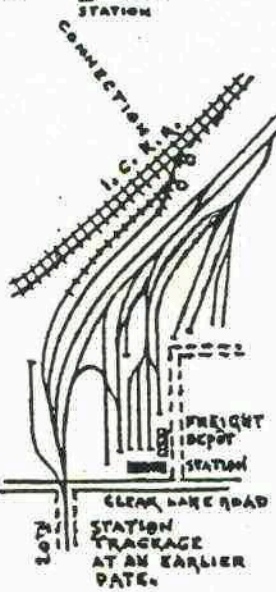
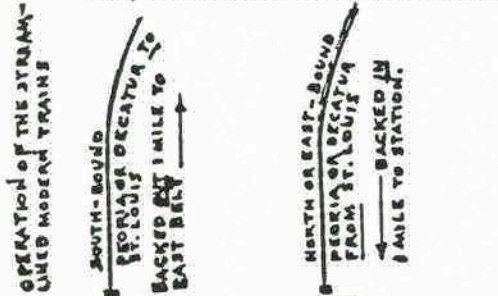
INTER-URBAN RATE DATA: 1951-3-409 - NOT DRAUGHTED TO SCALE.

- TRAINS MUST REPORT TO DISPATCHER BEFORE LEAVING STATION.
- OPERATION OF TRAINS BETWEEN PASSENGER STATION AND WEST LEG OF EAST BELT
- OUT-BOUND TRACK COVERED BY AUTOMATIC SIGNALS.
- SWITCH ENGINES ON FREIGHT TRAINS, EXCEPT ON ORDER FROM DISPATCHER, WILL NOT USE IN-BOUND MAIN TRACK.
- CONNECTION (SWITCH) RE-ACTIVATED WHEN I.T. TRACKS CUT-BACK TO NORTH SIDE OF CLEAR LAKE ROAD.

SS = SPRING SWITCHES: -  
 AT STATION - 2  
 STATION WYE - 3  
 STATION YARD CROSS-OVER - 1  
 FREIGHT HOUSE LEAD - 1

BULLETIN BOOKS AT SPFD. STATION AND EAST BELT.  
 REGISTERING STATION.

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



DISMOUNTED MONITOR DOCK HOOD SPACE  
 TRACKS - No. 3, 4 & 5 FORMERLY PASSENGER CAR STATION STORAGE TRACKS.  
 INTER-LINE TICKETS DISCONTINUED FEB. 15, 1955.  
 LESS-THAN CARLOAD LOTS DISCONTINUED - DEC. 31, 1954.  
 NO LAMP ON SWITCH-STAND  
 RAMP FOR AUTOMOBILE UNLOADING 12' x 4' PLATFORM  
 FREIGHT DEPOT (BRICK) GABLE ROOF WITH CANOPIES EXTENDING OVER LOADING PLATFORMS ON BOTH EAST & WEST SIDES.  
 CONCRETE TERMINAL DOCK  
 PASSENGER STATION BUFF BRICK - 2-STORY  
 U.S. MAIL BOX ON POLE CLEAR LAKE ROAD (AVE.) (BRICK PAVEMENT)

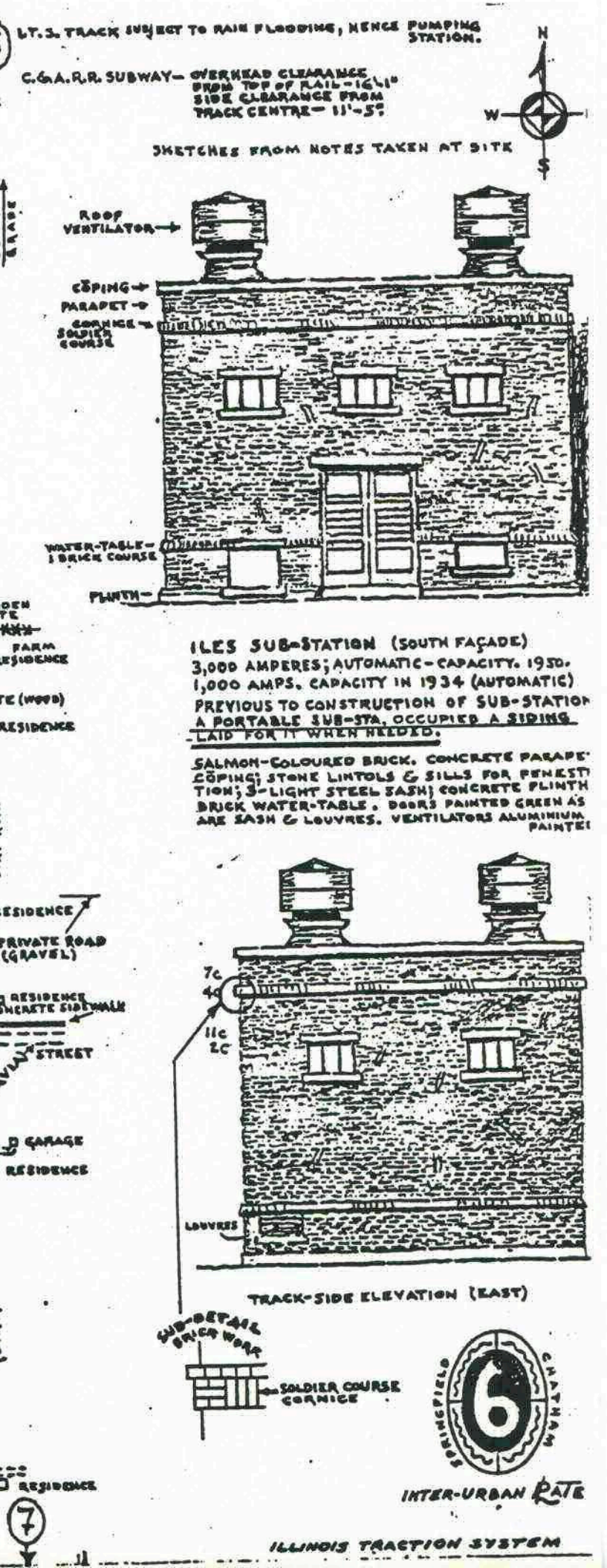
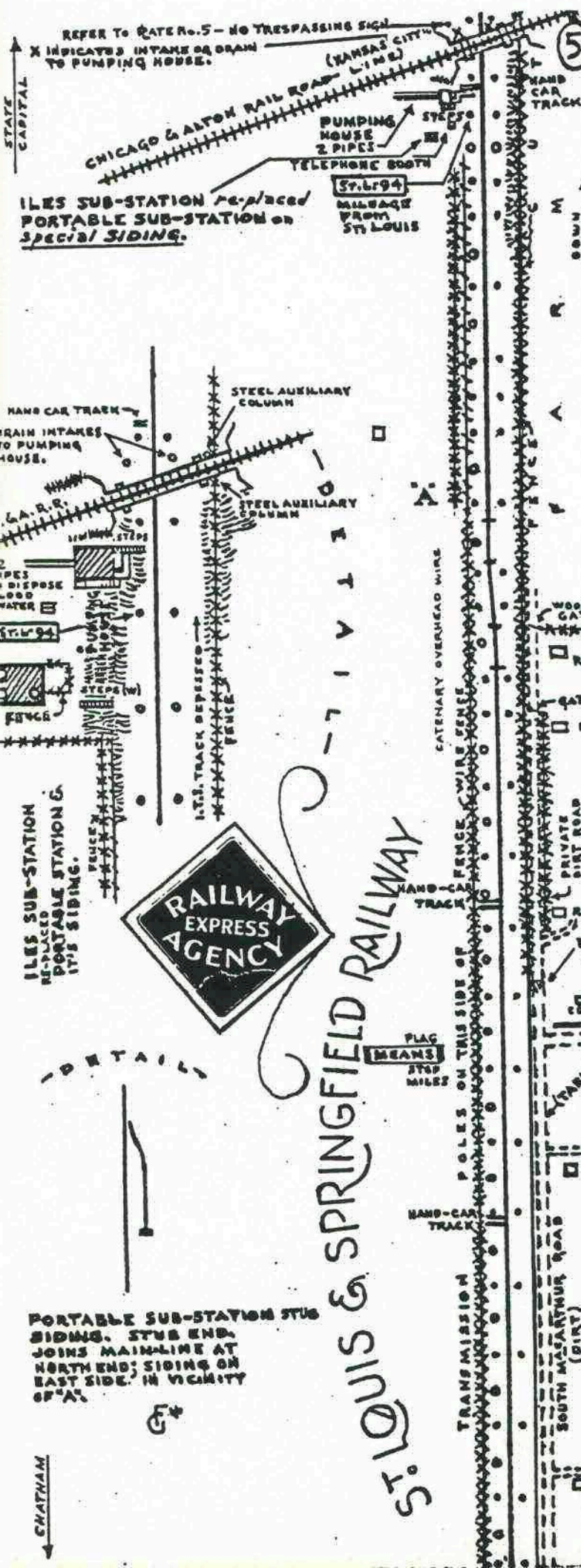
THE CHIEF DISPATCHER LOCATED IN SPRINGFIELD IS THE ABSOLUTE AUTHORITY CONCERNING THE GOVERNMENT TRAIN MOVEMENTS

CONNECTION TO ROCHESTER CLEAR LAKE & SOUTHERN (MISSOURI VALLEY INTER-URBAN RAILWAY) - OF THE SPFD. CONSOLIDATED

CONNECTION BETWEEN ILLINOIS CENTRAL AND ORIGINAL I.T.S. TRACKS & F.T. DECATUR STATION

LONG CONNECTION BETWEEN I.T.S. & SPFD.

SPRINGFIELD BOILER WORKS



# ST. LOUIS & SPRINGFIELD RAILWAY

X MISSING POLE.  
 NOTE: - WITH FEW EXCEPTIONS,  
 TROLLEY POLES HAD  
 BRACKETTED SUSPENSION  
 FOR BOTH MAIN LINE &  
 SIDING THUS:

OVERHEAD TROLLEY WIRE  
 SIDING, DIRECT  
 MAIN LINE, CATENARY

SIDING  
 (CAR CAPACITY - 46)

ILLINOIS TRACTION SYSTEM  
 HAWK'S

SEMAPHORE REMOVED  
 CONCRETE BASE REMAINS

OVERHEAD TROLLEY WIRE  
 SIDING, DIRECT  
 MAIN LINE, CATENARY

FLAT  
 HAWK'S  
 SIDING  
 (45 CAR-CAPACITY)

CONCRETE SEMAPHORE  
 BASE ONLY REMOVED

DIVIDED SUPER-  
 HIGHWAY WITH  
 TWIN BRIDGES UNDER  
 CONSTRUCTION; ONLY  
 PIERS OF CONCRETE  
 RE-INFORCED; ONLY  
 ERECTED AT TIME  
 OF S&P SURVEY.

TELEPHONE BOOTH  
 BLACK SIGNAL

VITRIFIED CLAY PIPE CULVERT

52-55  
 ON CONCRETE POST

YELLOW BOARD  
 35-25  
 ON CONCRETE POST

HAND-CAR TRACK

SINGLES  
 WOOD  
 BRACKET  
 50-125

ALTITUDE 608'

93.2 MILES  
 HAWK'S

W. HAZEL DELL ROAD  
 (HAWK'S CROSSING) (OILED)  
 CROSSING WARNING SIGNS

CURVE  
 LOW FILLING

FARM LAND

C.G.A. WHISTLE  
 BOARD -  
 WHITE-BLACK

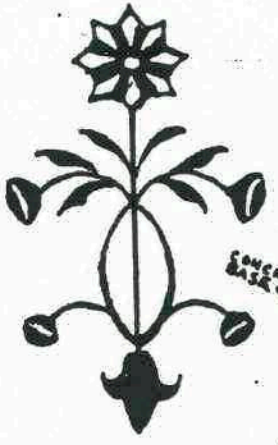
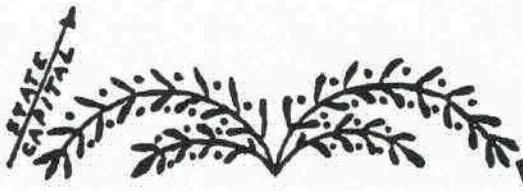
35-25  
 ON CONCRETE POST

CHICAGO & ALTON R.R.

CHATTANOGA



INTER-URBAN R.R.

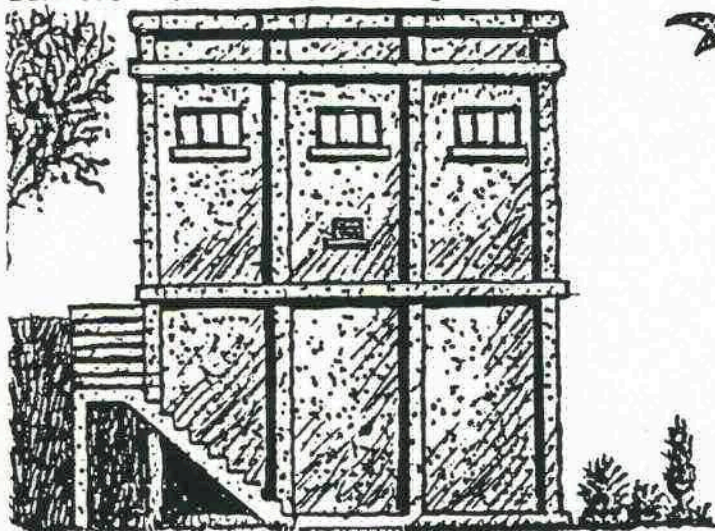


TELEPHONE BOOTH  
 BLOCK SIGNALS

190  
 CLEAR  
 MILE POST

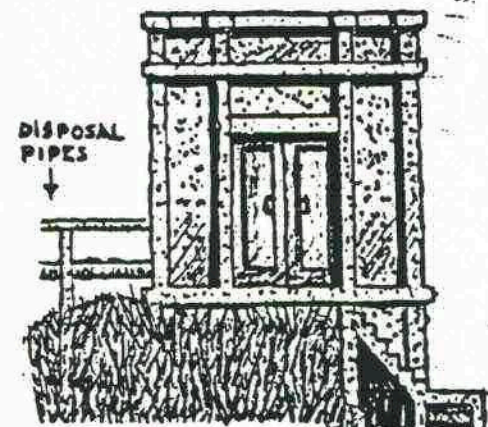


7



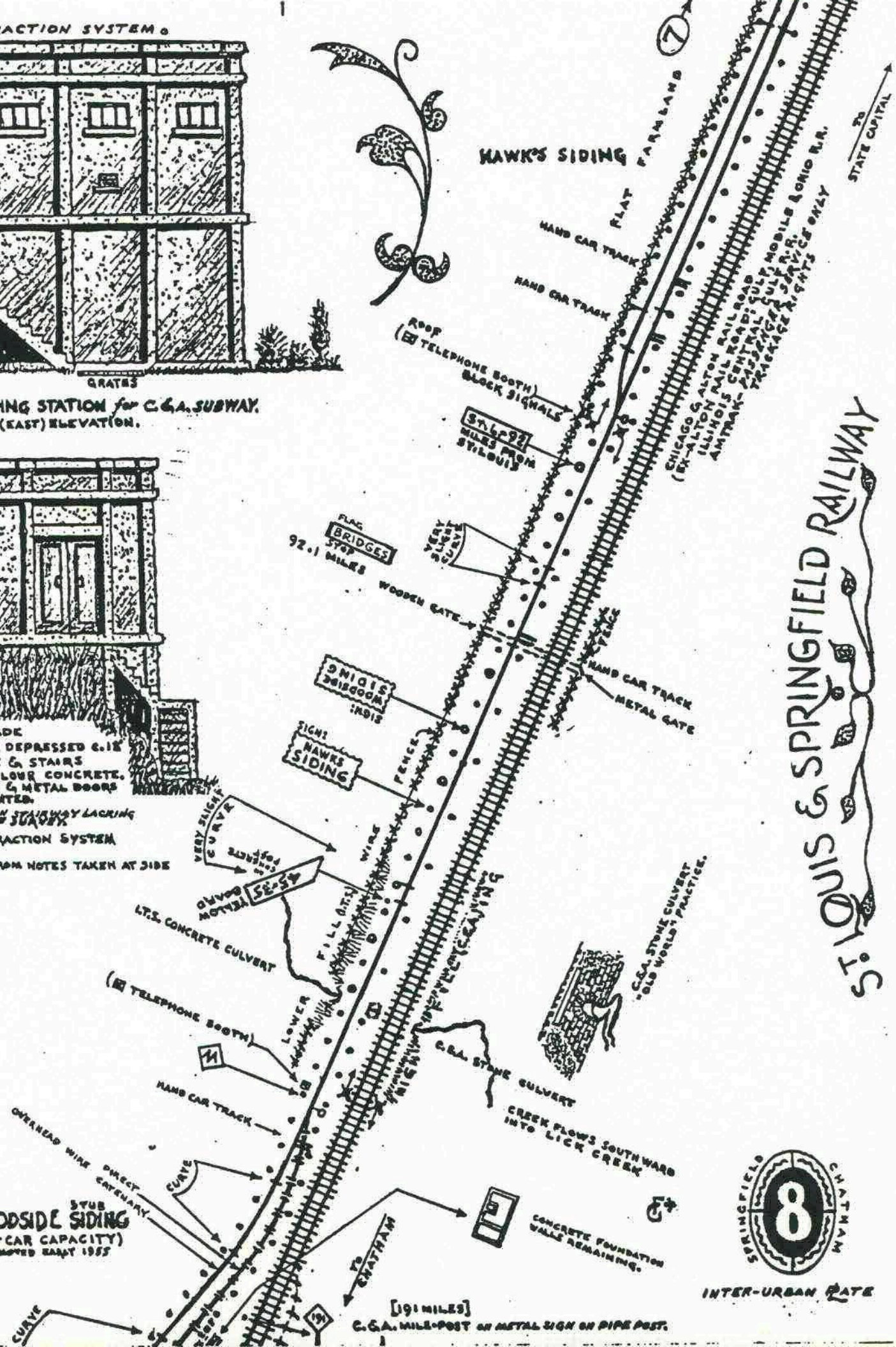
GRATES

I.T.S. PUMPING STATION for C.G.A. SUBWAY. TRACK-SIDE (EAST) ELEVATION.



SOUTH FAÇADE  
I.T.S. TRACK DEPRESSED C.I. STRUCTURE & STAIRS  
NATURAL COLOUR CONCRETE. STEEL FASH & METAL DOORS GREEN PAINTED.  
RAILINGS ON STAIRWAY LACKING AT TIME OF SURVEY.  
ILLINOIS TRACTION SYSTEM

SKETCHES FROM NOTES TAKEN AT SITE



ST. LOUIS & SPRINGFIELD RAILWAY



INTER-URBAN RATE



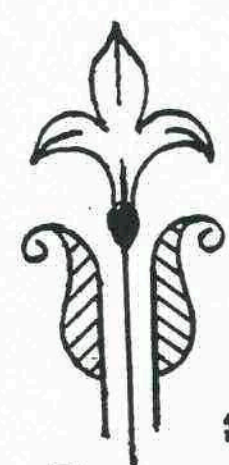
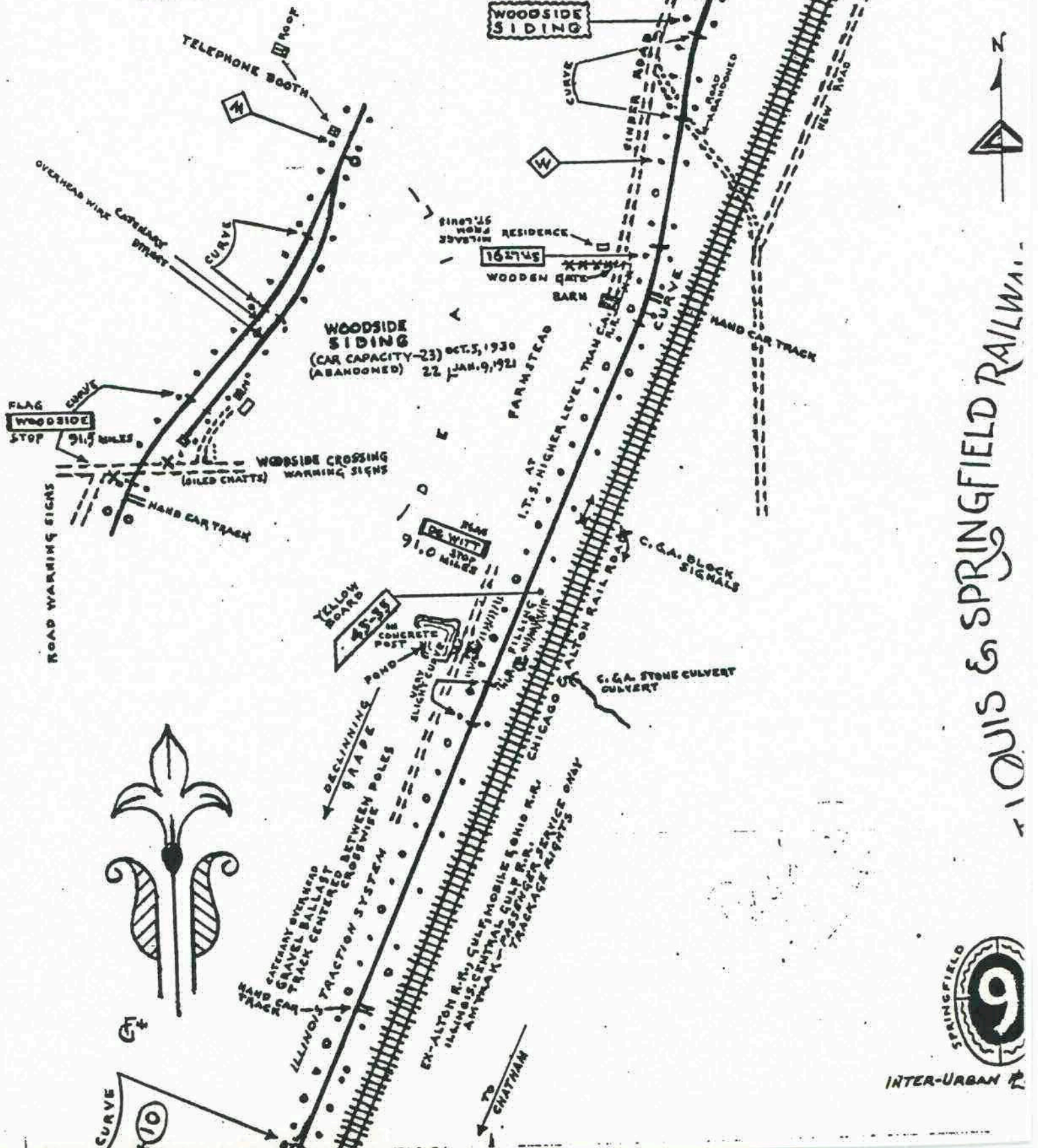
**WOODSIDE**  
FLAG STOP  
91.5 MILES  
WOODSIDE CROSSING  
WARNING SIGNS

8

TO  
STATE  
CAP



LOUIS & SPRINGFIELD RAILWAY



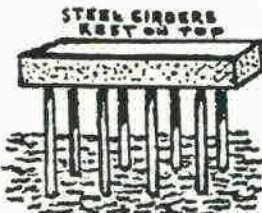
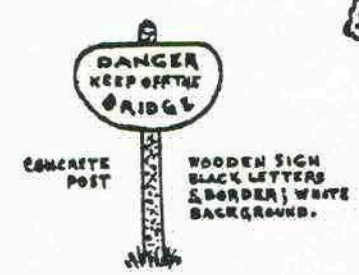
SPRINGFIELD  
9  
INTER-URBAN

LAKE SPRINGFIELD IS THE RESERVOIR FOR CITY WATER

STEEL GIRDER DECK BRIDGES ON BOTH I.T.S. AND C.G.A.R.R.

68 PAGES ACROSS BRIDGE DURING CONSTRUCTION OF NEW BRIDGE

OLD BRIDGE REMOVED (LICK CREEK BRIDGE)



TYPE OF PIER ERECTED FOR NEW BRIDGE ACROSS NEWLY CREATED SPRINGFIELD LAKE BY SPALDING DAM TRANSFORMING NARROW LICK CREEK INTO A SHEET OF WATER.

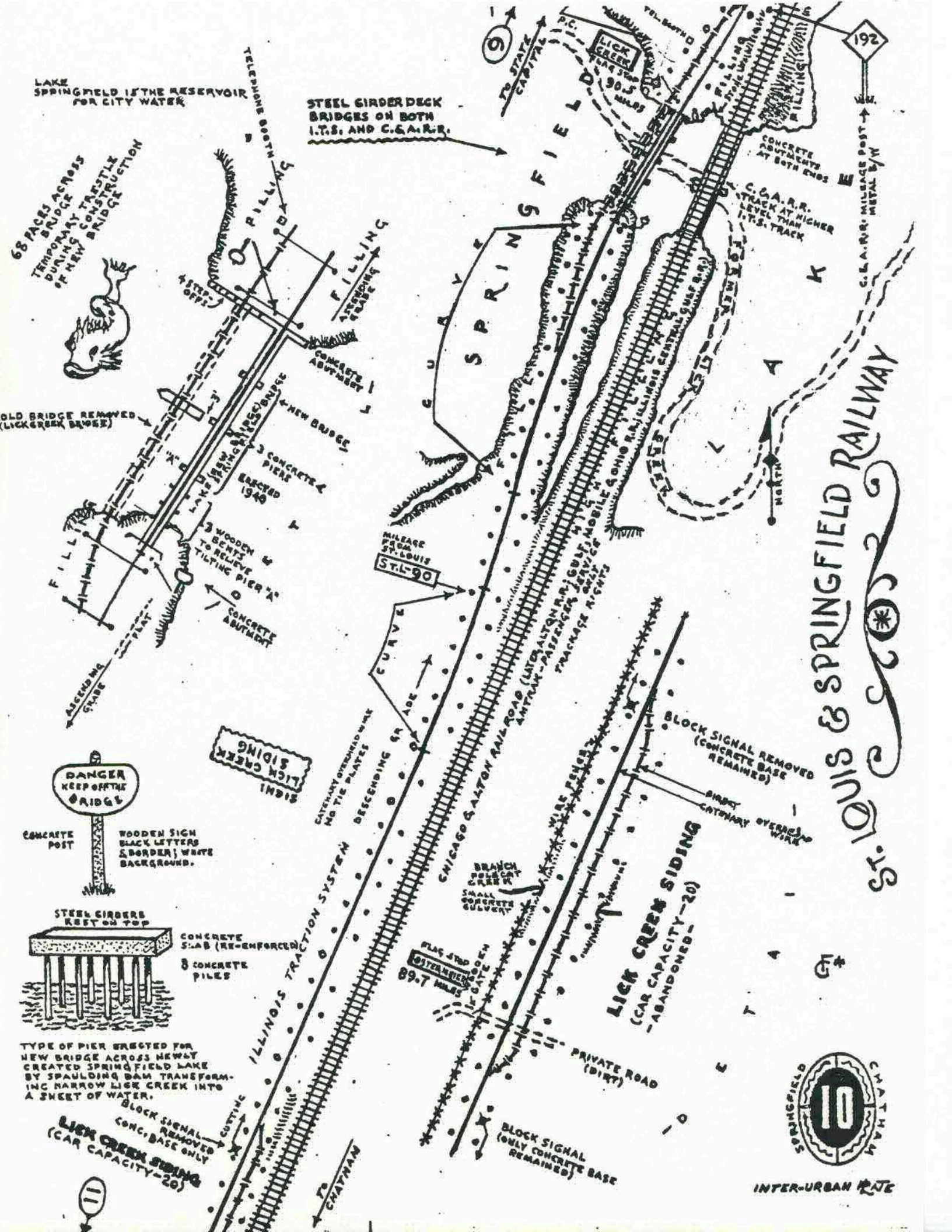
LICK CREEK SIDING (CAR CAPACITY - 20)

11

# ST. LOUIS & SPRINGFIELD RAILWAY



INTER-URBAN RATE



DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY  
 NAME CHANGED TO, DEC. 28, 1903

ST. LOUIS & SPRINGFIELD RAILWAY

SOLD  
 JAN. 8, 1910  
 TO

INCORPORATED  
 MAY 25, 1903

ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD  
 CONSOLIDATED WITH ILLINOIS TRACTION, INC.  
 JAN. 1, 1923

LEASED JAN. 1, 1928 TO ILLINOIS TERMINAL RAILROAD;  
 ON ROLLING STOCK - AT ILLINOIS TERMINAL R.R. SYSTEM USED.  
 DISCONTINUANCE OF ELECTRICAL OPERATION - MARCH 3, 1936.  
 TOTAL ABANDONMENT  
 OF ELECTRIC OPERATION  
 FOR INTERURBAN TRAINS  
 MARCH 3, 1936 (DIESEL FREIGHT)

LICK CREEK SIDING  
 (CAR CAPACITY-20)

FLAG  
 WOODEN GATE  
 STOP  
 89.7 MILES

BLOCK SIGNAL  
 GALVANISED IRON PIPE  
 CULVERT  
 HIGH FILLING  
 METAL GATE

10

TO  
 STATE CAPITAL

N



GT



AREA INDICATED BY  
 WAVY LINE IS FLAT AS  
 THOUGH OCCUPIED  
 FORMERLY BY A SIGNAL

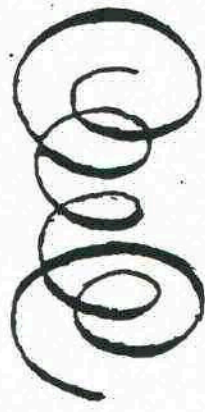
68-728  
 SIGNAL  
 STOP

ILLINOIS TRACTION SYSTEM

CHICAGO & ALTON RAIL ROAD  
 (NORTH BOUND (EAST) TRACK  
 CENTRALIZED TRAFFIC CONTROL)

CHICAGO R.R. sign  
 ALL METAL  
 BLACK ON WHITE

IT &  
 SIGN  
 LICK CREEK  
 SIDING



INTER-URBAN RATE

12



MC  
 PENS

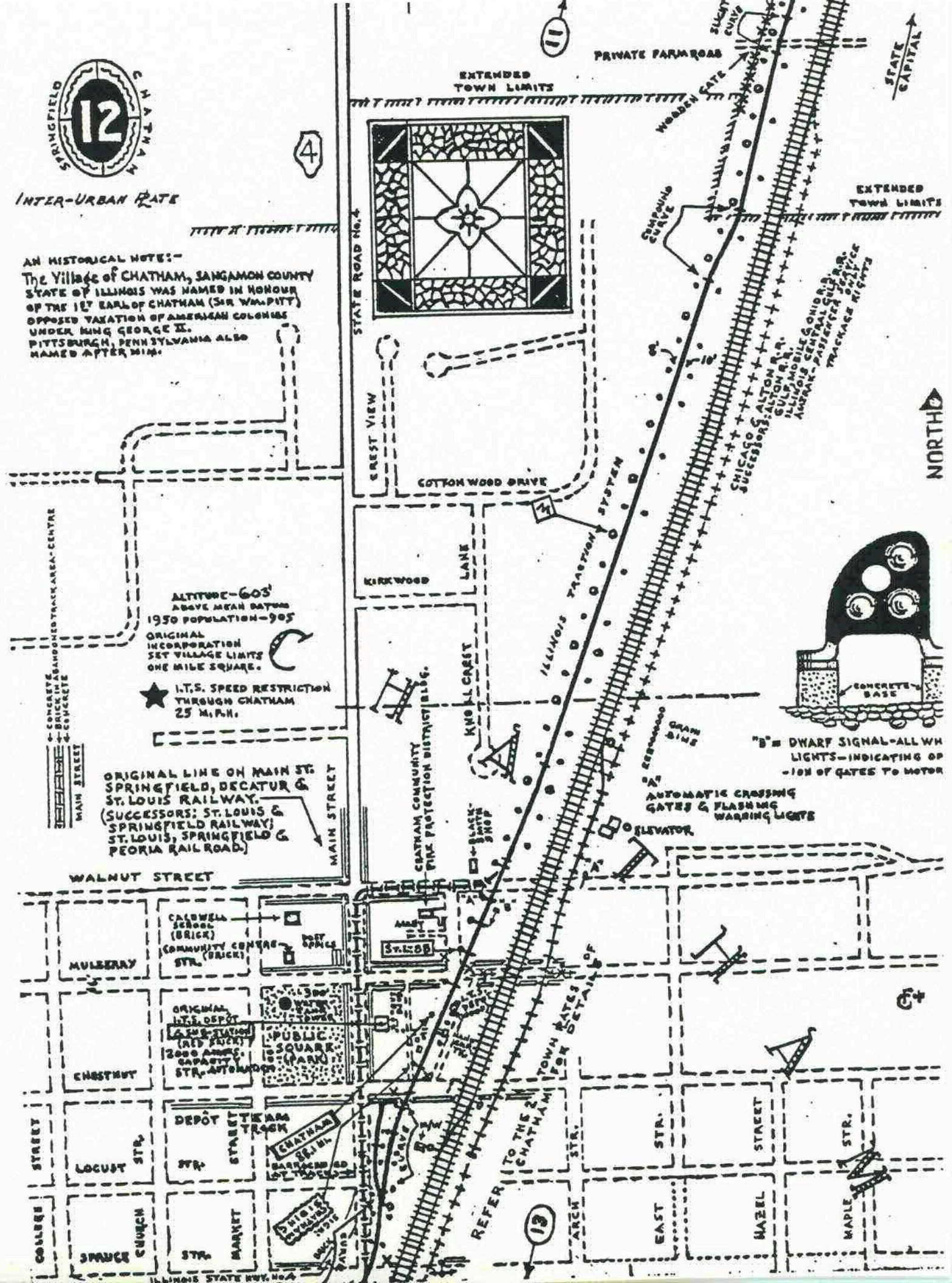
TO  
 CHATTAM



INTER-URBAN RATE

AN HISTORICAL NOTE:-

The Village of CHATHAM, SANGAMON COUNTY STATE OF ILLINOIS WAS NAMED IN HONOUR OF THE 1ST EARL OF CHATHAM (SIR WALPITT) OPPOSED TAXATION OF AMERICAN COLONISTS UNDER KING GEORGE II. PITTSBURGH, PENNSYLVANIA ALSO NAMED AFTER HIM.



STATE CAPITAL

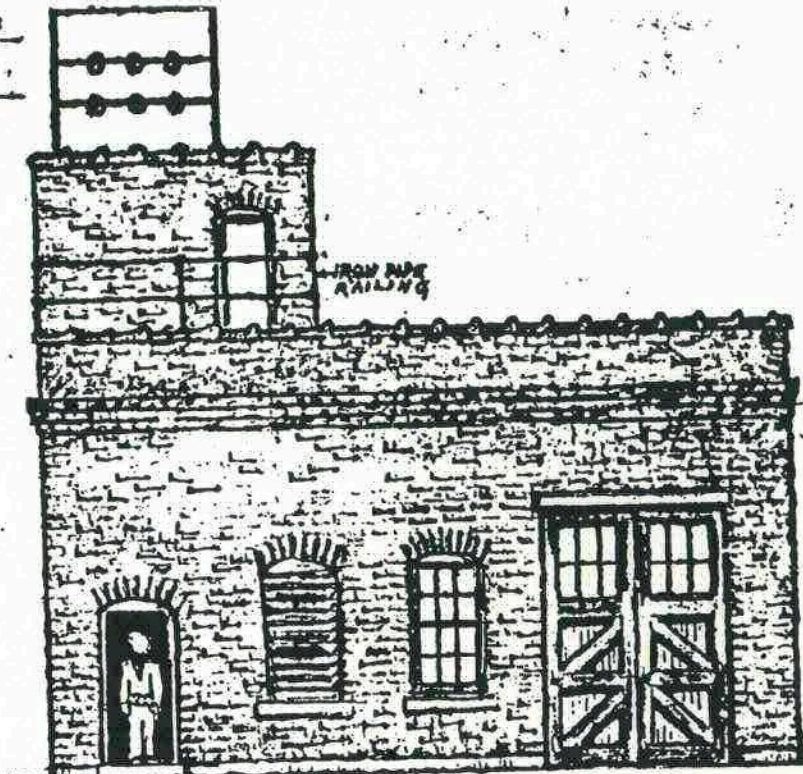
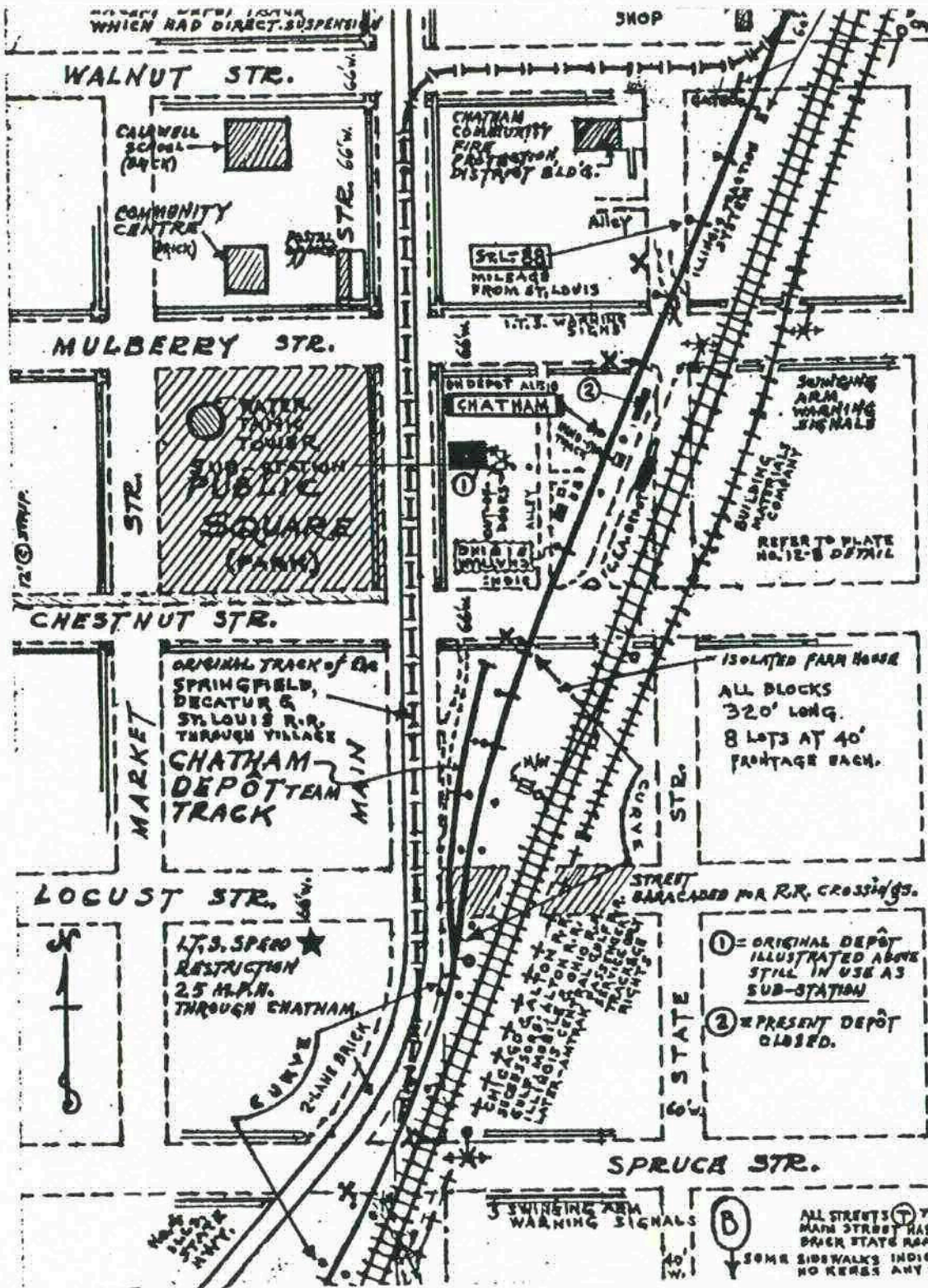
EXTENDED TOWN LIMITS

NORTH

"B" DWARF SIGNAL-ALL WH LIGHTS-INDICATING OPEN OF GATES TO MOTOR

AUTOMATIC CROSSING GATES & FLASHING WARNING LIGHTS

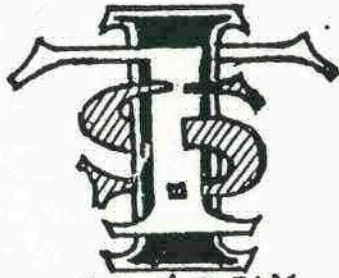
REFER TO THE 2ND TOWN MAPS FOR DETAILS OF CHATHAM



ORIGINAL INTERURBAN DEPOT & SUB-STATION - MAIN STREET FACADE RED BRICK, TILE CAPPING, PARAPET WALLS, IRON LINTOL OVER LARGE DOORWAYS, BRICK ARCHES OVER OTHER OPENINGS. WOODEN LOUVRES IN CERTAIN WINDOWS.

RATING - SUB-STATION = 2,000 AMPERES AUTOMATIC (500 AMPS. 1934) ⚡

ALTITUDE - 603'  
POPULATION - 1950 - 905  
1940 - 867  
1930 - 883

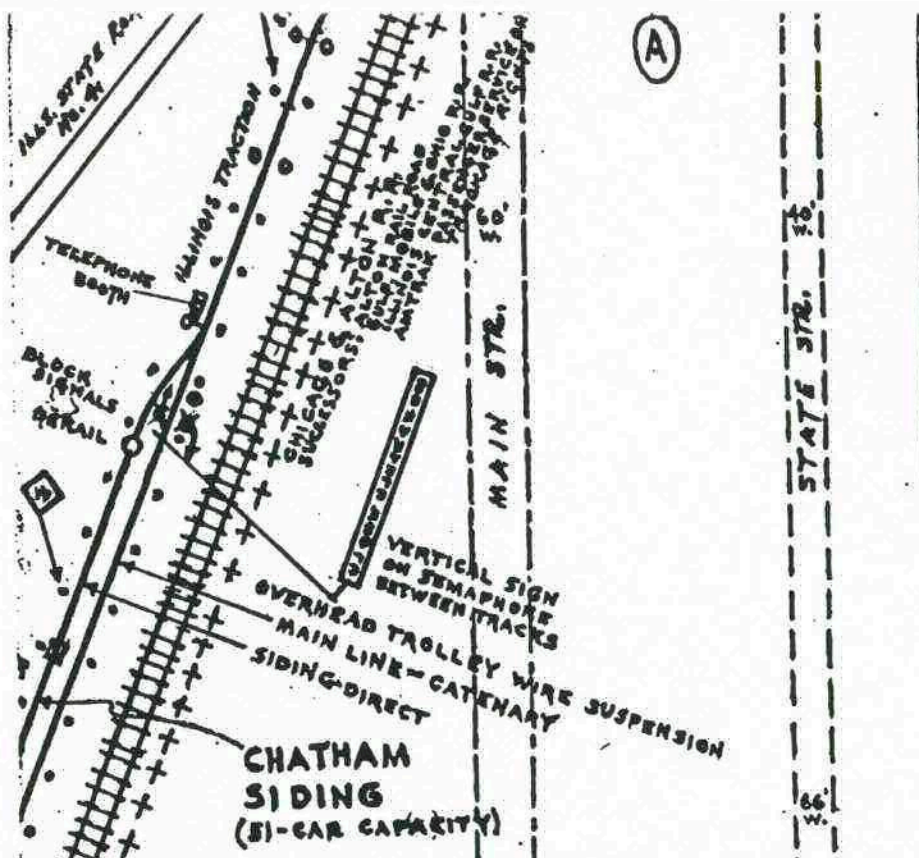


ST. L. & S. RLY.

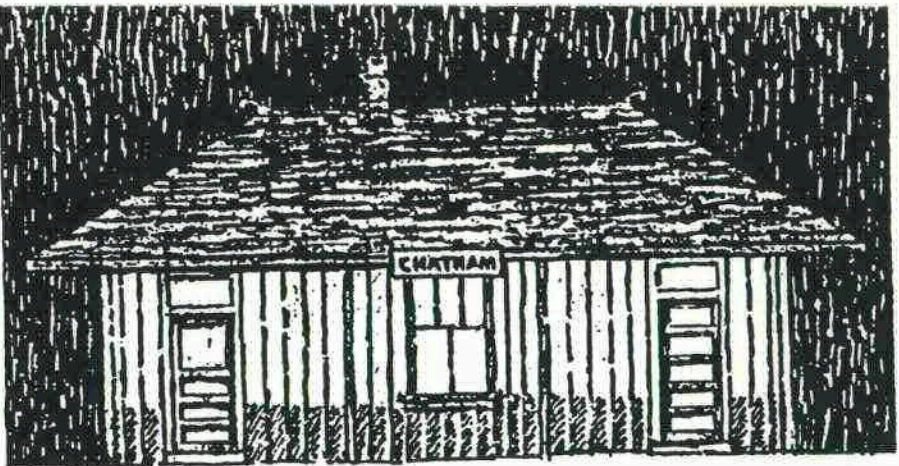
TOWN PLATE **12A**

# Chatham

SANGAMON COUNTY, ILLS.  
A VILLAGE



(A)

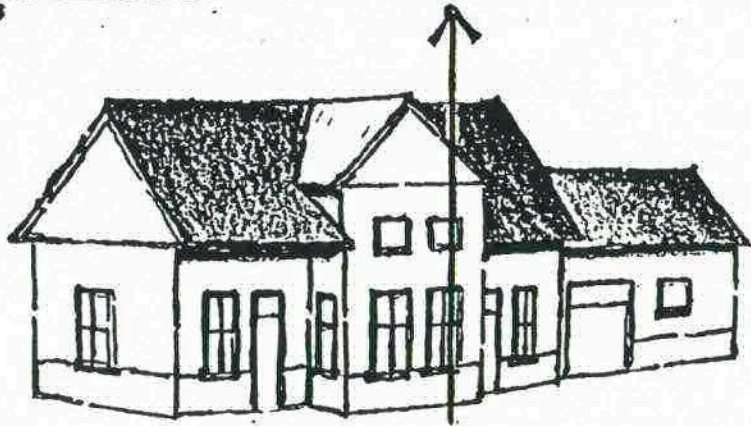
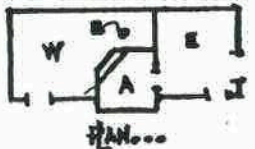


TOWN RATE CHATHAM

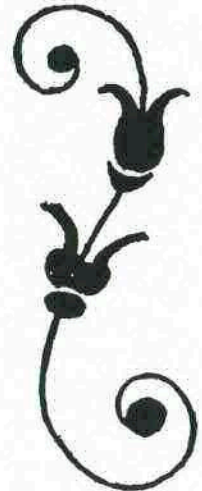
TRACK-SIDE (WEST) FACADE of PRESENT INTERURBAN DEPOT AT CHATHAM (CLOSED). WOODEN-VERTICAL SIDING WITH BATTENS; ROLL ROOFING, WHITE PAINTED WITH GREEN TRIM. BUFF BRICK CHIMNEY. NAME-RATE WHITE LETTERING ON GREEN BACKGROUND.

SKETCH FROM NOTES TAKEN AT SITE

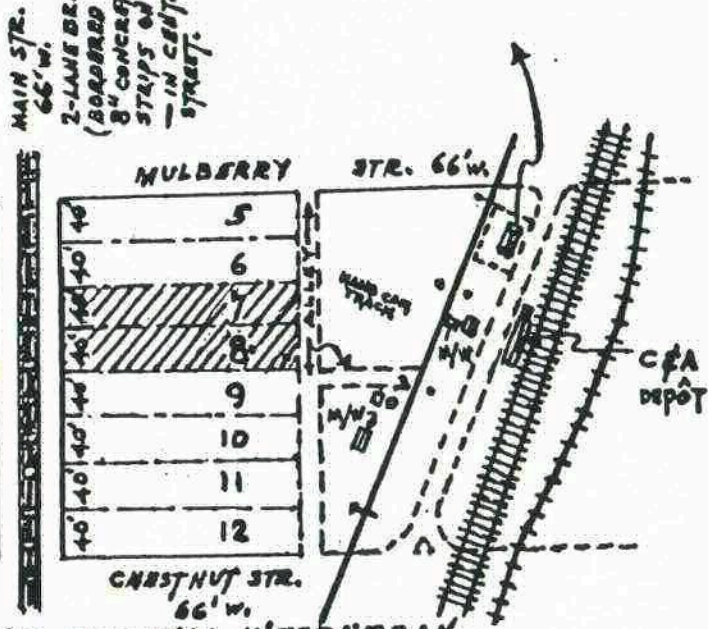
- A- AGENT'S QUARTERS.
- U- WAITING ROOM
- E- EXPRESS
- B- BAGGAGE ROOM.
- B- POT BELLIED CANAL STOVE.



THUMB-NAIL SKETCH of G.M.F. R.R. DEPOT AT CHATHAM. WOODEN - GREY PAINTED. FROM NOTES MADE AT SITE.



D E T A " L U  
VILLAGE SQUARS  
(PUBLIC) SQUARS  
- 320'

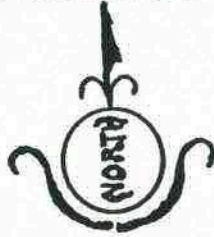


I.T.S. ORIGINAL INTERURBAN DEPOT & SUB-STATION OCCUPIES LOTS No. 7 & No. 8.

ST. LOUIS & SPRINGFIELD RAILWAY Co.

POPULATION  
1910 - 668

SUPPLEMENTARY PLATE TO  
INTER-URBAN PLATES NO. 12, 12A &  
12B.



ST. LOUIS & SPRINGFIELD RAILWAY

WALNUT STREET

MAIN ST.

COTTONWOOD

KIRKWOOD

ABANDONED  
STREET ROUTE

KNOLL CREST  
LAKE

ILLINOIS TRACTION SYSTEM  
CHICAGO & ALTON RAIL ROAD



TOWN LIMITS

MULBERRY STR.

CHESTNUT STR.

LOCUST STR.

SPRUCE STR.

GRAND STR.

WINSTON

DOWNING

PINE

TAYLOR COLLEGE

CHURCH

CHATHAM SIDING

TRINITY COLLEGE

STR.

STR.

STR.

STR.

STR.

MARKET

ARCH STR.

EAST STR.

STR.

HAZEL

MAPLE STR.

STR.

POPULAR

STATE

CHATHAM

SANGAMON COUNTY ILLINOIS

TOWN LIMITS

STR.

TOWN LIMITS

TOWN LIMITS

TOWN LIMITS

CHURCHILL

DRIVE

OAK STR.

STR.

STR.

STR.

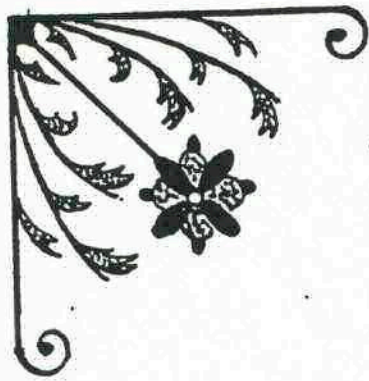
STR.

STR.



TOWN LIMITS





SIGN: CHATHAM SIDING

(13)

CHATHAM

MACK SIDING RATE No. 14

CREEK

RATE No. 15

MILE POST 85-

RATE No. 16

JACOBS FLAG STOP

RATE No. 17

(CORREAN FLAG ST. - (ALPHA PLANT))

WOODEN GATE

HARD CAR TRACK

PRIVATE FARM ROAD

DETAILED

ABANDONED LITTLE SIDING (CAR CAPACITY CHATHAM SIDING - 21)

MEANDERINGS OF I.T.S. TRACK. THE VERY SLIGHT CURVES (EXAGGERATED IN THE ABOVE CONDENSED LAYOUT) ARE INDICATED ON THE RATES BUT NOT DRAUGHTED AS SUCH.

ILLINOIS TRACTION SYSTEM

C. & A. R. R. BLOCK SIGNALS

CONCRETE POST

MACK SIDING (CAR CAPACITY - 21)

SIGN: MACK SIDING

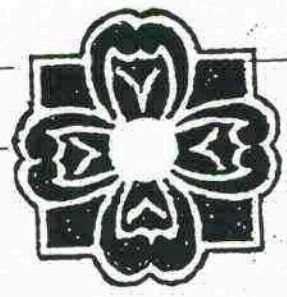
TRACK CENTERED BETWEEN POLES.

MILEAGE FROM ST. LOUIS STL-86

OVERHEAD TROLLEY WIRE DIRECT-SIDING CATENARY-MAIN LINE



St. Louis & Springfield Railway



SIGN: SLIGHT CURVED I.T.S.

CHICAGO & ALTON SUCCESSIONS: ALTON RAIL ROAD ILLINOIS R.R. AMTRAK CENTRAL GULF S.A.R. ILLINOIS TRACTION SYSTEM SERVICE ONLY

DETAILED

POLES BETWEEN TRACKS ERECTED AFTER SIDING ABANDONMENT.

CONCRETE POST

MILEAGE FROM ST. LOUIS STL-86

MACK SIDING (CAR CAPACITY - )

(15)

AUBURN

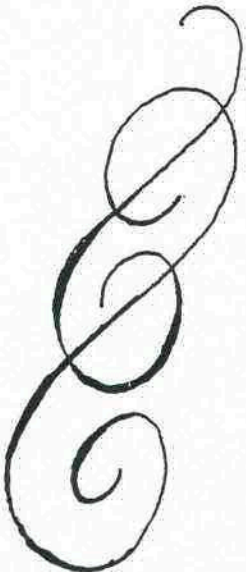
McCONNELL FLAG STOP PRIVATE FARM ROAD 86.0 MILES



INTER-URBAN R.R.



O, for a horse with wings!  
— Shakespeare



**MACK SIDING**  
(CAR CAPACITY -  
HAND CAR TRACK)  
**McCONNELL**  
STOP  
86.0 MILES

FLAG  
WOODEN GATE

VERY SLIGHT CURVE  
I.T.S.

HAND CAR TRACK

SIGN:  
MACK SIDING

FILLING  
WOODEN GATE

CONCRETE CULVERTS  
I.T.S. & C&A.R.R.

BRANCH OF PANTHER CREEK

CULVERT

PRIVATE INTRA-FARM ROAD

CHICAGO & ALTON RAIL ROAD  
SUCCESSORS: ALTON R.R.  
SULT, MOBILE, OHIO R.R.  
ILLINOIS CENTRAL CULVERT  
SOUTH BEND & CLEVELAND  
TRUCK CREEK  
AMTRAK

TRACK CENTERED BETWEEN TROLEY POLES  
ILLINOIS TRACTION SYSTEM

ELECTRICAL POWER  
TRANSMISSION LINE  
SUPPORTED BY TALL  
HEAVY WOODEN POLES  
AT HIGH LEVEL.

CONCRETE CULVERT

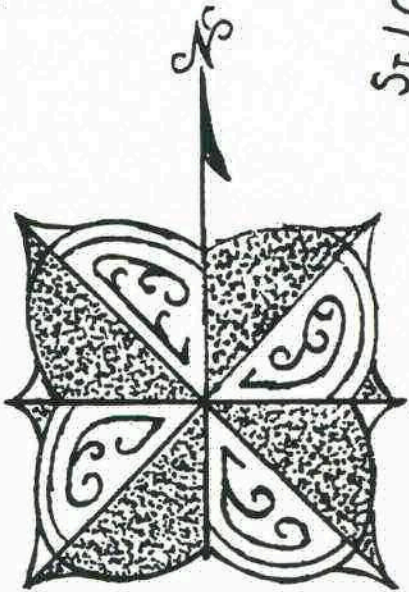
CREEK

CHATHAM

PRIVATE FARM ROAD  
WOODEN GATE

FILE L I N G

ST. LOUIS & SPRINGFIELD RAILWAY



INTER-URBAN R.R.

AUBURN

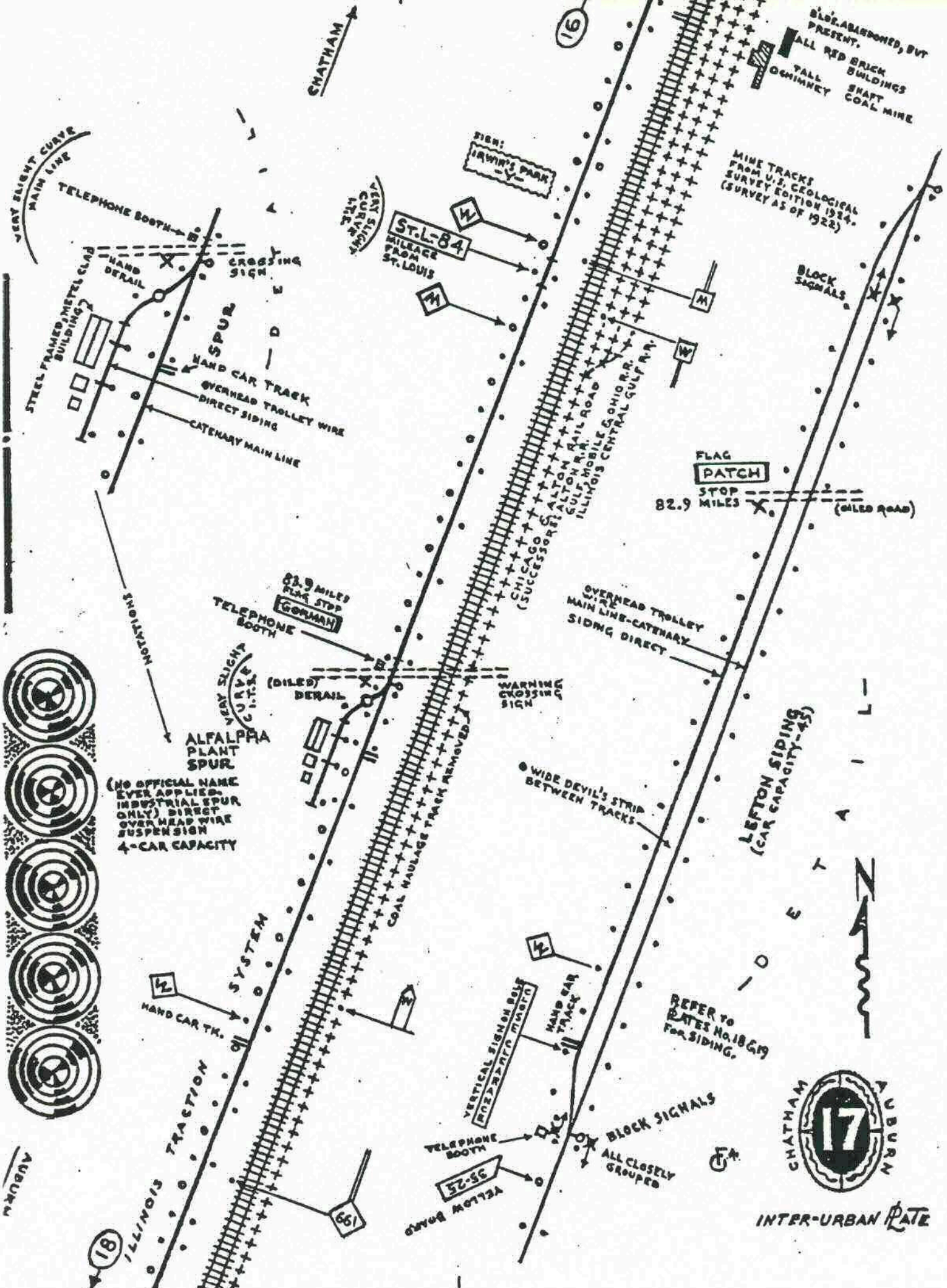
BOTH I.T.S. & C&A.R.R.  
SUPPORT CULVERT

16

14

15





(NO OFFICIAL NAME EVER APPLIED. INDUSTRIAL SPUR ONLY) DIRECT OVERHEAD WIRE SUSPENSION 4-CAR CAPACITY

82.9 MILES FLAG PATCH STOP (DILED ROAD)

LEFTON SIDING (CAR CAPACITY-45)

REFER TO RATES NO. 18 & 19 FOR SIDING.

CHATHAM 17 AUBURN INTER-URBAN RATE

AUBURN

18

16

CHATHAM

ALL RED BRICK BUILDINGS TALL CHIMNEY SHAFT COAL MINE

MINE TRACKS FROM U.S. GEOLOGICAL SURVEY EDITION 1914. (SURVEY AS OF 1922)

IRWIN'S PARK

ST. L-84 MILEAGE FROM ST. LOUIS

VERY SLIGHT CURVE 1/4 MILE

BLOCK SIGNALS

FLAG PATCH STOP

OVERHEAD TROLLEY WIRE MAIN LINE-CATENARY SIDING DIRECT

WARNING CROSSING SIGN

WIDE DEVIL'S STRIP BETWEEN TRACKS

VERTICAL SIGN BOARD

TELEPHONE BOOTH

YELLOW BOARD

BLOCK SIGNALS

ALL CLOSELY GROUPED

TELEPHONE BOOTH  
HAND DERAIL  
STEEL FRAMED METAL CLAD BUILDING  
HAND CAR TRACK  
OVERHEAD TAGLEY WIRE  
DIRECT SIDING  
CATENARY MAIN LINE

82.9 MILES FLAG STOP GORMAN TELEPHONE BOOTH

VERY SLIGHT CURVE 1/4 MILE

ALFALPHA PLANT SPUR

(DILED) DERAIL

COAL HAULAGE TRACK REMOVED

SYSTEM

HAND CAR TK.

ILLINOIS TRACTION

651

7

W

CA

ST. LOUIS

SPRINGFIELD, DECATUR & RAILWAY

17

COAL HAULAGE TRACK

CHATNAM

MINE TRACKS FROM U.S. GEOLOGICAL SURVEY EDITION OF 1924. (SURVEY AS OF 1922)



ABANDONED COAL MINE, SHAFT & TRACKS.

SHIGIS HOULET INDIS

HAND CAR TRACK

SINOT'S WOOD SHED

SP-T-45

LEPTON FLAG STOP 83.2 MILES

L.T.S. CONCRETE CULVERT



ILLINOIS TRACTION SYSTEM

SPRINGFIELD RAILWAY

CULVERT - C.G.A.R. STONE

BLOCK SIGNALS

82.9 MILES FLAG STOP PATCH

GRAVEL ROAD

OVER TROLLEY WIRE CATENARY SIDING DIRECT

WIDE DEVIL'S-STRIP BETWEEN TRACKS

LEPTON SIDING (CAR CAPACITY - 45)

SIDING DETAIL RATE No. 17

HAND CAR TRACK

19

CHICAGO SUGAR & SALT

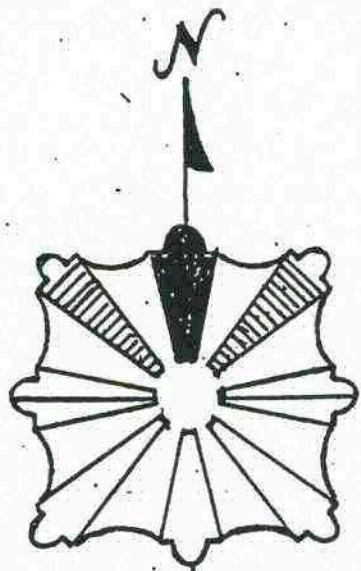
ALTON R.R. & ILLINOIS CENTRAL COAL SHAFTS, SINKING, CONDUIT, CULVERT, SERVICE BENCH, TRACKS, TRUCKS, RAILWAY

HAND CAR TRACK

TELEPHONE BATH

35-25

BLOCK SIGNALS



G+



CLARIFICATION OF CONNEXION BETWEEN RATES No. 18 & 19.

INTER-URBAN RATE



A CITY OF SANGAMON COUNTY, ILLINOIS.

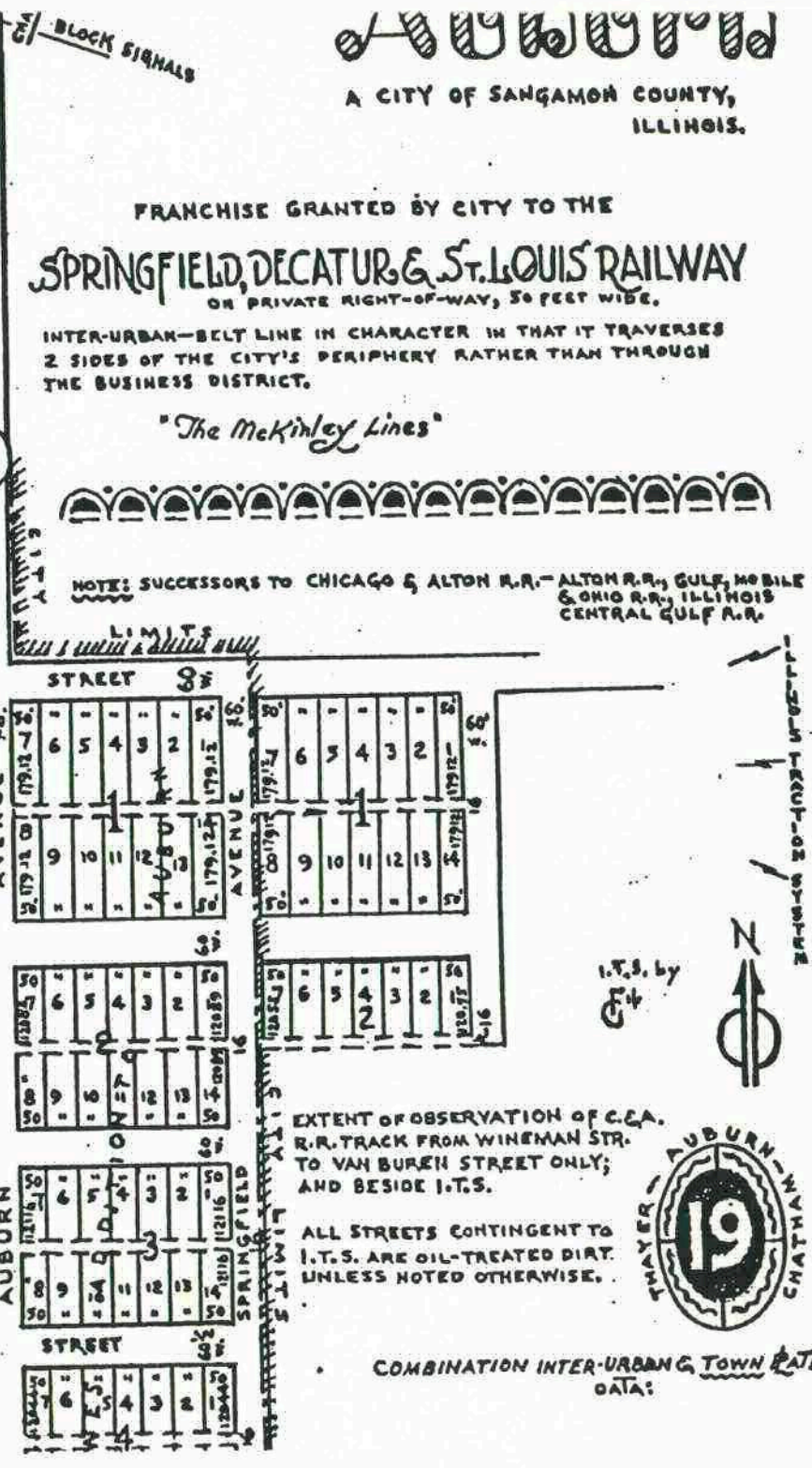
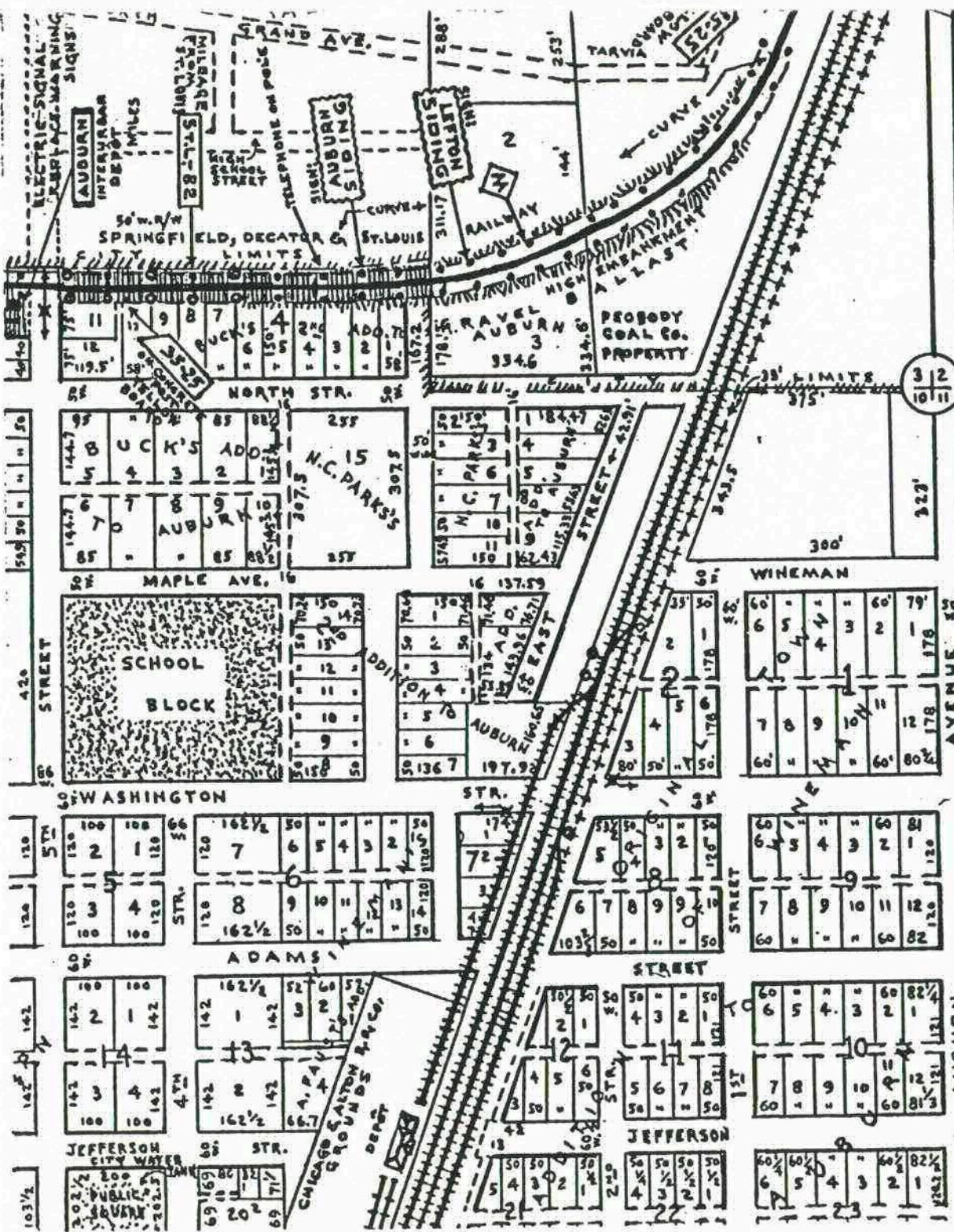
# FRANCHISE GRANTED BY CITY TO THE SPRINGFIELD, DECATUR & ST. LOUIS RAILWAY

OR PRIVATE RIGHT-OF-WAY, 50 FEET WIDE.  
INTER-URBAN-BELT LINE IN CHARACTER IN THAT IT TRAVERSES  
2 SIDES OF THE CITY'S PERIPHERY RATHER THAN THROUGH  
THE BUSINESS DISTRICT.

*"The McKinley Lines"*



NOTE: SUCCESSORS TO CHICAGO & ALTON R.R. - ALTON R.R., GULF, MOBILE & OHIO R.R., ILLINOIS CENTRAL GULF R.R.

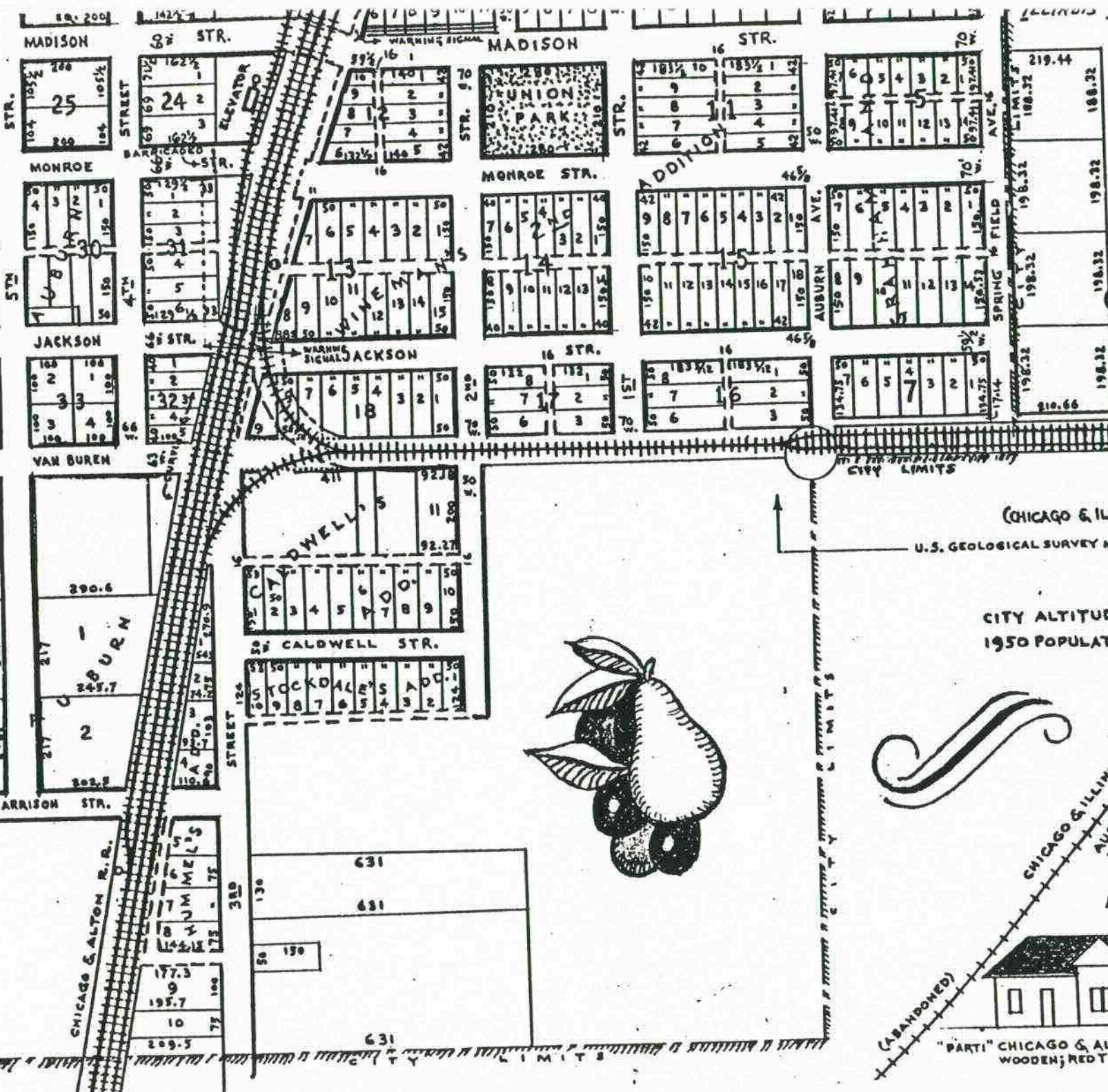


EXTENT OF OBSERVATION OF C.E.A. R.R. TRACK FROM WINEMAN STR. TO VAN BUREN STREET ONLY; AND BESIDE I.T.S.

ALL STREETS CONTINGENT TO I.T.S. ARE OIL-TREATED DIRT. UNLESS NOTED OTHERWISE.

COMBINATION INTER-URBAN, TOWN RATE DATA:





TOWN PLATE

CITY of  
Auburn

SANGAMON COUNTY, ILLINOIS.  
LOCATED ON SECTIONS 2-10-11 & 3  
AUBURN TOWNSHIP. SCALE: 1" = 350'  
TAKEN DIRECTLY from the map  
compiled by Jacob Orr, Civil Engineer.

PAWNEE RAIL ROAD  
PRIVATE RIGHT-OF-WAY-50' WIDE  
(CHICAGO & ILLINOIS MIDLAND RAILWAY-SUCCESSOR)  
U.S. GEOLOGICAL SURVEY MAP-1922 EDITION SHOWS DOUBLE-TRACK.

CITY ALTITUDE - 664  
1950 POPULATION - 1,963

CHICAGO & ILLINOIS MIDLAND RAILWAY  
AUBURN BELT BY-PASSING CITY FOR  
INTERCHANGE WITH ILLINOIS TRACTION  
STATION AND CHICAGO & NORTH WESTERN RAILWAY  
SIDINGS AT-COMPRO



"PARTI" CHICAGO & ALTON RAIL ROAD DEPOT.  
WOODEN; RED TILE ROOF.



# Auburn

ILLINOIS.  
WALKING SURVEY  
1954

SEQUENCE OF  
AUBURN PLATES

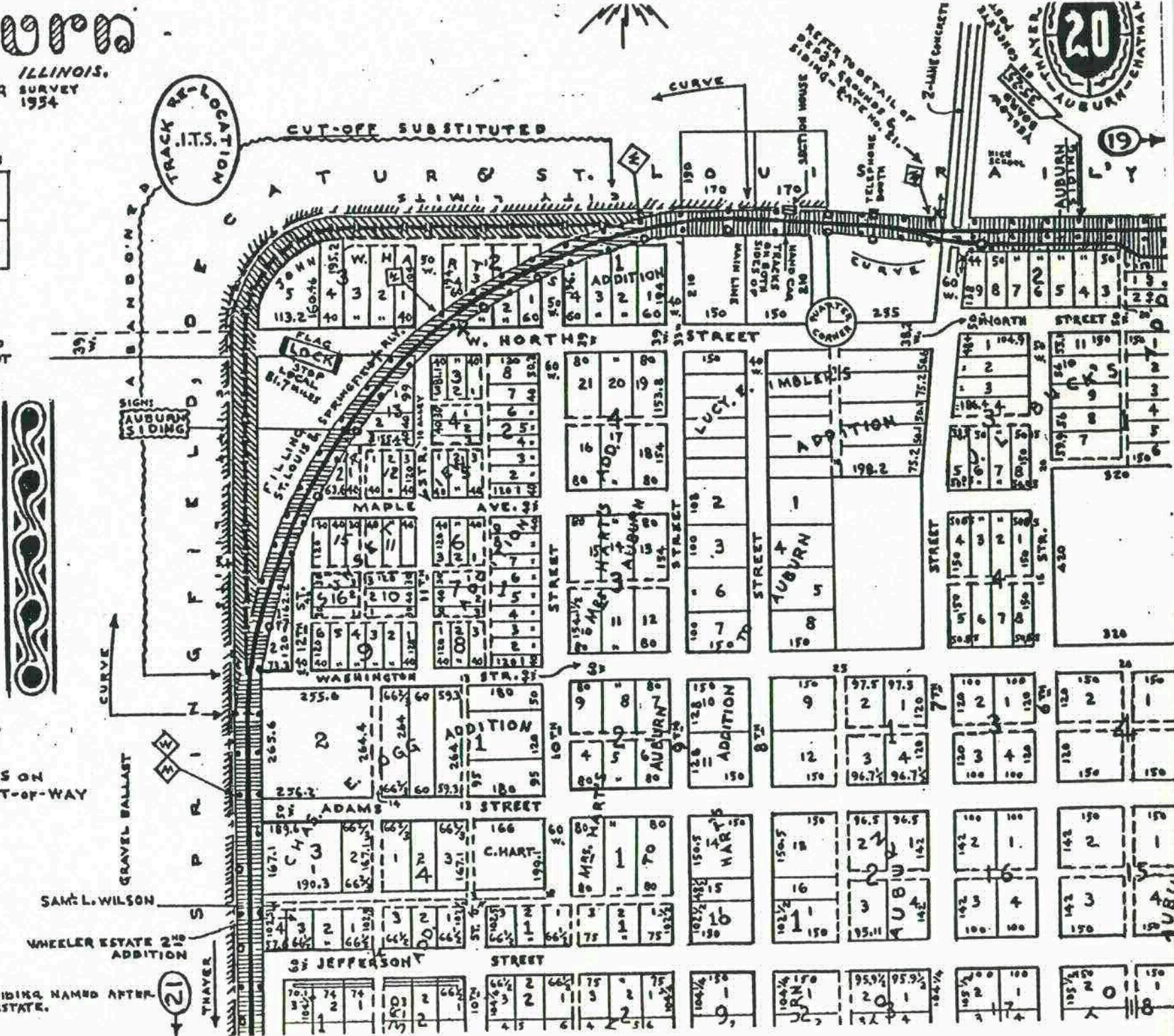
|    |      |
|----|------|
| 20 | 19   |
| 21 | 19-A |

W. NORTH STREET AND  
N. 5TH STREET DID NOT  
ORIGINALLY CROSS  
INTERURBAN TRACK.

• ALL OVERHEAD WIRE CATERARY, EXCEPT  
AUBURN SIDING WHICH IS DIRECT. •

ALL  
I.T.S. TRACKS ON  
PRIVATE RIGHT-OF-WAY

I.T.S. BY



SAM L. WILSON  
WHEELER ESTATE 2%  
ADDITION

WHEELER SIDING NAMED AFTER  
WHEELER ESTATE.

REFER TO DETAIL OF  
DEPT. ENGINEERING  
SIDING - CASE NO. 81.  
TELEPHONE  
BOOTH

2-LINE CONCRETE

AUBURN  
ILLINOIS

TRACK RE-LOCATION  
I.T.S.

CUT-OFF SUBSTITUTED

SIGN:  
AUBURN  
SIDING

FLAG  
LOCK

WATER  
CORNER

CURVE

GRAVEL BALLAST

TRAYER

CURVE

CURVE

STREET

STREET

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JEFFERSON STREET

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WASHINGTON

ADAMS

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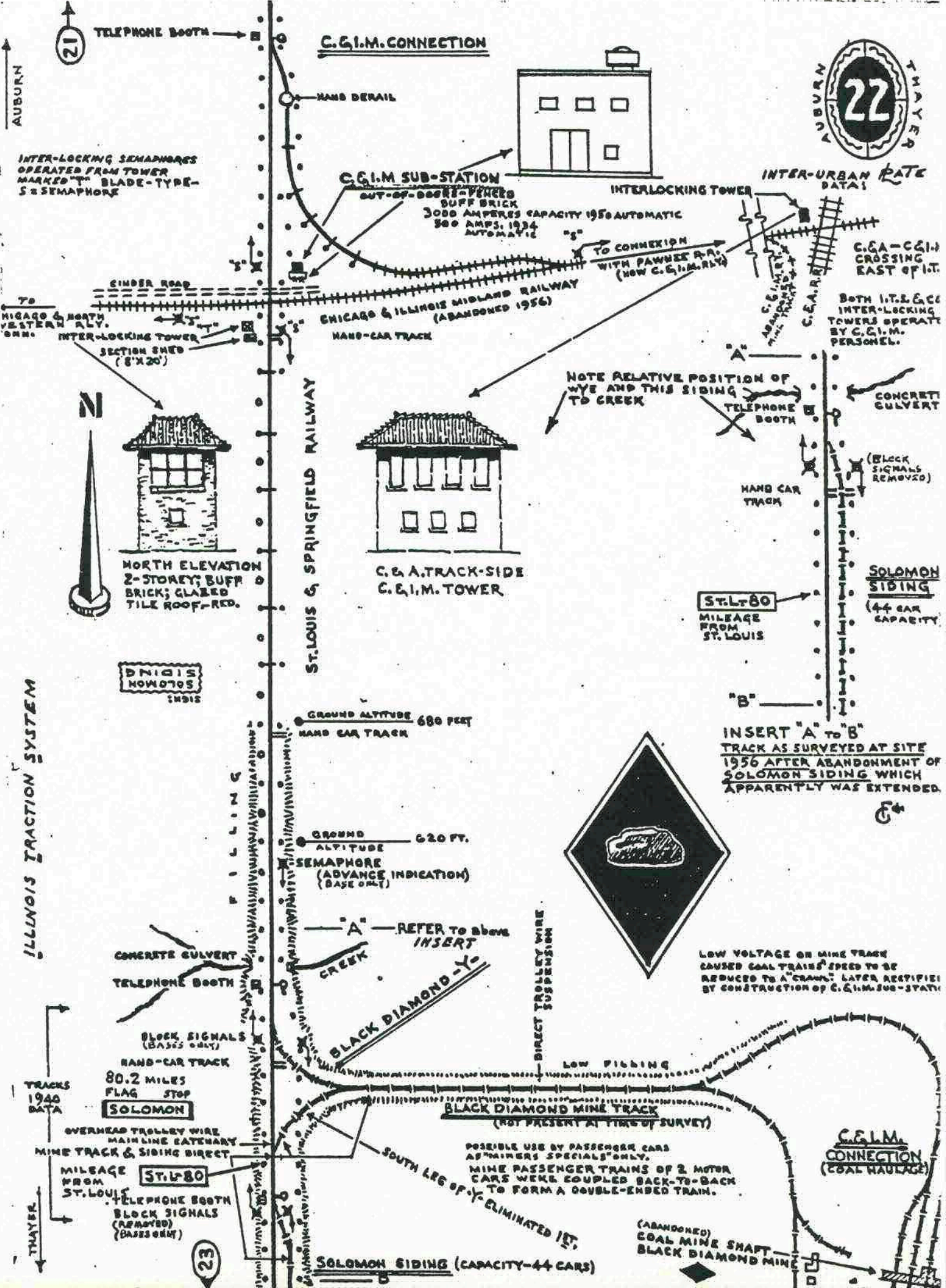
ST. B.

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TELEPHONE BOOTH

C.G.I.M. CONNECTION

C.G.I.M. SUB-STATION

OUT-OF-DOORS - VENEER  
BUFF BRICK  
3000 AMPERES CAPACITY 1950 AUTOMATIC  
500 AMP. 1934 AUTOMATIC

INTER-LOCKING TOWER

INTER-URBAN RATE DATA

C.G.A.-C.G.I.M. CROSSING EAST OF IT.

BOTH I.T.S. & C.C. INTER-LOCKING TOWERS OPERATE BY C.G.I.M. PERSONEL.

TO CHICAGO & NORTH WESTERN R.R. ORN.

INTER-LOCKING TOWER SECTION SHED (8'x20')

CHICAGO & ILLINOIS MIDLAND RAILWAY (ABANDONED 1956)

HAND-CAR TRACK

TO CONNECTION WITH PAWNEE R.R. (NOW C.G.I.M. R.R.)

NOTE RELATIVE POSITION OF WYE AND THIS SIDING TO CREEK

TELEPHONE BOOTH

CONCRETE CULVERT

(BLOCK SIGNALS REMOVED)

HAND CAR TRACK

SOLOMON SIDING (44 CAR CAPACITY)

St. L#80 MILEAGE FROM ST. LOUIS

INSERT "A" TO "B" TRACK AS SURVEYED AT SITE 1956 AFTER ABANDONMENT OF SOLOMON SIDING WHICH APPARENTLY WAS EXTENDED.

ILLINOIS TRACTION SYSTEM

DIRTIES NOW 705 IN 1955

GROUND ALTITUDE 680 FEET HAND CAR TRACK

GROUND ALTITUDE 620 FT. SEMAPHORE (ADVANCE INDICATION) (BASE ON T)

CONCRETE CULVERT TELEPHONE BOOTH

"A" REFER TO ABOVE INSERT

CREEK

BLACK DIAMOND - Y

DIRECT TROLLEY WIRE SUSPENSION

LOW VOLTAGE ON MINE TRACK CAUSED COAL TRAINS SPEED TO BE REDUCED TO A 'CRAWL' LATER RECTIFIED BY CONSTRUCTION OF C. & I.M. SUB-STATION

TRACKS 1940 DATA 80.2 MILES FLAG STOP

SOLOMON SIDING

OVERHEAD TROLLEY WIRE MAIN LINE CATERARY MINE TRACK & SIDING DIRECT

MILEAGE FROM ST. LOUIS St. L#80

TELEPHONE BOOTH BLOCK SIGNALS (REMOVED) (BASE ON T)

BLACK DIAMOND MINE TRACK (NOT PRESENT AT TIME OF SURVEY)

POSSIBLE USE BY PASSENGER CARS AS 'MINERS SPECIALS' ONLY. MINE PASSENGER TRAINS OF 2 MOTOR CARS WERE COUPLED BACK-TO-BACK TO FORM A DOUBLE-ENDED TRAIN.

SOLOMON SIDING (CAPACITY-44 CARS)

C. & I.M. CONNECTION (COAL HAULAGE)

(ABANDONED) COAL MINE SHAFT - BLACK DIAMOND MINE

THAYER

23

21

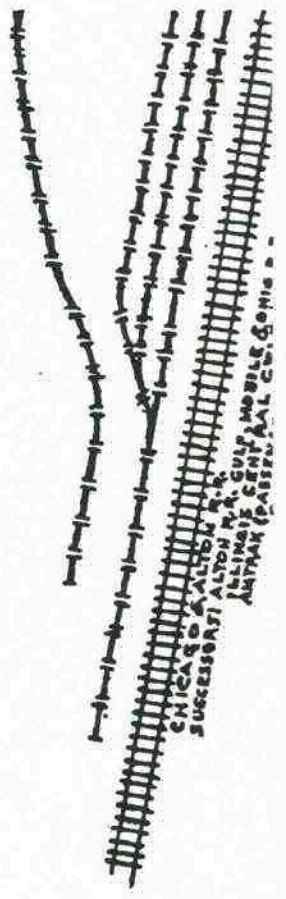
AUBURN 22 THAYER

AUBURN

22

OVERHEAD TROLLEY WIRE  
MAIN LINE-CATENARY  
SIDING-DIRECT

SOLOMON SIDING  
(CAR CAPACITY-44)



SUCCESSORS: ALTON R.R.,  
CHICAGO & ALTON R.R.,  
ILLINOIS CENTRAL  
NORTHWESTERN  
ST. LOUIS & SPRINGFIELD

HAND DERAIL  
HAND-CAR TRACK

TELEPHONE BOOTH  
BLOCK SIGNALS

NOTE SPELLING  
NOT TO BE CONFUSED  
WITH RIDGELY  
JUNCTION 5-Y  
NORTH OF  
SPRINGFIELD ON  
THE SPFD. &  
NORTH EASTERN  
TRACTION.

FLAG  
RIDGELY  
STOP  
79.6 MILES  
ROAD  
WARNING  
SIGNS

GRAVEL  
ROAD  
GRAVEL ROAD

WHEELER SIDING  
(CAR CAPACITY - )



ILLINOIS TRACTION SYSTEM

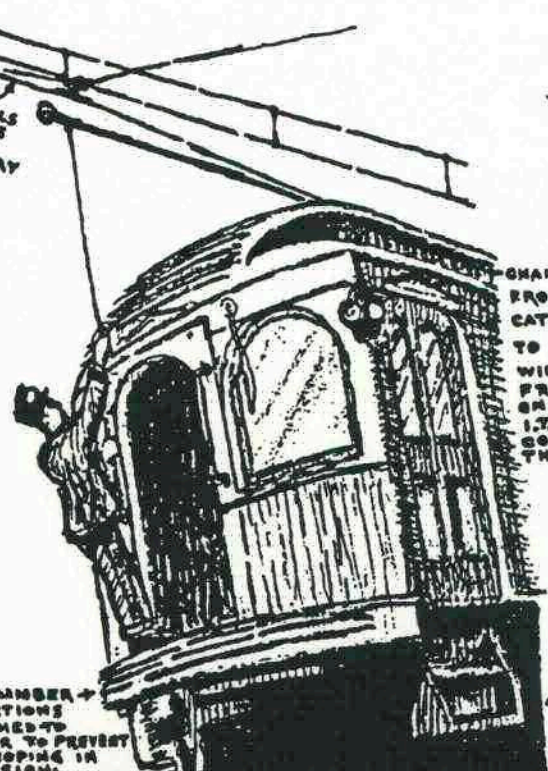
WHISTLE SIGNS  
BOTH WAYS ON  
SAME POLE



RAILWAY  
ST. LOUIS & SPRINGFIELD

HAND CAR TRACK

SIDING WIRE  
PARALLELS  
BUT DOES  
NOT JOIN  
CATENARY



CHANGING TROLLEY  
FROM MAIN LINE  
CATENARY WIRE  
TO SIDING DIRECT  
WIRE SUSPENSION  
POLES NOT USED,  
ON CERTAIN SIDINGS  
I.T.S. BY MEANS OF ROPE  
CONNECTED TO SWITCH ARMED  
THIS CONDITION.



The Spike

3 ANTI-BUMPER  
PROJECTIONS  
ATTACHED TO  
BUMPER TO PREVENT  
CUTTING  
TELESCOPING IN  
COLLISION



INTER-URBAN RATE  
DATA:  
CREATED  
1928

THAYER

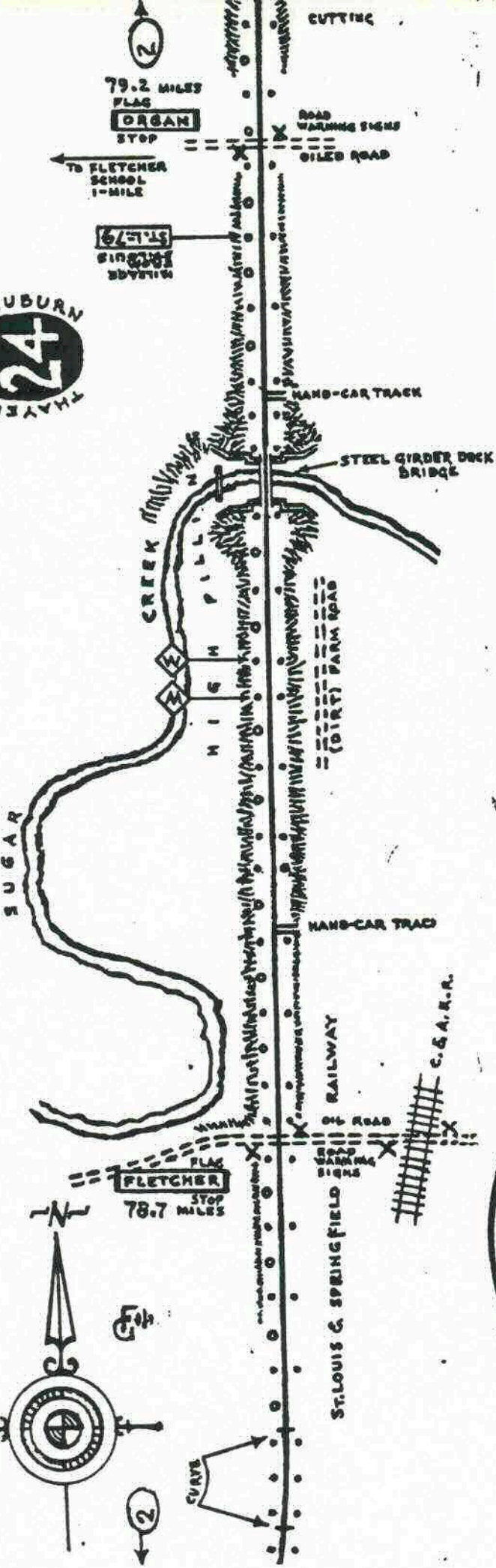
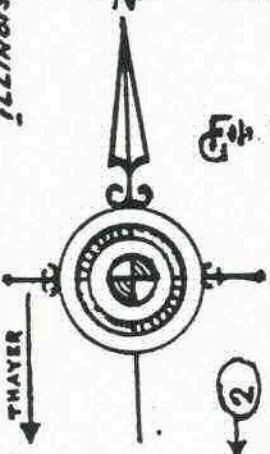
24

CT

AUBURN

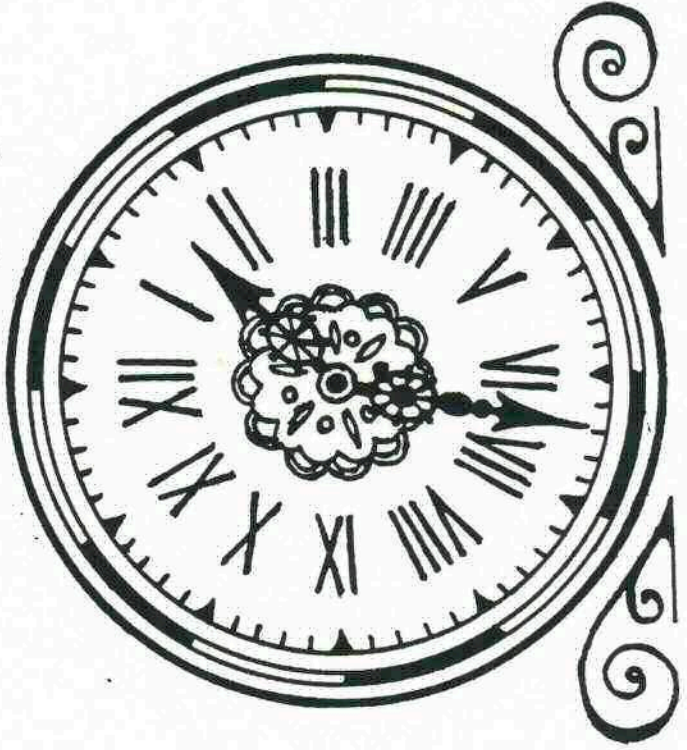
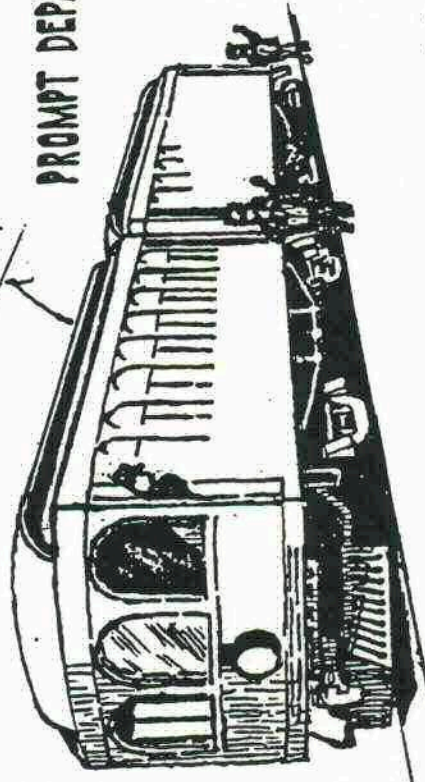


ILLINOIS TRACTION SYSTEM



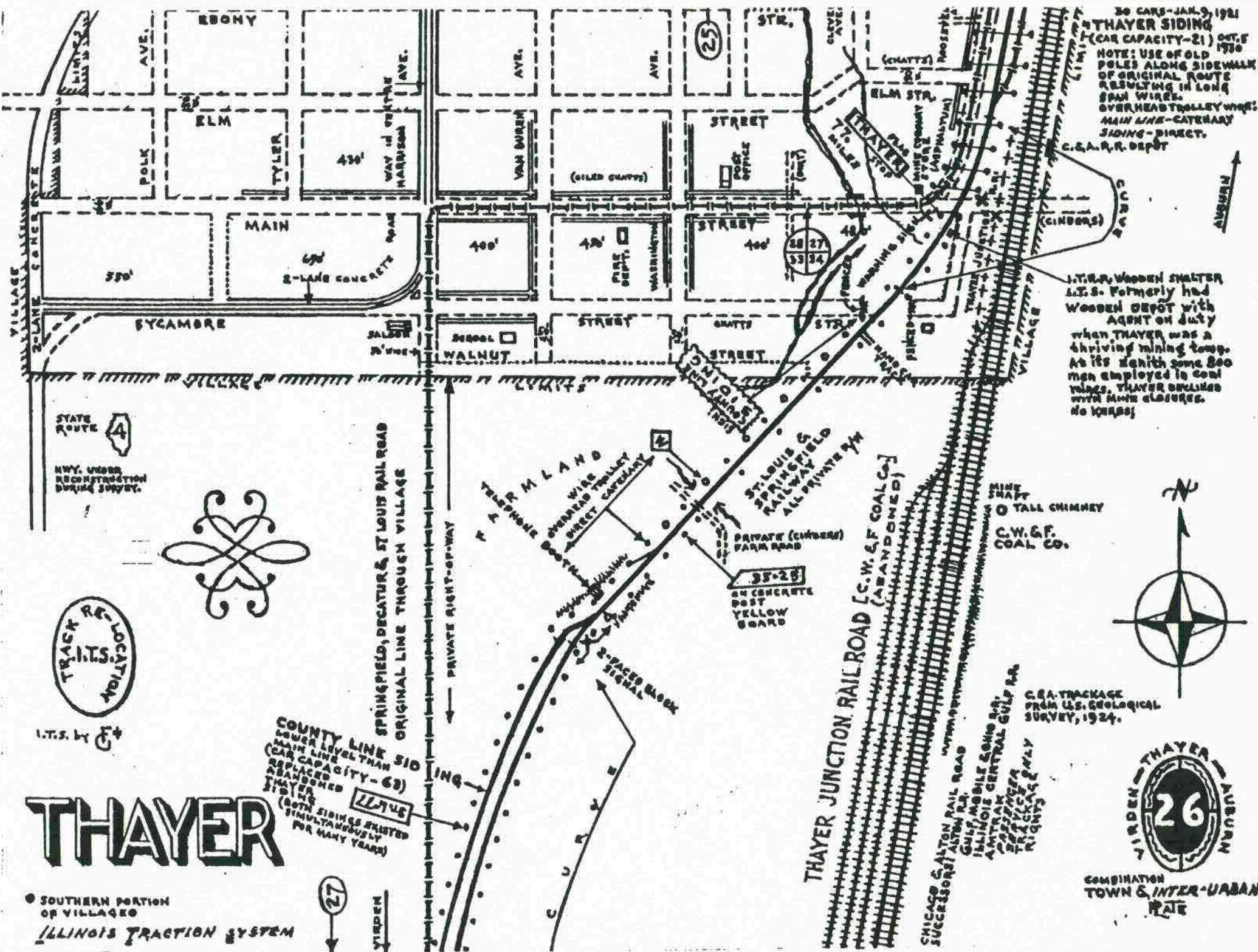
MAINLINE

PROMPT DEPARTURE



ST. LOUIS, SPRINGFIELD & MOBILE RAILROAD





30 CARS - JAN. 9, 1921  
**THAYER SIDING**  
 (CAR CAPACITY - 21) OCT. 5 1930  
 NOTE: USE OF OLD POLES ALONG SIDEWALK OF ORIGINAL ROUTE RESULTING IN LONG SPAN WIRES. OVERHEAD TROLLEY WIRE: MAIN LINE - CATENARY SIDING - DIRECT.  
 C. & A. R. R. DEPOT

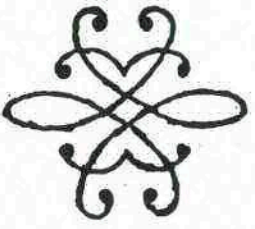
I.T.S. WOODEN SHALTER L.T.S. FORMERLY HAD WOODEN DEPOT WITH AGENT ON DUTY WHEN THAYER WAS A THRIVING MINING TOWN. AT ITS DEATH SOME 800 MEN EMPLOYED IN COAL MINES. THAYER DEALING WITH MINES CLOSED. NO MORE!



COMBINATION TOWN & INTER-URBAN RATE

**THAYER**

SOUTHERN PORTION OF VILLAGES ILLINOIS TRACTION SYSTEM



TRACK RE-LOCATION I.T.S.

STATE ROUTE 4 HWY. UNDER RECONSTRUCTION DURING SURVEY.

COUNTY LINE LOWER LEVEL THAN MAIN LINE (CAR CAPACITY - 63) REPLACED ABANDONED THAYER SIDING (BOTH SIDINGS EXISTED SIMULTANEOUSLY FOR MANY YEARS)

SPRINGFIELD, DECATUR & ST. LOUIS RAIL ROAD ORIGINAL LINE THROUGH VILLAGES

THAYER JUNCTION RAIL ROAD [C.W. & F. COAL CO.] (ABANDONED)

CHICAGO & ALTON RAIL ROAD SUCCESSORS: ALTON RR. GULF, MOBILE & OHIO RR. ILLINOIS CENTRAL GULF RR. AMTRAK TRACKS & RAIL RIGHTS

TALL CHIMNEY C.W. & F. COAL CO.

PRIVATE (CHIMBERS) FARM ROAD ON CONCRETE POST YELLOW BOARD

ST. LOUIS & SPRINGFIELD RAILWAY ALL PRIVATE TR

TELEPHONE BOOTH WIRE OVERHEAD TROLLEY DIRECT CATERING

27

VIRGEN

25

28 27 33 34

35-28

430'

400'

420'

350'

BYCAMBRE

MAIN

TYLER

FLM

EBONY

SCHOOL

FIRE DEPT.

STREET

POST OFFICE

STREET

STREET

STREET

STREET

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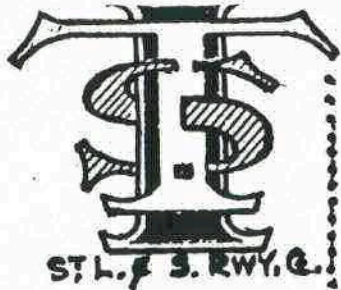
STREET

STREET

STREET

STREET

STREET



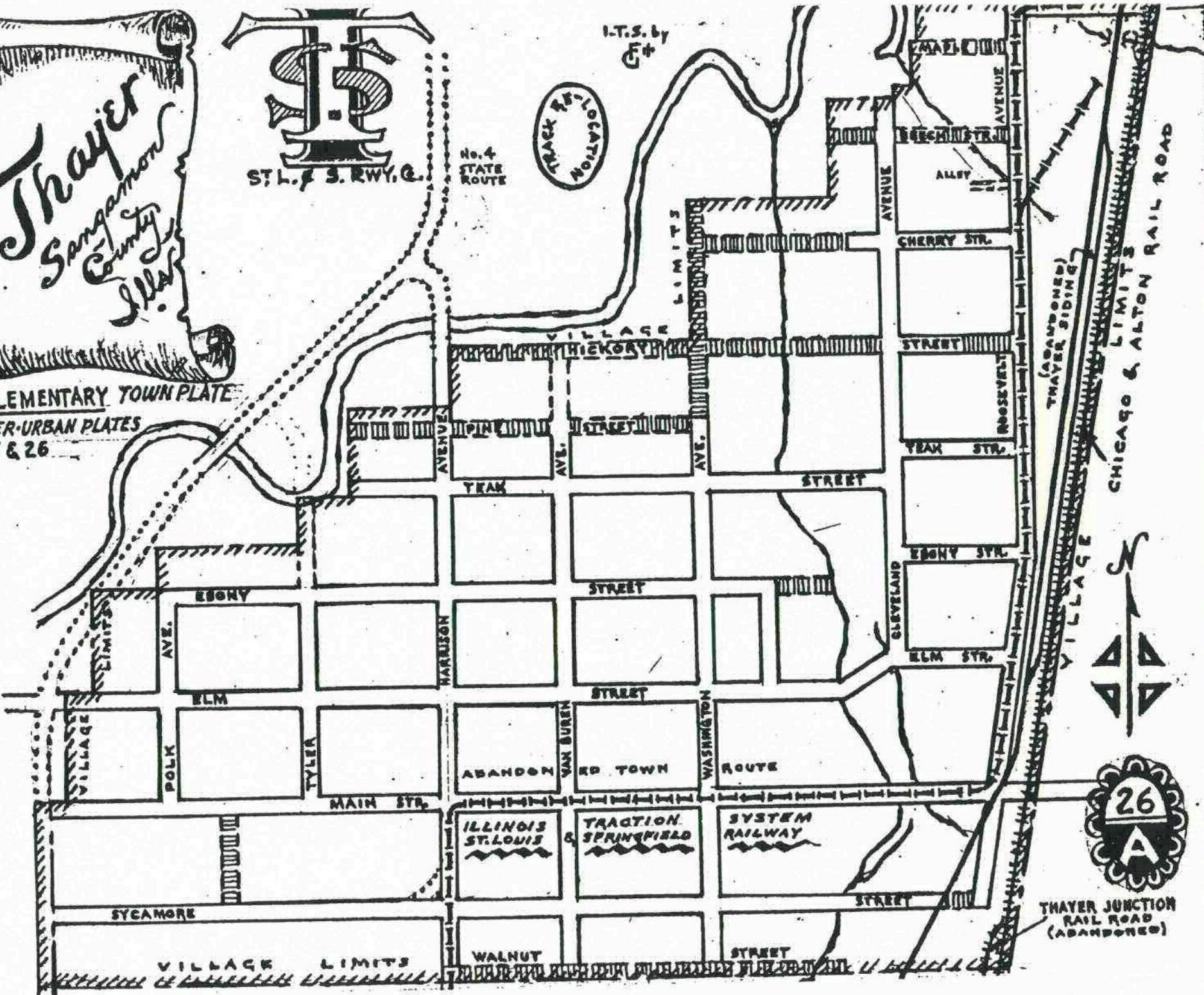
ST. L. & S. Rwy. Co.

No. 4 STATE ROUTE



I.T.S. by E+

SUPPLEMENTARY TOWN PLATE TO INTER-URBAN PLATES No. 25 & 26



THAYER JUNCTION RAIL ROAD (ABANDONED)

CHICAGO & ALTON RAIL ROAD

THAYER SIDING (ABANDONED)

VILLAGE LIMITS

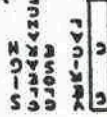
ORIGINAL LINE DIRECTLY NORTHWARD

THAYER

26

CURVE

POINT OF TANGENT CONNECTION WITH ORIGINAL LINE TO THAYER

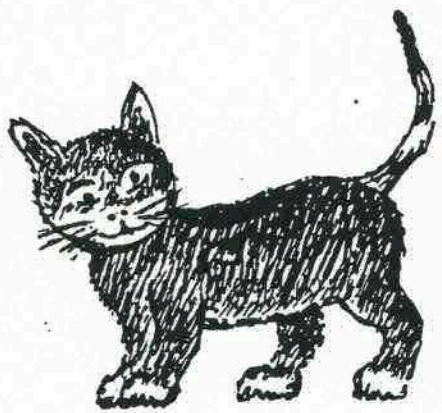


COUNTY LINE SIDING (CAR CAPACITY-63) RE-PLACED THAYER SIDING. BOTH SIDINGS EXISTED IN 1910

GRAVEL BALLAST SIDING - CINDERS



St. Louis & Springfield Railway (Illinois Traction System)



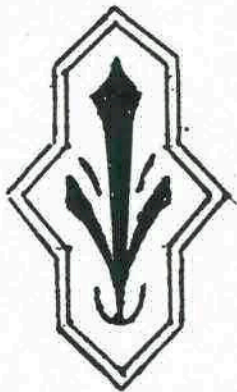
JUNCTION RAIL ROAD PARALLELS C.G.A. R.R. (SUCCESSORS: ALTON R.R., GULF MOBILE C. & CENTRAL GULF RAIL ROAD, CHICAGO & ALTON R.R., OHIO R.R., ILLINOIS CENTRAL GULF RAIL ROAD)



INTER-URBAN RATE

F+

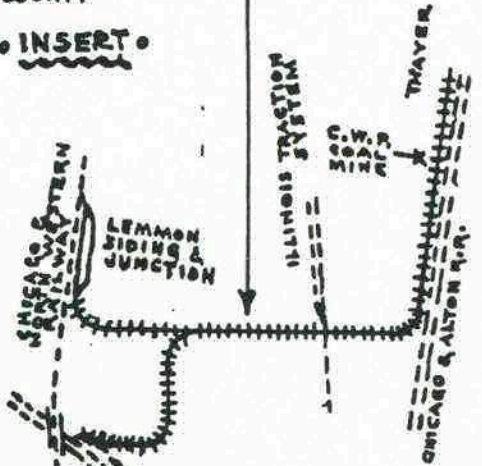
THAYER JUNCTION R.R. AND C.G.A. TRACKAGE FROM U.S. GEO. SURVEY 11



# THAYER JUNCTION RAIL ROAD

COMMON BORDER: ROAD CENTRE SANGAMON COUNTY MACCUMBIN COUNTY

INSERT



OVERHEAD TROLLEY WIRE CANTENARY DIRECT

BLOCK SIGNALS

TELEPHONE BOOTH

CONCRETE BASES

(ABANDONED) THAYER JUNCTION RAIL ROAD (C.W. CO. TRACK)

COUNTY LINE ROAD (OILED)

BOTH I.T.S. & C.G.A. R.R. AT ALTITUDE PLANT TRACK LEVEL. HIGHER LOCKING OF COVERED CROSSING OF C.W. CO. COAL COMPANY'S TRACK AND I.T.S. INTER-URBAN INTERLOCKER SEMAPHORE REMOVED (CONCRETE BASE REMAINS)

SIGN: COUNTY LINE SIDING

ROAD INDICATED ON 1924 U.S. GEOLOGICAL SURVEY MAP

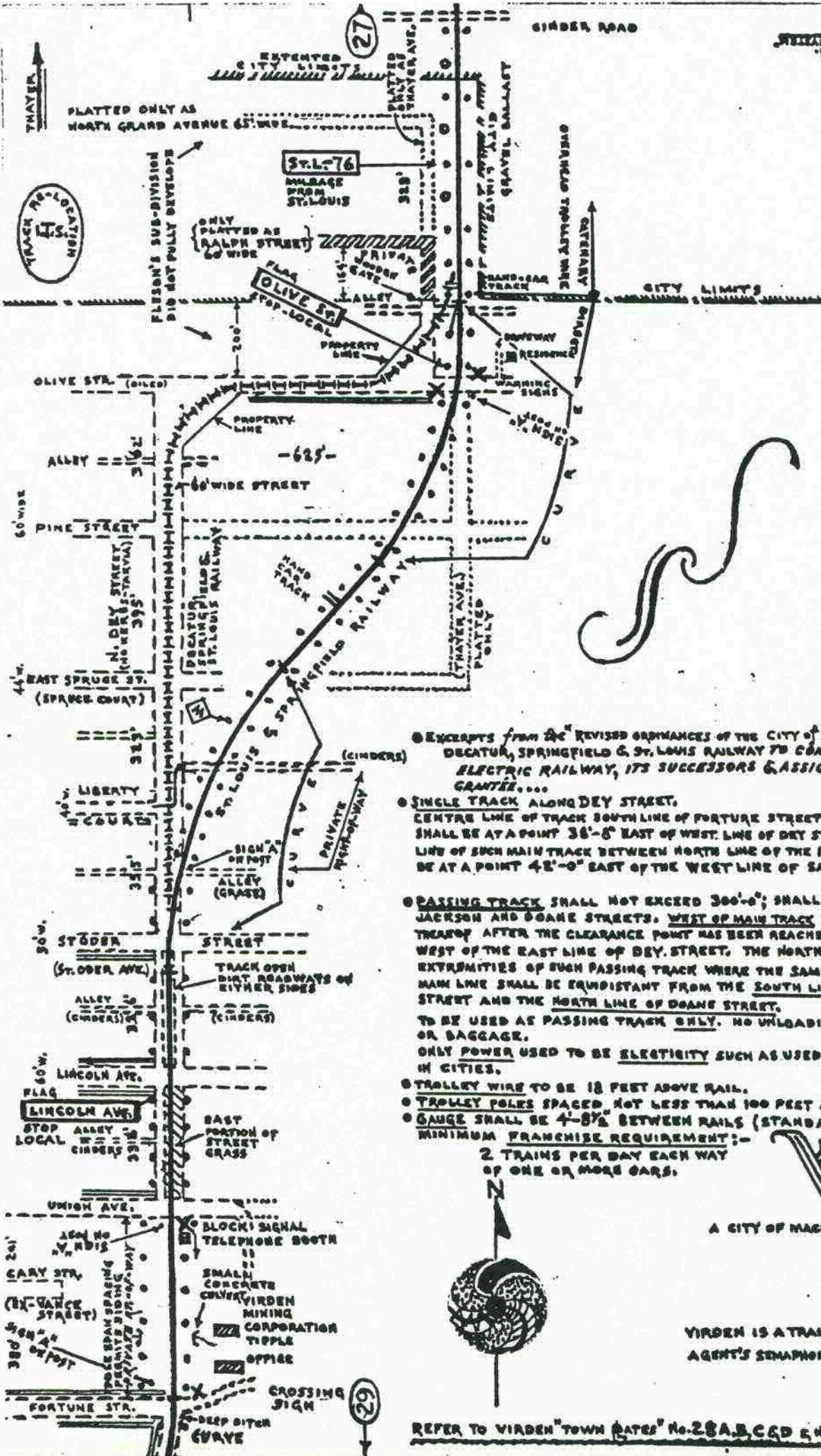
W

INTRA-FARM ROAD (DIRT)

VIRIDEN

28

M



ALL WOODEN  
WHITE-BLACK  
BORDER & LETTERS  
HOLE - 1/4" DIA.  
WELLS THROUGH SYSTEM  
PROPERTY OF  
CITY OF VIRDEN, ILLINOIS  
NO. 28  
VIRDEN



EXCEPTS FROM THE REVISED ORDINANCES OF THE CITY OF VIRDEN, ILLINOIS - PASSED SEPT. 24, 1911:  
DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY TO CONSTRUCT, MAINTAIN & OPERATE A  
ELECTRIC RAILWAY, ITS SUCCESSORS & ASSIGNS HEREAFTER DESIGNATED AS THE  
GANTER....

SINGLE TRACK ALONG DEY STREET.  
CENTRE LINE OF TRACK SOUTH LINE OF FORTUNE STREET TO NORTH LINE OF HILL ST.  
SHALL BE AT A POINT 36'-8" EAST OF WEST LINE OF DEY STREET AND THE CENTRE  
LINE OF SUCH MAIN TRACK BETWEEN NORTH LINE OF THE PUBLIC SQUARE SHALL  
BE AT A POINT 42'-0" EAST OF THE WEST LINE OF SAID DEY STREET.

PASSING TRACK SHALL NOT EXCEED 300'-0"; SHALL BE LOCATED BETWEEN  
JACKSON AND DOANE STREETS. WEST OF MAIN TRACK AND THE CENTRE LINE  
THEREOF AFTER THE CLEARANCE POINT HAS BEEN REACHED SHALL BE 52'-8"  
WEST OF THE EAST LINE OF DEY STREET. THE NORTH AND SOUTH  
EXTREMITIES OF SUCH PASSING TRACK WHERE THE SAME INTERSECTS THE  
MAIN LINE SHALL BE EQUIDISTANT FROM THE SOUTH LINE OF JACKSON  
STREET AND THE NORTH LINE OF DOANE STREET.  
TO BE USED AS PASSING TRACK ONLY. NO UNLOADING OF FREIGHT  
OR BAGGAGE.  
ONLY POWER USED TO BE ELECTRICITY SUCH AS USED BY STREET CARS  
IN CITIES.

TROLLEY WIRE TO BE 18 FEET ABOVE RAIL.  
TROLLEY POLES SPACED NOT LESS THAN 100 FEET APART.  
GAUGE SHALL BE 4'-8 1/2" BETWEEN RAILS (STANDARD).  
MINIMUM FRANCHISE REQUIREMENT:-  
2 TRAINS PER DAY EACH WAY  
OF ONE OR MORE CARS.

# Virden

A CITY OF MACOMB COUNTY  
ILLINOIS.

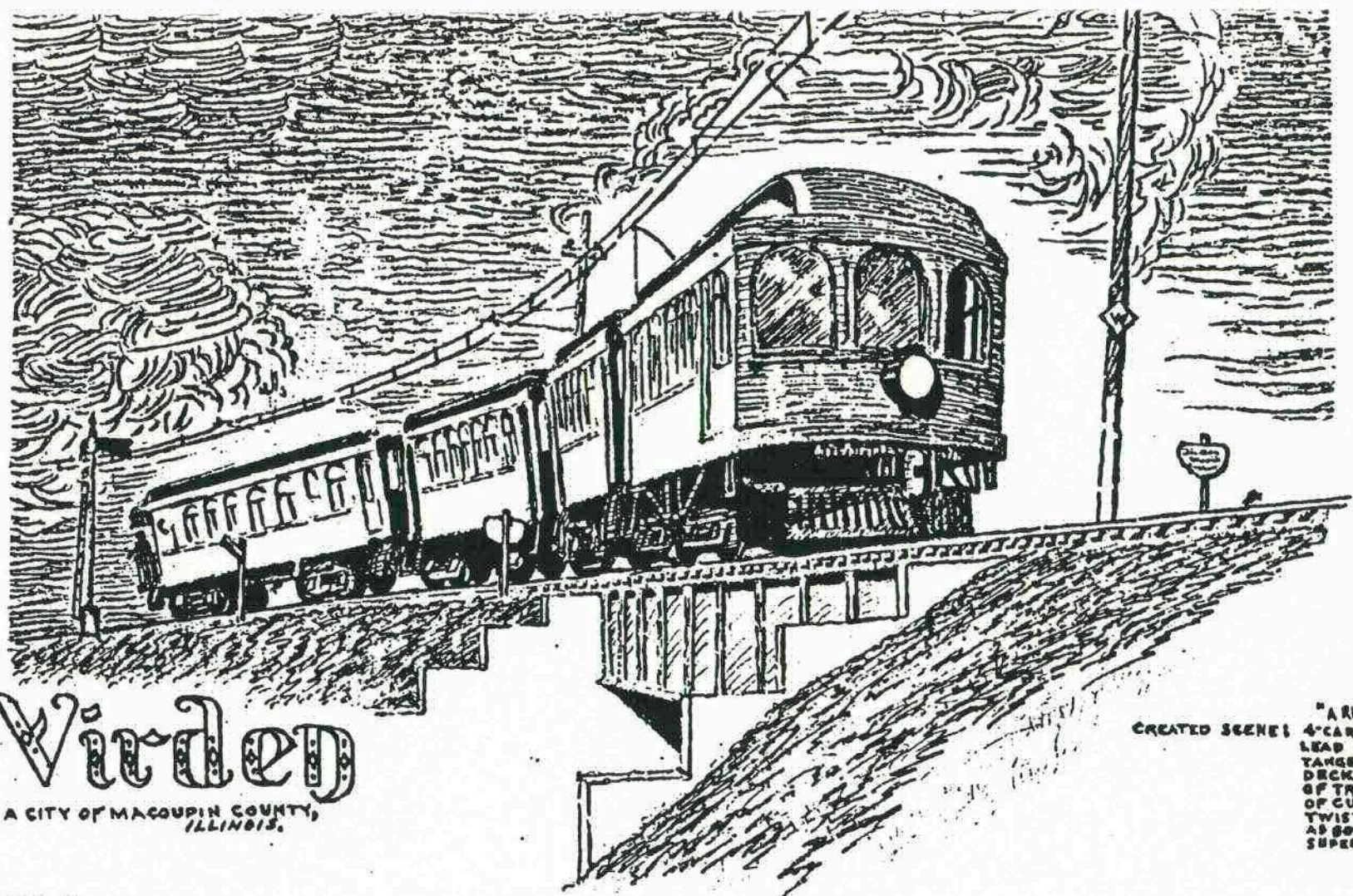


VIRDEN IS A TRAIN ORDER  
STATION.  
AGENT'S SEMAPHORE IN FRONT  
OF DEPOT.

TOWN &  
INTER-URBAN RATE  
DATA: 1934

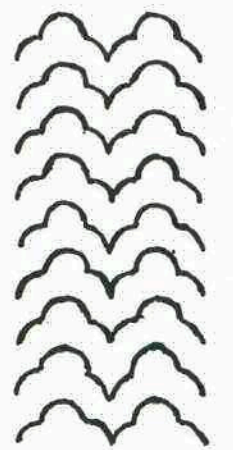
REFER TO VIRDEN TOWN RATES No. 28 A, B, C & D & No. 29

ILLINOIS TRACTION SYSTEM



# Virdey

A CITY OF MACOUPIN COUNTY,  
ILLINOIS.



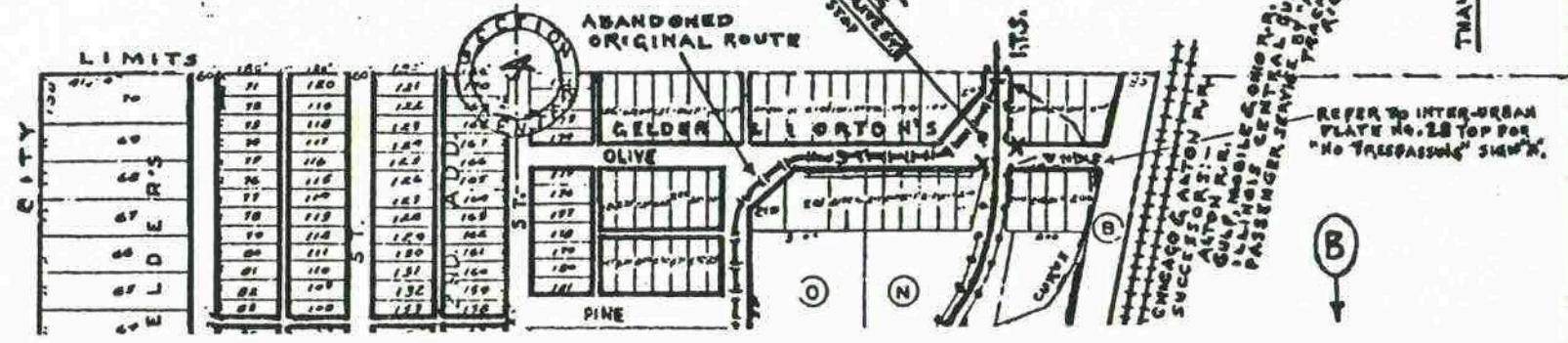
VIRDEY  
**28**  
A  
TOWN  
RATE

"A RHAPSODY IN GREEN"  
CREATED SCENE: 4-CAR INTER-URBAN TRAIN, LEAD CONTROL CAR ON LEVEL TANGENT TRACK OVER GIRDER DECK BRIDGE. REMAINDER OF TRAIN ON SUPER-ELEVATION OF CURVED APPROACH. A TWISTING EFFECT RESULTS AS BOTH THE CURVATURE AND SUPER-ELEVATION INCREASE.  
I.T.S. by

REFER to  
INTER-URBAN RATES  
No. 28 & No. 29.



CITY FRANCHISE GRANTED TO THE DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY  
SEPT. 24, 1908.



**28**  
**B**  
VIRIDEN

**TOWN RATE**

MAP DUPLICATED FROM CITY  
MAP OF VIRIDEN PRINTED BY THE  
"VIRIDEN RECORDER," NO DATE.  
ILLINOIS TRACTION SYSTEM & T.C.G.  
BY F. J. (FOR GRADE  
STREET)

REFER TO INTER-URBAN  
RATES No. 28 & No. 29.

(A)

★ INTER-URBAN SPEED RESTRICTION  
THROUGH VIRIDEN  
PASSENGER — 12 M.P.H.  
FREIGHT — 8 M.P.H.

THAYER ↑

# Viriden

A CITY OF MACOUPIN COUNTY,  
ILLINOIS.

(4 3  
9 10)



(D)

(5 4  
8 9)

HICKOX

(KKK) (III) (HHH) (GGG) (FFF)

FORTUNE ST

WAVERTY

PARK

JACKSON

T.B. TONEYS SUBD.

SPRUCE ST

LIBERTY

STODER (SCODERAN) AVE

VIRIDEN

LINCOLN AVE

COAL

UNION

BLAIRS

CARY

SPRINGFIELD

SPRUCE

LIBERTY

STODER (SCODERAN) AVE

VIRIDEN

COAL

SPRINGFIELD

OTHE

VIRIDEN MINING CORPORATION OFFICE

THAYER ↑

(A)

(4 3  
9 10)

(N)

(E) (L) (D) (C) (B) (A)

(E) (G) (H) (I) (K) (L)

(C) (M)

↑ GIRARD

T.B. TONEYS SUBD.

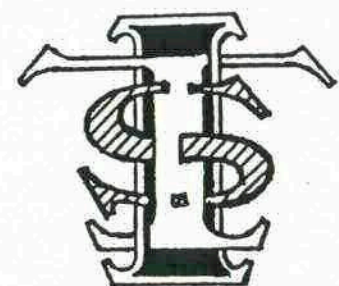
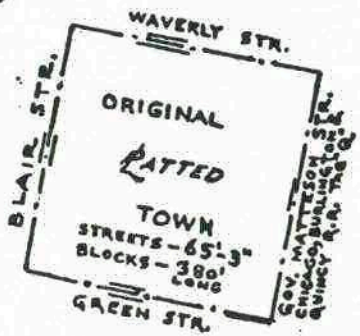


ALTITUDE 676'

ILLINOIS TRACTION SYSTEM  
REFER TO INTER-URBAN RATES No 28 & No 29.

# Virdeen

A CITY OF MACOUPIN COUNTY, ILL. 1887  
 DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY  
 ST. LOUIS & SPRINGFIELD RAILWAY



TOWN RATE

GIRARD

★ INTER-URBAN SPEED RESTRICTION THROUGH VIRDEN:  
 PASSENGER TRAINS - 12 M.P.H.  
 FREIGHT TRAINS - 8 M.P.H.

The "Q"

CHICAGO, BURLINGTON & QUINCY R.R. (ORIGINALLY, JACKSONVILLE NORTH-WESTERN & SOUTH-EASTERN RAILROAD WITH TERMINALS AT JACKSON V. AND VIRDEN; EXTENDED LATER TO LITCHFIELD.) PURCHASED BY C.B. & Q. R.R. WHICH CONSTRUCTED A CUT-OFF SOUTH OF VIRDEN (DOUBLE TRACKS) THUS ELIMINATING CITY STREET OPERATION IN VIRDEN; A NEW DEPOT WAS BUILT WEST AT DOANE & CRANE STREETS. E. WAVERLY MANDATORY STOP WITH WHISTLE WARNING AT DEY STR. BY TRAINS. (P.M.S.)

I.T.S. INTERURBANS MADE SAFETY STOP WITH CLEARANCE BY CONDUCTOR AFOOT. NO HAND DERAILS. LATER, CROSSING PERMITTED AT 8 M.P.H. (P.M.S.)

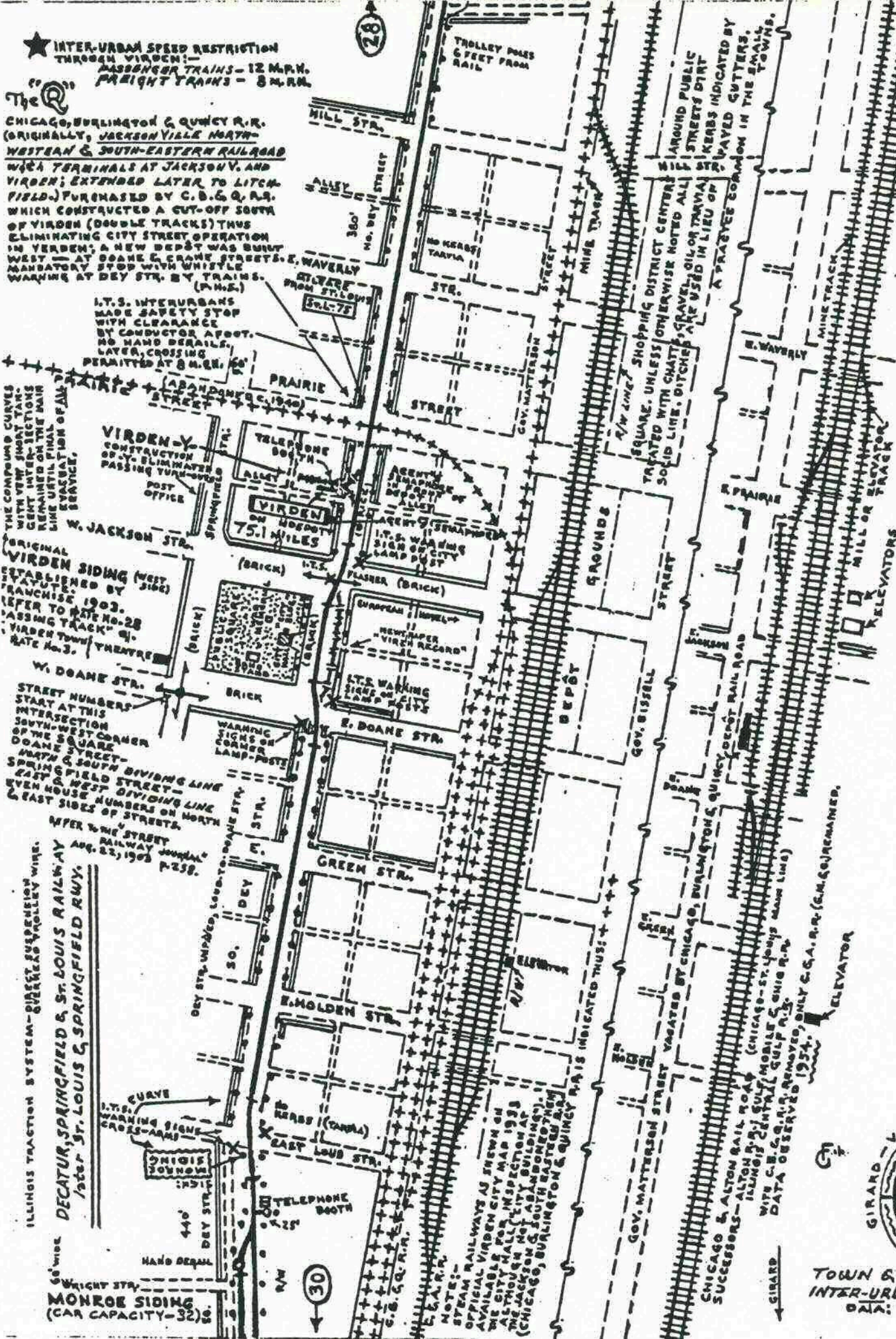
THE COMPOUND CURVES WITH VERY SHARP TAN- GENT INTER-SECTIONS REMAINED ON THE MAIN LINE UNTIL FINAL EVACUATION OF ALL SERVICE.

ORIGINAL VIRDEN SIDING (WEST SIDE) ESTABLISHED BY CHICAGO & QUINCY RAILROAD COMPANY IN 1903. REFER TO RATE NO. 28 "PASSING TRACK" & VIRDEN TOWN CHARTER RATE NO. 3.

STREET NUMBERS START AT THIS INTERSECTION SOUTH-WEST CORNER OF THE SQUARE DOANE STREET-NORTH & SOUTH DIVIDING LINE SPRINGFIELD STREET - EAST & WEST DIVIDING LINE EVEN HOUSE NUMBERS ON NORTH & EAST SIDES OF STREETS.

ILLINOIS TRACTION SYSTEM-DIRECT SUSPENSION WIRE. OVERHEAD TROLLEY WIRE. DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY /over ST. LOUIS & SPRINGFIELD R.WY. 60' WIDE MONROE SIDING (CAR CAPACITY - 32)

WRIGHT STR. TELEPHONE BOOTH 440 DEY STR. HAND DERAIL



A CITY OF MACOUPIN COUNTY, ILLINOIS.  
 A TRAM STOP STATION ON I.T.S.  
 POPULATION (1954) - 1,750.  
 ALTITUDE - 659'

**VIRDEN**



TOWN & INTER-URBAN RATE DATA: 1954

NOTE: STREAM RAILWAYS AS SHOWN ON OFFICIAL VIRDEN CITY MAP 1938 THE CITY HALL INSPECTION AT ALTHOUGH NOT ABANDONED AT THE JACKSONVILLE SOUTH EASTERN (CHICAGO, BURLINGTON & QUINCY R.R.)

SHIPPING DISTRICT CENTER TREATED WITH CHALK, GRAVEL, OIL OR TARVA. KEYS INDICATED BY PAVED GUTTERS. A PRACTICE COMMON IN THE SMALL TOWNS.

CHICAGO & ALTON RAIL ROAD (CHICAGO-ST. LOUIS MOBILE & OHIO R.R. WIRE C.B. & Q. R.R. REMOVED 1934, ONLY C.B. & Q. R.R. (C.M. & Q.) REMAINED.)

CHICAGO & BURLINGTON & QUINCY DEPOT RAIL ROAD

CHICAGO & BURLINGTON & QUINCY R.R. IS INDICATED THUS

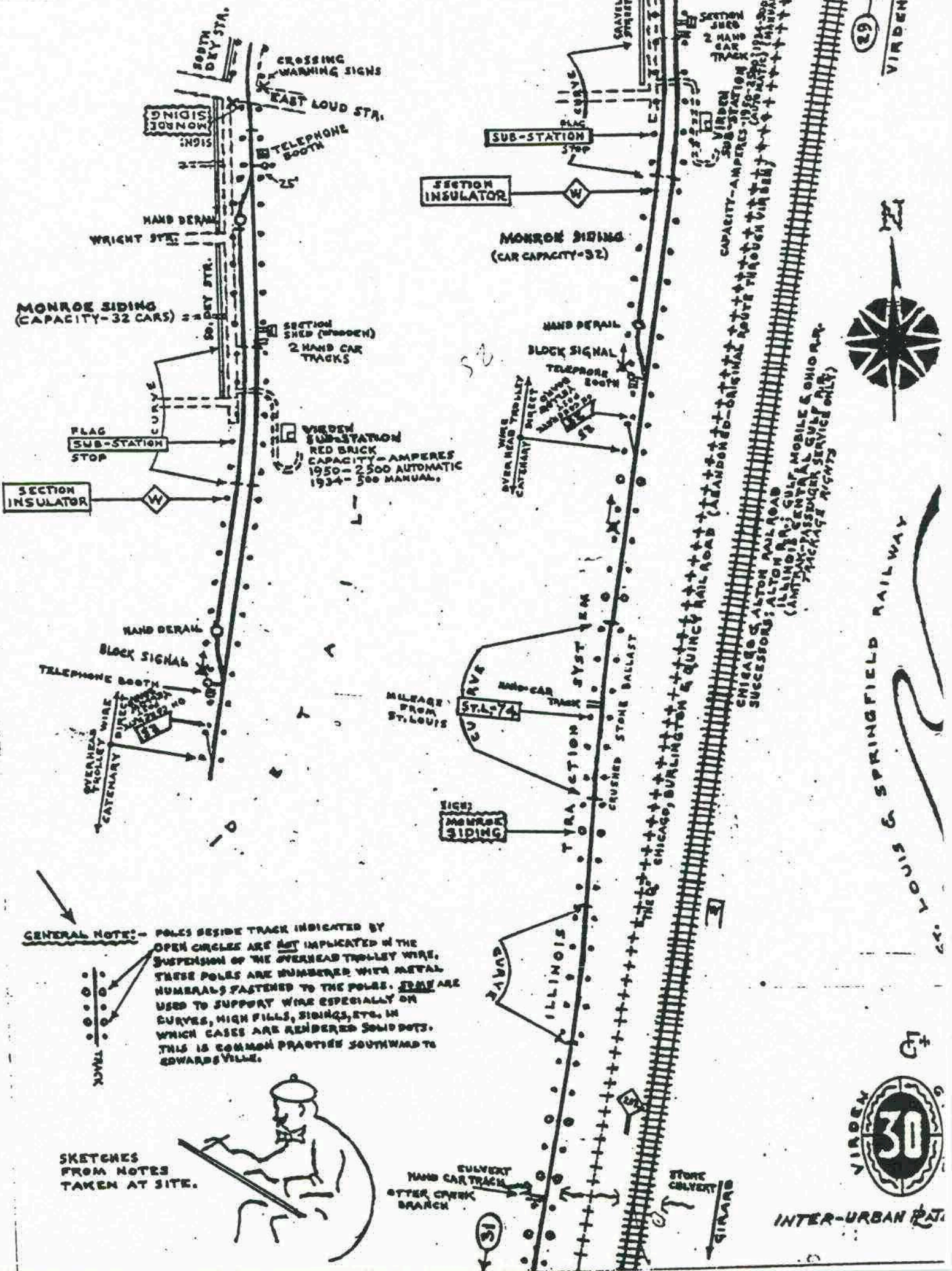
GOV. MATTERSON STREET VACATED BY CHICAGO, BURLINGTON & QUINCY R.R.

CHICAGO & ALTON RAIL ROAD (CHICAGO-ST. LOUIS MOBILE & OHIO R.R. WIRE C.B. & Q. R.R. REMOVED 1934, ONLY C.B. & Q. R.R. (C.M. & Q.) REMAINED.)

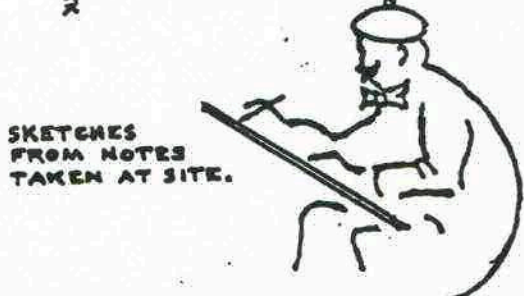
CHICAGO & BURLINGTON & QUINCY R.R. IS INDICATED THUS

GOV. MATTERSON STREET VACATED BY CHICAGO, BURLINGTON & QUINCY R.R.

CHICAGO & ALTON RAIL ROAD (CHICAGO-ST. LOUIS MOBILE & OHIO R.R. WIRE C.B. & Q. R.R. REMOVED 1934, ONLY C.B. & Q. R.R. (C.M. & Q.) REMAINED.)



**GENERAL NOTE:** - POLES BESIDE TRACK INDICATED BY OPEN CIRCLES ARE NOT IMPLICATED IN THE SUSPENSION OF THE OVERHEAD TROLLEY WIRE. THESE POLES ARE NUMBERED WITH METAL NUMERALS FASTENED TO THE POLES. THEY ARE USED TO SUPPORT WIRE ESPECIALLY ON CURVES, HIGH FILLS, SIDINGS, ETC. IN WHICH CASES ARE RENDERED SOLID DOTS. THIS IS COMMON PRACTICE SOUTHWARD TO EDWARDSVILLE.



VIRGEN SIDING & SPRINGFIELD RAILWAY



INTER-URBAN RAILWAY

VIRGEN

CAPACITY-AMPERES 1950-2500 AUTOMATIC 1934-500 MANUAL  
 ABANDONED ORIGINAL ROUTE THROUGH VIRGEN  
 CHICAGO, BURLINGTON & QUINCY RAILROAD  
 SUCCESSORS: ALTON RAILROAD  
 (ALTON & CENTRAL GULF R.R.  
 PASSENGER SERVICE ONLY)  
 PACKAGE RIGHTS

SULVERT HAND CAR TRACK  
 OTTER CREEK BRANCH

STONE COLVERT

31

37

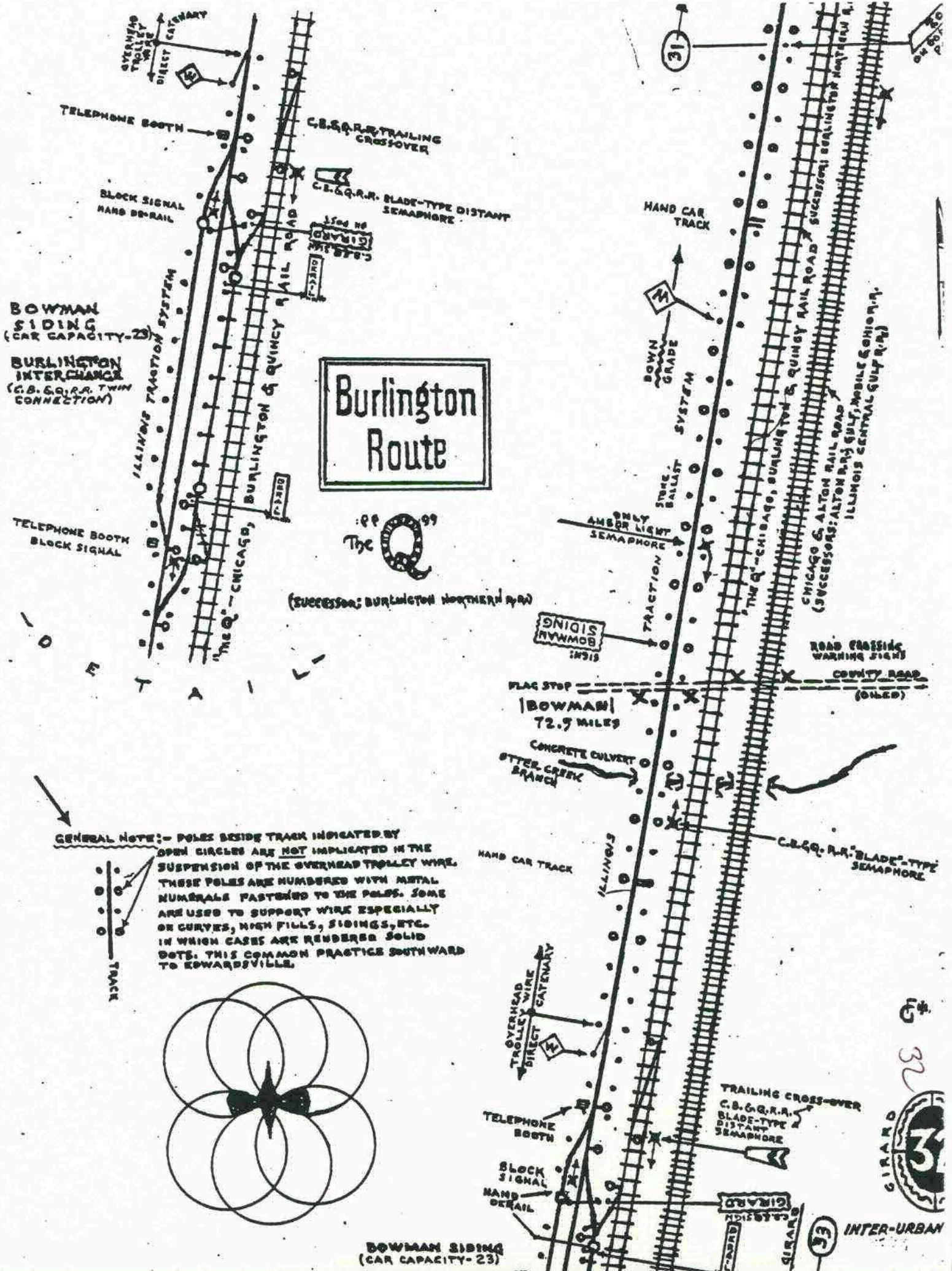
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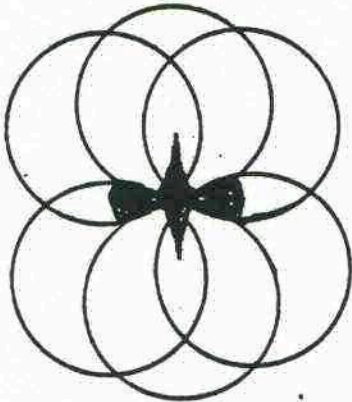
# Burlington Route



(SUCCESSOR: BURLINGTON NORTHERN R.R.)



**GENERAL NOTE:** - POLES BESIDE TRACK INDICATED BY OPEN CIRCLES ARE NOT IMPLICATED IN THE SUSPENSION OF THE OVERHEAD TROLLEY WIRE. THESE POLES ARE NUMBERED WITH METAL NUMERALS FASTENED TO THE POLES. SOME ARE USED TO SUPPORT WIRE ESPECIALLY ON CURVES, HIGH FILLS, SIDINGS, ETC. IN WHICH CASES ARE RENDERED SOLID DOTS. THIS COMMON PRACTICE SOUTHWARD TO EDWARDSVILLE.

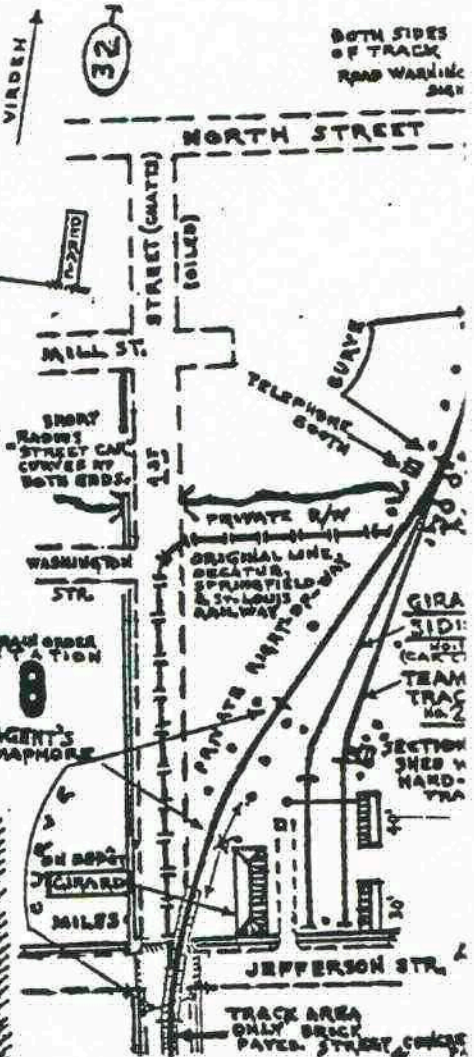
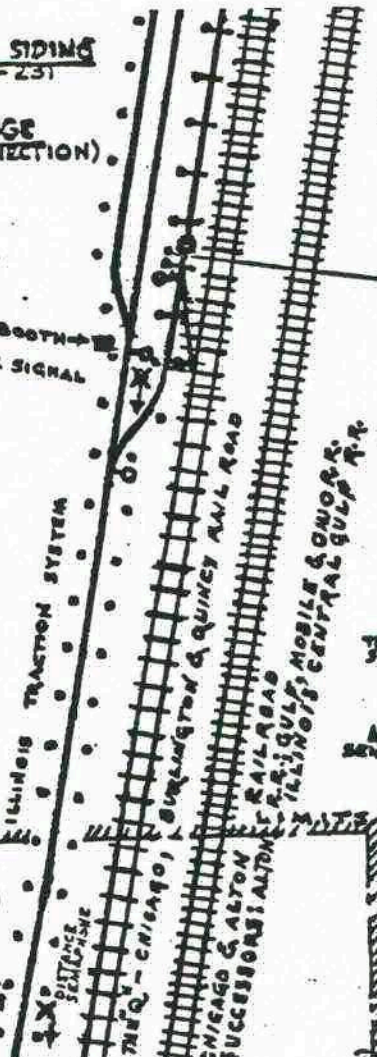
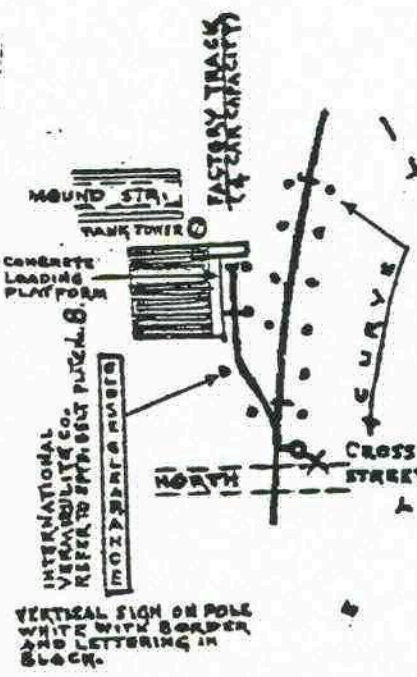


[NORTH SIDING] 12 1908

**BOWMAN SIDING**  
(CAR CAPACITY - 23)

**BURLINGTON INTER-CHANGE**  
(C.B. & Q. R.R. TWIN CONNECTION)

BOTH SIDES OF TRACK ROAD MARKING 348



REFER TO PLATE No. 32 BOTTOM FOR TERMINATION OF CATENARY OVERHEAD TROLLEY WIRE. ALL I.T.S. TRACKAGE SHOWN ON THIS PLATE IS DIRECT SUSPENSION.

SIGN: **BOWMAN SIDING**

SIGN: **GIRARD SIDING**

INTERNATIONAL VERMICULITE CO. REFER TO SPRINGFIELD BELT RLY. PLATE No. 8.

★ SPEED RESTRICTION THROUGH GIRARD IMPOSED ON I.T.S. TRAINS - 15 Miles per hour.

**GIRARD**

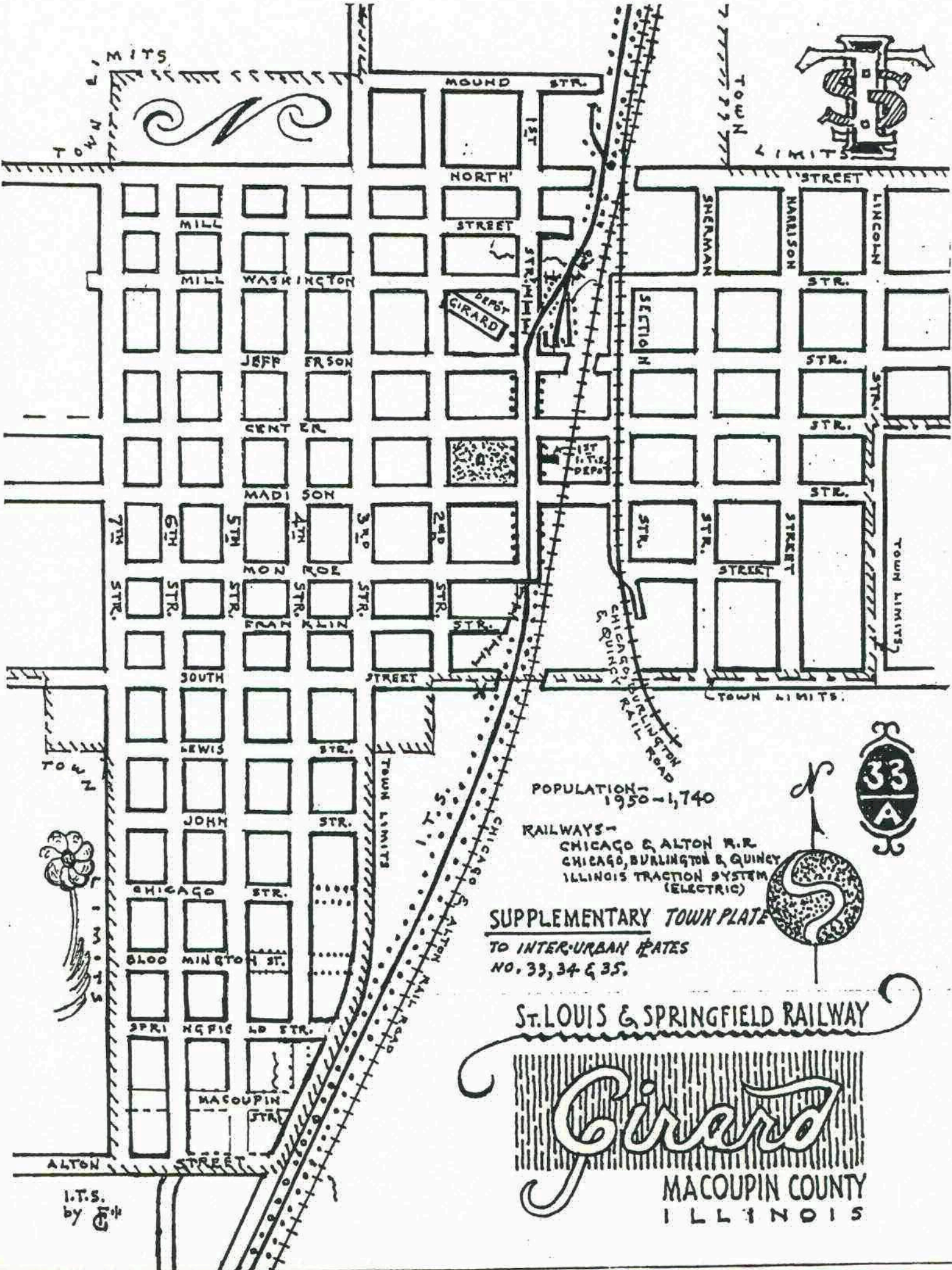
A CITY OF MACOUPIN COUNTY, FOUNDED 1855. NORTHERN PORTION.

STREET CONTAINING TRACK SHOWN WIDER FOR EMPHASIS.

**GIRARD SIDING**  
(CAR CAPACITY 71.2 MILLS)



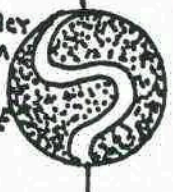
INTER-URBAN DATA: 1954



POPULATION - 1,950 - 1,740

RAILWAYS -  
 CHICAGO & ALTON R.R.  
 CHICAGO, BURLINGTON & QUINCY  
 ILLINOIS TRACTION SYSTEM  
 (ELECTRIC)

**SUPPLEMENTARY TOWN PLATE**  
 TO INTER-URBAN RATES  
 NO. 33, 34 & 35.



St. LOUIS & SPRINGFIELD RAILWAY

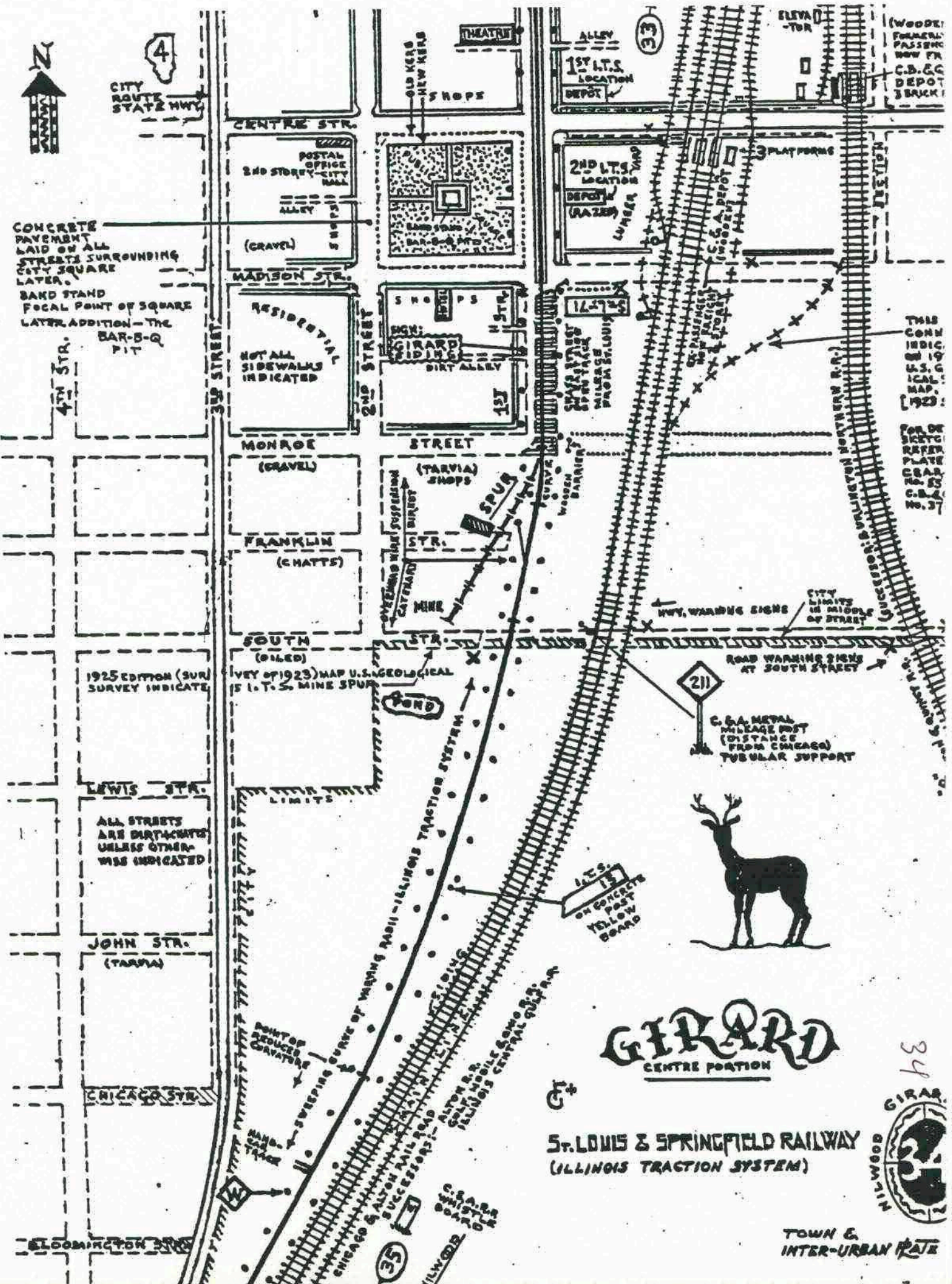
**Girard**  
 MACOUPIN COUNTY  
 ILLINOIS

I.T.S.  
 by



CITY ROUTE STATE HWY. 4

CONCRETE PAVEMENT LAID ON ALL STREETS SURROUNDING CITY SQUARE LATER.  
BAND STAND FOCAL POINT OF SQUARE LATER ADDITION - THE BAR-B-Q PIT



(WOODS) FORMER PASSENGER DEPOT FOR C.B. & C. DEPOT & BRICK

THIS CONC. INDIC. ON 1914 U.S. G. I.C. MAP. [1923]

FOR OR. STATE PLATE C.B. & C. C.B. & C. No. 37

1925 EDITION (SUR) SURVEY INDICATE

ALL STREETS ARE DIRT & CHATS UNLESS OTHERWISE INDICATED

JOHN STR. (TARPA)

CHICAGO STR.

BLOOMINGTON STR.

OLD NEWS NEWSPERS THEATRE

POSTAL OFFICE CITY HALL 2ND STORY

RESIDENTIAL NOT ALL SIDEWALKS INDICATED

MONROE (GRAVEL)

FRANKLIN (CHATS)

SOUTH (GRAVEL)

LEWIS STR.

SHOPS

SHOPS (TARVIA) SHOPS

SPUR

POND

ILLINOIS TRACTION SYSTEM

ALTON R.R. SUCCESSORS - ILLINOIS CENTRAL QU. R.R.

C.B. & C. WOODS DEPOT

1ST I.T.S. LOCATION DEPOT

2ND I.T.S. LOCATION DEPOT (RAZER)

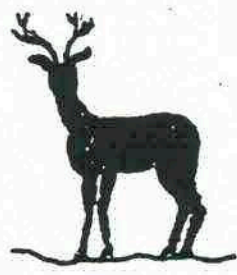
SPRAYED ASPHALT SPURWAY MILLAGE FROM ST. LOUIS

WOODEN BARRIER

I.T.S. 15 ON CONCRETE POST NO. LOW BOARD



C.B. & C. METAL MILLAGE POST (DISTANCE FROM CHICAGO) TUBULAR SUPPORT



# GIRARD

CENTRE PORTION

## St. LOUIS & SPRINGFIELD RAILWAY

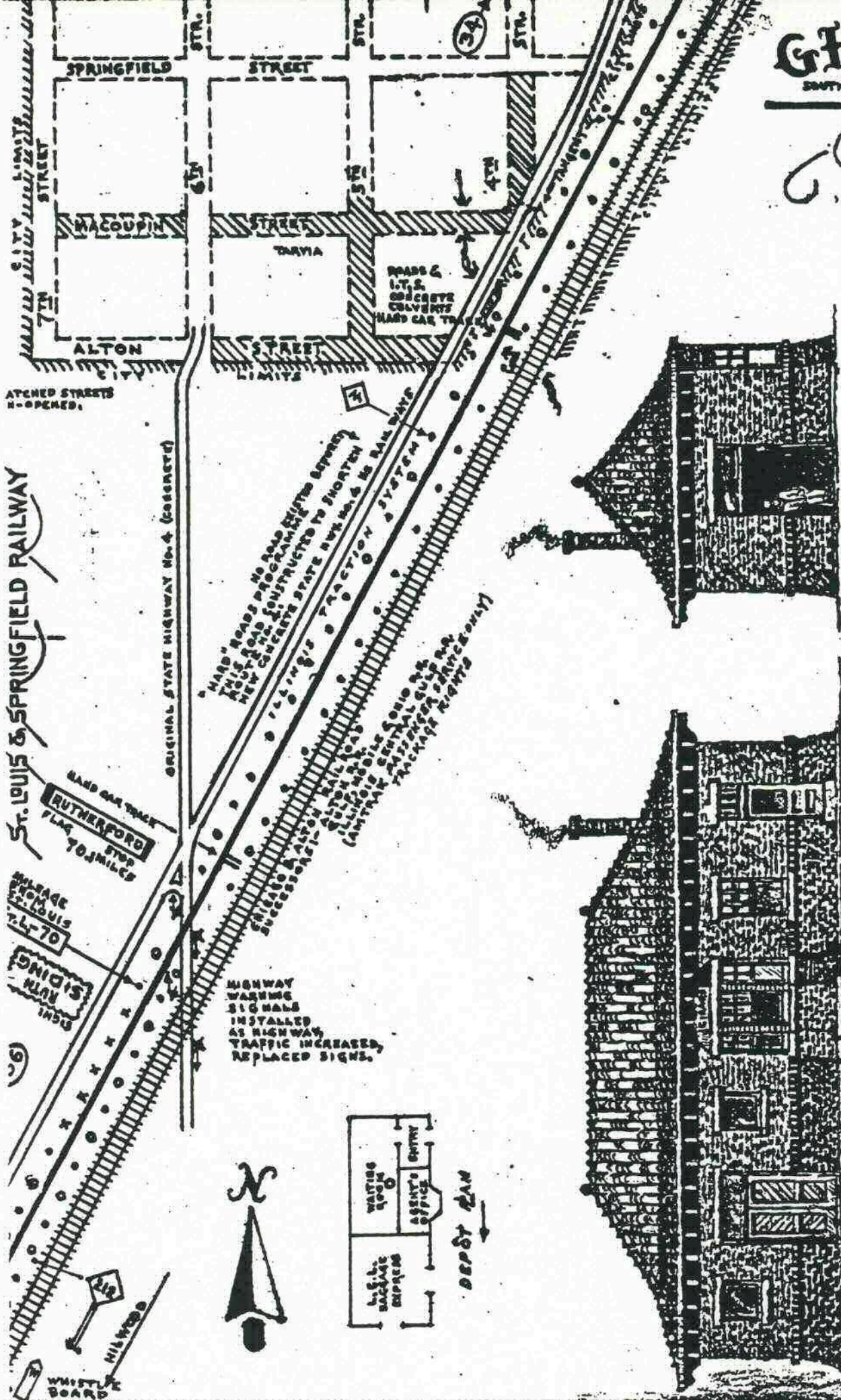
(ILLINOIS TRACTION SYSTEM)



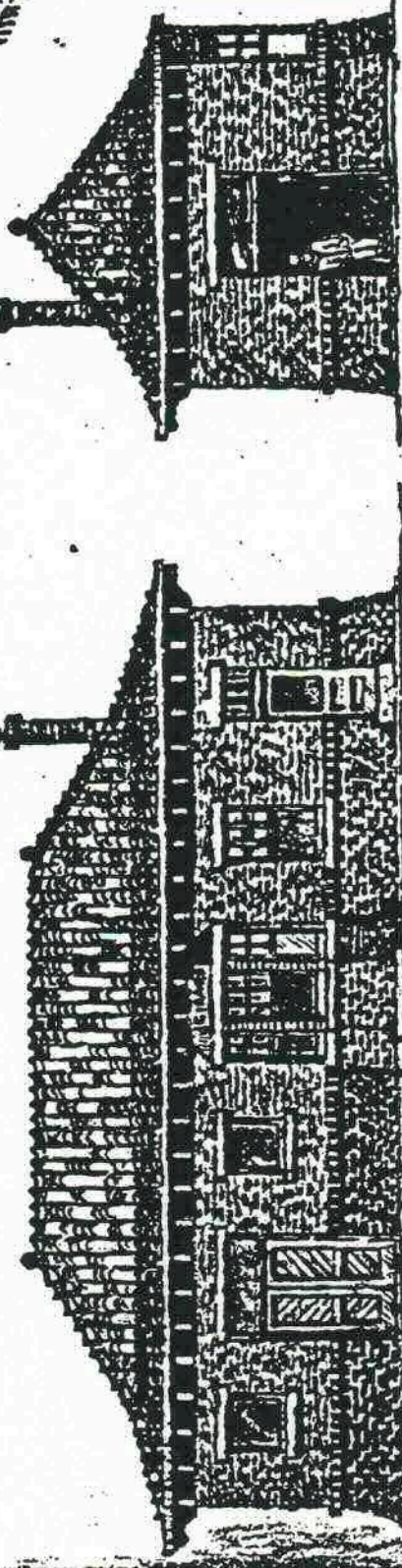
TOWN & INTER-URBAN RATE

34

**St. Louis & Springfield Railway**

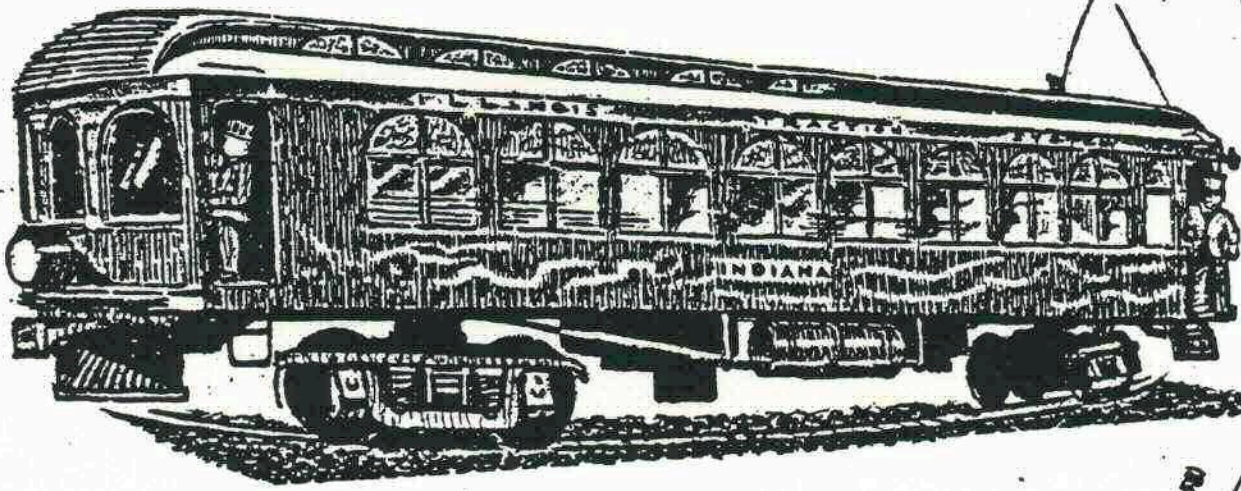


**GIRARD**  
SOUTHERN PORTION



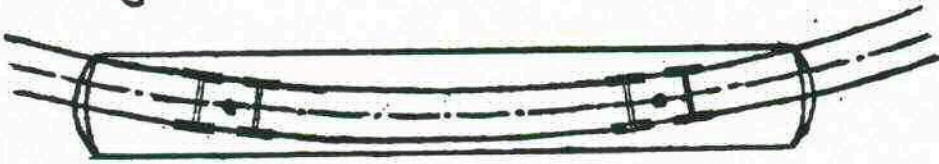
GIRARD DEPOT - TRACKSIDE (WEST) FACADE ON 1ST STREET.  
 BUFF COLOUR BRICK; ROUGH-TEXTURED LARGE-SIZED RED SPALDING BRICK BASE-WAINSCOTE. RED TILE ROOF.  
 SAME MATERIAL FOR WATER TABLE; STONE LINTOLS & SILLS; WOODEN DECORATIVE BRACKETS.  
 SUPPORTING PROJECTING EAVES & SOFFIT. EXTERIOR TRIM & WOODWORK - WHITE & GREEN.  
 (ILLINOIS TERMINAL COLOURS: YELLOW & GREEN (ILLINOIS TRACTION SYSTEM COLOURS)).  
 STRUCTURE OF EXCELLENT DESIGN, MATERIALS & CONSTRUCTION. NAME "GIRARD" WHITE LETTERING (OVER AGENT'S OFFICE BAY)  
 ON GREEN BACKGROUND. S.W.A. MCKINLEY STYLE DEPOT. THIS TYPE OF DEPOT USUALLY HAS  
 A TOWER & SUB-STATION EQUIPMENT. A SIMILAR DEPOT OF THE ABOVE ONE WAS BUILT AT MONTICELLO (WAPPELLA - ON  
 ON THE ST. LOUIS, DECATUR & CHAMPAIGN RAILWAY) (AFTER MARCH 29, 1910 BLOOMINGTON, DECATUR & CHAMPAIGN RAILWAY), COACH BELTING.  
 OF THE ILLINOIS TRACTION SYSTEM.  
 SKETCHES DRAWN FROM NOTES TAKEN BY SITE.





CREATED SCENE.

G+



PHANTOM DIAGRAMME OF I.T. & I. INTER-URBAN CAR "INDIANA" (OF THE CORN BELT UNITED) ON SHARP CURVE. CAR RE-BUILT AND NUMBERED 259 IN L.S. SHOPS.

CONSTRUCTED BY ST. LOUIS CAR CO., 1906; BALDWIN TRUCKS;

4 GEN'L. ELECTRIC CO. MOTORS No. 73.

SE-M CONTROL; 47 TONS. GEAR RATIO 22:53

60 PASSENGER SEATING CAPACITY.

LENGTH - 62'-0" OVERALL; 8'-10" WIDTH OVERALL.

13'-3" HEIGHT; RAIL TO ROOF TOP.

DESTROYED IN COLLISION AT DE LONG SIDING IN 1929. A CLASSIC CAR OF ITS TIME. HIGH QUALITY COACH CRAFTSMANSHIP AND DESIGN.

POINT OF VIEW

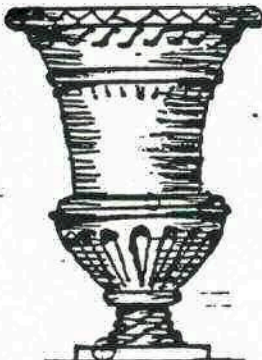


(2-LANE CONCRETE) NEW ILL. STATE HIGHWAY No. 4 PARALLELS THE RAILWAYS. NO ROAD EXISTED BEFORE. A CUT-OFF ROAD OF THE STATE "ROAD ROAD" PROGRAM.

TELEPHONE BOOTHS BLOCK SIGNALS

RUTH SIDING (CAR CAPACITY 20)

CHICAGO & ALTON RAIL ROAD SUCCESSORS: ALTON RAIL ROAD, ILLINOIS CENTRAL R.R., ILLINOIS CENTRAL & SOUTHWESTERN R.R. (AMTRAK - PASSENGER SERVICE ONLY)



69.2 MILES FLAG STOP

GREEN RIDGE

CROSSING SIGNS

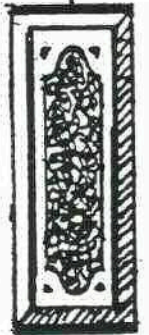
MIMERS'

DWELLINGS

MILWOOD  
G. & N.W. RAILWAY  
36  
INTER-URBAN RATE DATA

37

SIDINGS FOR COAL CARS



MINE SHAFT (ABANDONED)



35

SIDING

TELEPHONE BOOTHS

34

C.A. BLOCK SIGNAL (1-LIGHT)

NEW DETAIL - RUTH No. 27

CATWARY-MAIN LINE DIRECT-SIDING (OVERHEAD TROLLEY WIRE SUSPENSION)

ILLINOIS TRACTION SYSTEM

GRAVE BRIDGE

MINE SHAFT



ST. LOUIS & SPRINGFIELD RAILWAY



FROM U.S. GEOLOGICAL SURVEY 1923  
1925 MAP EDITION

GREEN RIDGE SIDING  
(CAPACITY - )

ILLINOIS TRACTION SYSTEM

RUTH SIDING  
(CAPACITY - 30)  
REFER TO PLATE 66-34

GREEN RIDGE  
FLAG STOP  
69.2 MILES

NO ROAD EXISTED BEFORE.  
NEW 2-LINE CONCRETE ILLINOIS STATE HIGHWAY NO. 210

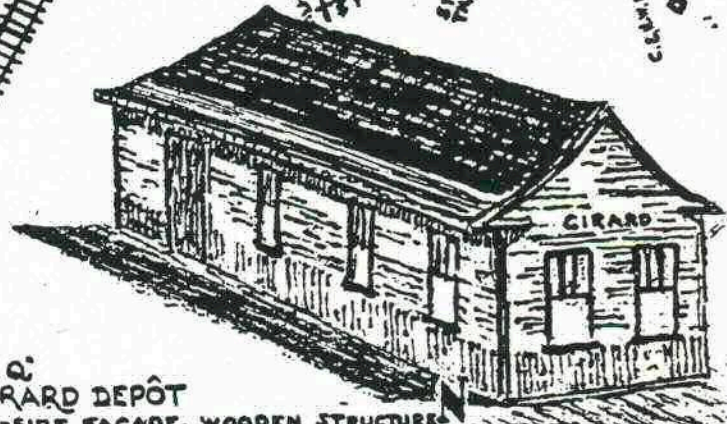
CREST OF HILL

ASCENDING GRADE BRIDGE  
DESCENDING GRADE BRIDGE

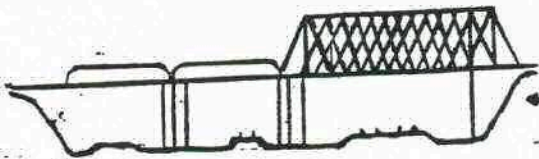
MILWOOD

"The Q" GIRARD DEPÔT

TRACK-SIDE FACADE. WOODEN STRUCTURE.  
BLACK ASPHALTUM SHINGLE ROOF.  
BRICK CHIMNEY. COLOURS: BLACK SASH,  
TRIM, SILLS, ETC. WEATHER BOARDS &  
CAR SIDING WAINSCOTE MAROON.  
3-LIGHT UPPER SASH, SINGLE LOWER.  
PROJECTING EAVES. TONGUE & GROOVE  
SOFFIT. NAME PAINTED WHITE ON SIDING.  
CHICAGO, BURLINGTON & QUINCY R.R.  
"The Q". SKETCH CREATED FROM NOTES  
TAKEN AT SITE.



INTER-URBAN PLATE



BURLINGTON BRIDGE

36

SIGN: RUTH SIDING

GIRARD

I.T.S. AT SAME LEVEL  
AS C.G.A. R.R.

TELEPHONE BOOTH  
BLACK SIGNALS

STANDARD CONCRETE BASE ONLY

ALL CONCRETE CULVERTS

PARALLELS THE RAILWAYS

HAND CAR TRACK

STALL POSS

STAL POLES

ST. M. TRANSMISSION TOWER

ONE THROUGH STEEL GIRDER SECTION  
STEEL TRUSS THROUGH STEEL THROUGH GIRDER SECTION

STATION

NEW STATE HIGHWAY NO. 4

BRIDGE FOR 210 TRACK

ST. M. TRANSMISSION TOWER

STATION

STATION

STATION

STATION

STATION

STATION

STATION

STATION

STATION

STATION

STATION

STATION

STATION

CHICAGO & NORTH WESTERN RAILWAY

CHICAGO & ALTON RAIL ROAD  
SUCCESSORS: ALTON R.R.  
ILLINOIS CENTRAL R.R.  
(PASSENGER SERVICE BY ALTON)

NEW STATE HIGHWAY NO. 4

BRIDGE FOR 210 TRACK

ST. M. TRANSMISSION TOWER

STATION

STATION

STATION

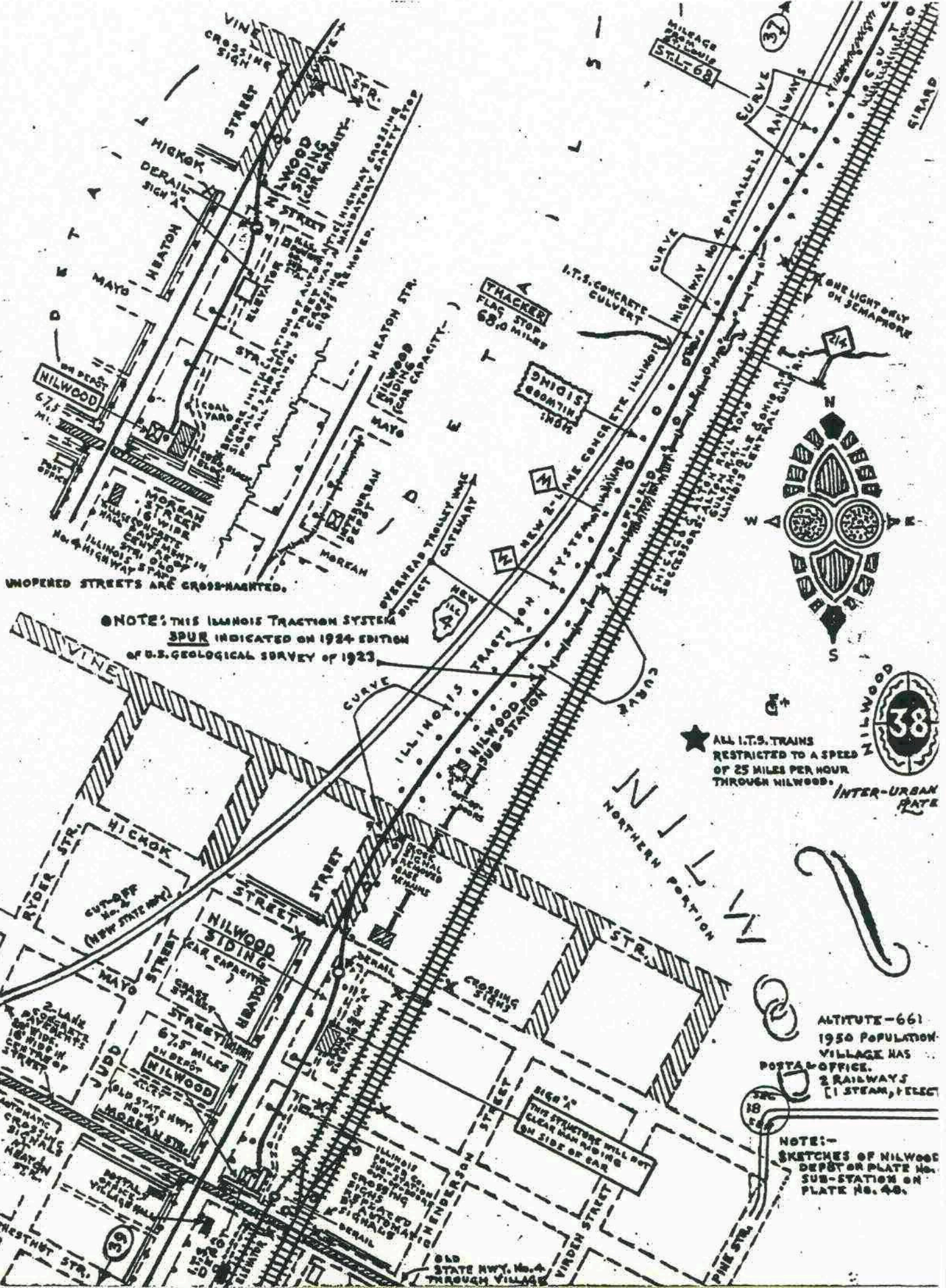
STATION

STATION

STATION

STATION

STATION



NOTE: THIS ILLINOIS TRACTION SYSTEM SPUR INDICATED ON 1924 EDITION OF U.S. GEOLOGICAL SURVEY OF 1923

★ ALL I.T.S. TRAINS RESTRICTED TO A SPEED OF 25 MILES PER HOUR THROUGH NILWOOD. INTER-URBAN RATE

ALTITUDE - 661  
 1950 POPULATION  
 VILLAGE HAS  
 POSTAL OFFICE.  
 2 RAILWAYS  
 (1 STEAM, ELECT)

NOTE: - SKETCHES OF NILWOOD DEPOT ON PLATE No. SUB-STATION ON PLATE No. 40.

# NILWOOD

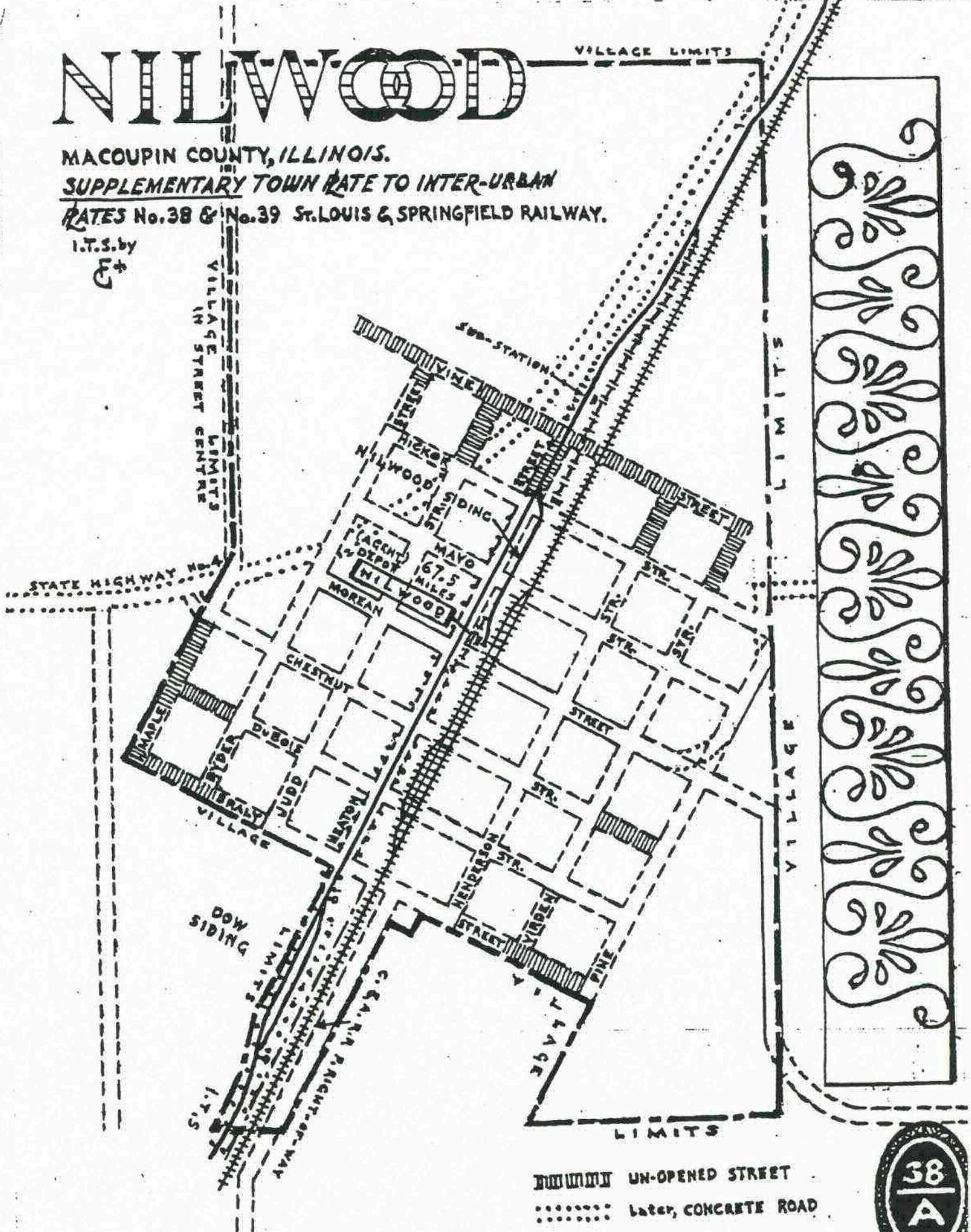
MACOUPIN COUNTY, ILLINOIS.

SUPPLEMENTARY TOWN RATE TO INTER-URBAN

RATES No. 38 & No. 39 St. LOUIS & SPRINGFIELD RAILWAY.

I.T.S. by

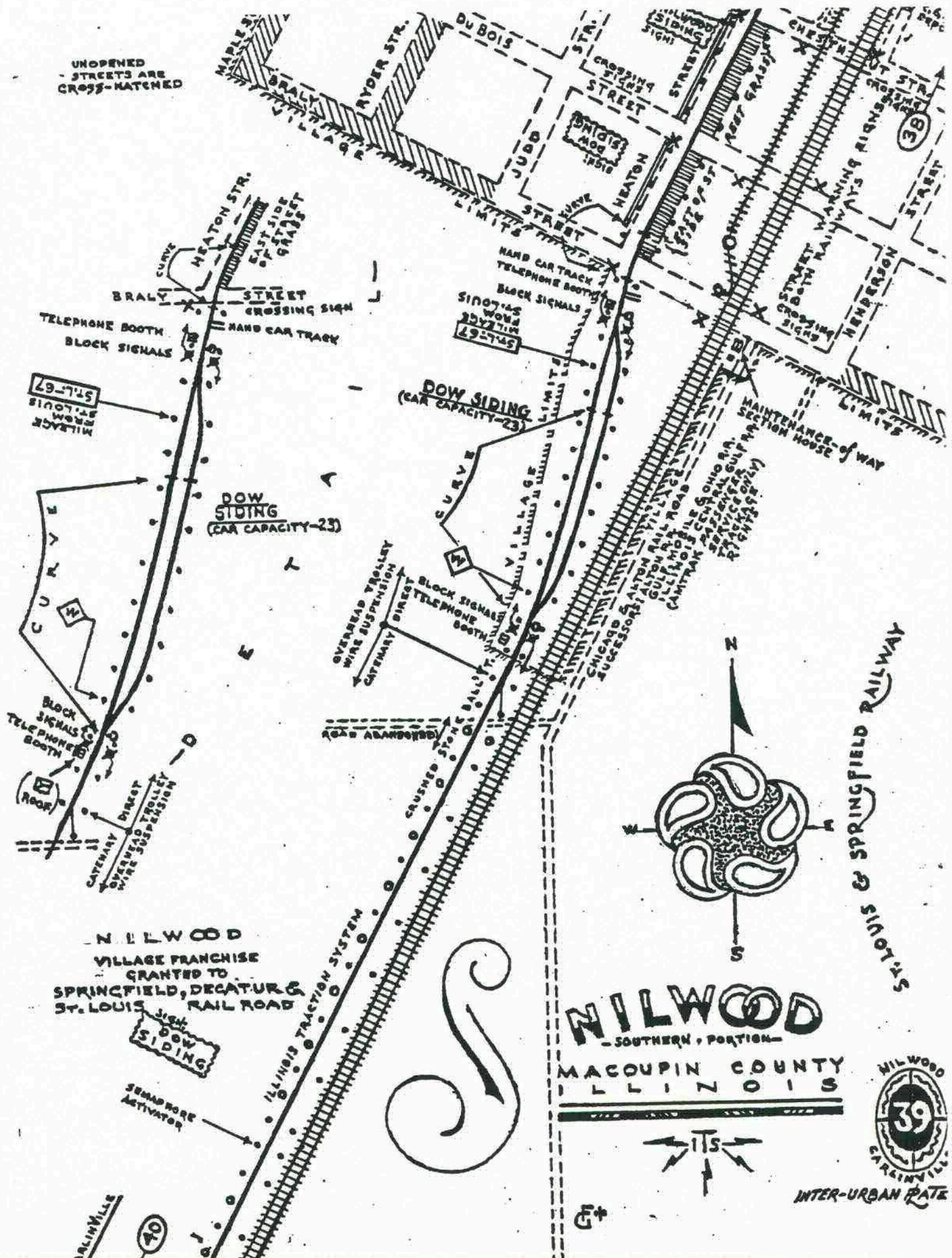
E+



UN-OPENED STREET  
 Later, CONCRETE ROAD



UNOPENED  
STREETS ARE  
CROSS-HATCHED



ST. LOUIS  
MILWAUKEE  
ST. L. 79-71'S

DOW SIDING  
(CAR CAPACITY-23)

DOW SIDING  
(CAR CAPACITY-23)

NILWOOD  
VILLAGE FRANCHISE  
GRANTED TO  
SPRINGFIELD, DECATUR &  
ST. LOUIS RAIL ROAD

SIGNAL  
DOW  
SIDING

SEMAPHORE  
ACTIVATOR

**NILWOOD**  
- SOUTHERN PORTION -

MACOUPIN COUNTY  
ILLINOIS



INTER-URBAN RATE



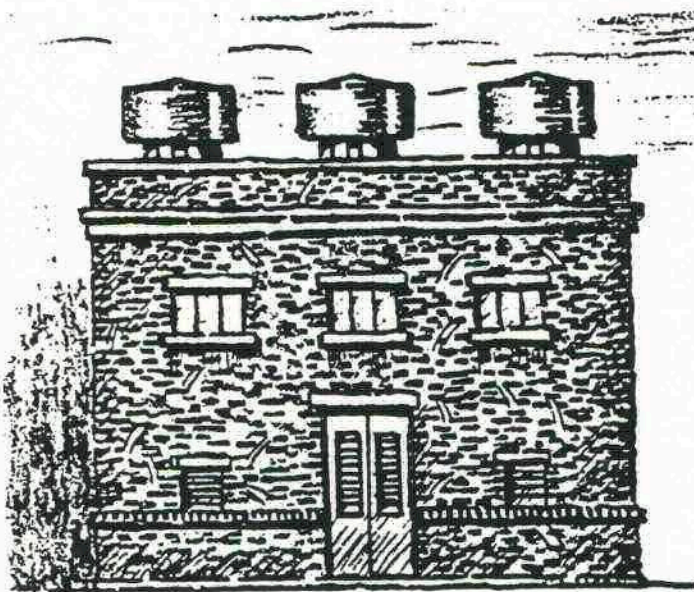
SPRINGFIELD RAILWAY  
ST. LOUIS & SPRINGFIELD RAILWAY



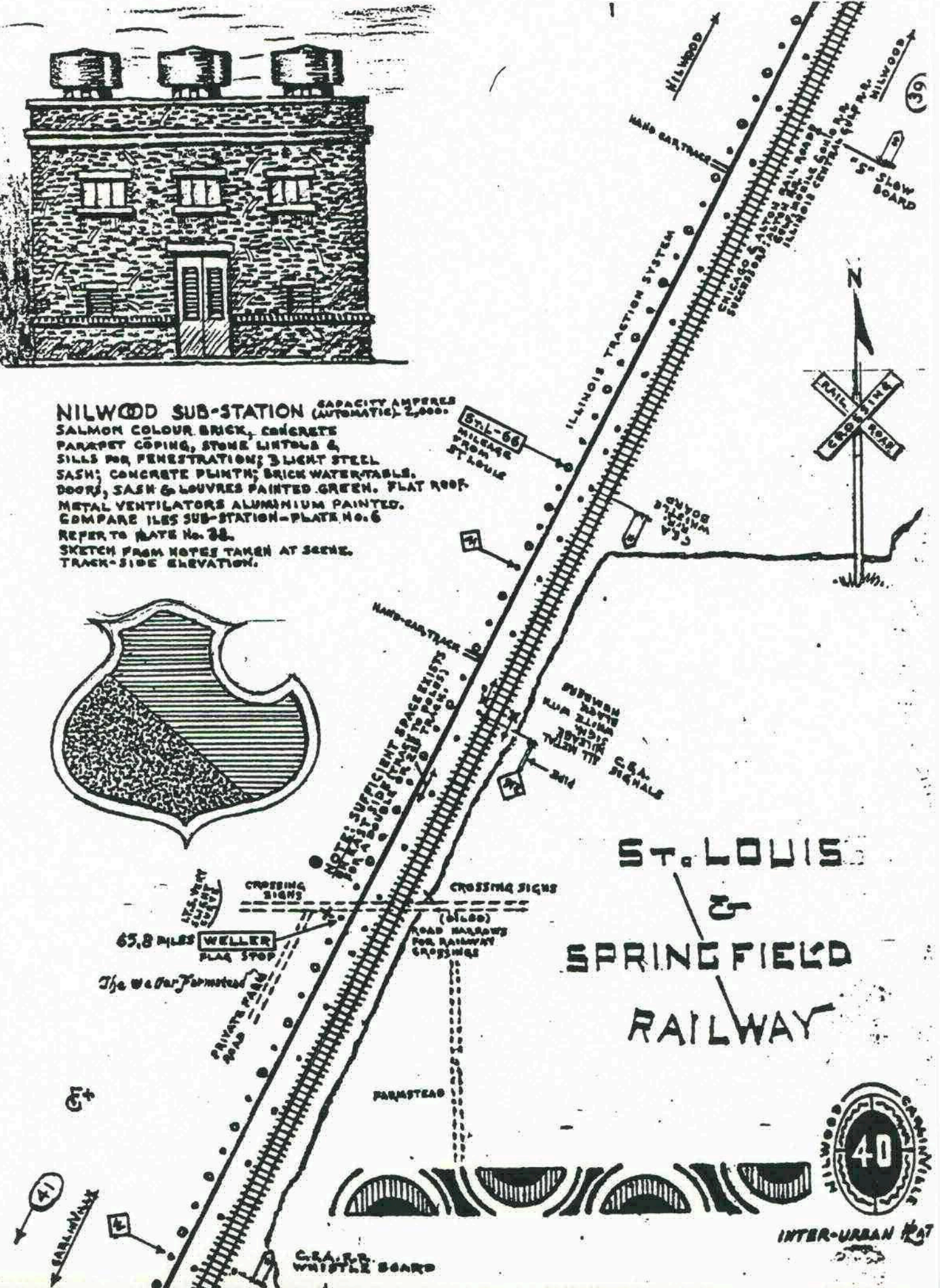
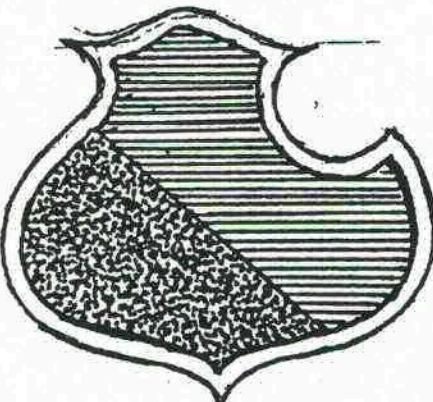
39

40

U.S. DEPT.



**MILWOOD SUB-STATION** CAPACITY AMPERES (AUTOMATIC) 2,000.  
 SALMON COLOUR BRICK, CONCRETE PARAPET COPING, STONE LINTOLS & SILLS FOR FENESTRATION; 3 LIGHT STEEL SASH; CONCRETE PLINTH; BRICK WATER-TABLE, DOORS, SASH & LOUVRES PAINTED GREEN. FLAT ROOF. METAL VENTILATORS ALUMINIUM PAINTED. COMPARE ILES SUB-STATION-PLATE No. 6 REFER TO PLATE No. 38.  
 SKETCH FROM NOTES TAKEN AT SCENE. TRACK-SIDE ELEVATION.



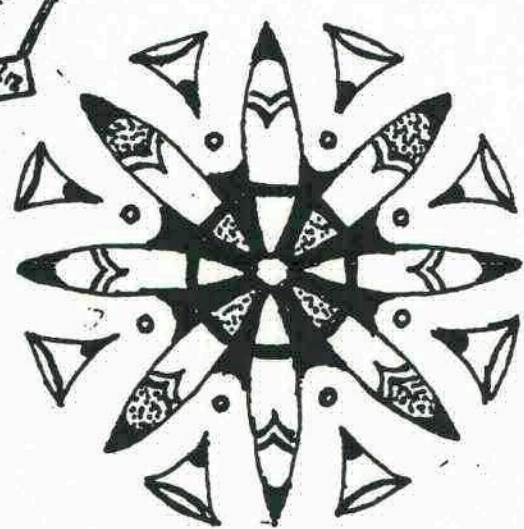
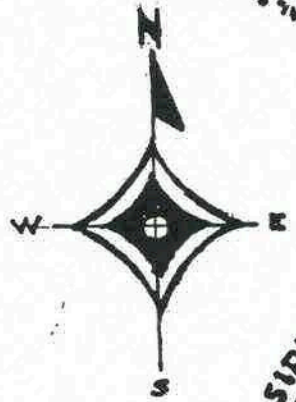
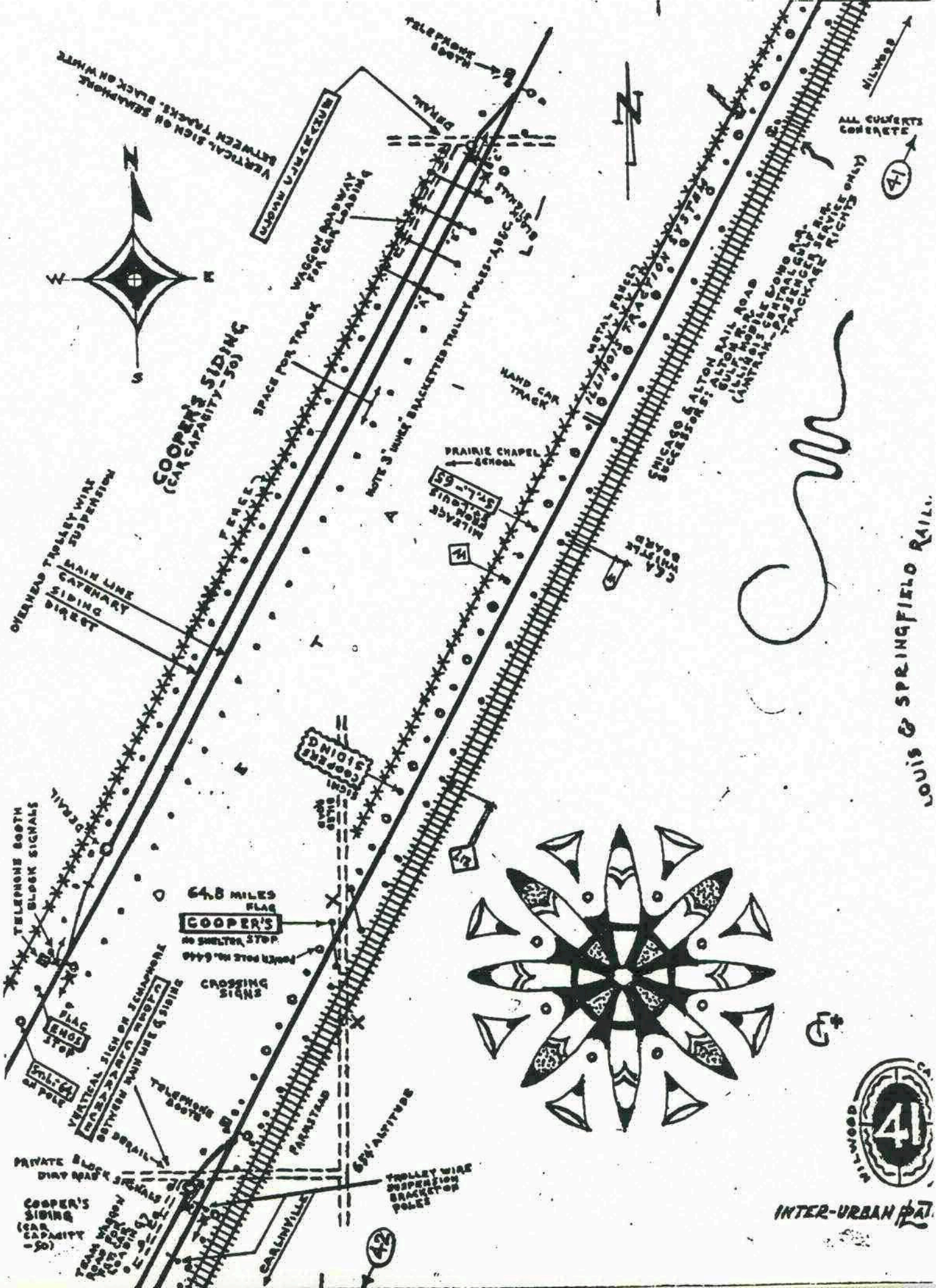
NOTE: SUFFICIENT SPACE EXISTS FOR A DOUBLE OR TRIPLE TRACK.

65.8 MILES

**ST. LOUIS & SPRINGFIELD RAILWAY**



INTER-URBAN No. 40

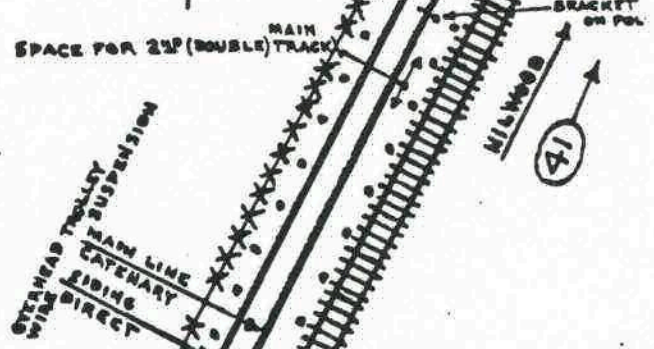
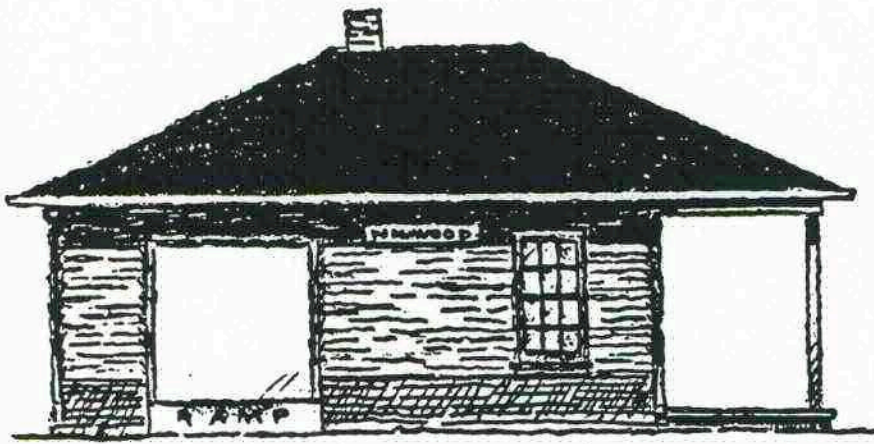


Ⓢ



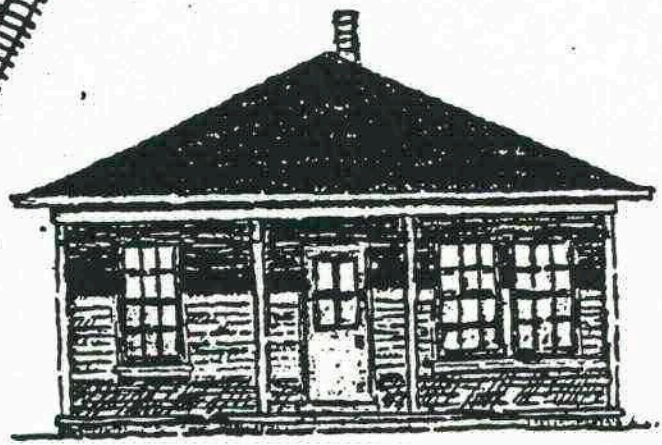
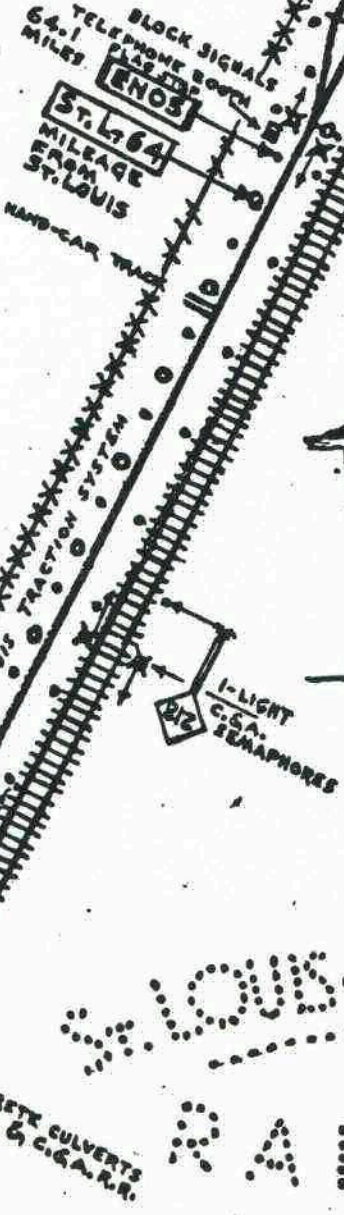
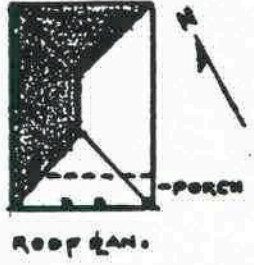
INTER-URBAN PAT.

ILLINOIS & SPRINGFIELD RAIL.



**NILWOOD DEPOT - TRACK-SIDE ELEVATION ON HEATON STREET. UNPRETENTIOUS CONVERTED WOODEN RESIDENCE. ASPHALTUM ROOF (BLACK) SHINGLES; WEATHER BOARDING PAINTED WHITE EXCEPT BELOW WINDOW SILLS PAINTED GREEN TO FORM AN EXTERIOR DADO. BRICK CHIMNEY RED. DEPOT SIGN "NILWOOD" WHITE LETTERS ON PASTEL GREEN BACKGROUND. CORNER BOARDS. SOLID EXPRESS DOOR.**

REFER TO RATE No. 38  
 SKETCHES ON THIS PLATE TAKEN FROM NOTES MADE AT SITE.



**NILWOOD DEPOT - FRONT FACADE ON MOREAN STREET (OLD STATE HWY. No. 4) FRONT PORCH EXTENDS ACROSS ENTIRE BREATH.**

ILLINOIS  
 Traction  
 RAILWAY

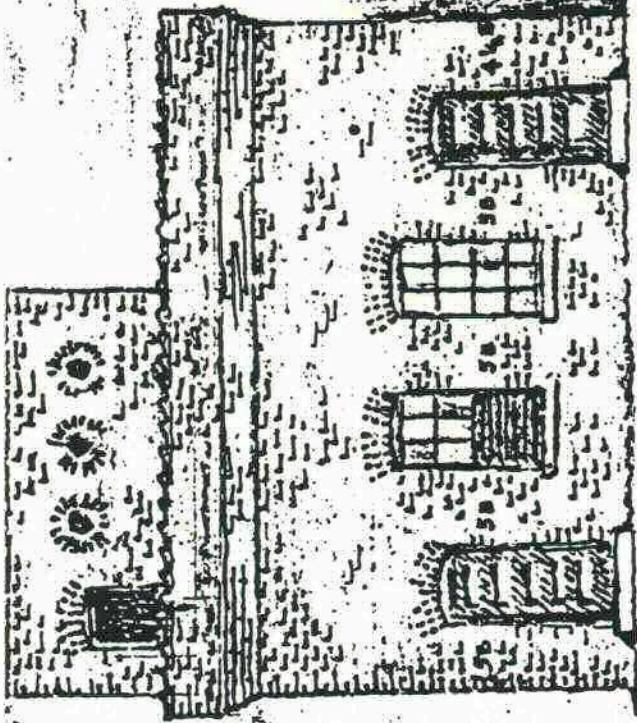


INTER-URBAN  
 RATE



ANDERSON SUB-STATION. AN EARLY TYPE OF "BOOSTER" CONSTRUCTED BY THE ORIGINAL COMPANY - COMMON RED BRICK; BRICK ARCHES OVER DOORS & WINDOWS; PLAT ROOF; PAINT - WHITE & GREEN TRIM; (INTS. COLOURS - YELLOW & GREEN); STONE SILLS, STEPS, CORBELLED GUT PARAPET. THESE EARLY SUB-STATIONS HAVE MUCH IN COMMON AS REGARD DESIGN & MATERIALS. THEREFORE ARE EASILY SPOTTED. WITHRIED TILE COPING AT TOP WALLS. SKETCH FROM NOTES TAKEN AT SITE.

COMPARE WITH VIRDEH SUB-STATION TOWN RATE No. 4.  
CAPACITY - 2000 AMPERES (1934, 500 AMP. MANUAL).  
AUTOMATIC  
REFER TO PLATE No. 46. 3 COURSE ARCHES 4 COURSES HORIZONTAL.



TRACK-SIDE FAÇADE (EAST)

SEE BRICK LENGTH & COURSE COURSE

SEMI FREEHAND SKETCH AT APPROXIMATED SCALE.

TRACK-SIDE FAÇADE (EAST)

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

STEPS

M. J. M. ELECTRIC COOPERATIVE, MC. CARLIMVILLE, ILL. ELECTRIC POWER CO. OUT-OF-DOORS SUB-STATION FENCED

65.4 MILES FLAG STOP  
MELL  
NO SHELTER

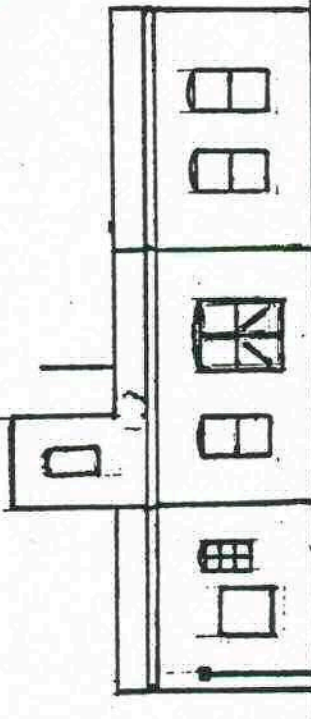
63.2 MILES FLAG STOP  
ANDERSON SUB-STATION  
I.T.S. ANDERSON SUB-STATION  
FARM BUILDINGS IN THIS AREA RAZED

69.57 MILES FLAG STOP  
MILKAGE FROM ST. LOUIS

CONCRETE CULVERT (C.E.A.R.)  
I.T.S. CORRUGATED PIPE CULVERT  
WOODEN GATE  
PRIVATE OILED FARM ROAD

CHICAGO & ALTON RAIL ROAD  
SUCCESSION OF ALTON R.R.  
ILLINOIS CENTRAL R.R.  
(ANTHEM PASSENGER SERVICE ONLY)  
TRACKAGE RIGHTS SERVICE ONLY  
ANDERSON BRANCH OF MACCOSH CREEK

C.E.A.R. WASTE BOARD



DEPÔT, SUB-STATION GILLESPIE PARTI OF NORTH SIDE ELEVATION REFER TO PLATE No. 53 FOR PERSPECTIVE



ST. LOUIS & SPRINGFIELD RAILWAY

INTER-URBAN PLATE

C. E. A. SIDING (24 CAPACITY)  
GARLIMVILLE

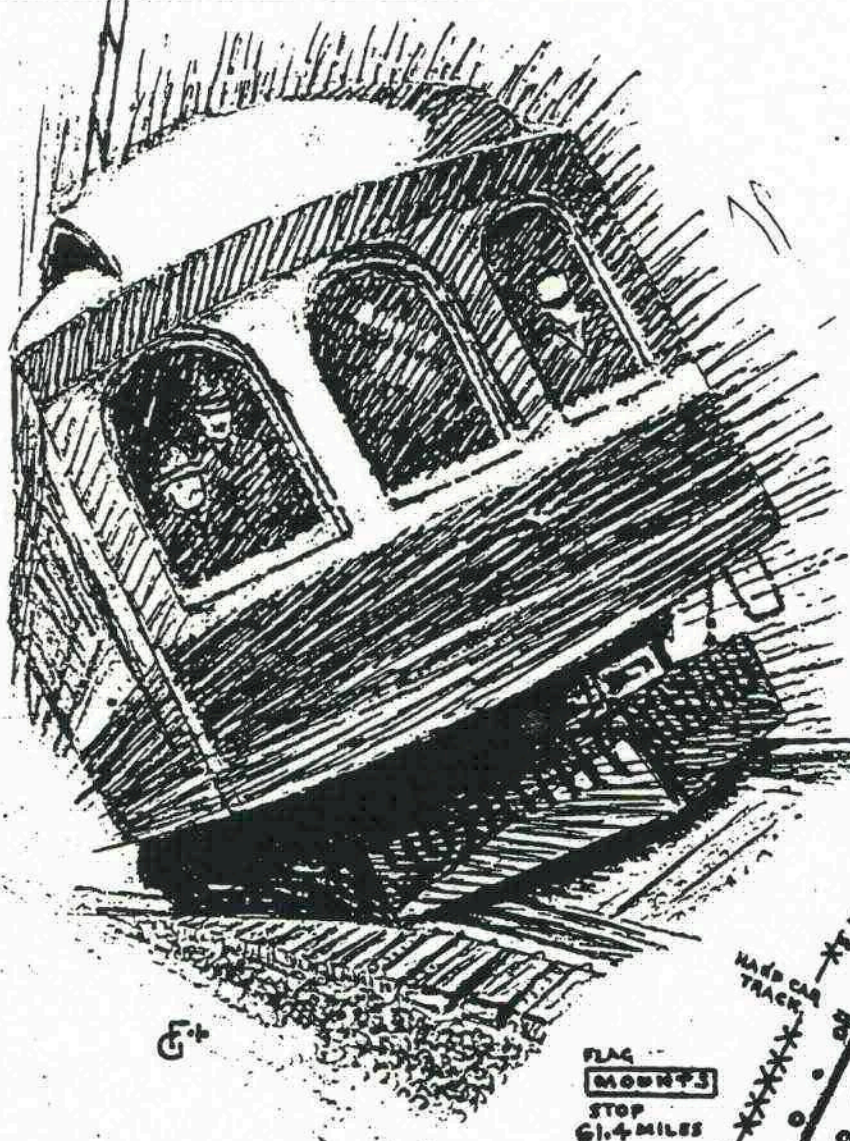
42

41

44

43



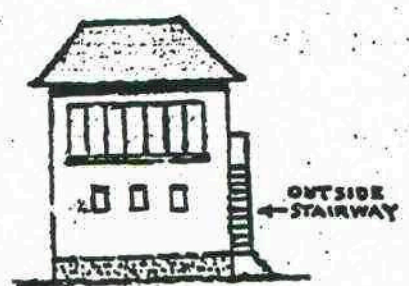
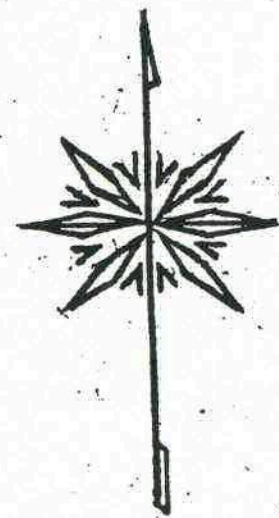


G+

**CREATED SCENE**  
**ILLINOIS TRACTION SYSTEM**  
 MOTOR INTER-URBAN COACH No. 226-  
 CONSTRUCTED BY ST. LOUIS CAR CO. IN 1906.  
 BAWDWIN TRUCKS; MOTORS-4-6.2.75.  
 CONTROL-S.E.-M; WEIGHT 40 TONS.  
 CAPACITY-48; LENGTH OVER ALL 52'-7"  
 WIDTH OVER ALL-8'-10"  
 HEIGHT OVER ROOF-13'-2"  
 SCRAPPED BEFORE 1930.  
 GEAR RATIO - 22:53.  
 226-232 SERIES - 7 CARS.

FLAG  
 MOUNTS  
 STOP  
 61.4 MILES

MILWOOD  
 HAND-CAR TRACK  
 (44)  
 SWISS RAILROAD  
 SUCCESSION  
 CANTON AUSTIN  
 ILLINOIS  
 FAMILIAR  
 TRACKS  
 TRACKAGE RIGHTS



INTER-LOCKING TOWER  
 C. & A. TRACK-SIDE ELEVATION.  
 AT S. E. CORNER, CAPING  
 SOUTH OF URBAN.  
 NOT on I.T.S.



ST. LOUIS  
 MEETS  
 FROM  
 19-51

SPACE FOR  
 A 2<sup>ND</sup> TRACK

CLARK  
 MILWAUKEE  
 FROM  
 CHICAGO



INTER-URBAN  
 RATE

CARLIN  
 VILLE

(46)



OVERHEAD TROLLEY WIRE SUSPENSION

MARK ENE

ROAD CROSSING

ANTENNA SIDING DIRECT

SHREPS SIDING (CAR CAPACITY - 40)

SHREPS (60) 1 MILES

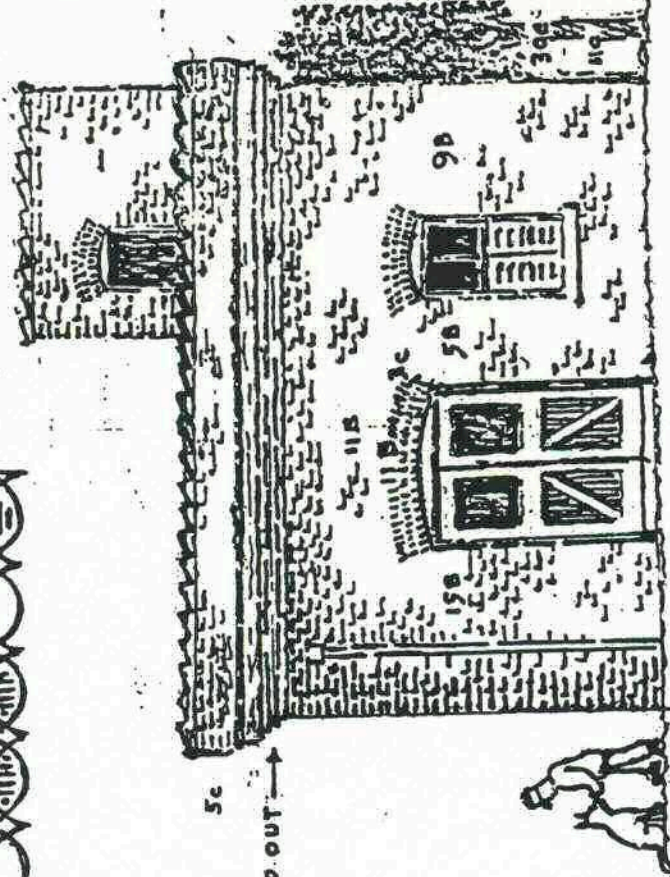
ST. LOUIS 60

B.S. & B. ELEVATOR DOOR OFFICE

BLACK SIGNALS

TELEPHONE BOOTH

DEVIL'S STRIP WIDENS TO ACCOMMODATE CENTRE SEMAPHORE

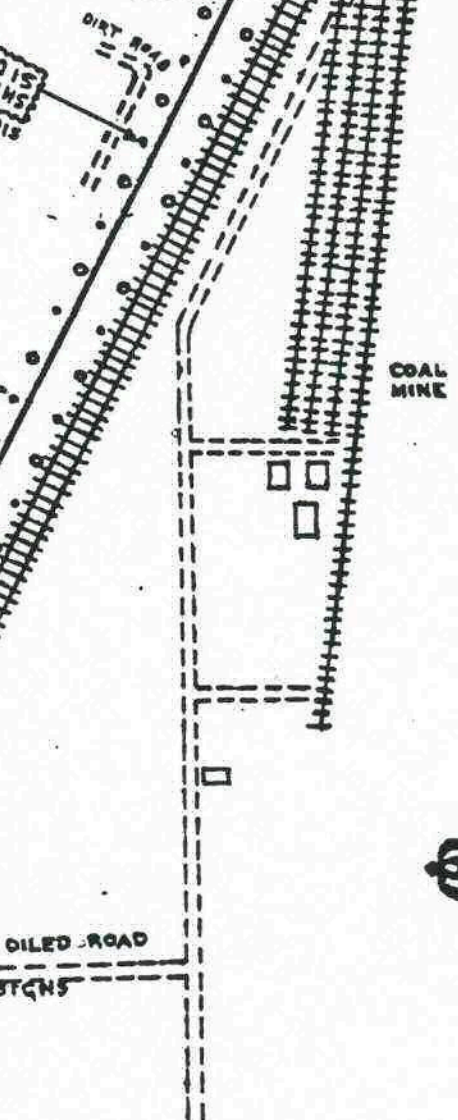


ANDERSON SUB-STATION, NORTH ELEVATION.

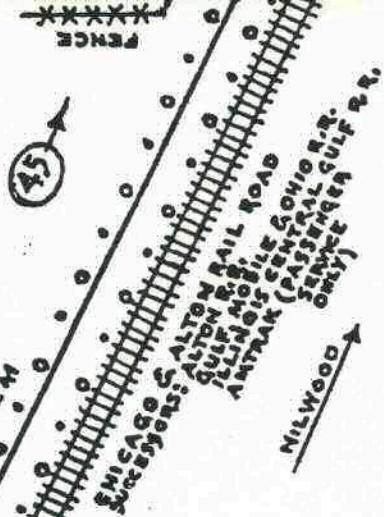
SKETCH FROM NOTES TAKEN AT SITE. REFER TO PLATE NO. 43.

C = COURSE  
B = BRICK LENGTH

FOR DESCRIPTION REFER TO PLATE NO. 43.



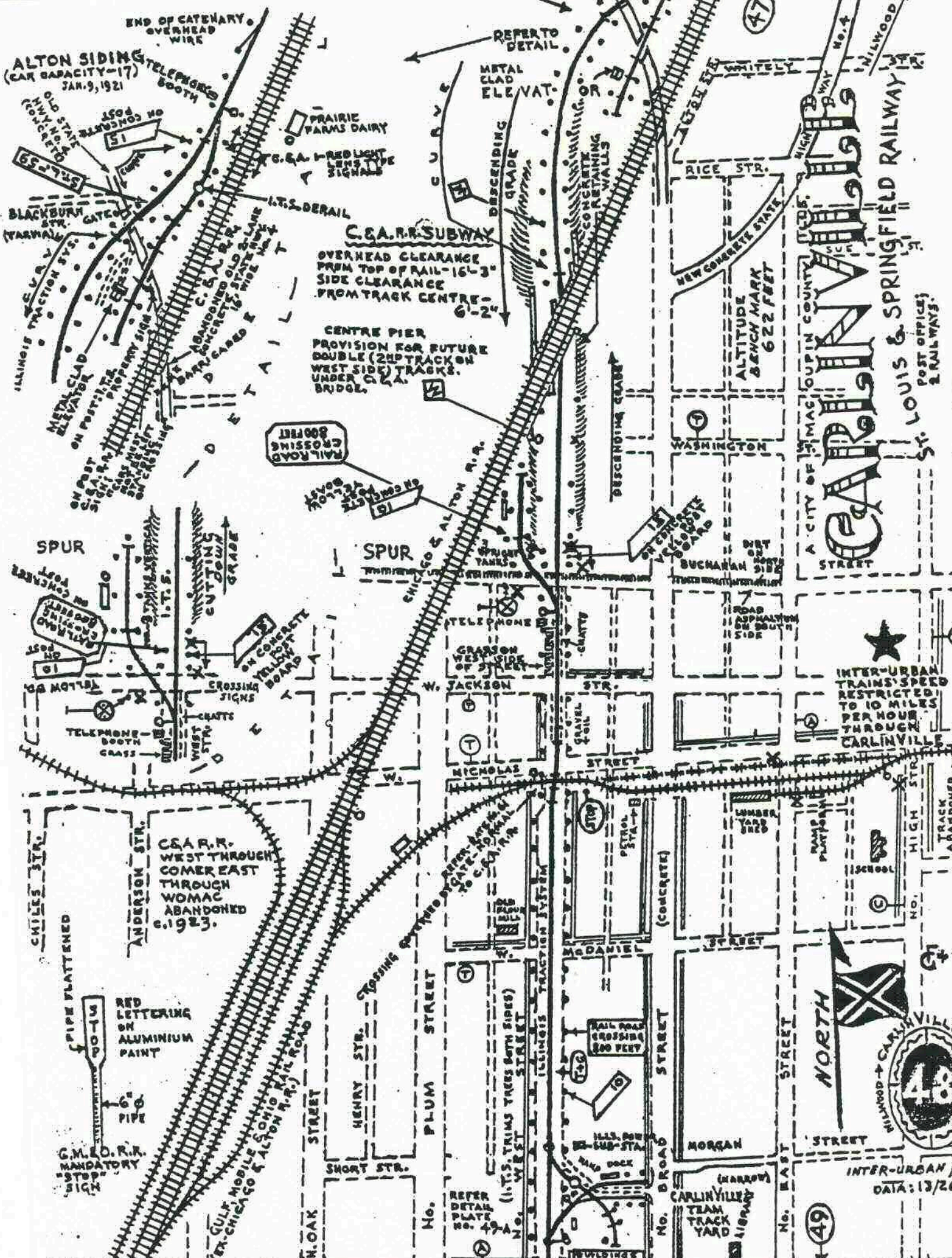
CHICAGO & ALTON R.R. MINE TRACKAGE TAKEN FROM U.S. GEOLOGICAL SURVEY OF 1925, MAP EDITION of 1925.



INTER-URBAN PLATE

ST. LOUIS & SPRINGFIELD RAILWAY





# CARLINVILLE

A CITY OF MACDONOUGH COUNTY, ILLINOIS  
 HIGHWAY No. 4  
 ST. LOUIS & SPRINGFIELD RAILWAY  
 POST OFFICE  
 RAILWAYS



INTER-URBAN TRAINS RESTRICTED TO 10 MILES PER HOUR THROUGH CARLINVILLE

DATA: 12/26/23

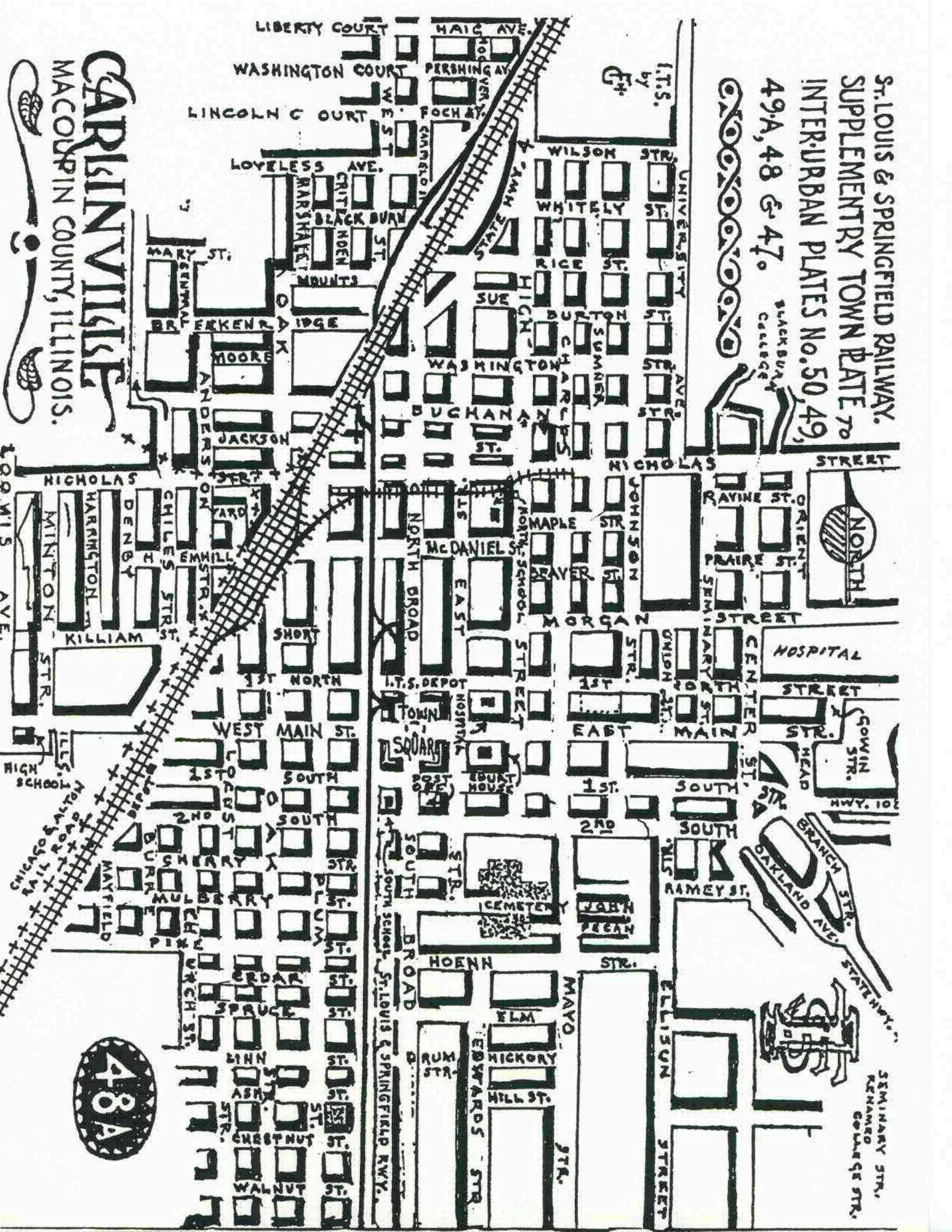
47

49

ST. LOUIS & SPRINGFIELD RAILWAY.  
 SUPPLEMENTARY TOWN PLATE 70  
 INTER-URBAN PLATES No. 50, 49,  
 49A, 48 & 47. BLACKBURN College



SEMINARY STR.,  
 RENAMED  
 COLLEGE STR.



# CARLINVILLE

MACCORDIN COUNTY, ILLINOIS.

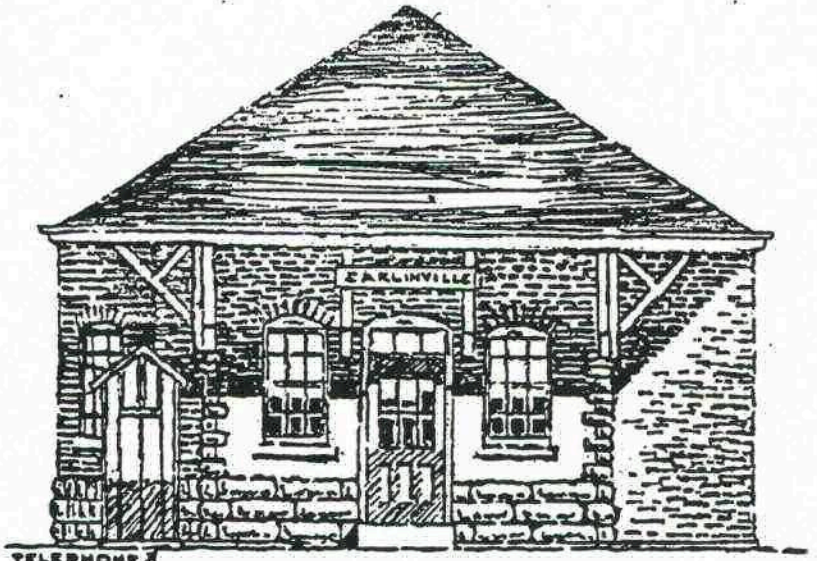
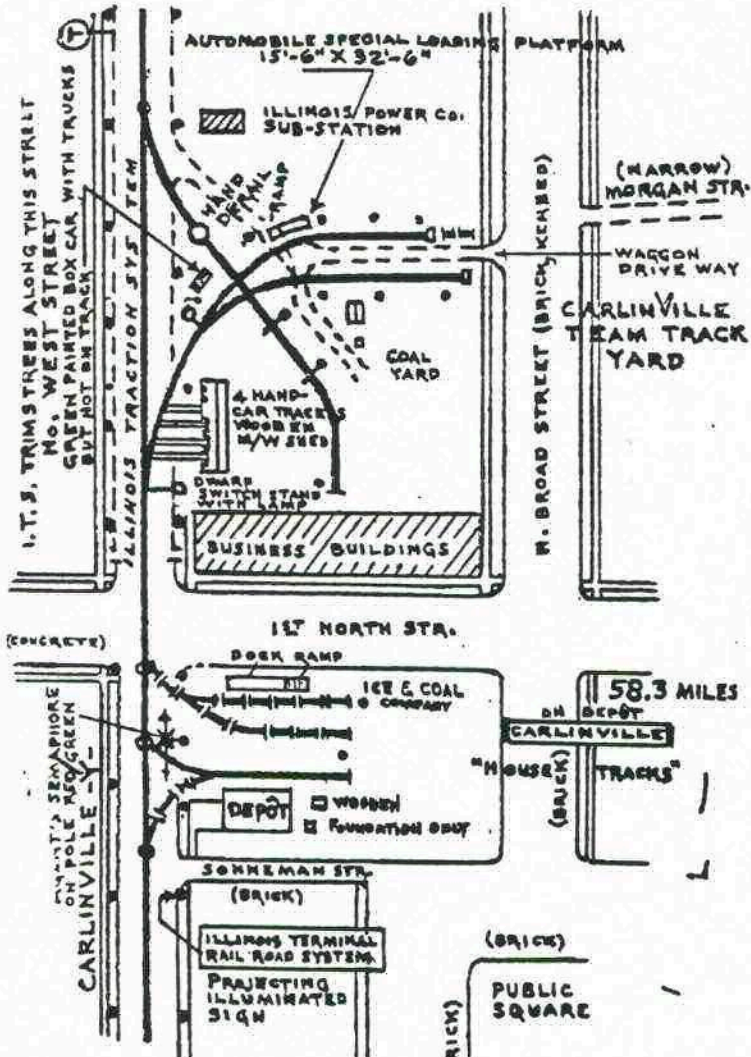
48A



# CARLINVILLE

MACOUPIH COUNTY, ILLINOIS

ST. LOUIS & SPRINGFIELD RAILWAY  
(DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY)

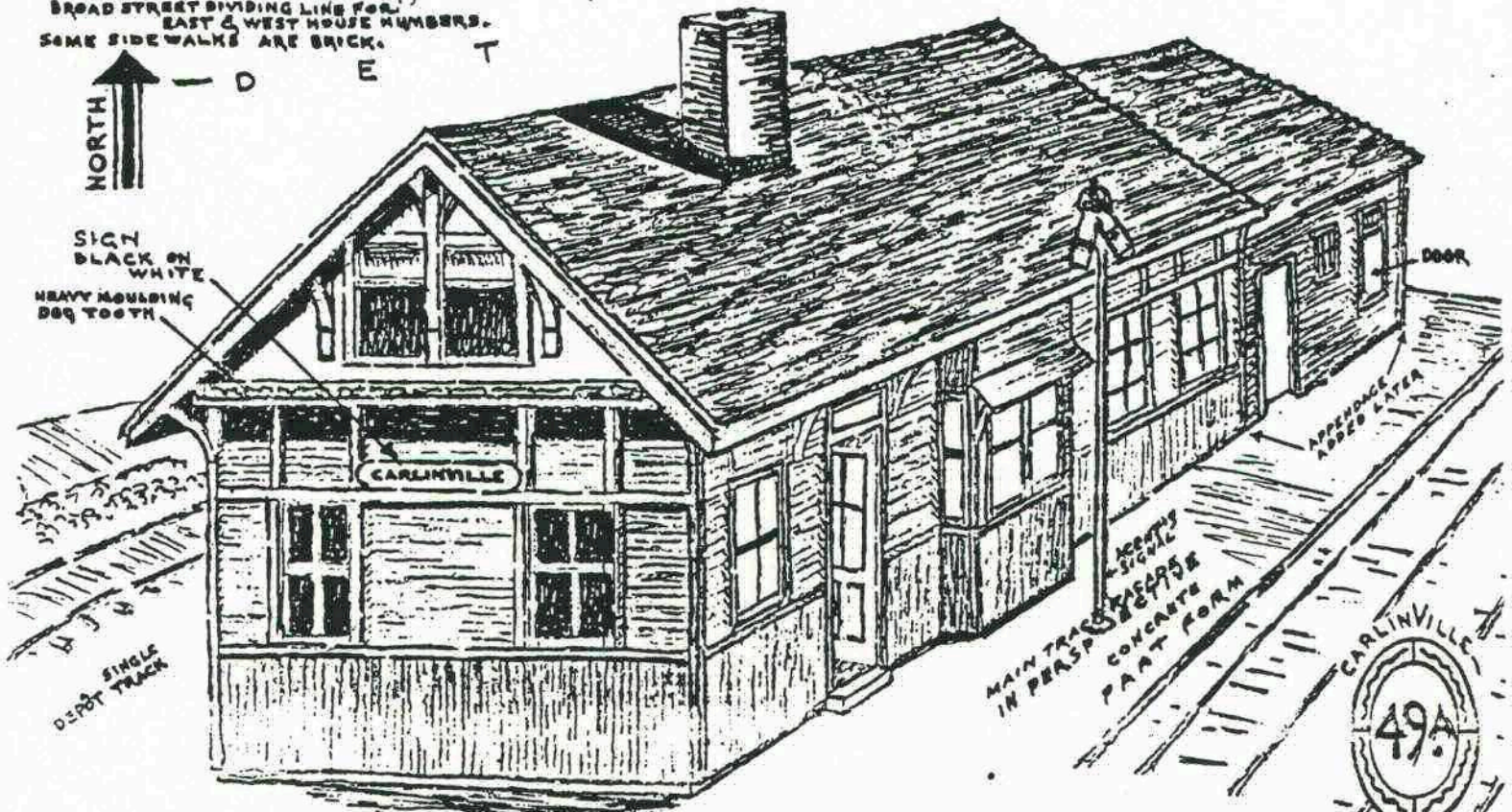


I.T.S. DEPOT—No. WEST STREET FAÇADE  
EARLY ORIGINAL TYPE; RED BRICK; STONE DADO; CHAINS QUIONS, FOUNDATION. GREEN ROLL ROOFING. COMPARE!—VIRGEN DEPOT, PLATE NO. 4 VIRGEN TOWN PLATE.

SKETCHES FROM NOTES TAKEN AT SITES.

Et

MAIN STREET DIVIDING NORTH & SOUTH HOUSE NUMBERS; BROAD STREET DIVIDING LINE FOR EAST & WEST HOUSE NUMBERS. SOME SIDE WALKS ARE BRICK.

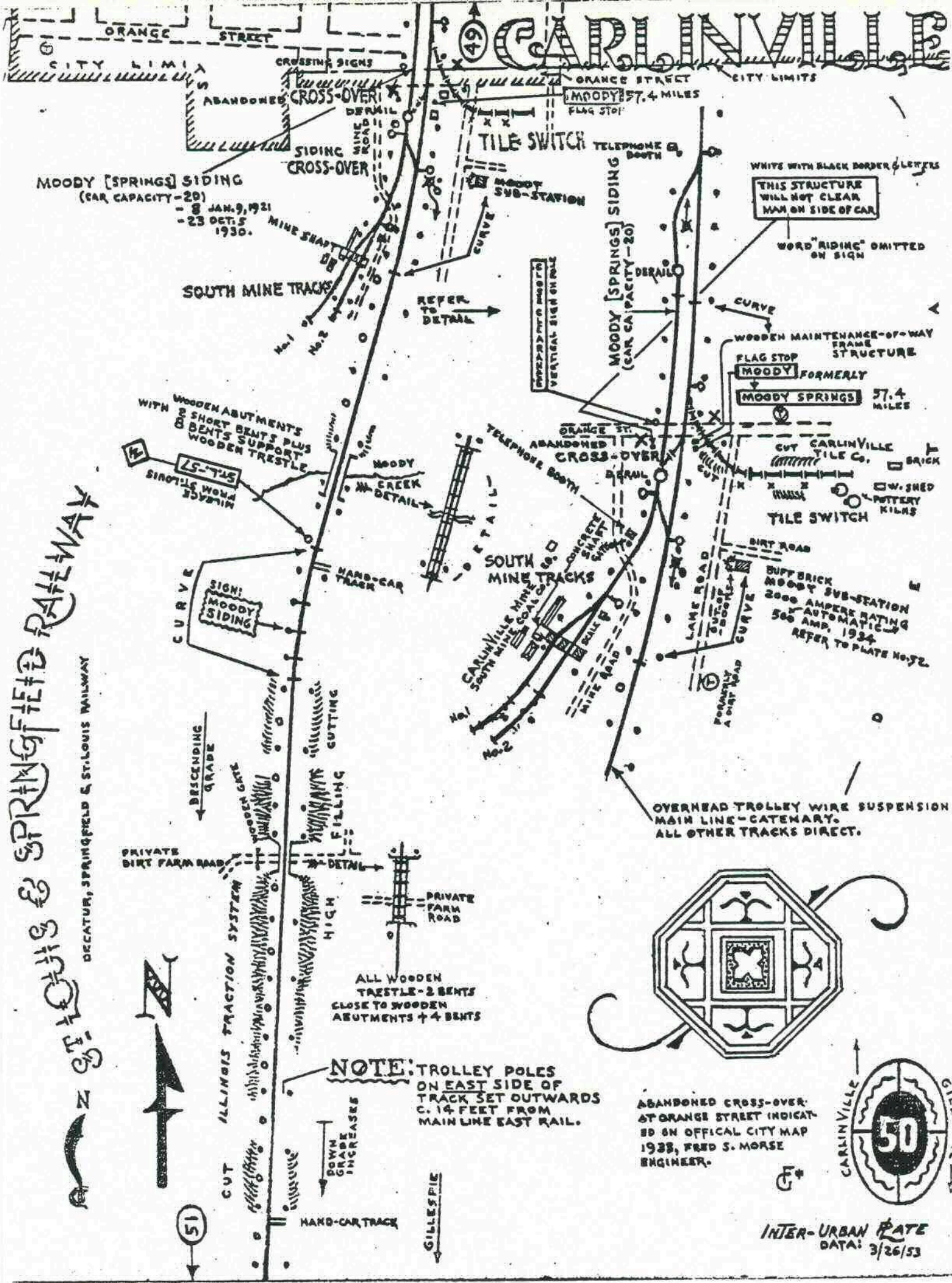


NORTH END IN ELEVATION  
- BIRD'S EYE VIEW.

CHICAGO & ALTON RAILROAD DEPOT AT CARLINVILLE, ILLINOIS. WOODEN FRAME STRUCTURE. PROJECTING GABLE-ENDS, CORNER & TRIM BOARDS, EXTERIOR ENTIRELY GREY, EXCEPT RED BRICK CHIMNEY. WEATHER BOARDING, CAR SIDING DADO.

DETAIL SUPPLEMENTARY RATE INTER-URBAN





DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY  
 SPRINGFIELD & CARLINVILLE RAILWAY

# CARLINVILLE

**MOODY [SPRINGS] SIDING**  
 (CAR CAPACITY - 20)  
 - 8 JAN. 9, 1921  
 - 23 OCT. 5, 1930.

THIS STRUCTURE  
 WILL NOT CLEAR  
 MAX ON SIDE OF CAR

WOODEN ABUTMENTS  
 WITH 8 SHORT BENTS PLUS  
 8 BENTS SUPPORT  
 WOODEN TRESTLE

WOODEN MAINTENANCE-OF-WAY  
 FRAME  
 STRUCTURE  
**FLAG STOP**  
**MOODY FORMERLY**  
**MOODY SPRINGS** 57.4 MILES

BUFF BRICK  
 MOODY SUB-STATION  
 2000 AMPERE RATING  
 AUTOMATIC  
 500 AMP. 1934  
 REFER TO PLATE NO. 52.

**NOTE:** TROLLEY POLES  
 ON EAST SIDE OF  
 TRACK SET OUTWARDS  
 C. 14 FEET FROM  
 MAIN LINE EAST RAIL.

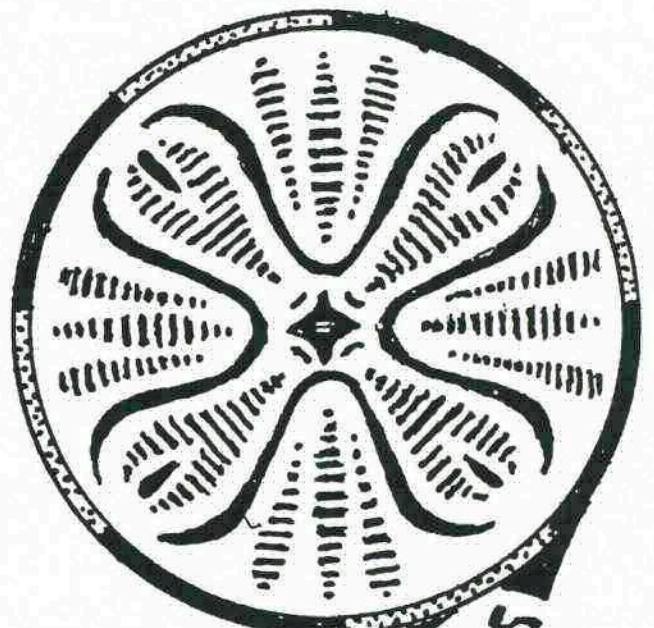
ABANDONED CROSS-OVER  
 AT ORANGE STREET INDICAT-  
 ED ON OFFICIAL CITY MAP  
 1938, FRED S. MORSE  
 ENGINEER.

INTER-URBAN RATE  
 DATA: 3/26/53

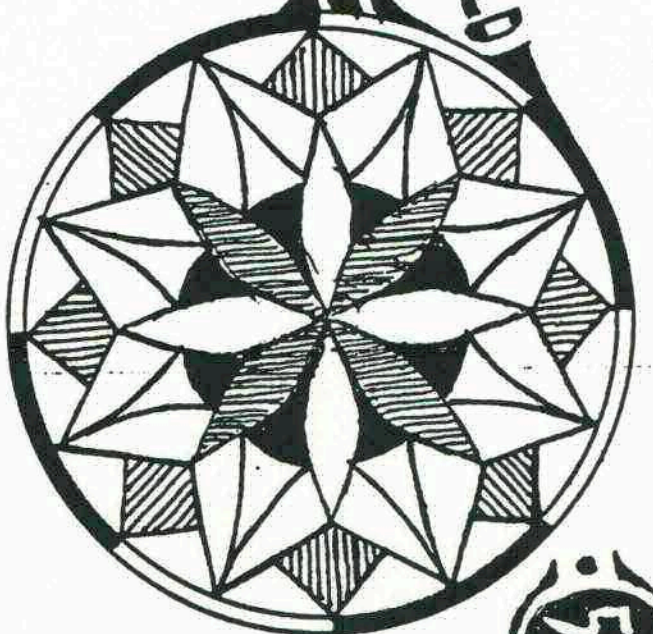


51

GILLESPIE



# ST. LOUIS & SPRINGFIELD RAILWAY



51



EMERICK SPUR  
(CAPACITY - 1 TANK (OIL) CAR)

ABANDONED. SHOWING SITE EVIDENCE.

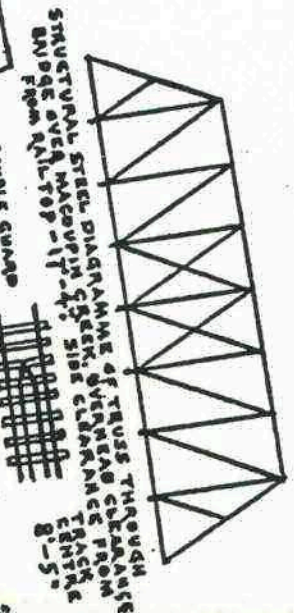
TELEPHONE BOOTH  
HAND-CAR TRACK

STONE BALLAST

PRIVATE FARM ROAD

DETAIL

DOUBLE GUARD RAIL



DOUBLE GUARD RAILS  
DETAIL  
OF BRIDGE

ILLINOIS TRACTION SYSTEM

CARLINVILLE

CURVE

FILLING

EMERICK STOP

MILEAGE FROM ST. LOUIS  
ST. L. 56

FREE STAND & BENTS  
STONE BALLAST  
ATOP  
TRUSS  
SAFETY  
GUARD RAILS.

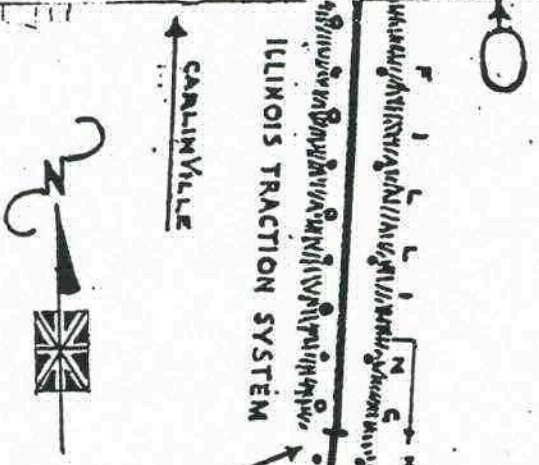
RUGGED TERRAIN  
WOODLANDS

HAND-CAR TRACK  
ON CONC. POST  
YELLOW BOARD  
SIGNALS  
QUESTI-FIX

TELEPHONE BOOTH  
HAND-CAR TRACK  
EMERICK SPUR  
(CAP. CAPACITY - 1)  
OIL CAR  
SITE IN EVIDENCE  
FLAG 562 MILES  
EMERICK STOP  
WOODEN GATE  
CAUSED STONE BALLAST

MILEAGE FROM ST. LOUIS  
ST. L. 56  
FREE STAND & BENTS  
STONE BALLAST  
ATOP  
TRUSS  
SAFETY  
GUARD RAILS.

HAND-CAR TRACK  
ON CONC. POST  
YELLOW BOARD  
SIGNALS  
QUESTI-FIX



NEW BLAINE ST  
CROWNSTONE  
PULL-OFF TRACKS  
HILL-SIDE CUTTING

TELEPHONE BOOTH  
HAND-CAR TRACK  
EMERICK SPUR  
(CAP. CAPACITY - 1)  
OIL CAR  
SITE IN EVIDENCE

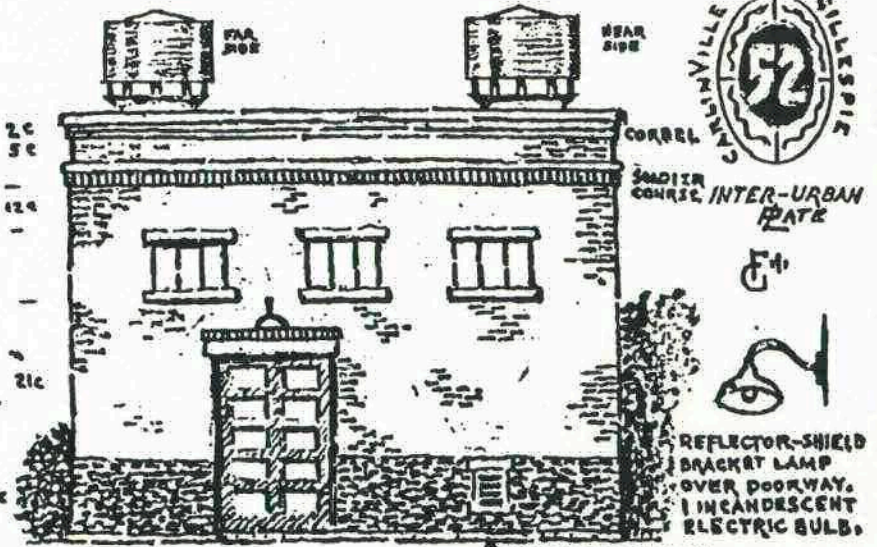
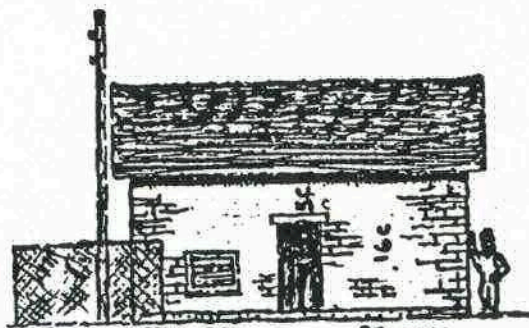
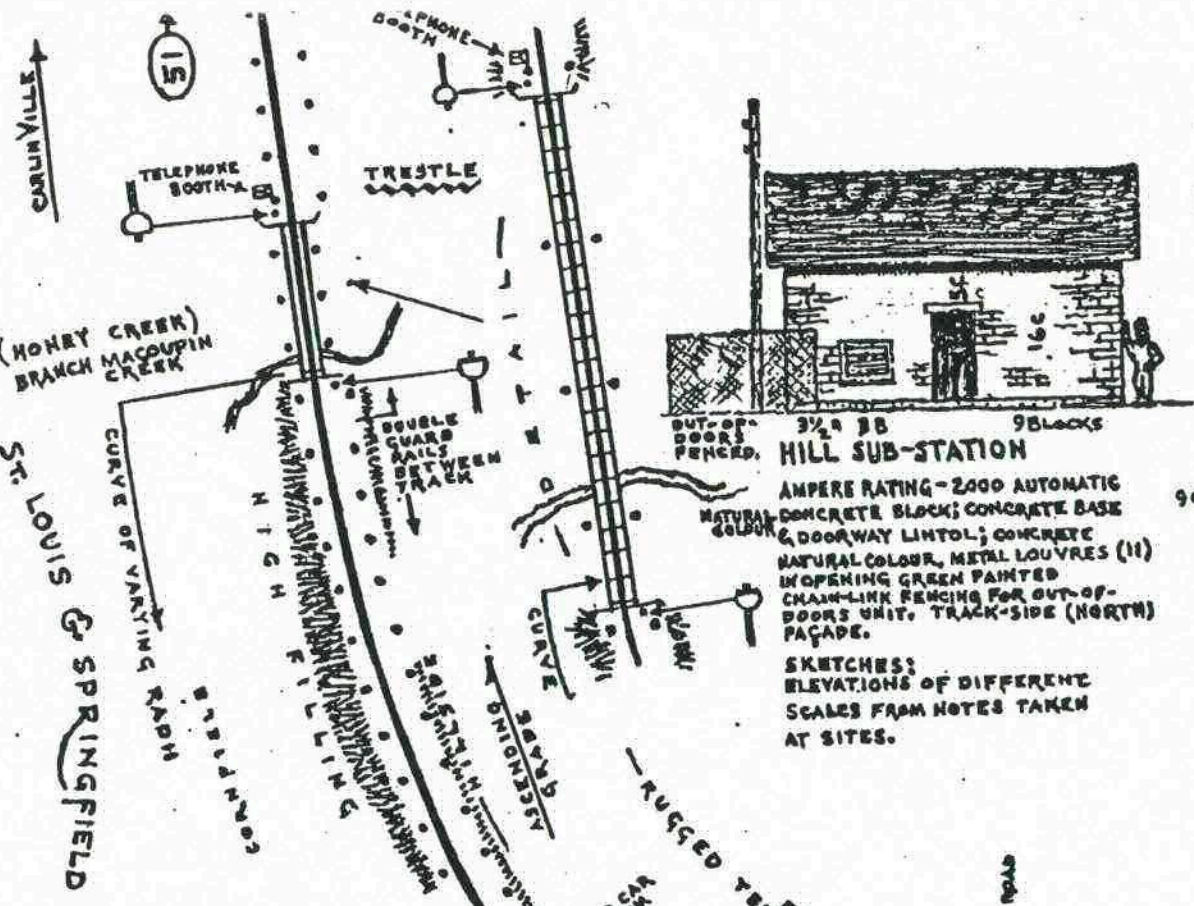
FLAG 562 MILES  
EMERICK STOP  
WOODEN GATE  
CAUSED STONE BALLAST

MILEAGE FROM ST. LOUIS  
ST. L. 56

FREE STAND & BENTS  
STONE BALLAST  
ATOP  
TRUSS  
SAFETY  
GUARD RAILS.

RUGGED TERRAIN  
WOODLANDS

HAND-CAR TRACK  
ON CONC. POST  
YELLOW BOARD  
SIGNALS  
QUESTI-FIX



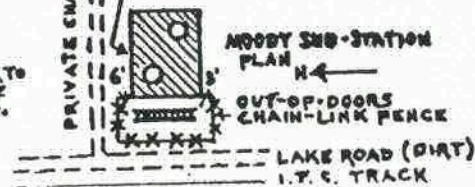
**MOODY [SPRINGS] SUB-STATION**  
 AMPERE RATING - 2000 AUTOMATIC - (500 AUTOMATIC, 1934)  
 FACADE FACES NORTH NOT TRACK.  
 BUFF COLOURED BRICK; CONCRETE PARAPET COPING; STONE LINTOLS, SILLS FOR FENESTRATION; LIGHT STEEL SASH; CONCRETE PLINTH; SASH & LOUVRES PAINTED GREEN; FLAT ROOF; THE 2 METAL VENTILATORS ALUMINIUM PAINTED; DOOR GREEN WITH WHITE PANELS. SKETCH FROM NOTES TAKEN AT SITE. REFER TO RATE NO. 50. RED BRICK BASE.



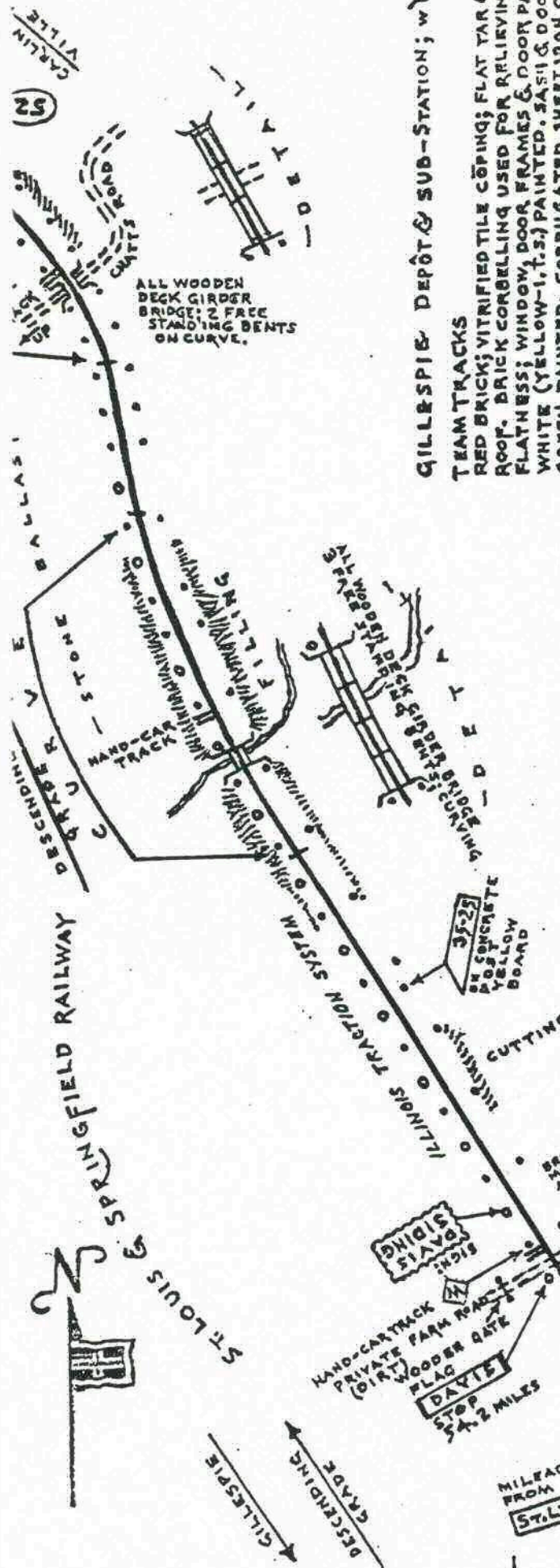
BLACK BORDER & LETTERING ON WHITE BACKGROUND.  
 ON CONCRETE POST

SPRM  
 STYLE OF  
 LETTERING

REFER TO  
 PLATE  
 No. 50.



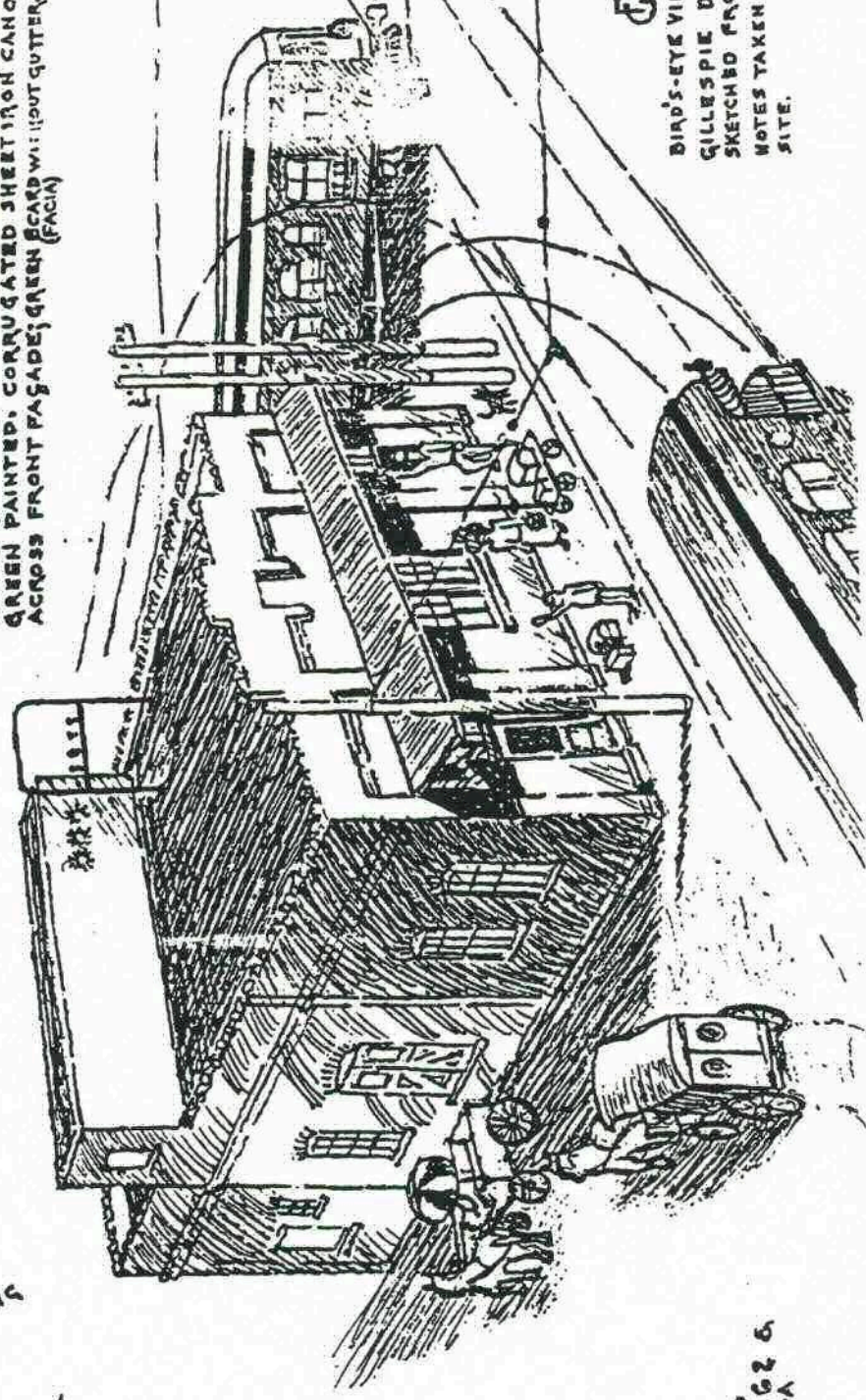
AN ALL WOODEN DECK GIRDER TRESTLE. 4 BENTS (FR. BE STANDING) ON CURVING TRACK.



**GILLESPIE DEPOT & SUB-STATION; WYE G**

**TEAM TRACKS**  
 RED BRICK; VITRIFIED TILE COPING; FLAT TAR & GRAVEL  
 ROOF. BRICK CORBELLING USED FOR RELIEVING WALL  
 FLATNESS; WINDOW, DOOR FRAMES & DOOR PANELS  
 WHITE (YELLOW-1, 1.5); PAINTED. SASH & DOORS, D.S.  
 GREEN PAINTED. CORRUGATED SHEET IRON CANOPY  
 ACROSS FRONT PASSENGER BOARD WITH GUTTER

ALL WOODEN  
 DECK GIRDER  
 BRIDGE; 2 FREE  
 STANDING BENTS  
 ON CURVE.



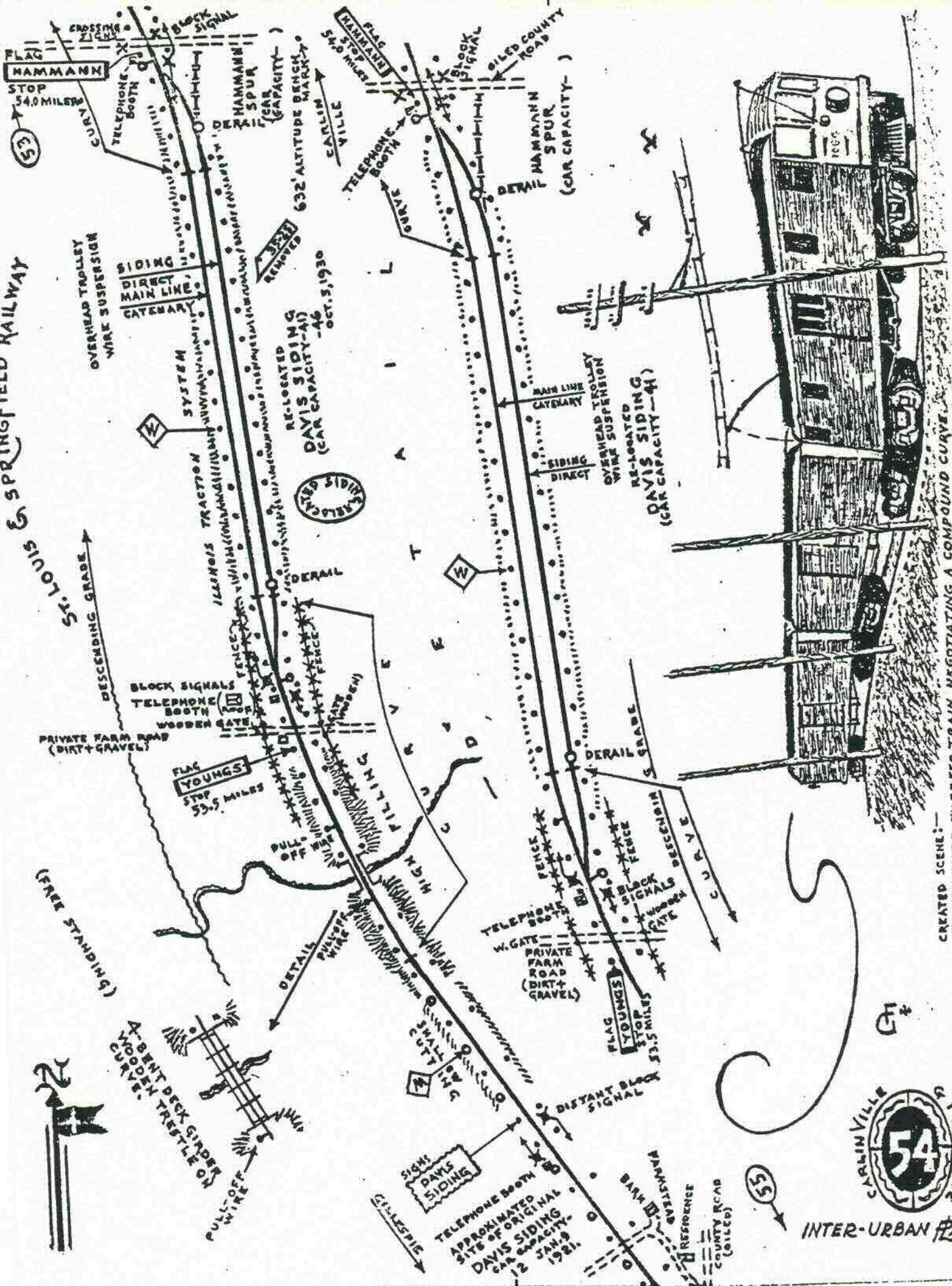
**F<sup>4</sup>**  
 BIRD'S-EYE VIEW OF  
 GILLESPIE DEPOT  
 SKETCHED FROM  
 NOTES TAKEN AT  
 SITE.

REFER TO  
 PLATES No. 62 &  
 62-A

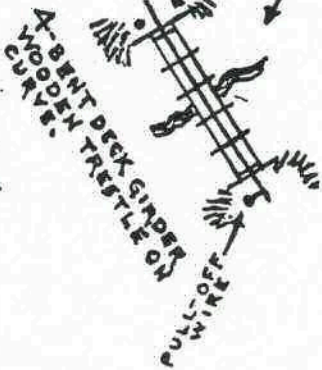


INTER-URBAN PLATE

ST. LOUIS & SPRINGFIELD RAILWAY



(FREE STANDING)



SIGHT  
DAVIS SIDING

TELEPHONE BOOTH

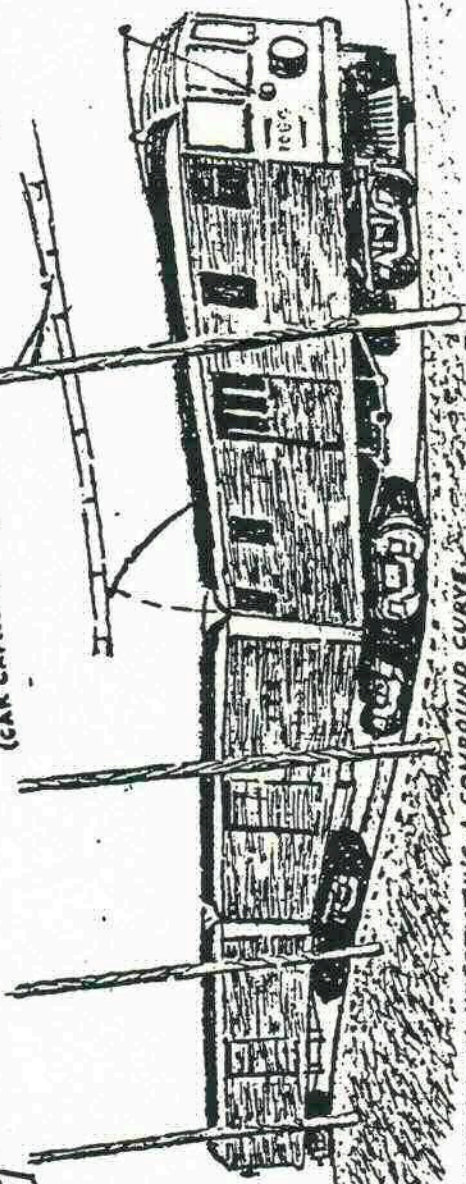
APPROXIMATED  
SITE OF ORIGINAL  
DAVIS SIDING  
CAR CAPACITY -  
12 JAN. 9  
1921.

PARKSTEAD  
RESERVE

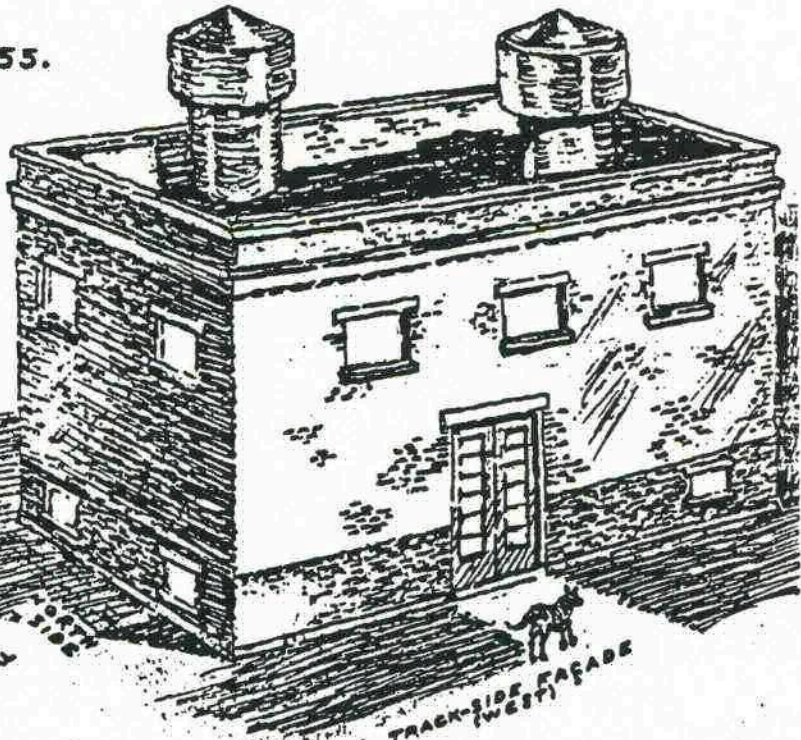
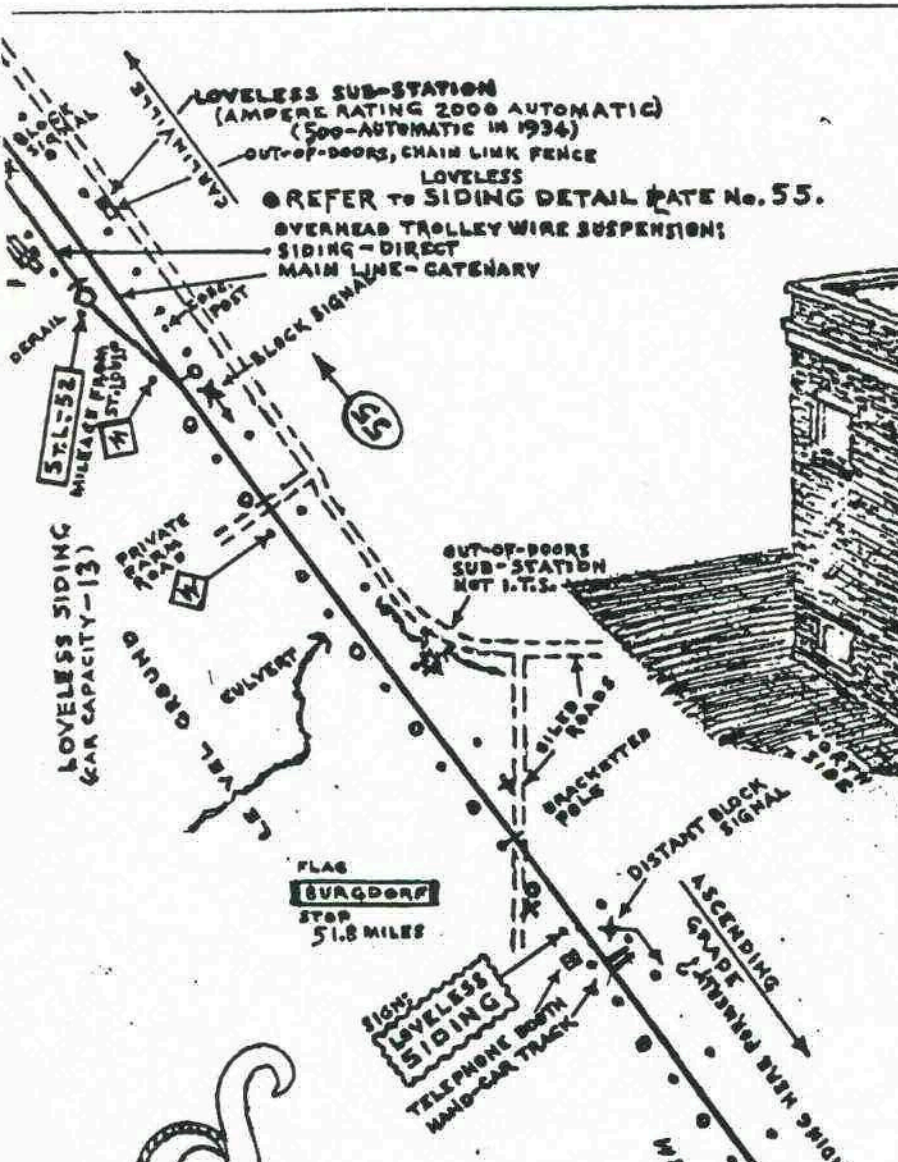
COUNTY ROAD  
(COLLETS)

CARLINVILLE  
54  
LITTLESPIC  
INTER-URBAN RAILWAY

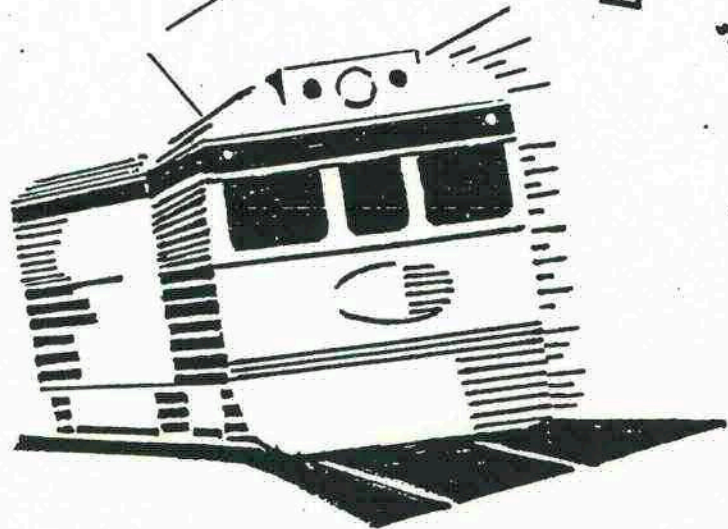
CREATED SCENE - MECHANISE EXPRESS TRAIN NEGOTIATING A COMPOUND CURVE



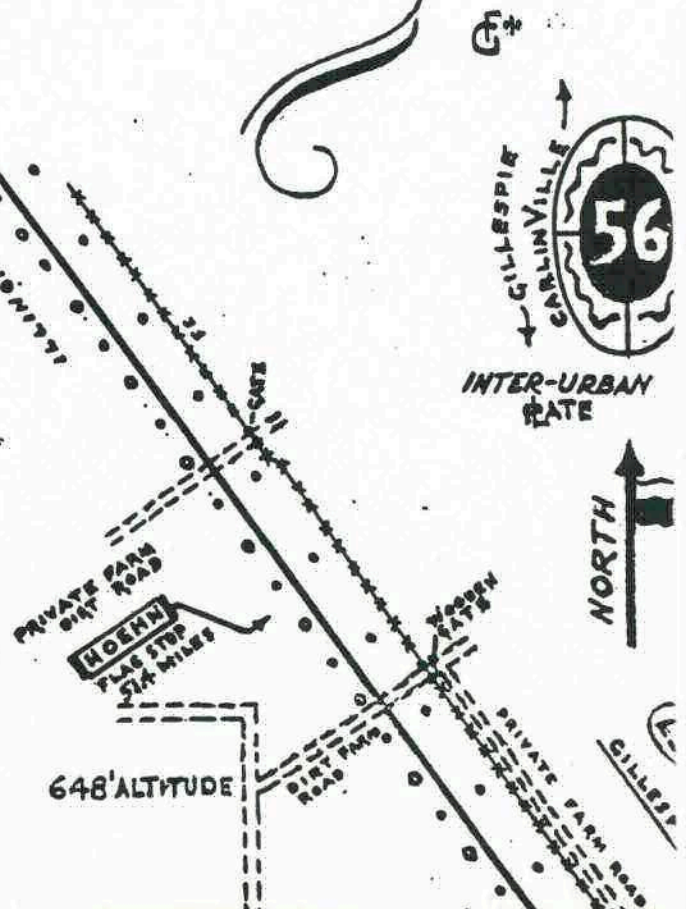


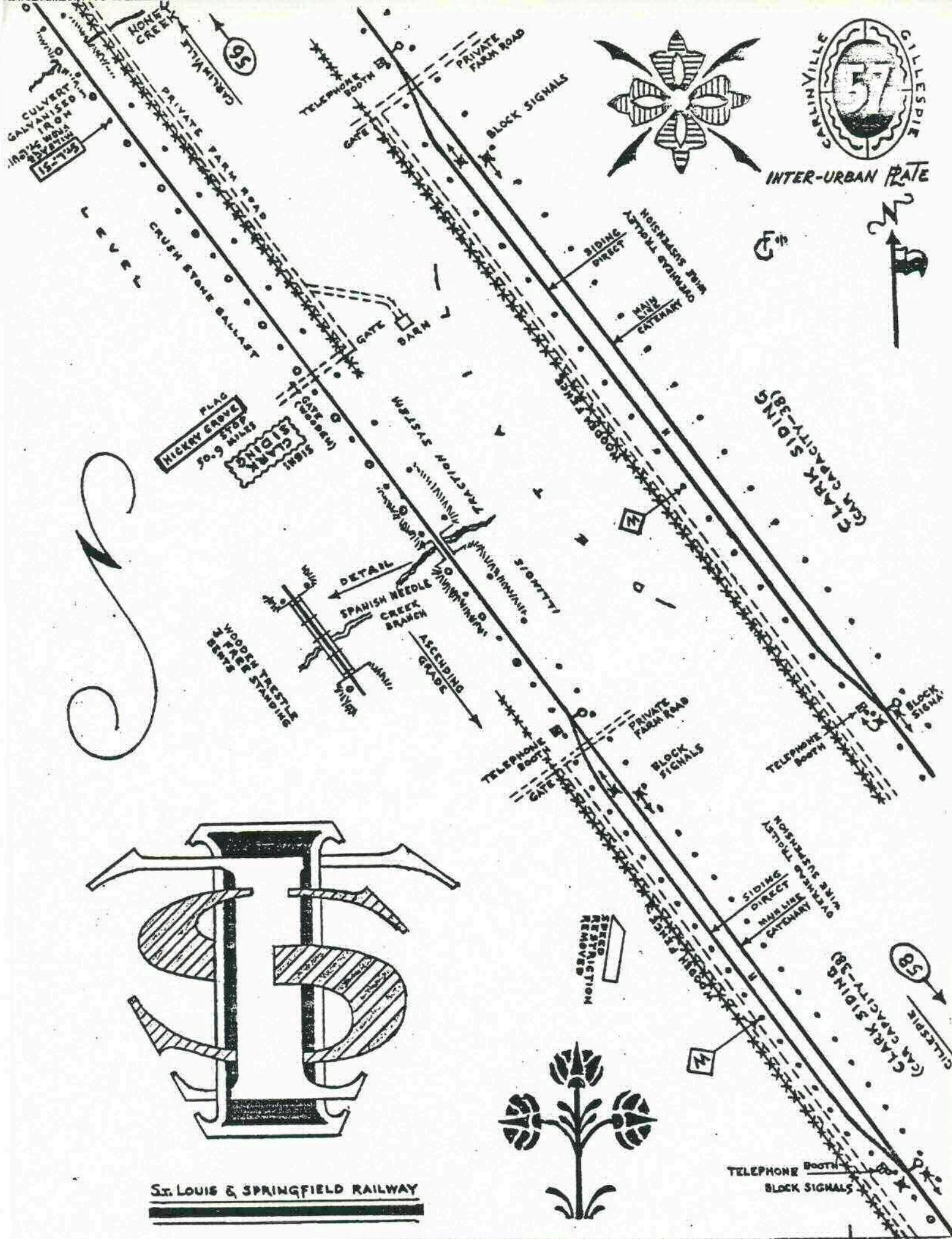


**LOVELESS SUB-STATION**  
 AMPERE CAPACITY - 2000 AUTOMATIC - 1930  
 500 AUTOMATIC - 1934.  
 BUFF BRICK; RED BRICK BASE; CONCRETE LINTOLS, SILLS & COPING. GREEN TRIM DOOR PANELS WHITE. ROOF VENTILATORS SHEET IRON ALUMINIUM PAINTED. FLAT ROOF TAR & GRAVEL. STEEL SASH. BIRD'S EYE VIEW FROM NOTES TAKEN AT SITE.

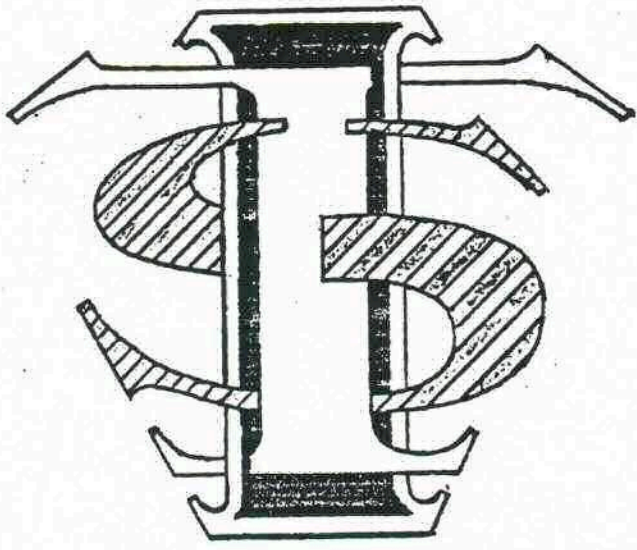


ILLINOIS TERMINAL R.R. STREAMLINER.  
 "MOUND CITY" A LIMITED TRAIN NICKNAMED FOR ST. LOUIS, MO.  
 CONTROL COACH No. 300.



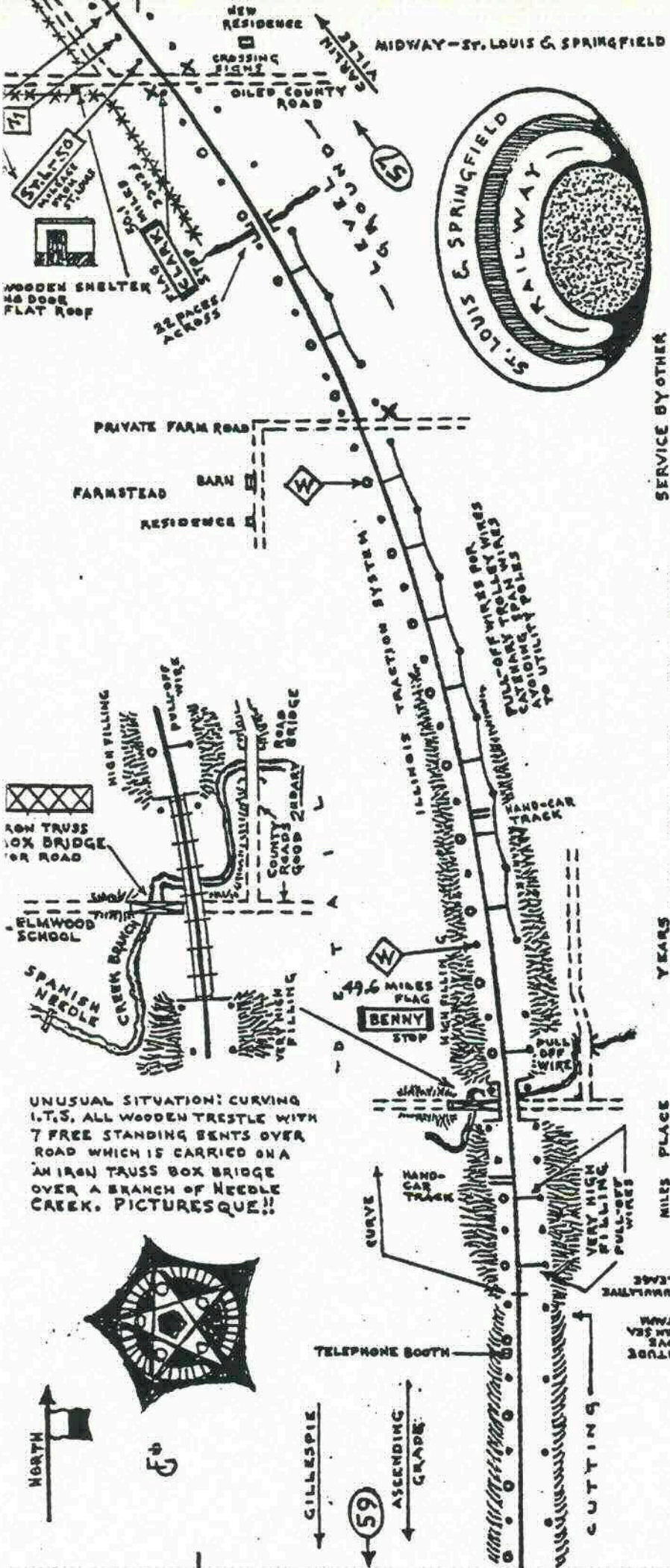


INTER-URBAN RATE



St. LOUIS & SPRINGFIELD RAILWAY

TELEPHONE BOOTH  
BLOCK SIGNALS



UNUSUAL SITUATION: CURVING I.T.S. ALL WOODEN TRESTLE WITH 7 FREE STANDING BENTS OVER ROAD WHICH IS CARRIED ON AN IRON TRUSS BOX BRIDGE OVER A BRANCH OF NEEDLE CREEK. PICTURESQUE!!

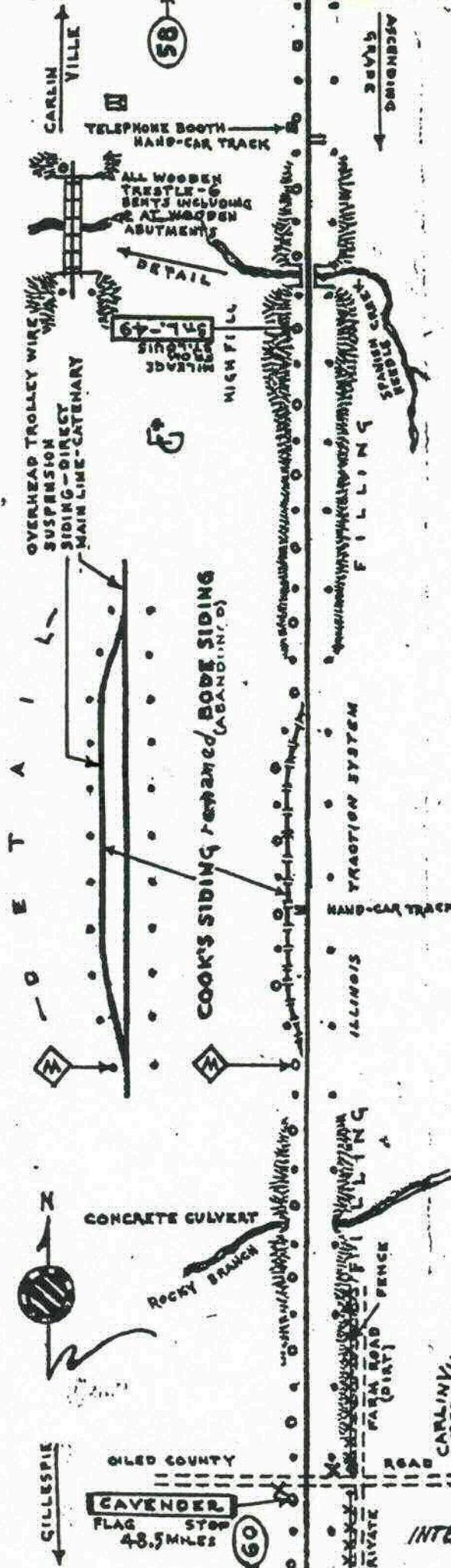
**SERVICE BY OTHER RAILWAYS**  
 SPRINGFIELD IS STATE CAPITAL OF ILLINOIS & SANGAMON COUNTY SEAT. ELECTRIC RAILWAYS: LOCAL STREET CAR SYSTEM; ILLINOIS TRACTION SYSTEM; SP. PD.; CLEAR LAKE & ROCHESTER R.R.; ST. LOUIS & SPRINGFIELD R.R.; C. & S. R.R.; C. & M. R.R.; C. & N. R.R.; C. & O. R.R.; C. & W. R.R.; C. & S. R.R.; C. & M. R.R.; C. & N. R.R.; C. & O. R.R.; C. & W. R.R.

| PLACE                    | YEARS  |        |        |        |        |        |  | TOTAL |
|--------------------------|--------|--------|--------|--------|--------|--------|--|-------|
|                          | 1900   | 1910   | 1920   | 1930   | 1940   | 1950   |  |       |
| SPRINGFIELD C            | 34,159 | 50,678 | 59,189 | 71,864 | 75,503 | 81,628 |  |       |
| WOODSIDE INCORP.         |        |        |        |        |        |        |  |       |
| CHATHAM V                | 629    | 666    | 848    | 883    | 867    | 905    |  |       |
| AUBURN C                 | 1,281  | 1,814  | 2,660  | 2,242  | 1,952  | 1,963  |  |       |
| THAYER                   |        | 1,012  |        | 813    | 789    | 695    |  |       |
| VIRGEN C                 | 2,280  | 4,000  | 4,682  | 3,011  | 3,041  | 3,206  |  |       |
| GIRARD C                 | 1,661  | 1,891  | 2,387  | 1,760  |        | 1,740  |  |       |
| GREEN RIDGE INCORPORATED |        |        |        |        |        |        |  |       |
| NILWOOD V                |        |        |        | 327    | 325    | 321    |  |       |
| CARLINVILLE C            | 3,502  | 3,616  | 5,212  | 4,144  | 4,965  | 5,116  |  |       |
| GILLESPIE C              | 873    | 2,241  | 4,069  | 5,111  | 4,440  | 4,105  |  |       |
| BENLD V                  |        | 1,912  | 3,316  | 2,980  | 2,444  | 2,093  |  |       |
| SAWYERVILLE V            |        | 445    | 588    | 501    | 401    | 390    |  |       |
| STAUNTON C               | 2,786  | 5,048  | 6,027  | 4,618  | 4,212  | 4,047  |  |       |

INCORPORATED - C: CITY  
 V: VILLAGE  
 ALL INCORPORATED TOWNS HAVE POSTAL OFFICES.  
 ILLINOIS STATE CAPITAL - SPRINGFIELD.  
 COUNTY SEATS: SANGAMON COUNTY - SPRINGFIELD; MACOUPIN COUNTY - CARLINVILLE.

**STATISTICS**  
**POPULATION**  
**COMPARATIVE**  
 OF CITIES & TOWNS SERVED BY THE ST. LOUIS & SPRINGFIELD RAILWAY - A PART OF THE ILLINOIS TRACTION SYSTEM

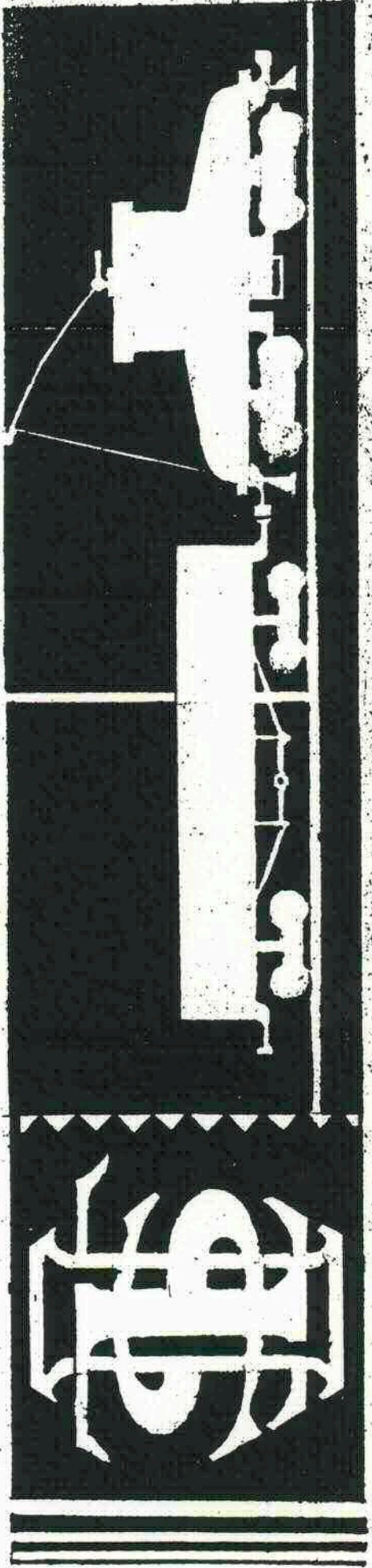
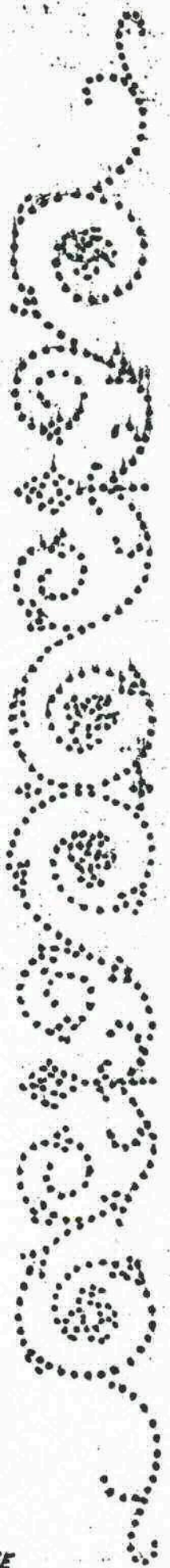




58

60

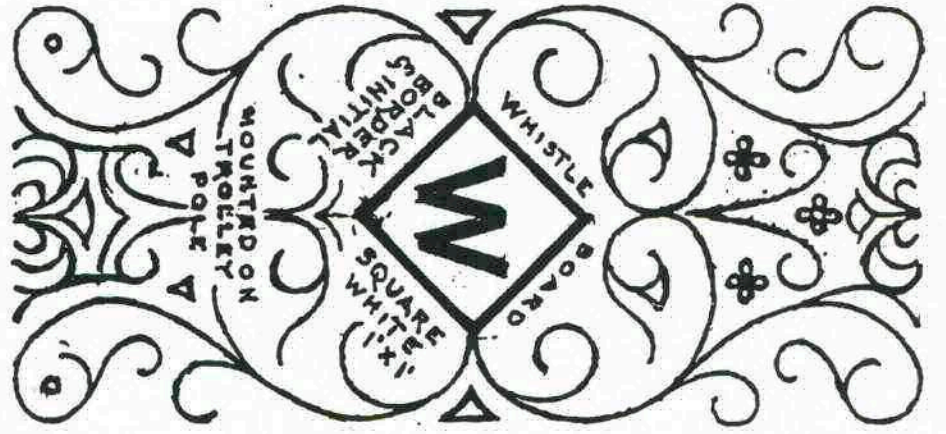
59



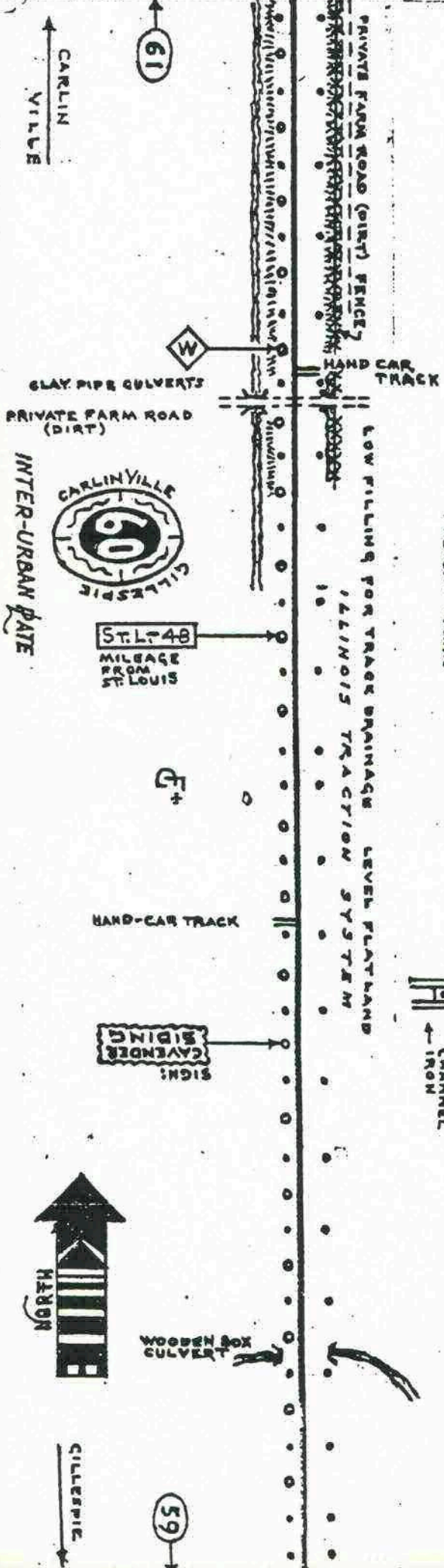
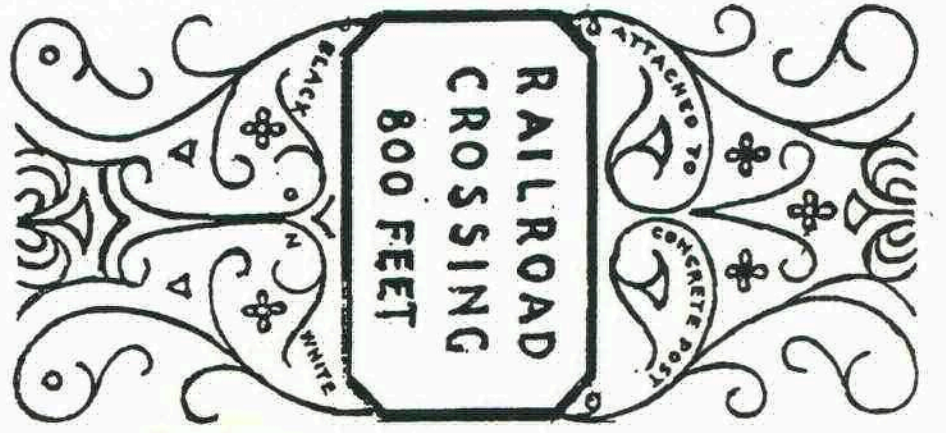
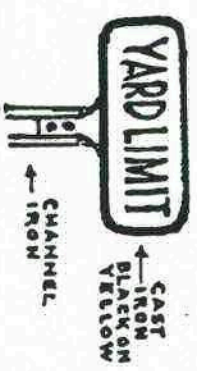
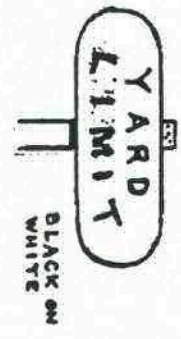
GILLESPIE  
 OLEO COUNTY  
 CAVENDER  
 FLAG STOP  
 48.5 MILES

INTER-URBAN RATE

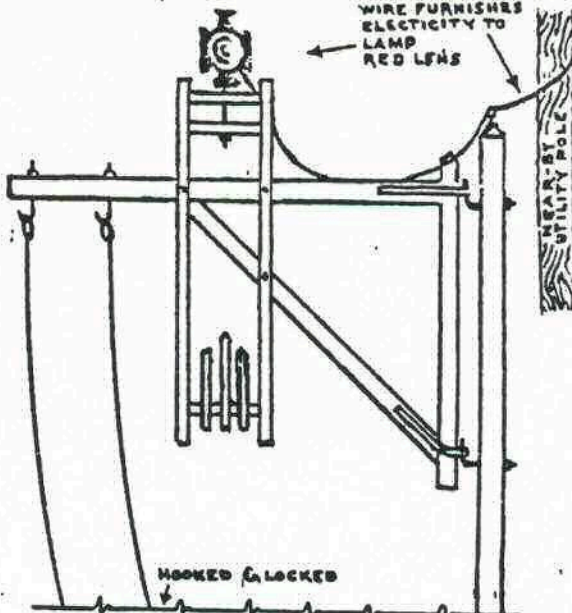
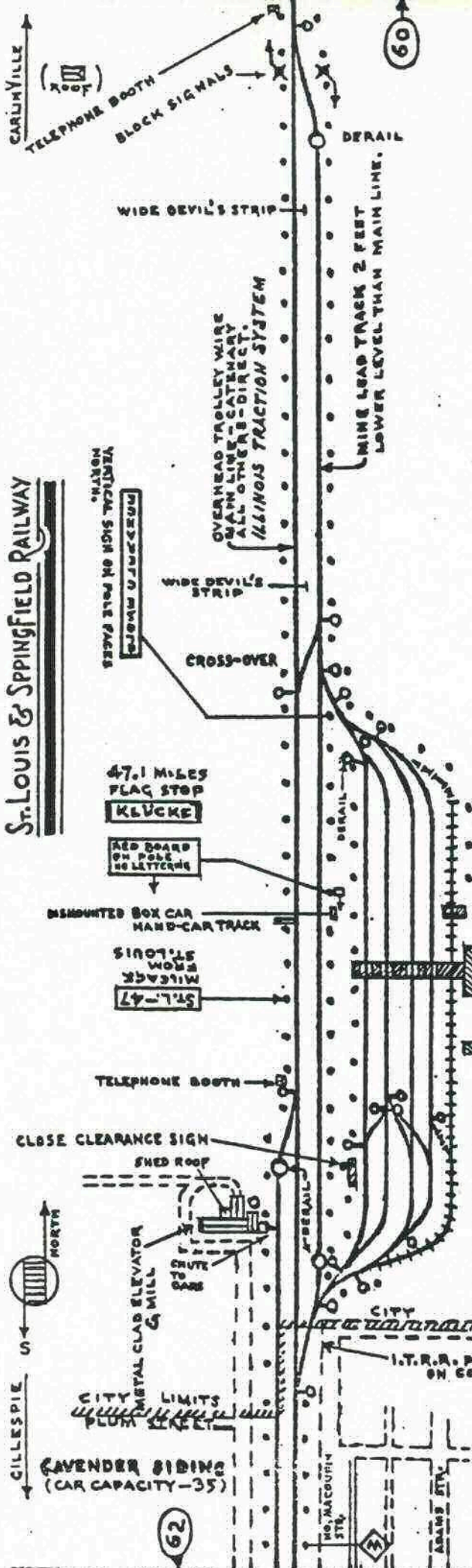
~ SIGNS ~



VERTICAL BLACK LETTERING ON WHITE BOARD ATTACHED TO TROLLEY POLE



**St. Louis & Springfield Railway**



GATE SET NORMAL TO CHICAGO & ALTON R.R. AT I.T.S. CROSSING IN CARLINVILLE. REFER TO RATE No. 48.



LITTLE DOG COAL COMPANY HOME OFFICE: GILLESPIE, ILLS.



SHAFT  
BRICK



ORIGINAL CAVENDER STUB SIDING LENGTH - 375 FEET

DETAILS

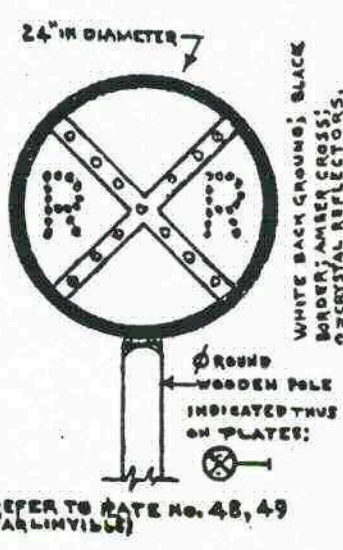
MAIN LINE

CAVENDER SIDING

TRackage IN MINE AREA



INTER-URBAN RATE



ALTITUDE - 649'  
FOUNDED, 1853  
A CITY OF MACOUPIN COUNTY ILLINOIS.  
POPULATION 1950 -  
POST OFFICE; 2 RAILWAYS.

**Gillespie**

FROM U.S. GEOLOGICAL SURVEY OF 1912 - EDITION OF 1915. "GILLESPIE QUADRANGLE" MACOUPIN COUNTY ILLINOIS. ALL STREETS TARVA COATED.

61

SMOUNTED OLD WOODEN  
ODES MONITOR-DECK  
TAM R.R. COACH USED AS  
SIDENCE  
(CHATTY)  
ASH STR.  
NEW WOODEN I.T.R.R.  
WEIGHT DEPOT

AGRN'T SIGNAL  
HIGH ON TOWER  
POLE-LOOKING  
SOUTH  
BI-DIRECTIONAL  
CREEK

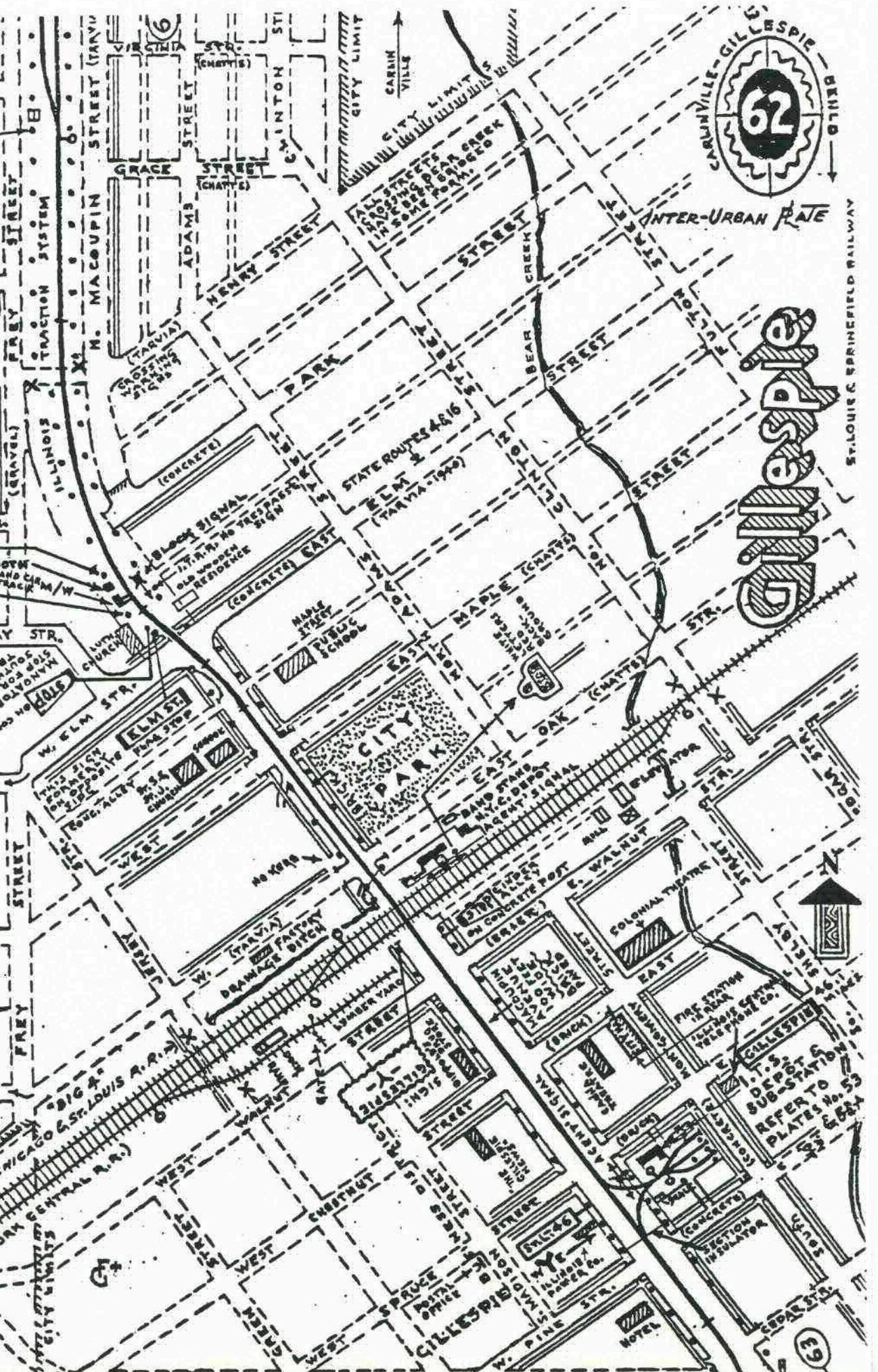
WIRE SUSPENSION  
DIRECT CATENARY  
TELEPHONE BOOTH  
SIGN: CAVENDER  
SIDING  
BROADWAY STR.

TO GILLESPIE LAKE  
G. COM. HIGH SCHOOL  
SHIVERS  
ONDR. HALLS  
TY. HOS. BOLS  
AVOLAYOVIN



TW FREIGHT OFFICE  
OR LITTLE BOG  
CAL MINE & GRAIN  
LEVATOR.  
RE-PLACEMENT OF  
OLD INTER-URBAN  
DEPOT ON  
FRUCE STR.  
OUTH ELEVATION  
V/GREEN  
RANCIS  
STREET

EVERLAND, CINCINNATI, CHICAGO & ST. LOUIS R.R.  
(NEW YORK CENTRAL R.R.)  
CITY LIMITS

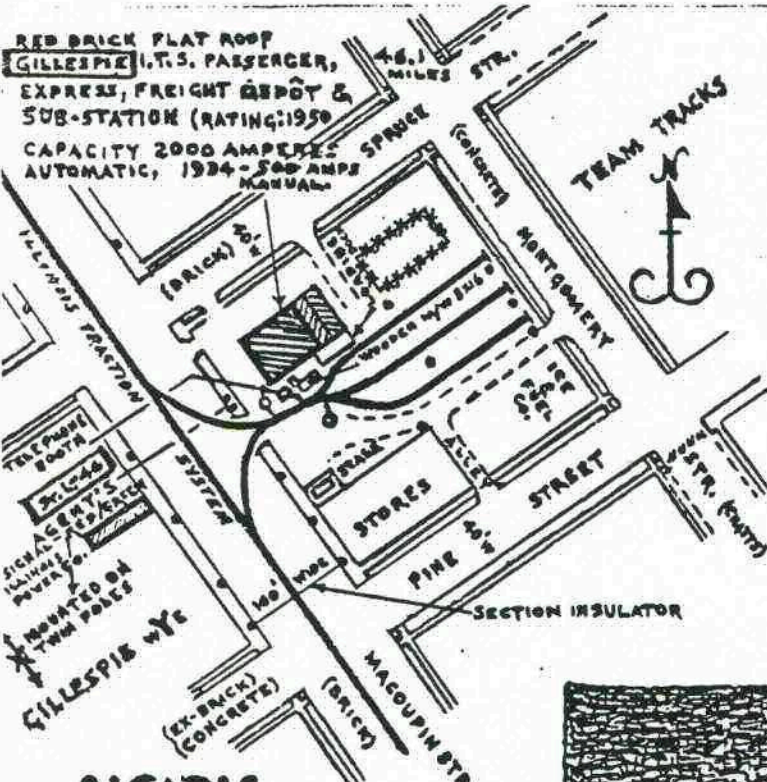


# GILLESPIE

ST. LOUIS SPRINGFIELD RAILWAY

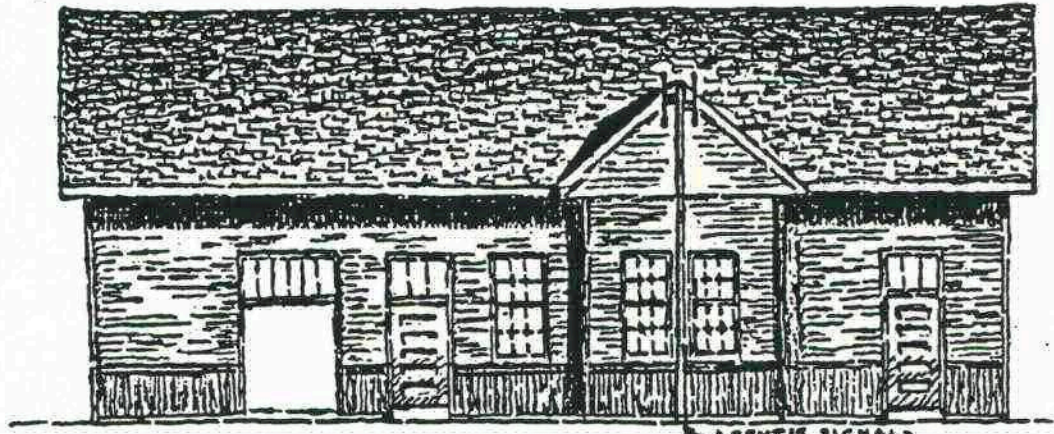
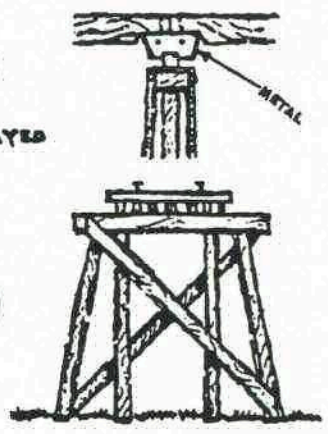
DEPOT & SUBSTATION  
REFER TO PLATES No. 53  
& 54

RED BRICK FLAT ROOF  
**GILLESPIE** I.T.S. PASSENGER,  
 EXPRESS, FREIGHT DEPOT &  
 SUB-STATION (RATING: 1950)  
 CAPACITY 2000 AMPERES  
 AUTOMATIC, 1934-500 AMP  
 MANUAL

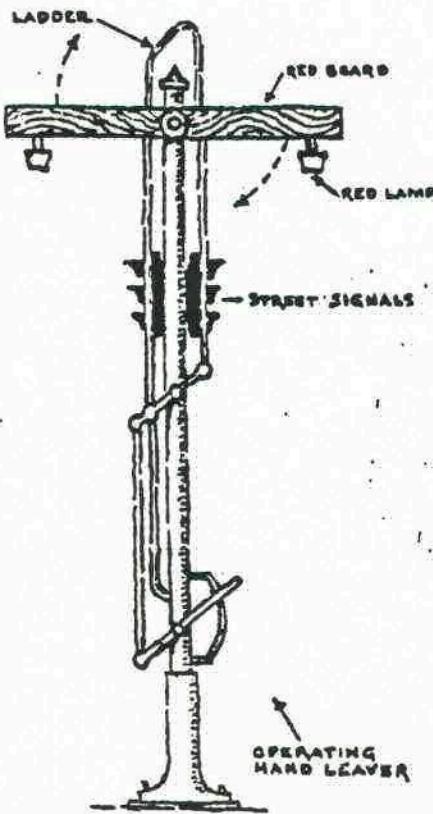


**St. Louis & Springfield Railway** LATERAL VIEW OF BENT JUNCTION OF BECK BEAMS

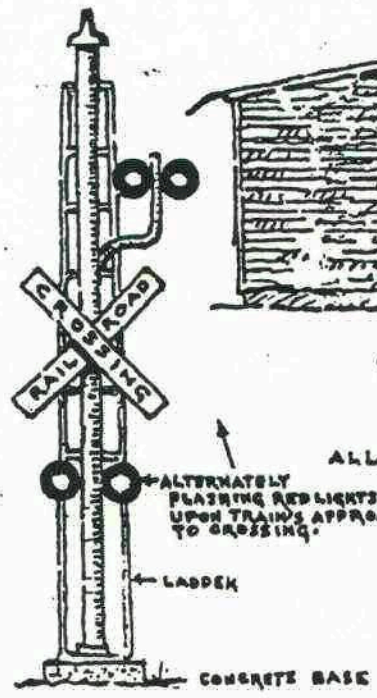
SKETCH OF I.T.S. WOODEN  
 TRESTLE. 2 VERTICAL  
 COLUMNS; 2 OUTSIDE SPLAYED  
 STABILISING SUPPORTS.  
 X-BRACES



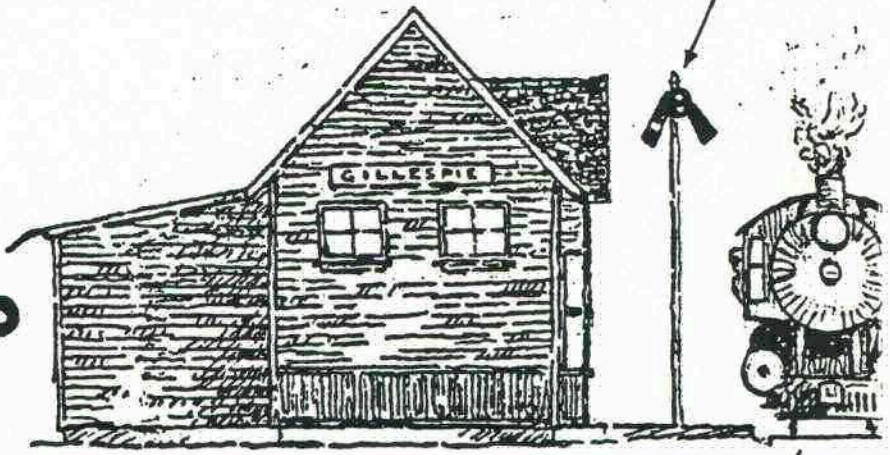
DEPOT TRACKSIDE FACADE. CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS R.R. BIG 4  
 GILLESPIE, ILLINOIS. (NEW YORK CENTRAL SYSTEM)



NEW YORK CENTRAL R.R. AT  
 ILLINOIS TRACTION CROSSING.  
 RED BOARD FOR BIG FOUR TRAINS ONLY.



ALL METAL STREET WARNING  
 SIGNAL.

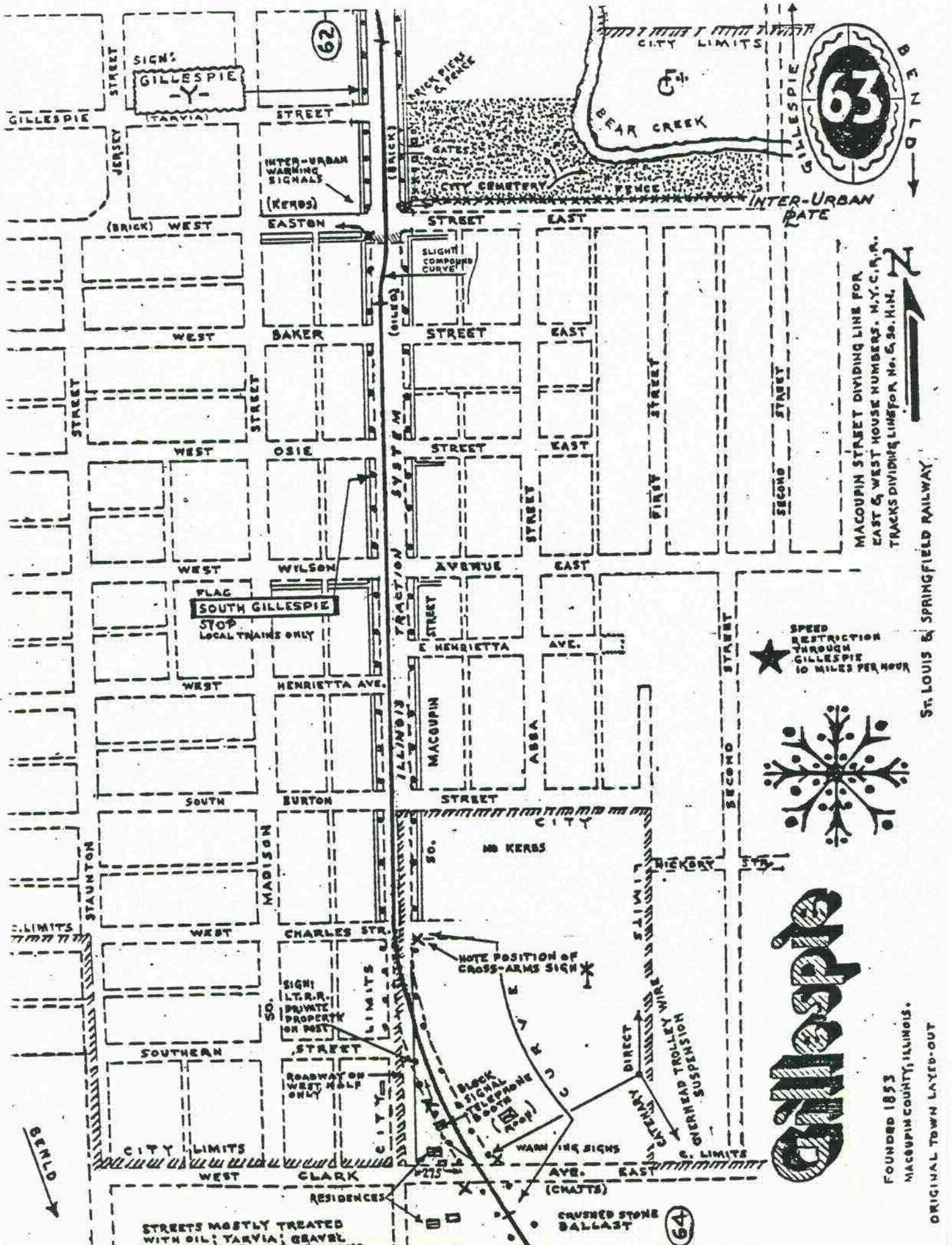


WEST ELEVATION.  
 NAME SIGN; WHITE LETTERING ON  
 BLACK BACKGROUND.  
 WEATHER BOARDS,  
 CAR SIDING DADO.  
 ALL GREEN PAINTING.—AN ECONOMIC MEASURE  
 CONCRETE BASE &  
 PLATFORM.

DETAIL PLATE



**Gillespie**



# Gillespie

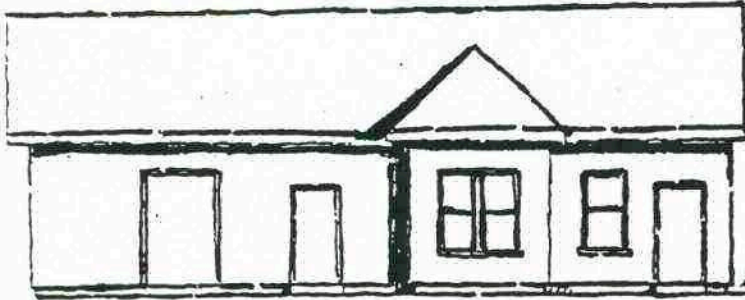
FOUNDED 1853  
MACOUPIN COUNTY, ILLINOIS.  
ORIGINAL TOWN LAYED-OUT

FREE-HAND SKETCHES ON THIS PLATE ARE TAKEN FROM NOTES MADE AT SITE. DEPOTS SHOWN ARE NOT AT SAME SCALE. ALL TRACK-SIDE FAÇADES.

ST. LOUIS & SPRINGFIELD RAILWAY



INTER-URBAN PAT.



WOODEN DEPOT, GILLESPIE - CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS R.R. "BIG 4" (NEW YORK CENTRAL LINES) TRACK-SIDE FAÇADE.

"DANGER - SIGNS KEEP OFF THE BRIDGE"

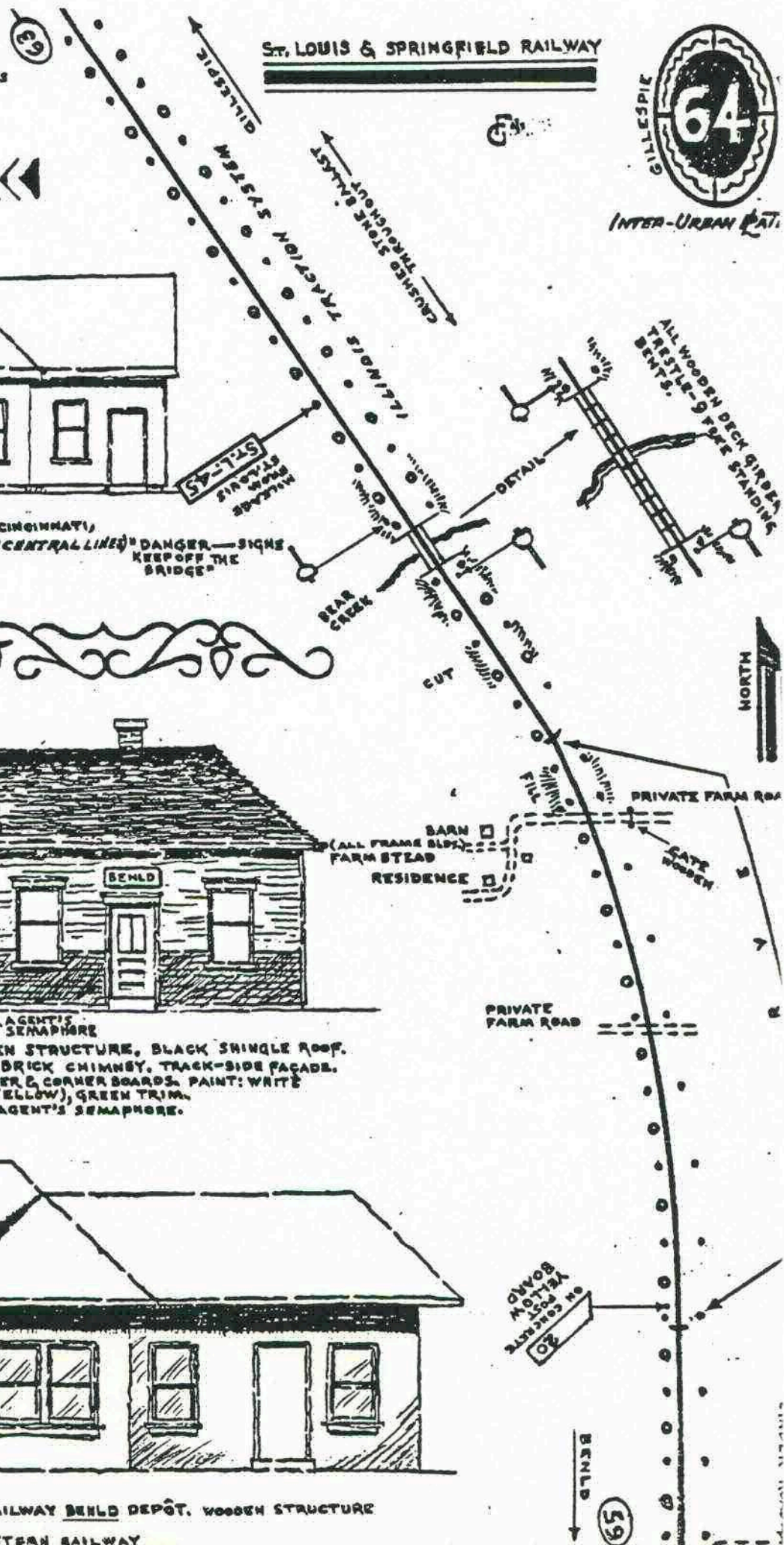


I.T.S. BENLD DEPOT.

WOODEN STRUCTURE, BLACK SHINGLE ROOF. BUFF BRICK CHIMNEY. TRACK-SIDE FAÇADE. WEATHER & CORNER BOARDS. PAINT: WHITE (I.T.S. YELLOW), GREEN TRIM. NOTE AGENT'S SEMAPHORE.



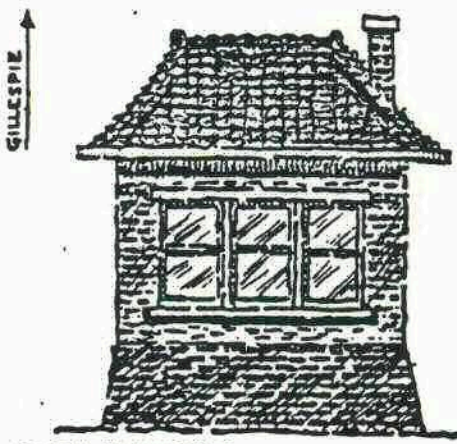
CHICAGO & NORTH WESTERN RAILWAY BENLD DEPOT. WOODEN STRUCTURE  
MACCOSH COUNTY RAILWAY  
ST. LOUIS, PEORIA & NORTH WESTERN RAILWAY



OWNED BY BEN L. DORSEY FROM NAME DERIVED. ALTITUDE- POPULATION 1950-2,093.

# BENLD

ST. LOUIS & SPRINGFIELD RAILWAY



SOUTH ELEVATION  
MINE No. 3

BLADE-TYPE SEMAPHORE USED BY INTER-LOCKER

INTER-LOCKER SEMAPHORE FROM THE INTER-LOCKER

WHISTLE BONGS

ILLINOIS TRACTION SYSTEM



INTER-LOCKER SEMAPHORE

CHICAGO & NORTH WESTERN RAILWAY

MACOUPIN COUNTY RAILWAY - 23 MILES 1911

ALTITUDE 641  
[PIKE STR.]



MT. CLARE (KNOWN LOCALLY AS NORTH & SOUTH WARD ILLINOIS STATE HIGHWAY NO. 4)

ST. CLARE BRIDGE OVER RIVER

TO WILSONVILLE

INTER-LOCKER TOWER  
GREEN SASH, TRIM & FACIA BOARD.  
BUFF BRICK, RED TILE ROOF, GRANITE BLOCK SPLAYED BASE, STONE LINTOLS & SILLS, BUFF BRICK CHIMNEY.  
NO MUNTINS IN SASH.  
CONCRETE BASE SEMAPHORE REMOVED

ST. STREET BLATTED ONLY.

ST. L. 44  
MILEAGE FROM ST. LOUIS

CHESTNUT STR.

ONIGIS OTHER INDIS

CONCRETE CULVERT

RESIDENCE

PARK AVE.

EX-R.

WALNUT STREET

CURVE

CENTRAL STREET

43.7 MILES

BENLD ON DEPOT

ROOM

CINDER ALLEY

TELEPHONE BOOTH

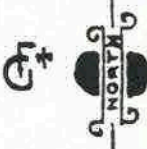
DEPOT TRACK

SECURITY SEMAPHORE ON POLE

SAWYER VILLE



SPEED RESTRICTION THROUGH BENLD 10 MPH.



INTER-URBAN RATE DATA: 2/24/54

66

CITY LIMITS

INTERLOCKING SEMAPHORE

WOODEN STR. SHIRT FACTORY

INTERLOCKING SEMAPHORE

CINDER ROAD

WOODEN BRIDGE ON RAILROAD

CONCRETE BRIDGE ON RAILROAD

YARD: REFER TO DETAIL.

RAILWAY YARD ON WEST SIDE

OFFICIAL NUMBERS

REMOVED

MAIN LINE

SIDING

CHICAGO & NORTH WESTERN RLY.

C. & N. W. RLY. WOODEN DEPOT.

RIGHT-OF-WAYS THROUGH  
BENLD AND SAWYERVILLE.

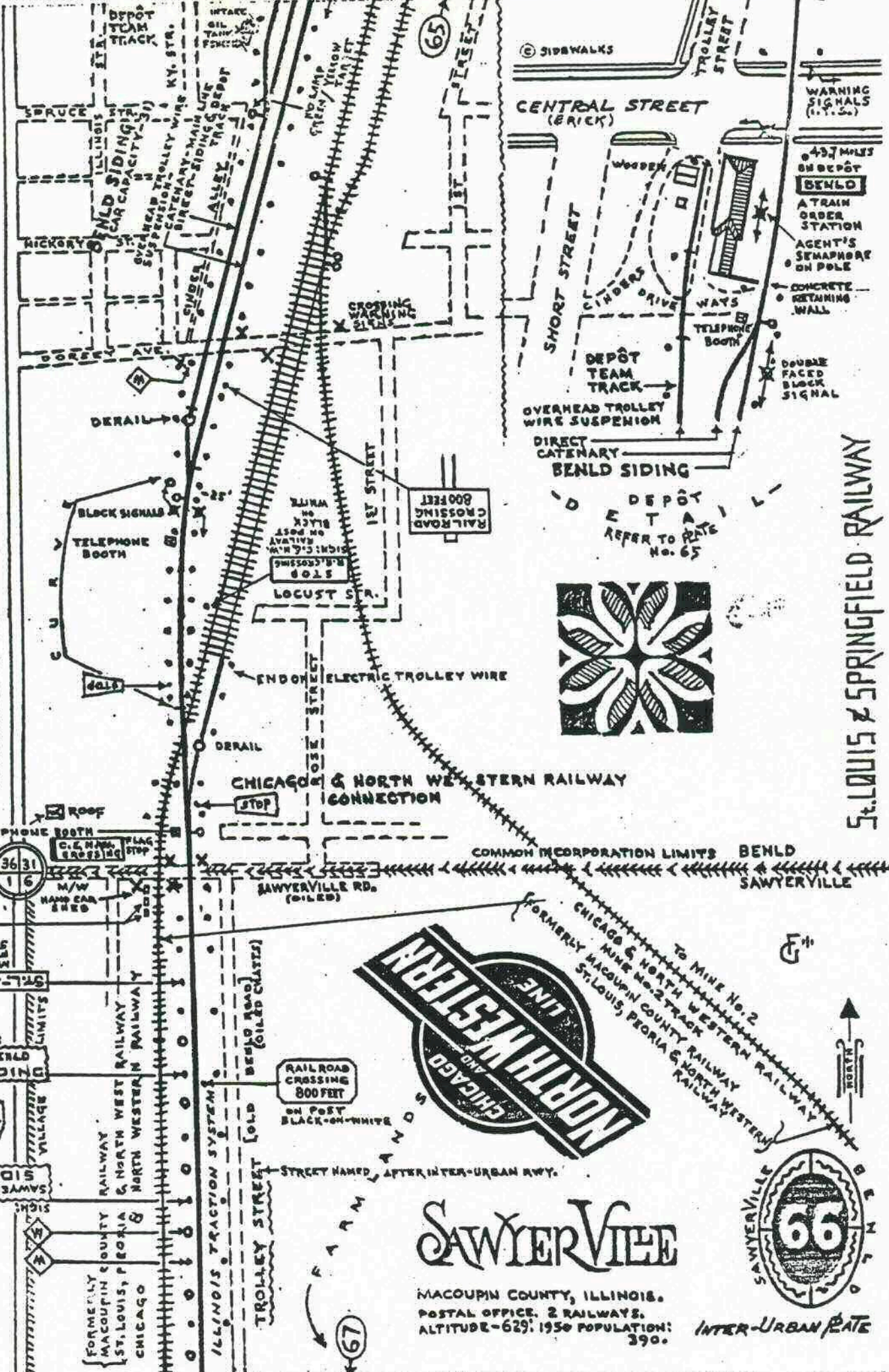
# BENLD

4

**STOP**

I.T.S.  
MANDATORY  
STOP SIGN  
WHITE  
LETTERING  
ON RED  
BACKGROUND  
ON CONCRETE  
POST

2-LANE  
ILLINOIS STATE HIGHWAY No. 4 (CONCRETE)

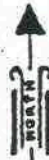


# SAWYERVILLE

MACOUPIN COUNTY, ILLINOIS.  
POSTAL OFFICE. 2 RAILWAYS.  
ALTITUDE - 629'. 1950 POPULATION:  
390.

INTER-URBAN RATE

St. LOUIS & SPRINGFIELD RAILWAY



44.3 MILES



C.E. N.W. CROSSING

SAWYERVILLE RD. (DILED)

COMMON INCORPORATION LIMITS BENLD SAWYERVILLE

TO MINE No. 2  
CHICAGO & NORTH WESTERN RAILWAY  
MINE No. 2 TRACK  
St. LOUIS, PEORIA & NORTH WESTERN RAILWAY

RAILROAD CROSSING 800 FEET ON POST BLACK-ON-WHITE

STREET NAMED AFTER INTER-URBAN R.W.Y.

67

SAWYER

MT. CLARE

I.T.S. by C.F.

HARD ROAD

CHESTNUT

STR. STR.

MOUNT CLARE DRIVE



ILLINOIS TRACTION SYSTEM

PARK

STR. STR.

WALNUT

STR.

CENTRAL

BEND DEPOT

STR.

OAK

SPRUCE

ILLINOIS

STR.

HICKORY

STR.

DORSEY



HARD ROAD STATE ROUTES 4 & 138

1ST STREET

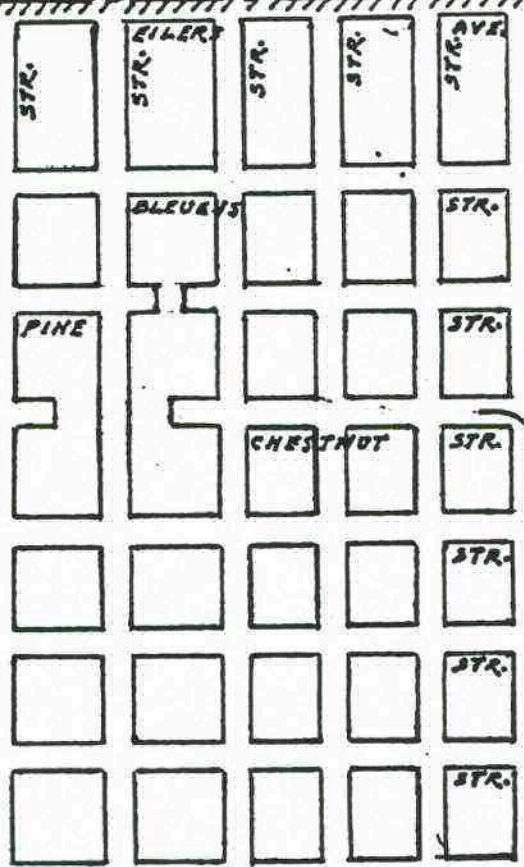
2ND AVE.

SCHOOL STR.

ROSE LOCUST STREET CONNECTION C.N.W.R.

SAWYER VILLE ROAD

TOWN LIMITS



POPULATION: 1910-1,912

SUPPLEMENTARY TOWN PLATE TO INTER-URBAN PLATES NO. 65 & 66. ST. LOUIS & SPRINGFIELD RAILWAY

PIKE STATE ROUTE NO. 138



TOWN LIMITS

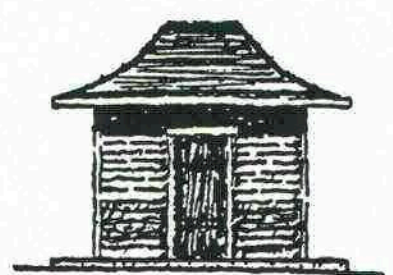
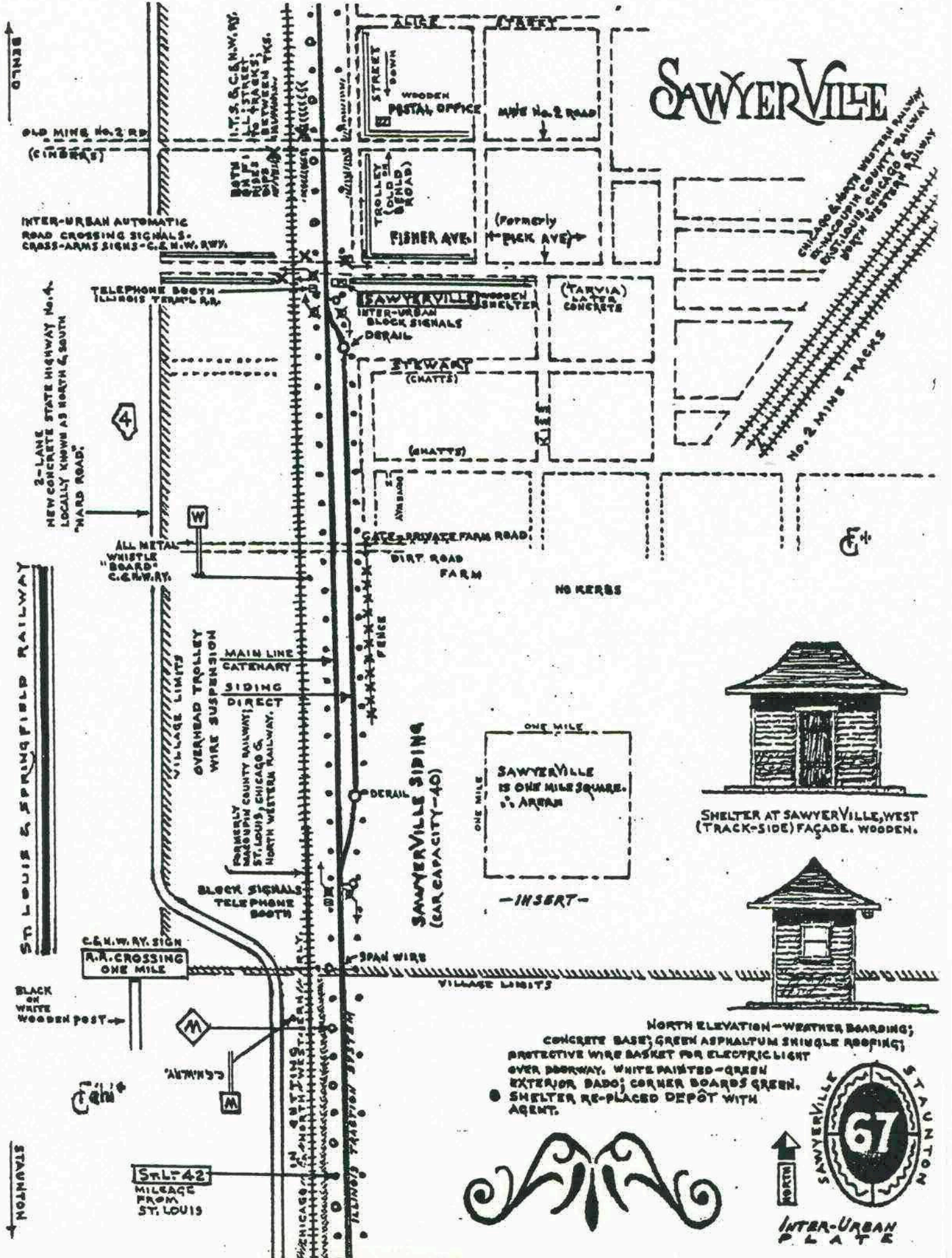
SAWYERVILLE

MAPLE STR.

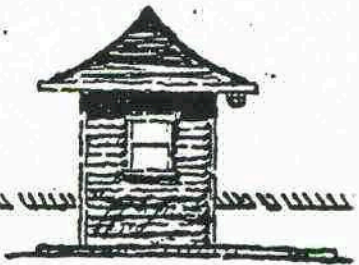


MACOUPIN COUNTY ILLINOIS

# SAWYERVILLE



SHelter AT SAWYERVILLE, WEST (TRACK-SIDE) FAÇADE. WOODEN.



ONE MILE  
SAWYERVILLE  
IS ONE MILE SQUARE.  
1/4 ACRE

-INSERT-

NORTH ELEVATION - WEATHER BOARDING;  
CONCRETE BASE; GREEN ASPHALTUM SHINGLE ROOFING;  
PROTECTIVE WIRE BASKET FOR ELECTRIC LIGHT  
OVER DOORWAY. WHITE PAINTED - GREEN  
EXTERIOR BADO; CORNER BOARDS GREEN.  
● SHELTER RE-PLACED DEPÔT WITH  
AGENT.



INTER-URBAN  
PLATE



SR-L-42  
MILEAGE  
FROM  
ST. LOUIS

SIGN: SAWYERVILLE SIDING

PRIVATE ROAD  
EVIDENCE ALTITUDE 626  
LEACH FLAG STOP

TELEPHONE BOOTH C.H.W. RLY. HAS 4 FOOT SIGN BLACK ON WHITE ATOP  
MINE NO. 4

E.N.W. RLY. WILSONVILLE COAL MINE NO. 4

2-LANE CONCRETE ILLINOIS STATE HIGHWAY NO. 4. ST. LOUIS CHICAGO

YARD LIMIT  
BLACK OR WHITE

67  
COUNTY ROAD (OLD MOUNT OLIVE ROAD) [PRIVM]



SMUTZLAR SUB-STATION (1934)  
AMPERE RATING - 750 AUTOMATIC  
2500 AUTOMATIC AT ABANDONMENT.  
METAL CLAD LOUVER & FENESTRATION.  
GREY, CHAIN LINE FENCE OUT-OF-DOORS  
UNIT, CONCRETE BASE. NOTES TAKEN  
CREATED SCENE FROM NOTES  
AT SITE.

CURVE  
ORCHARD  
TRAVEL BALLAST SYSTEM  
ILLINOIS TRACTION SYSTEM

UNDERGROUND GAS PIPE LINE ILLINOIS POWER CO. FROM SMUTZLAR STOP MILES

SMUTZLAR SUB-STATION  
AMPERE RATING - 2500 AUTOMATIC  
1934 - 750 AUTOMATIC  
METAL CLAD STRUCTURE

SMUTZLAR SIDING - JAN. 9, 1921  
CAR CAPACITY - 5 - OCT. 5, 1930

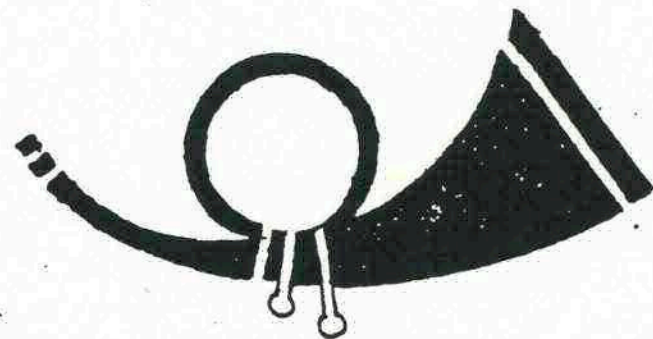
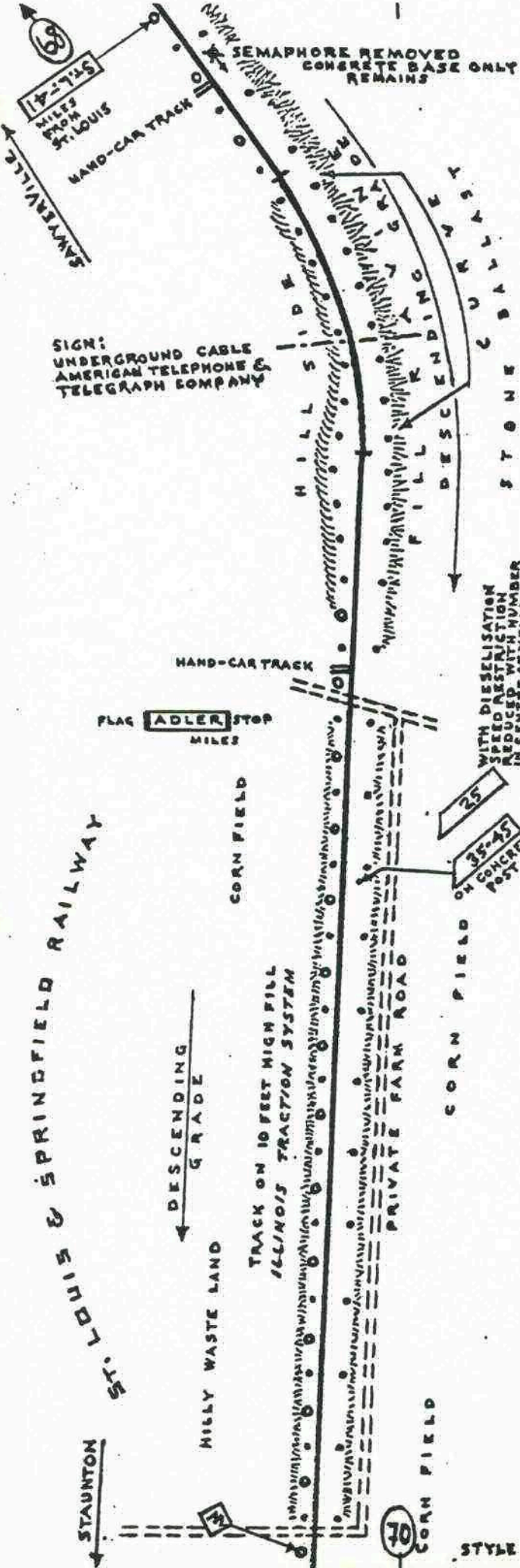
(formerly, MACOMB COUNTY RAIL ROAD)  
CHICAGO & NORTH WESTERN RAILWAY  
CUTTING  
RAILWAY NAME CHANGES.....  
DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY  
ON DECEMBER 28, 1903 NAME CHANGED TO  
ST. LOUIS & SPRINGFIELD RAILWAY  
INCORPORATED IN ILLINOIS MAY 25, 1903  
SOLD JANUARY 8, 1910 TO  
ST. LOUIS, SPRINGFIELD & GEORGIA RAILROAD  
CONSOLIDATED WITH OTHER RAILWAYS TO FORM  
ILLINOIS TRACTION, INC. EFFECTIVE JAN. 1, 1923.  
LEASED JAN. 1, 1928 BY ILLINOIS TERMINAL CO.



ON CONCRETE POST 35'-4 1/2"

69

ASCENDING GRADE  
STAUNTON



**U.S. MAIL**  
 CARRIED BY I.T.S IN  
 CLOSED POUCH



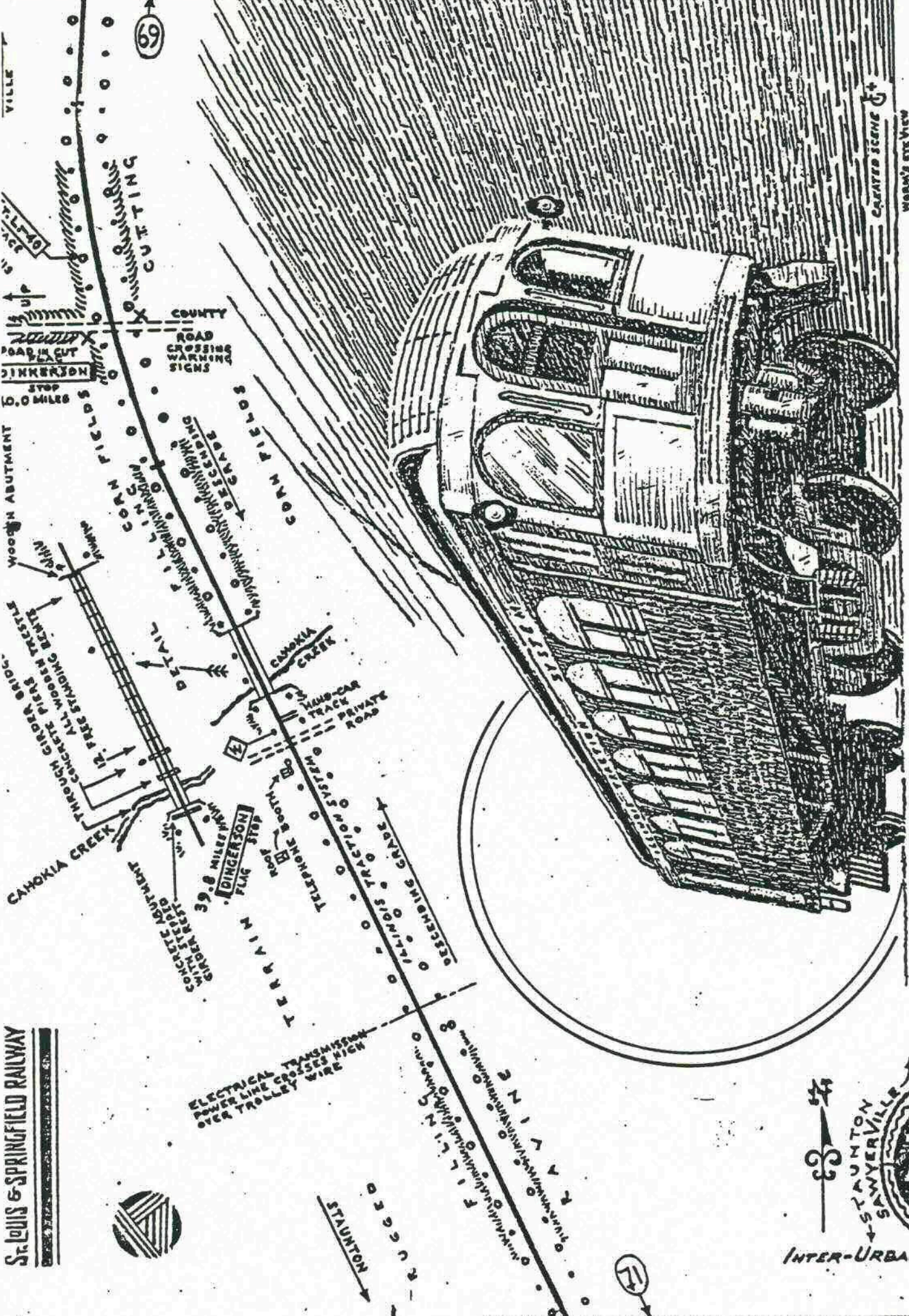
**25**

STYLE OF NUMERALS ON SPEED RESTRICTION SIGNS.

69

INTER-URBAN RATE

ST. LOUIS & SPRINGFIELD RAILWAY



CREATED SCENE FROM WOMAN'S-eye View

# ST LOUIS & SPRINGFIELD RAILWAY

(DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY)

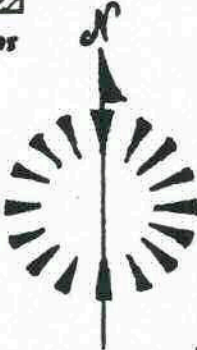
— HIGHWAY —  
No. 4

PRIVATE DRIVEWAY



BUILDING FREIGHT LOADING DOORWAYS INDICATED  
DETAIL OF SPUR

|     |   |   |   |    |    |    |
|-----|---|---|---|----|----|----|
| 50' |   |   |   |    |    |    |
| 40' |   |   |   |    |    |    |
| 30' |   |   |   |    |    |    |
| 20' |   |   |   |    |    |    |
| 10' |   |   |   |    |    |    |
| 0'  |   |   |   |    |    |    |
|     | 6 | 5 | 4 | 3  | 2  | 1  |
|     | 7 | 8 | 9 | 10 | 11 | 12 |
|     |   |   |   |    |    |    |
|     |   |   |   |    |    |    |



PEARL STN.  
I.T.S.  
DEPOT  
LOTS  
No. 758

SINGLE  
MILEAGE  
23716  
62-745  
CEMETERY

PLAZA  
RUTHER  
STOP  
39.0 MILES

PRIVATE ROAD  
CEMETERY  
REMOVED  
BLOCK SIGNAL  
SEMAPHORE  
TELEPHONE  
BOOTH

OVER HEAD TROLLEY WIRE  
SUSPENSION — MAIN LINE, CANTARY  
SIDING, DIRECT

CONCRETE BLOCK  
SLOTTED

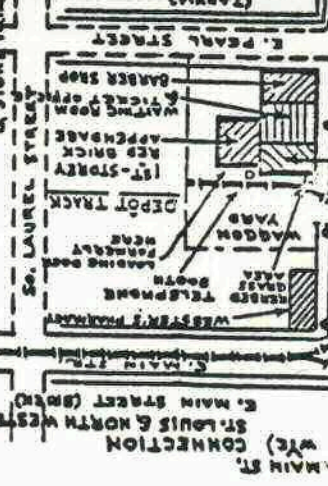
INDUSTRIAL SPUR  
ADDED BETWEEN MAY 1933  
& SEPT. 1934.  
LAYER WALL SIDING  
(CAR CAPACITY-53)

REFER TO RATE No. 72-A FOR DETAIL

TELEPHONE BOOTH

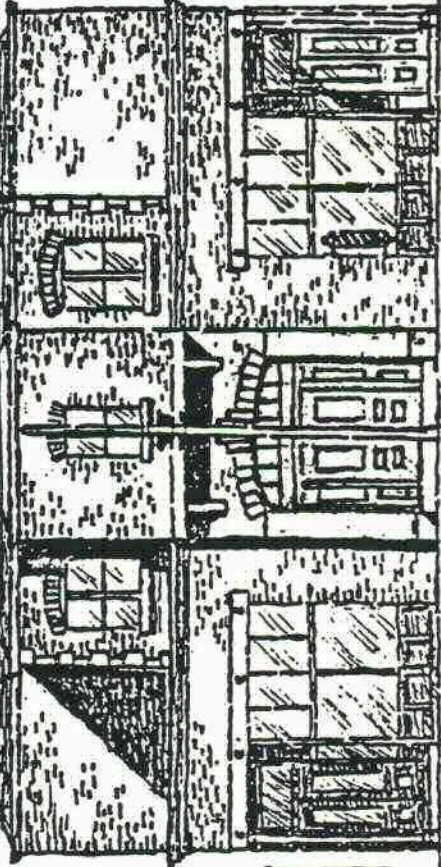
# STAUNTON

2-STORY  
DEPOT  
A TRAIN ORDER  
STATION  
PLAN  
RED BRICK  
& STONE  
WALL



KEY STONES  
ON ARCH OVER  
DEPOT ENTRANCE  
RED BRICK; STONE  
QUIONS & VOUSOIRS;  
ROLL ROOFING,  
2-STORY,  
SEVEN TAPER PILES.

I.T.S.



WABASH CONNECTION

(ORIGINAL WALL SIDING ON EAST  
SIDE OF MAIN LINE TO SOUTH  
CROSS-OVER)

PASSENGER TRANSFER ●  
MAIN LINE — LITCHFIELD BRANCH

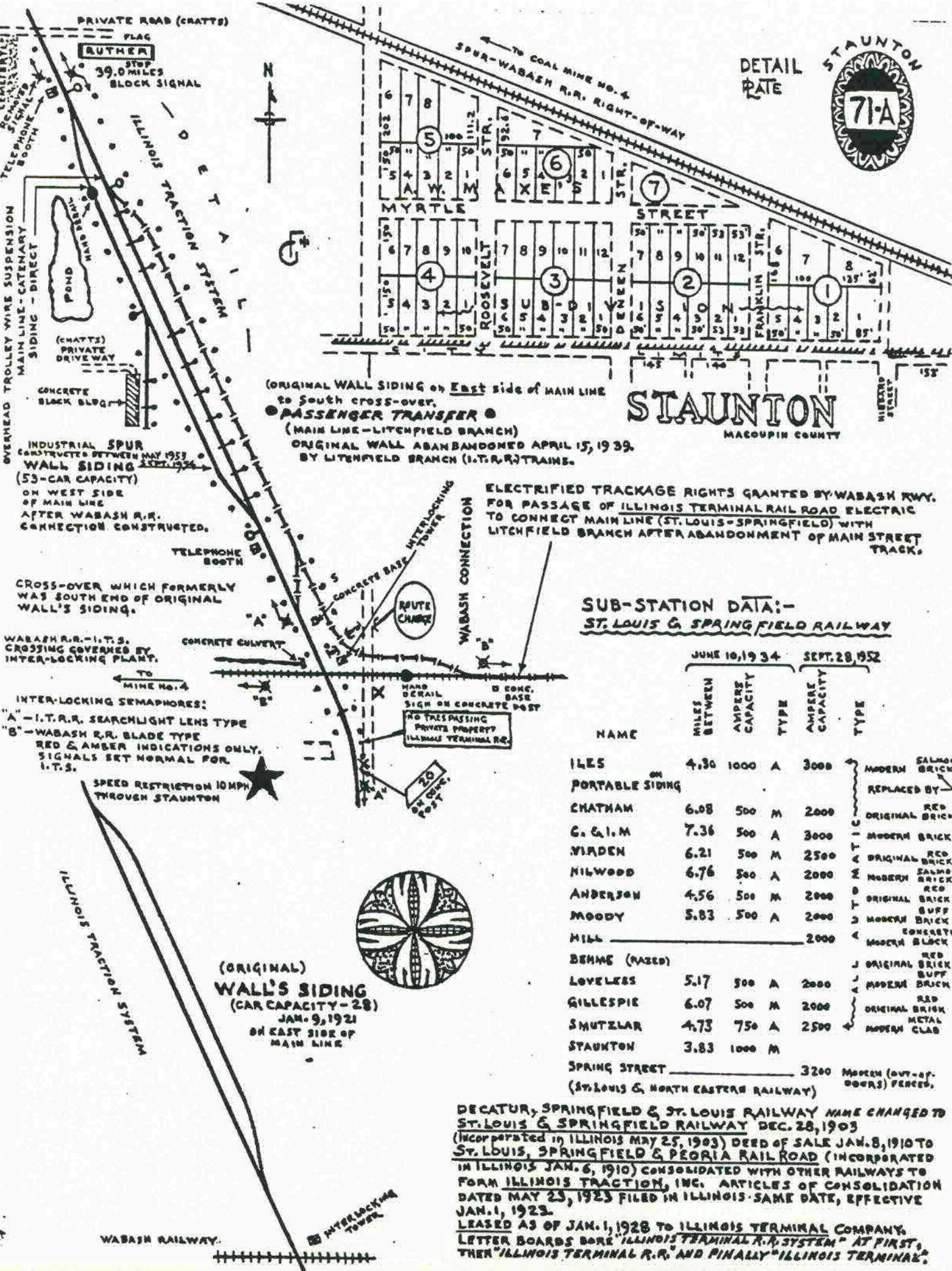
ORIGINAL WALL SIDING  
ABANDONED APRIL 15TH 1939 BY  
LITCHFIELD (I.T.S.) LINE TRAINS.  
CONNECTION BETWEEN I.T.S.  
MAIN LINE & LITCHFIELD BRANCH  
MADE VIA WABASH R.R. NO. 4  
MINE TRACK (TRACKAGE  
RIGHTS) AFTER MAIN STREET,  
STAUNTON TRACK  
ABANDONMENT.

INTER-URBAN RATE



2-STORY RED BRICK + STONE TRIM. AGENT'S SEMAPHORE ON TROLLEY POLE — 2-FACED RED & GREEN. DEPOT ERRECTED 1907  
PANELS AT EACH SIDE OF DOOR WAY

72



DETAIL  
RATE



# STAUNTON

MACOUPIN COUNTY

(ORIGINAL WALL SIDING ON East side of MAIN LINE  
to South cross-over,  
● **PASSENGER TRANSFER** ●  
(MAIN LINE - LITCHFIELD BRANCH)  
ORIGINAL WALL ABANDONED APRIL 15, 1939.  
BY LITCHFIELD BRANCH (I.T.R.R.) TRAINS.

ELECTRIFIED TRACKAGE RIGHTS GRANTED BY WABASH R.WY.  
FOR PASSAGE OF ILLINOIS TERMINAL RAIL ROAD ELECTRIC  
TO CONNECT MAIN LINE (ST. LOUIS - SPRINGFIELD) WITH  
LITCHFIELD BRANCH AFTER ABANDONMENT OF MAIN STREET  
TRACK.

## SUB-STATION DATA:- ST. LOUIS & SPRINGFIELD RAILWAY

| NAME            | JUNE 10, 1934 |                 | SEPT. 28, 1952 |                 |                               |
|-----------------|---------------|-----------------|----------------|-----------------|-------------------------------|
|                 | MILES BETWEEN | AMPERE CAPACITY | TYPE           | AMPERE CAPACITY |                               |
| ILES            | 4.30          | 1000            | A              | 3000            | MODERN SALMON BRICK           |
| PORTABLE SIDING |               |                 |                |                 | REPLACED BY                   |
| CHATHAM         | 6.08          | 500             | M              | 2000            | RED ORIGINAL BRICK            |
| G. & I. M.      | 7.36          | 500             | A              | 3000            | MODERN BRICK                  |
| WILDEN          | 6.21          | 500             | M              | 2500            | ORIGINAL RED BRICK            |
| NILWOOD         | 6.76          | 500             | A              | 2000            | MODERN SALMON BRICK           |
| ANDERSON        | 4.56          | 500             | M              | 2000            | ORIGINAL BRICK                |
| MOODY           | 5.83          | 500             | A              | 2000            | MODERN BRICK                  |
| MILL            |               |                 |                | 2000            | CONCRETE MODERN BLOCK         |
| BEHME (RAISED)  |               |                 |                |                 | RED ORIGINAL BRICK            |
| LOVELESS        | 5.17          | 500             | A              | 2000            | MODERN BRICK                  |
| GILLESPIE       | 6.07          | 500             | M              | 2000            | RED ORIGINAL BRICK            |
| SMUTZLAR        | 4.73          | 750             | A              | 2500            | METAL MODERN CLAB             |
| STAUNTON        | 3.83          | 1000            | M              |                 |                               |
| SPRING STREET   |               |                 |                | 3200            | MODERN (OUT-OF-DOORS) FENCED. |

(ORIGINAL)  
**WALL'S SIDING**  
(CAR CAPACITY - 28)  
JAN. 9, 1921  
ON EAST SIDE OF  
MAIN LINE



DECATUR, SPRINGFIELD & ST. LOUIS RAILWAY NAME CHANGED TO  
ST. LOUIS & SPRINGFIELD RAILWAY DEC. 28, 1903  
(Incorporated in ILLINOIS MAY 25, 1903) DEED OF SALE JAN. 8, 1910 TO  
ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD (INCORPORATED  
IN ILLINOIS JAN. 6, 1910) CONSOLIDATED WITH OTHER RAILWAYS TO  
FORM ILLINOIS TRACTION, INC. ARTICLES OF CONSOLIDATION  
DATED MAY 23, 1923 FILED IN ILLINOIS. SAME DATE, EFFECTIVE  
JAN. 1, 1923.  
LEASED AS OF JAN. 1, 1928 TO ILLINOIS TERMINAL COMPANY.  
LETTER BOARDS BORE "ILLINOIS TERMINAL R.R. SYSTEM" AT FIRST,  
THEN "ILLINOIS TERMINAL R.R." AND FINALLY "ILLINOIS TERMINAL".

ELECTRIFIED TRACKAGE RIGHTS GRANTED BY WABASH R.R. FOR PASSAGE OF ILLINOIS TERMINAL ELECTRIC TRAINS TO CONNECT MAIN LINE (ST. LOUIS-SPRINGFIELD) WITH LITCHFIELD BRANCH AFTER ABANDONMENT OF MAIN ST. TRACK

ROUTE CHANGE

CENTRE SECTION 29

# STAUNTON



SAWYER

COMBINATION INTER-URBAN & TOWN PLATE

WABASH RAILWAY SPUR  
STEAM MINE NO. 4 COAL  
INTERLOCKING TOWER & SEMAPHORE  
CROSSING OVER

PHILIPS STREET  
CHAS. HUNTSINGER'S

WOOD STR.  
PRAIRIE STR.

WOOD STR.  
WOOD STR.

WOOD STR.  
WOOD STR.

WOOD STR.  
WOOD STR.

WOOD STR.  
WOOD STR.

WOOD STR.  
WOOD STR.

WOOD STR.  
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WOOD STR.  
WOOD STR.

WOOD STR.  
WOOD STR.

WABASH CONNECTION  
CROSSING WARNING SIGNS  
INTERLOCKING SEMAPHORE  
I.T.R.R. PROPERTY SIGN OR LEGALITE POST  
YELLOW BOARD ON CONCRETE POST

LEONARD STREET

LEONARD STREET

E. LA FAYETTE STREET  
R. STILLE'S 8 HEIRS 1  
6 SUB. DIV. 5F

UM 2 A N S  
UNION

E. OLIVE STREET  
MACOUPIN

MACOUPIN  
DAVIS

MACOUPIN  
DAVIS

MACOUPIN  
DAVIS

STREET 4-2-LANE CONCRETE PAVEMENT IN CENTRE

EDWARDSVILLE

OLIVE

MACOUPIN ST.

WOOD STREET

DRIVEWAY

FLAG NORTH STAUNTON STOP

R. STILLE'S 8 HEIRS 1  
6 SUB. DIV. 5F

UM 2 A N S  
UNION

E. OLIVE STREET  
MACOUPIN

MACOUPIN  
DAVIS

MACOUPIN  
DAVIS

MACOUPIN  
DAVIS

SPEED RESTRICTION 10 M.P.H. THROUGH STAUNTON

PARK WITH BAND, FIRE DEPT, CITY HALL, LIBRARY, POST OFFICE, (ILLINOIS TRACTION SYSTEM) ST. LOUIS & SPRINGFIELD RAILWAY

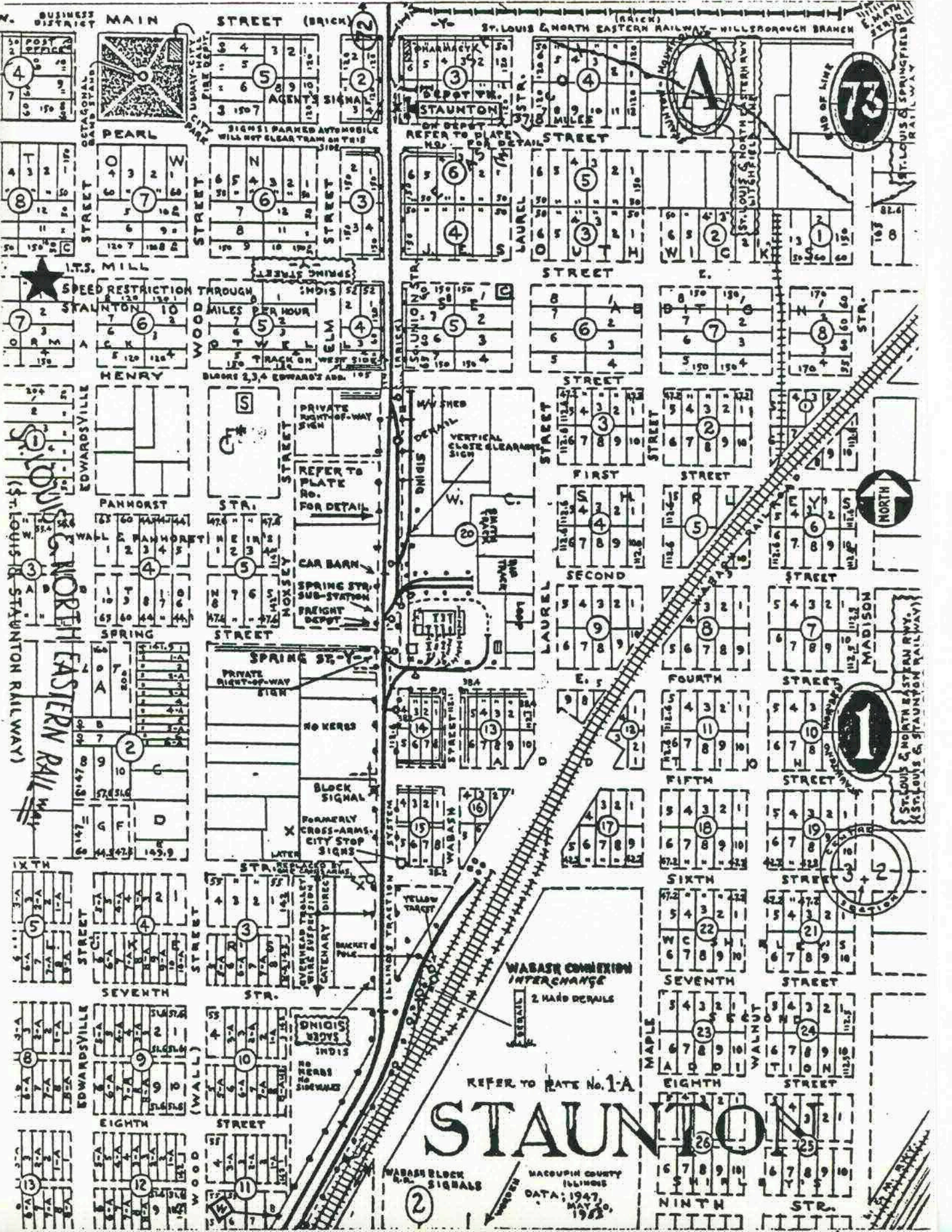
COMPOUND CURVE



ST. LOUIS & NORTH EASTERN RAILWAY DIVISION

ST. LOUIS & NORTH EASTERN HILLS BOROUGH

WOOD STREET (BRIDGE)



BUSINESS DISTRICT MAIN STREET (BRICK)

PEARL STREET

HENRY STREET

EDWARDSVILLE STREET

PANHORST STREET

SPRING STREET

SEVENTH STREET

EDWARDSVILLE STREET

EIGHTH STREET

WOOD STREET

ST. LOUIS & NORTH EASTERN RAILWAY - HILLSBOROUGH BRANCH

ST. LOUIS & NORTH EASTERN RAILWAY - MITCHELL LINE

ST. LOUIS & NORTH EASTERN RAILWAY

ST. LOUIS & NORTH EASTERN RAILWAY

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ST. LOUIS & NORTH EASTERN RAILWAY

PHARMACY

DEPT. ST. STAUNTON

UNION

STREET

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ST. LOUIS & NORTH EASTERN RAILWAY

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ST. LOUIS & NORTH EASTERN RAILWAY

ST. LOUIS & NORTH EASTERN RAILWAY

# STAUNTON

REFER TO RATE No. 1-A

MACOUPI COUNTY ILLINOIS DATA: 1947, MAY 20, 1982

73

1

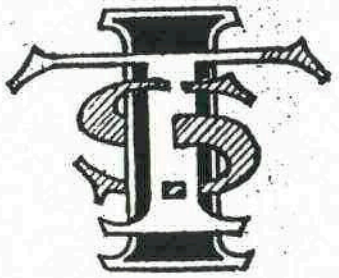
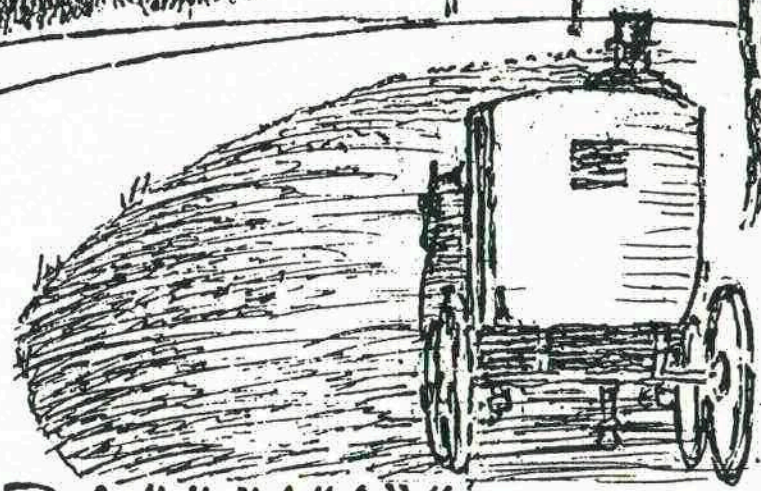
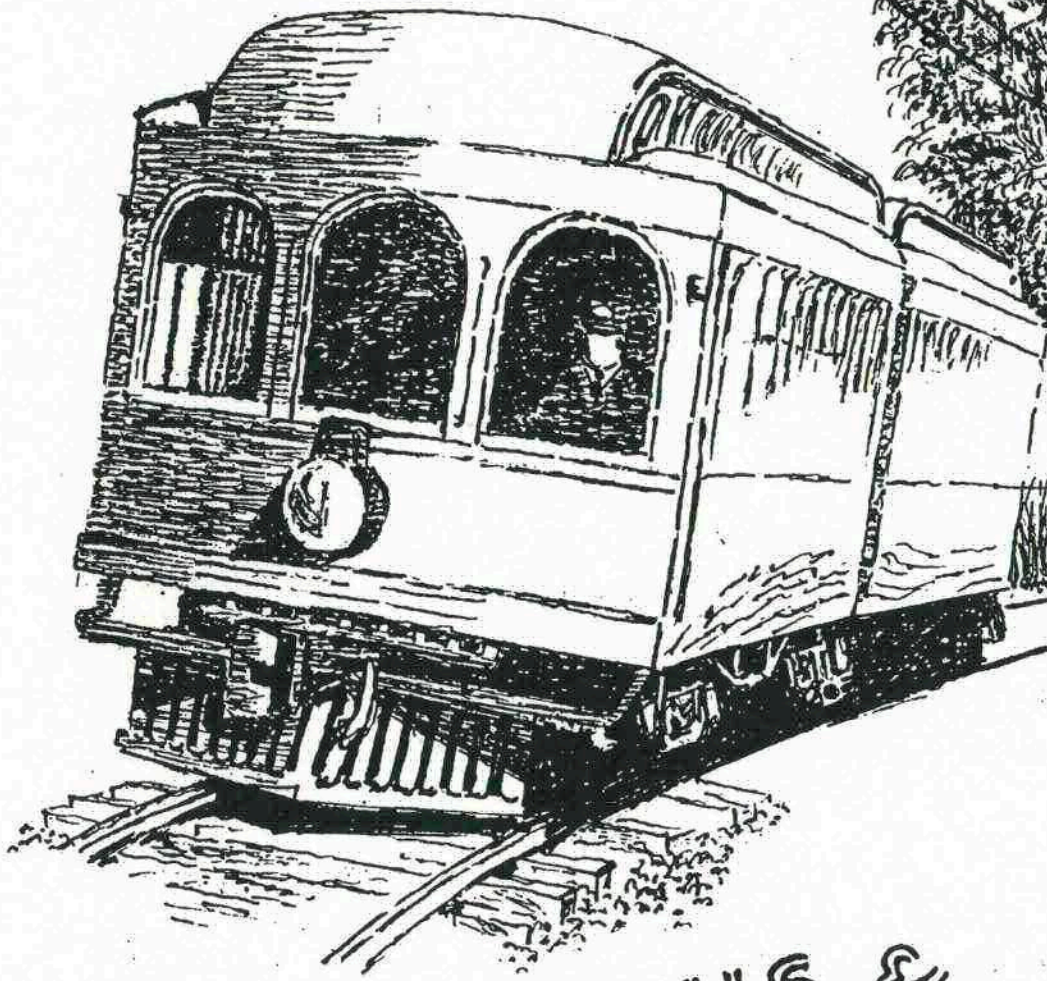
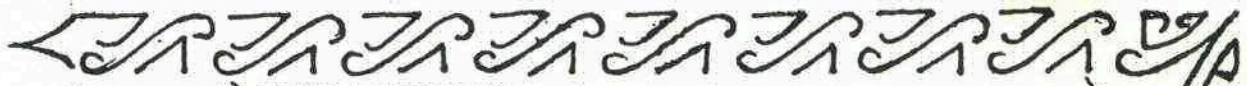
2

2

NORTH

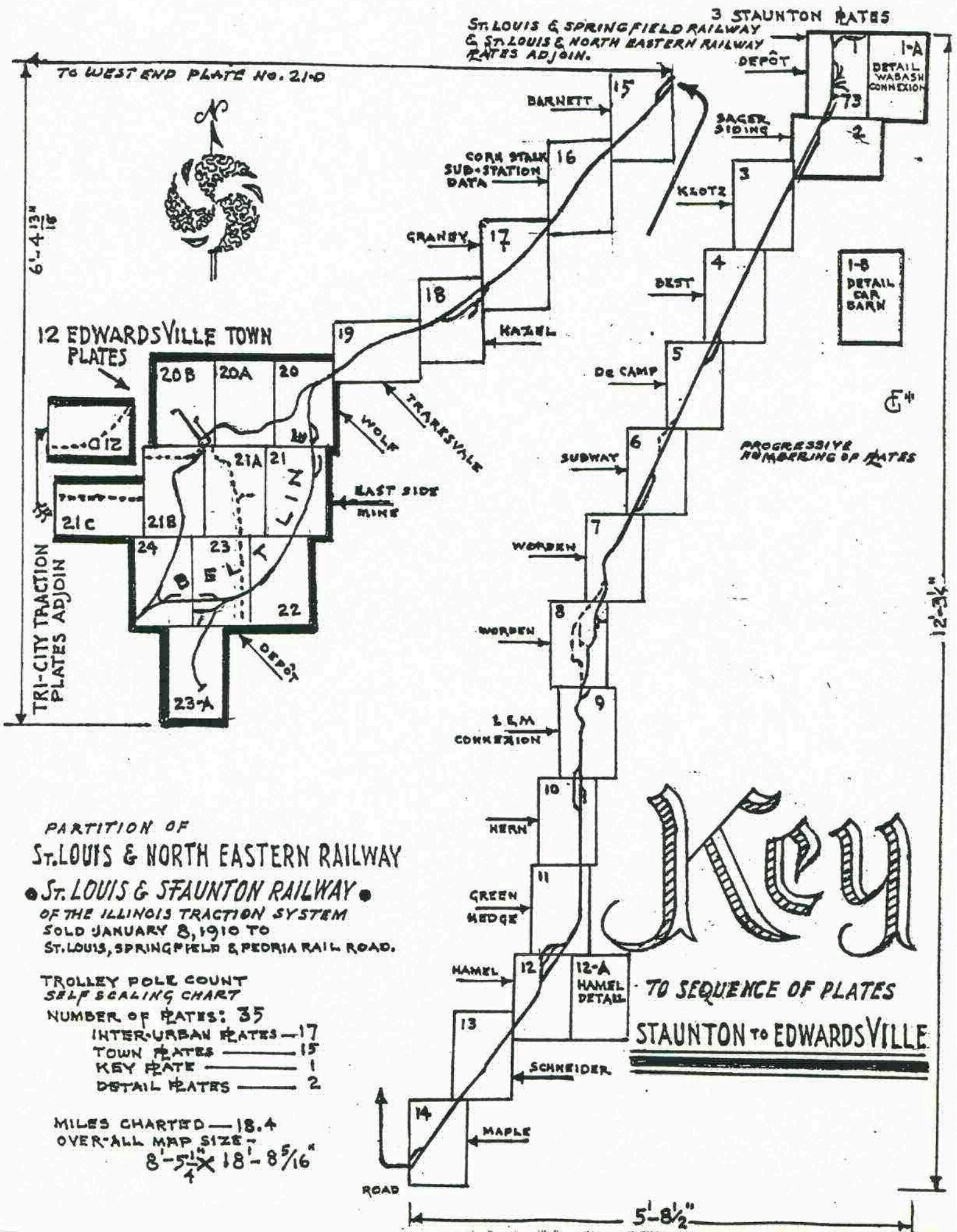
ST. LOUIS & NORTH EASTERN RAILWAY (ST. LOUIS & STAUNTON RAILWAY)

ST. LOUIS & NORTH EASTERN RAILWAY



ST. LOUIS & STAUNTON RAILWAY

THE UNITED



**PARTITION OF ST. LOUIS & NORTH EASTERN RAILWAY**

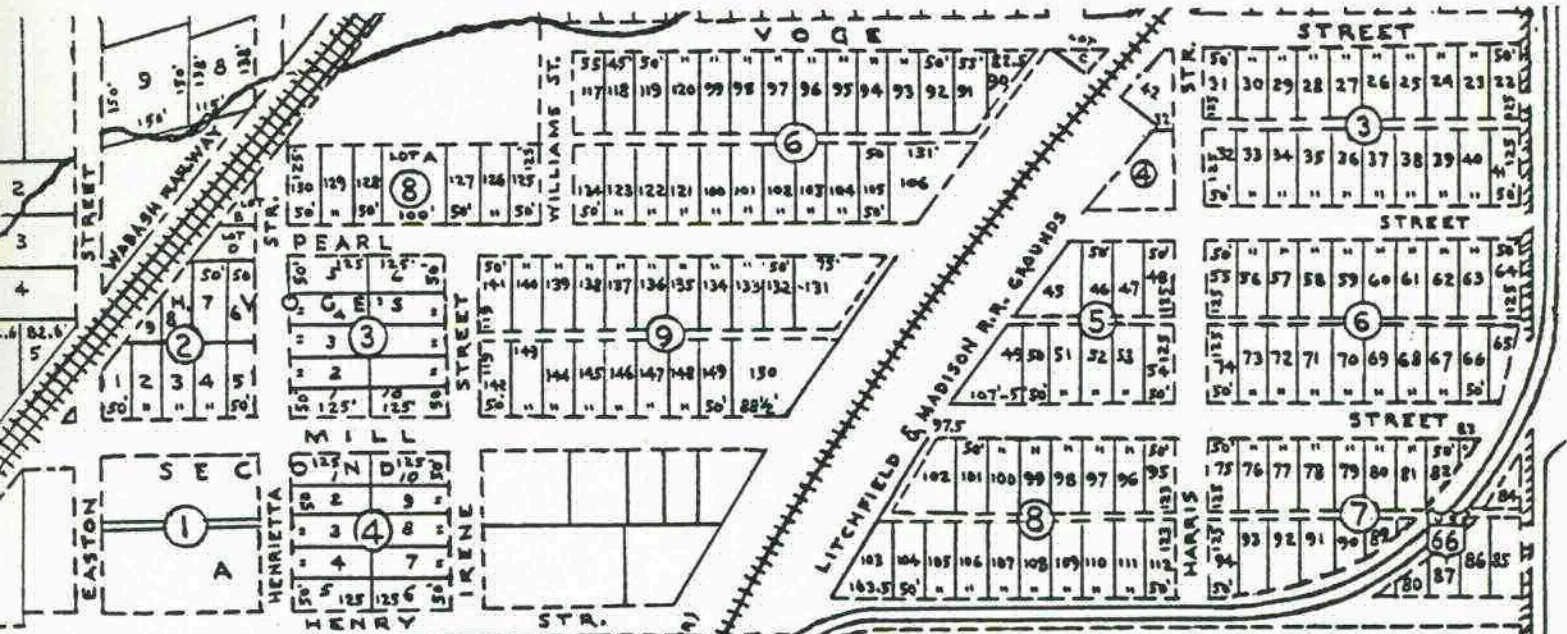
• **ST. LOUIS & STAUNTON RAILWAY** •  
 OF THE ILLINOIS TRACTION SYSTEM  
 SOLD JANUARY 8, 1910 TO  
 ST. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD.

- TROLLEY POLE COUNT  
 SELF SCALING CHART  
 NUMBER OF PLATES: 35  
 INTER-URBAN PLATES — 17  
 TOWN PLATES — 15  
 KEY PLATE — 1  
 DETAIL PLATES — 2

MILES CHARTED — 18.4  
 OVER-ALL MAP SIZE —  
 8'-5 1/4" X 18'-8 5/16"

# Key

TO SEQUENCE OF PLATES  
 STAUNTON TO EDWARDSVILLE

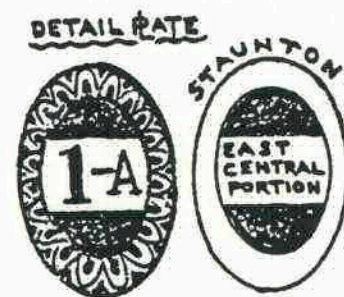


STAUNTON

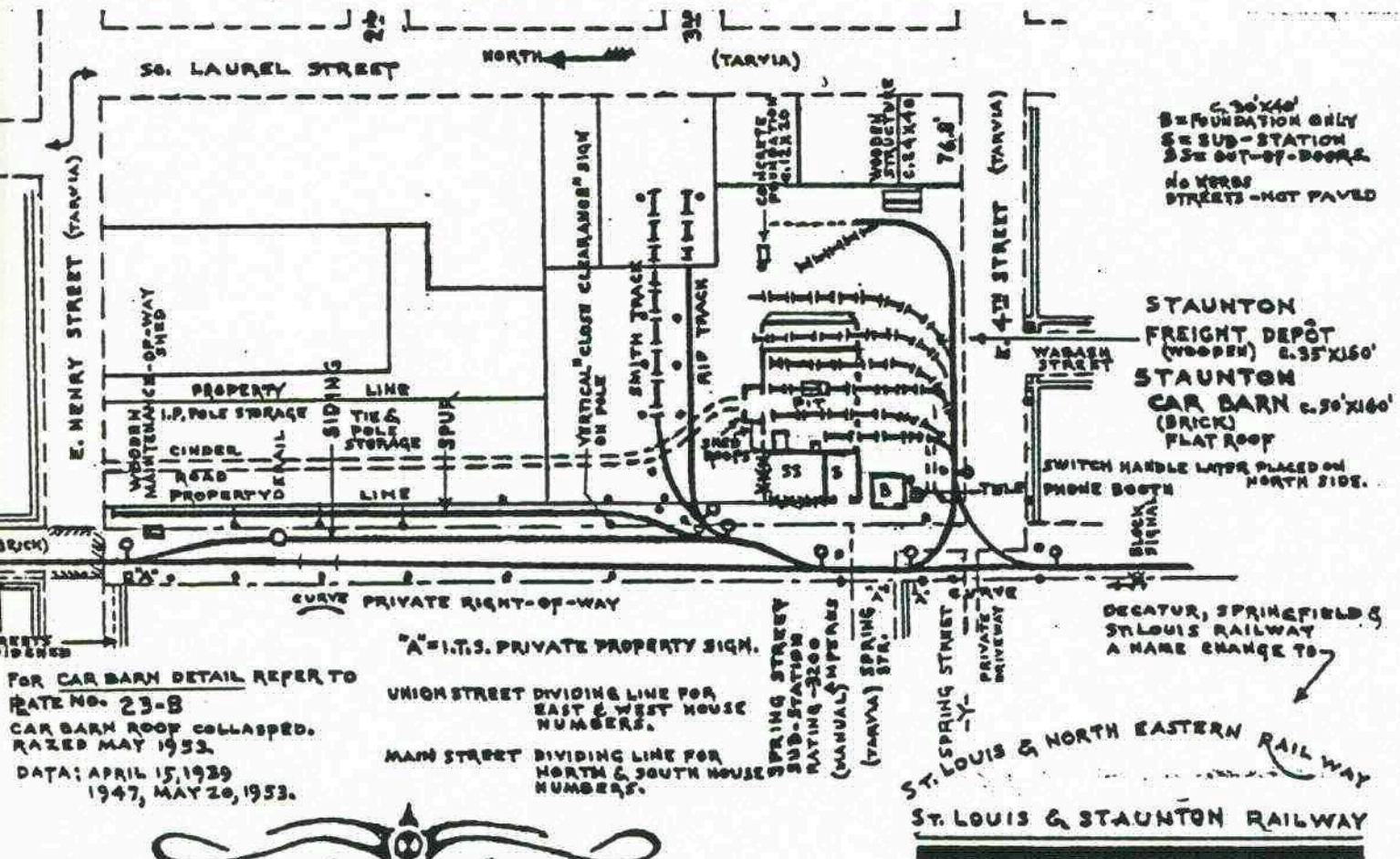
REFER TO PLATE No. 1



SAGER SIDING  
(CAPACITY 168)



ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY  
SUPPLEMENTARY RATE.

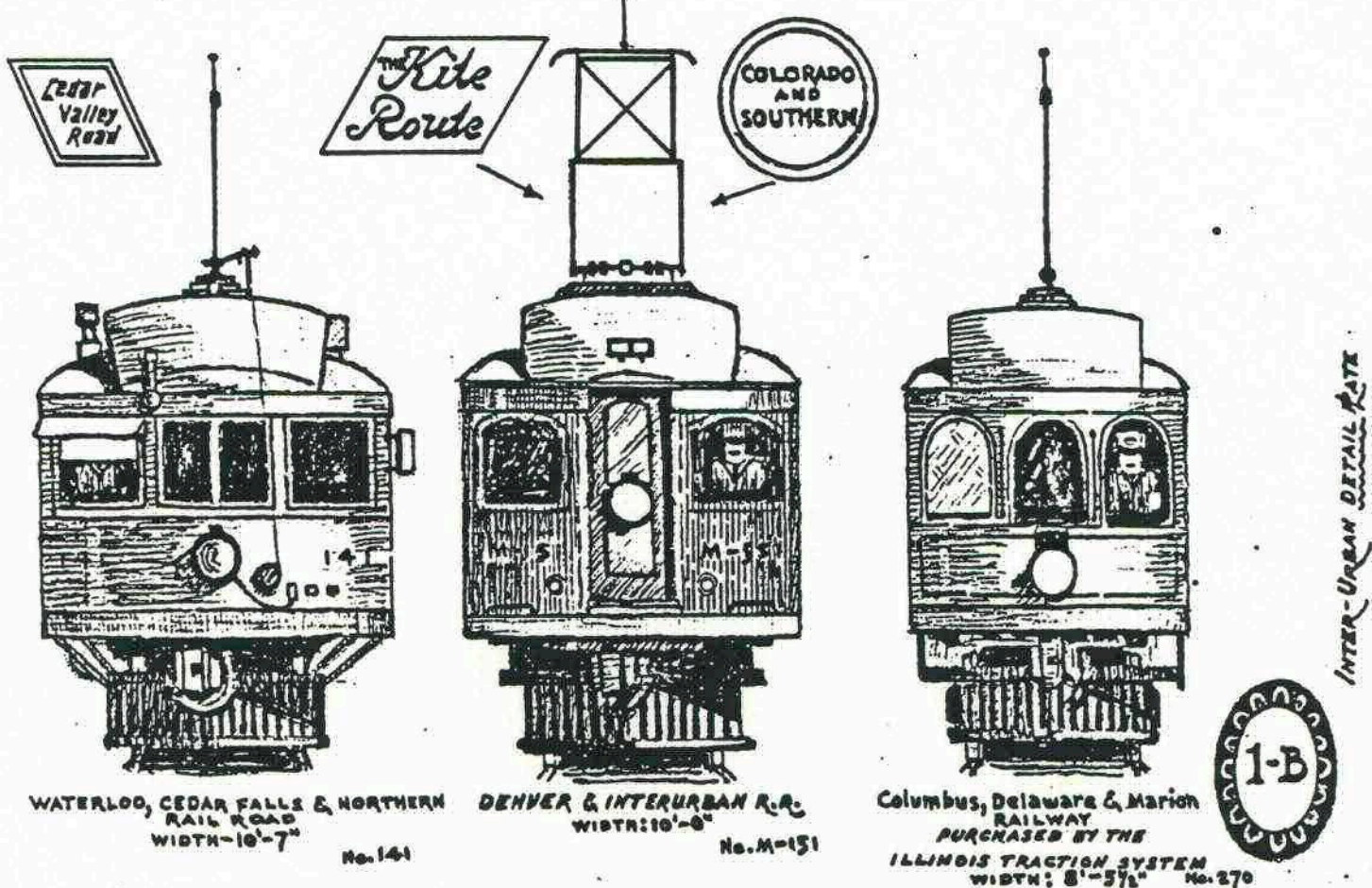


FOR CAR BARN DETAIL REFER TO  
 RATE NO. 23-B  
 CAR BARN ROOF COLLAPSED.  
 RAZED MAY 1953.  
 DATA: APRIL 15, 1939  
 1947, MAY 20, 1953.

"A" = I.T.S. PRIVATE PROPERTY SIGN.  
 UNION STREET DIVIDING LINE FOR  
 EAST & WEST HOUSE  
 NUMBERS.  
 MAIN STREET DIVIDING LINE FOR  
 NORTH & SOUTH HOUSE  
 NUMBERS.

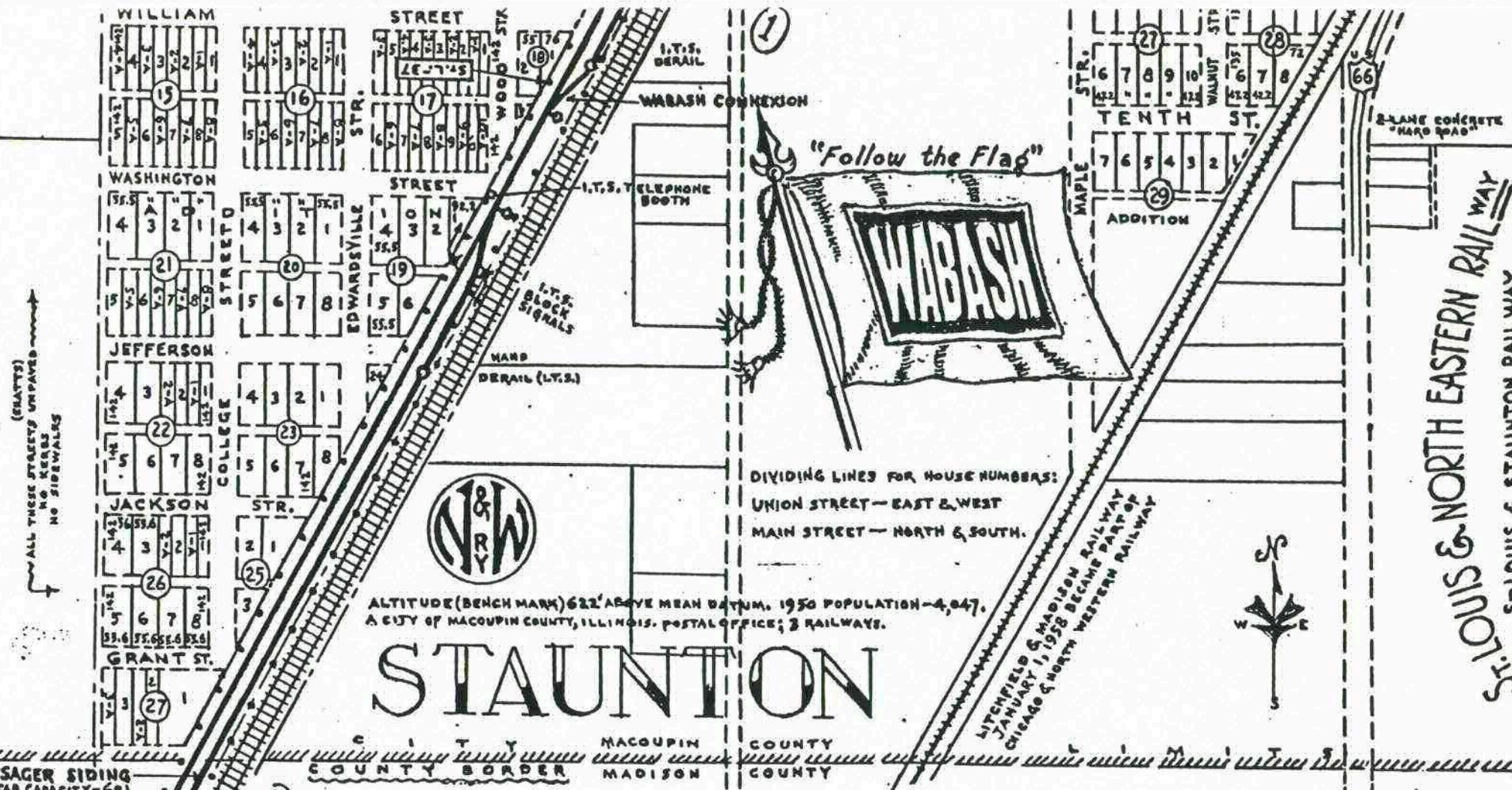
DECATUR, SPRINGFIELD &  
 ST. LOUIS RAILWAY  
 A NAME CHANGE TO  
 ST. LOUIS & NORTH EASTERN RAILWAY  
 ST. LOUIS & STAUNTON RAILWAY

Comparative Study of High-Speed Inter-Urban Coaching Stock:



SCALE: 3/16" = 1'

# STAUNTON



"Follow the Flag"

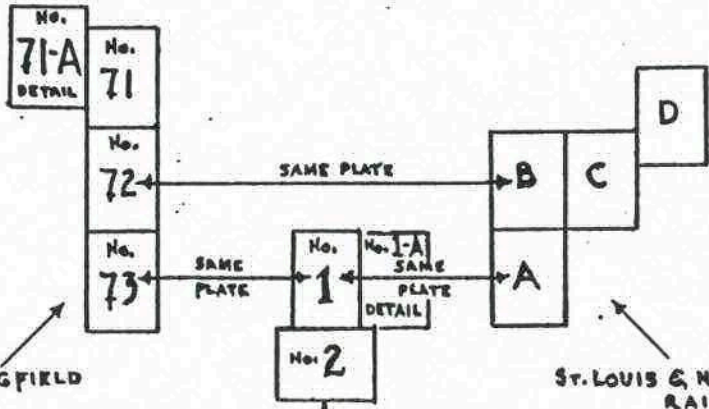
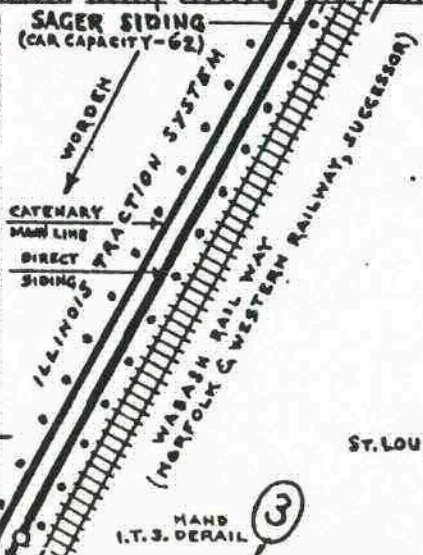


DIVIDING LINES FOR HOUSE NUMBERS:  
 UNION STREET — EAST & WEST  
 MAIN STREET — NORTH & SOUTH.

ALTITUDE (BENCH MARK) 622' ABOVE MEAN DATUM. 1950 POPULATION — 4,047.  
 A CITY OF MACOUPIN COUNTY, ILLINOIS. POSTAL OFFICE; 3 RAILWAYS.

# STAUNTON

CITY BORDER  
 MACOUPIN COUNTY  
 MADISON COUNTY



GROUPING OF PLATES OF THE ILLINOIS TRACTION SYSTEM RAILWAYS IN THE STAUNTON AREA.



ST. LOUIS & SPRINGFIELD RAILWAY

ST. LOUIS & NORTH EASTERN RAILWAY

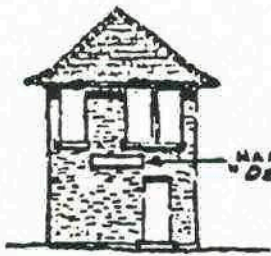
ST. LOUIS & STAUNTON RAILWAY (ST. LOUIS & NORTH EASTERN RAILWAY)

COMBINATION INTER-URBAN & TOWN RATE DATA: 1947, 1953

ST. LOUIS & NORTH EASTERN RAILWAY  
 ST. LOUIS & STAUNTON RAILWAY

(GRANTS) ALL THESE STREETS UNPAVED  
 NO KERBS NO SIDEWALKS





NAME BOARD "DE CAMP"

DE CAMP - INTER-LOCKING TOWER. Grey slate roof. Red brick. Terra Cotta roof ridges on hipped roof.



TELEPHONE BOOTH

BLOCK SIGNALS

SAGER SIDING (CAR CAPACITY-62)

BLOCK SIGNALS TELEPHONE BOOTH

OVERHEAD TROLLEY WIRE SUSPENSION  
CATERARY  
MAIN WIRE

SAGER SIDING (CAR CAPACITY-62)

36.2 MILES FLAG STOP MINE NO. 1 610' ALTITUDE

ILLINOIS TRACTION SYSTEM

BIRT COUNTY ROAD

SIGN: SAGER SIDING

FIXED APPROACH SEMAPHORE

ST.L-36 MILEAGE FROM ST. LOUIS

WABASH RAILWAY (NORFOLK & WESTERN RAILWAY, SUCCESSOR)

ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY

TELEPHONE BOOTH (W/ROOF)

SIDING DIRECT

DERAIL

BLOCK SIGNALS

CHICAGO & NORTH WESTERN RAILWAY  
LITCHFIELD & MADISON R.R. (NORTH WESTERN RAILWAY)

HOME INTER-LOCKING SEMAPHORES

CROSSING WARNING SIGNS

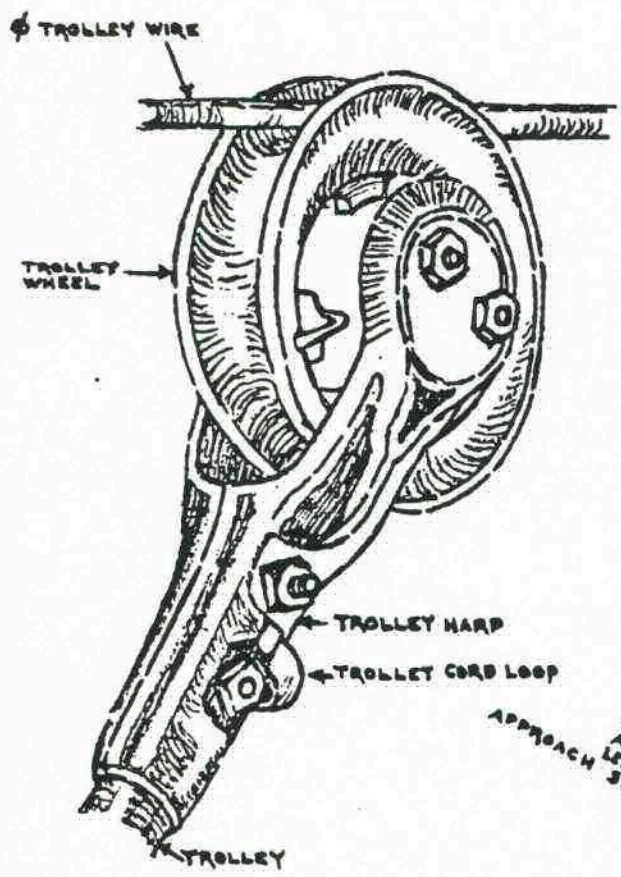
MANUALLY OPERATED DE CAMP INTERLOCKER TOWER, 2-STORY BRICK

WORBEN  
COGD COUNTY ROAD  
KLOTZ FLAG STOP 35.7 MILES

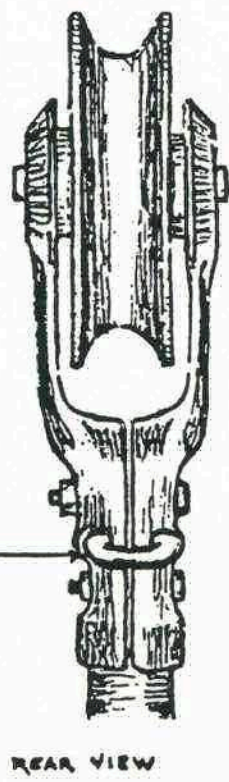
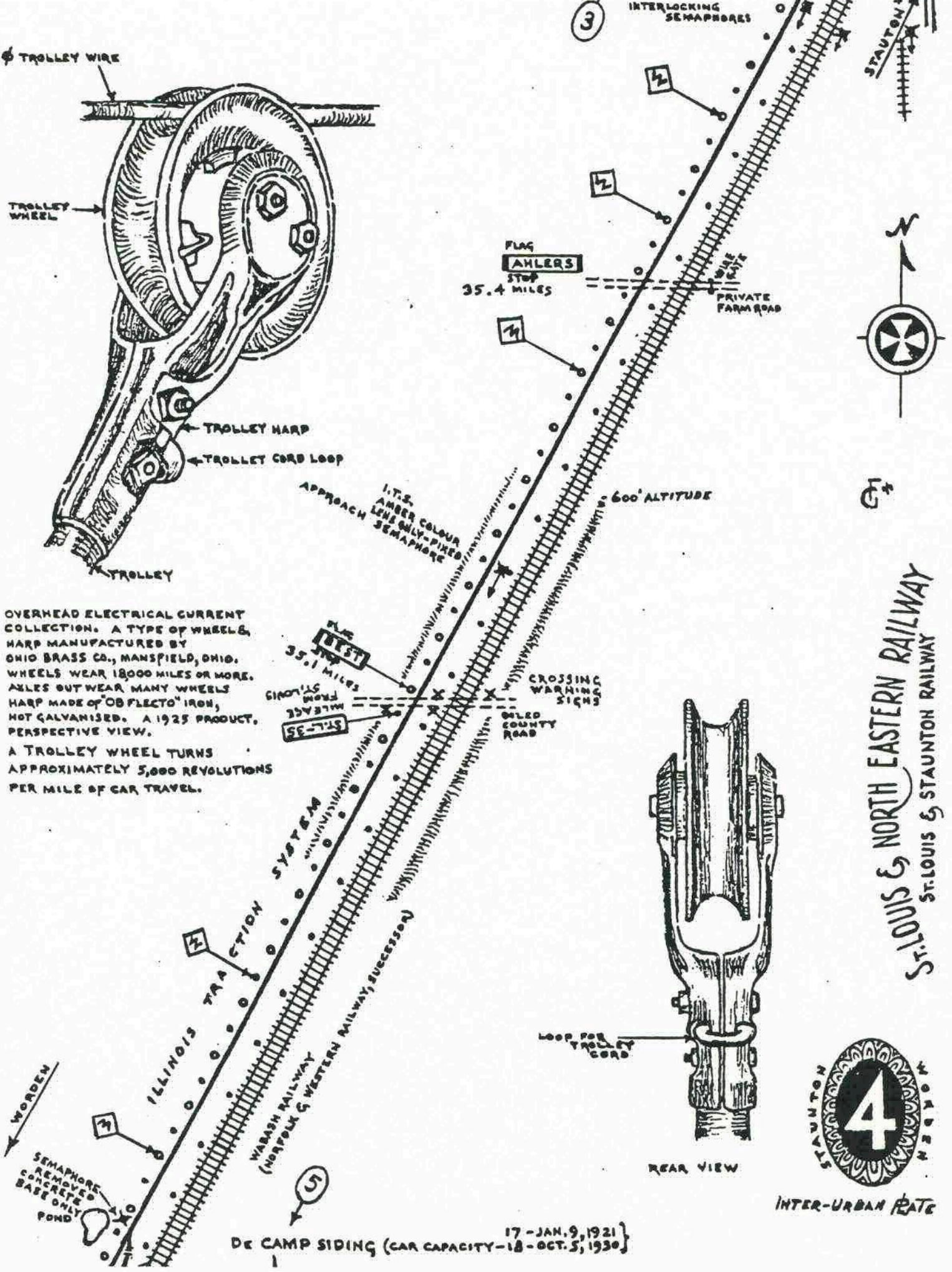


INTER-URBAN RATE

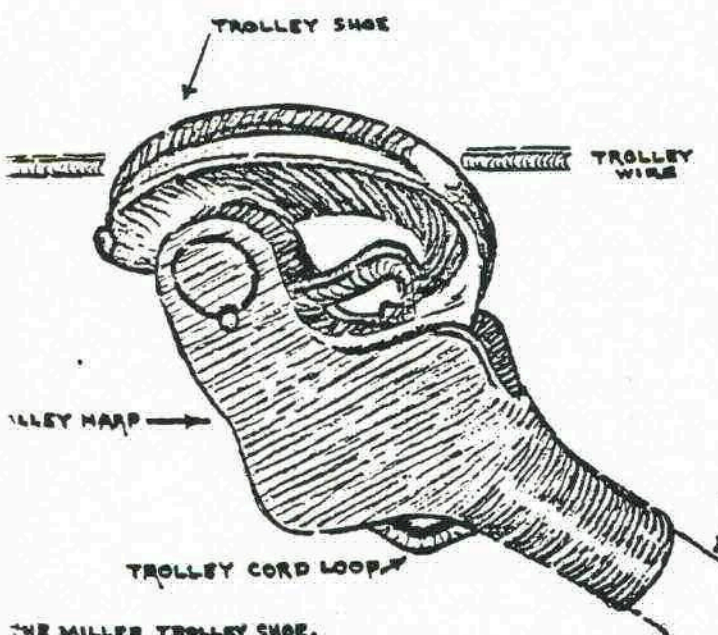




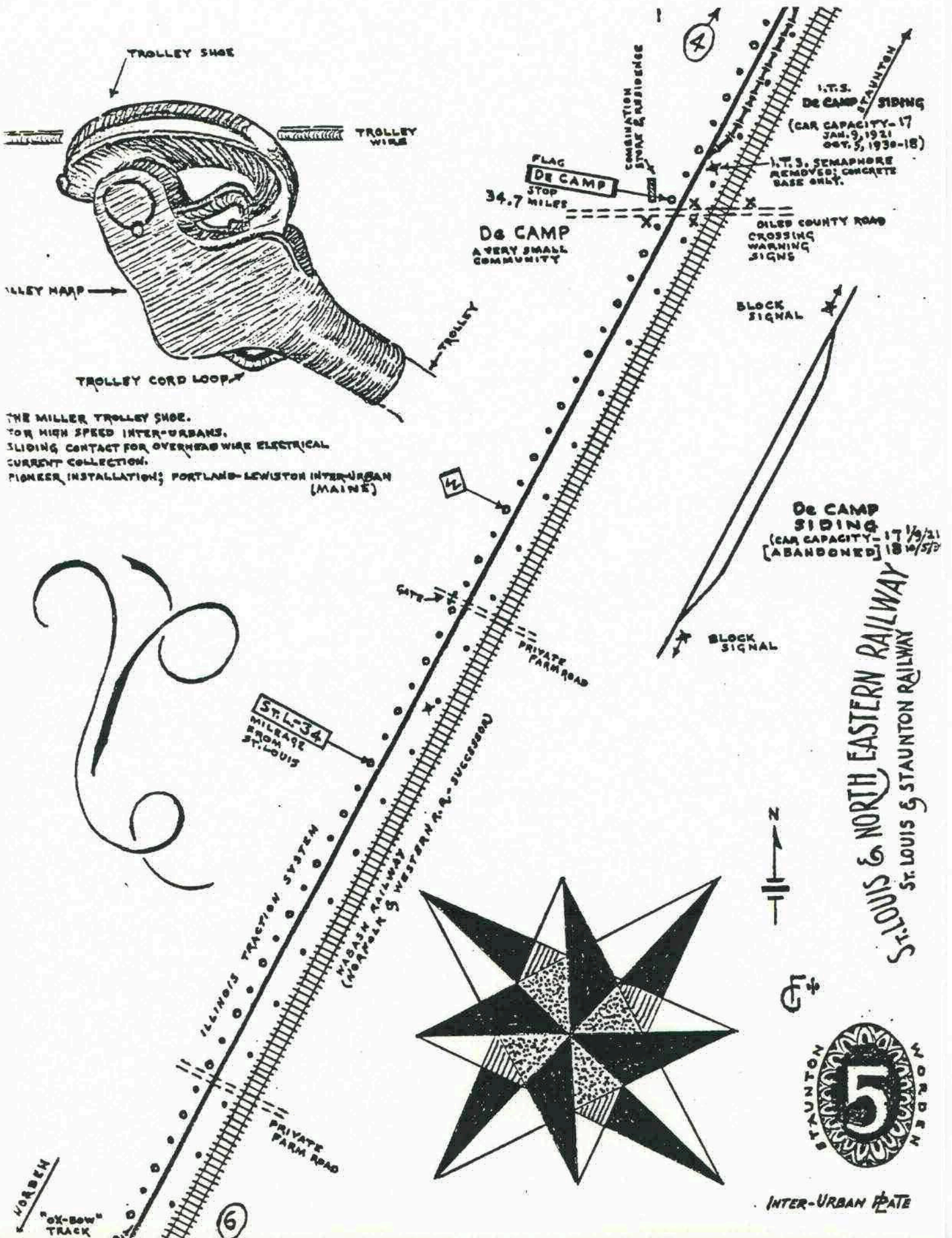
OVERHEAD ELECTRICAL CURRENT COLLECTION. A TYPE OF WHEEL & HARP MANUFACTURED BY OHIO BRASS CO., MANSFIELD, OHIO. WHEELS WEAR 18000 MILES OR MORE. AXLES OUTWEAR MANY WHEELS HARP MADE OF "OB FLECTO" IRON, NOT GALVANISED. A 1925 PRODUCT. PERSPECTIVE VIEW. A TROLLEY WHEEL TURNS APPROXIMATELY 5,000 REVOLUTIONS PER MILE OF CAR TRAVEL.



ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY



THE MILLER TROLLEY SHOE.  
FOR HIGH SPEED INTER-URBANS.  
SLIDING CONTACT FOR OVERHEAD WIRE ELECTRICAL  
CURRENT COLLECTION.  
PIONEER INSTALLATION; PORTLAND-LEWISTON INTER-URBAN  
(MAINE)



ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY



INTER-URBAN PLATE

FROM U.S. GEOLOGICAL SURVEY MAP EDWARDSVILLE QUAD. SURVEY OF 1927 EDITION OF 1932

STAUNTON



BOTH "OX-BOW" TRACK & MAIN LINE IN OPERATION SIMULTANEOUSLY AT ONE PERIOD.

TANGENT TRACK PASSES OVER CONCRETE MINE SHAFT

VERY SLIGHT COMPOUND CURVE

ILLINOIS AYMERS (INDIS)

SEMAPHORE REMOVED (CONCRETE BASE ONLY)

FLAG STOP McDONALD 35.4 MILES

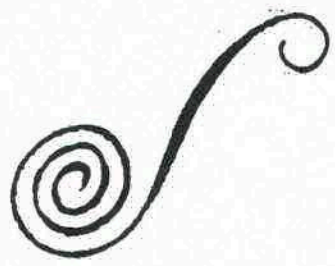
COUNTY ROAD CROSSING WARNING SIGNS

TELEPHONE BOOTH

BLOCK SIGNALS

ILLINOIS AYMERS (INDIS)

SEMAPHORE REMOVED (CONCRETE BASE ONLY)



ILLINOIS TRACTION SYSTEM

OVERHEAD WIRE SUSPENSION  
MAIN LINE CATERMAY  
SIDING DIRECT

SIGNAL FROM TRACK EE-71'S

ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY

TELEPHONE BOOTH  
I.T.S. BLOCK SIGNALS

MAIN LINE STONE BALLAST  
SIDING RUBBER BALLAST

SIGNAL FROM TRACK EE-71'S  
SUBWAY SIDING (CAR CAPACITY-32)

SUBWAY SIDING (CAR CAPACITY-32)

WARDEN

TELEPHONE BOOTH

OVERHEAD WIRE SUSPENSION  
SIDING DIRECT  
MAIN LINE CATERMAY

FLAG STOP SUBWAY MILES

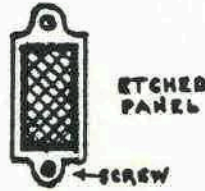
HAND DERAIL



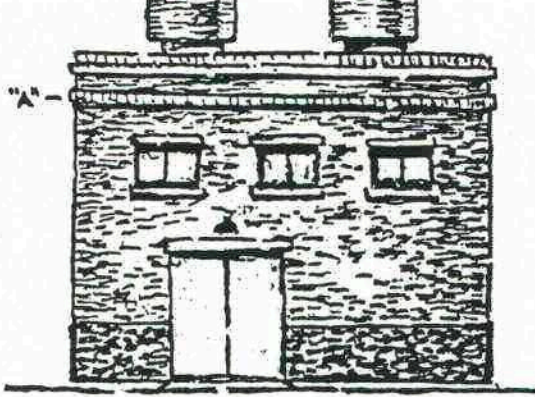
INTER-URBAN RATE

TELEPHONE BOOTH  
I.T.S. BLOCK SIGNALS  
FLAG STOP SUBWAY 32.8 MILES

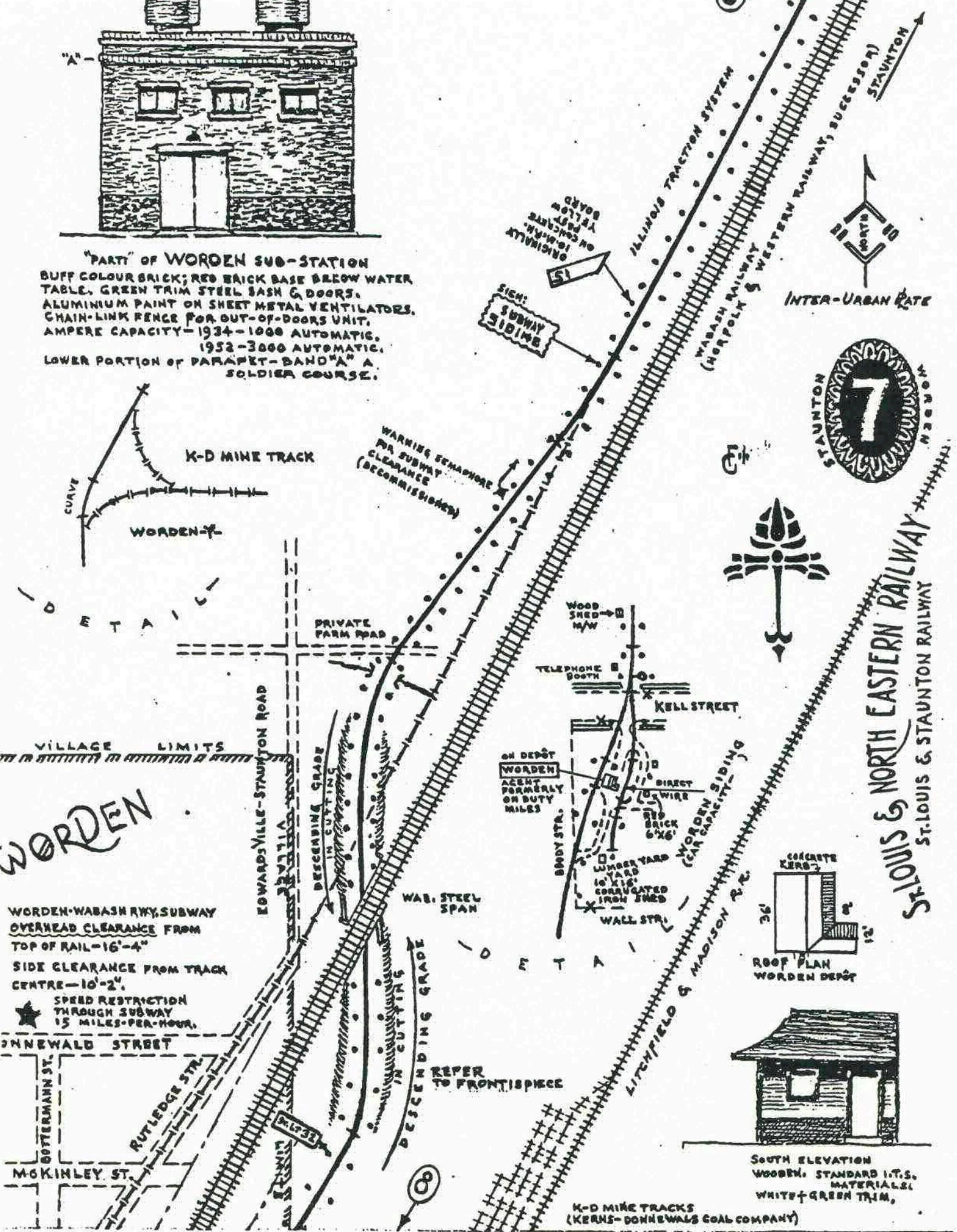
OIL COUNTY ROAD CROSSING WARNING SIGNS



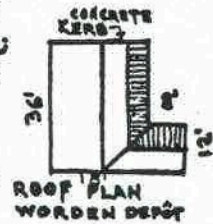
TYPE OF MATCH-STRIKER MOUNTED ON INTERIOR WINDOW POSTS OF SMOKING COMPARTMENT. MADE OF BRASS.



"PART" OF WORDEN SUB-STATION  
 BUFF COLOUR BRICK; RED BRICK BASE BELOW WATER TABLE. GREEN TRIM STEEL BASH & DOORS. ALUMINIUM PAINT ON SHEET METAL VENTILATORS. CHAIN-LINK FENCE FOR OUT-OF-DOORS UNIT. AMPERE CAPACITY-1934-1000 AUTOMATIC. 1952-3000 AUTOMATIC. LOWER PORTION OF PARAPET-BAND "A" A SOLDIER COURSE.



INTER-URBAN RATE



SOUTH ELEVATION  
 WOODEN, STANDARD I.T.S. MATERIALS. WHITE + GREEN TRIM.

K-D MINE TRACKS (KERNS-DONNEWALS COAL COMPANY)



COMBINATION TOWN & INTER-URBAN RATE  
DATA: 40, 6, 8, 1933

# WORDEN

HAS POSTAL OFFICE  
3 RAILWAYS  
1930 POPULATION  
968

MADISON COUNTY,  
ILLINOIS

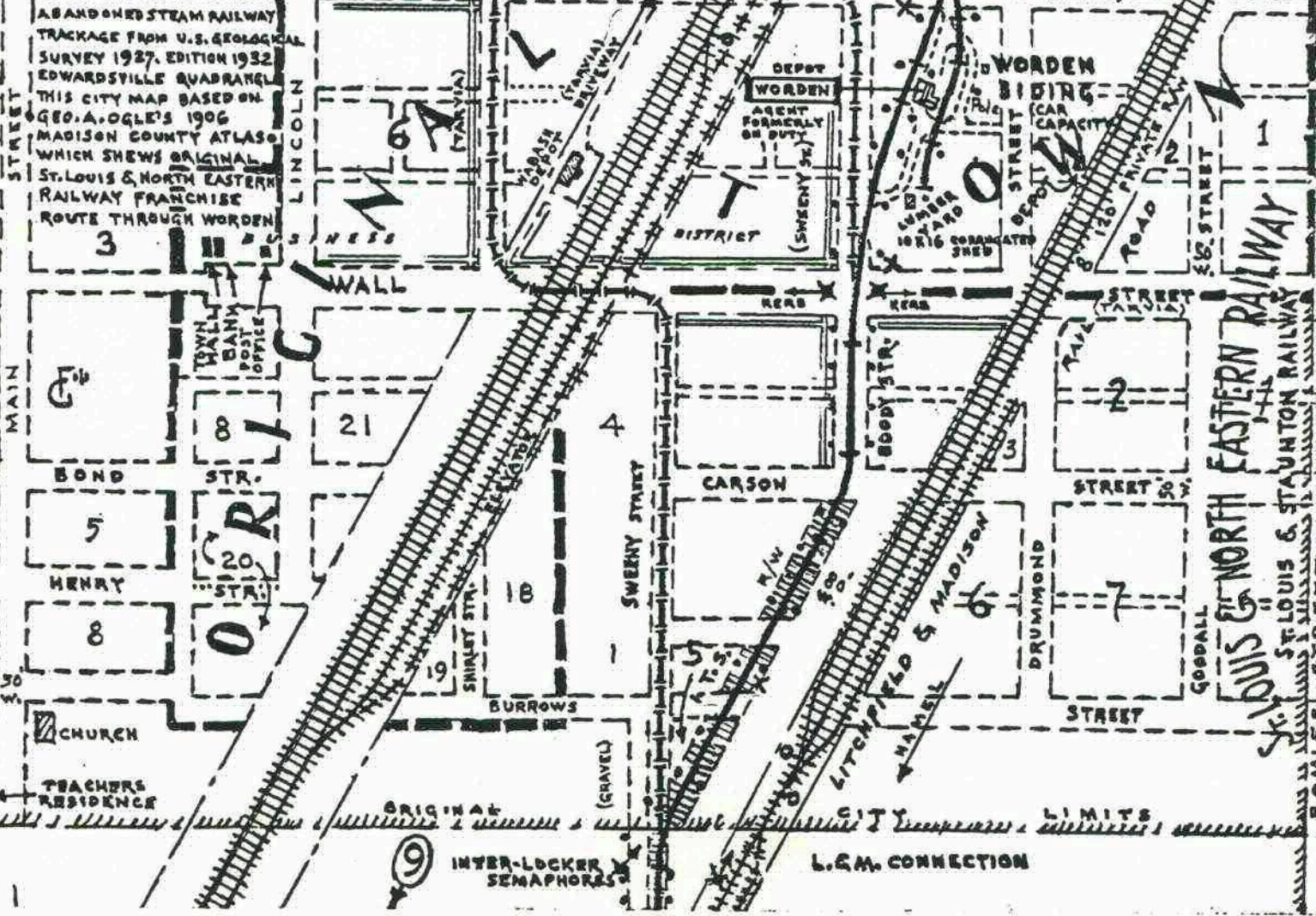
I.T.S. SPEED RESTRICTION THROUGH WORDEN 15 MILES PER HOUR

WOODEN DEPOT  
WHITE, GREEN TRIM  
CONCRETE KERBED PLATFORM (CHATT)

ABANDONED STEAM RAILWAY TRACKAGE FROM U.S. GEOLOGICAL SURVEY 1927, EDITION 1932 EDWARDSVILLE QUADRANGLE THIS CITY MAP BASED ON GEO. A. OGLE'S 1906 MADISON COUNTY ATLAS WHICH SHOWS ORIGINAL ST. LOUIS & NORTH EASTERN RAILWAY FRANCHISE ROUTE THROUGH WORDEN

WORDEN SUB-STATION  
FLAT ROOF  
BUFF & RED BRICK  
OUT-OF-DOORS FENCES  
ON CONCRETE POST

RATING 3000 AMPS.

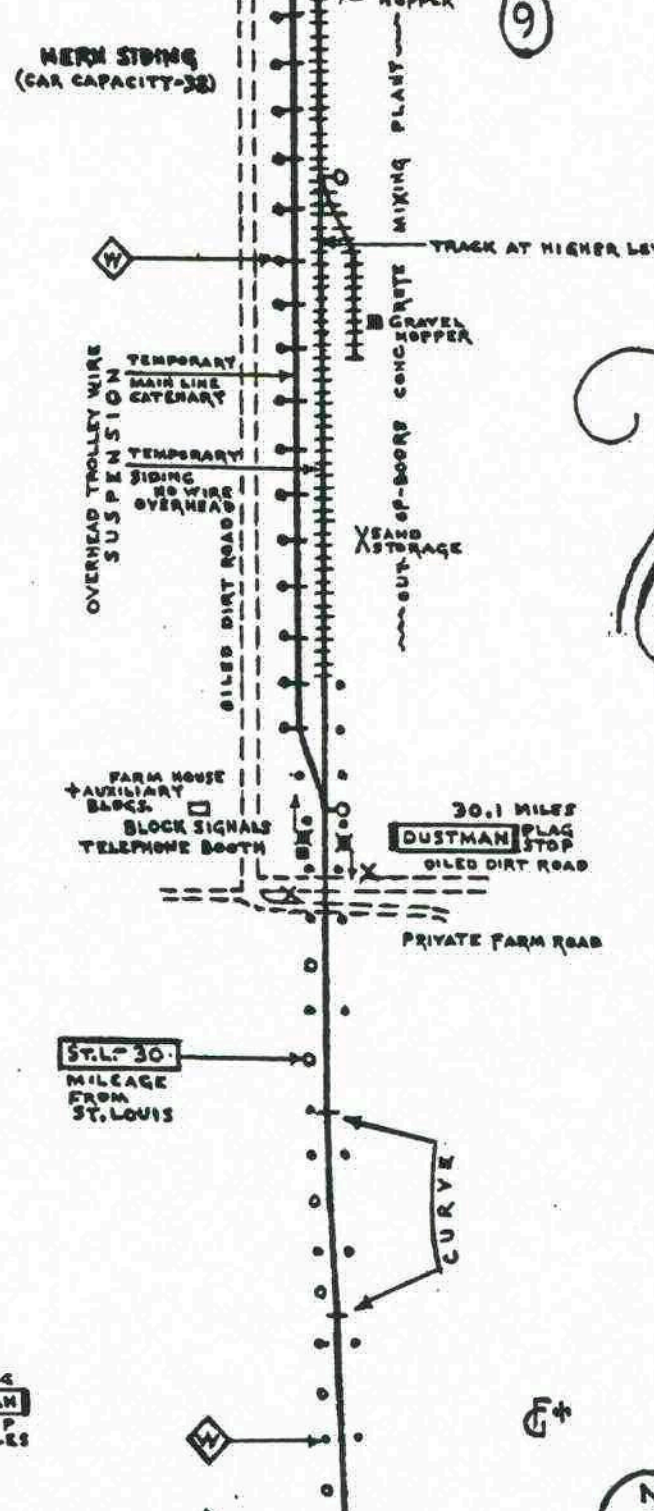
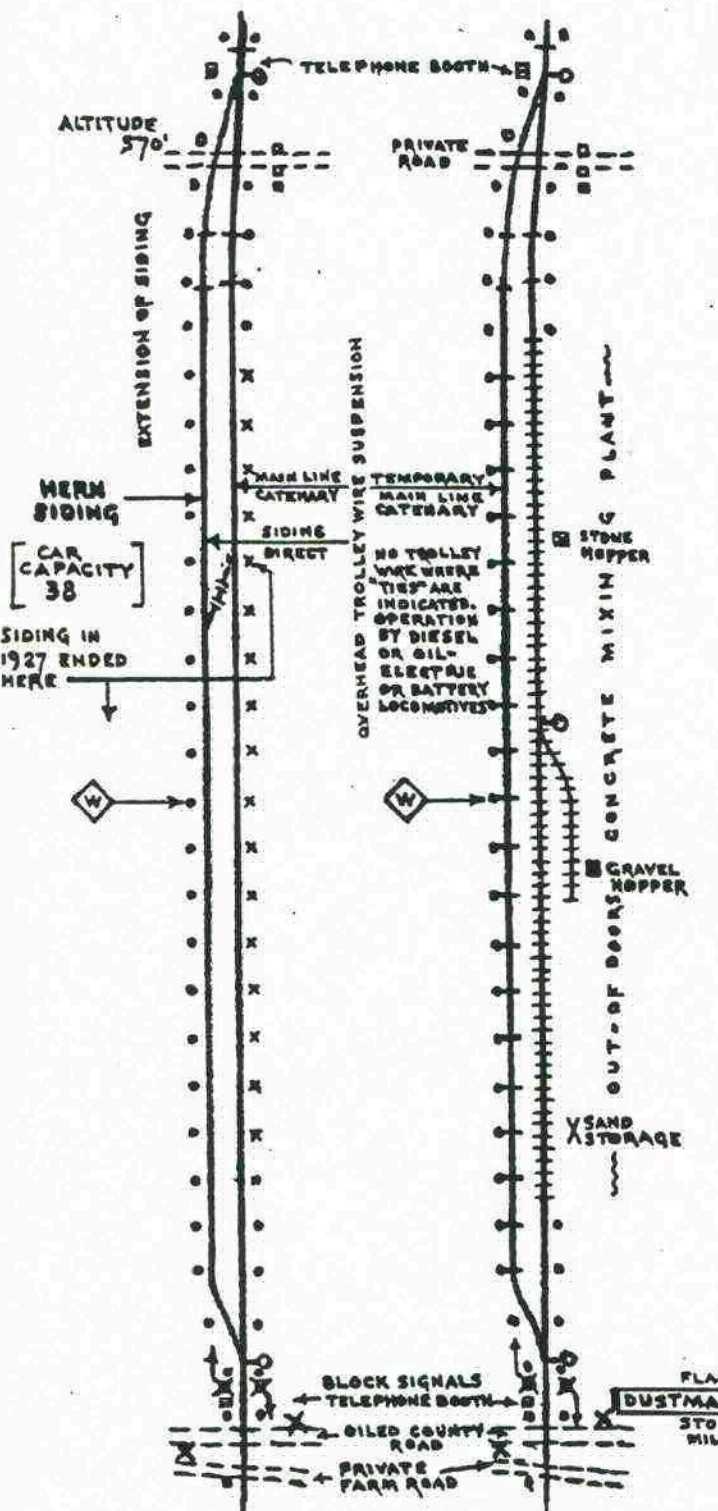


9 INTER-LOCKER SEMAPHORS

L.R.M. CONNECTION

ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STANTON RAILWAY





ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY

WORDEN ↑

9

NORMAL OPERATION

TEMPORARY OPERATION FOR OUT-OF-DOORS CONCRETE MIXING PLANT TO CONSTRUCT SUPER-HIGHWAY- ST. LOUIS- TO SPRINGFIELD. No. 66



SIGN: HERM SIDING



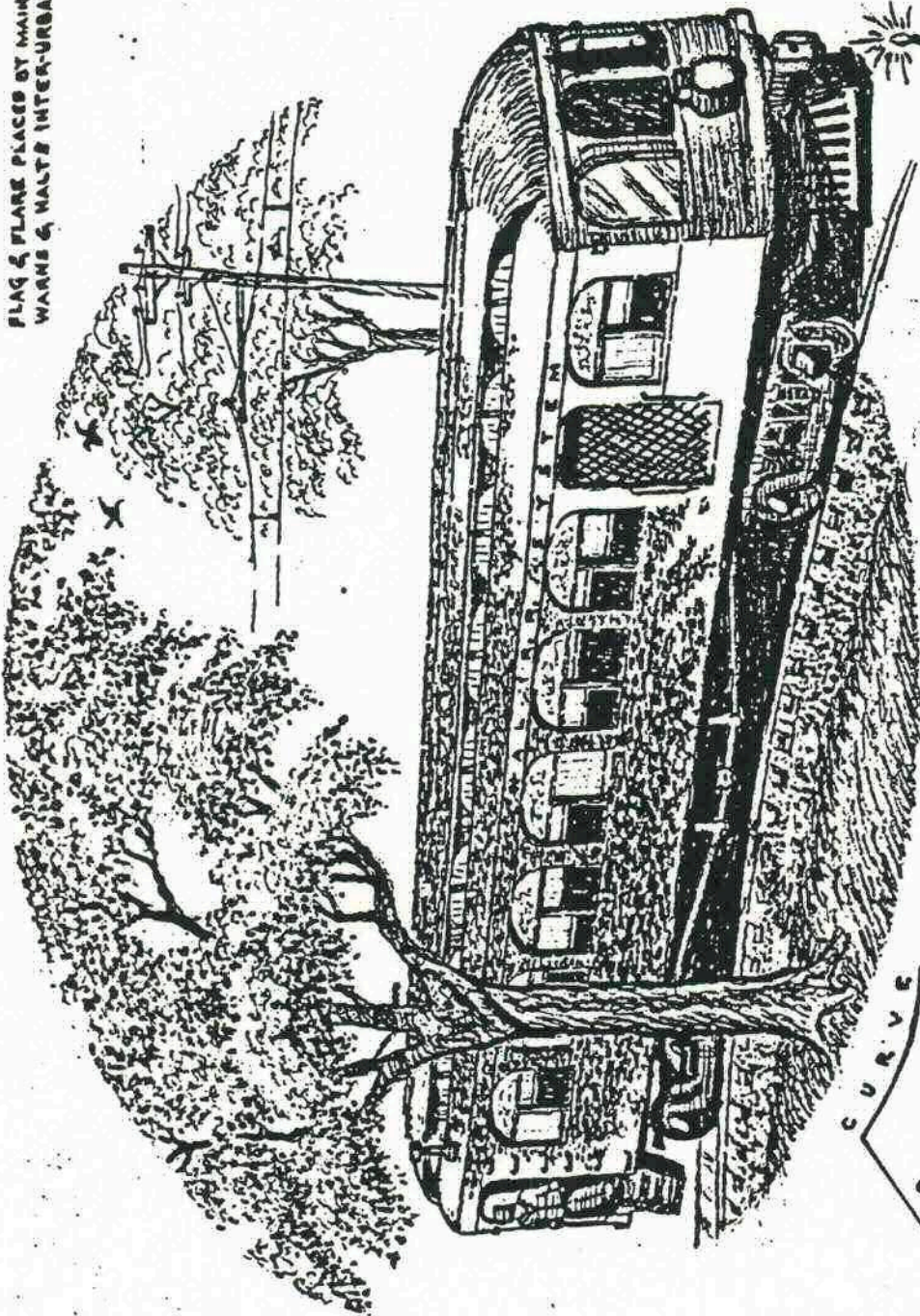
INTER-URBAN RATE

11



HAMEL ↓

FLAG & PLANE PLACED BY MAINTENANCE-OF-WAY CREW  
WARRS & HALTS INTER-URBAN COACH.



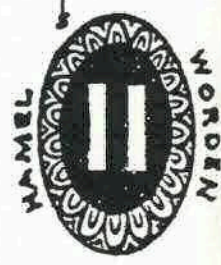
29.6 MILES  
FLAG GREEN HEDGE STOP  
GET-OF-DOORS TRANSFORMER  
COUNTY ROAD (OILED)  
WORREN

ILLINOIS TRACTION SYSTEM  
ALTITUDE 561'  
CATERARY OVERHEAD  
PRIVATE FARM ROAD  
29.3 MILES FLAG STOP UELSMANN  
PRIVATE FARM ROAD  
WOODEN GATE  
BLOCK SIGNAL  
TELEPHONE BOOTH

ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY  
2-LANE CONCRETE HIGHWAY  
SCHOOL  
CURVE  
CREATED SCENE  
AC-SP  
W

MILAGE MILEAGE ST. LOUIS 57-29  
SIGNALS  
SCHOOL  
WORREN  
HAMEL  
INTER-URBAN RATE  
BARBER SHOP SIGN ATTACHED TO TROLLEY POLE  
METAL PIPE CULVERT  
POND  
12

REFER TO RATE ON HAMEL FOR DETAILS.  
HAMEL





# HAMEL

MADISON COUNTY, ILLINOIS.  
A NON-INTEGRATED CROSS ROADS  
COMMUNITY.

INTER-URBAN RATE

★ I.T.S SPEED RESTRICTION  
15 MILES PER HOUR  
THROUGH CROSS ROADS

HAMEL DEPOT & DISCONTINUED SUB-STATION  
(AGENT) STRUCTURE BUILT PARALLEL TO TRACK  
ON DEPOT 28.5 MILES

2-HIGHWAY WARNING SIGNALS

ALLEN AVE.

STREET

PRIVATE DRIVEWAY  
RES.

PRIVATE  
RESIDENCE

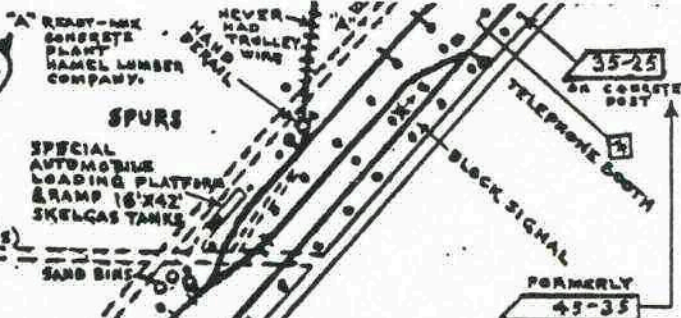
PRIVATE FARM  
PRIVATE ROAD

GRAVEL BALLAST  
ON FILLING

BLOCK SIGNAL  
CURVE

ILLINOIS  
TRACTION SYSTEM  
EDWARDSVILLE

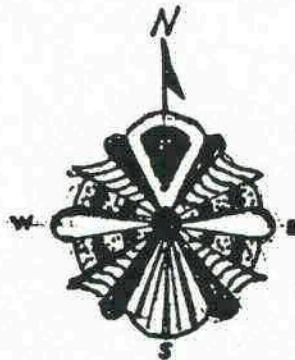
13



ELEVATOR  
10,000 BUSHELS  
HAMEL  
CO-OPERATIVE  
GRAIN CO.

ALTON ROAD

ILLINOIS STATE ROAD No. 160  
(3-LANE CONCRETE)



**St. LOUIS & NORTH EASTERN RAILWAY** INCORPORATED  
IN ILLINOIS DECEMBER 22, 1904. PORTIONS OF THIS ROAD  
DEEDED AS FOLLOWS:—

TO TRI-CITY TRACTION DECEMBER 21, 1907  
TO St. LOUIS & STAUNTON RAILWAY DECEMBER 21, 1907  
BALANCE TO  
St. LOUIS, SPRINGFIELD & PEORIA RAIL ROAD  
JANUARY 8, 1910.

St. LOUIS & NORTH EASTERN RLY. RIGHT-OF-WAY WAS PARALLELED  
BY AN ADJOINING St. LOUIS & STAUNTON RLY. RIGHT-OF-WAY  
WHICH ACCOUNTS FOR EAST POLES SPACED OUTWARDS  
TO PERMIT INSTALLATION OF DOUBLE TRACKS.

REFER TO PLATE 12-A FOR DETAILS OF HAMEL.  
ILLINOIS TRACTION SYSTEM WAS CONSTRUCTED  
ENTIRELY ON PRIVATE RIGHT-OF-WAY HAVING  
BEEN BUILT LONG BEFORE THE PARALLELING  
2-LANE CONCRETE HIGHWAY—U.S. HWY. NO. 66, NOW ILLS.  
STATE ROAD NO. 157. THUS THE INTER-URBAN HAD  
STONE BALLAST, TIE-PLATES & CATENARY OVERHEAD  
TROLLEY WIRE FOR HIGH-SPEED OPERATION SO  
I.T.S WAS NOT A "ROAD-SIDE TROLLEY."

HAMEL SIDING SPURS, HERN SIDING, MAME CROSSING  
SIDING & GRAINEY SIDING ALL HAD TEMPORARY  
OUT-OF-DOORS CONCRETE MIXING PLANTS FOR THE  
CONSTRUCTION OF THE NEW DIVIDED LANES SUPER  
HIGHWAY—INTERSTATE NO. 55. I.T.S. HAULED SAND,  
CEMENT, GRAVEL AND CRUSHED STONE. WATER WAS  
PROBABLY HAULED ALSO. CONCRETE, THE FINISHED  
PRODUCT, WAS THEN CARRIED BY HWY. TRUCKS TO  
VARIOUS POINTS AT CONSTRUCTION SITE.



TYPE OF ROAD WARNING  
SIGNAL AT HAMEL

## St. LOUIS & STAUNTON RAILWAY

St. LOUIS & NORTH EASTERN RAILWAY

# HAMEL



INTER-URBAN DETAIL RATE.

A CROSS-ROADS COMMUNITY NOT INCORPORATED. MADISON COUNTY, ILLINOIS. STREETS (EXCEPT ALLEN AVE.) DO NOT HAVE OFFICIAL NAMES BECAUSE THEY HAVE NOT BEEN FORMALLY DEDICATED TO THE PUBLIC.

THIS AREA HAS SEWERS, STREET LAMPS & A DISTRICT FIRE DEPARTMENT.

HAMEL SIDING WAS A DEAD-ENDED SPUR ALONG THE ELEVATOR. I.T.S. SPEED RESTRICTION: 15 M.P.H. ★ Through the cross roads.

DRIVEWAYS TO THE BUSINESS ESTABLISHMENTS THAT LINE HWY. 66 & THE ALTON ROAD ARE OMITTED.

ALL STREETS ARE UNPAVED; OIL & CHATS OR TARTIA-UNLI NO KERBS OR SIDEWALKS.

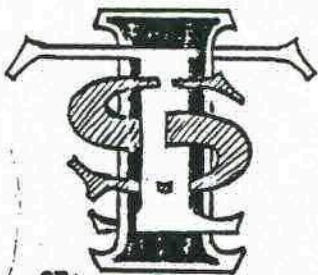
POST OFFICE FOR HAMEL IS WORDEN, ILLS. ALTHOUGH LETTERS MAILED IN HAMEL ARE CANCELLED "HAMEL".

A LARGE NUMBER OF NEW AUTOMOBILES ARE HAULED TO HAMEL BY I.T.S. THEN TRANSFERRED TO HIGHWAY TRUCKS FOR FURTHER DELIVERY.

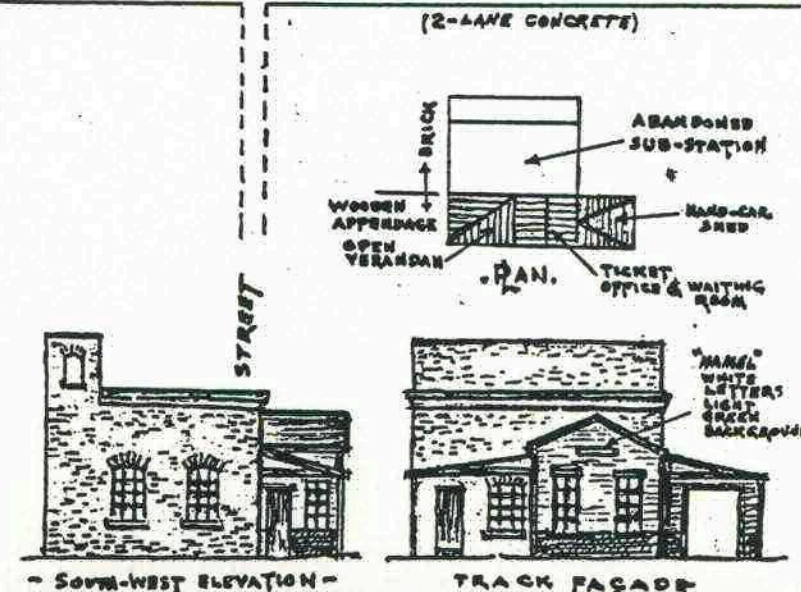
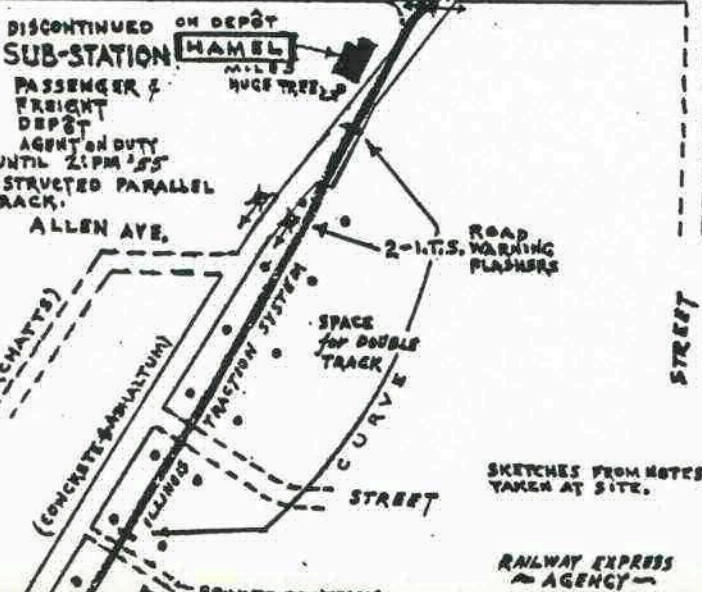
SPECIAL RAMP & DOCK 16' X 42' AN AUTOMOBILE LOADING & UNLOADING FACILITY. →

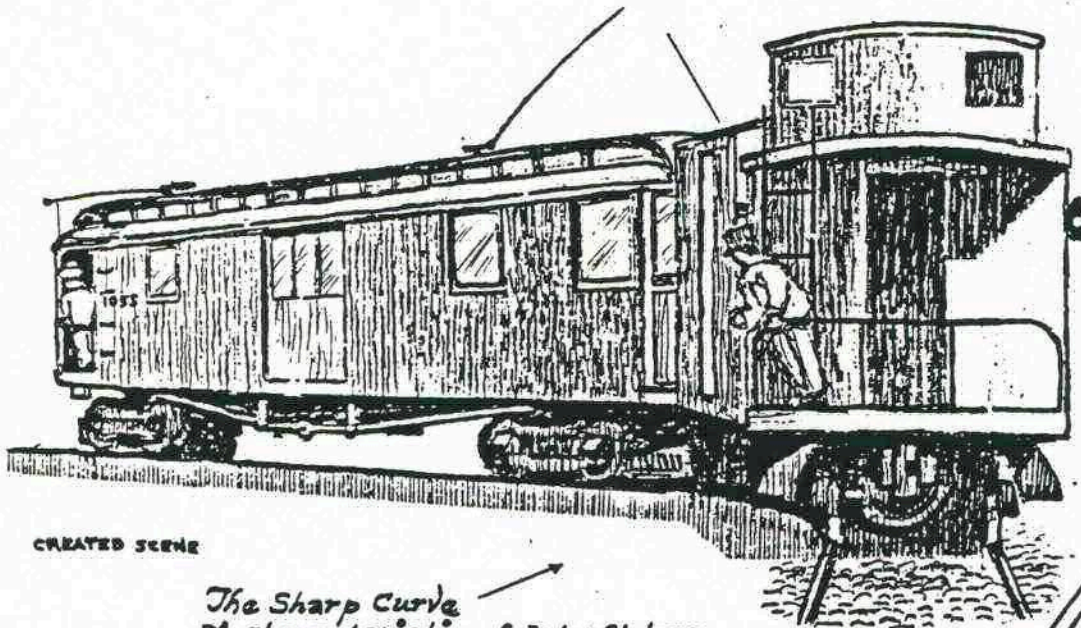


NOT DRAFTED TO SCALE  
 DATA: 1954  
 POLE COUN'



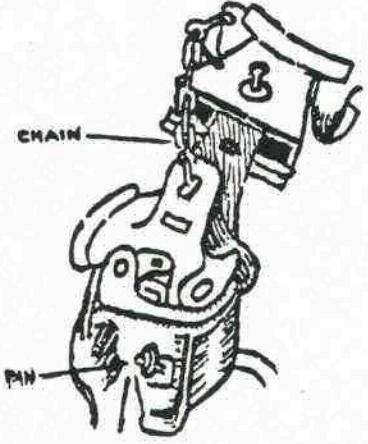
ST. LOUIS & NORTH EASTERN RAILWAY  
 (ST. LOUIS & STAUNTON RAILWAY)  
 ILLINOIS STATE ROAD No. 160



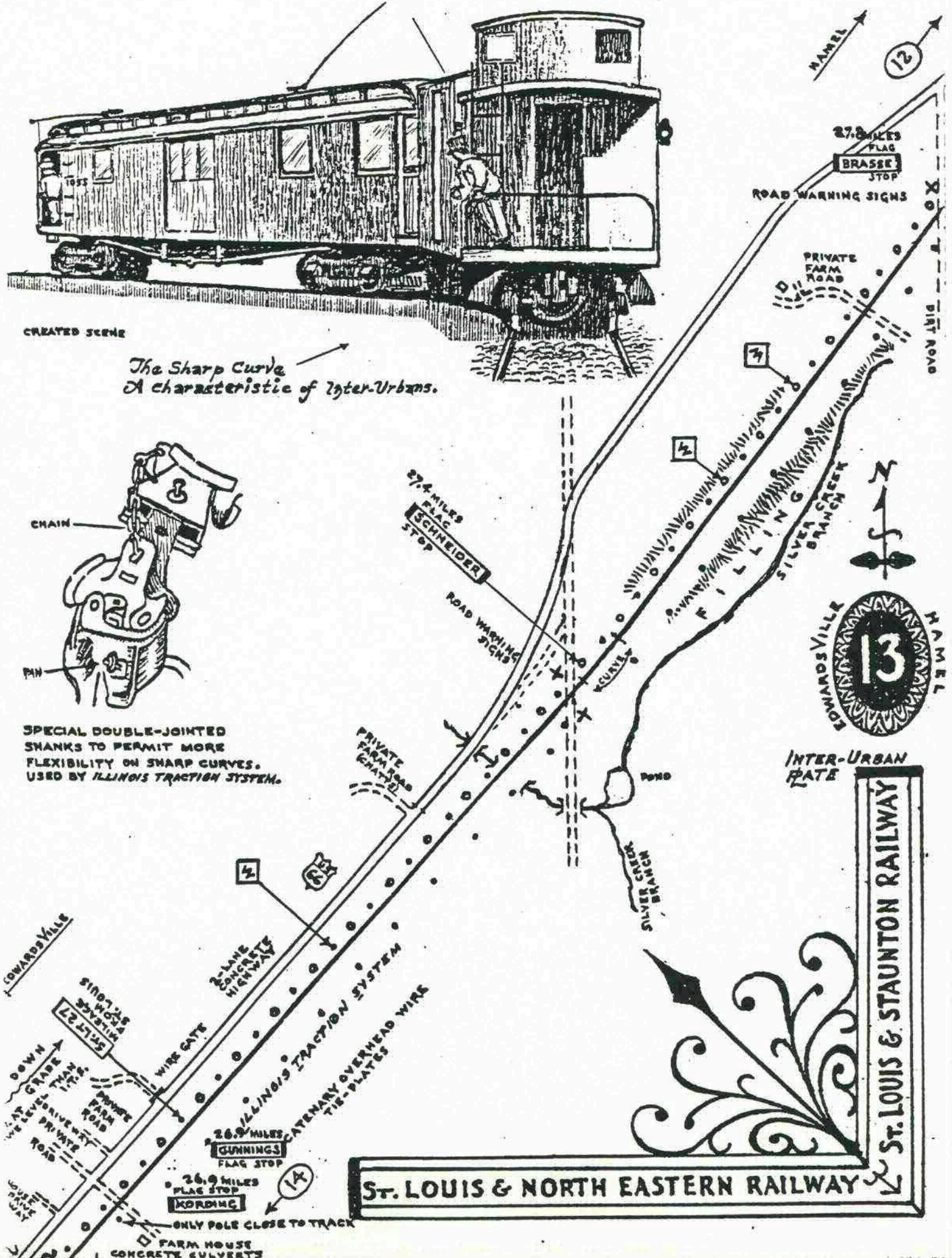


CREATED SCENE

*The Sharp Curve  
A characteristic of Inter-Urbans.*



SPECIAL DOUBLE-JOINTED SHANKS TO PERMIT MORE FLEXIBILITY ON SHARP CURVES. USED BY ILLINOIS TRACTION SYSTEM.



**ST. LOUIS & NORTH EASTERN RAILWAY**

**ST. LOUIS & STAUNTON RAILWAY**

INTER-URBAN RATE

MAMEL 12

EDWARDSVILLE 13 MAMEL

TOWARDS VILLE

DOWN GRADE AT LEVEL PRIVATE ROAD

ONLY POLE CLOSE TO TRACK FARM HOUSE CONCRETE CULVERTS

26.9 MILES KORDING FLAG STOP

26.9 MILES GUNNINGS FLAG STOP

27.4 MILES FLAG SCHNEIDER STOP

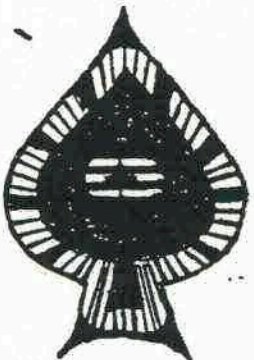
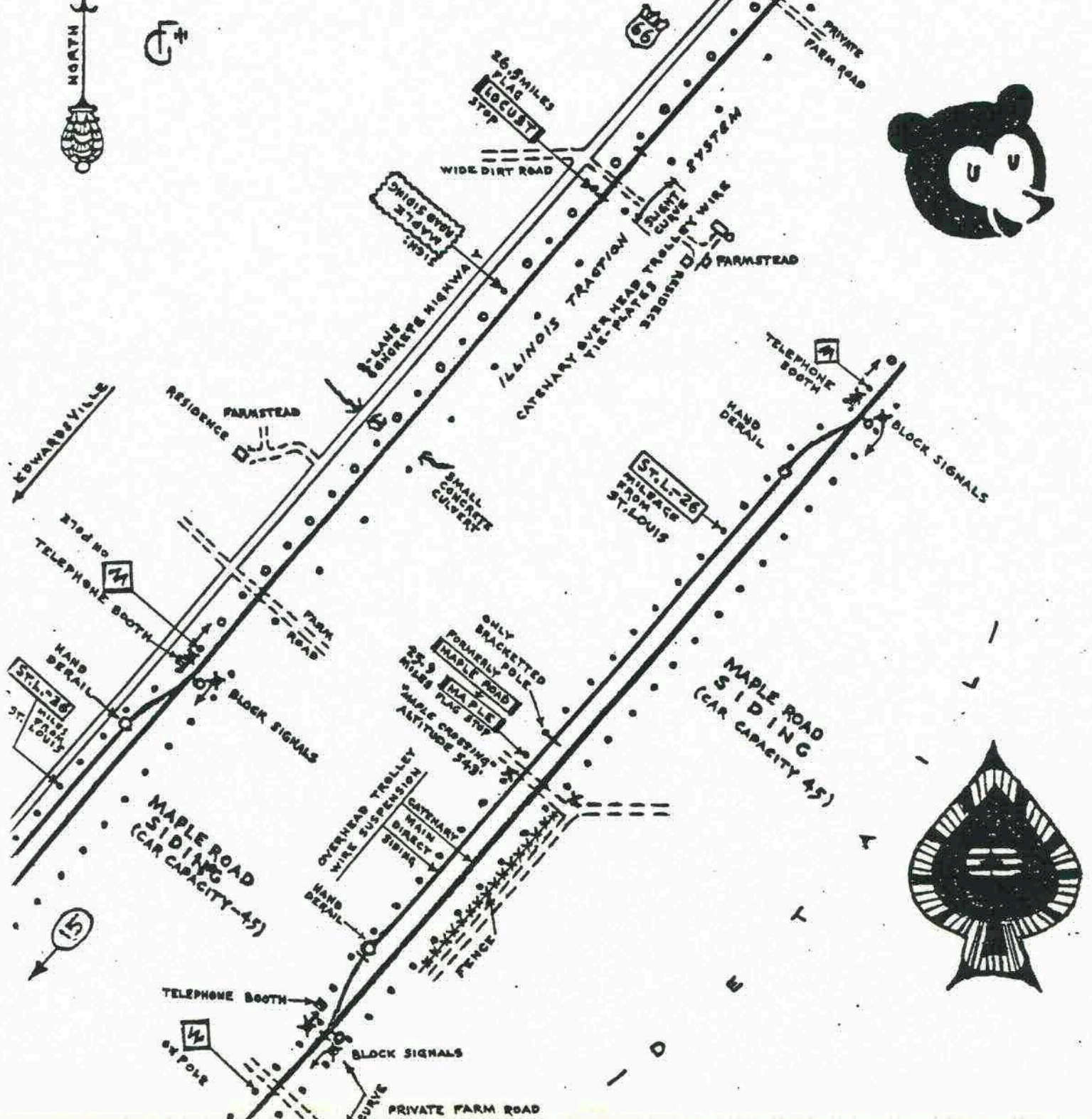
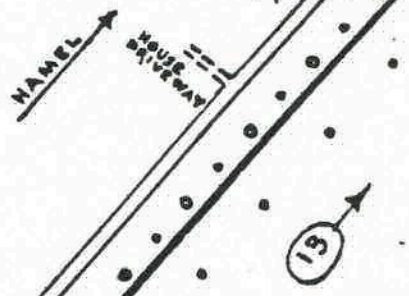
27.8 MILES FLAG BRASSER STOP



ST. LOUIS & NORTH EASTERN RAILWAY  
ST. LOUIS & STAUNTON RAILWAY



INTER-URBAN  
RATE



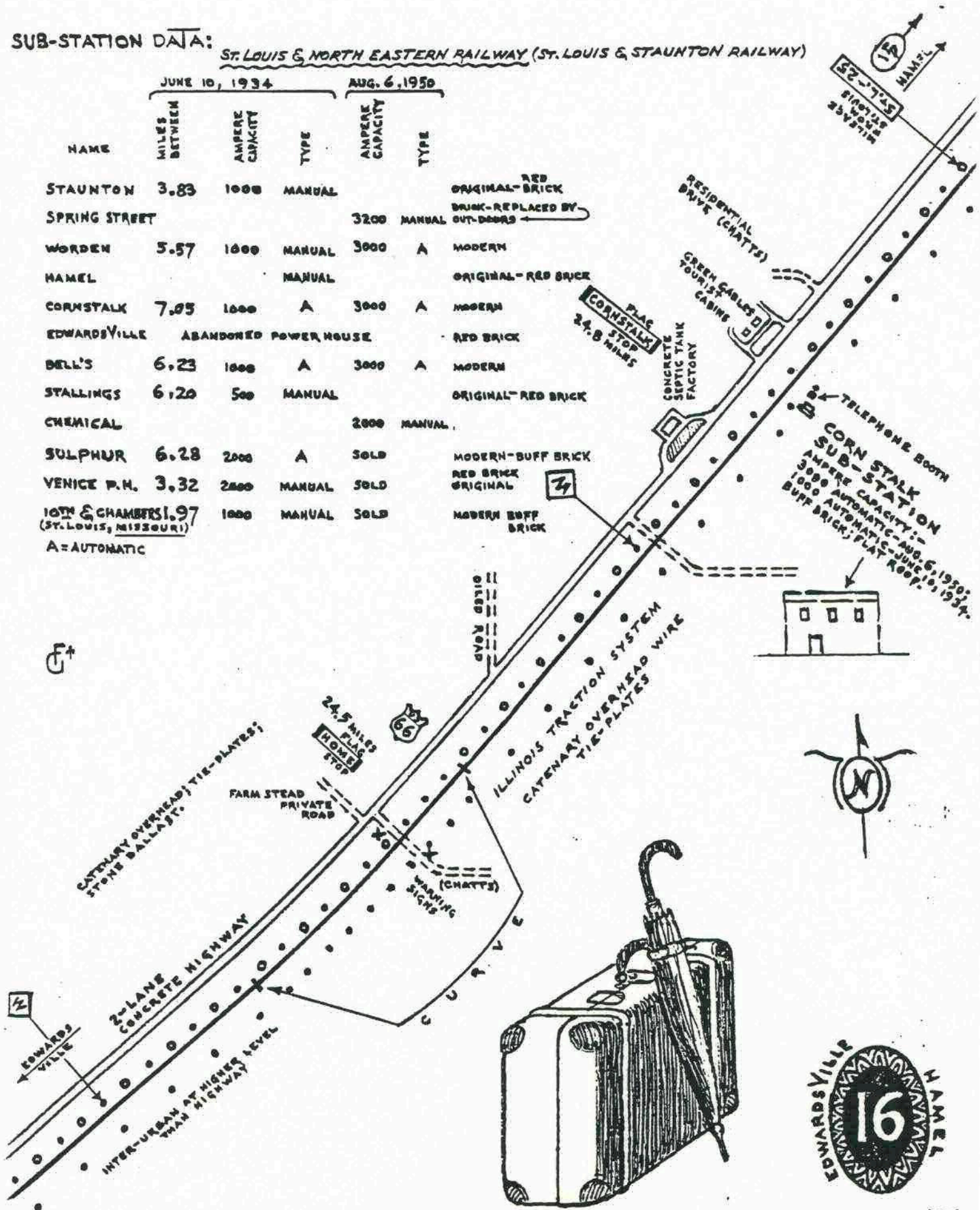


**SUB-STATION DATA:**

*ST. LOUIS & NORTH EASTERN RAILWAY (ST. LOUIS & STAUNTON RAILWAY)*

| NAME                                  | JUNE 10, 1934 |                 |                       | AUG. 6, 1950    |        |                             |
|---------------------------------------|---------------|-----------------|-----------------------|-----------------|--------|-----------------------------|
|                                       | MILES BETWEEN | AMPERE CAPACITY | TYPE                  | AMPERE CAPACITY | TYPE   |                             |
| STAUNTON                              | 3.83          | 1000            | MANUAL                |                 |        | ORIGINAL-RED BRICK          |
| SPRING STREET                         |               |                 |                       | 3200            | MANUAL | BRICK-REPLACED BY OUT-DOORS |
| WORDEN                                | 5.57          | 1000            | MANUAL                | 3000            | A      | MODERN                      |
| HAMEL                                 |               |                 | MANUAL                |                 |        | ORIGINAL-RED BRICK          |
| CORNSTALK                             | 7.05          | 1000            | A                     | 3000            | A      | MODERN                      |
| EDWARDSVILLE                          |               |                 | ABANDONED POWER HOUSE |                 |        | RED BRICK                   |
| BELL'S                                | 6.23          | 1000            | A                     | 3000            | A      | MODERN                      |
| STALLINGS                             | 6.20          | 500             | MANUAL                |                 |        | ORIGINAL-RED BRICK          |
| CHEMICAL                              |               |                 |                       | 2000            | MANUAL |                             |
| SULPHUR                               | 6.28          | 2000            | A                     | SOLD            |        | MODERN-BUFF BRICK           |
| VENICE P.H.                           | 3.32          | 2500            | MANUAL                | SOLD            |        | RED BRICK ORIGINAL          |
| 10TH & CHAMBERS (ST. LOUIS, MISSOURI) | 1.97          | 1000            | MANUAL                | SOLD            |        | MODERN BUFF BRICK           |

A=AUTOMATIC



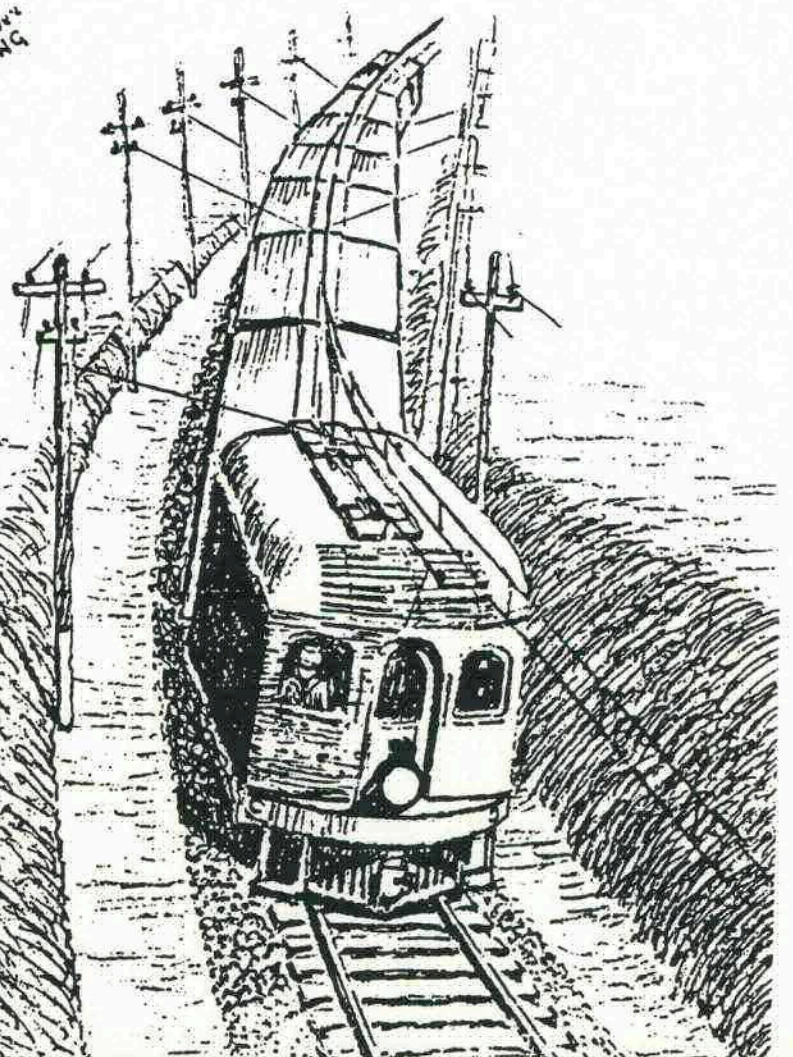
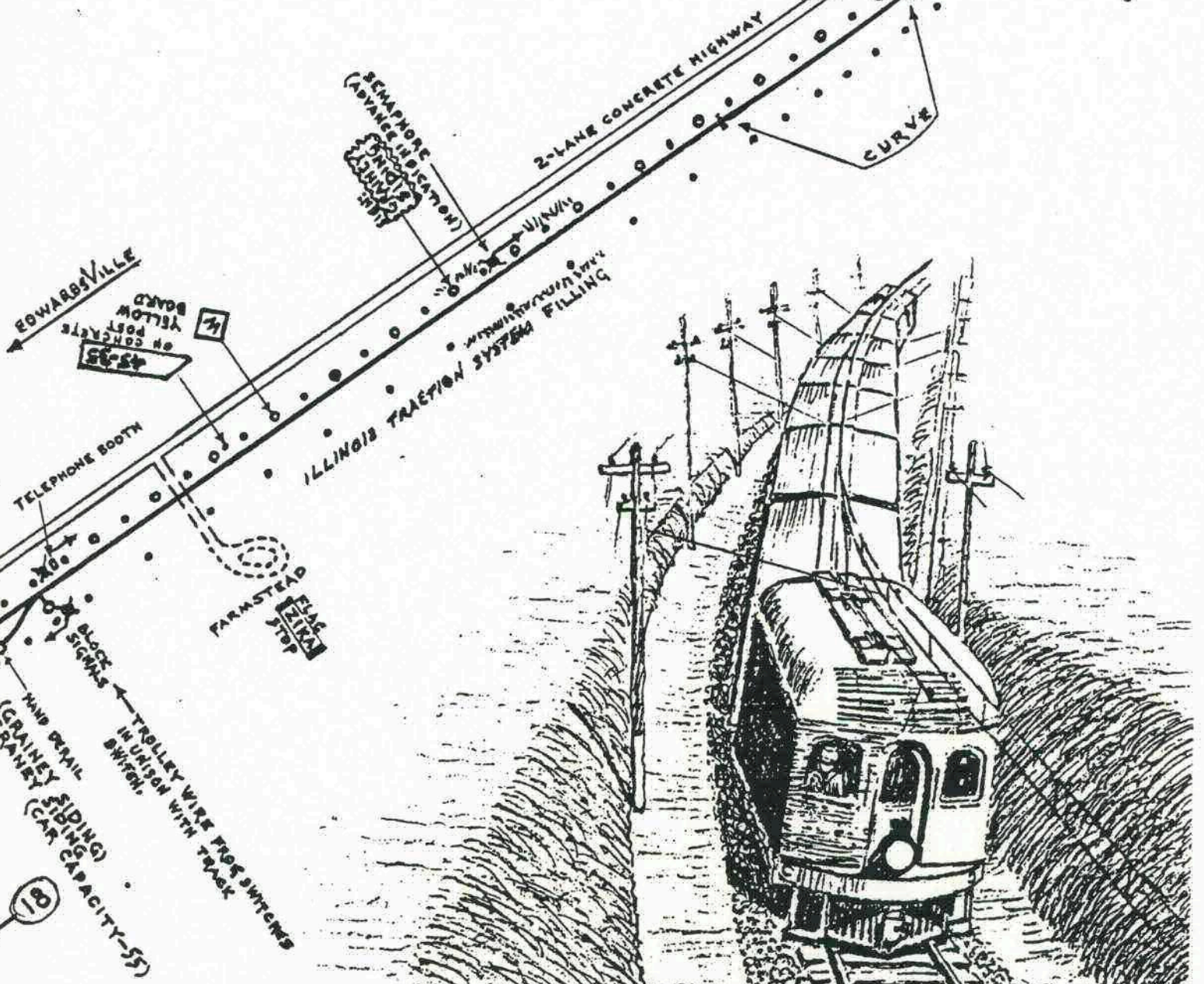
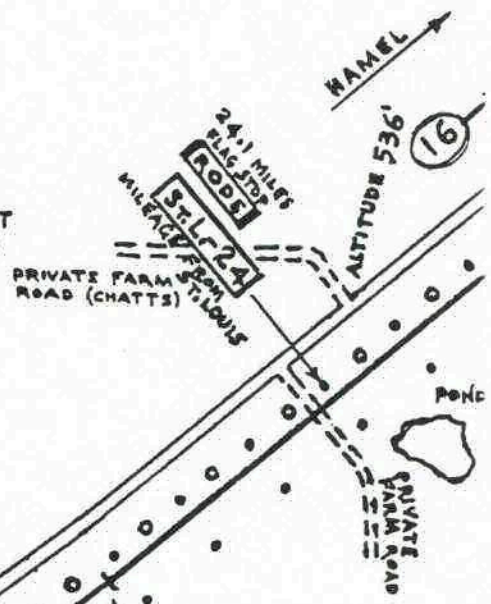
INTER-URBAN RATE



INTER-URBAN RATE

# ST. LOUIS & NORTH EASTERN RAILWAY ST. LOUIS & STAUNTON RAILWAY

SKETCH BELOW: CLASS 'B' LOCOMOTIVE ENTERING NORTH DECENT WABASH SUBWAY NORTH OF WORDEN WITH A CUT OF CARS GATHERING SPEED TO ASCEND UP-GRADE SOUTH APPROACH DESPITE A 15 M.P.H. RESTRICTION.



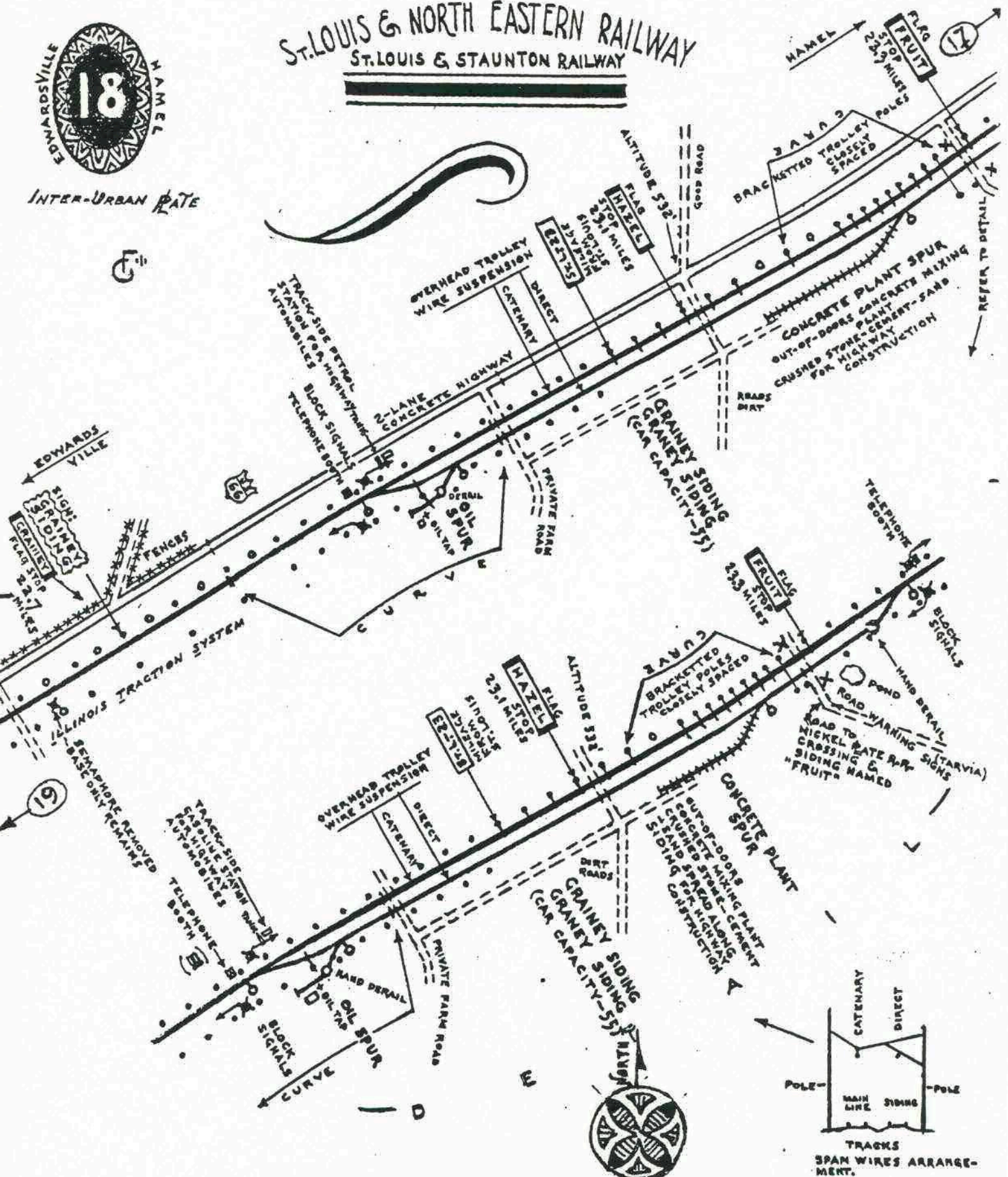
CREATED SCENE

# ST. LOUIS & NORTH EASTERN RAILWAY

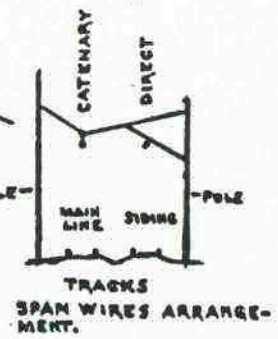
## ST. LOUIS & STAUNTON RAILWAY



INTER-URBAN RATE



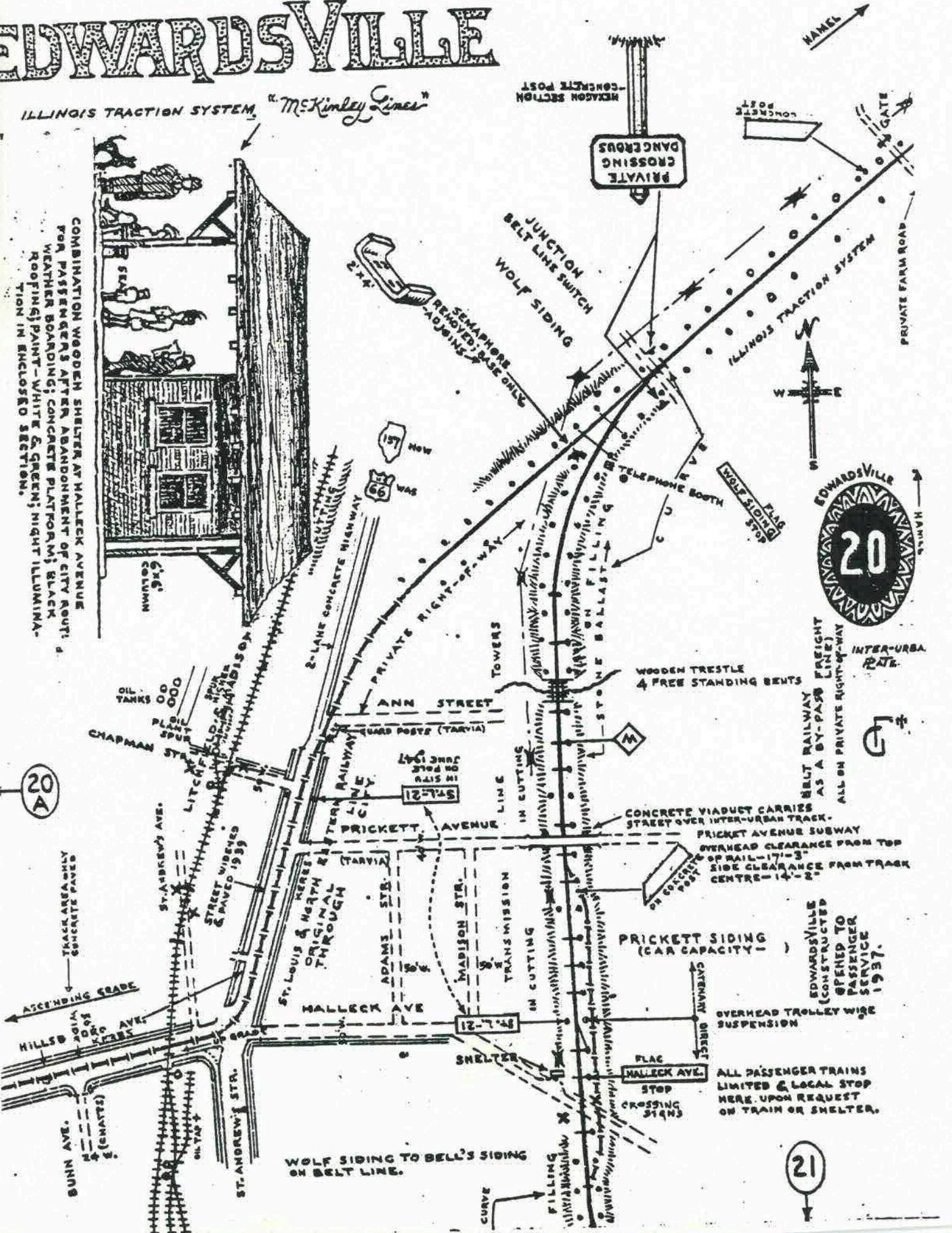
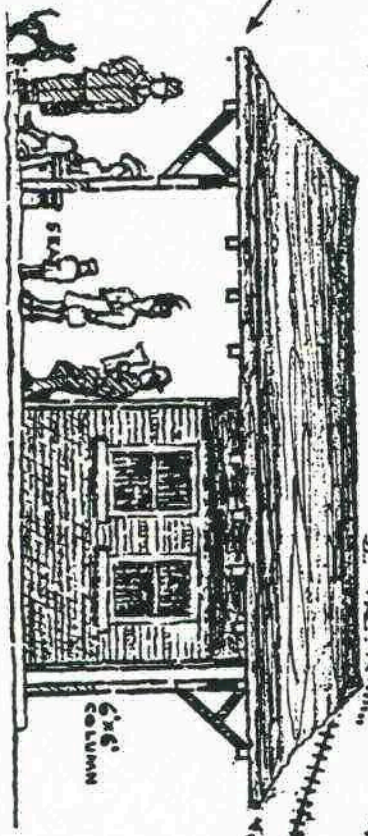
SPELLING: GRANEY-ILLINOIS TRACTION SYSTEM - ALWAYS  
 GRAINEY- U.S. GEOLOGICAL SURVEY-1927



# EDWARDSVILLE

ILLINOIS TRACTION SYSTEM "McKinley Lines"

COMBINATION WOODEN SHELTER AT HALLECK AVENUE FOR PASSENGERS AFTER ABANDONMENT OF CITY ROUTE. WEATHER BOARDING; CONCRETE PLATFORM; BLACK ROOFING; PAINT - WHITE & GREEN; NIGHT ILLUMINATION IN ENCLOSED SECTION.



INTER-URBAN RATE





EDWARDSVILLE, COUNTY SEAT OF MADISON.  
 ALTITUDE 554 FEET ABOVE DATUM AREA-5.5 SQUARE MILES.

POPULATION  
 1890-3,561  
 1900-4,157  
 1910-5,014  
 1920-5,396  
 1930-6,235  
 1940-8,008  
 1950-13,459  
 PARTS OF  
 EDWARDSVILLE  
 TOWNSHIP  
 ANNEXED  
 1946-47

NEW COURT HOUSE OPENED  
 DEC. 18, 1915.  
 OLD COURT HOUSE RAZED  
 FEB. 18, 1914

EDWARDSVILLE, ALTON & ST. LOUIS RAIL ROAD  
 "ALLEN LINE" purchased by ALTON, GRANITE  
 & ST. LOUIS TRACTION

ST. LOUIS & NORTH EASTERN RAILWAY  
 THIS PORTION DEEDED TO  
 TRICITY TRACTION DEC. 21, 1907  
 TO ST. LOUIS, SPRINGFIELD & PEORIA  
 RAIL ROAD JAN. 8, 1910.

ST. LOUIS & SPRINGFIELD ELECTRIC RY. CO.  
 LAY TRACKS IN EDWARDSVILLE  
 FOR I.T.S. (A CONSTRUCTION COMPANY)

TOWN &  
 INTER-URBAN MAP

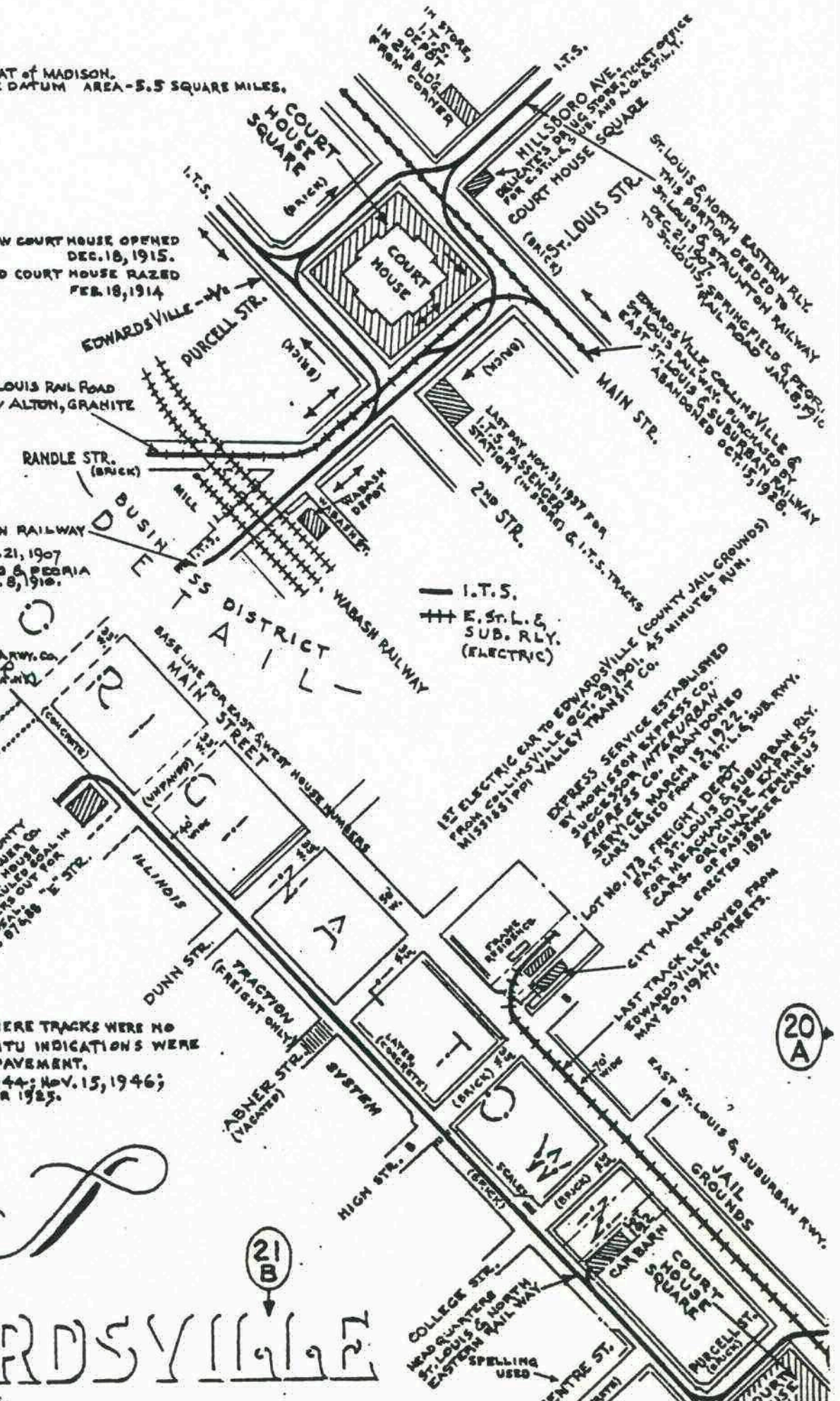


IN AREAS WHERE TRACKS WERE NO  
 LONGER IN SITU INDICATIONS WERE  
 EVIDENT IN PAVEMENT.  
 DATA: MAY 1944; NOV. 15, 1946;  
 SUMMER 1945.



# EDWARDSVILLE

MADISON COUNTY, ILLINOIS.

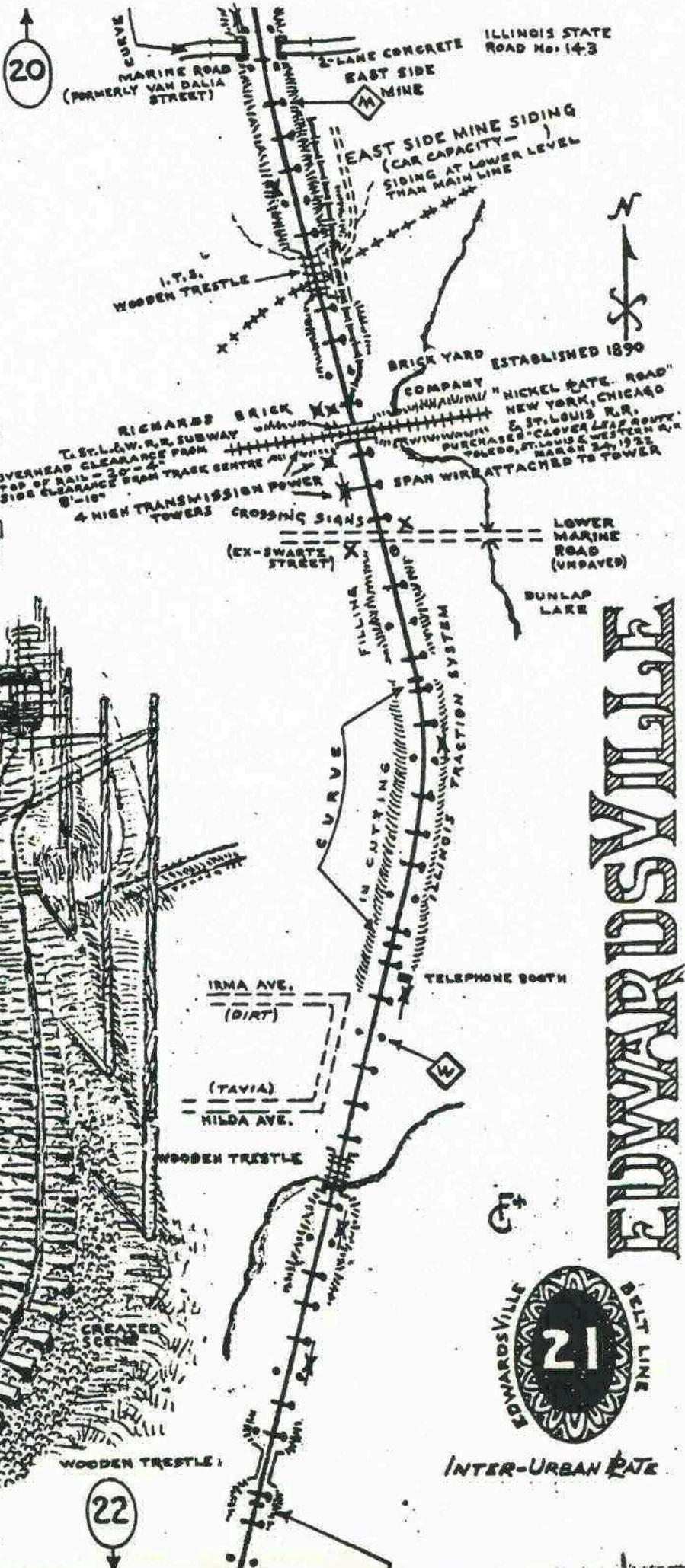
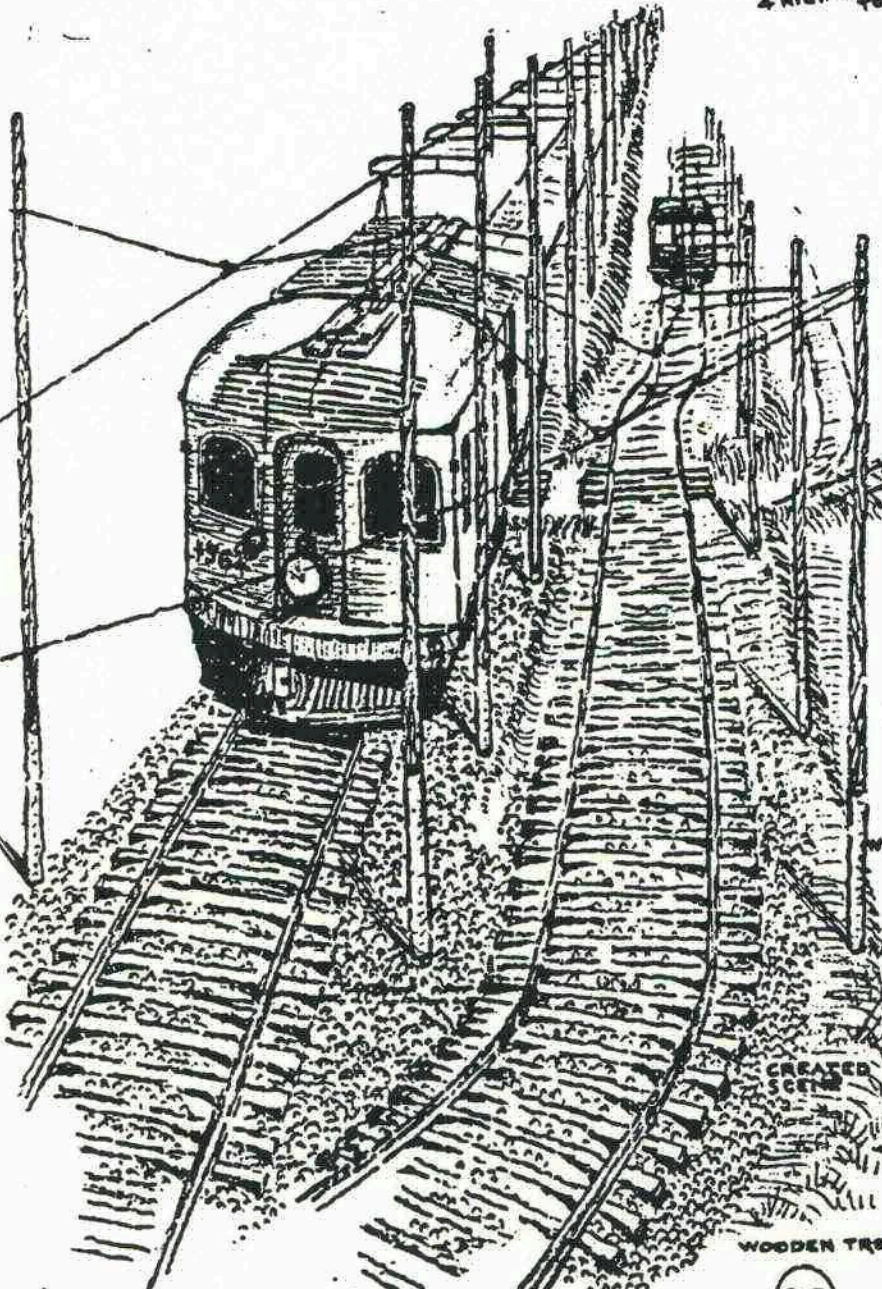


# EDWARDSVILLE BELT RAILWAY

THE DANVILLE & EDWARDSVILLE TERMINAL RAIL ROAD

OVER HEAD TROLLEY WIRE SUSPENSION DIRECT.

BELT LINE JUNCTURE WITH DESCENDING EAST MINE TRACK  
VIEW-POINT GIVES IMPRESSION OF A "FOREST" OF TROLLEY POLES.  
BIRD'S-EYE VIEW.



20

21  
A

22

ILLINOIS STATE ROAD No. 143

# EDWARDSVILLE



INTER-URBAN RATE

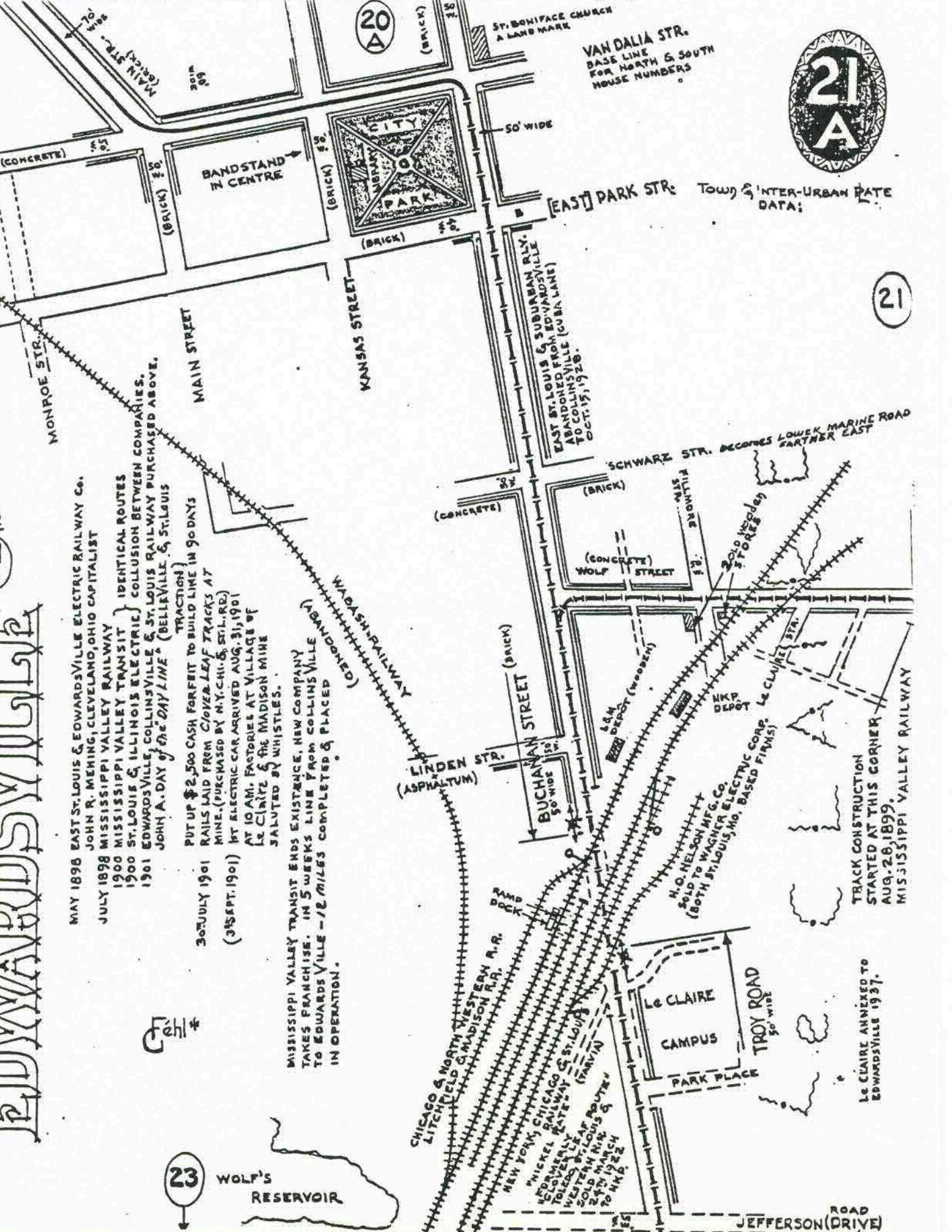
# EDWARDSVILLE

MAY 1898 EAST ST. LOUIS & EDWARDSVILLE ELECTRIC RAILWAY Co.  
 JOHN R. MEHING, CLEVELAND, OHIO CAPITALIST  
 JULY 1898 MISSISSIPPI VALLEY RAILWAY  
 1900 MISSISSIPPI VALLEY TRANSIT  
 1900 ST. LOUIS & ILLINOIS ELECTRIC COLLUSION BETWEEN COMPANIES.  
 1901 EDWARDSVILLE, COLLINSVILLE & ST. LOUIS RAILWAY PURCHASED ABOVE.  
 JOHN A. DAY of the DAY LINE\* (BELLEVILLE & ST. LOUIS TRACTION)

30 JULY 1901 PUT UP \$2,500 CASH FOR FEE TO BUILD LINE IN 90 DAYS  
 RAILS LAID FROM COVER-LEAF TRACKS AT MINE. (PURCHASED BY N.Y. CHICAGO & ST. LOUIS)  
 AT 10 AM. FACTORIES AT VILLAGE OF Le Claire & the MADISON MINE SALUTED BY WHISTLES.

MISSISSIPPI VALLEY TRANSIT ENDS EXISTENCE. NEW COMPANY TAKES FRANCHISE. IN 5 WEEKS LINE FROM COLLINSVILLE TO EDWARDSVILLE - 12 MILES COMPLETED & PLACED IN OPERATION.

CHICAGO & NORTH WESTERN R.R.  
 LITCHFIELD & MADISON R.R.  
 NEW YORK, CHICAGO & ST. LOUIS RAILWAY (PARVIN)  
 NICKEL RAILWAY  
 FORMERLY RAILWAY  
 TOLEDO & CINCINNATI  
 WESTERN RAILWAY  
 SOLD TO N.Y. CHICAGO & ST. LOUIS  
 25th MARCH 1922  
 TO N.Y. CHICAGO & ST. LOUIS



21

23

WOLF'S RESERVOIR

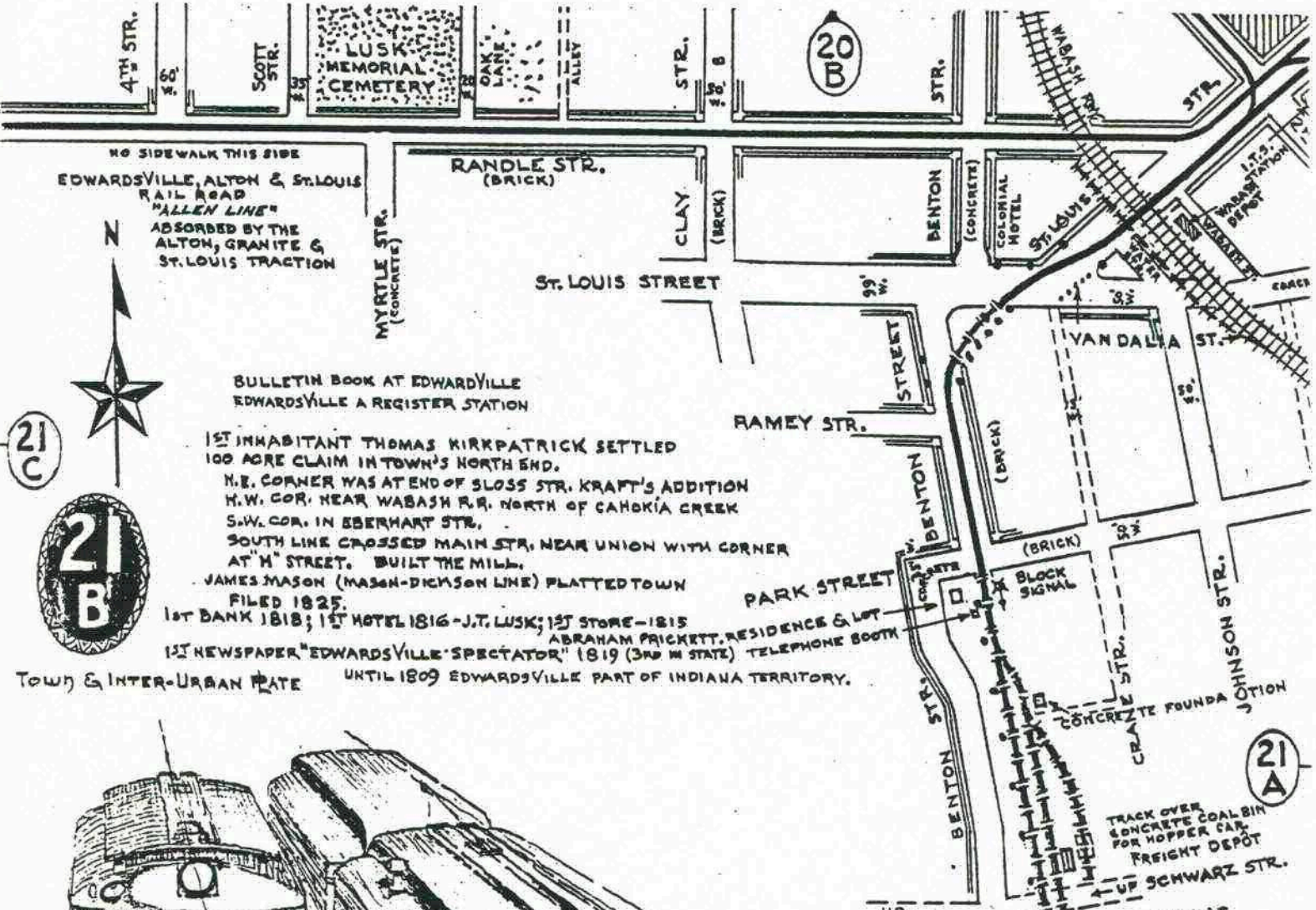
VAN DALIA STR.  
 BASE LINE FOR NORTH & SOUTH HOUSE NUMBERS

TOWN & INTER-URBAN RATE DATA:

TRACK CONSTRUCTION STARTED AT THIS CORNER AUG. 28, 1899. MISSISSIPPI VALLEY RAILWAY

Le CLAIRE ANNEXED TO EDWARDSVILLE 1937.

ROAD JEFFERSON (DRIVE)



21 C

21 B

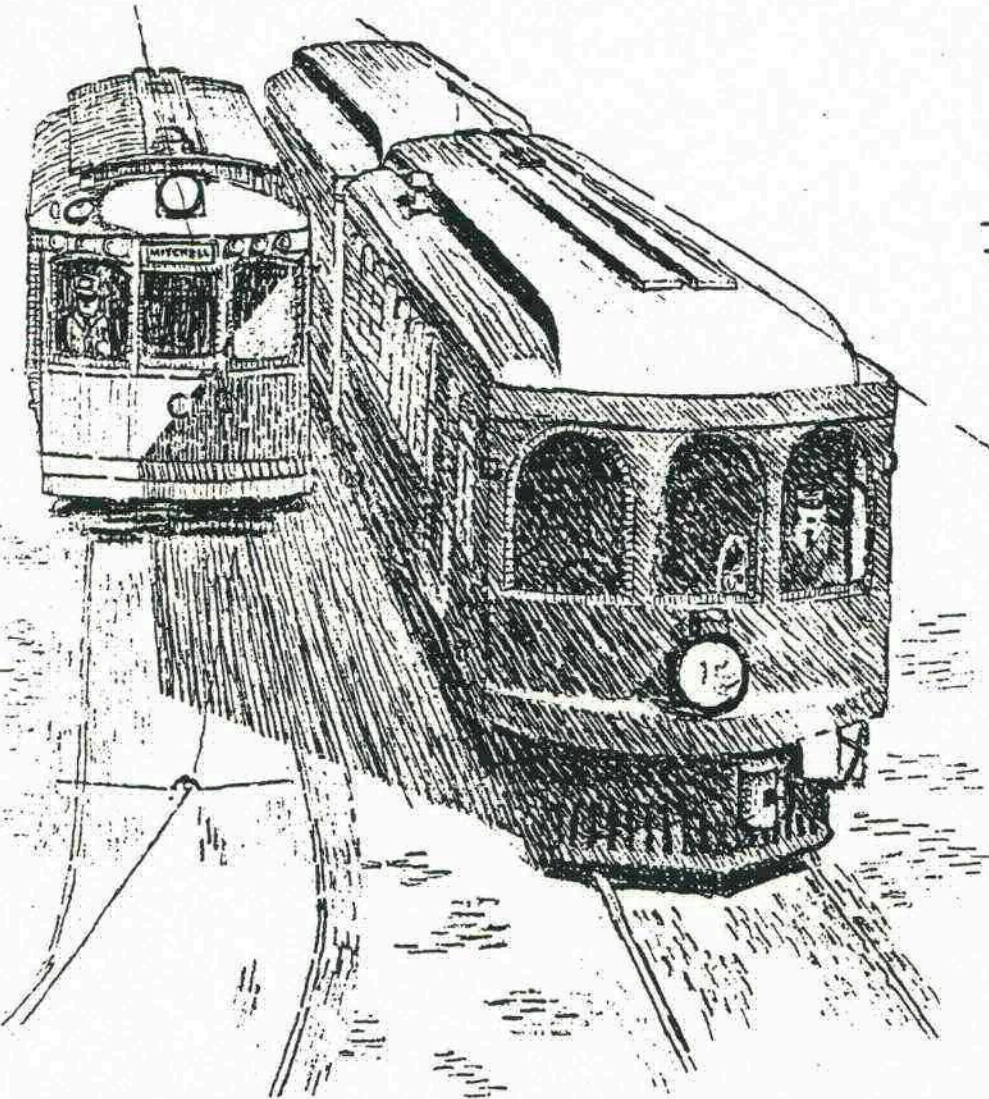
21 A

NO SIDEWALK THIS SIDE  
EDWARDSVILLE, ALTON & ST. LOUIS  
RAIL ROAD  
"ALLEN LINE"  
ABSORBED BY THE  
ALTON, GRANITE &  
ST. LOUIS TRACTION

BULLETIN BOOK AT EDWARDSVILLE  
EDWARDSVILLE A REGISTER STATION

1ST INHABITANT THOMAS KIRKPATRICK SETTLED  
100 ACRE CLAIM IN TOWN'S NORTH END.  
N.E. CORNER WAS AT END OF SLOSS STR. KRAFT'S ADDITION  
N.W. COR. NEAR WABASH R.R. NORTH OF CAHOKIA CREEK  
S.W. COR. IN EBERHART STR.  
SOUTH LINE CROSSED MAIN STR. NEAR UNION WITH CORNER  
AT "M" STREET. BUILT THE MILL.  
JAMES MASON (MASON-DICKSON LINE) PLATTED TOWN  
FILED 1825.  
1ST BANK 1818; 1ST HOTEL 1816 - J.T. LUSK; 1ST STORE - 1815  
ABRAHAM PRICKETT, RESIDENCE & LOT  
1ST NEWSPAPER "EDWARDSVILLE SPECTATOR" (1819 (3RD IN STATE) TELEPHONE BOOTH  
UNTIL 1809 EDWARDSVILLE PART OF INDIANA TERRITORY.

TOWN & INTER-URBAN RATE



CREATED SCENE  
SITUATION AT COURT HOUSE SQUARE - ST. LOUIS STREET.

ORIGINAL ROUTE THROUGH EDWARDSVILLE.  
ST. LOUIS & NORTH EASTERN RAILWAY, THIS PORTION  
BECAME TRI-CITY TRACTION, DEC. 21, 1907.  
ABANDONED DEC. 15, 1937. ALL TRAINS THEREAFTER  
ROUTED OVER BEST LINE.

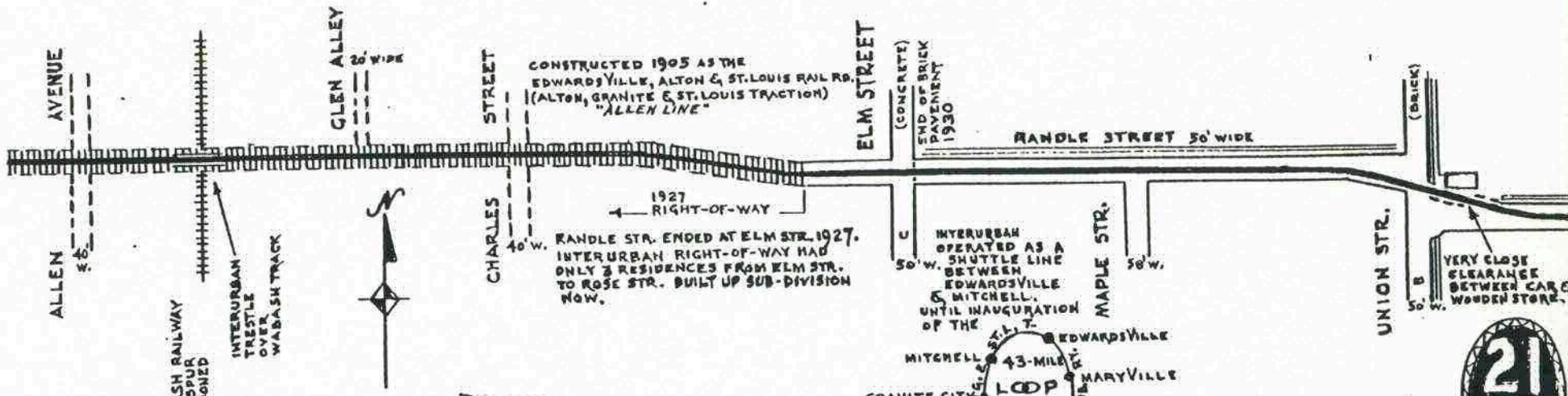
HOTZ SIDING  
(CAPACITY  
13 CARS)

ILLINOIS TRACTION SYSTEM

1ST CAR EDWARDSVILLE-TO GRANITE CITY JAN. 29, 1906.  
1ST CAR EDWARDSVILLE-TO ST. LOUIS, MO. OVER MCKINLEY  
(TRIAL RUN) BRIDGE SEPT. 19, 1910.

EDWARDSVILLE  
MADISON COUNTY, ILLINOIS.

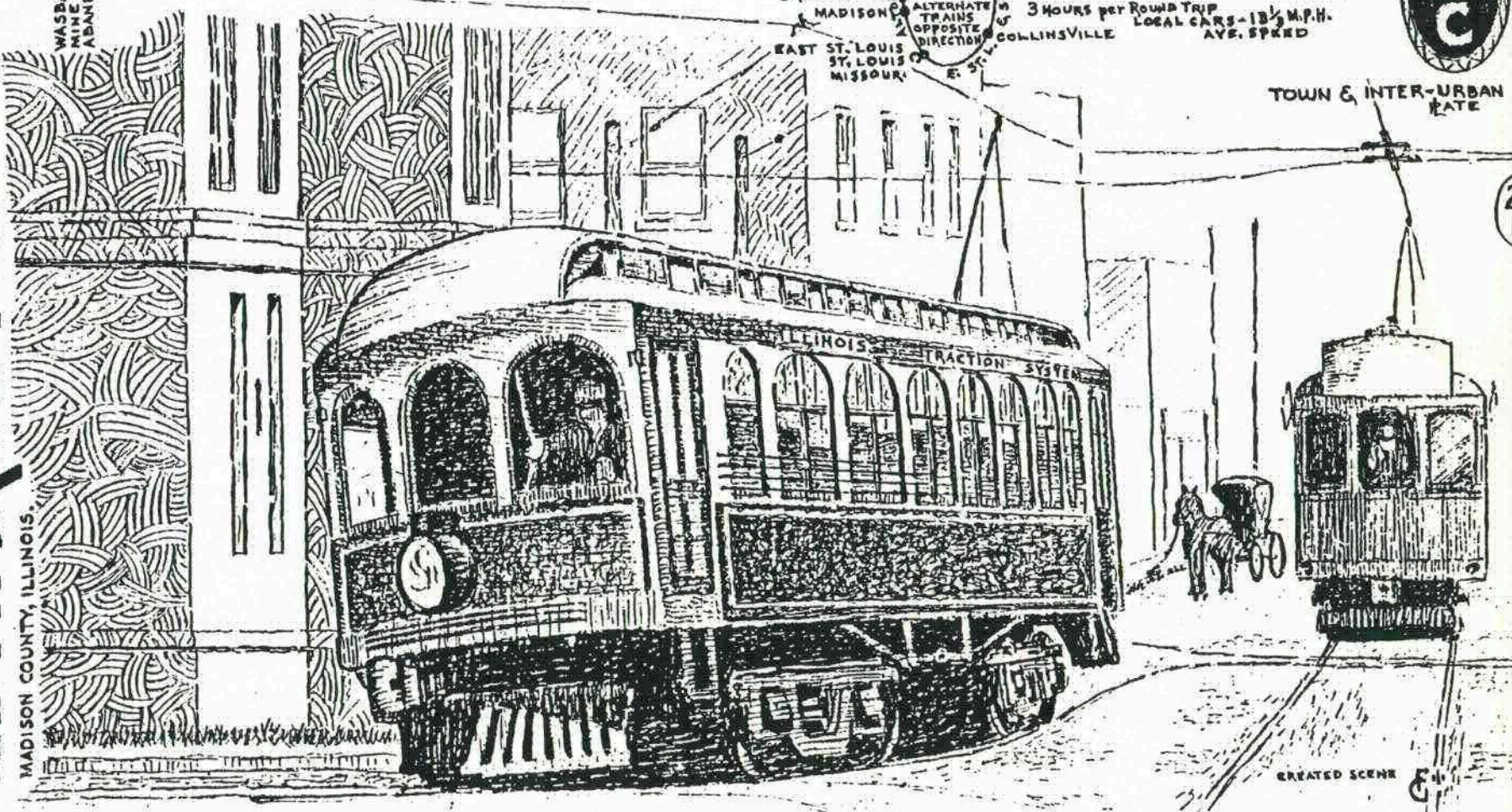
24



21 D

# EDWARDSVILLE

MADISON COUNTY, ILLINOIS.



S.E. CORNER COURT HOUSE SQUARE

CREATED SCENE

# EDWARDSVILLE

MADISON COUNTY, ILLINOIS.



ALLEN LINE LAST ELECTRIC RAILWAY ADVENTURE OF FRED ALLEN, ST. LOUIS CAPITALIST, WHO BUILT MOST OF THE TRI-CITIES TROLLEY LINES.

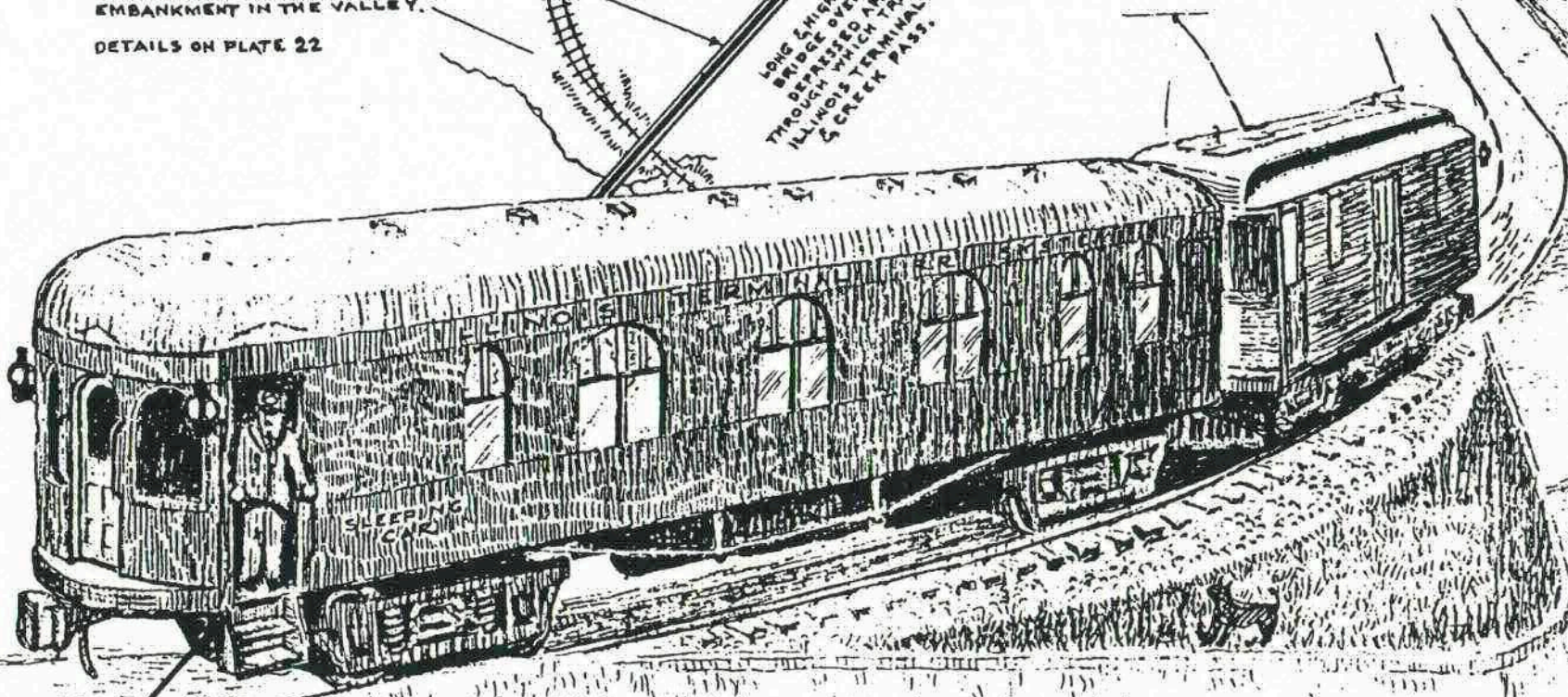
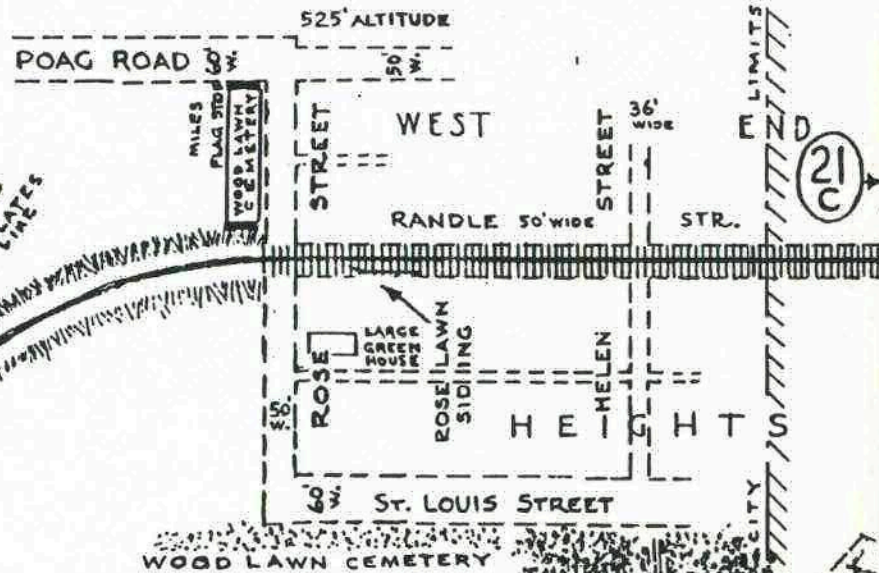
## TOWN & INTER-URBAN PLATE DATA

23' clearance over ILLS. TERM'L. R.R.  
 STEEL VIADUCT 1,100 FT. IN LENGTH.  
 MIDDLE BRIDGE SPAN 150 FEET.  
 THE ONLY EXPENSIVE ITEM ON THE LINE.  
 ILLINOIS TERMINAL R.R. ON 31' EMBANKMENT IN THE VALLEY.  
 DETAILS ON PLATE 22

ILLINOIS TERMINAL RAIL ROAD (STREAM)

TO MITCHELL FOR TRANSFER TO TRAINS FOR ALTON AND ST. LOUIS. LATER THROUGH LOOP CARS. SINGLE TRACK LINE EDWARDSVILLE, ALTON & ST. LOUIS RAIL ROAD (ALTON, GRANITE & ALLEN LINES) TRACTION PLATES OF THIS LINE

LONG HIGH STEEL BRIDGE OVER DEPRESSED AREA THROUGH WHICH TRACK OF ILLINOIS TERMINAL R.R. (STREAM) & CREEK PASS.



CREATED SCENE 11

← ST. LOUIS STR.

↘ S. DENTON STR.



INTER-URBAN RATE



C. 10' CONCRETE BOX CULVERT

21

MILEAGE FROM ST. LOUIS ST. L-20

CINDER

NEW RESIDENCES

BALLAST

ELECTRICAL POWER TRANS. LINE

CURVE

23



YARD LIMIT

WHITE + BLACK LETTERS & BORDER CONCRETE POST

JEFFERSON DRIVE

ILLINOIS TRACTION SYSTEM  
BELT LINE

HIGH SCHOOL

FRANKLIN AVE.

EMERSON STREET

MADISON AVE. (TARVIA) CROSSING SIGNALS

SEMAPHORE REMOVED BASE ONLY CROSSING SIGNALS (TARVIA)

ALTON AND SOUTHERN R. R.

# ILLINOIS TERMINAL

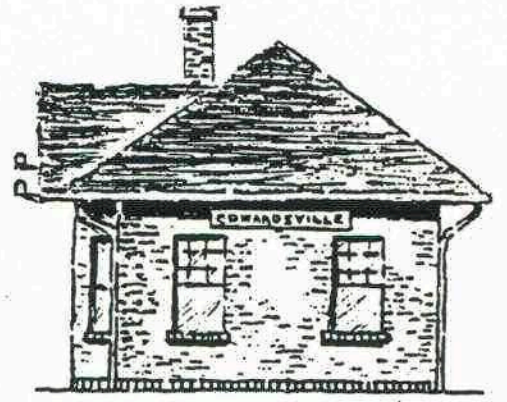
STEAM LINES

PASSENGER BELT LINE OPENED 1937 FOR PASSENGER SERVICE. EDWARDSVILLE STATION - RED BRICK; LAID SOLDIER COURSE AT GROUND LEVEL. BRICK SILLS; WOODWORK ALL GREEN PAINTED EXCEPT WHITE DOOR PANELS. GREENISH-BLACK ROOF. AGENT'S SIGNALS



LUGGAGE & EXPRESS DOOR

TRACK-SIDE FAÇADE



EAST ELEVATION

# EDWARDSVILLE

INTER-LOCKING TOWER



21 A

EDWARDSVILLE STREETS ORIGINALLY DIRT, LATER ABOUT 20 MILES OF BRICK PAVEMENT THEN CONCRETE & ASPHALTUM.

N. G. NELSON MFG. MOVED FROM ST. LOUIS TO EDWARDSVILLE

INTER-URBAN RATE DATA:

L.S.M.R.R. GROUNDS

LITCHFIELD & MADISON RAIL ROAD

NEW YORK, CHICAGO, MILWAUKEE & ST. LOUIS RAILWAY  
PURCHASED MARCH 25, 1923  
CROSSING ROAD, ST. LOUIS & WESTERN RAILWAY

ILL. TERM'L. CONNECTION

ILLINOIS TERMINAL R.R. (STEAM)

INTER-LOCKING STAMPING

SPRY SHED  
MACHINE SHOP  
RUNNING REPAIRS

BLACK SIGNAL

DIESEL LOCOMOTIVE OIL TANK STATION  
TRAFFIC LOWER LEVEL TRAIN  
CROSSING ROAD, ST. LOUIS & WESTERN RAILWAY  
LONGFELLOW AVE.

GATE CRANKING FENCE  
SKELETON HORIZONTAL TANKS & OFFICE BLDG.  
FORMERLY A COAL YARD  
NEW STATION OPENED DEC. 1, 1937

FRANKLIN (TARVIA)

STORAGE TRACK FOR TROLLEY

MEKINLEY (TARVIA)

1ST AVE

CONCRETE PLATFORM CURVE

ON STATION 58 W. ST. LOUIS

EDWARDSVILLE ROAD BRIDGE

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

SECTION INSULATOR

LINCOLN ROAD (NELSON) (TARVIA) AVE.

HALF TROY ROAD (TARVIA)

50' WIDE (CONCRETE) 1946

AT FIRST 2-LANE CONCRETE ROADWAY ON WEST SIDE

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

CITY ROUTE ILL. STATE ROAD ROAD NO. 159

HOLYOKE ROAD

I.T.S. INTER-URBAN STATION NO. 1403 TROY ROAD  
OPENED DEC. 1, 1937

WOODEN ROAD PLANK ROAD & SIDE WALK AT TRACK CROSSING

ROAD BLOCK SIGNAL

HADLEY (TARVIA)

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

50' W.

LE CLAIRE

22

21 A

# EDWARDSVILLE

I.T.S. LE CLAIRE YARD (BULLETIN BOOK)

EDWARDSVILLE BELT RAILWAY (THE DANVILLE & EDWARDSVILLE RAIL ROAD)

AT STATION: SIGNAL

DISMOUNTED CABOOSE - SIDE WINDOW TYPE

EAST ST. LOUIS & SUBURBAN RAILWAY BECAME PART OF THE "LOOP"; PLACED IN OPERATION AUG. 31, 1901 BY THE MISSISSIPPI VALLEY TRANSIT. MERCHANDISE EXPRESS CARA OPERATED BY INTER-URBAN EXPRESS CO. LINE CEASED SEPT. 20, 1928.

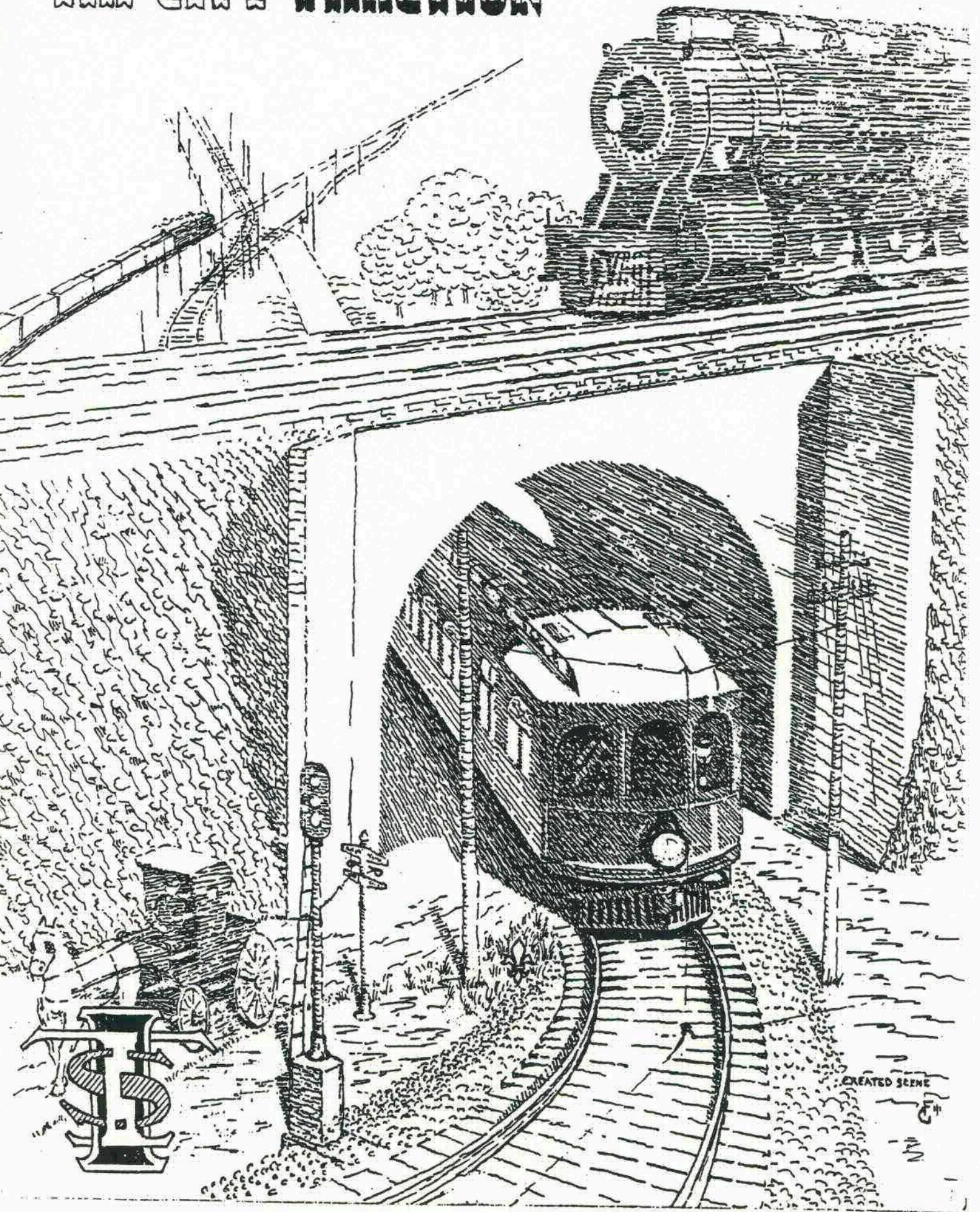
MAIN LINE FOR ALL TRAINS DEC. 1, 1937

22

21 A



# TRI-CITY TRACTION



CREATED SCENE

CH  
N

21



1ST CAR GRANITE CITY FROM EDWARDSVILLE JAN. 29, 1906.

INTER-URBAN RATE

ILLINOIS TERMINAL RAILROAD  
STEAM LINES  
CONCRETE ABUTMENTS  
STEEL SPAN



ILLINOIS TERMINAL CONNECTION

23

1362 FEET  
ILLINOIS TERM'L (STEAM)  
I.T.S. BELT LINE  
DETAIL FROM PAUL N. STRINGHAM

ILL. TERM'L CONNECTION  
DWARF SIGNAL RED GREEN

BELT LINE  
(CINDERS)

PASSENGER MAIN LINE  
FREIGHT BELT  
C. 200'  
D E T A I L  
FROM P.H.S.

"INTELLIGENCER" MAP 1931

PASSENGER MAIN LINE  
FREIGHT BELT  
D E T A I L  
FROM U.S. GEOLOGICAL SURVEY 1927  
SMALL SCALE

ST. LOUIS & NORTH EASTERN RAILWAY  
TRI-CITY TRACTION

ILLINOIS TRACTION SYSTEM  
ORIGINAL LINE FOR ALL SERVICES TO & THROUGH EDWARDSVILLE

BELL'S SIDING  
(CAR CAPACITY - 13)  
AS OF 1926

PRIVATE CINDER ROAD OCCUPIES SITE OF ABANDONED SIDING

STILL-19

PRIVATE FARM ROAD  
MILLSIDE FLAG STOP

GRANITE CITY  
CINDER ROAD

JUNCTION - WEST BELT SWITCH  
SEMAPHORE REMOVED WITH FREIGHT BELT  
CONCRETE BASE REMAINS

BELL'S BOOTH SUB-STATION  
BELL'S CAR CAPACITY: AUGUST 6, 1930  
3 AMPERE AUTOMATIC JUNE 1934  
1000 LB BRICK BUTT BRICK  
REFER TO PLATE NO. 21-23-B DETAIL 5. SKETCH

SECTION INSULATOR

MILWAUKEE POST FROM ST. LOUIS ON CONCRETE POST OR YELLOW BOARD

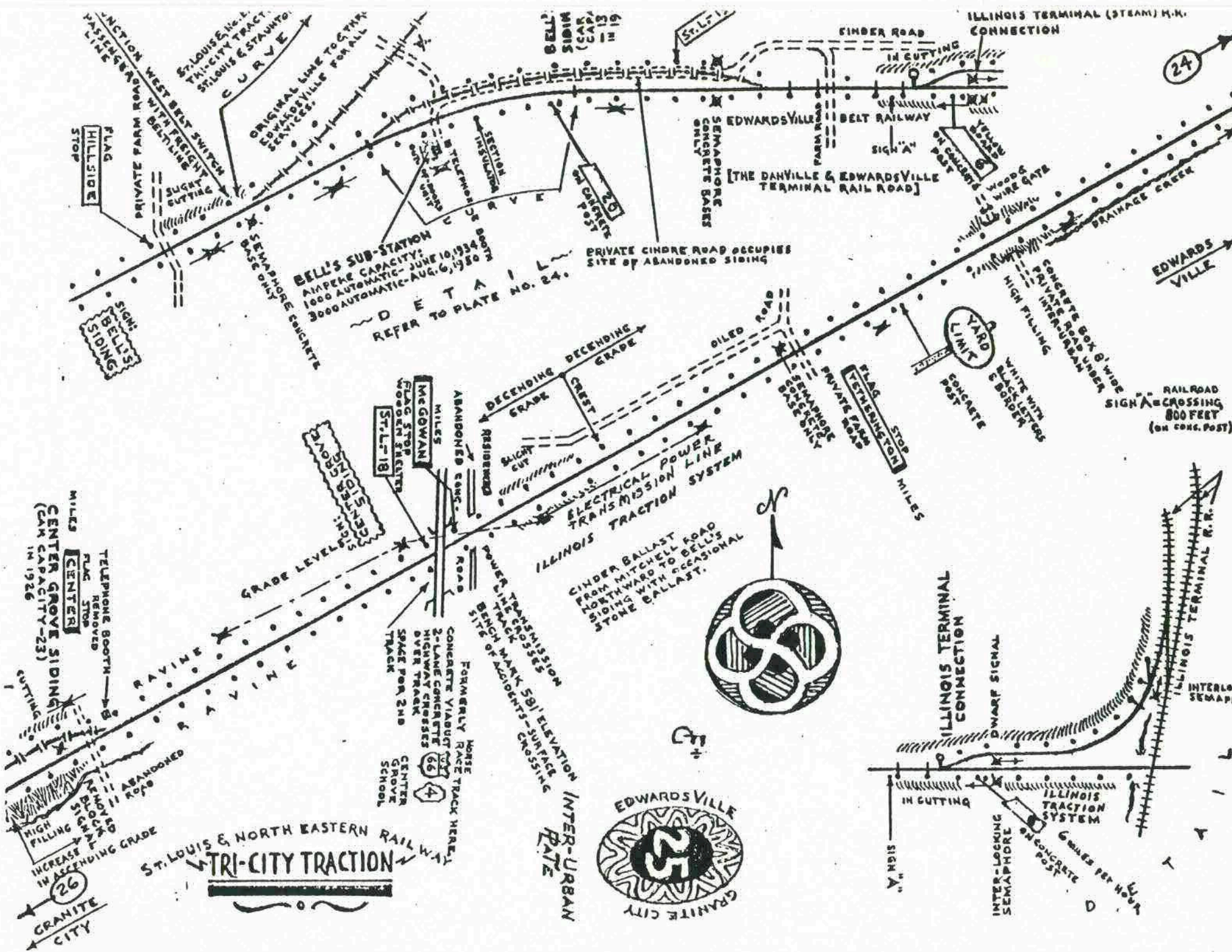
WIRE GATE

RAILROAD CROSSING 800 FEET  
CONCRETE POST

CONCRETE INTERLOCKER SEMAPHORES  
OR CONCRETE OR YELLOW BOARD

EDWARDSVILLE BELT RAILWAY

BELL'S SIDING TO WOLF SIDING - 2.9 MILES. ON BELT LINE.



**BELL'S SUB-STATION**  
 AMPERE CAPACITY: 1000 AMPERE  
 3000 AUTOMATIC-AUG. 6, 1920

REFER TO PLATE NO. 24.

**EDWARDSVILLE**  
 GRANITE CITY

**ST. LOUIS & NORTH EASTERN RAILWAY**  
**TRI-CITY TRACTION**

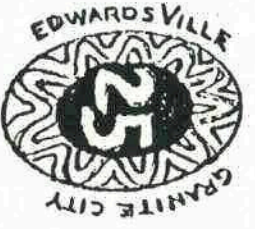
**ILLINOIS TERMINAL CONNECTION**

**CENTER GROVE SIDING**  
 (CAR CAPACITY-23)  
 IN 1926

**GRANITE CITY**

**EDWARDSVILLE**

**RAILROAD CROSSING**  
 800 FEET  
 (ON CONC. POST)



24

**HILLSIDE**  
 FLAG STOP

**YARD LIMIT**  
 CONCRETE POST

**MCGOWAN**  
 FLAG STOP  
 WOODEN SHELTER

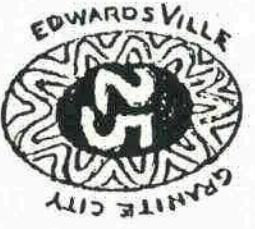
**FLAG STOP**  
 MILES

**CENTER GROVE SIDING**  
 (CAR CAPACITY-23)  
 IN 1926

**INTERLOCKED SEMAPHORE**

**ST. LOUIS & NORTH EASTERN RAILWAY**  
**TRI-CITY TRACTION**

**GRANITE CITY**



24

**HILLSIDE**  
 FLAG STOP

**YARD LIMIT**  
 CONCRETE POST

**MCGOWAN**  
 FLAG STOP  
 WOODEN SHELTER

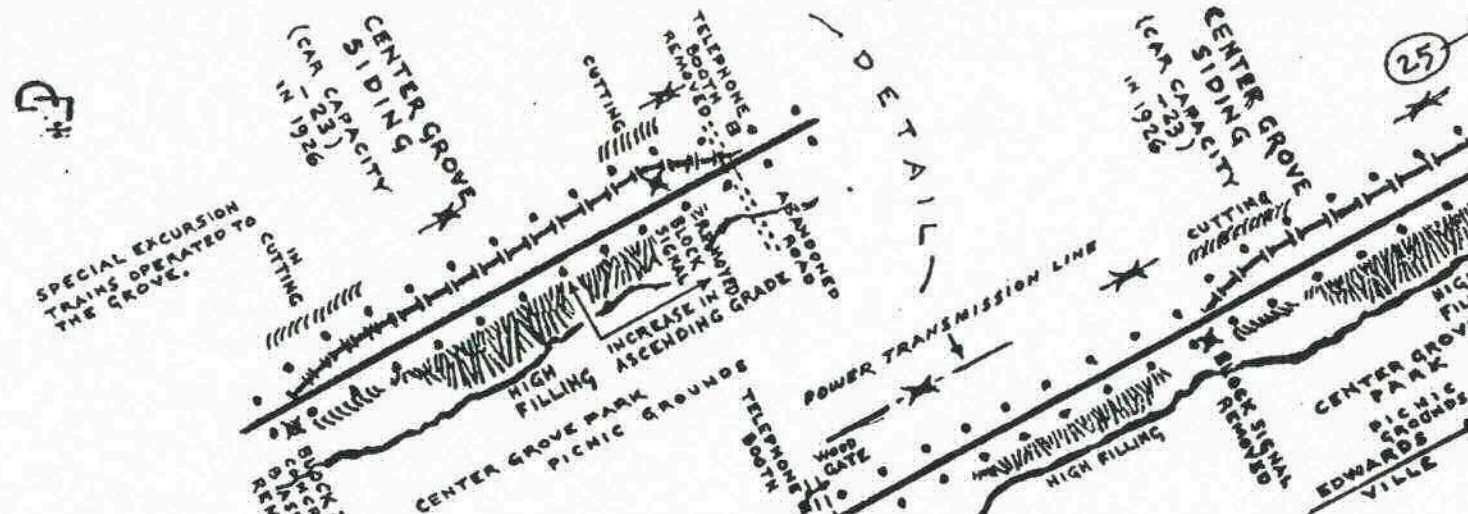
**FLAG STOP**  
 MILES

**CENTER GROVE SIDING**  
 (CAR CAPACITY-23)  
 IN 1926

**INTERLOCKED SEMAPHORE**



ST. LOUIS & NORTH EASTERN RAILWAY  
TRI CITY TRACTION



OVERHEAD TROLLEY WIRE SUSPENSION

ALL WOODEN

ILLINOIS TRACTION SYSTEM

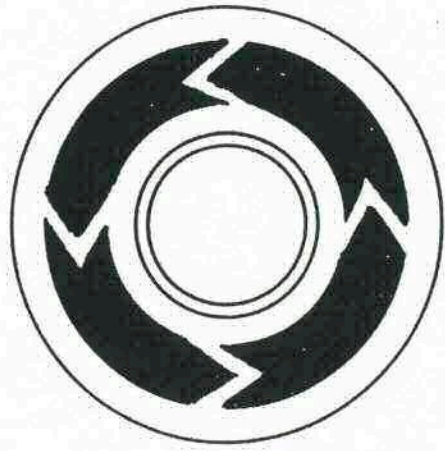
ST. LOUIS TRUNK LINE  
ST. 17

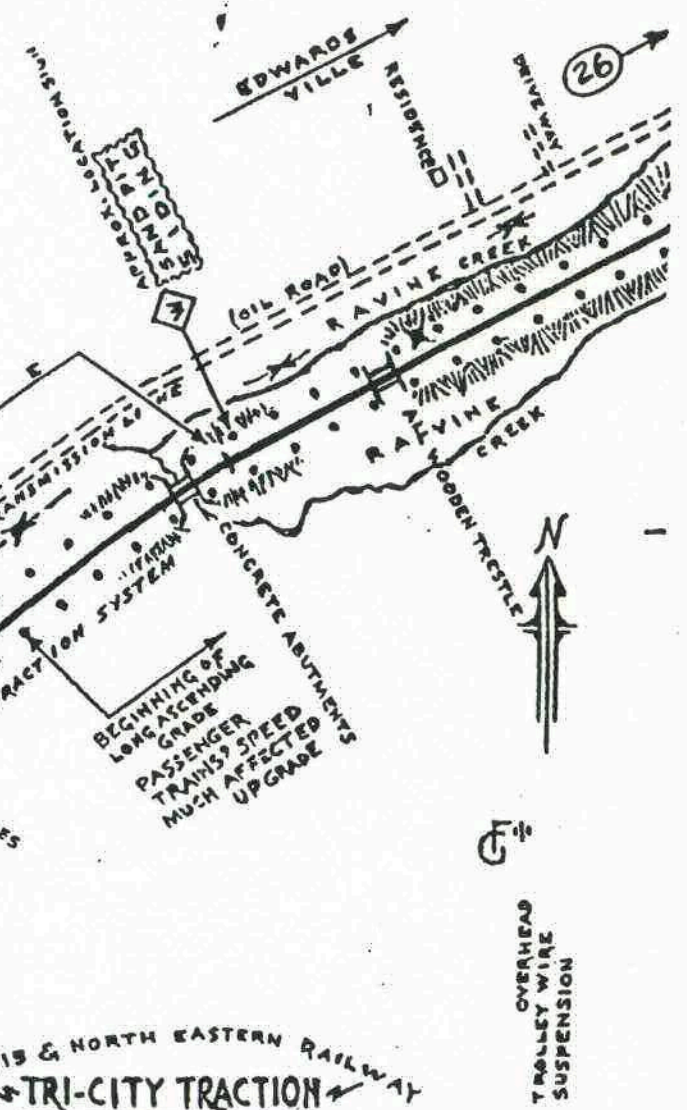
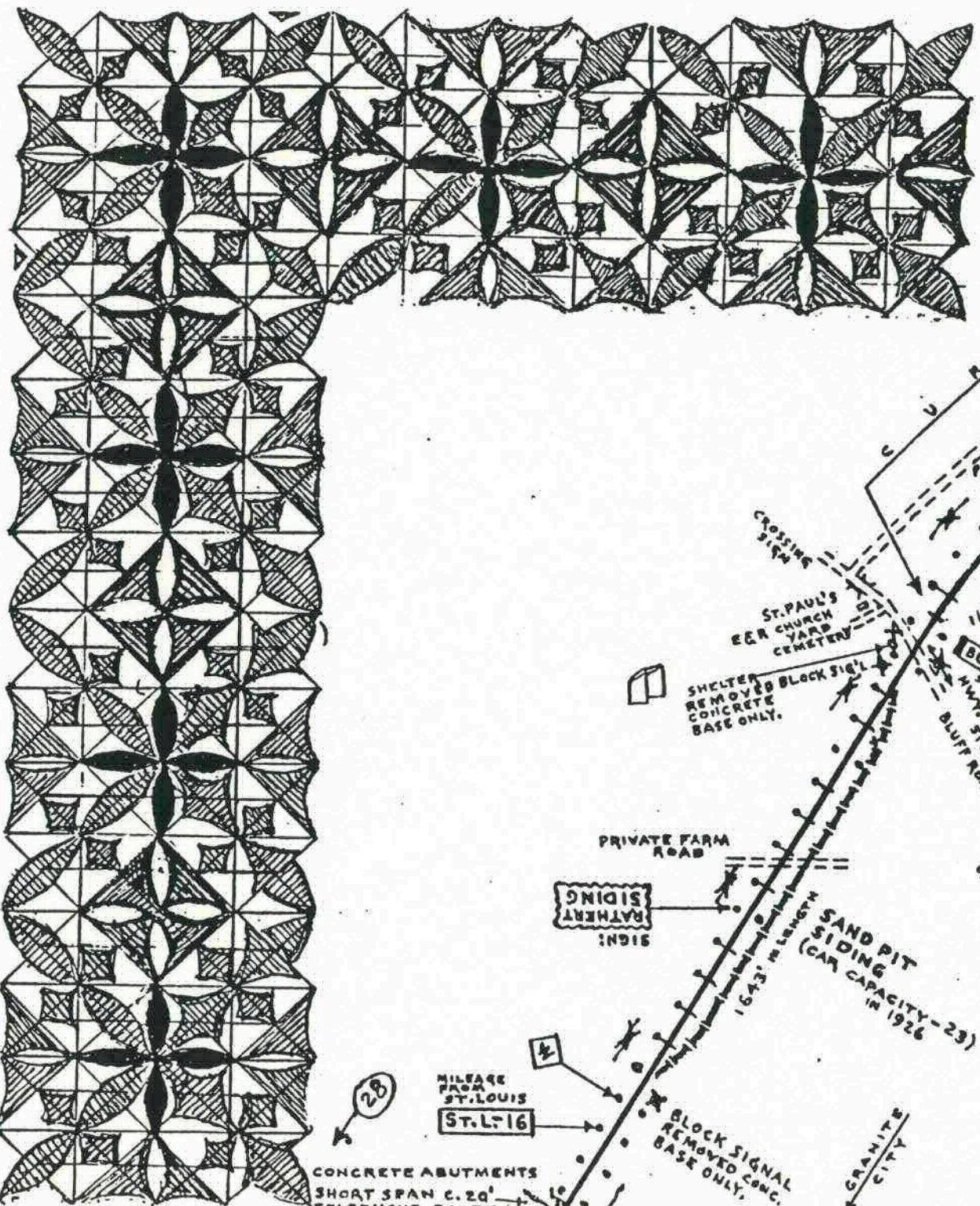


27  
GRANITE CITY

ASCENDING GRADE

EDWARDSVILLE  
26  
GRANITE CITY  
INTER-URBAN RITE





INTER-URBAN RAILROAD

28

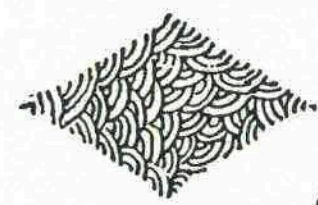
MILEAGE FROM ST. LOUIS  
ST. L. 16

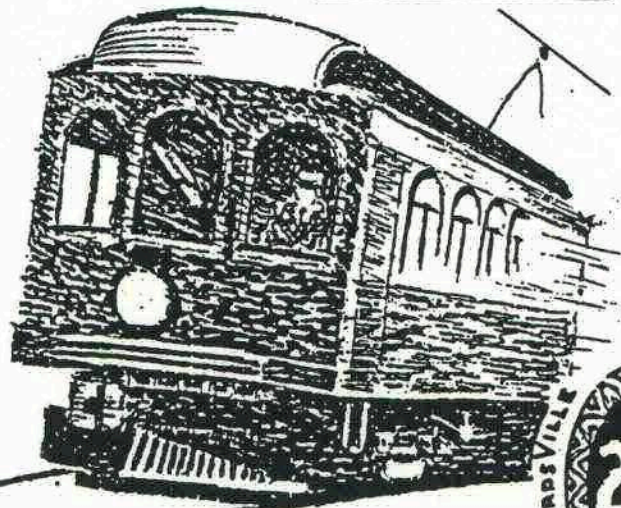
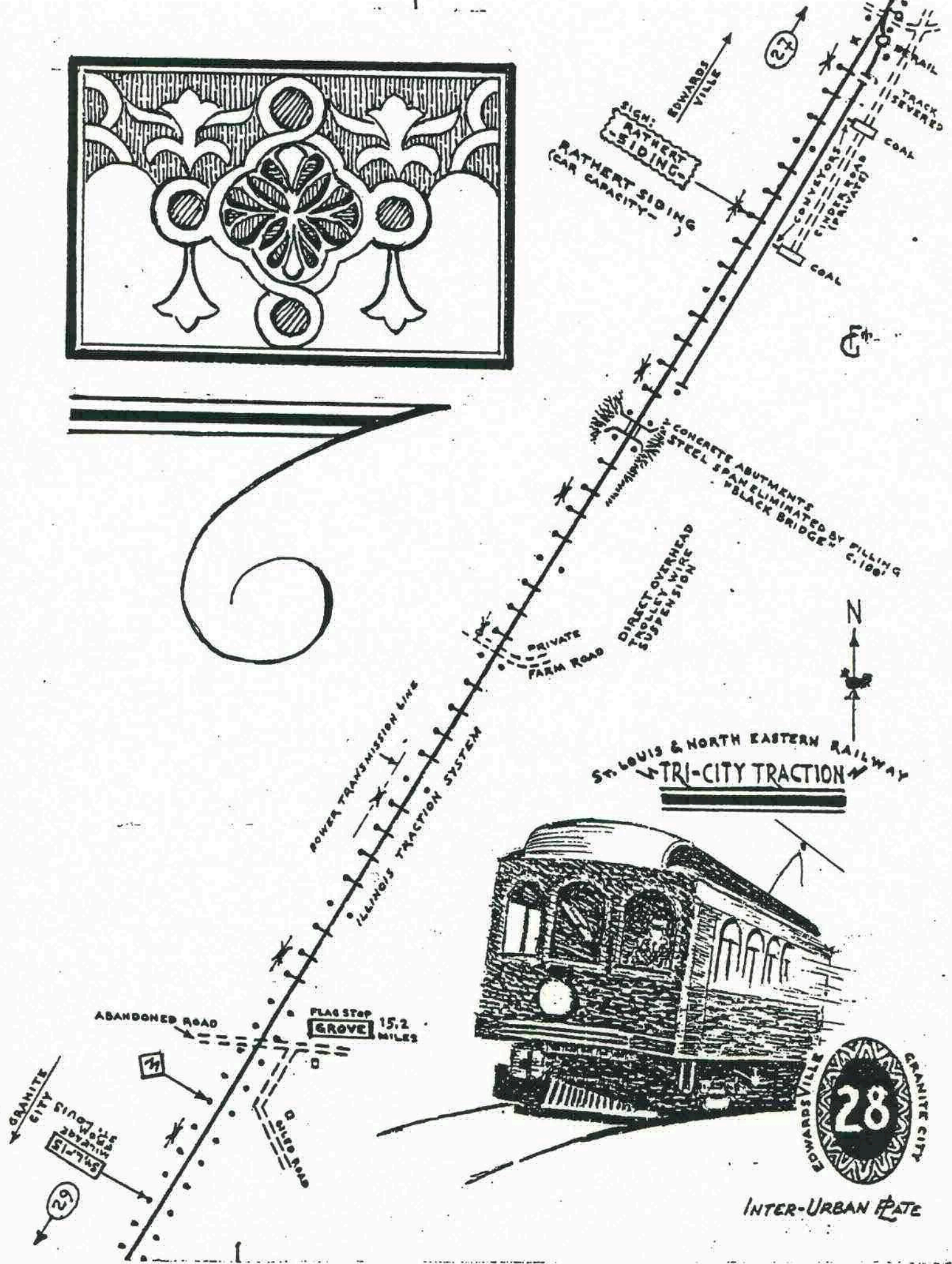
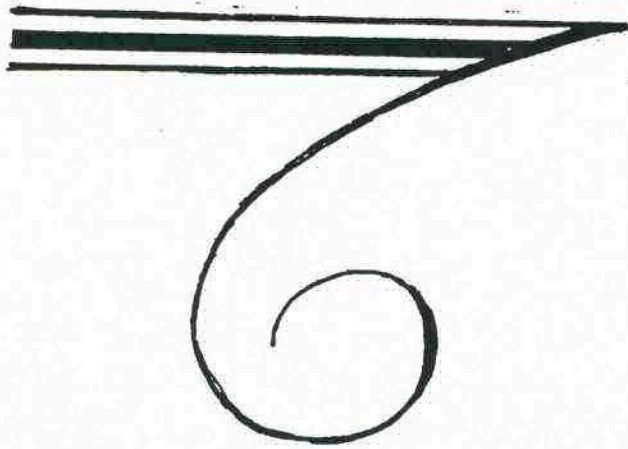
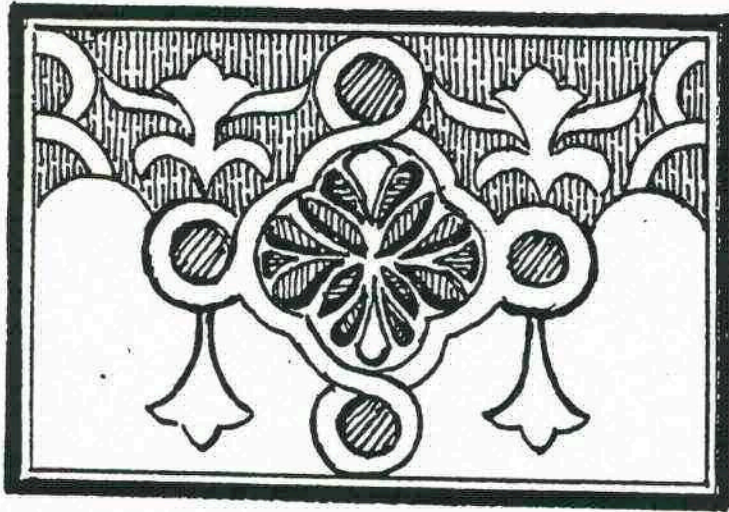
4

CRANITE CITY

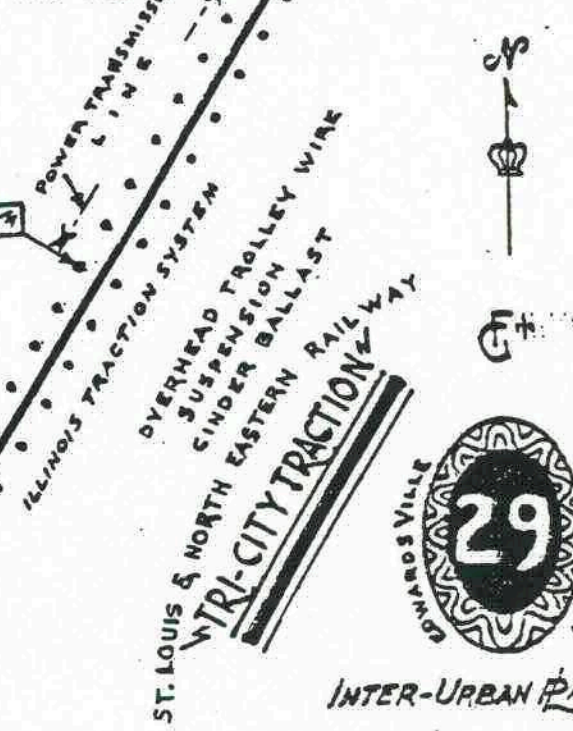
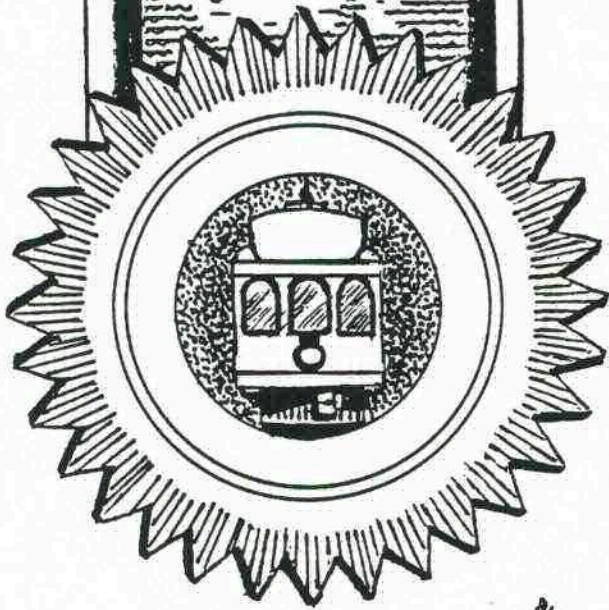
G

26

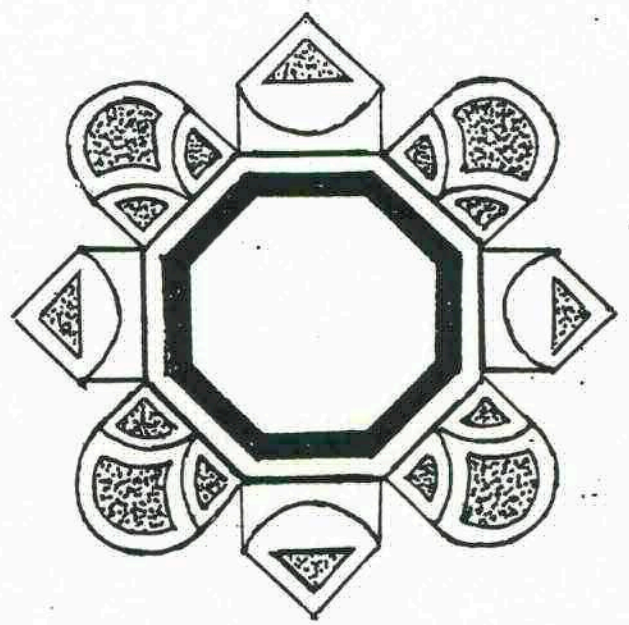
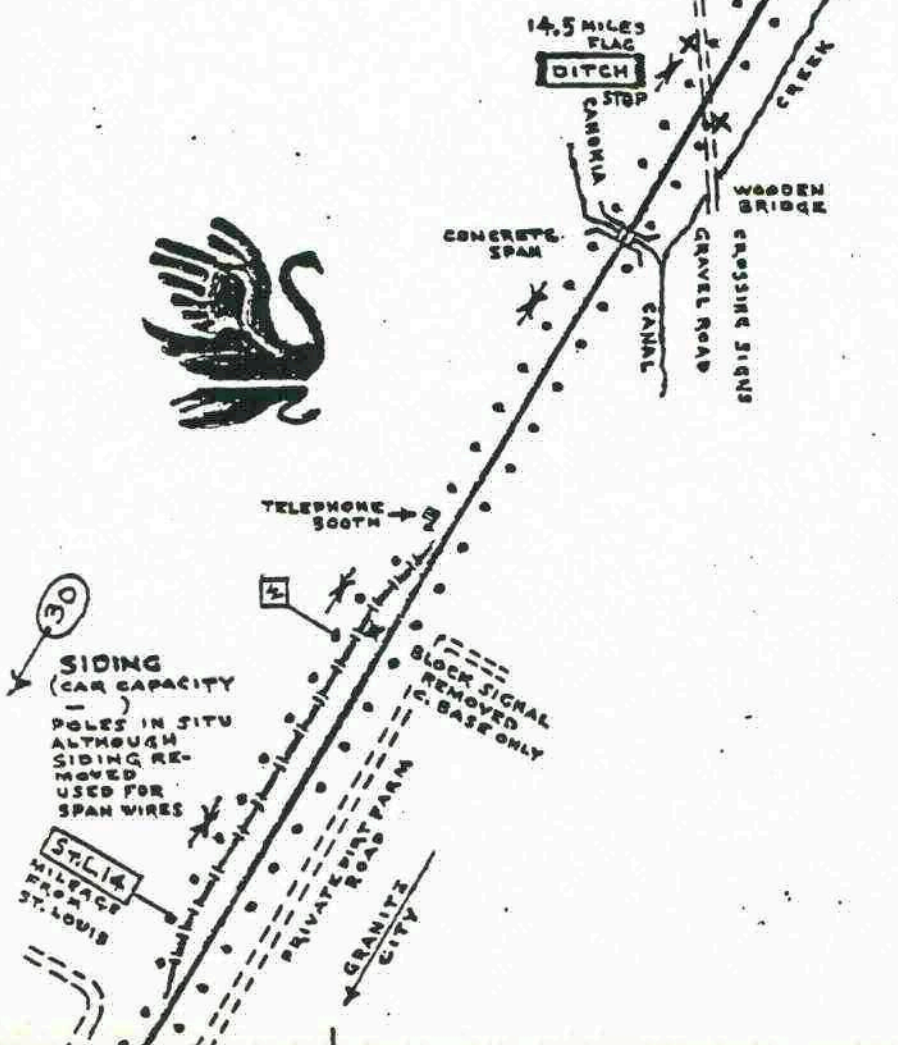




INTER-URBAN RATE



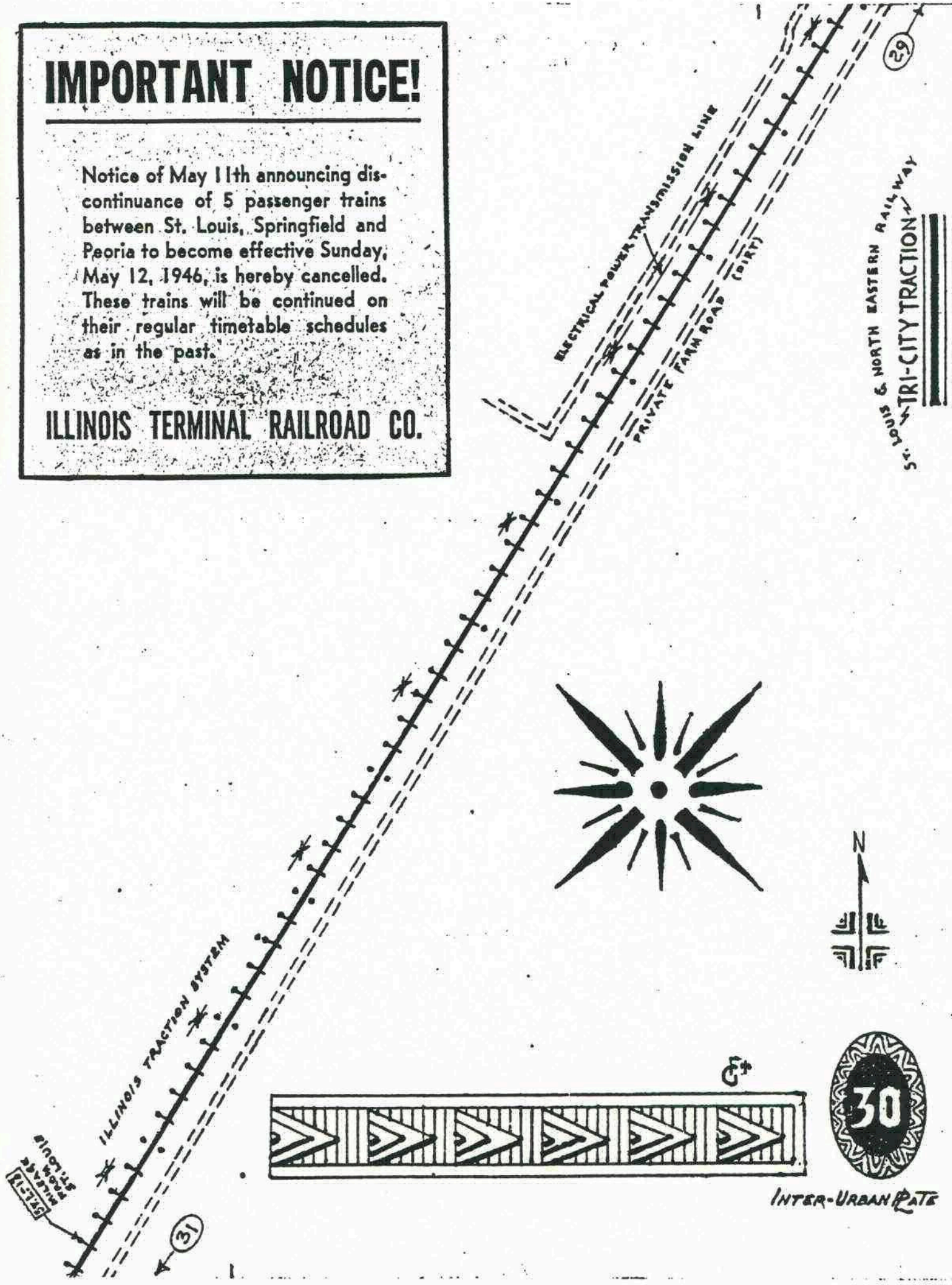
INTER-URBAN PATE



# IMPORTANT NOTICE!

Notice of May 11th announcing discontinuance of 5 passenger trains between St. Louis, Springfield and Peoria to become effective Sunday, May 12, 1946, is hereby cancelled. These trains will be continued on their regular timetable schedules as in the past.

ILLINOIS TERMINAL RAILROAD CO.

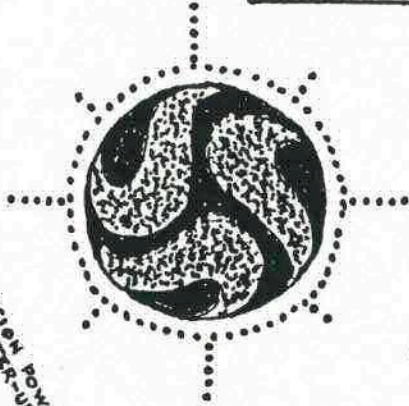




INTER-URBAN RATE



# ST. LOUIS & NORTH EASTERN RAILWAY TRI-CITY TRACTION



TRANSMISSION POWER LINE  
CROSSING INTER-URBAN

ROAD WARNING SIGNS  
MILES STOP  
CURVE OF MULTIPLE RADII  
(LATER, MICHIGAN)  
DIRT ROAD

TRACK HIGHER LEVEL  
BLOCK SIGNAL  
TELEPHONE BOOT-WAY  
(CHARTERED)

I.P. SPUR

CHEMICAL SUB-STATION [STALLINGS SUB-STATION]  
OLD RED BRICK, FLAT ROOF.  
AMPERE CAPACITY  
2,000 MANUAL, AUGUST 6, 1950.  
(STALLINGS-500 MANUAL  
JUNE 10, 1934)

CONCRETE CULVERTS

SPUR

ITCHFIELD & MADISON RAILWAY  
THE NEW YORK, CHICAGO & ST. LOUIS RAILROAD (NICKEL PLATE)

STATE HIGHWAY (CONCRETE)  
RE-LOCATED



OVERHEAD TROLLEY WIRE SUSPENSION DIRECT.  
CINDER BALLAST

EDWARDSVILLE  
DESCENDING GRADE  
PRIVATE FARM ROAD (D.I.)



E+

30

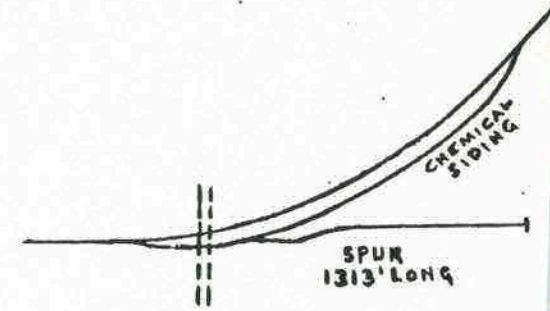
GRANITE CITY  
BLOCK SIGNALS REMOVED

32

ILLINOIS

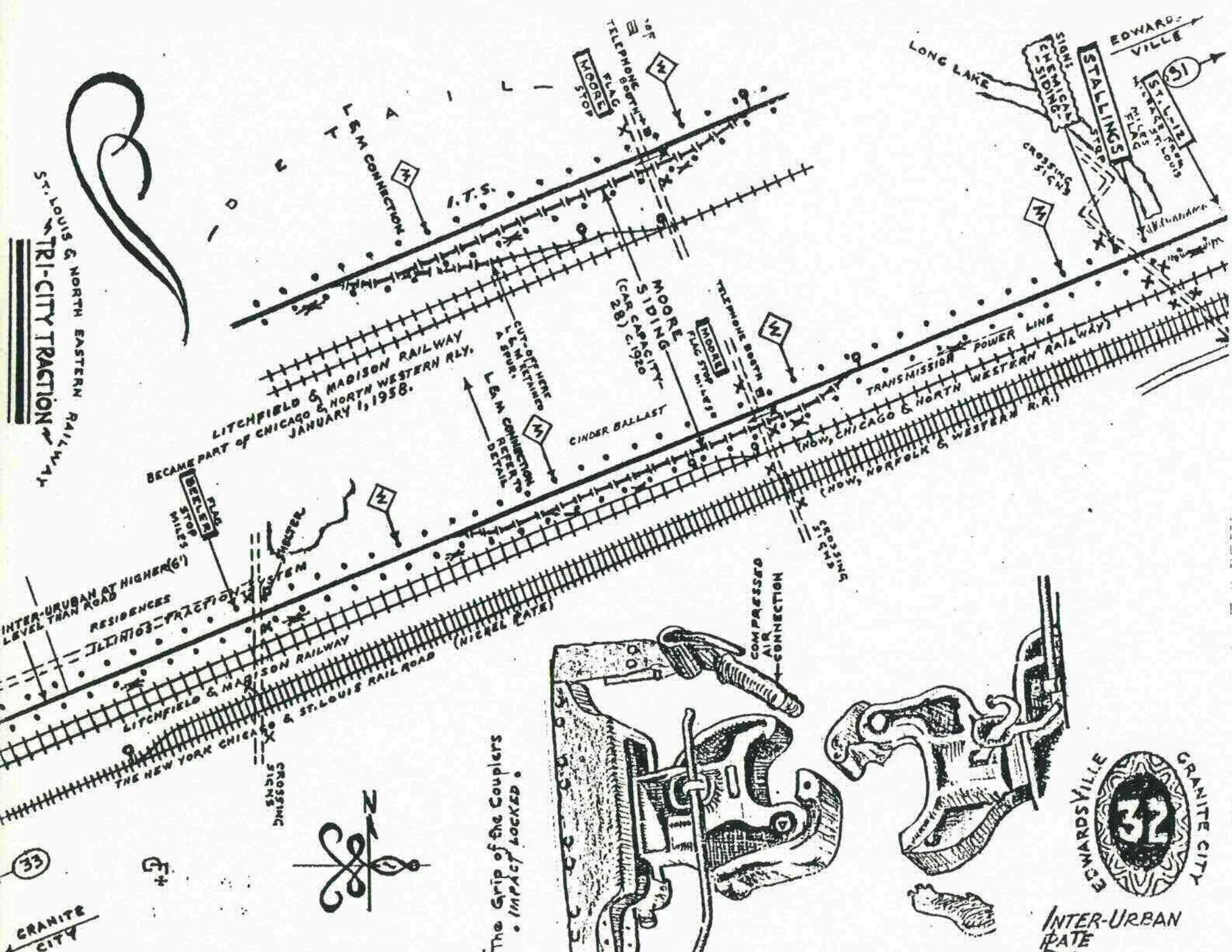
TRACTION SYSTEM

CHEMICAL SIDING - 260' x 50'  
AUG. 6, 1950  
JUN. 10, 1920

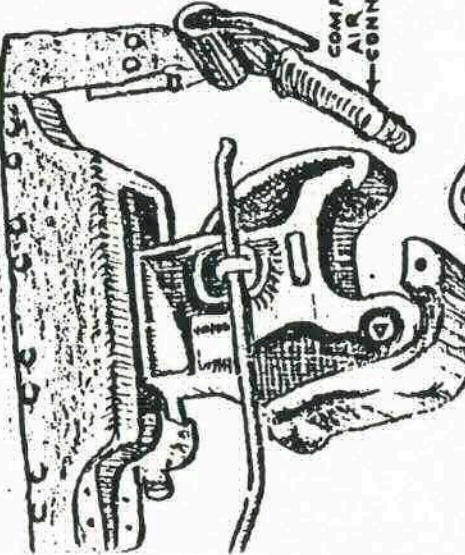


FROM PAUL H. STRINGHAM, PEORIA

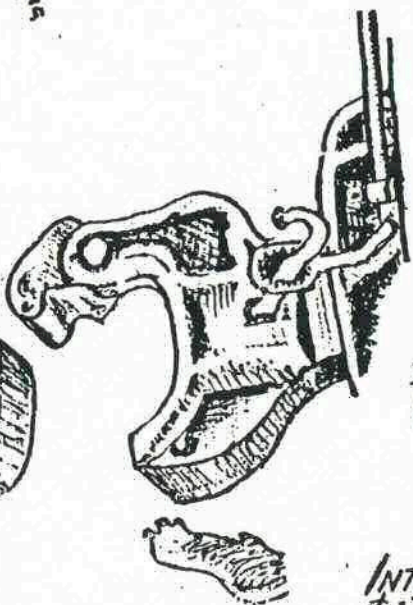
**ST. LOUIS & NORTH EASTERN RAILWAY  
TRI-CITY TRACTION**



LITCHFIELD & MADISON RAILWAY  
BECAME PART OF CHICAGO & NORTH WESTERN RLY.  
JANUARY 1, 1958.



The Grip of the Couplers  
• IMPACT LOCKED •

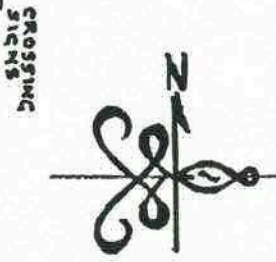


INTER-URBAN  
RATE

33  
GRANITE CITY

INTER-URBAN AT HIGHER (6')  
LEVEL THAN ROAD  
RESIDENCES  
LITCHFIELD & MADISON RAILWAY

BELEVEILLE ROAD



CROSSING SIGNS

LITCHFIELD & MADISON RAILWAY  
THE NEW YORK CHICAGO & ST. LOUIS RAILROAD (NIAGARA RATE)

TRANSMISSION POWER LINE  
CHICAGO & NORTH WESTERN RAILWAY  
(NOW, CHICAGO & NORTH WESTERN R.A.)  
(NOW, NORFOLK & WESTERN R.A.)

CINDER BALLAST

CUT-OFF HERE  
L.S.M. CONNECTION  
REFER TO  
DETAIL

MORE SIDING  
(CAR CAPACITY  
28) C. 1920

MORE  
FLAC

TELEPHONE BOOTH

MORE  
FLAC

TELEPHONE BOOTH

MORE  
FLAC

CROSSING SIGNS

MORE  
FLAC

TELEPHONE BOOTH

EDWARDSVILLE

LONG LAKE

← GRANITE CITY

EDWARDSVILLE →

NEW RESIDENTIAL SUBDIVISION LAID-OUT & CONSTRUCTED IN THIS AREA 1938

MAIN LINE PASSENGER ELECTRIC & WAY-FREIGHT SERVICE. THROUGH FREIGHT ROUTED OVER STEAM (NOW DIESEL) DIVISION, ST. LOUIS, TROY & EASTERN R.R. LEASED AS OF JAN. 1, 1926 TO ILLINOIS TERMINAL CO., OPERATED BY ILLINOIS TERMINAL RAIL ROAD. THIS TRACK RIMS HORSE SHOE LAKE SOUTH OF EDWARDSVILLE ROAD.

RAILROAD CROSSING SIGN 800 FEET SIGN MISSING

THREE 4" PIPE CULVERTS

ELECTRIC TRANSMISSION LINE

PRIVATE FARM ROAD  
BLOCK SIGNAL REMOVED  
ST. L. T. 9  
423' ALTITUDE

ILLINOIS TRACTION SYSTEM

DOUBLE CROSSING OF POWER TRANSMISSION LINES

ADVANCE INDICATION SIGNAL

INTER-LOCKING SEMAPHORES

I.T.S. CROSSING OF ALTON & SOUTHERN R.R. GOVERNED BY GATES BEFORE INSTALLATION OF AUTOMATIC INTER-LOCKING PLANT. BLADE-TYPE, LATER LENS-TYPE SEMAPHORES EMPLOYED.

SIGN REMOVED  
CONCRETE BASE FOR GATE  
HORSE SHOE SIDING

INTER-LOCKING SEMAPHORES

A. & S. R.R.

THIS AREA IS THE GREAT AMERICAN BOTTOM WHICH THE MISSISSIPPI RIVER (THEN 7 MILES WIDE) HAD AS RIVER BED TO THE BLUFFS (BLUFF ROAD). FREQUENT FLOODING OF THE MARSH LAND HAS NOW BEEN PREVENTED BY CONSTRUCTION OF HIGH LEVEES & HIGH WALLS TO CHANNELISE THE RIVER.

TRANSMISSION POWER LINE CROSSES INTER-URBAN RHY. (25-CAR CAPACITY)

WIDE STRIP DEVIATORS

N.Y. C. S.V.L.

NORTH ↑

INTER-URBAN PLATE DATA:



ST. LOUIS & NORTH EASTERN RAILWAY AN OPERATING COMPANY. TRI-CITY TRACTION

ALTON, GRANITE & ST. LOUIS TRACTION

# GRANITE

DIRECT TROLLEYWIRE SUSPENSION  
GIMBER BALLAST; TIE-PLATES

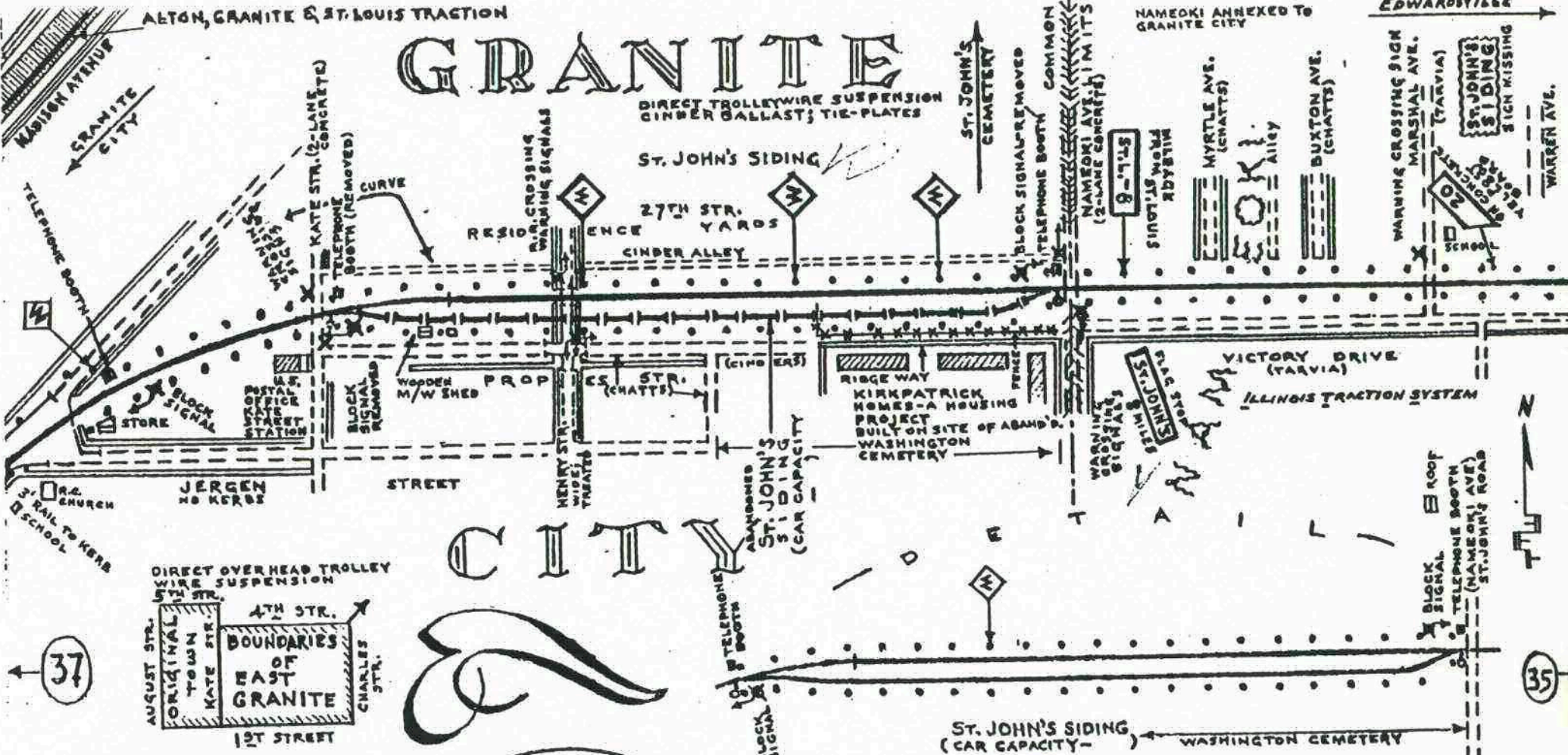
St. JOHN'S SIDING

27TH STR. YARDS

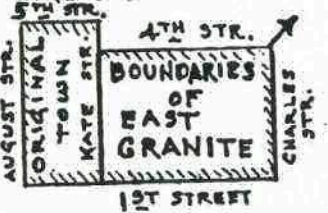
CINDER ALLEY

NAMECKI ANNEXED TO GRANITE CITY

EDWARDSVILLE



DIRECT OVERHEAD TROLLEY WIRE SUSPENSION



37

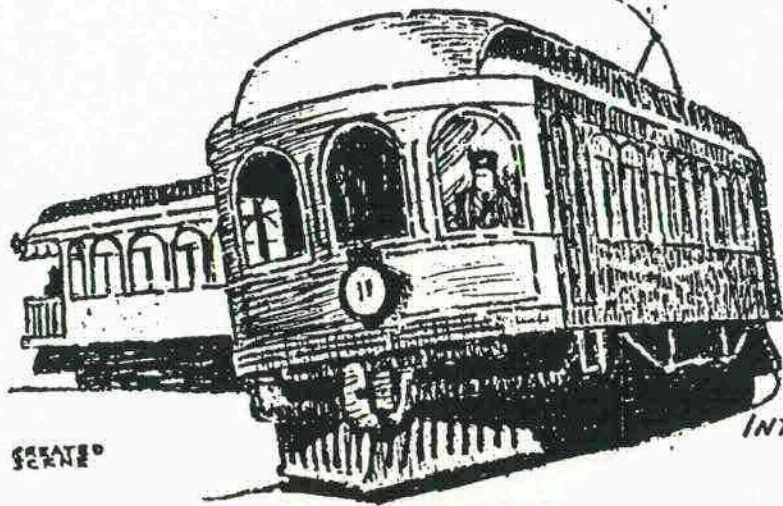
35

ST. LOUIS & NORTH EASTERN RAILWAY INCORPORATED IN ILLINOIS DEC. 22, 1904. PORTIONS OF ROAD DEEDED AS FOLLOWING: DEC. 21, 1907 TO ST. LOUIS & STAUNTON RAILWAY; DEC. 21, 1907 TO TRI-CITY TRACTION

BALANCE TO DEEDED JAN. 8, 1910 TO ST. LOUIS, SPRINGFIELD & ST. LOUIS RAIL ROAD.



THE SIDING BEFORE STREETS WERE CONSTRUCTED.



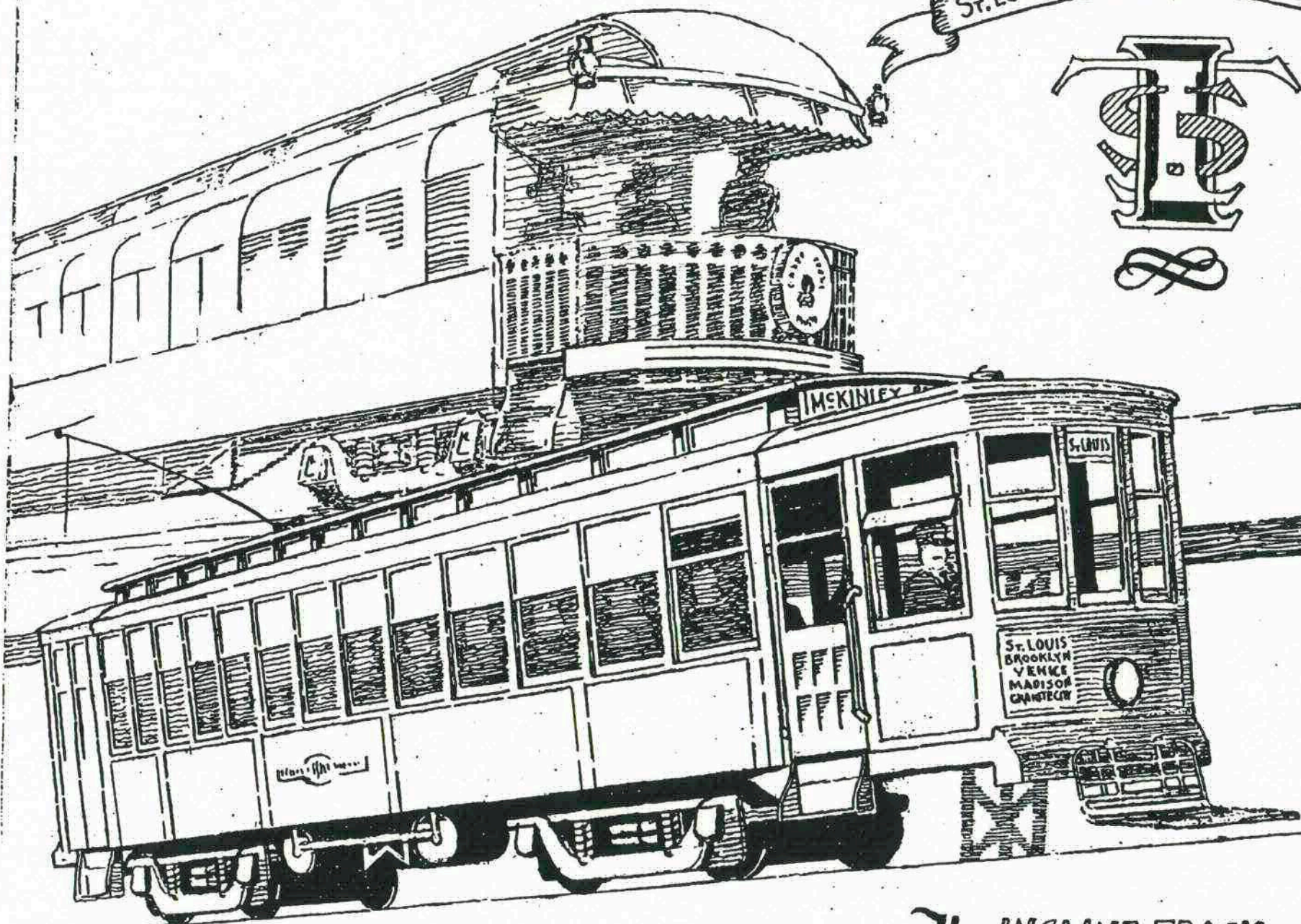
TRI-CITY TRACTION (St. LOUIS & NORTH EASTERN R.WY.)



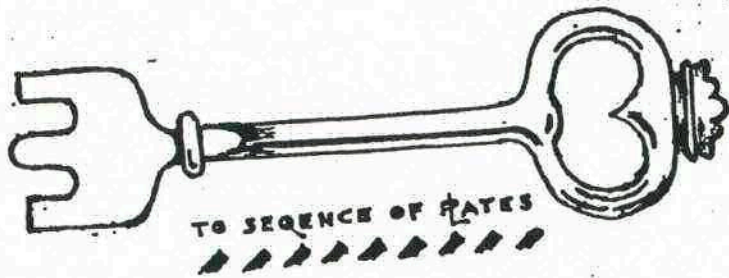
INTER-URBAN RATE

SEATED

ST. LOUIS ELECTRIC BRIDGE COMPANY

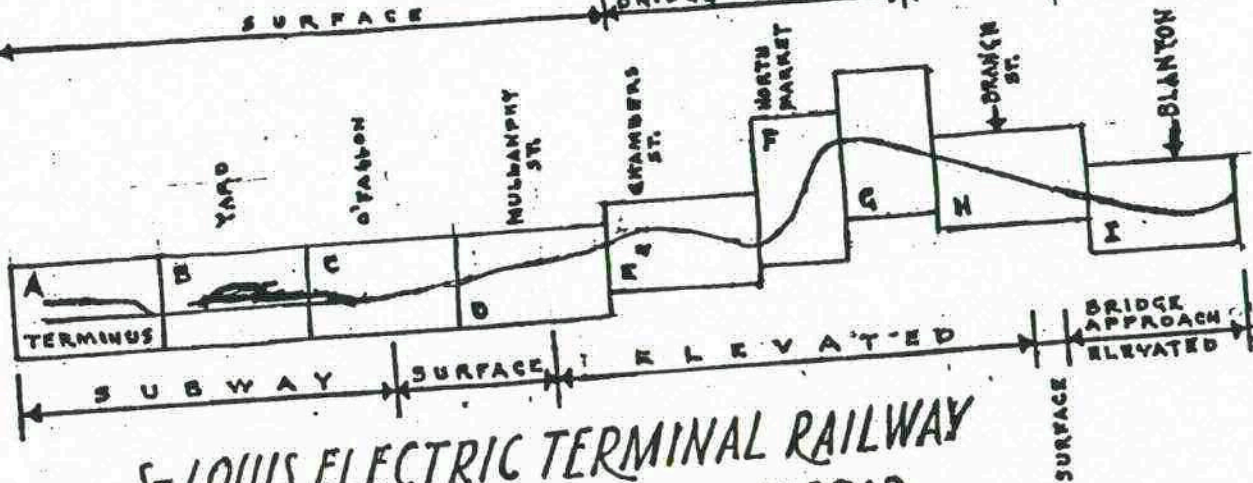
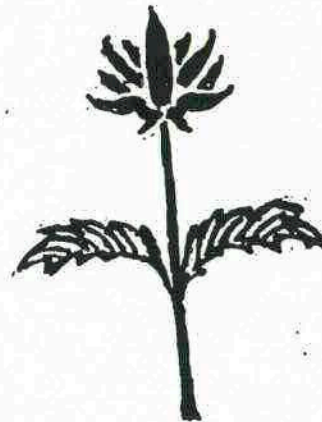
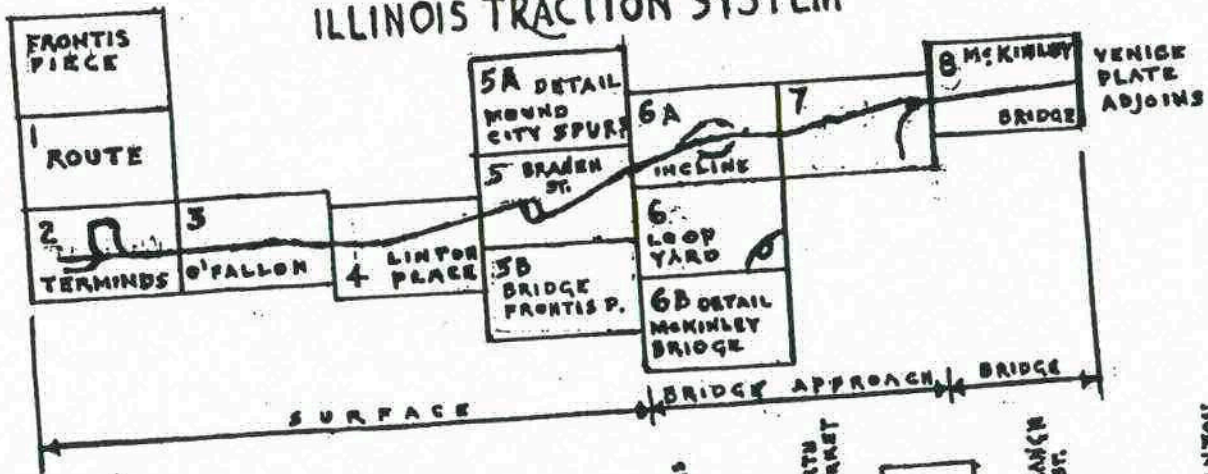


The INCLINE TRACK in ST. LOUIS  
McKinley Bridge-West Approach



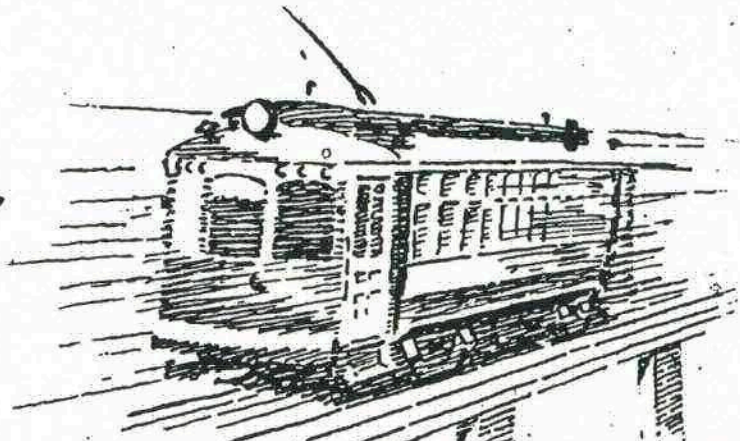
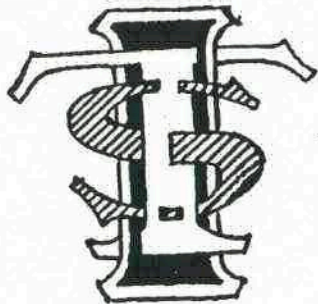
St. Louis  
MISSOURI

**SURFACE LINE ST. LOUIS ELECTRIC TERMINAL RAILWAY**  
ILLINOIS TRACTION SYSTEM



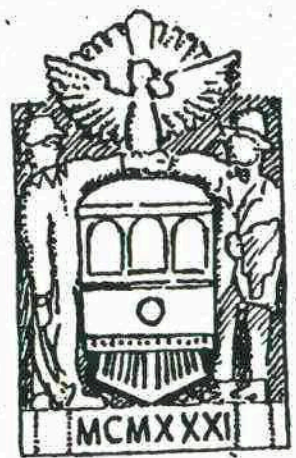
**ST. LOUIS ELECTRIC TERMINAL RAILWAY**  
ILLINOIS TERMINAL RAIL ROAD

G+

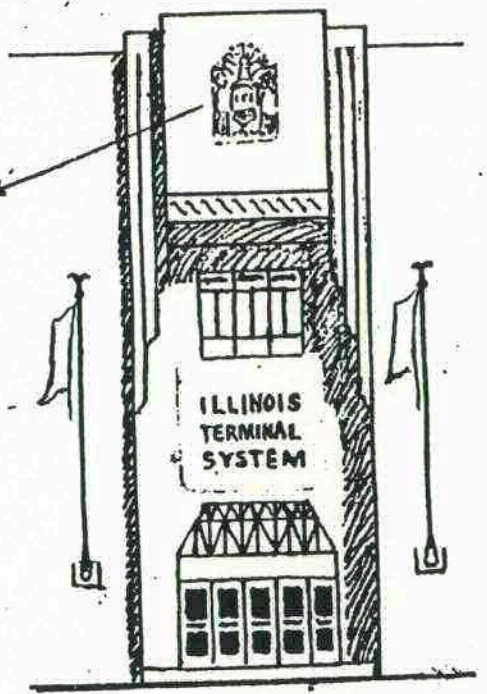


# GRANITE CITY

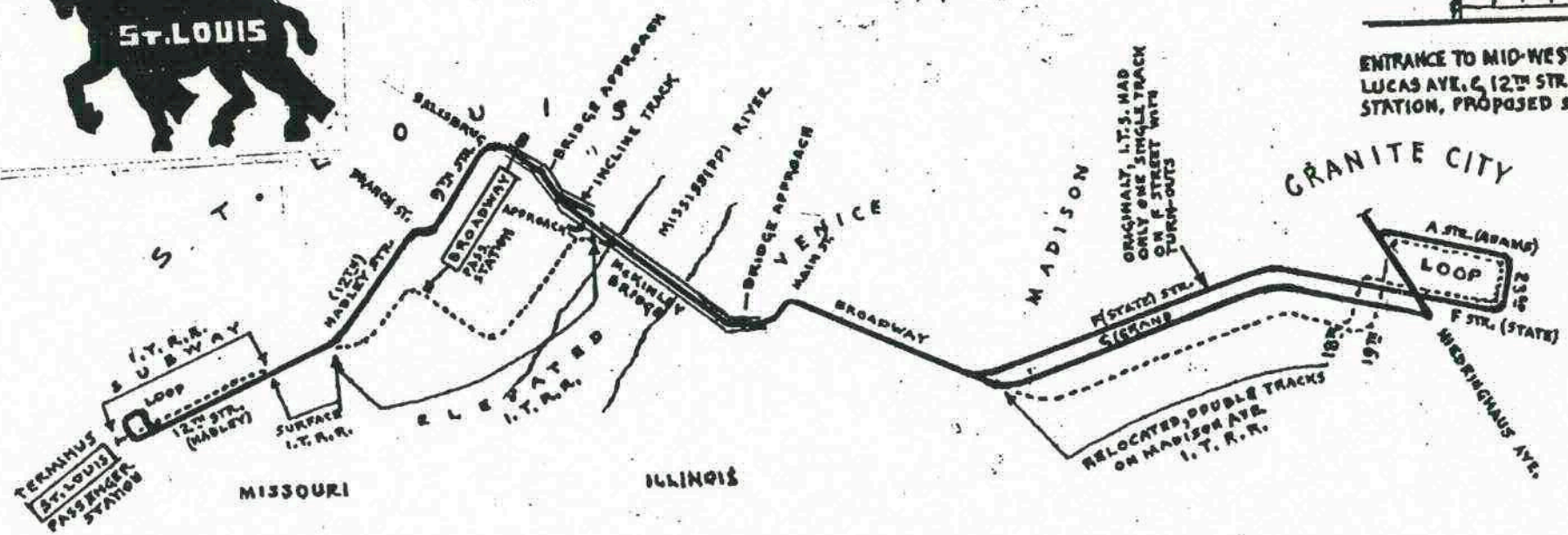
VIA ELEVATED



PANEL OF RELIEF SCULPTURE OVER ENTRANCE.



ENTRANCE TO MID-WEST TERMINAL BLDG. LUCAS AVE. & 12TH STR. USED AS TEMPORARY STATION, PROPOSED STATION NEVER BUILT.

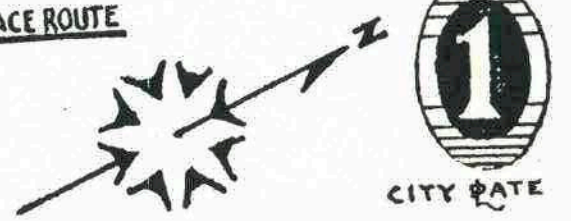


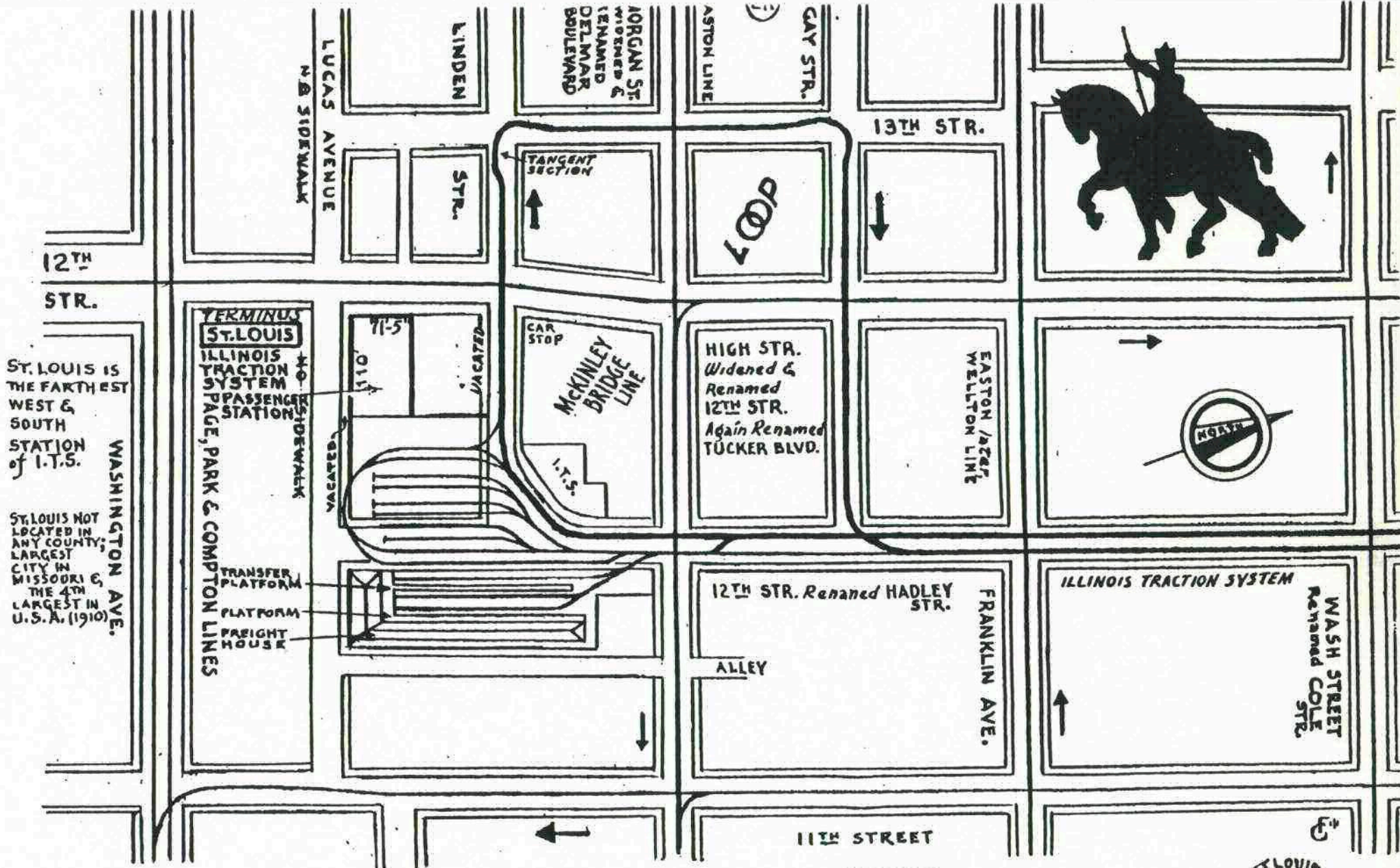
CODE:

- St. LOUIS ELECTRIC TERMINAL RAILWAY (ILLINOIS TRACTION SYSTEM) MCKINLEY BRIDGE LINE SURFACE ROUTE
- - - ILLINOIS TERMINAL R.R. (ILLINOIS TERMINAL RAILROAD SYSTEM)

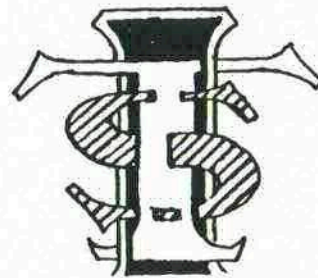
ORIGINAL SURFACE LINE MCKINLEY BRIDGE LINE  
 ST. LOUIS ELECTRIC TERMINAL RAILWAY

ROUTE CHART



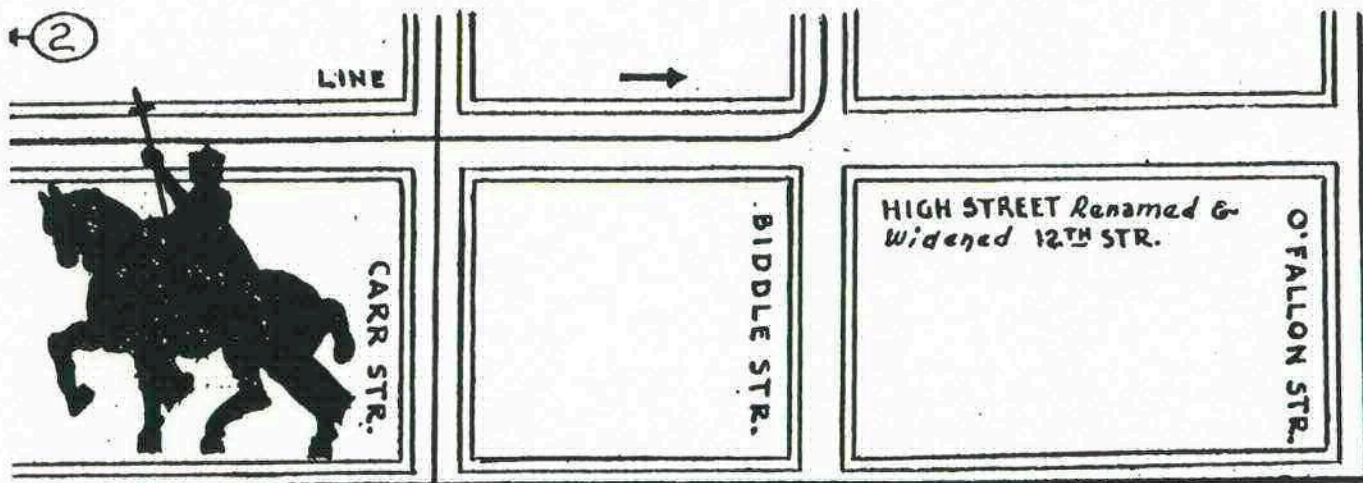


ORIGINAL SURFACE LINE MCKINLEY BRIDGE LINE  
 ST. LOUIS ELECTRIC TERMINAL DAIWAY

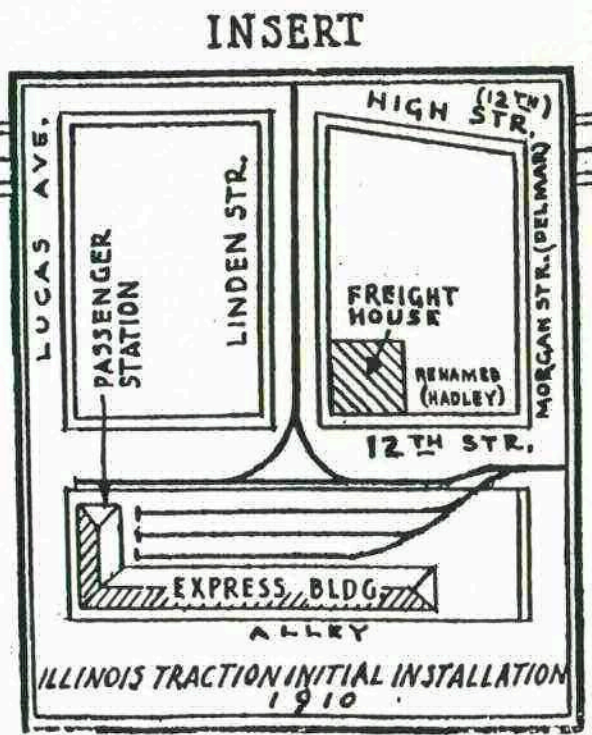
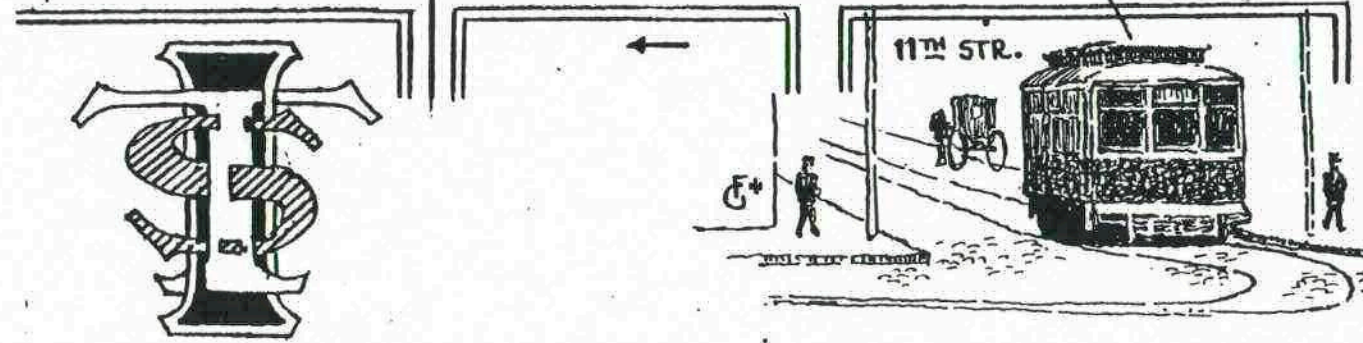
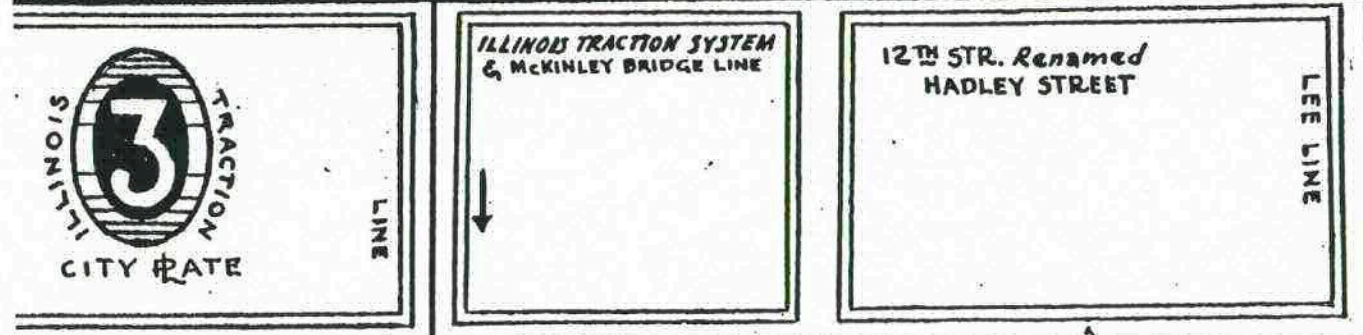




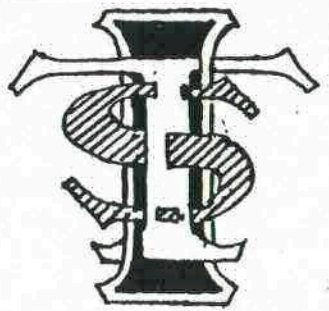
2



St. LOUIS CITY ORDINANCE GIVES RIGHT-OF-WAY TO EAST & WEST BOUND STREET CARS. MCKINLEY BRIDGE CARS & INTERURBANS TRAVELLING NORTH & SOUTHWARD HAD TO YIELD TO CITY STREET CARS.



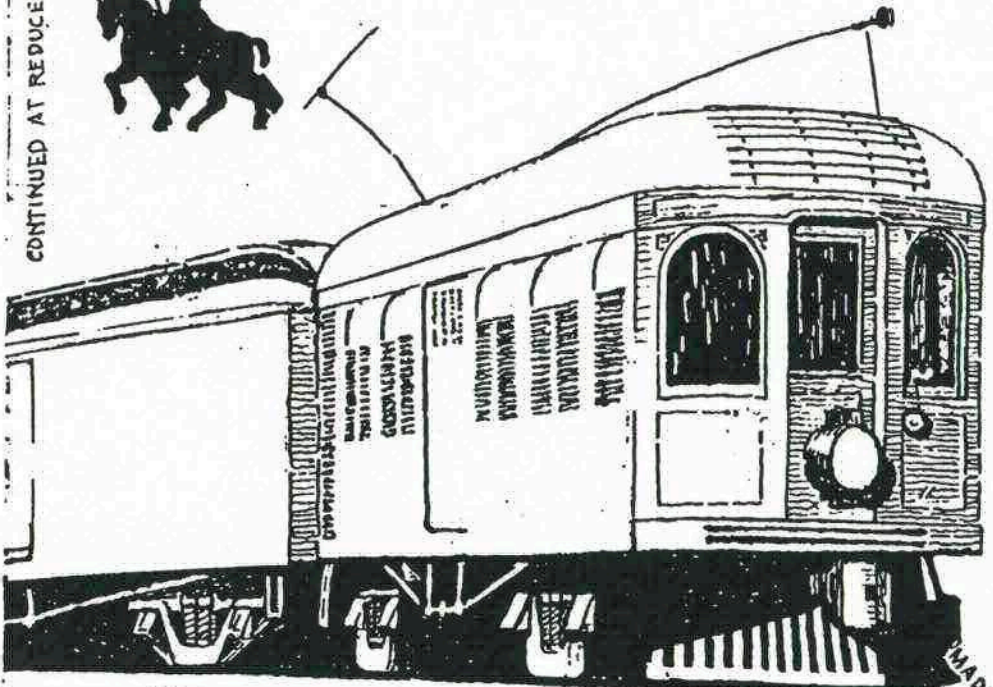
ORIGINAL SURFACE LINE MCKINLEY BRIDGE LINE  
 St. LOUIS ELECTRIC TERMINAL RAILWAY



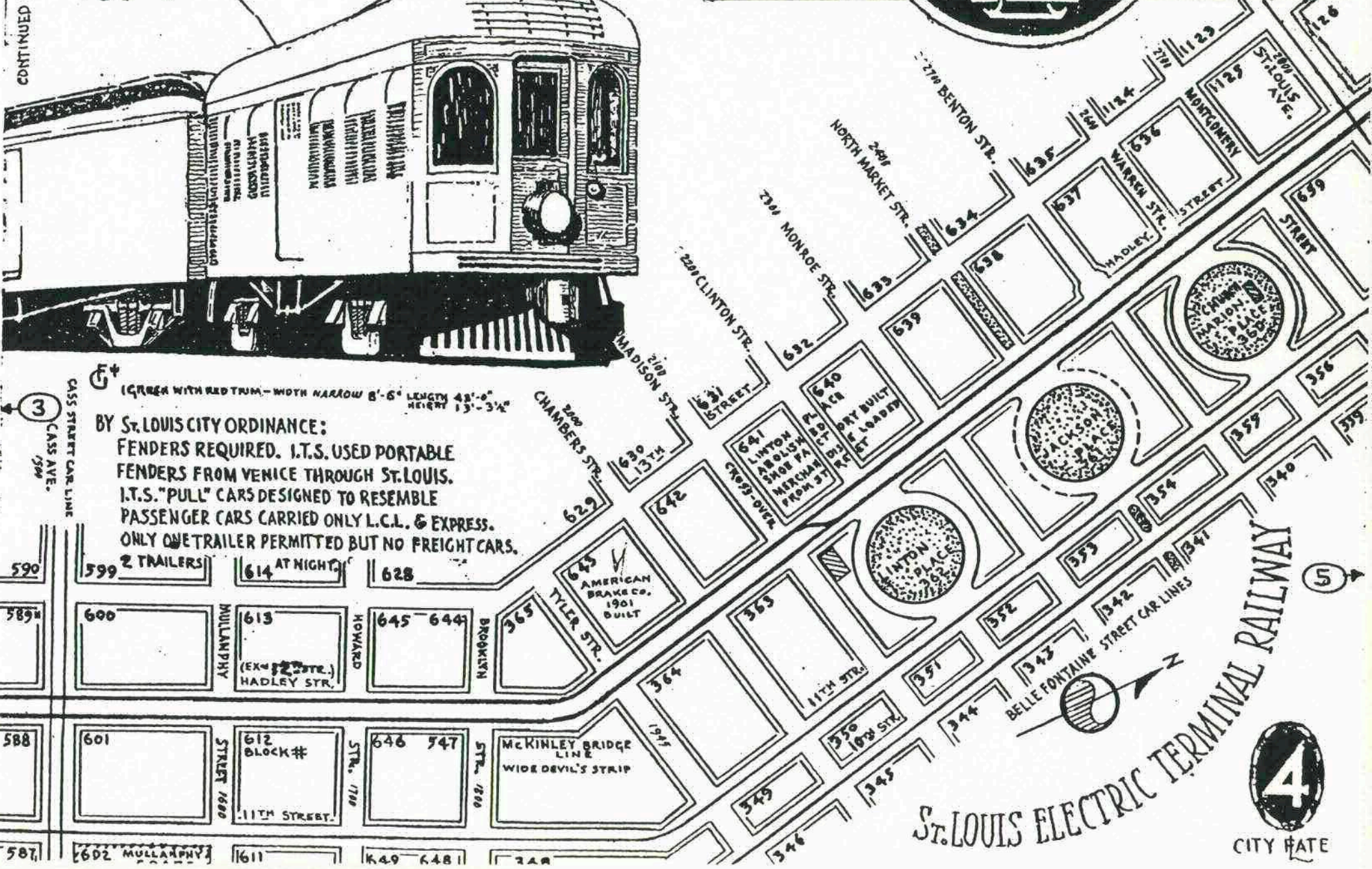
CONTINUED AT REDUCED SCALE



**SURFACE LINE**



# ILLINOIS TRACTION



**BY St. LOUIS CITY ORDINANCE:**  
 FENDERS REQUIRED. I.T.S. USED PORTABLE  
 FENDERS FROM VENICE THROUGH St. LOUIS.  
 I.T.S. "PULL" CARS DESIGNED TO RESEMBLE  
 PASSENGER CARS CARRIED ONLY L.C.L. & EXPRESS.  
 ONLY ONE TRAILER PERMITTED BUT NO FREIGHT CARS.

3  
CASS AVE.  
1901

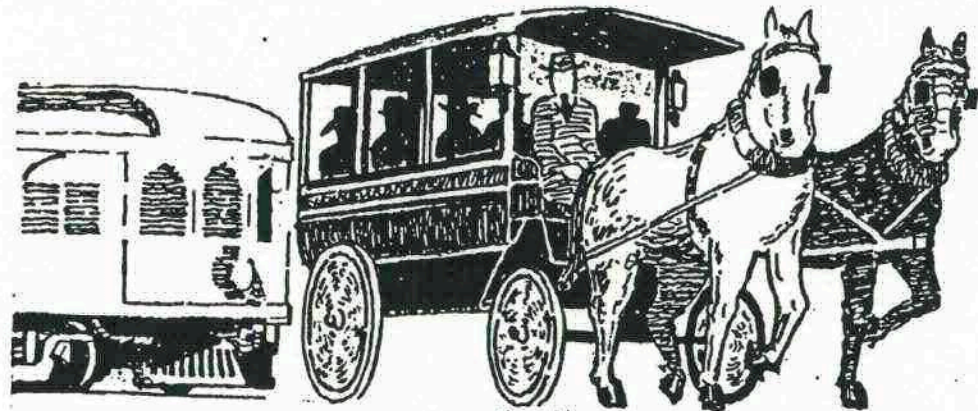
CASS STREET CAR LINE

5

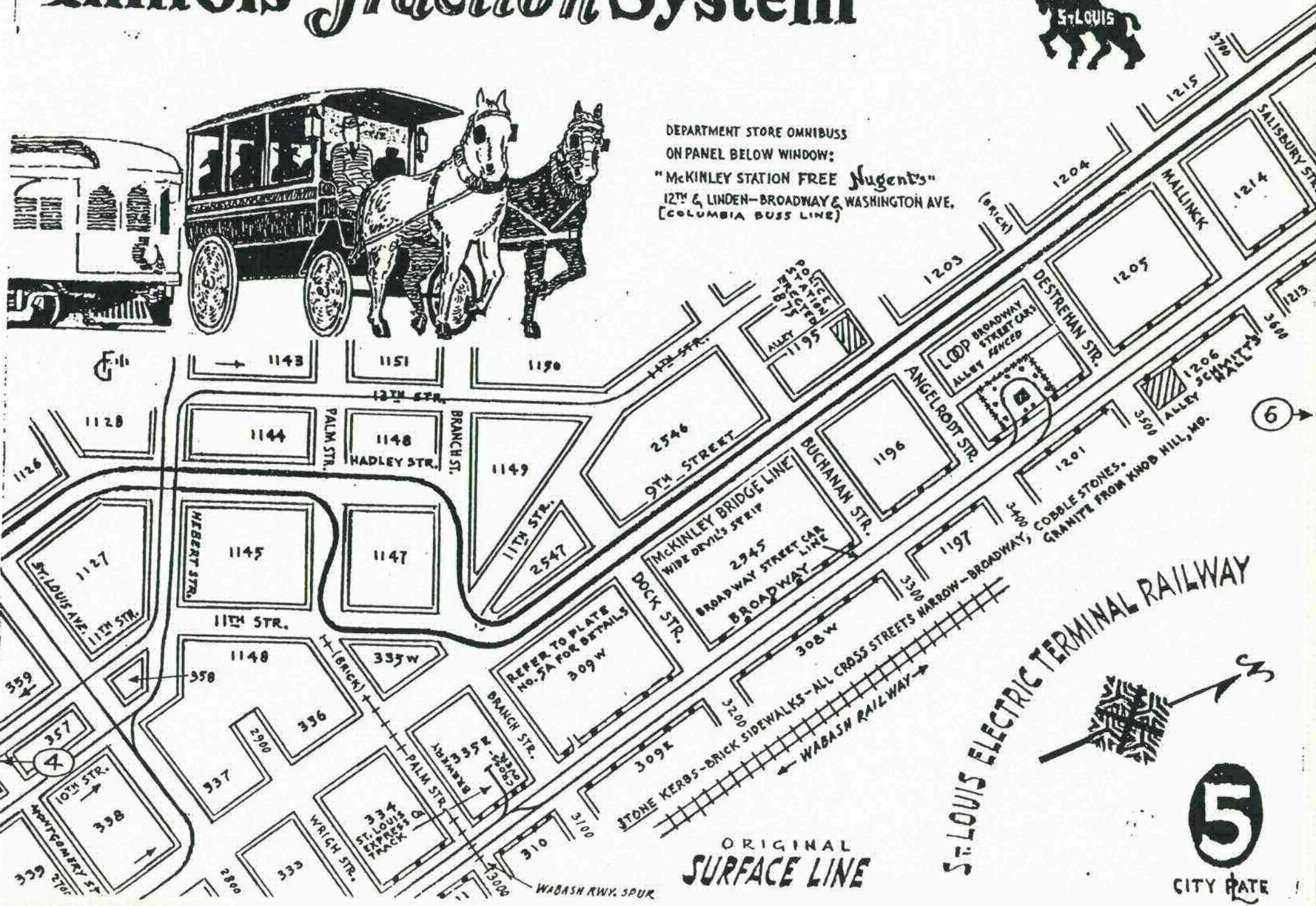
4

CITY RATE

# Illinois Traction System



DEPARTMENT STORE OMNIBUSS  
ON PANEL BELOW WINDOW:  
"McKINLEY STATION FREE Nugent's"  
12TH & LINDEN—BROADWAY & WASHINGTON AVE.  
[COLUMBIA BUSS LINE]



ORIGINAL SURFACE LINE

ST. LOUIS ELECTRIC TERMINAL RAILWAY

5

CITY RATE

ST. LOUIS ELECTRIC TERMINAL RAILWAY



MOUND CITY

COLD STORAGE & ICE CO.

SPURS

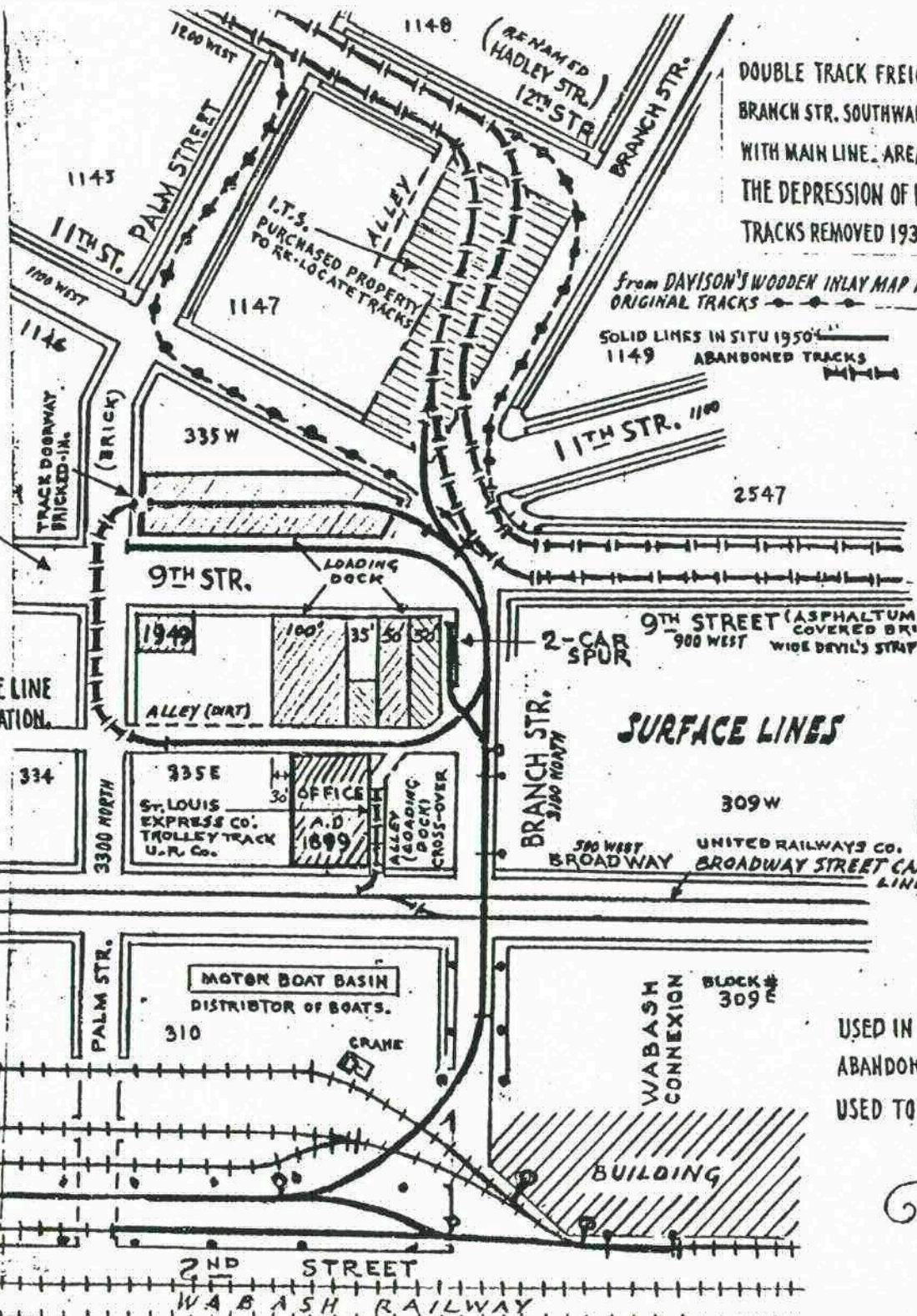
INDUSTRIAL TRACKS

OPERATED BY

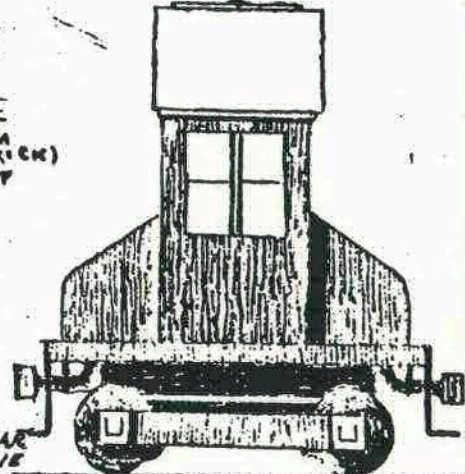
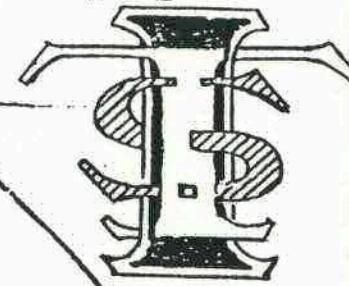
ILLINOIS TRACTION

SYSTEM

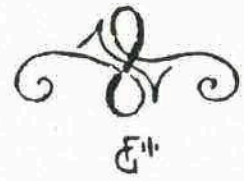
AFTER ABANDONMENT OF SURFACE LINE  
SPURS BECAME AN ISOLATED OPERATION.



DOUBLE TRACK FREIGHT LINE WAS TO BE RETAINED FROM BRANCH STR. SOUTHWARD TO HADLEY & HOWARD STR. CONNEXION WITH MAIN LINE. AREA RE-ZONED FOR INDUSTRIAL DEVELOPMENT. THE DEPRESSION OF 1930s THRAWARTED THIS GROWTH. TRACKS REMOVED 1937.

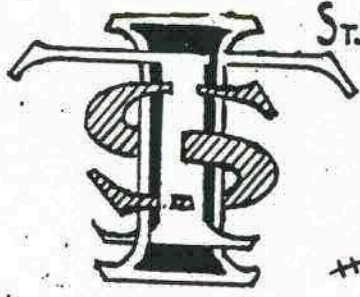


SMALL SINGLE TRUCK ELECTRIC LOCOMOTIVE TALLER THAN LENGTH USED IN 1930s AFTER SURFACE ROUTE ABANDONMENT. SMALL GASOLINE LOCOMOTIVE USED TO SHUNT FREIGHT CARS, 1950.



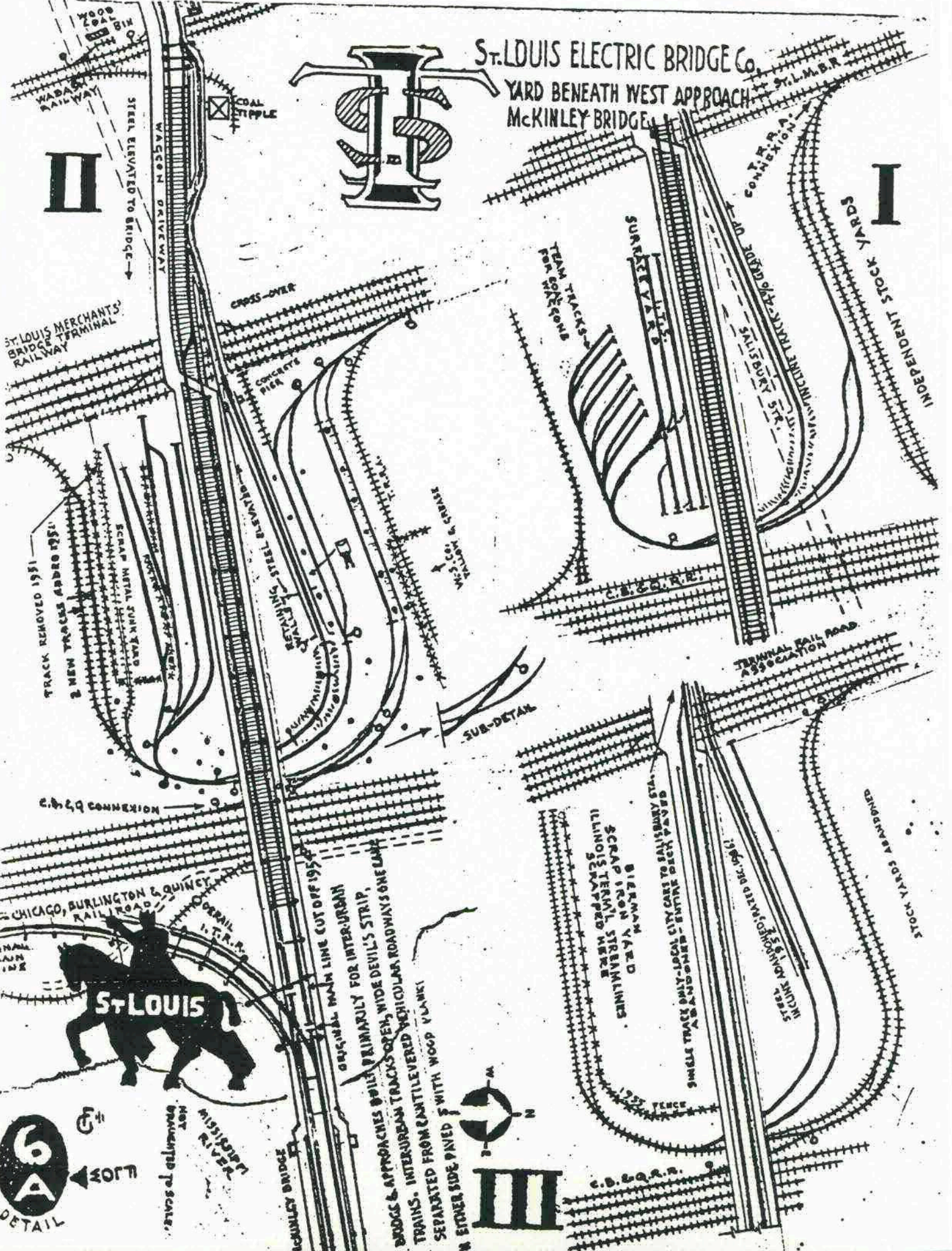


ST. LOUIS ELECTRIC BRIDGE CO.  
YARD BENEATH WEST APPROACH  
MCKINLEY BRIDGE



II

I



6  
A  
DETAIL

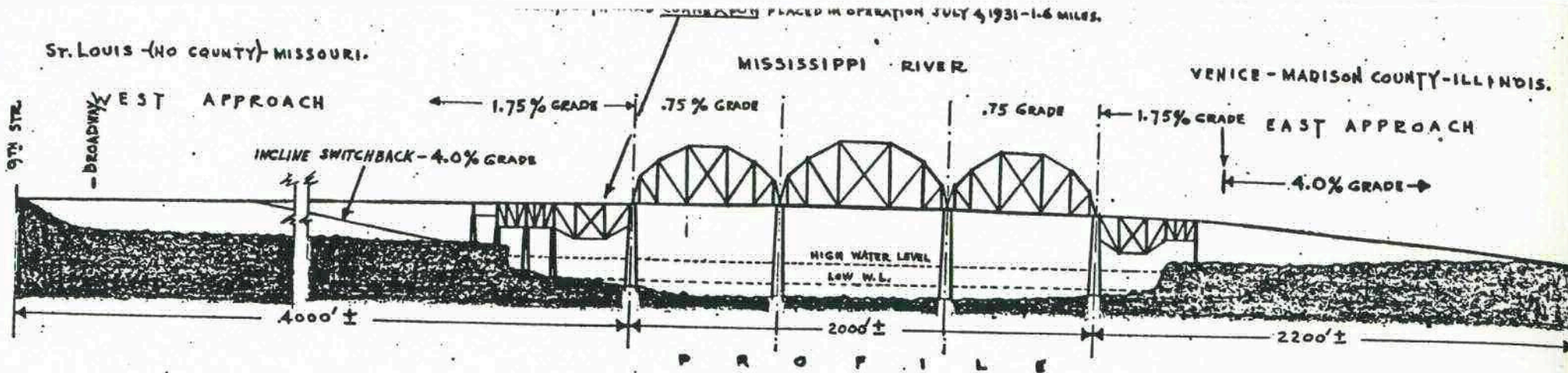


III

St. Louis (No County) Missouri.

MISSISSIPPI RIVER

VENICE - MADISON COUNTY - ILLINOIS.



FIXED  
3 CHANNEL SPANS - 300' EACH.

|                          |        |                 |
|--------------------------|--------|-----------------|
| MEAN SEA LEVEL - { 470.1 | } YEAR | Reference plane |
| MEAN LOW LEVEL - { 465.5 |        |                 |
| MEAN HIGH LEVEL - { 89.0 | } 1904 | }               |
| MEAN HIGH LEVEL - { 84.4 |        |                 |
| HIGH LEVEL - { 47.7      | } 1844 | }               |
| HIGH LEVEL - { 43.1      |        |                 |

ADAPTED FROM THE STRESS DIAGRAMME TO INDICATE CERTAIN ASPECTS. ONLY PRINCIPAL CHORDS SHOWN.

VENICE APPROACH WITH ITS STEEP GRADE WAS A TEMPORARY EXPEDIENT UNTIL A BETTER APPROACH COULD BE DETERMINED. SECTION OF THE VENICE HIGH LINE SOME 20 YEARS LATER, SOLVED THE GRADIENT DIFFICULTY. THE 4% GRADE APPROACH IS STILL IN USE BUT FOR ST. LOUIS - TRI-CITIES STREET CARS & A MINOR FREIGHT OPERATION.

BRIDGE CAPACITY

- NOT DESIGNED FOR LOCOMOTIVES WEIGHING MORE THAN 5000 LB PER LINEAL FOOT.
- DESIGNED FOR COAL TRAINS LOADING 5000 LB PER LINEAL FOOT ON EACH TRACK.
- LOADING OF 1000 LB PER LINEAL FOOT ON EACH WAGGON ROAD - DESIGN SPECIFICATION.

1,260.5 MILES ABOVE MOUTH OF THE MISSISSIPPI RIVER.

AUTHORIZED BY U.S. CONGRESS:  
FEB. 15, 1907.  
FEB. 16, 1910.

PLANS APPROVED BY U.S. WAR DEPARTMENT  
JULY 8, 1907.  
COMPLETION DATE - NOV. 9, 1910

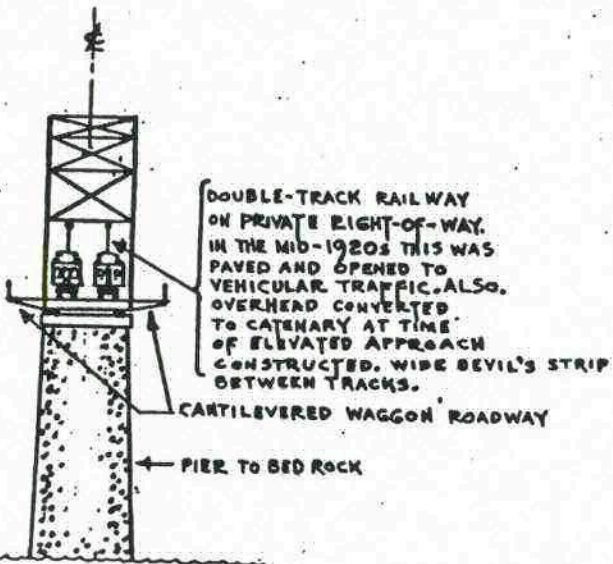
PURPOSE: - INTERURBAN ELECTRIC RAILWAY BRIDGE, WITH WAGGON DRIVEWAYS SECONDARY.

BRIDGE USED BY ST. LOUIS & NORTH EASTERN RAILWAY,  
ST. LOUIS, SPRINGFIELD & PEORIA RAILROAD,  
ST. LOUIS ELECTRIC TERMINAL RAILWAY  
(MCKINLEY BRIDGE STREET CARS)  
ILLINOIS TERMINAL RAIL ROAD  
ALTON, GRANITE & ST. LOUIS TRACTION (TRACHPAGE RIGHTS)  
BRIDGE PROVIDES ENTRY INTO ST. LOUIS, THE WESTERN MOST POINT & ONLY MISSOURI PLACE SERVED BY I.T.S. PASSENGER, MERCHANDISE EXPRESS & FREIGHT HAULED.

TRIAL RUN - SEPT. 20, 1910 - 1ST MCKINLEY TROLLEY CAR CROSSED MISSISSIPPI RIVER.  
OFFICIAL OPENING OF BRIDGE - NOV. 10, 1910.  
REPRESENTS CULMINATION OF CONGRESSMAN MCKINLEY'S & COL. BUCKINGHAM'S DREAM OF AN INTERURBAN EMPIRE PREGGED TO ST. LOUIS.

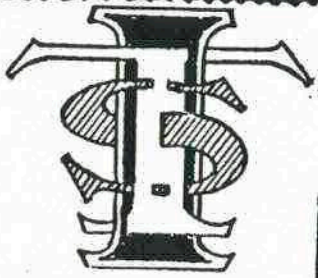
DATA: ST. LOUIS CHAMBER OF COMMERCE REPORT OF ENGINEERS COMMITTEE ST. LOUIS - EAST ST. L. RAILWAY TERMINALS G.E. SMITH & CO. CONSULTING ENGINEERS. 1922.  
"LIST OF BRIDGES OVER NAVIGABLE WATERS OF THE U.S.A." JAN. 1, 1935, U.S. GOVT PRINTING OFFICE.

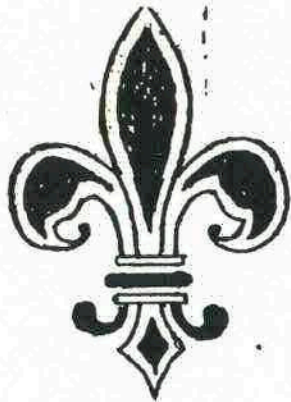
# MCKINLEY BRIDGE & APPROACHES.



CROSS-SECTION AT PIER

ST. LOUIS ELECTRIC TERMINAL RAILWAY  
ST. LOUIS ELECTRIC BRIDGE COMPANY

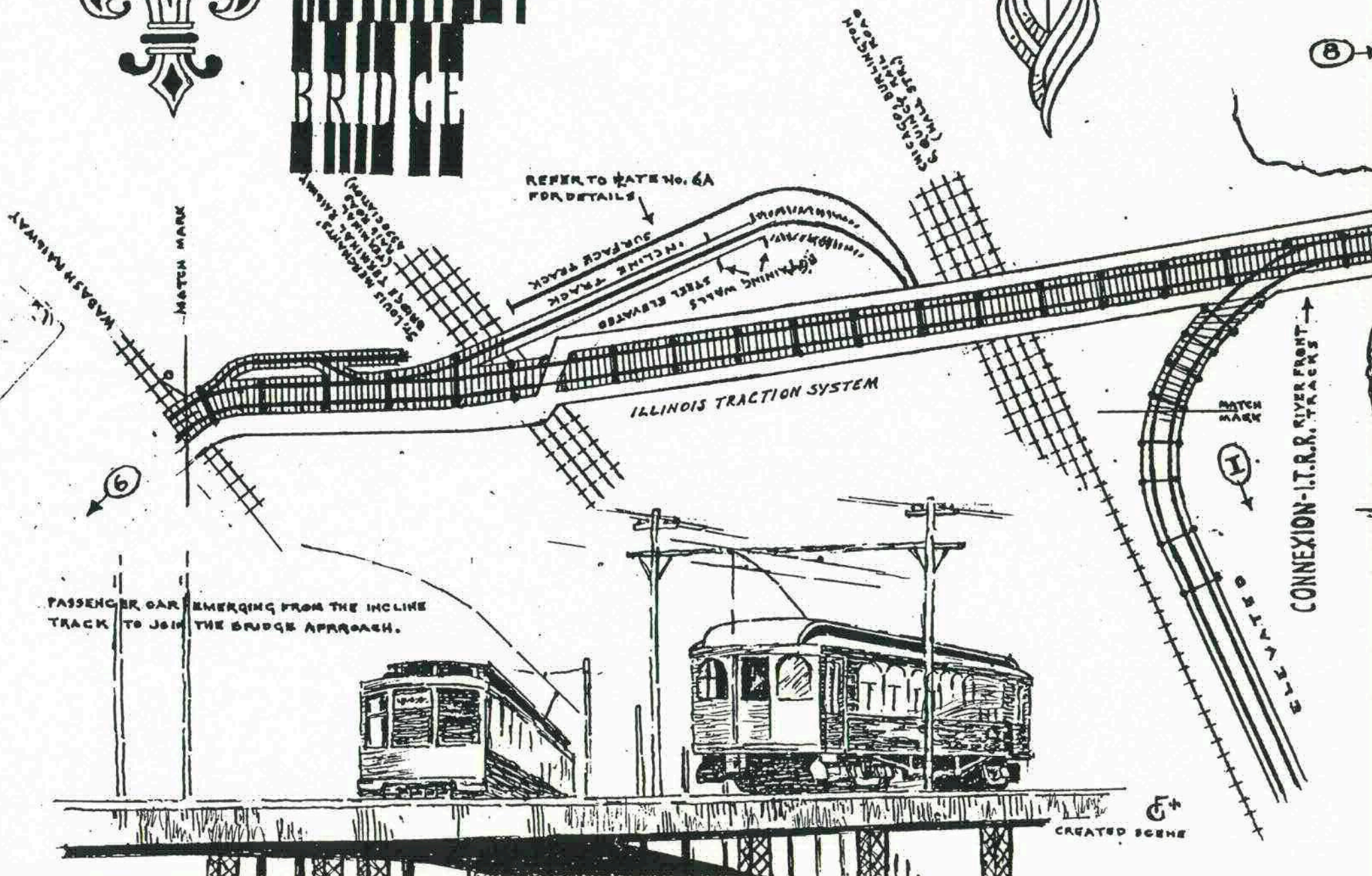
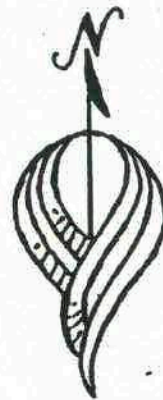




# MCKINLEY BRIDGE

## ST. LOUIS (WEST) APPROACH.

ST. LOUIS ELECTRIC TERMINAL RAILWAY  
ST. LOUIS ELECTRIC BRIDGE COMPANY



REFER TO PLATE No. 6A  
FOR DETAILS

INCLINE TRACK  
SURFACE TRACK  
ROLLING WALLS  
STEEL ELEVATORS

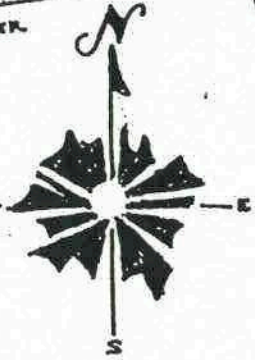
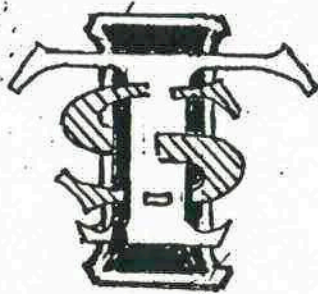
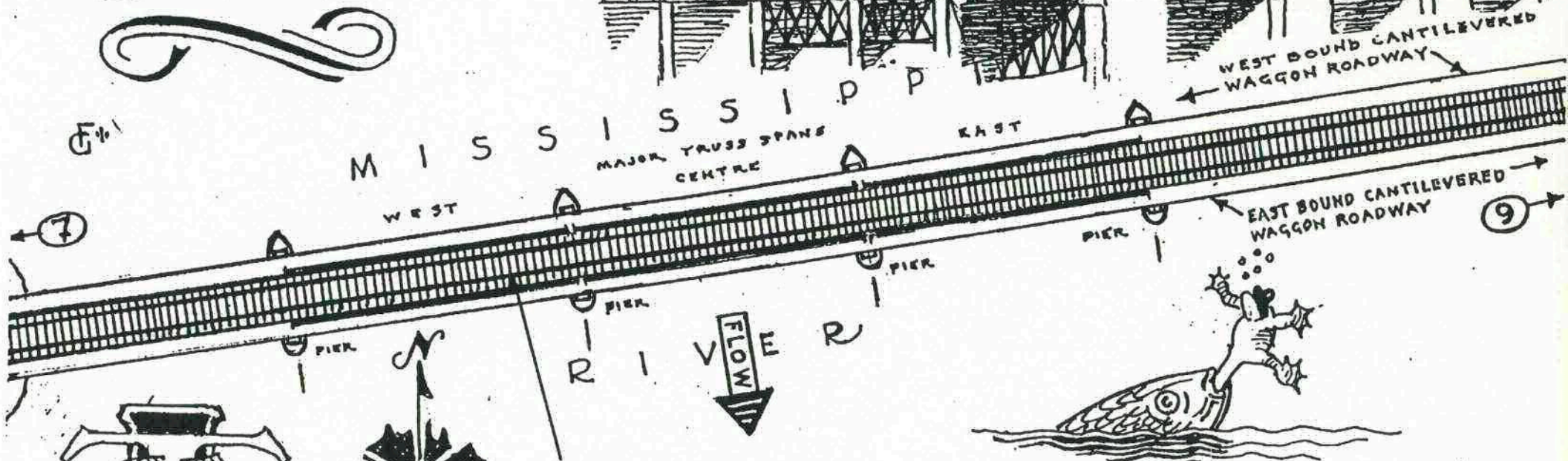
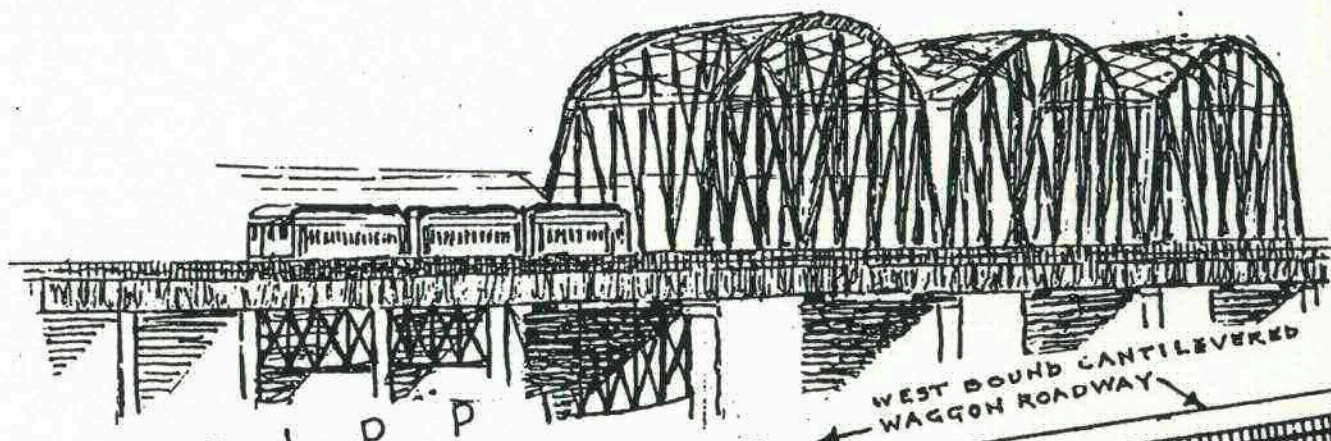
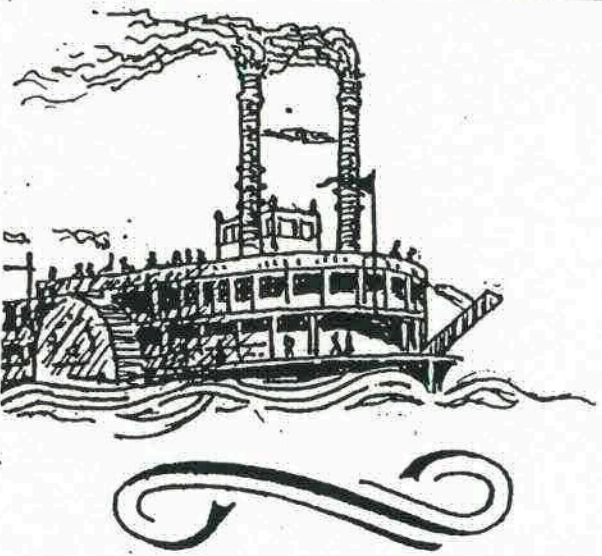
ILLINOIS TRACTION SYSTEM

PASSENGER CAR EMERGING FROM THE INCLINE  
TRACK TO JOIN THE BRIDGE APPROACH.

CONNECTION - I.T.R.R. RIVER FRONT  
TRACKS

E+  
CREATED SCENE

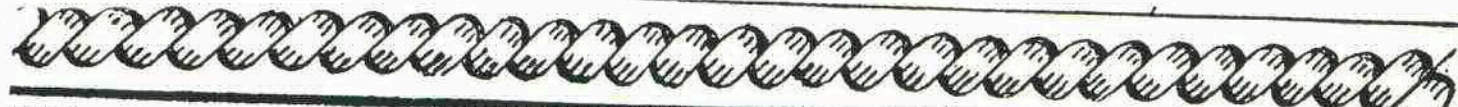
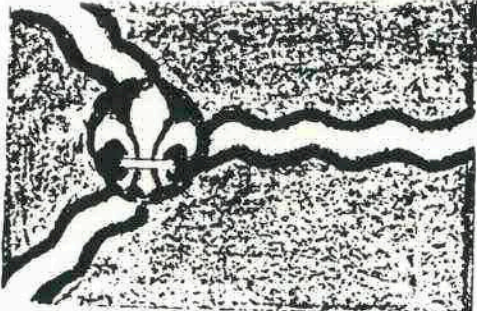
# MCKINLEY BRIDGE



RESERVED OPEN TRACKS  
 USAGE ORIGINALLY BY ST. LOUIS &  
 NORTH EASTERN RAILWAY, LATER  
 BY ST. LOUIS, SPRINGFIELD & PEORIA  
 RAIL ROAD.  
 INDEPENDANT - ALTON, GRANITE & BELLOUIS  
 TRACTION.  
 TRACKS & ROADWAYS ON SAME LEVEL.

LOCAL TROLLEY LINES:  
 St. LOUIS ELECTRIC TERMINAL RAILWAY  
 St. LOUIS ELECTRIC BRIDGE Company.





FLAG of CITY of St. LOUIS

DELMAR BLVD.

ALL TRACKS STONE BALLASTED  
CATENARY OVERHEAD TROLLEY WIRE.  
LINDEN STR. & GAY STR. EAST OF 12TH STR. VACATED.  
HADLEY STREET SOUTH OF DELMAR BOULEVARD VACATED.  
PLATFORMS DOTTED. PLATFORMS HIGHER AT FREIGHT TRACKS.  
12TH STR. RE-NAMED TUCKER BOULEVARD AFTER A FORMER MAYOR.

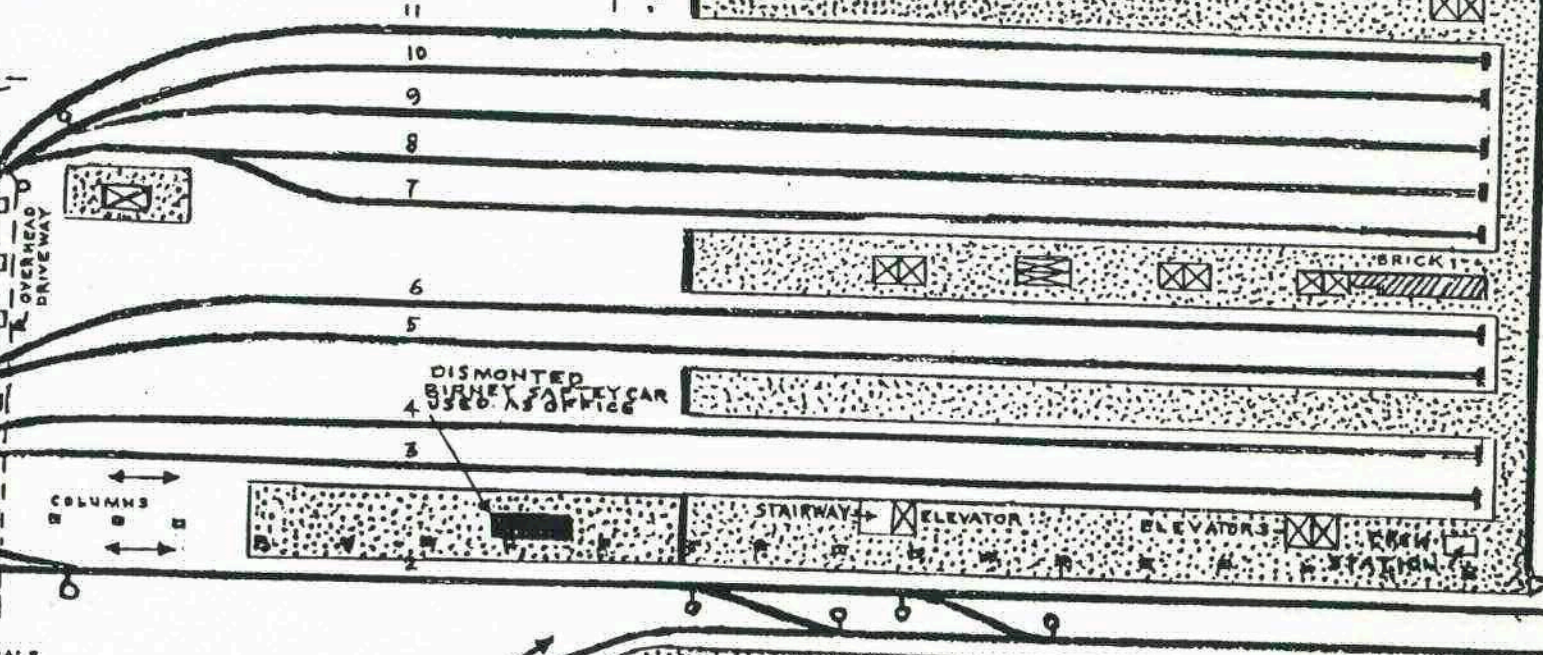
ALLEY



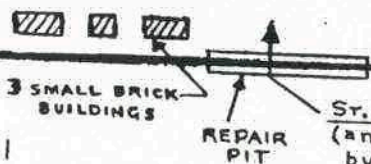
EX-12TH STR.  
HADLEY AVE.

N GLOBE-DEMOCRAT BLDG  
SOLD TO ST. LOUIS DISPATCH

FRANKLIN AVE.

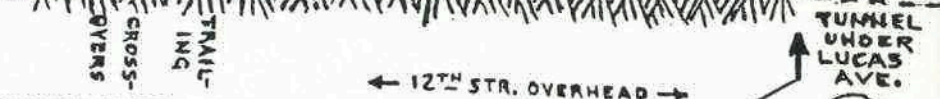


CORRUGATED IRON CURTAIN



ST. LOUIS STAR-TIMES BUILDING  
(an evening newspaper formed  
by consolidation of the  
ST. LOUIS STAR [green sheet] with  
the ST. LOUIS TIMES [pink sheet]  
now OUT-OF-BUSINESS.  
STRUCTURE ERECTED OVER TRACKS  
BY "AIR RIGHTS"

DELMAR BLVD.



MIDWEST TERMINAL BUILDING renamed  
CENTRAL TERMINAL BLDG. 1963 became  
GLOBE-DEMOCRAT BLDG. (ST. LOUIS MORNING  
NEWSPAPER now out-of-business) 1986.  
THE STATION IN BASEMENT WAS TEMPORARY  
DEPOT UNTIL STATION AT 12TH & WASHINGTON  
AVE. WAS ERECTED. NEVER BUILT BECAUSE OF  
THE GREAT DEPRESSION OF THE 1930S.

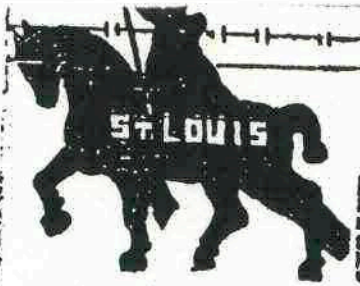
TRACKS No. 1, 2 & 3 PASSENGER TRAIN TRACKS; OTHERS  
FREIGHT.

ST. LOUIS  
MISSOURI

ILLINOIS TERMINAL RAILROAD SUBWAY STATION

SUBWAY RATE





AFTER ELIMINATION OF FAN SPURS, 3 SIDINGS INSTALLED 11TH STREET 260

VACANT LOT  
PAVED AREA  
264  
DERAIL  
EX WASH ST.  
COLE ST.

ADDITION 1947  
FLYNN FORWARDING CO.

REFRIGERATOR CARS ONLY FOR PERISHABLE USE FLYNN SIDINGS 16 CAR CAPACITY

CARR STREET  
STREET CAR TRACK ABANDONED

NO SPACE FOR PARKED VEHICLE  
MORRIS GARAGE  
LUX PAPER STOCK CO. FREIGHT CARS LOADED FROM STREET  
NO CLEARANCE FOR VEHICLE EITHER SIDE

ALLEY  
VACANT LOT  
SCALE

ALLEY  
265

OVERHEAD WIRE

DERAILS REMOVED

CONCRETE PLATFORM  
SITE OF TEMPORARY FRAME PASSENGER STATION DURING SUBWAY CONSTRUCTION

BRACKET  
BRIERMAN SPUR  
NO SIDEWALK

CRANE  
CONCRETE PLATFORM  
WOOD RAMP  
(ABANDONED)

HADLEY STR. (EX 12TH STR)  
267  
RED BRICK ERECTED 1953  
SPRINGMEIER SHIPPING CO.

EX-INTERURBAN LOOP (ABANDONED)

CROWNS ON 1.113.0 IRON TRAILWAY POLES IN HADLEY STR.

(ORIGINAL STAR-TIMES BUILDING)  
St. LOUIS GLOBE-DEMOCRAT BLDG.  
GLOBE SIDING (for newsprint)  
TRACK SEVERED  
SWITCH ELIMINATED

COVERED SWITCH BEVER  
DERAILS

268

ALLEY  
EMBANKMENT  
DOWN  
IRON RAILING

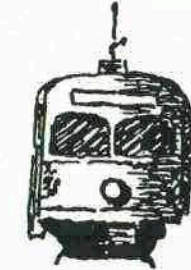
21-CAR CAPACITY  
EMBANKMENT  
EACH TRACK 7 CAR CAP.  
IRON RAILING

FREIGHT TRACK

MAIN LINES

SPACE FOR 4TH TRACK

ABANDONED SURFACE CAR LINE (MOVED WESTWARD IN DRAUGHTING)  
270  
St. LOUIS ELECTRIC TERMINAL RAILWAY  
GLOBE-DEMOCRAT BROADCASTING TOWER  
ILLINOIS TERMINAL R.R. SYSTEM



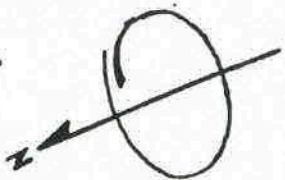
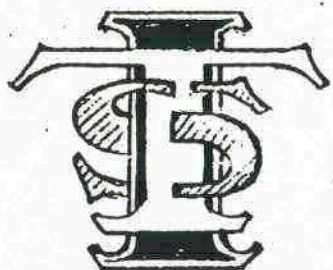
271 HIGH STR. WIDENED ON EAST SIDE & RENAMED 12TH ST.  
BACK SIGNALS  
P.C. CAR LAST TYPE TO GRACE THE MCKINLEY BRIDGE LINE.

3 SMALL BRICK BLDGS.  
SURFACE & SUBWAY  
DETAIL PATE  
B  
I.T.R.R.

BLOCK SIGNALS  
A RED NORMAL  
B GREEN  
569  
W = WOOD POLE  
C = CONCRETE

FRANKLIN AVE.  
MAD SINGLE TRACK BEFORE STREET WIDENING.  
SIDINGS FOR SUBWAY CONSTRUCTION

CASS AVE. ALL TRACKS 1500 NORTH AT SURFACE

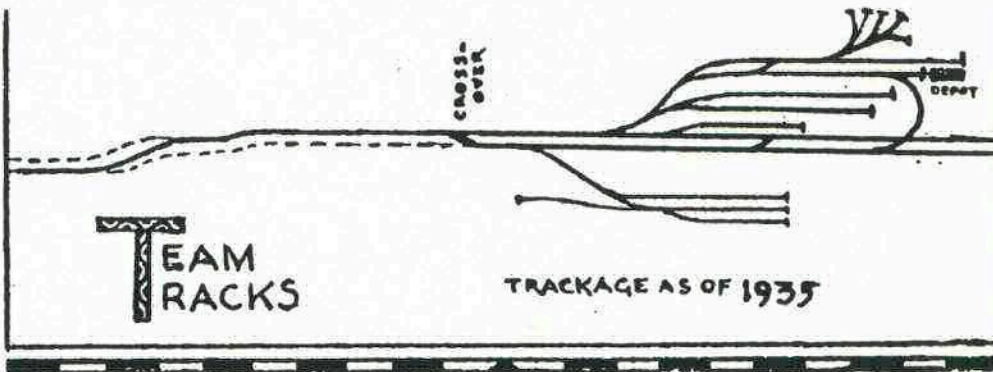


# ST. LOUIS ELECTRIC TERMINAL RAILWAY

ILLINOIS TERMINAL R.R. SYSTEM

588

HADLEY STREET (EX-12TH STR.)



SURFACE &



SUBWAY  
DETAIL  
DATE

263

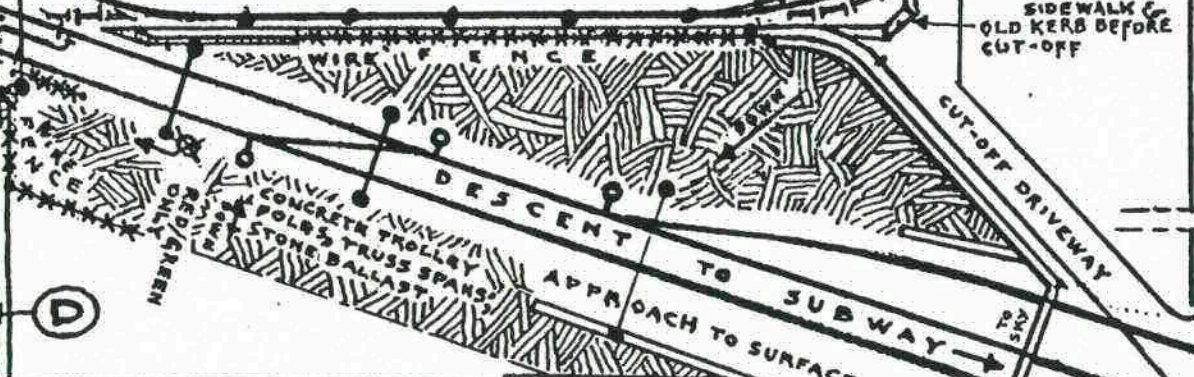
THE JOG HAS BEEN STRAIGHTENED BY NEW PAVEMENT.

576

INSERT 262

IRON POLES SURFACE TRACKS

CROSS-OVER ELIMINATED



SIDEWALK & OLD KERB BEFORE CUT-OFF

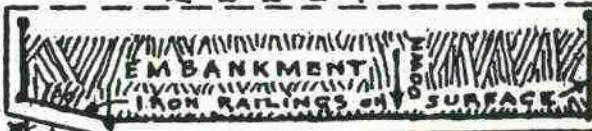
NO CLEARANCE FOR PARKED VEHICLE EITHER SIDE

BLOCK # 563

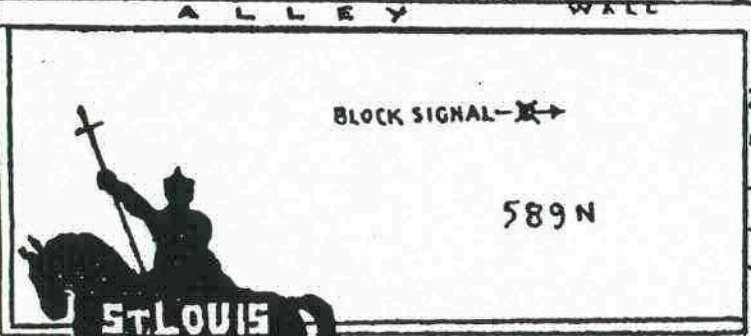
O'FALLON STR. 1300 NORTH STREET CAR TRACKS ABANDONED

268

I.T.S. LEASED TO SPRING-MEIER S. COMPANY

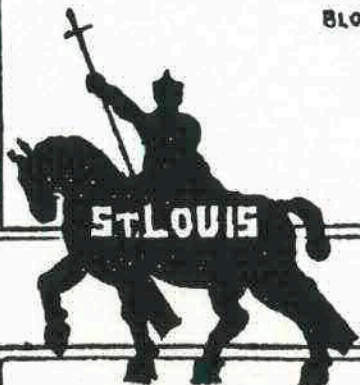


BIDDLE STR. 1200 NORTH



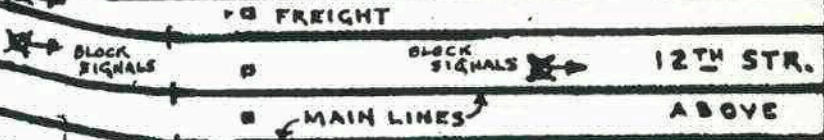
BLOCK SIGNAL

589N

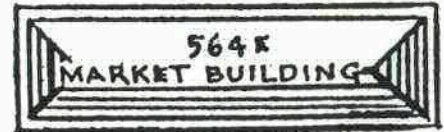


13TH STREET

574



PROVISION FOR 4TH TRACK



564W

DATA: 1935, '40, '48.

SURFACE CAR LINE ABANDONED

569

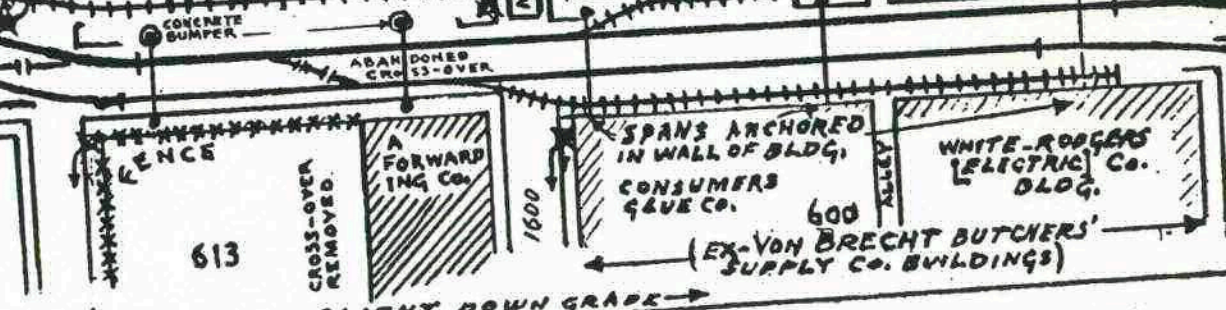
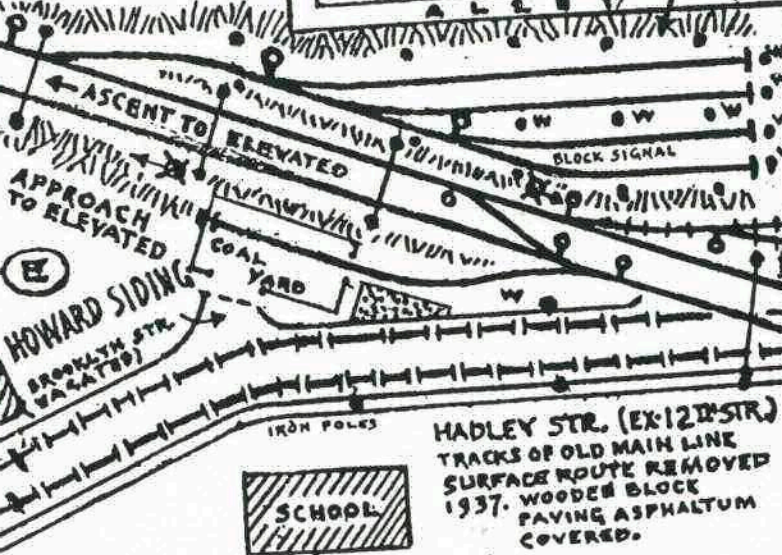
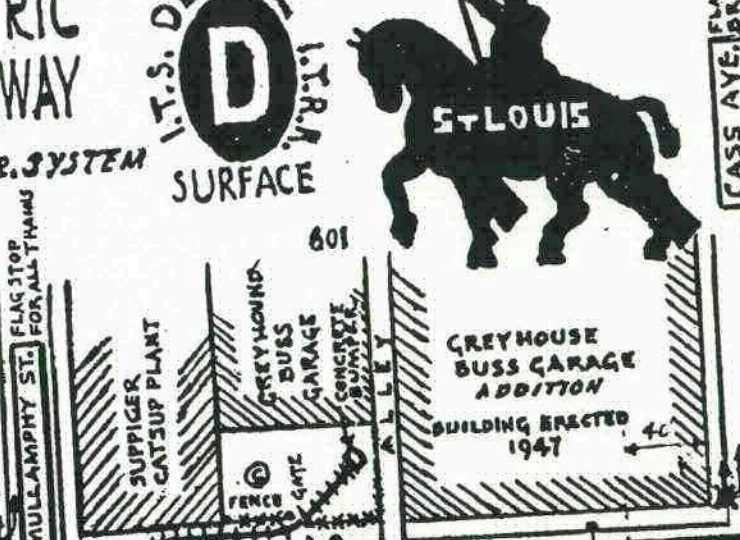
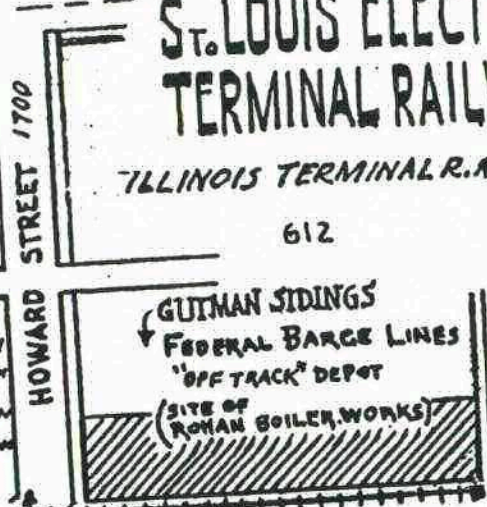
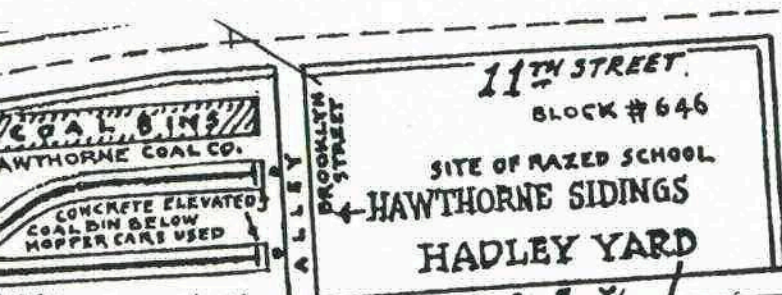
# ST. LOUIS ELECTRIC TERMINAL RAILWAY

ILLINOIS TERMINAL R.R. SYSTEM

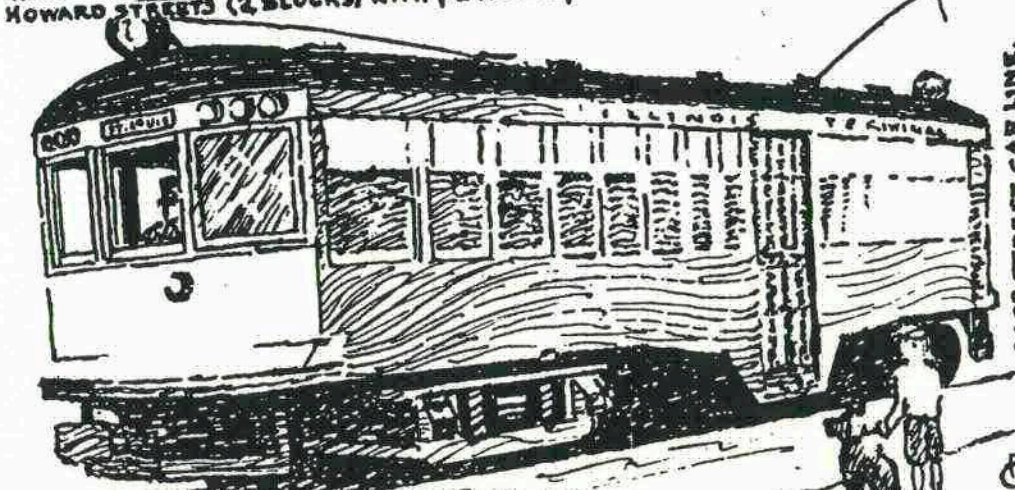
I.T.S. DETAIL  
**D**  
I.T.R.M.  
SURFACE



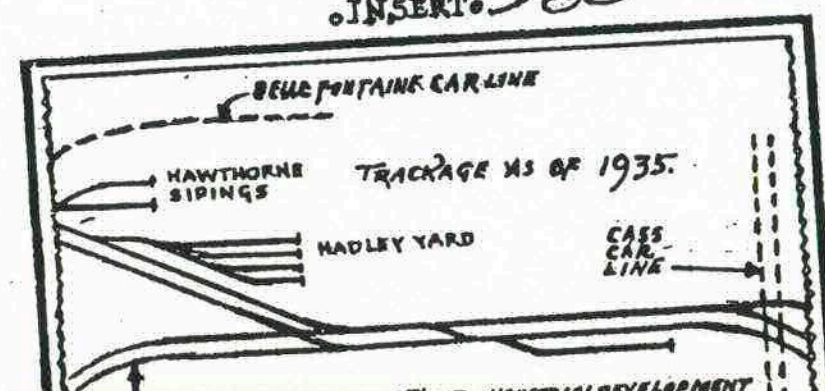
FLAG STOP  
CASS AVE. BRIDGE  
CARS



CATENARY OVERHEAD ELECTRICAL COLLECTION STREET OPERATION  
MAIN LINE SURFACE OPERATION CROSSED 3 STREETS - CASS AVE., MULLAMPHY &  
HOWARD STREETS (2 BLOCKS) WITH FLASHING WARNING SIGNALS AT EACH STREET.



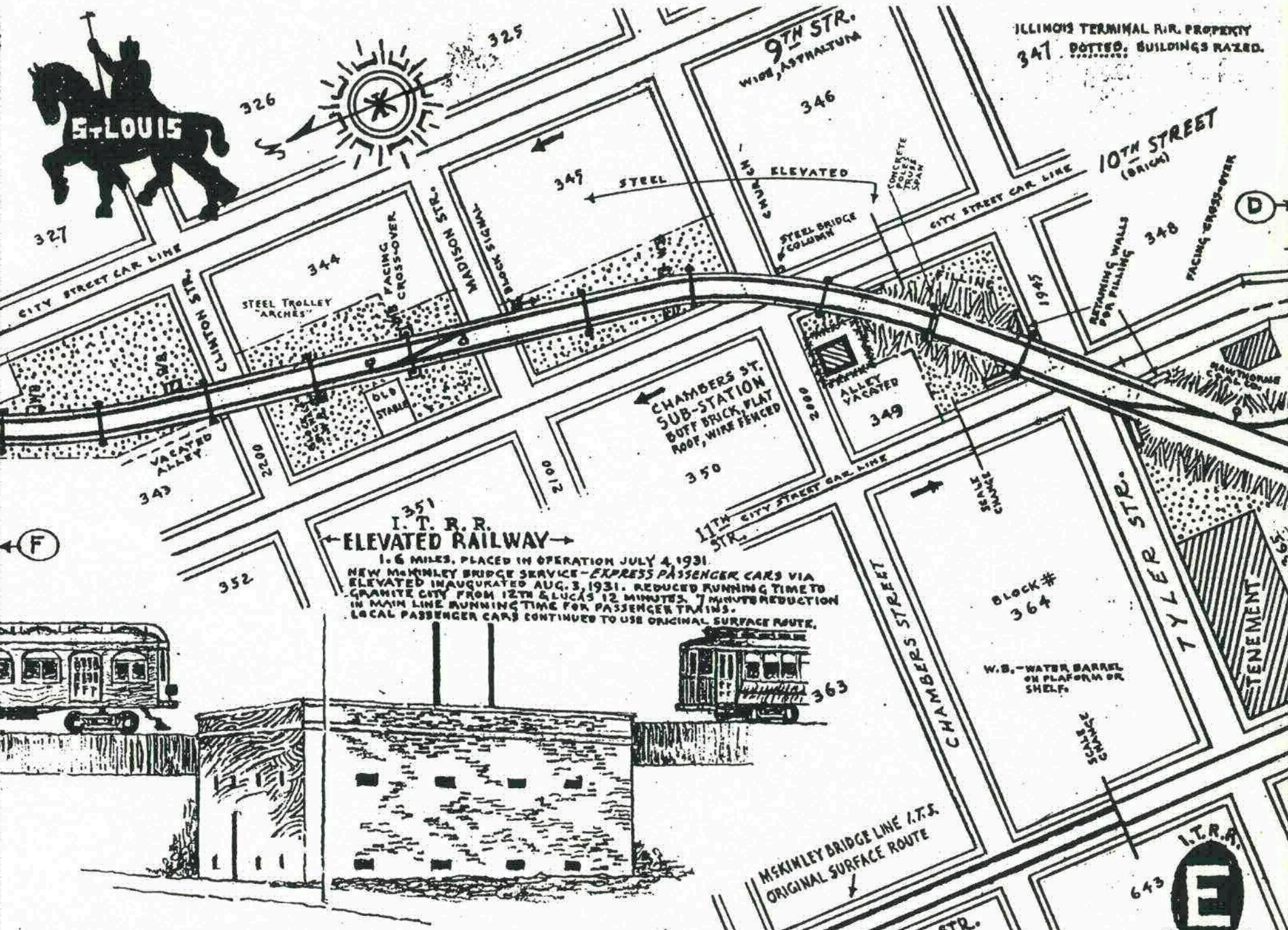
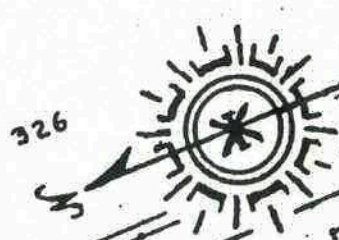
CASS STREET CAR LINE  
CASS AVE.  
1500



INSERT



ILLINOIS TERMINAL R.R. PROPERTY  
341 DOTTED; BUILDINGS RAZED.



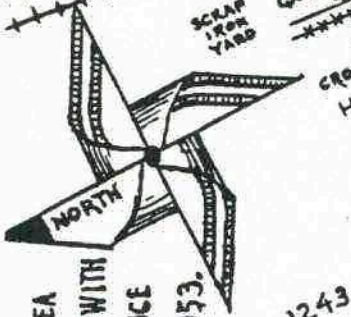
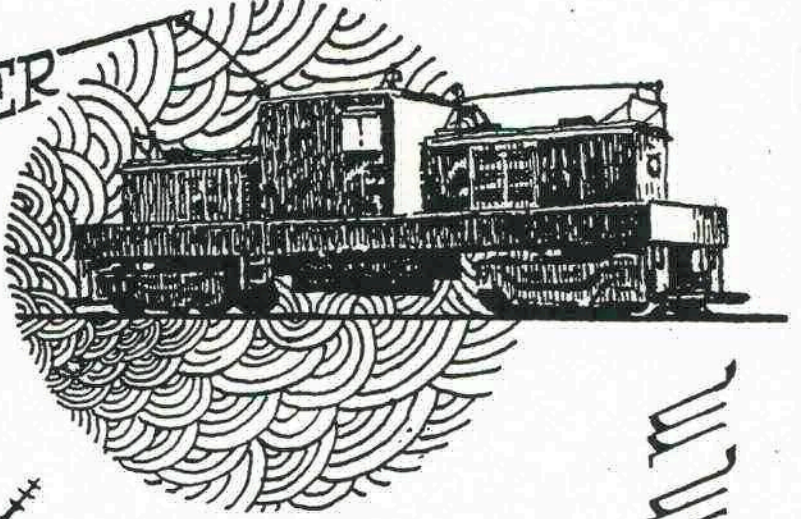
**351 I. T. R. R. ELEVATED RAILWAY**  
1.6 MILES, PLACED IN OPERATION JULY 4, 1931.  
NEW MCKINLEY BRIDGE SERVICE - EXPRESS PASSENGER CARS VIA  
ELEVATED INAUGURATED AUG. 3, 1931. REDUCED RUNNING TIME TO  
GRANITE CITY FROM 12TH & LUCAS 12 MINUTES. 7 MINUTE REDUCTION  
IN MAIN LINE RUNNING TIME FOR PASSENGER TRAINS.  
LOCAL PASSENGER CARS CONTINUED TO USE ORIGINAL SURFACE ROUTE.

10TH & CHAMBERS ST. SUB-STATION. CAPACITY - 1000 KILOWATTS - SEMI-AUTOMATIC. 641  
BUFF BRICK, FLAT ROOF. BOX-TYPE, ILLINOIS TERMINAL R.R. SYSTEM

I.T.R.R.  
**E**  
ELEVATED  
DETAIL

TROLLEY WIRES  
ANCHORED TO  
ELEVATED GIRDERS  
CONCRETE PIER

POWER



TRACKS IN THIS AREA  
MUCH ALTERED WITH  
OPENING OF PRODUCE  
MARKET FEB. 22, 1953.



**ILLINOIS  
TERMINAL  
RAIL ROAD SYSTEM**

WB = WATER BARREL  
ON PLATFORM OR SHELF.  
AN ACCOMMODATION IN BRANCHING  
FOR DIFFERENCE IN LONGITUDINAL &  
TRANSVERSE SCALES HAS BEEN MADE.

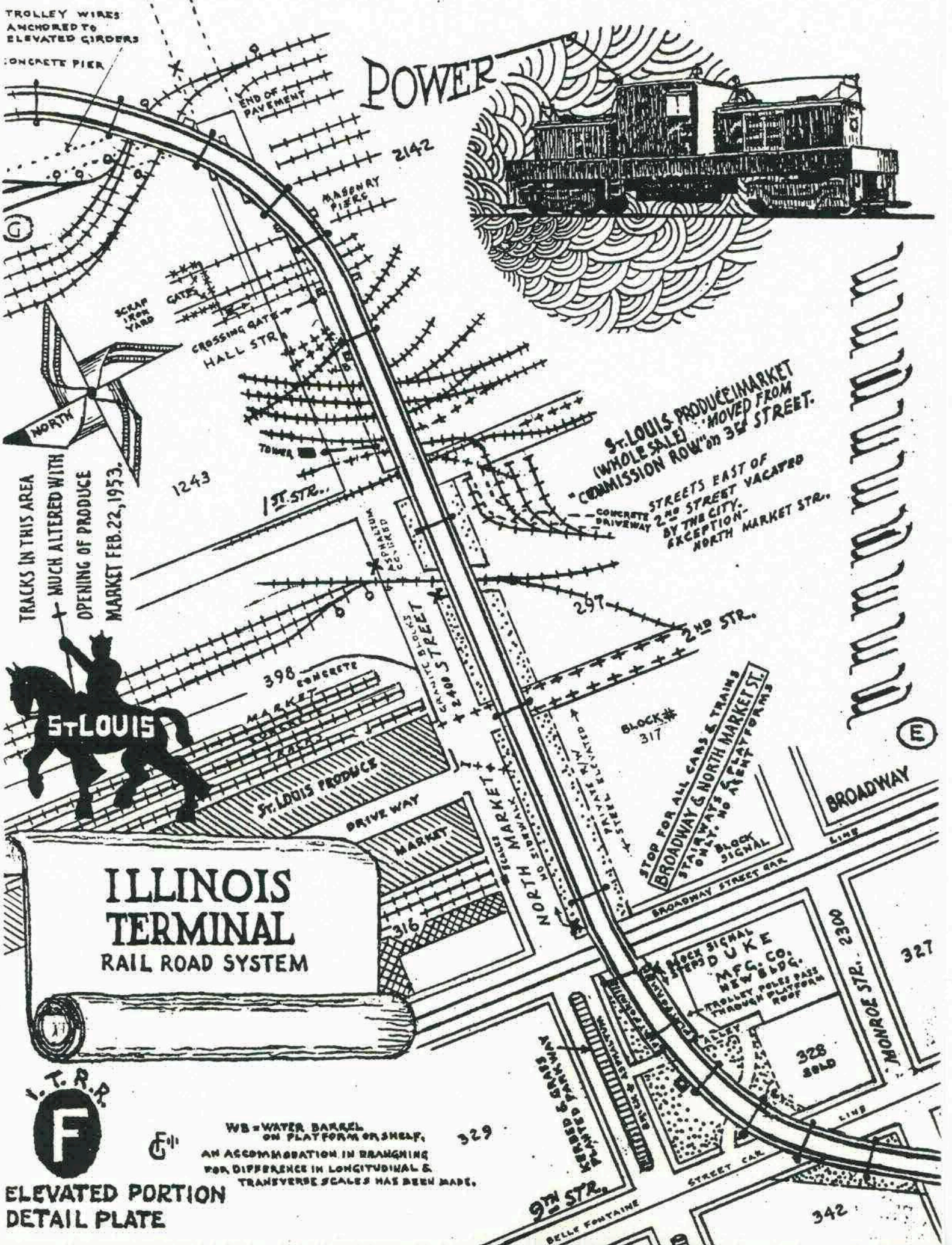
**ELEVATED PORTION  
DETAIL PLATE**

ST. LOUIS PRODUCE MARKET  
(WHOLE SALES) MOVED FROM  
"COMMISSION ROW" ON 34<sup>TH</sup> STREET.  
STREETS EAST OF  
CONCRETE 2<sup>ND</sup> STREET VACATED  
BY THE CITY -  
EXCEPTION -  
NORTH MARKET STR.

STOP FOR ALL CARS & TRAINS  
BROADWAY & NORTH MARKET ST.  
STAIRWAYS & ELEVATORS  
BLOCK SIGNAL

TRUCK SIGNAL  
AT END OF D.U.K.E.  
MFG. CO.  
NEW BLDG.  
TROLLEY POLES PASS  
THROUGH PLATFORM  
ROOF

*St. Louis Terminal*



FLOW

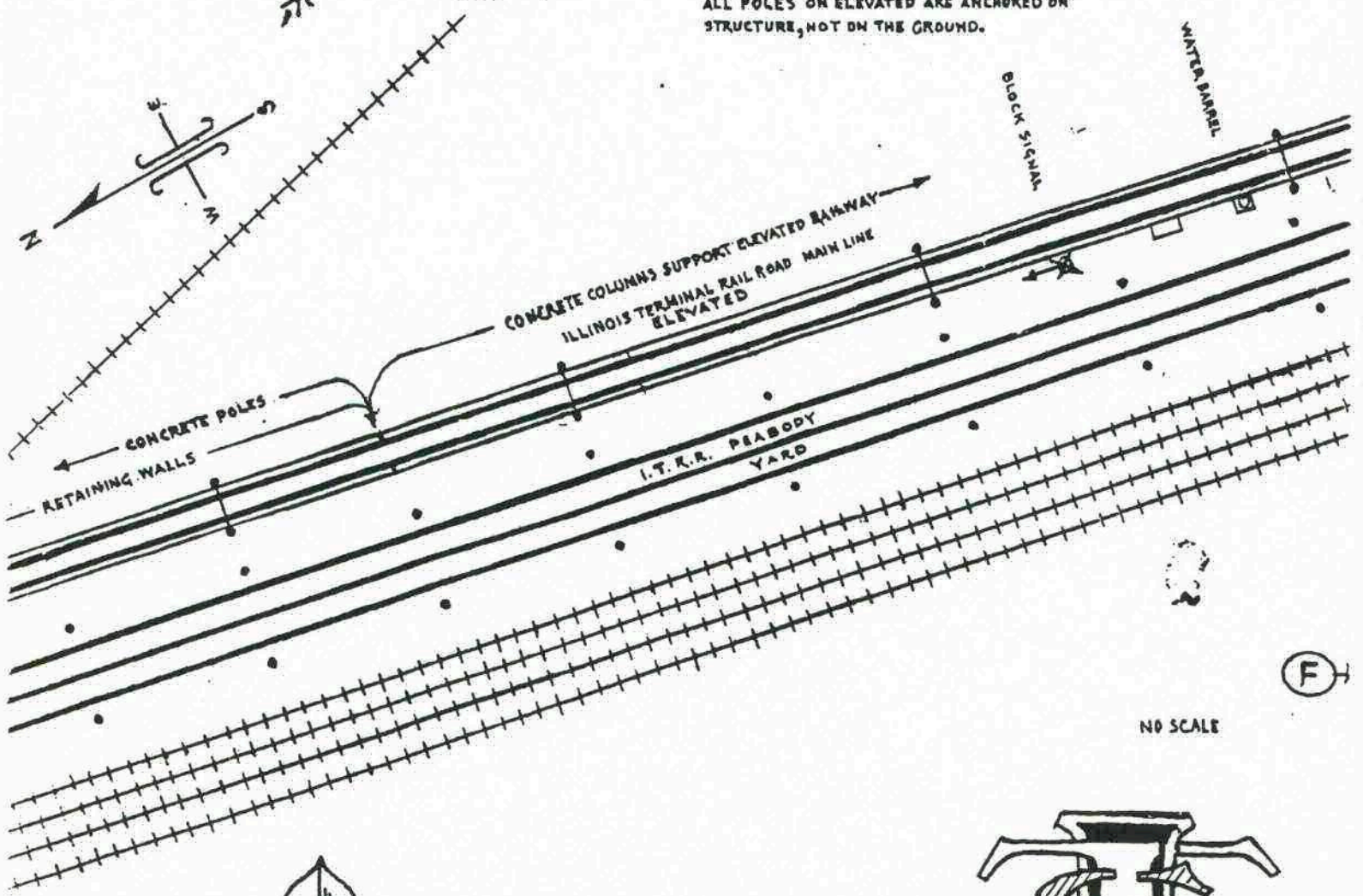
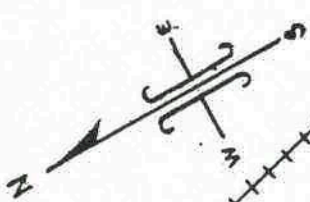
MISSISSIPPI RIVER

CITY OF ST. LOUIS  
MUNICIPAL DOCK

CITY OWNED  
TRACKS

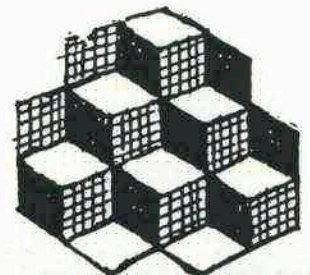
# River Front TRACKS

ALL POLES ON ELEVATED ARE ANCHORED ON  
STRUCTURE, NOT ON THE GROUND.



NO SCALE

(F)



MISSISSIPPI RIVER

INTERURBAN YIELDS RIGHT-OF-WAY TO CITY STREET CAR. REFER TO PLATE NO. 9.



I.T.R.R. No. 703  
DIESEL SWITCH ENGINE  
WORKED YARD. (1953)

LOCAL  
BLOCKS



BLANTON LEAD

STREET CROSSING AT SURFACE

DESCENDING GRADE

DERAIL  
BRANCH ST.  
YARD

RETAINING WALLS

DESCENDING GRADE

BURLINGTON CONNEXION

WIGGINS FERRY COMPANY

CHICAGO, BURLINGTON & QUINCY RAIL ROAD

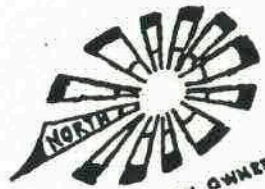
I.T.R.R. BRANCH STREET YARD FORMERLY DEARBORN YARD

SIGN  
WATCHMAN  
ON  
DUTY

WATCHMAN'S  
WOODEN SHANTY  
MAROON WITH BLACK TRIM

MAIN LINE

C = CONCRETE POLE



RIVER FRONT PROPERTY PRIVATELY OWNED

BRANCH ST. YARD OFFICE  
WOODEN, WHITE WITH GREEN TRIM  
ILLINOIS TERMINAL RAIL ROAD

STREETS VACATED BY CITY  
SOUTH OF T.R.R.A. TRACKS:  
WARREN  
MONTGOMERY  
ST. LOUIS AVE.  
WAIGHT  
PALM

C.B. & Q. R.R.  
MAIN LINES  
"WAY OF THE  
ZEPHYRUS"

BRANCH  
STREET  
(NOT RAIL)



ILLINOIS TERMINAL RAIL ROAD

ELEVATED  
I.T.R.R.



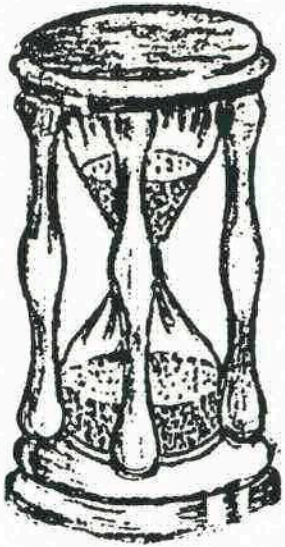
DETAIL

NO SCALE

G

G

I



# SUBWAY-ELEVATED TIME SAVER



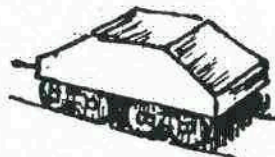
MISSISSIPPI RIVER

HEAVY STEEL CONSTRUCTION  
ELEVATED JOINS BRIDGE.

BRIDGE ATOP SAND BIN

ST. LOUIS MATERIALS  
COMPANY  
(SAND & GRAVEL FROM RIVER)

WEIGHING STATION -  
SCALE HOUSE & TRACK

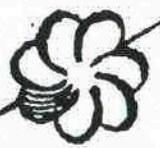


SCALE TEST CAR  
No. 082

THE BLANTON  
COMPANY

BLANTON SPURS

BLACK SIGNAL  
WATER BARREL



HEAVY STEEL ELEVATED STRUCTURE

APPROACH TO MCKINLEY BRIDGE

I.T.R.R. ELEVATED

CHICAGO, BURLINGTON & QUINCY RAILROAD

STEEL TROLLEY  
"ARCHES"



NO SCALE

I.T.R.R.



## ILLINOIS TERMINAL RAILROAD

BLANTON  
STATION  
PLAT 5  
SPURS

WARNING SIGN

WATER BARREL

BLACK SIGNAL

WARNING SIGN

ANGEL BOT

WARNING SIGN

DEWEY  
STREET

(H)

(G)