

THE PASS

by Dale Jenkins

A benefit afforded by an employee was the free transportation over the assigned Division or system. In the early years of operation, an employee was assigned a badge with number, that when displayed, could travel for free. On July 10, 1910, a new system of using the "Pass" was introduced. The pass was issued on "by request" basis to the General Superintendent, or in case of emergency, the Train Dispatcher. By 1914 the system was more streamlined with the issuance of an "Annual Card Pass," of course with restrictions, which included giving up their seat for a paying customer. After completion of three years of continuous service, an employee was issued a pass good for over his respective Division, and after five years was issued a system wide pass. Dependents had to apply separately. By 1929, the requirements were lowered to one year of service and after five years a card transportation issued for wife and dependent children. A trip pass was issued to dependent members of family. The color card stock of the pass was changed each time a new series of card passes were issued to provide an easy check to assure a valid pass was in force. Until 1928, the name "Illinois Traction System" was used, then changed to "Illinois Terminal Railroad System" until 1937, when the name was changed to "Illinois Terminal Railroad *Company*". The passes were issued annually until 1933, then every two years thereafter, beginning with 1934-35. On November 4, 1959, a bulletin was issued that passes would no longer be issued or honored as all passenger service had been discontinued. Color used through the years were, yellow, light yellow, dull yellow, green, pale green, light green, olive blue, light blue, beige, brown, gray, pink, gray, and white.

THE PASSES

The "A", "B", and "F" Passes

Issued to individuals outside of the employment of the company, such as shippers, VIP's, other railroad officials or employees.

The "E" Pass

Issued to the employee and family members. When the pass was presented to the conductor, a "Pass Identification" slip had to be filled out and retained by the conductor to turn in with his ticket/cash fare count. The employee had to give up seating in favor of a paying passenger. This would permit transportation in the coach only.

The P. S. Parlor-Sleeper

Good for transportation in only sleeper or parlor car. Usually reserved for VIP or officials of other railroads.

The RSC

In 1934, the parlor cars were reclassified as Reserved Seat Coaches. Prior to this, transportation required the patron to pay for a first-class fare in addition to the parlor car fare. With the reassignment of the name, the less expensive coach fare and parlor car

charge was required. This was reserved for VIP or officials of other railroads. The pass was only in effect from 1934 to 1949, with the end of parlor car service.

The White Card Pass

Executive pass issued by the President of the Railroad.

The White Card Pass-25 Years Service

Executive pass issued by the President of the Railroad. The lettering “Over 25 Years Service” was in red and issued to the employee as a special recognition of service.

The White Card Pass -The Vice President Pass

Executive pass issued by the Vice-President of the Railroad and only issued between 1952-55.

Employee Trip Pass

Issued to an employee, good for only one direction of travel with a designated time limit to travel.

Conductor Pass Receipt

The conductor had to turn in an accounting of the use of the pass, which this form would represent the pass honored.

Ordnance Pass

During World War II, the Illinois Terminal operated special ordnance trains between Decatur and Springfield to carry workers to the Illiopolis Ordnance Plants.

Bus Pass

The employee using a company issued pass in conjunction with the bus pass to ride either the bus or bridge car service between St. Louis and the tri-cities of Venice, Madison, Granite City or East St. Louis.

Alton City Lines

Issued by subsidiary company Illinois Terminal Transportation Co. a person could ride the Alton Bus service. On each trip, a square was punched.

McKinley Bridge Pass

Issued to the public, the pass was punched with each trip over the bridge.

Train Auditor Pass

The train auditor would ride various trains and inspect the conductor's fare collection during the trip.

Employee Pass Request

A written request by the employee to obtain an employee pass.

ILLINOIS TERMINAL RAILROAD COMPANY

1946-47

No. A

PASS



BETWEEN ALL STATIONS UNTIL DECEMBER 31ST, 1947

Unless Otherwise Limited Above and Subject to Conditions on Back

NOT GOOD LOCALLY IN SUBURBAN TERRITORY

Valid When Countersigned by MYSELF, W. J. SULLIVAN or C. A. MATZAT

COUNTERSIGNED

A handwritten signature in dark ink, which appears to read "A. P. Titus", is written in a cursive style.

PRESIDENT AND GENERAL MANAGER

ILLINOIS TERMINAL TRANSPORTATION CO.
ALTON CITY LINES

No.

PASS

286

ACCOUNT

GOOD UNTIL

SUPERINTENDENT.

ILLINOIS TERMINAL RAILROAD COMPANY
St. Louis, Mo.

Bus Operator:

This will be your authority
to honor pass E-4795, favor of Mr.
W.T.Cramer, between East St. Louis and
Granite City, until December 31, 1941.

President & General Manager

ILLINOIS TERMINAL RAILROAD COMPANY
Pass Identification Slip

GENERAL INSTRUCTIONS

1. One of these slips must be issued with each Annual or Term Pass honored and for each Trip Pass honored but not lifted, and forwarded with train reports to auditor.

2. When passes show a prefix Letter same must be shown in connection with the number of the pass, for example — "No. A-351" instead of "No. 351."

Train No.

Date

Conductor

ILLINOIS TERMINAL RAILROAD COMPANY Pass Identification Slip

Signature
of holder

And

Number
of
Persons
Carried

From

To

Card Pass No.

R. S. C. Pass No.

Trip Pass No.

Train No.

Date

Conductor

ILLINOIS TERMINAL RAILROAD COMPANY

EMPLOYEE'S PASS

1954-1955

No. E

PASS



BETWEEN ALL STATIONS UNTIL DECEMBER 31ST, 1955

Unless Otherwise Limited Above and Subject to Conditions on Back

Valid When Countersigned by MYSELF, W. J. SULLIVAN or C. A. MATZAT

COUNTERSIGNED

H. W. Matz

PRESIDENT



ILLINOIS TERMINAL RAILROAD COMPANY

EMPLOYEE'S
TRIP PASS

SUBJECT TO CONDITIONS ON BACK.

No. **E**

3235

PASS

E. Ditty

EMPLOYED AS

Clerk

TO

Decatur

FROM

Champaign

DATE
ISSUED }

9/14/45

GOOD FOR ONE
TRIP ONLY, UNTIL }

10/14/45

ADDRESS

Decatur

REQUESTED BY

CN

ISSUED BY

Pres.

VALID WHEN COUNTERSIGNED BY W. J. SULLIVAN, J. W. HAWLEY, OR
COUNTERSIGNED.

A. P. Titus
President & General Manager

Station Granite City
Date Oct 12, 1933

Mr. M. Haberk
Trainmaster.

Dear Sir:

I am entitled to annual card pass for 1934 for myself, wife and dependent minor children account my length of service, shown below.

I entered service of this company - Date Aug 21, 1921
I have been in continuous service of this company for 12 years,
 months as of 12/31/33.

My present address is Edwardsville. My occupation is Ticket Agent
at Granite City.

Myself and family are entitled to system Miles for 12 years
service.

I desire pass or passes good between and all Stations
which totals miles. Station Station

If your name is John Smith, show your wife's name as Mrs. John Smith.

PASSES DESIRED

<u>Name</u>	<u>Sex</u>	<u>Age</u>	<u>Relationship</u>
<u>Miss M M Caldwell</u>	<u> </u>	<u>48</u>	<u>Wife</u>
<u>M M Caldwell</u>	<u> </u>	<u>57</u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>
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(Signed) M M Caldwell

CONDITIONS

1. Neither Remington Rand, Inc., nor Midland Ordnance Foundation, Inc., assumes any responsibilities to holder hereof for any injuries or loss of property sustained by him as the result of the operation of said Ordnance Special Trains.

2. No part of the purchase price hereof will be refunded to holder under any circumstances.

3. Any attempt by holder to transfer this pass to another or any misuse hereof shall render this pass void.

This Non-Transferable PASS

Entitles holder to passage on Ordnance Special Trains operated by Illinois Terminal Railroad Company between Springfield or Decatur, Illinois and Sangamon Ordnance Plant

During Week Ending

10-31-42

Badge No. 658

See reverse side for conditions

Male
SPF 655

M 7165

ILLINOIS TERMINAL RAILROAD COMPANY

1946-47

No. A

PASS



BETWEEN ALL STATIONS UNTIL DECEMBER 31ST, 1947

Unless Otherwise Limited Above and Subject to Conditions on Back

NOT GOOD LOCALLY IN SUBURBAN TERRITORY

Valid When Countersigned by MYSELF, W. J. SULLIVAN or C. A. MATZAT

COUNTERSIGNED

A handwritten signature in cursive script, appearing to read "A. P. Titus".

PRESIDENT AND GENERAL MANAGER

ILLINOIS TERMINAL RAILROAD SYSTEM

PARLOR AND SLEEPING CAR PASS

1933

No. P. S.

ISSUED TO



This pass, when presented with pass covering transportation, will be honored for berth fare on sleeping cars or seat fare on parlor cars.

VALID WHEN COUNTERSIGNED BY MYSELF, B. W. HILGARD OR TRACY LYNN
COUNTERSIGNED

A. P. Titus

VICE PRESIDENT AND GENERAL MANAGER

Illinois Terminal Railroad

1954-1955

PASS

311

PRESIDENT

Illinois Terminal Railroad

1954-1955 *Over 25 Years Service*

PASS

PRESIDENT