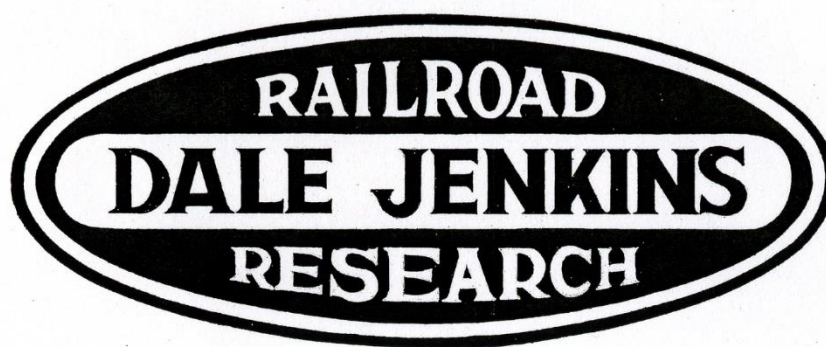


THE JOURNAL OF ILLINOIS TERMINAL OBSCURE KNOWLEDGE



Dale Jenkins

ITRR Special Agent: Northern Division

Dale Jenkins @2020



INTRODUCTION

“The history we search for is found in the men and women that created it”

Dedicated to the employees of the Illinois Traction System and Illinois Terminal Railroad

The Illinois Terminal is a railroad that is rich in history and is totally unique in the variety of facets of operations. Each individual employee had created a personal history that combined with others under the umbrella of a railroad corporation created the history that we review. As in life, there is the passing of these individuals, taking this history to the grave with them.

Being an employee of the IT and an IT railfan, I have had the good fortune to have the opportunity to listen to the stories of what it was like “back in the good ole days”. Of course the stories would lead to questions of “why did they do that or how?” The responses were always fascinating. It would soon lead me to the idea of start recording these conversations, between 1982 and 2005, as the knowledge was too overwhelming to remember. As well, these voices were starting to be silenced with their passing.

Not wanting these voices to be lost to the ages, I have transcribed the interviews and created a format of history by subject, ranging from 1940 to 1981. This could be considered as a reference manual of operating the railroad, noting that some subjects will not be listed. Allow me to introduce you to these “voices” that although are deceased, made this publication possible.

Dick Boyce	Dispatcher	George Kemtz	Ticket Agent/Conductor
Ron Crow	Lieutenant of Police	Glenn Knight	Trainmaster-McKinley Jct.
Steve Eisele	Conductor	Milt Leppert	Chief Mechanical Officer
Harley Fields	Signal Maintainer	Jack Majors	Lineman
Mel Gillard	Substation Maintainer	Charlie Michaels	Substation Maintainer
John Green	Conductor	Eugene Moore	Chief Special Agent
Jim Greene	Motorman	Turner Neadring	Auditor
Paul Heins	IT Railfan/Historian	Dutch Oberkfell	Roadmaster-Steam Divs.
John Howard	Section Laborer	Frank Perkins	Trainmaster Decatur
August Hughes	Conductor	Ray Reed	Motorman/Engineer
Jerry Isom	Captain of Police	Bill Spearman	Lineman
Bill Janssen	Clerk/Historian	Carl Spencer	Roadmaster-Electric Divs.
Dale Jenkins	Special Agent	Paul Stringham	Railfan/Historian
Rick Kauble	Dispatcher	Chuck Wickwire	Clerk

“Yours in Illinois Terminal”

Dale Jenkins

Dale Jenkins
Special Agent ITRR

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INSTRUCTIONS

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GENERAL OPERATIONS

TRAIN OPERATIONS

Miscellaneous

Rate of pay in 1946 was \$4.74 (\$62.85 in 2020) for through freight and \$6 (\$79.59 in 2020) for yard job basic rate per day.

Pay Period: every two weeks on the 15th and 30th

The work day for a passenger run was 60 miles equaled eight hours

The work day for a freight run was 100 miles equaled eight hours.

The work day for a switch engine was eight hours equaled one day

Overtime was paid after 8 hours.

Timetable no. 13, April 27, 1941 was the only timetable that was not changed more than twice a year, remaining in service until no. 14 was issued November 7, 1948.

A green and white flag was displayed for the train to stop at a flag stop station to pick up passengers.

Crew members had to service their cabooses with coal, ice and oil for lanterns.

If a spring switch failed to return to normal position, the motorman had to restore it.

The crew members had to know their train schedule, train order meets, or if they could be overtaken by another train, in addition, knowing where passenger train meets where and their running time between two points. There was no room for mistakes.

On occasion, kids would soap the rail which caused a problem of either going up or down hill. Snow packed streets were also a problem of possible derailment, but dust storms were just as bad.

The average speed of a passenger train was 60 to 65 and in 1965 the top speed was 45 MPH. Although there was no speedometer, a run was made enough times that the motorman would know about the location of every low joint, and where he could exceed the speed limit.

A crew member did not get paid for deadheading while going to and retuning from another terminal to work. Passenger trains were used to deadhead, and if a train was missed to return home, then that employee would sleep in a passenger car until the next train departure. During this time it would be counted towards rest time.

The power supply was stronger south of Springfield due to the heavy traffic, but not quite as powerful north of Springfield. The power was weak between Decatur and Mackinaw Junction and very weak between Champaign and Danville. The lights would dim when starting from a stop and the motors would drag down when climbing the Possum Trot Hill east of Muncie (12.3 miles west of Danville).

About twice a year, approximately 20 cars of cattle were handled out of Peoria on Train 201 to Loveless Siding (6.2 miles south of Carlinville). The siding was equipped with a cattle chute from which the cattle would be unloaded from: one car at a time.

In the old days of the Class "A"s there was so much train traffic that the Class "A" would travel from siding to siding meeting trains, that the crew would tie up on 16 hours, and a relief crew would arrive on a passenger train to take over.

When they started using the Alcos on the road trains through small towns, they increased the train size resulting in the towns objecting to the long trains tying up their city streets. The trains were then cut back to 75 cars.

With diesel did not have to deal with voltage drop and you could MU diesels so you did not have to double hills. Passenger motors could be MUed but freight motors, with the exception of the Class "A" could not.

While switching when it was raining, you had to lean out the window further, and the harder it rained, the closer they got to the cars, the further you had to lean out to see them.

The Sharon coupler used the Bosenbury nine-inch high knuckle.

The IT was a high class railroad with good track and the power was good from St. Louis to Peoria but would get weaker as it went east.

After the Illinois Power & Light was separated from the railroad, and President Andrew P. Titus retired, it started to go downhill.

Even numbers trains traveled north and east and odd numbered trains went south and west

Southbound trains were superior to northbound trains.

By March 1956, everything was dieselized

Emergency Equipment

In case the train ran into a downed trolley wire, a pair of bolt cutters and trolley wire pick up tool was on board as there was always power on the trolley wire. The bolt cutters were used if the wire had “welded” to the rail and the trolley wire pick up was a tool to grasp the live trolley wire and tie it to a pole to get it out of the way. You would know in advance if you had a trolley break due to the decreased power as you got close to the break but on a diesel, you would not have a way to know if a wire was down or across the rail until you came on it.

Bean Meal Traffic

This traffic would start after the dieselization occurred.

Was soybean meal from ADM plant, Decatur.

Was unloaded at the former coal Dock Alton and docks of Granite City Harbor.

After operation began over the ICG between Springfield and Mont, Train 203 would set the loads of Bean meal out on the IT main at Mont and the 11 PM Federal Yard & Road Job would pick up the cars, after setting out cars from Wood River-Roxana for train 200 to pick up from Troy Siding.

The Audit Company

Hired Checkers (crew called them White Rats)

Would ride the train and log in a book the number of passengers and ticket types picked up.

A ticket was punched and kept by conductor.

A round trip ticket one half punched and kept and the return ticket given back to passenger.

A Commuter ticket was punched and given back to passenger.

Intermediate ticket had a tear off coupon.

TRAIN CREW

Train Crew

The yard crew consisted of the motorman, conductor, field man, and pin puller. The road crew was a motorman, conductor, head and rear brakeman. A passenger train had a motorman conductor and helper conductor on each trailer, and on the parlor car a porter. On the streamliner the crew consisted of motorman, conductor, flagman and porter.

If the passenger train had a trailer, then the helper conductor conducted an air brake test and checked to make sure the conductor whistle (motorman’s cab whistle) worked from trailer. If the train was inbound, an inspection was not necessary. The crews in Peoria were primarily for passenger service and were used in part for helper conductors on trailers on Friday, Saturday and Sunday. On St. Louis-Peoria trains, usually the same equipment that you went down came back on the return trip.

The caboose was assigned to the train so the crew could store their pots, pans and bed clothing and all four crew members slept in caboose. Springfield has more crews to be available for extras such as rock, or ore trains.

Crew on Duty

In the years leading up to the late 1950's crews worked seven days a week and up to 16 hours a day. If an employee was on duty 16 hours, then he had ten hours of rest and less than 16 hours, eight hours of rest. However, the employee was subjected to a call to duty one and one-half hours before starting time. Back then the only way to get a day off was to mark off sick. Sometimes an employee would be so exhausted that he would lay down on the cinders in the yard or come in the yard office and lay his head on his lantern for a pillow and go to sleep. It was common to work several months without a day off. However, one never laid off because they had fun and didn't want to miss anything. Back in 1945 work was 16 hours a day and earned \$7.82 a day (\$111.64 dollars in 2020-\$6.98 an hour). During this time drinking while on duty was tolerated (due to crew exhaustion) but excess drinking was not. By the mid 1950's the hours of service were reduced to 12 hour days.

Passenger Conductor

The conductor always dressed sharp, and their white shirts were always white, never wearing the same shirt twice in a row. He would wear a black tie or sometimes a stripe tie, but there was one conductor on the Decatur Division who would only wear a bow tie, even after being told by the Trainmaster to wear a tie. The vest was always buttoned up and the only time the vest was unbutton was if the conductor was deadheading and wearing a civilian hat. He carried his conductor's hat in a black bag with a draw string. In the summer they wore their coat, which was very thin and lightweight and the pockets of the vest had a liner to protect the pocket edge from wearing out. They were never arrogant, and always maintained a professional demeanor.

The conductor would wipe down the handrails, especially if it was raining, using linen head rest as a rag. As a passenger boarded, he would ask their destination to make sure that the passenger was getting on correct train and would help passenger climb up steps by holding passenger arm because steps were higher than a standard passenger car on steam roads. He would then take the baggage and throw it up onto the platform. He would signal the motorman for departure by pulling on a signal cord twice, which operated an air valve that sounded with a swish sound in the motorman cab.

The conductor would start in the front at the arch windows to pick up tickets and punch a ticket twice, putting it in his vest. He had to record the tickets on forms. He would use seat checks which were color coded for station identification and for a short run, would not put up check but keep in mind that he had a certain number of passengers to detrain at the short trips. They always knew what they were doing. They had a knack that they could stand and write in the isle while the car was swaying back and forth or punching a ticket without holding on. If they went

into a curve they had a certain way they could lean, and they had a certain walk where they shuffled their feet without picking them up off of the floor to maintain their balance.

If they were about a half mile from town he would call out the station name and if he had passengers in the smoker section that he knew would have to get off would make the second announcement. The motorman would make the station stop on his own.

The conductor on the lead motor was in charge and because he would be unable to go between cars due to lack of vestibules, a trailer conductor was assigned to the trailer and would lift the tickets in that trailer. The conductor would assist children aboard, but a "lady" would put her arm out for help and never her hand. Most people and women would board themselves.

Before departure, the conductor would step inside to announce the boarding of stations and would again later, step inside to make the "final call". Aboard the train, the conductor would call the station stop twice, depending on the distance from the station and speed of train to determine when to make the calls. The conductor was responsible to make sure passenger got off at their station or if "carried by" had to make arrangements to get them back by putting them off at the next station and make sure that they would be picked up for return trip back to missed station.

To depart the station, the conductor would pull the bell cord twice to signal motorman to proceed and if the motorman was on same side as the passenger loading, he would depart on a hand signal. Although a "running" brake test was to be conducted on departing the initial terminal, it was seldom done.

The conductor would pick up tickets by starting in the back of the car and work forward. Most conductors would put up a "seat check" slip on the clip above the seat to identify the station the passenger was to get off at by writing the station number on the seat check slip. After the passenger got off at the respective station, the conductor would pick up the seat check slip.

The conductor lined all the switches and handled to trolley pole on passenger runs. They also worked as helper conductors on trailers (due to limitation of crossing between cars), which usually were used on Friday, Saturday and Sunday. The conductor also picked up tickets in parlor car.

Always the same crew worked together on the same run.

When a conductor finished his paper work he would usually visit with the passengers.

Freight Conductor

The conductor always rode the head end and was with the motorman to copy train orders.

When the diesels were placed in service, the conductor started to ride in the caboose.

Motorman

The motorman had to know where he was at all times, knowing the distance between sidings and knowledge of the timetable.

The passenger motorman went on duty ten minutes before departure time and would have trouble adjusting to working a yard job as they were used to high speed and not traveling slow as on a yard job.

Fireman

Fireman were assigned to diesels-by a national agreement and would work off of both the Edwardsville and Springfield extra boards. If a fireman worked between Edwardsville-Springfield and Springfield-East-Peoria: would deadhead back to the home terminal. They would work diesel equipped trains..

Motorman Helper

The motorman helper was the same as a fireman, except was assigned to an electric yard engine. After 1945 the position of helper motorman was added and worked off of a Helpers Extra Board. Their primary responsibility was to set the pole over on different trolley wires, watch for hand signals, and also run the motor.

Porters

Based in St. Louis, the porter would work to Peoria, lay over, and worked back to St. Louis the next day. He was responsible for waiting on tables, parlor chairs, cook and serve meals and load/unload passenger from the parlor car. He was also responsible to buy the supplies to stock the galley of all foods and drink at his own expense and would purchase supplies in Peoria as there was more time on layover. He would keep the profits from sales, but was also paid a salary by the railroad. Porter Felix Miner was an enterprising individual as he would have card games in the parlor car while on lay over and selling drinks. The porters had assigned parlor cars because they kept their own pots and pans on the car.

TRAINING

Qualifying

A motorman was first qualified to run passenger trains and yard jobs and later qualified to run parlor car trains (2 or more cars) and freight trains on the class "C" and "D". He had to qualify on this equipment while either working as a brakeman on that run, or on his day off. The operating motorman would sign a letter stating that the trainee was qualified on that particular run.

To qualify on the diesel, the Road foreman of engines from the Steam Division would ride with the engineer to confirm he was qualified.

Motorman Training

Training was held in the Decatur Shops for one week, Monday through Saturday and the trainee learned the equipment from truck to trolley pole. The classes consisted of learning the different type controllers, and the various electrical components. This was taught by a shop electrician. The different type air brakes and related components were taught by a shop pipe fitter and freight car components and air brakes instructed by a carman. On Saturday morning an essay style 100 question written test was given, in addition a similar test on the entire book of rules. The test were taken completely from memory. A brakeman qualifying for a conductor position would also take the same book of rules test. The testing started at 8:30 in the morning and ended at 6:30 PM that night. At that time the seniority as a motorman or conductor was established.

Engineer Training-1976

A qualified fireman in 1976 would began a seven month course for training to become an engineer. The first two weeks was in the main office in St. Louis with class consisting of five days a week, an introduction to the engine, and rule books and signal indications of all the roads we operated over. Students had to know and memorize both the rules books, signal indications, timetable special instructions of each road. They stayed at the hotel next door. During this time they went to Federal with Jerry Huggins, Superintendent of Motive Power and General Road Foreman of Engines, to get familiar with the engine by running it up and down a track at Federal.

For the next six months they were assigned (by the instructor) to ride all the jobs system wide. They actually ran the engine and the engineer would oversee their work and give instructions. Each engineer had a different technique for running an engine which was good to learn. As on the job training. he engineer would then have to sign off on a form that the student was capable to work that particular job. The company would pay all expenses while attending class and working various jobs away from home.

The last week of class, they went back to the main office, to do a review and take the book of rules and signals exams for each road the IT used for trackage rights, IT, TRRA, CN&W ICG, N&W, B&O, CRP&PU. They had to pass the all the tests because if they did not qualify on a particular road, they would be barred from operating on them, such as the N&W: a trainee could not go to B&O to deliver A E Staley cars at Decatur, using the N&W to access the B&O. They did not have to take a test on how to operate an engine and were a qualified engineer to work all the jobs system wide.

Although the engineer was now qualified to work system wide as an engineer, the conductors/brakeman still remained in seniority districts for the northern (Springfield-Peoria) Central (Springfield-Glover) and Southern (Springfield-south) Districts.

INTERDIVISIONAL RUNS

The rate of pay for one day was equaled to 150 miles traveled. Later it would be changed to 100 miles. There were seven divisions: **Electric Division**: composed of Northern: Springfield-Peoria and Mackinaw Junction-Bloomington, Central: Springfield-Champaign and Decatur-Bloomington, Eastern: Danville-Champaign, Southern: Springfield-Granite City, St. Louis Terminal: St. Louis-Granite City. **Steam Division**-composed of: Troy & Eastern-National City to Alton and Alton & Eastern-Grafton to East St. Louis and the **St. Louis & Alton**-Alton to St. Louis. A system seniority was established about 1954 or 1955 between the Steam and Electric divisions, excluding St. Louis Terminal and St. Louis & Alton.

Because of the difference of mileage between divisions of which certain runs would operate over, a mileage equalization would require crew changes between divisions to balance out the mileage between the two points.

Seniority: Steam Division

25 Engineers, 25 Conductors, 50 Brakemen/Switchmen, 1 Railbus Operator.
Dewey McDowell was the first Railbus Operator.

Seniority: ITS Southern Division

11 Motorman, 15 Conductors, 5 Brakeman.

Job Bids:

Main Line Crews- Once a year

TIMETABLES

When the timetable was changed the cover color number was changed, alternating between green and red, to readily identify if a timetable was current. When a new president took office, the consecutive numbers would start over again with no. 1

Northbound or Eastbound was superior to Southbound or Westbound. The timetable established the class (first class was superior to second class, etc.), but the train order established the authority to be superior over class (such as and extra superior over first class). If the order stated only “meet” superiority and direction would determine who takes siding. A train order gives rights over another train regardless of direction or superiority. First class trains had rights over all trains in yard limits and second class did not.

The Timetable would designate meeting points and inferior trains had to clear the meeting point by five minutes, unless superseded by train order.

TRAIN DISPATCHERS

Train dispatchers were originally located at Mackinaw Junction, Decatur, and Staunton before they were consolidated in Springfield.

Mackinaw Junction dispatcher handled Peoria to Springfield, Peoria to Bloomington. The Decatur dispatcher handled Bloomington to Decatur and Danville to Riverton. The Staunton dispatcher handled Springfield-Riverton to St. Louis and Staunton to Hillsboro. After consolidation one dispatcher handled Peoria to Granite City and the other Springfield to Danville and Decatur to Mackinaw Junction. The Alton dispatcher handled the St. Louis & Alton Division, Steam Division and the main line trains between Granite City and the St. Louis terminal. The bridge cars ran by schedule.

By October 5, 1930, all dispatcher’s office would be consolidated into one office at the Springfield station and by mid-1940’s one dispatcher was assigned Peoria to Granite City and the other Springfield to Danville and Decatur to Mackinaw Junction. A Terminal Trainmaster would oversee the local suburban operations at Danville and St. Louis Terminals.

Between 7 and 8 AM it was hard to get a train order because the dispatcher was giving train line-ups to section men and if a dispatcher trusted you, you had the railroad, he would move you as best as he could, knowing you would not delay other trains.

When the Springfield station was closed, the Electric Division Dispatchers were consolidated with the Steam Division Dispatchers at Federal and the dispatcher’s office relocated to the former Edwardsville passenger Station with the Steam Division Superintendent W. McOwen.

1948: One dispatcher handled St. Louis to Peoria and the other Springfield to Danville and the Bloomington line.

Within two years all but one (out of four) of the original dispatchers passed away. The dispatcher's office was moved back to Federal-Alton in 1968.

Dispatchers office located on the second floor of the Springfield passenger station, on the street side of the building.

In 1980 the dispatchers were moved to Wood River Tower and shared the tower with the operator.

St. Louis & Alton dispatchers were originally located at Mitchell, and after IT purchased the St.L&A were moved to Federal Tower dispatchers.

TRAIN ORDERS

To minimize delay at initial terminals of Peoria, St. Louis, Springfield, Decatur, Champaign and Danville, the motorman registered the train and copied the train order while the conductor loaded passengers, but gave him a copy of the order before departure. The motorman was required to read the order to the conductor and give him a copy of it before departure. Orders were never obtained at Bloomington. In the case of freight trains, both conductor and motorman were required to be together when copying the order. If something happen during the transmission of an order (the line went dead) and the complete was not given, then the order was treated as if never been transmitted.

When a train order was issued to a freight train starting out, it was standard to set a meet with car 233 (Presidents's car) at Kings Siding (1.3 miles north of Lincoln) going north or Sheeps Siding (1.6 miles north of Carlinville) going south. This was to require the train to stop at this location to receive an updated train order in the event a freight (extra) was called. Either the train would get an order annulling the hold order and a new order to meet or to continue on to East Peoria or Edwardsville

When an extra arrived the meeting point and the opposing train was not in view, the train would hold the main and called the dispatcher. Either a new order was issued in the event the opposing train was delayed, to advance the train, or was instructed to go into the siding. If the order was to meet a passenger train, the train taking siding would go to the opposite end of the siding.

If a scheduled freight had very little amount of work and could move fast, a train order was issued annulling the scheduled freight and an order issued to the train to operate as an extra,

permitting it to move ahead of the now annulled schedule to meet opposing trains. This worked only on the east end, account the light traffic. It did not work well on the main between Peoria and Edwardsville due to heavy passenger and extra freight traffic.

With the arrival of the diesels the conductor started to ride the caboose. The engineer and brakeman would obtain the order and on the radio inform the conductor

Copying a Train Order

If a train order had to be copied, a standard trainman's pad of train orders were used. The conductor would be with the motorman at the phone booth and the motorman would be on the phone with the train dispatcher. As the dispatcher issued the order, the motorman would dictated the order to conductor who would write it down on the pad. Afterwards, the conductor gave the motorman the pad who would read it back to the dispatcher. The pad was handed back to conductor and the motorman would report time *completed* (this finalized the train order) to the conductor who wrote it down on the pad. The conductor took the bottom copy and the motorman the top copy. If a red block signal was encountered, then the conductor had to join the motorman to copy an order giving permission to pass the red signal.

Train Order Stations

There were no train order stations north or east of Springfield. Because of the heavy flow of traffic from the north and east. South of Springfield had train order stations at Virden, Carlinville, Benld, Staunton and Edwardsville. At the time, there was no way to contact a train on the road to change an order-other than a train order station. If a station train order board was red, then the train would have to have an order, or a clearance card to pass the signal.

At St. Louis it was required to register with both dispatchers at Alton (St. Louis & Alton) and Springfield (Electric Division) but seldom was a train order issued as the operation was by timetable schedule. Leaving on time on time the Venice High Line route was used.

When dieselization began interdivisional runs into McKinley Yards-Madison, on occasion the road train would receive a train order from the operator at LeClaire tower (Edwardsville). The operator would advise the crew by use of radio because there was no train order signal and would hand up the order via a hand held hoop. Because the road trains were listed as first class in the timetable, it was not necessary to obtain an order to go to McKinley Junction as all Steam Division trains were operated as extras.

Form 19

The train order Form 19 was the green tissue paper form that the station agent would copy the instructions as dictated by the train dispatcher. The order(s) were accompanied by a clearance card, indicating not only the number of orders attached, but the train order numbers.

This issued only at a train order stations and if being delivered to a passing freight train, one copy went to the locomotive for conductor and motorman and the second copy to rear-end brakeman.

Form 31

The train order Form 31 was the yellow tissue paper form that the station agent would copy the instructions as dictated by the train dispatcher. It was a restrictive order (Set Back Order) used to change a meet location to advance an opposing train. A red train order board signal would require the train to stop, as it required the receiving train motorman and conductor to sign for the order. If the receiving train arrived at the meeting point and the opposing train was not there, the crew called the dispatcher to obtain a new order to move forward in the event the opposing train was delayed. The standard trainman order pad was used.

TRAIN REGISTER

Miscellaneous Data

Going on duty signing the Train Register required the date, time, train number, car number name of conductor and motorman and if green, white or no flags were displayed. The extra freight trains did not register as the yard clerk gave the information to the dispatcher.

Bloomington

Trains were not required to register.

Champaign

The register book and dispatcher's phone were located inside the station.

Danville

The register book and dispatcher's phone were located inside the station.

Decatur

East and northbound trains out of Decatur had to register at the Decatur station because of the connection of the Bloomington Line. The register book and phone was inside next to the ticket office. An inbound train from Bloomington arriving at North Junction (the point where the Bloomington Line met the Decatur Belt Line) would stop and if the block signal at Water Street (one city block west of North Junction) was clear, it could continue onto Belt Line. If the signal was red, a train was in the block and the dispatcher was called.

Granite City

A phone booth outside the station was used to call both St. Louis & Alton and Electric Division dispatchers to announce your arrival and register with the Springfield dispatcher.

Mackinaw Junction

All classes of trains had to register in the phone booth on the platform because of the Bloomington Line train entering/departing the main line at this point.

Peoria

The register book and dispatcher's phone were located in trainman's room in the basement, inside doorway area.

Springfield

The register book and dispatcher's phone were located in the phone booth at the northwest corner of the station.

St. Louis

The outbound train had to register with both dispatchers at Alton (St. Louis & Alton) and Springfield (Electric Division) in a phone booth on the platform. Seldom were train orders issued as the operation was by timetable schedule.

BLOCK STATIONS

Between Madison and Bridge Junction

A block station was located at Madison and bridge Junction and governed the train movement between the two points.

A block signal was located at the entrance point of each location, controlled by the block operator.

A Block Record had to be maintained at both locations and the operator had to record the time each train passed his and the adjoining block station.

The Bridge Junction operator was an IT employee and the Madison station was C&NW operator. The IT operator controlled the movement between the two points.

Bridge Junction A&E

Bridge Junction was located 1.5 miles south of Merchant Junction (CP Junction) and was controlled by an IT operator. At this point the A&E main crossed the NKP, TRRA, Wabash and NYC. There was a small shanty for the operator who also handled a puzzle switch in front of the building. The A&E main continued southward .8 mile to terminate at Front Street, East St. Louis and the freight house.

The operator at Bridge Junction controlled the movement between Bridge Junction and Madison.

Madison

The Madison office was located in the IC ticket office, situated under the McCambridge viaduct. This was the most southern point of trackage controlled by the C&NW and the starting point southward towards Bridge Junction of IT controlled trackage. From this point northward .7 mile was the C&NW (former Litchfield & Madison) yards to L&M Junction.

L&M Junction was located at the north end of the C&NW yards and was the point where the A&E main entered the C&NW main. The switch was always lined for the C&NW. The IT had to notify the C&NW yardmaster to obtain permission to operate over the .7 mile of C&NW main, or siding track to reach Madison.

THE COMMUTICATING CODE

- 2 Block clear.
- 3 Block wanted for other than passenger train.
- 4 Train other than passenger has entered block.
- 5 Block is not clear of train other than passenger.
- 7 Train Following.
- 13 I understand.
- 17 Display Stop Signal. Train Following.
- 36 Block wanted for passenger train.
- 46 Passenger train has entered block.
- 56 Block is not clear of passenger train.

The Block Record Form

To admit a train to a block, the operator must examine the block record, and, if the block is clear, give "3 for _____, or "36 for _____" to the next block station in advance. The operator receiving this signal, if the block is clear, must reply "2 _____". If the block is not clear, he must reply "5 of _____," or "_____". The operator at the entrance to the block must then display the proper signal indication.

To permit a train to follow s train into the block, the operator must give "17 for _____", to the next block signal in advance. The operator receiving this signal must reply "5 or 56 of _____," or "13 for _____". The approaching train will then be permitted to enter the block with permissive card.

When a train enters the block, the operator must give "4 _____" or "46 _____" and the time to the next block station in advance, and when the train has passed his block signal he must immediately display stop signal.

THE POLICE DEPARTMENT

Officers

Chief of Police/Director of Security & Special Services

E. (Gene) F. Moore: December 1, 1968

Captain

Gerald (Jerry) Isom: January 1, 1969

Secretary

A Ernestine Spradling March 1, 1970

Barb J. Conrad April 16, 1979

Southern District Special Agent: McKinley Junction-Madison

Ron R. Crow: January 1, 1970

Paul Glassbrenner: November 1, 1970

Ron Herzog- July: 16, 1973

Jim Wisenhunt: May 1, 1974

Northern District Special Agent: Springfield.

Dale Jenkins: September 1, 1968

Territory:

Southern District: 89 Miles

East St. Louis to Alton

McKinley Junction-Madison to Carlinville

Northern District: 289 Miles

Carlinville-East Peoria

Springfield-DeLong

Decatur -Mackinaw

Qualifications

In the late 1960's training was very basic and not as sophisticated as today.

In St. Louis a Special Agent had a Private watchman's License to carry gun in St. Louis. In Illinois a Special Agent had a Deputy Sheriff's commission

An Illinois state statute recognized a Special Agent as a police officer

Duties:

Patrol, crime detection and investigation.

Investigate derailments, personnel injuries, crossing accidents, claims.

General investigations.

Situation

In 1968 the railroad was almost bankrupt due to external and internal theft and if the thefts continued they would have to shut down the railroad in about six months. In the first year the department would make about 30 felony arrests.

Theft from boxcars

Railcars that were burglarized would be pulled into the yard with the doors open and certain employees would take additional lading, figuring there was a loss anyway and it wouldn't really had made a difference and finally they would start breaking into cars themselves.

The railcar seals would help prevent paying out claims by records indicated a broken seal condition when received on interchange and would also identify location of thefts by narrowing down points of inspection. The IT Police department would make the arrest and then have the FBI introduce the case to a Federal U S. Attorney at Springfield, Illinois for theft from interstate shipment.

Schedule

Coverage was around the clock, seven days a week.

Sometimes a single officer would work extensive hours, and go to office to take a nap on the office desk for a few hours.

Theft would occur both night and day which required to coverage with a small manpower.

The Enforcement

A stakeout would be by the IT personnel or a joint investigation with interchange railroads as there was a reciprocal agreement to help each other.

When the initial effort was made to bring the boxcar burglary under control, it would average one shoot-out a week in a sporadic occurrence. Eagle Park Acres was the most common scene of theft being located adjacent to the "Hill", the trackage between the east end of the Venice High Line and the yard lead of McKinley yards. Because no one had ever stopped them, this was a way of life generation to generation. And they had a free rein of burglary of trains. This was why there were gun fights when the enforcement began.

An example how quick something can go bad regardless of how it was planned was when the IT officers were caught out in the open and being shot at about 30-35 feet, but missed.

Subsequently this involved a high-speed chase with Venice PD and when caught the suspects

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ELECTRIC DIVISION

Miscellaneous

The Electric Division consisted of Five Divisions:

Northern:

Peoria to Springfield 71.8 Miles

Mackinaw Junction to Bloomington 21.3 Miles

Central:

Springfield to Champaign 88.0 Miles

Decatur to Bloomington 45.0 Miles

Mechanicsburg Junction to Mechanicsburg 3.5 Miles

Eastern:

Champaign to Danville 33.5

Ogden to Homer 5.4

Danville to Catlin 6.4

Danville to Ridge Farm 16.3

Southern:

Springfield to St. Louis 102.1

Staunton to Hillsboro 22.8

ALLENTOWN

The Yard & Road Jobs: 1977

The Allentown yard engine on duty at 11:55 PM and off on Sundays and delivered cars from the Morton industries, ATSF and TP&W to the P&PU yards. This would continue until 1978.

Train Operations: 1978

11:00 AM Yard Job;

Operates 5 days a week, switches yard and industries at Morton, delivers/pulls connections at ATSF, TPW and P&PU.

The crew consisted of two brakeman, conductor and engineer.

The 4 PM job delivered the inbound train 200 to the ATSF, TP&W and P&PU and pulled the same connection, worked the Morton Industries and returned to the yards.

The Allentown yard Job went on duty at 8 AM and built the southbound 203 and

The Allentown yard job would use the power of train 200 to deliver and build the outbound 203 which departed on Thursday and Thursday.

7 AM Jordon Ditcher;

Operates 5 days a week, ditching Peoria Secondary Line, Allentown south to Maroa.

Train 200: Springfield to Allentown

Operates daily, from Springfield to East Peoria, via trackage rights over ICG-PPU. Train terminates at P&PU, which switches train inbound. IT Allentown Yard Job delivers cars of Train #200 to TPW, ATSF, and Morton industries.

Train 203: Allentown to Springfield

Operates daily, from East Peoria to Springfield, with trackage rights over P&PU-ICG. P&PU builds outbound train with cars from area connections and cars from Allentown Yard Job (ATSF, TPW Morton Industries).

Train Operation: 1980

In 1980 train 200-203 went to a tri-weekly schedule with train 200 arriving on Monday, Wednesday and Friday and 203 departing on Tuesday and Thursday. The Allentown yard job would use the power of train 200 to deliver and build the outbound 203 which departed on Thursday and Thursday. The Allentown yard job would use the power of train 200 to deliver and build the outbound 203 which departed on Thursday and Thursday.

Train Operations: 1981

10:30 PM Yard Job

Went on duty at 10:30 PM Deliver Peoria traffic: ATSF, TP&W and P&PU. Switched Morton industries and build outbound train 201.

DECATUR

Decatur Yard Jobs: 1939

Switching was usually done at the north end of the yard with the crew going on duty at the Yard Office. The motorman would either come from the shops with a switch engine or there would be one at the yard office. The crew consisted of four members: motorman, conductor, field and head brakeman. The field man would worked with the old heads, lining switches down in the yard, pulling pins and coupling air hoses. The head man would work with the younger man, lining switches and switches out of the yard and handled the trolley pole. There was a main line trolley wire and a "tail" trolley wire over the yard lead which would reach as far as Woodford

Street. The headman would have to set the trolley pole over from one wire to the other. During WW II the IT hired firemen to handle the trolley pole when switching, and was assigned to the yard engine only.

7 AM Yard Job

Worked six days a week, eight hours, and lined up cars for Decatur Belt Line industries and then worked the Belt Line.

Grohne Concrete

Coal yards- Each side of Water Street

Coal- Decatur Memorial Hospital Power House

Coal- Knights of Pythian Home Power House

Harrison Street Stub Track- Team Track

Next to freight house- Bulk Oil Plant and Coal yard

Return to yard to finish any "clean up" work

4 PM Yard Job

Worked six days a week, eight hours. On occasion would switch the Decatur Repair (Rip) Track then line up cars for Spencer Kellogg's (ADM West Plant) and went to Spencer Kellogg's to spend most of the shift switching the plant. On occasion, cars of coal would be spotted at a small coal yard at Swartz Siding, southeast corner of Fairies Parkway and Brush College Road. Afterwards would take loads of coal to the AMD (East) Plant to the run around track (within the plant) and pick up cars from that plant. The ICRR switched the plant and placed cars on the run around track for pick up.

5 PM Yard Job

Worked six days a week, eight hours and would be scheduled to work at different starting times throughout the year: 2:30 PM- 4 PM, 6:30 PM to 8 PM and 10:30 PM to Midnight. The job would pull repaired cars off of the RIP Track and place them on the south end of no. 4 track and spot cars on the three Rip Tracks, spaced apart for repair, and spotted on either side of the walkway. Four cars were spotted on each track. The job would then work the industries on the Belt Line and the Wabash connection. In addition, a passenger car would be spotted at the station or station storage track for use for an originating Peoria train. The freight house had two tracks for loading merchandise and the cars were spotted across from each other that would be accessible from the dock to both tracks. The loads were pulled and empties spotted. At the Wabash connection at Torrence, cars were both pulled and delivered. Polar Ice was no longer switched after 1939, but ice was taken to Bement. On returning to the yard switching began with the assembling of priority train 207-Decatur to Edwardsville. The class "D" on this train

DECATUR YARD JOBS: 1978**6:30 AM Yard Job;**

Operates daily, performing general yard switching, makes up local to Springfield and pulls connections.

10:00 AM Yard Job;

Operates 6 days a week, switching ADM East and West Plants.

6:30 PM Yard Job

Operates daily, performing general yard switching, switches industries, ADM North Plant, inbound trains, pulls interchange connections, builds East Local (Decatur-DeLong) and spots Rip Track.

DECATUR YARD JOBS: 1979**7 AM Yard Job**

Switch the Decatur-Springfield West Local and start building the West Local for that night. Pull cars from the ADM north plant and set the empties for the ADM west and east plant. If necessary, go to Harristown and bring in the west local. Would start putting together train 200, which ran out of Decatur about 11 AM on the Secondary Line.

10 AM Yard Job

Switch the ADM west and east plants and going to B&O to deliver Staley cars. The route was thru the N&W yards to Wabac via the Loop Track and then shove back into the B&O yards. It would take 2-3 hours just to get thru the N&W yards. On return the job switched the ADM west plant, and if needed, switch the south end of the yards.

11 AM or Noon Extra Yard Job

Was called about four times a week.

Switched out the A. E. Staley cars and take them to the B&O yards, pull cars from B&O and work the Staley's Burwell Yard. On return the ADM east plant was switched and cars delivered to the IC at the ADM north plant. The IC delivered by shoving into the yard.

Cars were taken out of the yard to 27th street for the 10 AM job to work the industries on the east end. This move minimizes delays for the 10 AM Job returning to the yards. This was a problem with the south end of the yard that cars would foul the yard tracks preventing movements in or out of the yard.

3 PM Yard Job

Finished building the Decatur-Springfield West Local which was called for 7 PM. The west local was shoved out to 27th Street siding to keep from blocking the south end of the yard and Trailer Park Road. Afterwards the yard was classified.

Midnight Yard Job

Finished classifying yard and switched industries.

TRAIN OPERATIONS: 1981**6:30 AM Yard Job**

Switch industries, primarily ADM North and West Plant, deliver to ADM East Plant,

8:00 AM Yard Job

Perform interchange work (Wabash Valley RR delivers and pulls IT yard) IT delivers and pulls ICG interchange track near north end of yard, and IT delivers and pulls N&W and B&O yards.

2:30 PM Yard Job

Line up and switch outbound and inbound trains 200/202, East Local, North Local, work Trains.

EAST PEORIA**Farm Creek Yard Jobs****7 AM Yard Job**

Would deliver to Texaco and switch the Peoria Creamery, Peoria freight house and power plant. It would also build any outbound extras or road trains. Cars from the P&PU connection were switched in the yard. The yard job would go to Morton to pick up and set out at the ATSF connection and line up the cars for pick up at either Henry Siding (1.4 miles north of Morton) or Caldwell Siding (5.2 miles south of Peoria) for southbound road trains to pick up. This would prevent the road trains from blocking the Morton city streets while switching the connection. In addition, this avoid the double handling of the cars down the Caldwell Hill and back to the siding. The job would also switch the Morton freight house.

4 PM Yard Job

Would pull the P&PU connection a couple of times a night, line up the cars in station order and take to either Caldwell or Henry siding by 7 or 8 PM, for the southbound road trains to pick up. At Morton, both the ATSF connection and freight house would be switched. If the job got their work caught up and were waiting for the P&PU to make a delivery or an inbound train to arrive, they would goof off or go to a movie in Peoria.

EDWARDSVILLE

LeClaire Yard Jobs

7 PM Yard Engine

Worked LeClaire yard lining-up pick up for road trains out of McKinley en route to East Peoria and build outbound extra trains and switch inbound trains. Afterwards it went south to switch rendering plant (Stink Works) at Chemical.

Midnight Yard Engine

The night yard job would switch cars for both trains 200 and 203.

Worked LeClaire yard lining-up pick up for road trains out of McKinley en route to East Peoria and build outbound extra trains and switch inbound trains. Afterwards would make a run to the C&NW connection at Benld.

SPRINGFIELD

The Yard Jobs

Because three divisions originated at Springfield: Central, Northern and Southern, the yard crews would be represented by each division and every 30 days the three yard jobs would rotated to equalize the mileage (Southern 102 miles, Central 132 miles and Northern 93 miles). The yard crew consisted of motorman, conductor, pin puller and field man. The conductor made the decision on what tracks he wanted to use and how he wanted to switch the tracks. The crew worked anywhere from 8 to 16 hours a shift and drinking was tolerated account excessive hours worked, but excessive drinking was not. Three yard jobs worked around the clock and if traffic was heavy, an extra was called. About 1973 it was cut back from two yard jobs to one. When switching, cars would be lined up in station order. The north station order was P&E-Mackinaw, Bloomington-Cash, ATSF Morton, P&PU-East Peoria and East Peoria-Peoria proper. Eastward was the Wabash-Decatur, Decatur Champaign and Danville. South was Edwardsville-LeClaire lined up as IT's (Steam Division) or St. Louis, and sometimes blocked for Steam Division-Roxana-Wood River-Alton.

6:30 AM Yard Job

Coming on duty would require pulling the cars from the IC and C&IM connections (west of the passenger station) and take to the yard. It would then built the south local to Edwardsville, block the pickup for train 200 and build extra trains north, south, and east. A delivery to B&O was made except if there was several extras and passenger trains that delayed the yard job. Returning to the passenger station before going off duty, cars were delivered to the IC and C&IM and merchandise cars spotted at freight house.

2:30 PM Yard Job

The 2:30 PM was the busiest shift. The yard would be plugged and a train would be sitting at Monroe Street waiting for the yard job to build an outbound extra and for it to leave to clear a track so it could come in. The first order of business was to pick up cars from the freight house, IC and C&IM connection and pull 2 cars of coal from Capitol Mine, unless there was to be an extra yard job that night, and take them to the yards. Switching would begin with switching outbound and inbound south and north locals, build two east bound trains and an extra east, an extra north (possible two extras) and an extra south and line up the pickup for north and south road trains and line up and work the belt line. About 4 PM the job would pick up cars from the B&O connection and return to the yards. Later that night a delivery would be made to the B&O and work belt line industries and deliver to the Wabash. The job would also travel north to the J&A Connection (north side of Starnes) to deliver and pull the Springfield Terminal connection 3-track yard with cars for the stock yards (the IT did not handle livestock) and bean plant. In later years the Wabash connection would be made at this location, retiring the connection at Jess. At Ridgley Siding (.2 mile north of Starnes) the IT would serve a small cluster of industries ranging from metal products to lumber. The job would work 16 hours if no extra job was called and would work Standard Oil.

10:30 PM Yard Job

Going on duty, merchandise cars from the freight house was pulled in addition to the cars from the IC and C&IM connections. This shift was the busiest with extras and through trains and was confined to the yard. The 10:30 PM yard job worked 7 days a week and at the end of the 30th day would rotate to daylight. However, this was the only job that you got a day off every 90 days, as you got off duty Sunday morning and did not go back on duty until Monday morning at 6: 30 AM.

7 PM Yard Job-Extra

If there was too much work for the 2:30 PM job to do, an extra would be called at 7 PM. However, it was called 10 minutes later each following day, to avoid the starting time being the same three times in a row, which would require the job be posted as a regular job. Going on duty, it would switch the freight house for outbound movement, pick up cars from the IC and C&IM connections, which were side by side, north side of Clear Lake Ave and behind Amrhein's Bakery. In later years a connection was built at the north end of IC yard track no. 8 from the Inbound Main, and when the operation was changed with trackage rights over the ICG between Mont and Springfield, a crossover was installed at the south end of the IC yard to access the Inbound Main.

The next move was to pull four empty hoppers off of the Grand Avenue Pocket Track (located between the end of the Inbound Main and Clear Lake Ave.) and continue south to the Capitol Mine at 20th & Capitol streets to spot the four empties and pull four loads. Shoving the cars

back north, Adams Street, Washington Street and Clear Lake Avenue had to be flagged. On occasion the Springfield Boiler Works, Standard Oil and Amrhein's Bakery were switched at this time. On entering the East Belt Yards the conductor would call the yard office from barn for instructions of what tracks to use. Once in yard the Capitol Mine coal was placed with a cut of cars lined up for the Belt Line industries. A train order was obtained to operate on the belt line between the B&O connection (end of yard limits) and Jess. After waiting for southbound passenger train 98 to pass by, it would begin its trek working belt line industries without encountering any opposing trains until 2:30 AM.

THE YARD JOBS: 1978

6:30 AM Yard Job;

Operates 5 days a week, switches yard, makes up train No. 200 north of Springfield, Springfield to Decatur Local, and switches industries as needed.

THE YARD JOBS: 1981

6:30 AM Yard Job

Operated five days a week, makes up pick up for train No. 203 south of Springfield Pull and deliver connections: N&W, ICG, B&O, switch Springfield industries. Exception: Fiat Allis is normally switched by Illiopolis Turn.

ROAD TRAINS

Miscellaneous

150 mile equaled one day, later changed to 100 miles.

Extras could be called for a Springfield to Mackinaw rock pit or Peoria (from Rock Island) and return for southbound rock trains. At Henry (north side Morton) would pick up southbound ore trains.

Crews would lay over in caboose assigned to that train.

Petroleum products trains ran from Edwardsville to Peoria or Decatur.

When the Electric Division was dieselized it was a requirement to have fireman which worked between Springfield-Edwardsville and Springfield-East Peoria. When the fireman reached the final terminal, they were deadheaded back home.

The train capacity of a pair of GP-7's was 50 to 125 cars versus the Class "D" with 35 to 50 cars. When the train operation was shifted into the TP&W yards, business picked up and trains 200-203 were handling about 125 cars. As the trains started to increase in length the train would

block all the streets of a small town and if the train got a knuckle, drawbar or airhose break, the delays would be even more detrimental.

EDWARDSVILLE-DECATUR

Edwardsville to Decatur: 206

Decatur to Edwardsville: 207

Train 206 ran with an Edwardsville based crew to Decatur as a through freight. If 206 came out on Class "C" 1586, (with a field tap) and maintain their speed, they could run ahead of Sleeper train no. 88 to Springfield. The crew laid over and returned to Edwardsville the next day as train 207.

Train 207 ran with a Decatur based crew to Edwardsville as a through freight and laid over and return the next day to Decatur as train 206. If had time ahead of a passenger train arrival at Spring Street wye, Staunton, would turn the Class C engine then continue to Edwardsville. If not, they would turn the engine northbound on 206, so that they could run from the no. 2 end of the engine. Both crews were off on Sunday and if an extra crew was called, then crews changed at Springfield: Southern-Central Division crews. Due to mileage (60 Edwardsville - Springfield) (40 Springfield- Decatur) run was prorated between Central and Southern Division crews. Trains Decatur-Edwardsville were blocked in four sections.

McKINLEY JUNCTION EDWARDSVILLE-EAST PEORIA: THE DIESEL ERA

Trains 200-201 202-203 204-205

On April 27, 1941, the road trains between East Peoria to Edwardsville were 203-205 and Edwardsville to East Peoria was 200-204. The crew would layover and return the next day and off the next day.

If made more than three setouts/pickups, then crew was paid a local rate.

Train 200, northbound, would set out and pick up at East Belt, set out at P&E Mackinaw Junction, pick up merchandise cars from Cash Siding, set out ATSF cars at Henry Siding, set out cars at the P&PU connection East Peoria and the balance of cars into Farm Creek Yards for local service.

Train 203 would double all the yard tracks and then pick up from the long track, next to the P&PU Siding, and would stretch from Main Street (blocking the NKP) to West Washington Street. The train would then continue up Caldwell Hill to pick up cars from both sidings at Caldwell, and if anything was left over, it was picked up at Henry Siding. At Cash Siding-Mackinaw Junction, merchandise from Peoria destined to Bloomington would be set out. At Springfield a hold train order was issued to meet a fictitious train at Sheeps (1.1 miles north of

Carlinville). In the event a LeClaire-Benld turn or a 202 was to be run, a new order was issued at Sheeps to set up the meet or an order was issued to operate Edwardsville-LeClaire.

If train 203 or 205 had cars for C&NW, they would set them out at Benld which was the C&NW-L&M connection. There was a yard at Benld which both the C&NW and L&M shared, as both railroads terminated at Benld.

Train 203 would leave in the afternoon with the merchandise from the Peoria freight house, and would have the yard engine class "B" help shove the train up the Caldwell Hill. Train 205, which left later, would pick up the balance of the train from Caldwell Siding.

Train 204 was the "Hi-Ball" express train that split at Springfield with one segment to Peoria and the other to Decatur.

On December 12, 1955, the street trackage through Morton was abandoned in favor of operating over the PRR between south Morton and North Morton. At South Morton the head brakeman would call the PRR from a phone booth and request permission to operate over their track to North Morton. At North Morton the conductor would call both the PRR and IT dispatcher to acknowledge clear of the PRR main and back on IT trackage.

Train 200-203: Springfield- East Peoria Via ICRR

On April 1, 1962, the IT abandoned trackage between Sherman and Lincoln in favor of operating over the Illinois Central from Starnes-Springfield to Mt. Pulaski (21 miles) and Mt. Pulaski to North Lincoln. Train 200 departed Starnes (Springfield) with train orders and made required meets with IC trains as scheduled on the timetable. At Mt. Pulaski train 200 left the Springfield District to enter the Peoria District of the IC with train orders to operate from Mt. Pulaski to North Lincoln (11.2 miles). At North Lincoln the train returned to the IT main line. For train 203 the process was reversed and at North Lincoln would obtain train orders to operate over the IC between North Lincoln and Mt. Pulaski, and at Mt. Pulaski pick up orders to operate to Springfield.

Changes would occur with the PRR abandoning a segment of their line between South Morton and Allentown (due to a poor bridge condition) and the IT abandoning the East Peoria Farm Creek Yard in favor of using the TP&W yards, East Peoria on August 1, 1966. Now both the PRR and IT had to call the dispatchers from a phone booth at Allentown to operate to East Peoria.

At North Lincoln, the operator's position was abolished and a train register book, which required the train crew to sign in, was placed in service.

Operation After Interdivisional Runs Began:

With dieselization, effective April 26, 1953, the road trains began a run through operation between East Peoria to McKinley Junction-Madison, eliminating the layover point in Edwardsville. The trains were now assigned 201-203 between East Peoria to McKinley Junction Yard and McKinley Junction Yard to East Peoria 200-202. The crew worked one round trip (two days) and off two days. After 1955 for a short time, the crew made two round trips over four days then off for three days. By 1962, the crews changed at Springfield and stayed in a crew trailer, located across from the East Belt Barn. One round trip was made in two days, and off one day. When traffic dropped off, trains 201 -202 were abolished and put back on when traffic picked up as a crew cost saving measure.

When Interdivisional runs between Edwardsville and McKinley Junction-Madison began with diesels, the Southern Division and Steam Division rosters were merged together.

When train 203 first began the run through, the Roxana, Wood River, and Federal-Alton cars were set out at LeClaire. If there was a small number of cars for these locations, or time was a factor, the train would continue onto McKinley Junction-Madison and the cars would go back to destination the next day.

Train 203 would travel to the south end of LeClaire yards and entered the Troy & Eastern main and pulled down to the water tower at the south end of Thermal No.1 track to set out cars destined to Alton and then continue onto McKinley Junction. The 10:30 AM Alton Yard & Road Job would set out cars to be picked up by train 200 and pick up cars from the train 203 set out, and return to Alton, working the Wood River and Roxana refineries while en route. Northbound train 200 would pick up cars from the refineries of Wood River-Roxana and Alton on LeClaire yards tracks No. 4 or No 3.

The 5:30 PM Roxana Yard & Road Job would leave Federal-Alton (with cars for train 200) and pick up at Wood River and Roxana cars for train 200. The cars were then lined up in station order and delivered to LeClaire yards, pick up train 203 set out and deliver cars to destination as returning to Federal.

Northbound train 200 arrived LeClaire, the engines were cut away from the train and the LeClaire yard job would add the stationed blocked cars to the train, then the road power coupled back to the train and departed for Springfield.

The Midnight LeClaire yard Job would switch train 200, the plant at Chemical, a local lumber yard in Edwardsville, and occasionally go to Benld to the C&NW connection.

The LeClaire Yards-Edwardsville were closed in 1968 after the operation would take a total change on October 3, 1968, with the operation over the ICG between Mont and Springfield. Train 203 would set out cars for Wood River, Roxana and Alton at Mont Siding (north side of Illinois Route 162) and continued on to McKinley Junction. Later the cars would be set out on the T&E main line and the 11 PM Alton Yard & Road Job would pick up the cars.

Train 203 would set out cars in Mont Siding for Roxana-Wood River-Alton then continue into McKinley Yards-Madison. These cars would be picked up by the 5:30 PM Roxana Yard & Road Job and set out Roxana-Wood River while en route back to Federal.

Train 200 would pick up cars in Troy Siding (three-track yard on south side of Illinois Route 162). These cars were set out by the 5:30 PM Roxana Yard & Road Job, which were cars from Alton, Wood River and Roxana.

With the PRR operating over the IT trackage between Allentown and North Morton, it would become an easy solution to the problem of operating out of the small East Peoria Farm Creek Yard. Restricted space for expansion and the steep Caldwell Hill would be just cause to abandon the yard in favor of operating into the TP&W yards, East Peoria. Effective August 1, 1966. The road trains would continue on the PRR trackage from North Morton to Farmdale Junction, at which point they entered the N&W (NKP) trackage to reach the TP&W yards. Discouraged with the delays encountered and the poor service, the operation was changed to use the P&PU East Peoria yards on December 27, 1969. Again poor service would force the IT to find a better option which would result in the creation of the Allentown yard September 17, 1975.

With the loss of the Mackinaw River Bridge on August 7, 1977, the IT main line between Lincoln and Allentown was closed and train 200 would operate to Pekin via ICG and into East Peoria on the P&PU. The P&PU would switch the train and the Allentown Yard Job would pick up and set out cars from and to the TP&W, ATSF and local industries, and deliver to the P&PU. The P&PU would build the southbound train 203. The Allentown yard engine on duty at 11:55 PM and off on Sundays and delivered cars from the Morton industries, ATSF and TP&W to the P&PU yards. This would continue until 1978.

200-201 202-203 GM&O Route Operations

The operation would take a major turn in July of 1978 when the ICG reduced the speed limit between Springfield and Mont to 10 MPH. In addition, the ICG was wanting to abandon the line, forcing the IT to change routing onto the former GM&O trackage between Wood River and Springfield (77 miles) effective October 10, 1978. At this time two trains were added, as No. 102 and 103 to handle the bean meal traffic between A O Smith-Granite City docks and Federal (Alton) to Decatur (via Springfield as trains 202-203. The original trains 200 and 203 were renumbered as 100 and 101 between McKinley Junction and Springfield and to East Peoria as

200 and 201. The four trains now originated and terminated in Federal (Alton) to operate over the former GM&O between Wood River and Springfield. Due to the traffic congestion at Wood River, effective April 2, 1979, train 100 now backed out of McKinley Yard to the CP Junction to transverse the Alton & Eastern (A&E) line north, to Wood River to pick up cars from the Alton area and the Wood River-Roxana refineries. At this point the train backed down onto the GM&O and reversed direction, traveling northbound to Springfield. Train 102 would come out of Alton with cars from the bean meal dock and pick up cars of bean meal set out on the A&E Siding at Wood River, then enter the GM&O main for the trip to Decatur via Springfield as train 202.

ROAD TRAINS OPERATIONS: 1978

Train 200, McKinley Junction to Springfield;

Called for 2:30 AM, operates daily with cars for Springfield, Illiopolis, Decatur, and northern connections, ATSF (Morton) TPW and P&PU, East Peoria.

Train 200: Springfield to Allentown

Operates daily, from Springfield to East Peoria, via trackage rights over ICG-PPU. Train terminates at P&PU, which switches train inbound. IT Allentown Yard Job delivers cars of Train #200 to TPW, ATSF, and Morton industries. Train consist of cars for Morton, ATSF (Morton) TPW and P&PU (East Peoria).

Train 203: Allentown to Springfield

Operates daily, from East Peoria to Springfield, with trackage rights over P&PU-ICG. P&PU builds outbound train with cars from area connections and cars from Allentown Yard Job (ATSF, TPW Morton Industries).

Train 203: Springfield to McKinley Junction;

Called for 11:00 PM, operates daily with cars for Wood River, Alton Barge (bean meal to Alton Docks) Granite City Barge (bean meal to Tri-City Ports, Granite City), East St. Louis and St. Louis traffic. Cars for Alton, Wood River and Granite City are set out at Mont for pick up by 11:00 PM Yard & Road Job from Alton. Train consist of cars for East St. Louis, St. Louis, Granite City and Alton area.

TRAIN OPERATIONS: 1978-1981

In the latter half of 1978, train 200 operated from Springfield to Decatur over the N&W, then Decatur to Allentown over the IT Secondary Main. The crew ran from McKinley Junction to Decatur. The route was extremely long and time delaying and was under protest by the union as a violation of agreements. At Decatur the power was changed from the SD-39's (3-axle) to the GP38-2 (4-axle) units as the rail was in poor condition on the Secondary Main.

On October 11, 1978, the operation changed with a new route of operating from Springfield to Kenney (33 miles) on the ICG. At Kenney, train 200 entered the IT secondary main, which had a siding to run the engines around the train for the northbound move to Allentown. At Allentown the yard job went on duty at 8 AM and built the southbound train 203 and the 4 PM job delivered train 200 to the connections (ATSF, TP&W and P&PU).

In January of 1979, the worst snow storm in modern history struck central Illinois resulting in the loss of train 200 in a snowdrift: in a cut that was higher than the engines. A second set of power was sent to rescue the stalled train, but it too became buried and it was about two weeks before both trains could be pulled out of the drifts.

Because the Rock Island went bankrupt and the Frisco merged with the BN (bridge traffic between St. Louis and Peoria now by passed the IT) and the economy of Peoria industries tanked, the business dwindled down. The final loss the N&W siphoning off the local business by use of NW train trains 65-66 East Peoria to Frankfort, Indiana.

In 1980 trains 200-201 went to a tri-weekly schedule with train 200 arriving on Monday, Wednesday and Friday and train 201 departing on Tuesday and Thursday. The Allentown yard job would use the power of train 200 to deliver and build the outbound train 201 which departed on Thursday and Thursday. The Allentown yard job would use the power of train 200 to deliver and build the outbound train 201 which departed on Thursday and Thursday.

A major traffic route was lost when the CR&IP (Rock Island) went bankrupt and when the SLSF merged with the BN, another source of traffic was lost at the Peoria Gateway. Trains 200 and 201 began operating on an alternating day's schedule.

SPRINGFIELD-DANVILLE

Springfield to Danville: 202

Danville to Springfield: 205

Train 202 ran Springfield to Danville and returned as 205 Danville to Springfield. The crews change at Decatur and worked six days a week. The crew based in Decatur would run to Danville and lay over about eight hours and return to Decatur with their caboose. The crew based in Danville would run to Decatur and with their caboose lay over about 24 hours and return to Danville. Train 202 worked as a local between Springfield and Danville. Both crews were off on Sunday.

Train 205 terminated at Springfield, and south cars were picked up by train 205-(East Peoria to Edwardsville train). The Danville based caboose was taken off at Decatur and the Decatur based caboose taken off at Springfield. Train 205 between Decatur to Springfield ran as a through

freight. When Springfield-Decatur trains 208-209 were taken off, then reassigned: 204-205 worked 16 hours each way as a local.

Train 208-209 were not in the timetable and ran as extras between Springfield and Danville and used a class "D" between the Springfield and Decatur, alternating with an Alco S-2.

Train 208 on duty at Decatur 9:30-10 PM to Danville 6 or 7 AM, doing local work between Decatur to Springfield. As train 209, on duty at Danville 5:30 PM and arrive Decatur about 9:30 AM, running as a through freight.

Springfield to Danville train 202 arrived Decatur 9:21 PM.

The crews worked six days a week and turned at Decatur and Danville.

Extreme grades were located at:

Possum Trot 5.6 miles west of Danville

Westbound 0.5 mile-4% Eastbound 0.6 mile-2.73%

Ellsworth Park Danville

Westbound 0.1 mile-6.4% Eastbound 0.2 mile-2.73%

SPRINGFIELD-MACKINAW JUNCTION-PEORIA

One crew was based in Springfield and the other in Peoria and would make run to opposite terminal, lay over and return to home terminal the next day and worked six days a week. On southbound trip it would stop at the P&E Connection to pick up. With the end of passenger service in 1955, the local ran out of Springfield and turned at Mackinaw Junction, returning to Springfield. If traffic got heavy, an extra was called. The local ran seven days a week. One night a class "D" would be used and next night an Alco S-2 or SW 1200. The diesel would be turned on the Mackinaw Junction wye.

When a freight motor crossed the bridge into Peoria, it would turn south on Washington Street to the next block, and turn back east on Chestnut Street to enter the back door of the car barn.

ST. LOUIS-PEORIA

Before 1930, the Hi-Ball Express train departed St. Louis with two box motors and express trailers, splitting at Springfield with one segment to Peoria and the other to Decatur.

LOCALS

DECATUR-AlLENTOWN

NORTH LOCAL:

TRAIN OPERATION: 1981:

Operates on an as needed basis, switching on line industries of the Peoria Secondary Line, Maroa to Allentown. Twelve miles of trackage rights over the ICG between Decatur and Maroa. Direct connection with the ICG at Minier, Atlanta, Maroa and Kenney. Served fourteen on line industries.

DECATUR-BLOOMINGTON-MACKINAW JCT.

Bloomington Local

Called for 10 PM

Class "B" came from shop, using the Sand Track to yard track #6 to reach yard office and the same locomotive was used.

Consist was about 15-20 cars

If crew tied up in a siding, would deadhead home on a passenger train

In 1939 there were two locals based out of Bloomington. One local worked between Decatur and Bloomington and the other Bloomington to Cash Siding, Mackinaw Junction. The west local worked industries west side of Bloomington to Mackinaw Junction and delivered cars of merchandise from Bloomington freight house to Cash Yard, Mackinaw Junction. When train 200 arrived Cash, the motive power was cut off and the Bloomington local put and pulled the Bloomington merchandise off and on the head end, then the motive power coupled back up to train and the Bloomington Local helped push 200 up Herberger Hill. The south local worked the industries between Bloomington and Decatur. By 1942 the Bloomington-Mackinaw Jct. job was abolished and the Decatur based crew then ran to Mackinaw Jct. and return to Decatur. The crew had 10 hours rest and off on Sunday, which was a short day account each day they would start 2 hours later than the day before. Was nicknamed the "Mortgage Lifter" due to the money made

The North (Bloomington) Local worked six days a week, ten to twelve hours and during grain season fourteen hours. The job was bulletined as 10 hour 43 minutes, after which time overtime would begin. The job went on duty at 11 PM and had a crew consist of motorman, conductor, and two brakemen and was assigned a class "B".

The job was referred to as the “Mortgage Lifter,” as it was one of the highest paid jobs. The train consist was usually limited to 18 cars but on the average pulled 10-12 empty box cars and cars of general merchandise.

Heading out of Decatur yards, it would pull down towards Water Street, then backed eastward onto the south leg of the wye onto the Bloomington Line at North Junction, into Broadway Street, then headed north. There were approximately 25 car lengths of track in Broadway Street south side of the belt line to back out onto, but there was only a few car lengths of trolley wire over this track. The local was limited to about 18 cars (700 tons) due to the notorious weak power on the Bloomington Line. On the returning to Decatur, the local enter the belt line at North Junction traveling around the north leg of the wye and then back down to the yards. This operation would continue until the Bloomington Line was abandoned.

At Martin and Crawford the elevators were spotted with boxcars for grain loading. At Maroa, the power was so notoriously weak; that a flag stick was used to hold in the contactor to operate the air compressor, which would then cut in on its own, otherwise the brakes would set up on the train due to low air pressure. At Clinton, merchandise cars were spotted in the station wye track. Sometimes, because of too much tonnage, or the steep grade south of town at Salt Creek, the train had to be doubled through Clinton, using Johnson Siding south and Snells Siding north of town.

At Ducys, Wapella, Carle Springs and Bucks, boxcars were spotted at the elevators.

On the south side of Bloomington, the ICRR Interchange at Dean and Tick Scrap yard would be worked. Depending on the length of the train, it would either be left in Dean Siding (0.5 Mile south of Bloomington) or left on Madison Street while switching the power plant and freight house.

At the Bloomington power house, the train would pull past the power house and the motorman would then board the class “A” from the powerhouse and couple onto back of the train, pulling off loads of coal and spotting them at the powerhouse. . At the freight house, a push pole was sometime used to get the empties out and loads of rolled newsprint for the Pantograph were spotted, and the train would then be switched for the return trip to Decatur, and either left setting in the power house track or in the freight house tracks. The crew would go to breakfast about 5 AM.

Leaving the Bloomington freight house with merchandise cars (equipped with extending drawbars) and caboose, would continue through town, switching the on line industries west of Bloomington with spotting coal at Green House Siding, empty boxcars for Danvers Elevator and load of coal at Mackinaw. At Cash Siding, south of Mackinaw Junction, cars were set out and picked up for the industries west of Bloomington to be work on the way back. No standard freight car could travel through town due to the curve restrictions

DECATUR-DELONG-DANVILLE

East Local

Operated as train 202, Decatur to Danville, handling merchandise to be unloaded or loaded at stations en route. The job worked six days a week, eight hours, and longer in grain season. The crew went on duty at Decatur at 10:05 PM and laid over in Danville in the caboose. They would return to Decatur as train 205, called for 4:35 PM. The Danville based crew would work opposite to the run of the Decatur based crew.

The on Line Industries served were the elevators at Cerro Gordo Milmine, Lark, Seymour and Bondville. Ice from Polar Ice Decatur was delivered at Bement and the IC connection at Bondville was worked. At Champaign the C S Johnson Company was switched, in addition to the IC Connection at Elm Street and the Champaign freight house. At the Urbana powerhouse the cars of coal had to be shoved into the plant with the knuckles closed and butted; due to tight curve.

The elevator at Fulls and DeLong were serviced and interchange was made with the C&EI at Glover. On arrival at Hillery (4 miles west of Danville) the train would be set in the siding and the caboose, merchandise cars for the station and coal for the power house continued on into Danville.

On April 26, 1952, the line between Danville to DeLong was abandoned and the local would run from Decatur to DeLong, return to Champaign and tie up. The next day the local would return to DeLong, pick up any loads, pick up at Glover-C&EI, and return to Decatur.

With the arrival of the diesels, the local ran Decatur to DeLong and returned to Decatur.

With the abandonment of the main line between Decatur and Danville, trackage rights were obtained with the P&E between Urbana and DeLong on May 1, 1961 for 16 miles and the ICRR between Decatur and Champaign on October 16, 1961 for 41 miles.

4PM EAST LOCAL

Train Operation 1978:

Operates 6 days a week, between Decatur and DeLong, working industries and connections between the two points, ties up at Staleys (west side of Champaign) returns to Decatur the next day.

In March of 1979, the Decatur-Glover local went eastbound tied up at Staley's (Champaign) Monday, Wednesday, Friday and returned to Decatur on Tuesday, Thursday, and Saturday.

TRAIN OPERATION: 1981

Was called in the morning and ran only once a week or every ten days to Delong. Due to the ICG abandoning the line between Decatur and White Heath the operation was over the N&S between Decatur to Lodge 33 miles, and on the ICG between Lodge and Champaign: 19 miles. Industries were served at Champaign, Glover, Fulls and Delong. The MP connection at Glover was embargoed. Connection was made with CR at Urbana. The crew would tie up at Staley's-Champaign and return the next day.

EDWARDSVILLE TO SPRINGFIELD (JESS)

A local was run south from Springfield to Edwardsville six days a week.

A local was run north from Edwardsville to Springfield six days a week.

Crews would layover and return the next day to home terminal.

With the end of passenger service, the local departed Edwardsville LeClaire yard worked to Jesse Siding (south side of Springfield) set out cars for Springfield and picked up cars for local service between Jesse and Edwardsville.

In 1969, the local began running out of McKinley Junction when the LeClaire yard was closed when trains 200-203 started to run over the ICG between Mont and Springfield. With the abandonment of the main line between Springfield and Sheeps Siding (1.6 miles north of Carlinville) on August 29, 1969, the local now operating between McKinley Junction Yards to Sheeps to serve the CISCO steel plant. Effective April 12, 1972, total abandonment of the IT main between Edwardsville and Benld went into effect finalizing an agreement with the C&NW for trackage rights.

MC KINLEY JUCNTION TO CARLINVILLE

TRAIN OPERATION: 1978

MONTEREY COAL TRAIN

Runs through with BN on an as needed basis. Empty train is received from the BN at Alton, Illinois, (BN power is left on, with IT unit placed on rear) and train travels via T&E Main to Edwardsville, where train reverses direction, with single unit pulling train north to C&NW-Monterey Junction (Wilson) for coal loading. On return trip, motive power on head end pulls the train back reverse route to Alton, returns loaded, enroute to Union Electric, Mochens, Missouri. Trains operate from LeClaire tower-Edwardsville to Monterey Junction (Benld) and to Wilson for 33 miles, and from Wilson to Monterey Mine three miles over IT trackage.

TRAIN OPERATION: 1981

CARLINVILLE LOCAL

Operates generally twice a week or as needed, departs McKinley Junction to Carlinville, switching 3 on line industries at Carlinville. On August 23, 1978, the Anderson Bridge, located in Goats Hollow, south of Carlinville, would become a victim of arson, and close the line indefinitely, causing the three on line shippers north of Carlinville to find an alternate means of transportation.

SPRINGFIELD-MACKINAW JCT.-BLOOMINGTON

In the early days, there was an express train of seven cars would leave Springfield going to Bloomington via Mackinaw Junction, working all stations along the route, unloading merchandise or express or set out a car at a particular station. The crew would lay over and return to Springfield the next day.

SPRINGFIELD-DECATUR

WEST LOCAL

The crew was based out of Springfield and operated as train 206 arriving at 5:44 AM and returning as train 205, departing at 12:35 PM. Train 207 was the hot merchandise train to Edwardsville.

The day local was called at 8 AM and night local at 8 PM to Decatur and return and both were tonnage trains. The crews made one round trip. Day local went to Decatur a hotshot and worked as a local back. Night local worked as a local going to Decatur and a hot shot coming back. The traffic was heavy, especially for the ordnance plant

When Springfield-Decatur trains 208-209 were taken off, trains 204-205 were created to work 16 hours as a local between the two points.

Working between Springfield-Decatur

Hessar Siding (2 miles east of Riverton) to pick up coal for Macon County Hospital-Decatur. Stub end track, switch at west end

Buffalo: Leaves train on the west edge of town. Takes merchandise box car to the station for unloading. Lays fuses in the middle of U S Rt. 36 so as to not get run over while carrying merchandise across the highway

Ennis Siding: (east side of Buffalo) set out loads of fertilizer

Mechanicsburg: Shove empty boxcars back to the elevator with boxcar of merchandise. Would set the loads over to the old main and spot the empties in the elevator track. The merchandise would be unloaded at the elevator

Lanesville: set out empties at the grain elevator

Haynes: Meet Decatur to Edwardsville train 207

Illioopolis: Work the two elevators, coal and team tracks

Harristown-Fraser Siding: Switch the Shell Oil plant

Decatur: Torrence Siding: The north side was the interchange track with the Wabash, so set out was made. The south side siding was for meeting trains. At this point we would call the dispatcher to obtain an order to either meet trains here or continue to Decatur Storeroom yards. At the Ice House Curve (located at Van Dyke Street and the Wabash underpass) you had to “crank it up” to make it up to the top of the hill where the passenger station was or otherwise you would have to double the hill using Harrison Siding.

If you were on a Springfield to Decatur ore train, the ore was set out in the Wabash connection at Torrence and you returned back to Springfield with caboose only.

On December 1, 1959, operation began over the Wabash between Springfield and Decatur with the abandonment of the IT main. A connection with the Wabash main was made east of Buffalo at the IT Mechanicsburg Junction.

TRAIN OPERATION: 1978

Operates daily, from Decatur to Springfield and return, with trackage rights over the N&W. The Decatur-Springfield West local would set in the siding at Dawson or Harristown for hours on end and tying up on the road with the 12 hour law in effect. The problem was further compounded of getting thru the N&W yards Decatur.

ILLIOPOLIS TURN

6:30 PM Illioopolis Turn Local

The Borden’s Chemical plant at Illioopolis was originally serviced by the West local, switching it on the eastbound movement. However, delays on the N&W coupled with the switching of the Borden’s plant but on several occasions could not get back to East Belt before it tied up on the 12 hour law. This would require the crew of the East Belt Yard Job having to bring the local back to Springfield, delaying the yard job’s work. By 1978 the Illioopolis Turn was established. Operating six days a week, it would switch the Borden’s Chemical Co., Illioopolis, and return.

Operating over the ICG (Belt Line closed September 25, 1979 due to washout) to reach the Fiat-Allis plant to pull loads, set in empties. The Springfield-Illiopolis Turn worked out of East Belt-Springfield.

STEAM DIVISION

Miscellaneous

Unlike the Electric Division, the Steam Division designated its road trains as Yard & Road Jobs, which allowed the road crew to perform combination yard switching, on line switching and through freight service without penalty to the company. As an operational procedure, the Steam Division cabooses seldom left the division. The schedule of steam operations was designed to make "connections" with the Federal yards-Alton, McKinley Junction yards-Madison with the Electric Division scheduled freights at LeClaire yards-Edwardsville. During WW II, extras ran out of McKinley Junction yards of crude oil to the Shell Oil refinery Roxana and empties pulled. Loads of finished oil products were also picked up and set out at LeClaire yards.

Although both divisions worked under the banner of Illinois Terminal, the employees of either division were not familiar with specific locations. As in the case of the Steam Division, the Electric Division were assigned the following designation for station routing:

Peoria: 1E

Decatur: 2E

Springfield: 3E

Any station south of Springfield: 4E

ALTON & EASTERN DIVISION (A&E)

Miscellaneous

Speed 25 MPH.

The Alton & Eastern Division was 37.5 miles in length, extending from East St. Louis to Grafton. The A&E Main between Bridge Junction-East St. Louis to IT Junction (.6 mile north of Wood River) was yard limits, although between A. O. Smith Yard Switch at Granite City and IT Jct. North of Wood River the dispatcher controlled the "block" and gave verbal permission to a train to occupy the block. Only one train permitted on the main between two control stations.

Block stations were located at Bridge Junction- East St. Louis, CP Junction-Madison (located under the IT Venice High line) and the C&NW Yard office, (under the McCambridge overpass) Madison. They were control stations, which controlled the movement of trains between these stations. An operator was located at each station, and would communicate between stations to permit a train to operate between the two stations and the IT operator at Bridge Junction had

to approve any train movement made. Only one train at a time was permitted between two stations and a permissive slip was issued to both conductor and engineer giving them permission to occupy the “block” between two control stations.

When operation began over the IC between Mont and Springfield, the conductor would copy the IC order at the McKinley Junction yard office until 1975, when the Bridge Junction operator was moved to McKinley Yard Office and the operator copied the order. When a southbound train left the IC at Mont, the conductor had to call the IT dispatcher to copy an order to run from Mont to McKinley Junction.

Track abandoned:

Grafton-Alton: May 24, 1953

Grafton to East St. Louis: 41.2 miles.

Turntable was located at the Sand pit, one-half mile from the Alton station and was hand operated.

GRANITE CITY A. O. SMITH YARDS

A. O. SMITH YARD JOBS

7AM, 2:30 PM, Midnight Jobs

In addition to handling cars to McKinley Junction Yards, they would also work Granite City Steel, Koppers and Reilly Tar. A. O. Smith made automobile frames for GM and Corvettes.

THE YARD JOBS: 1978

7:00 AM, Yard Job;

Operates 5 days a week, switching Tri-City Port docks and A. O. Smith plant.

3:55PM A. O. Smith Job;

Operates daily, switching Tri-Cities Docks, A. O. Smith Plant and lines up cars for McKinley, Wood River and Granite City Steel. Moves auto frames from A. O. Smith Yard to TRRA at Market St. and returns empty cars for loading.

11:55 PM A. O. Smith Job;

Operates six days a week, switching yard, spotting Tri-City Port Docks, and handles A. O. Smith cars between yard and Granite City Steel, and switching three area industries.

7:55 AM A. O. Smith Yard & Road Job;

Operates daily, transferring traffic to and from Wood River for Tri-Cities Port, transfer steel from area steel mill to A. O. Smith, cars from A&S Connection at Edwardsville Road, Granite City

to Tri-Cities Docks. Also handles cars to McKinley Junction, delivering C&NW enroute and cars from McKinley to A. O. Smith Yards.

THE YARD JOBS: 1981

6:30 AM Depot Job

Switch depot yard (former military depot-now American Central Port) lining up spots for Tri-City Port industries. Transfer inbound loads from Depot to A. O. Smith after servicing.

The remaining four jobs at A. O. Smith are used interchangeably to perform all other duties in the area:

7:55 AM Yard Job

Deliver empties to A&S, Edwardsville Road (normally done by 7:55 AM Job) and pull loads from A&S (Elevator M traffic).

3:55 PM Yard Job

Switch Granite City industries on A&E north of W. R. Tower (normally done at night)

10:30 PM Yard Job

Spot Tri-City Port Industries (now American Central Port), Done throughout the day except for Granite City Steel Dock which is normally switched at night.

11:55 PM Yard Job

Yard switching to line up spots and outbound empties for movement on train 102 and transfer to McKinley Junction and deliveries to A&S Connection.

ALTON

8 AM Alton-Grafton Yard & Road Job

Ran a local five days week out of Federal with train out of Federal Yards.

Worked the Alton & Eastern (A&E) line between Alton and Grafton.

Delivered cars to the C P & St L in a yard near the coal dock, switched quarry and sand plant.

At Grafton was a boat company and a dynamite factory and switched powder mill, apple cars, boat plant.

When leaving Grafton, the job would call, the dock to advise them, so a track was clear for the Grafton Job to pass through on.

During the winter, when the Coal Dock job was abolished, the Grafton job would switch the Laclede Steel Dock and the Flour Mill.

Locomotives 2, 7 8 and 11 were assigned to this job and were turned on a turntable in the area of the sand plant. In later years would back down to Federal turntable.

The Alco RS-1 used on this job after steam retirement.

TRAIN OPERATION: 1978

7:55 AM Alton Yard & Road Job

Operates 5 days a week, handling traffic to Wood River and Oldenburg (A&E Line) switches industries between Federal-Wood River on T&E Main and delivers and pulls cars to Wood River Yards.

MCKINLEY JUNCTION

4 PM McKinley Junction A&E Yard & Road Job

Departed McKinley Junction Yard to CP Junction to enter the A&E (Alton & Eastern) main. Then traveling north towards Madison switching cars at the New Yard, Laclede Steel plant in Madison and work the interchanges of the C&NW and NKP.

5 PM McKinley Junction-A&E Yard & Road Job

Departs McKinley Junction yards, shoving down to CP Junction-Madison to reach the Alton & Eastern (A&E) Line, with cars for Federal Yards. On arrival at Federal Yards, (via the A&E line) the cars were set out and cars for LeClaire Yards and McKinley Junction Yards were picked up. The job departed Federal Yards via the Troy & Eastern (T&E) Line, making a set out at LeClaire Yards and continue to McKinley Junction Yard with cars for connections.

Train Operations: 1978

3:30 PM McKinley Junction A&E Yard & Road Job;

Operates 5 days a week, switches industries on A&E line between Madison and Granite City and makes interchange with C&NW

Train Operations: 1981

3:55 PM McKinley Junction A&E Yard & Road Job

Switches industries between McKinley Junction and Granite City on the A&E. Pull and deliver to the C&NW New yard connection and A&S Edwardsville Road connection. Provide transfer movement from McKinley Junction to Granite City and return.

11:55 PM McKinley Junction A&E Relief Yard & Road Job

Relieve 3:55 PM McKinley Junction A&E Yard & Road Job and complete same work as 3:55 PM McKinley Junction A&E Yard & Road Job

ST. LOUIS TROY & EASTERN DIVISION (T&E)**Miscellaneous**

West Alton to McKinley Junction 37.9 miles.

Track abandoned:

Troy-Troy Junction: May 4, 1952

Troy Junction-O'Fallon 1975

McKinley Yards-Madison - Wood River 1982

Trackage Rights

Wood River-Springfield October 11, 1978-ICG (GM&O)

ALTON-FEDERAL INDUSTRY AND YARD JOBS**Miscellaneous**

All jobs worked 8 hours.

Owens-Illinois Glass: Glass House Job.

On duty 7 AM- Worked 7 days a week.

American Smelting & Refinery: Lead Works Job.

On duty 8 AM, Worked 5 days a week.

Alton Boxboard Co: Boxboard Job.

On duty 8 AM, worked 7 days a week.

No. 7 was an assigned locomotive.

Coal Dock Job

On duty 8 AM

18-23 series locomotive assigned

Would spot 15-18 cars on Rope Track for unloading and switch loads of coal according to coal size.

After spotting cars would work the Alton dock for Laclede Steel loads and empties and spot grain at the Flour Mill and any other instructions for switching.

The last move of the shift was to spot about 18 cars on the Rope Track, for unloading the next morning.

Would be abolished during time of coal dock shutdown.

6:30 AM Federal Yard Job

Line up cars for:

Boxboard Job, 8 AM Bum Job, Glasshouse Job, and Laclede Steel

Would spot sand at Glass house

Line up boxes of bottles for outbound trains.

Would pull the block of cars set on the Laclede Lead track (set out by Noon Laclede Steel job), weigh the cars, and set the next block of cars for Laclede Steel on the Laclede Lead track.

3:00 PM Federal Yard Job

Line up outbound cars for 3:30 PM McKinley Yard & Road Job to pick up.

This would be Alton Boxboard, Glass works, Laclede Steel, RIP track.

Simultaneously, they had to keep shove blocks of cars to supply the 3:55 PM Laclede Steel Job.

The RIP track would be spotted for cars to be repaired and switch the inbound 3:30 PM McKinley yard & Road Job which consisted of about 75 cars.

8:00 AM Alton Boxboard Job

Would pick up cars from the yard and shove to the Boxboard yard (Great lakes yard) and pick up cars from the GM&O and line up the cars for spotting in the plant. This would be coal for the power plant and wood chip and scrap paper for paper production. Outbound loads would be switched with empties and cars destined to the GM&O would be delivered.

8:00 AM Bum Job

On duty at Federal, was all purpose job, handling whatever needed to be done between the coal docks to Hartford.

10:00 AM Glass House Job

Pulling cars from Federal Yards, it went to the Glass works to the Batch Plant where most of the switching took place. This would be white sand, yellow sand, feldspar cullet (broken glass) and potash. In addition pull empties and loads and spot empties for loading.

3:55 PM Laclede Job

Laclede Steel was a large steel mill, served by the GM&O during the daytime and the IT in the afternoon. The job would pull in a cut of 8 to 10 cars at a time, weighing the cars inbound and all cars outbound. Empties and loads of scrap went into the plant and outbound would be wire, re-bars, pipe, and rod coil. The Laclede steel yardmaster would coordinate the movements between the IT and the three steel plant yard engines and the two electric melt shop engines. During the shift, cuts of cars would be shoved out of the plant on the lead and pick up blocks of cars lined up by the yard job.

YARD JOBS: 1978**6:30 AM Job;**

Operates 5 days a week, switching inbound trains and yards.

3:00 PM Job;

Operates daily, switching yards of inbound industry cars, and train from McKinley. Builds outbound train for McKinley Junction, blocks cars for 11 PM Yard and Road Job to set out at Mont for Train #200 to pick up, spots rip track

7:55 AM Alton Box Board Job;

Operates daily and is confined to the Boxboard plant.

2:30 PM Owens-Illinois Glass House Job;

Operates 5 days a week, switches the Owens-Illinois Glass plant and warehouse, and switches ADM and Laclede Steel River Docks as needed.

3:55 PM Laclede Job;

Operates daily, switching Laclede Steel plant and area industries.

TRAIN OPERATION: 1981**7:00 AM Alton Boxboard/Owens-Illinois Glass Job**

Switch Alton Boxboard, Owen-Illinois Glass and Alton industries.

10 AM Federal Yard Job

Switches Federal Yard, line up industrial cars: Alton Boxboard, Laclede etc. Weigh, line up outbound 7:30 AM yard & Road Job to McKinley Junction. Switch outbound cars from Laclede Steel

3:00 PM Laclede Job

Switch Laclede steel. Weigh inbound/outbound Laclede cars. Switch Hyman Michaels.

3:30 PM Federal Yard Job

Switch Federal Yard. Line up 7:30 AM Yard and Road Job, pull and spot RIP Track, switch cars to/from Laclede Steel, Alton Boxboard, Owens-Illinois Glass. Line up empties for Laclede Dock. Switch other industries as required.

3:55 PM Yard & Road Job

Transfer traffic between Federal and Wood River, switch Dome Rail, Olin Co. Wilds yard-Wood River, Deliver and pull ICG (former GM&O) Wann yard interchange. Line up pick up for train 100

at Rueters Siding. Handle Wood River/Roxana transfer, both directions. Deliver and pull Amoco cars to/from refinery for Amoco Job.

11:55 PM Yard & Road Job

Relieves 3:55 PM Yard & Road Job. Pulls ADM empties from Alton Dock to Wood River. Delivers ADM loads from Wood River to Alton Dock. Handles cars between Laclede Steel and Laclede Dock. Switches elevator "B" at Alton. Line up pick up for train 102 at Wood River.

Extra Job

Switch wood River Industries including Olin and Chemetco. Various transfer and switching work as required.

MCKINLEY JUNCTION YARDS

YARD JOBS: 1978

3 PM South End Yard Job

Would pull the merchandise cars from the St. Louis Job and deliver the cars to the PRR in the East St. Louis Junction yards-National City. The routing would later be changed to the A&S which delivered it to a B&O passing track. On arrival four carmen (two on each side) would inspect the cars and a B&O merchandise train would pick up the cars.

11:55 PM North End;

Operates 3 days a week, switching cars setting on "Hill" (cars from St. Louis or connections that overflow and stored on Venice High Line Approach Tracks), spots industries between McKinley Junction and Troy, and builds Carlinville Local and Train #200.

7 AM North End;

Operates daily, builds outbound Alton Road Job and general switching, north end of yard.

7:55 AM South End;

Operates daily, switches arriving Train #203, inbound Alton Road Job, builds A&E Industry Job, St. Louis Job, delivers to connections, NW, TRRA, ICG, SOU and A&S

3:55 PM North End;

Operates daily, builds Train #200 and Carlinville Local

3:55 PM South End;

Operates daily, pulls interchange connections, ICG, N&W, SOU and TRRA, switches Rip Track, builds 6 PM St. Louis Job.

11:55 PM South End;

Operates daily, switches inbound traffic, delivers to TRRA, SOU and switches By-Packers Products, National City.

YARD JOBS: 1981**7:55 AM North End Yard Job**

Switches north end of McKinley Junction Yard, pull and deliver A&S connection. Line up train 100. Switch industries McKinley/Sand Cut as required. Line up 7:30 yard & Road Job.

7:55 AM South End Yard Job

Switch south end McKinley Junction Yard. Switches inbound train 101. Makes up 3:55 PM A&E Job. Pulls and delivers connections (time permitting). Line up St. Louis Job (time permitting).

3:55 PM South End Yard Job

Switches south end of McKinley Junction Yard. Makes up 10:30 PM St. Louis Job. Switches 7:30 AM Yard & Road inbound.

11:55 PM Bum Job

Delivers and pulls connections in McKinley Junction Yard area. Switches Packers By-Products Co.

MC KINLEY JUNCTION TO ALTON FEDERAL (T&E)**Miscellaneous**

Between Federal and McKinley Junction Yards, the average train was about 50 cars.

8 AM Alton Yard & Road Job

Departed Federal-Alton, switched Wood River: GM&O connection, Dome Rail-(UTLX), Hartford: Tannery, Sinclair plant, and local industries en route to St. Ellen Mine O'Fallon. Sets out cars at LeClaire yard, switches mine at Troy, deliver to PRR connection at Piat, and switches O'Fallon Lumber Co. and St. Ellen's mine. Returning to Federal with set out coal at LeClaire yards and pick up cars for Wood River, Roxana, Hartford and Alton from LeClaire Yards.

6 PM Alton Yard & Road Job (Coal Train)

The job departed Federal Yards with the empty coal hoppers from the coal docks, for delivery to the ICRR at Mont, Illinois, (south of Edwardsville on the Troy & Eastern) and continues to McKinley Junction Yards, caboose light. At McKinley Junction Yards, the job goes to the A&E (Alton & Eastern) main, picking up 100 loads of coal from the ICRR at the A&E New Yard, (North of CP Junction-Madison), and continues to Alton, where a yard job delivers the coal to the docks. This traffic operated only between April and October.

10:30 PM Alton Yard & Road Job

Was the “clean up” trains, picking up “straggler” cars left over at Federal, Wood river and set out and pick up at LeClaire, then on to McKinley Junction. To St. Ellen Mine, and spot about 40 empty hoppers and pull 40 loads of coal at St. Ellen Mine, which had four tracks. Coal loads were lined up for set out at LeClaire and balance would be set in the Wood River Pass or the Boxboard Lead track to be pulled to the coal dock by the Federal yard job.

3 PM McKinley Yard & Road

Departed McKinley Junction Yards, with merchandise for the Wabash at Decatur, Illinois, and general freight for the Electric Division at LeClaire Yards and cars for McKinley Junction Yards are picked up and returned to McKinley Junction Yards.

3:30 PM McKinley Yard & Road Job

Departs McKinley Junction Yard, with cars for the Standard Oil refinery at Wood River, and Shell Oil, Roxana. After picking up cars from both refineries, the job would return to McKinley Junction Yard, setting out at LeClaire Yards and return to McKinley Junction Yards with cars for area connections.

8 PM McKinley Yard & Road

Departed McKinley Junction Yards, with merchandise for the Wabash at Decatur, Illinois, and general freight for the Electric Division at LeClaire Yards and cars for McKinley Junction Yards are picked up and returned to McKinley Junction Yards.

12:05 AM McKinley Yard & Road Job

Depart McKinley Junction Yards with cars to LeClaire Yards, set out and picked up cars for McKinley Junction area connections and returned to McKinley Junction Yard.

5:00 PM Roxana Yard & Road Job

Departs Federal with cars for Wood River, Hartford and Roxana, setting cars out for Wood River and Hartford in Wilds Yards, (adjacent to Standard Oil Plant) track no. 1 for Hartford and no. 2 for Wood River cars to be picked up. At Roxana, the yards are switched to line up cars for pick up by yard & road trains. On departure of Roxana, the job continues to LeClaire Yards with cars from aforementioned locations to be set out. At LeClaire Yards, cars are picked up for Roxana, Wood River, Hartford, and Alton and delivered to respective aforementioned.

TRAIN OPERATION: 1978**7:55AM Alton Yard & Road Job;**

Operates one day a week to Mont and assist in switching wherever needed.

11:00 PM Alton Yard & Road Job

Operates 5 days a week, handling train from Federal to Mont, picking up at Wood River and Roxana, blocking cars for Train #200 to pick up at Mont. Pulls Alton traffic from Mont from Train #203, when possible.

3:30 PM McKinley Yard & Road Job;

Operates daily, departing McKinley Yard with cars for Roxana, Wood River and Alton. Turns at Federal with cars for McKinley Junction from Alton, (picks up at) Wood River and Roxana.

MC KINLEY JUNCTION-ST. LOUIS**THE ST LOUIS JOBS****2:30 PM St. Louis Job**

Goes on duty in Subway at St. Louis, switching subway industries and merchandise from Springmeier Shipping Company with Battery type locomotive. At approximately 4 PM, arrives McKinley Junction with bulk freight and 15-20 cars of "hot" merchandise on the rear. A switch engine would meet the inbound train, couple to the merchandise cars and head directly to the East St. Louis Junction Ry yard tracks to meet a waiting PRR engine. Later this traffic routing would be changed with delivery to the A&S waiting engine which would deliver it to the B&O.

The St. Louis Job would then pick up cars for St. Louis area industries and connections and return to St. Louis and deliver and receive cars from the MKT connection-Branch Street St. Louis, switch Grossman Iron & Metal, Falstaff Brewery and various other industries in St. Louis.

4 PM St. Louis Job

Switched the merchandise and general freight cars in the St. Louis subway, notified the McKinley Junction yardmaster on departure of St. Louis. On arrival, the 5 to 10 cars of merchandise cars for LeClaire (on the head end) were removed by the 3 PM McKinley South end yard job. The St. Louis job would pick up cars for St. Louis and return to St. Louis.

TRAIN OPERATION: 1978**6:00 PM St. Louis Job;**

Operates 5 days a week, departs McKinley Yard, handles traffic to and from Branch Street Yard (St. Louis) for interchange with BN, MKT and TRRA, and switches seven on line industries in St. Louis area. The Venice High line bridge between McKinley Junction and Branch Street was condemned by the FRA on December 1, 1978.

TRAIN OPERATION: 1981**10:30 PM St. Louis Job**

Transfer traffic from McKinley Junction Yard to St. Louis and return via the TRRA Merchants Bridge. Pull and deliver St. Louis BN and MKT connection at Branch Street. Switch all St. Louis industries.

ROXANA**6:00 AM and 3:55 PM Yard Job**

Operates 5 days a week, switching Shell Oil Plant Roxana, blocking cars for McKinley and train No. 200 (to be picked up by 11:00 PM Road & Yard Job from Alton).

TRAIN OPERATION: 1981**3:45 PM Shell Job**

Switch shell Refinery. Line up southbound cars for pick up by 7:30 Yard & Road Job out of McKinley Junction. Line up northbound cars for transfer to Wood River area in late PM, occasionally delivers northbound cars to Wood River.

WOOD RIVER**6:30 AM and 3:55 PM Yard Jobs;**

Operates 5 days a week, switching Standard Oil Plant and area industries. Makes interchange with CR and ICG and blocks cars for Train #200 (picked up by 11:00 PM Yd & Rd Job from Alton)

TRAIN OPERATION: 1981**10:00 AM Amoco Job**

Switch Amoco Wood River refinery.

OIL TRAINS

Oilers were run during the war and were products from refineries in the Wood River-Roxana area and destined to Peoria and the Wabash at Decatur.

These were solid trains of oil products.

Oil trains originating in Edwardsville, would run to Springfield, where the cars were weighted. A Springfield crew would be called to deliver the train to the Decatur Torrence-Wabash connection and return with caboose to Springfield

ORE TRAINS

The ore was moved from East Peoria to the Granite City coke and steel plants and the empty ore cars were set out at the P&PU connection, East Peoria. This was seasonal traffic, but the railroad was required to handle ore traffic, which was low revenue, in exchange to participate in hauling finished steel products with a high revenue. In the electric days, the ore jennies were too heavy for the electric freight motors so the ore was shipped in coal hoppers in observation of the weight limitations. The IT did not start receiving the ore jennies until after they started using the TP&W yards in East Peoria. The ore jennies had a special braking system, that either loaded or empty, would brake very quick and hard

The Farm Creek (East Peoria) yard engine would take the loads to either Caldwell Siding (5.2 Miles south of Peoria) or Henry siding (2.4 miles north of Morton) and a caboose and motive power would be sent to pick up the cars as a solid ore outbound train. If there were any overflow based on the weight limitation, it would be placed on manifest trains.

After the IT went into the TP&W yards, East Peoria, the ore traffic increase, because of the restrictive weight limited capacity of the Class "B" hauling it to either Caldwell or Henry Sidings.

The cars were put on the rear end of manifest train 203 or 201 or ran as an extra. Because of the rolling hills at the PRR-P&E-R. 9 subways south of Mackinaw Junction, the ore cars would roll up and down the short hills between subways. The weight of the cars would be in a position to push downhill as the head end was going uphill.

At Carlinville, the GM&O subway had a long drop on the north side and a short, but steep hill on the south side. The train would stall southbound coming out of the subway because enough ore cars (weight) would congregated in the subway and on the south side of the hill. The problem was when the slack run in and stopped, and the engines still pulling on a stalled train, it would encounter drawbars and broken knuckles. When the cars were put on the head end, it avoid stalling.

Road power and caboose would deadhead out of McKinley Junction-Madison that day to East Peoria and the ore train would come out of the TP&W that night. The PRR Pennsy Hill was not as restrictive as the IT Caldwell Hill and the ore train size would be increased. The RF&P F7-A and B units would be placed in service to handle the ore extras. Speed was restricted to 30 MPH.

The Midnight LeClaire Yard Job was also assigned to run to Benld (Benld Local) and pull the C&NW connection. In the electric days they would pull hopper cars of ore Destined to Granite City Steel Plant

When the operation began over the IC between Mont and Springfield, the IC stopped the ore traffic

MERCHANDISE

Miscellaneous

The passenger trains carried REA Express and baggage and the locals handled the merchandise cars on the head end. The Less Car Load merchandise was handled by the locals and was about 30 tons per car. High value freight was classified merchandise and no perishable traffic was handled and could range from cookies to caskets.

Merchandise came from the freight houses in St. Louis transferred to McKinley Jct. to Edwardsville. Train 206 Edwardsville to Decatur handled hot merchandise cars (3-4 cars) to the Decatur Wabash. Merchandise to Peoria went north on train 200 to be delivered to the P&PU and the Peoria freight house.

The express trailers were either placed on a local or pulled behind a passenger motor. The motorman of the passenger train handled the baggage and express at the various stops with the exception of the major terminals which had baggage men and did not work the express trailers.

On locals, the crew handled loading/unloading the merchandise. The train would be cut off outside of town to avoid blocking city streets and the express car brought into the station to be worked.

The U S Rail Express and Adams Express merged to create the Railway Express Agency, which did not want to deal with electric railroads. The steam roads started cutting back on passenger's service, which forced the REA to start using the electric railroads. The IT would sell its express company to the REA.

Train 204 was the "Hi-Ball" express train that split at Springfield with one segment to Peoria and the other to Decatur.

Before 1930, the Hi-Ball Express train departed St. Louis with two box motors and express trailers, splitting at Springfield with one segment to Peoria and the other to Decatur.

St. Louis

Five Team tracks.

Springmeier Shipping Co .shipped LCL traffic north and east.

Flynn Forwarding Co. shipped LCL west.

Would deliver 15 refrigerator cars a day to a waiting TRRA engine at Branch Street, St. Louis.

The refrigerator cars were cleaned and washed at McKinley Junction and loaded for LCL shipments going to the west. Flynn Forwarding would receive a special lower rate to use the car which would otherwise return to the west as an empty.

BREAD TRAILERS

Trailers were loaded in St. Louis by dock men and the train was ready for departure when crew went on duty with a load of Kroger bread out of St. Louis on train no. 88 seven days a week, arriving Peoria at 6:30 AM. The empty trailer returned empty on no. 89

Train No. 90

No. 90 departed St. Louis with one express trailer and baggage man aboard. The first stop was Edwardsville and the baggage man would handle unloading/loading at all stations to Gillespie. At Gillespie either the car was set off in the station wye or unloaded for Gillespie proper and continued north with either solid Springfield or Peoria express. The baggage man would then get off at Gillespie and change into a conductor's uniform and work back to St. Louis on no. 89 as a helper conductor in a passenger trailer.

St. Louis & Alton Express Service

Express Motor 1063 operated on Saturday night as an extra train, departed St. Louis subway with newspapers, loaded in the subway by the Globe Democrat, for distribution of towns on the line to Alton and molds for Illinois Glass Co.

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PASSENGER TRAIN OPERATIONS

Miscellaneous Data

Company was very particular about your appearance and you had look neat and wear starched overalls, hat, jacket which could stand up by themselves.

You went on duty 10 minutes before departure and the conductor would open the car and the motorman was responsible for obtaining train orders and register the train. At major cities the clerks would load/unload baggage mail and express. At intermediate stations the motorman would have to handle baggage, mail and express and would have to keep separate piles in station order for loads of mail. The motorman would get a penny or two a mile for loading the baggage section of the car. After loading passengers the conductor would make a brake air test of set and release on all cars.

Passenger service required an on time performance and the motorman had to track delays over ten minutes and be accounted for and had to run to stay on time or make up lost time.

If a crew had to deadhead to an originating terminal, they would be called 1 ½ hours before the train to deadhead on was called.

Passenger trains were ready at station

A day's work was originally 150 mile day, later changed to 100 miles.

Employee White Pass was for 25 or more years of service and could ride in parlor car if seat was available. A crew deadheading could eat and drink in parlor car

Average speed of passenger trains was 60 MPH.

The cars were not speeded up, but rather stops eliminated to speed up the schedule.

Conductor was required to remove his hat when in parlor car.

In 1938 the IT sponsored a circle trip for a camera club using 273 and parlor 514, departing Peoria to Springfield-Decatur-Bloomington to Peoria. Several stops were made for photo opportunities.

Riding a trailer was fun because the windows were open and you could hear the semaphore drop as you passed by it.

No seats were reserved just sit where was open except parlor car

During the war no automobiles were available, so the IT was in demand for travel.

The conductor Seat

The conductor's seat was located in the back, left hand side of the car.

If passenger loads were light, the walk over seat was set to use the seat in front as a desk, or if loading was heaving the briefcase would set next to him.

The briefcase was all the same, a small box like small suitcase, carries tickets, timetables, rulebooks, etc.

The Duplex Punch

Was used for accounting cash fares picked up en route at non-agency locations. It had sliding pointers which was could be set at cent and dollar amounts and when receipt was torn from duplex, would create a passenger receipt indicating the amount paid and the second half was the receipt for the conductor to turned in to account for the cash fare.

The Ticket Punch

Each conductor was assigned a ticket punch which had a unique hole-punch registered with the passenger auditor to identify a ticket punched by that conductor. To "honor" a ticket was to punch it and to "lift" a ticket was to collect it

TICKET AUDITING

Auditor Reports Department.

The Office was located in Champaign, in an office above a drug store in the business district.

J. B. Meynes was Auditor of Receipts

E. A. Hays Chief Clerk

Turner Neadring was Short Line Accountant

Worked 10 hours a day, six days a week

Accounting of conductor ticket receipts turned into this department.

Determined the rates for passenger fares.

Three to four times a year evaluates the ticket revenue on each train.

Based on number of tickets collected and time of collection would determine what train schedules would be adjusted to or determine if financially feasible to continue to operate.

The turn in tickets from each conductor envelope was accounted on a two by three foot ledger for each train. This would account for the revenue for each train and the number of passengers handled.

The expenses of crew, electricity, and support services was used to establish a cost on a per mile basis, which would determine the rate per mile.

This rate would be compared to the revenue of each train on a per mile basis.

Accounting had Five Divisions that did accounting for the conductor's turn-in tickets.

A book was maintained for the rates on each division.

Springfield-St. Louis Division

Springfield-Champaign-Danville Division

Springfield-Peoria Division

Decatur-Bloomington-Mackinaw Junction Division.

Short Line Division: Danville South lines, Litchfield line

Four Fares:

One way

Round Trip

Seasonal Excursion

Special Excursion

Interline tickets were a chain of coupon tickets for travel over other railroads and were sold out of the Springfield office.

The interline ticket was a long string of coupons, and if the crew changed they took a coupon.

Class of Ticket

Coach

First Class

The Conductor's Turn-In Envelope

Each conductor was responsible to turn in the collection from each trip.

Envelope would have;

Train Number.

Conductor Name.

Number of Passengers handled.

Number of canceled tickets.

Cash from cash sales

A duplex stub receipt for cash sales or,

The tabulation of cash sales displayed on the meter register located on the car (and the car's meter number).

The Traveling Auditor

Conducted an audit of the station accounts.

Was conducted on site.

Scrutinized for accuracy and any possible theft.

Would arrive by train unannounced.

The audit was based on the tickets being numbered and accounted for by number.

Ticket Agent

Did not have to perform substation duties.

Would handle the tagging of express.

Would load/unload baggage, express from passenger trains.

Tickets were preprinted with local destinations.

THE WHITE RATS

The “White Rats” were traveling auditors to spot check conductor for honesty and doing their job correctly noting that the passenger had either a ticket or a cash fare receipt.

The white rat would board the train and watch the conductor and if they thought something was wrong would check the passenger’s ticket or the conductor tickets of which he would have to have a ticket for each passenger.

STEP BOXES

The heavy step boxes were disliked by the crew and were reportedly thrown off of the train, in particularity Mackinaw River, where they were thrown off from the train.

The step box was painted orange paint, lettered ITRR with a cast foot attached. During the war, they were made out of Masonite (replacing the sheet metal) using the frame with iron feet as rubber was being used for the war effort and used the same corrugated top. The wooden boxes predated the heavy steel boxes. It was in the mid-1920 when the metal boxes replaced the wooden box.

The Morton step boxes were of aluminum construction. They were so popular that both the employees and passengers were taking them home to use as a step stool. They were placed in service after the war, but before the streamliners.

HAT BADGES AND UNIFORMS

1905-1930 ITS Motorman-Conductor

1930-1948 stamped conductor badge

1948-1956 silver conductor badge for streamliner

The silver hat badge marked ITRR had the name "CONDUCTOR" or "TRAINMAN" engraved on it and were in service with the streamliner arrival.

Badge also said BRAKEMAN.

Kromer hats were a standard for all employees wearing white in summer and black in winter.

Service bars were 3 years and star was 10 years' service.

COUPON BOOK

A passenger who frequently rode would have a coupon book of tickets

PASSES

Employees had to have a pass slip to accompany the pass.

The white pass slip was filled out by the passenger who handed both pass and white slip to conductor. The conductor verified the pass and hand it back and kept the pass slip.

HEAD REST/CLEANING CAR

There was three kinds of headrest.

A car cleaner was located in Springfield that cleaned the car and replaced headrest.

He washed the windows on the outside with a brush on a pole and a squeegee. The cars were always kept clean.

MAIL TRAINS

68 Springfield to Danville

88 St. Louis to Peoria

89 Peoria to St. Louis

35 Peoria to Decatur

STATE FAIR TRAINS

Would have 3 sections Peoria to Springfield and all three sections would have four cars.

The first section continuing on to St. Louis and second and third sections terminating at Springfield. The conductor knew how much seat space he had and would stand on the street to load, announcing how much seats available. He would load the south of Springfield passengers first and the rear three cars would be taken off at Springfield.

Riding the Local

The local went for miles but never went very far traveling at 15 MPH. It would travel a short distance and stop to pick up a cream can, or stop at a road with a guy with a rolled up newspaper on fire to flag the car: the motorman would sound two short blast of the horn to acknowledge him.

EXPRESS CAR OPERATIONS

Train 88-St. Louis to Peoria

Had two express trailers, one was merchandise and set out at Gillespie and the second trailer contained Kroger bread and went to Peoria

Train 66 and 68 Springfield to Danville had a trailer with mail and express and was opened at Champaign and Danville

Train 88 -89 St. Louis Peoria-St. Louis had express trailer

Train 76-79 Springfield-Danville-Springfield had express trailer with mail

Train 38-39 Decatur-Peoria-Decatur had express trailer with mail-which did not open at Bloomington

TRAIN CREW ASSIGNMENTS

Worked one day-off next day and were Parlor car trains

91-Peoria St. Louis return next day on 94-St. Louis-Peoria off one day

93-Peoria St. Louis return next day on 96-St. Louis-Peoria off one day: ILL-MO Limited

97-Peoria St. Louis return next day on 92-St. Louis-Peoria off one day: Capitol Limited

Worked seven days a week

90 -31 St. Louis to Springfield and return to St. Louis

30 -99 St. Louis to Springfield and return to St. Louis

88 -89 St. Louis to Springfield and return to St. Louis

95-98 Springfield to St. Louis and return to Springfield

89-88 Peoria to Springfield and return to Peoria

99-98 Peoria to Springfield and return to Peoria

90-95 Springfield to Peoria and return to Springfield

66-71 Springfield to Champaign and return to Springfield

72-75 Springfield to Champaign and return to Springfield

76-79 Springfield to Champaign and return to Springfield

69-70 Champaign to Springfield and return to Champaign

73-74 Springfield to Champaign and return to Springfield

77-78 Springfield to Champaign and return to Springfield

Danville to Champaign and return to Danville: There were two crews one worked daylight and the other night.

41-42 Peoria to Decatur and return to Peoria

Peoria-Decatur: Price siding was 2.1 miles south of Bloomington

45 Peoria to Price to meet, 46: Decatur to Price

Crew would swap trains at Price and return to respective terminals then would make a round trip, 43 Peoria to Decatur and 102 Decatur return to Peoria.

SLEEPER SERVICE

Motorman, conductor flagman (helper conductor) and porter

Bedroom car had nine rooms.

Before air conditioning, a tub with ice with a fan blowing over it was used to cool down the car. Once on the road, the night air cooled the car.

The flagman and porter would spend part of the night playing checkers

TRAIN CONSIST

On Friday, Saturday and Sunday most trains also pulled a passenger trailer.

On Monday Tuesday Wednesday and Thursday there was only a passenger motor and parlor car and on Friday a trailer was added. On Saturday and Sunday there would be two trailers and parlor car in the consist

CITY OF DECATUR

Train went on duty at Decatur shops.

To travel from the shops to the Decatur station required a train order and once at the station would then convert to operate according to timetable schedule.

The combine had a small office with desk in rear corner of the car.

An air control, headlight control and horn control was below the center rear window of the parlor car for conductor to use when backing up.

At Decatur station, the conductor would stand in doorway to call the list of station stops ten minutes before departure.

Seats were assigned numbers and cars were reserved seat cars

ORDNANCE SERVICE

Fifty--five New York elevated cars were refurbished for ordnance workers and passenger motors 281, 282 and Class "B" 1578 were assigned to the Springfield-Illiopolis run. Daylight Jobs: 281 and Class B 1578 assigned out of Springfield in morning and afternoon
282 made 2 round trips at night one trip to pick up overtime workers
Pull about 5-6 cars

Class B 1576 and passenger motor 280 assigned to Decatur Ordnance trains
Passenger motors would pull 5 or 6 cars

Ordnance trains operated as extras.

Train would pull down to Dye Road, site of wye track to turn train, and wait for return to Springfield. Would pull out on the main to get train order and return to passenger main

Ray Reed would work the 8:30 PM Springfield Ordnance job until the end of the war

At Springfield, the ordnance train went on duty at 8:30 PM and run as an extra, following no. 78 (departure time 8:30 PM) and meet no. 79 at Starnes (8:54 PM) then continue to the ordnance depot track for unloading. Afterwards the train was wyeed at a wye near Dye Street-Illiopolis. The train would then pick up the overtime and straggler workers to return to Springfield and load the night shift workers and return to the plant at 11 PM. After unloading the night shift workers, the train was wyeed and loaded the afternoon workers returning to Springfield at 1:10 AM. At 3 AM, one more round trip would be made

Ordnance trains out of Springfield ran as second and third no. 70, with no. 70 being due out at 7:30 AM.

A paralleling main line was built to the IT main with stations located along the line. Ordnance trains would pull down this main and make station stops to load/unload workers. An interplant bus would meet the workers to transport them within the complex.

Battery electric engine 61 was assigned to the ordnance plant to handle the movement of rock received from Springfield. It would shove the cars across U S 36 to the Wabash for use in the north Oaks Ordnance plant. There was no overhead wire at this location. The ordnance plant had their own locomotives for handling the rock interplant.

A portable substation was placed at Dye Road during the war due to the heavy ordnance traffic. Haynes substation was built to replace the portable sub

TROOP TRAINS

Trains out of Springfield to Peoria and St. Louis for inductees had a passenger motor and 2-3 trailers. The government handled all the paper work and the conductor rode with motorman for train order copying and the flagman rode rear car.

CAR 233-234

The two cars, consisting of a motor and trailer-office, always stayed together and had a porter assigned to it. They were originally stored at the Danville Car Barn, but with the opening of the St. Louis Terminal were stored in the subway. The conductor rode in the motor car 233. The crew was called off of the extra board and would change at respective division points and only taken out with the president aboard. The controller on the 233 was the same as the 1200 series.

PASSENGER SERVICE: STEAM LINES

REFER TO PAGE 257 FOR STEAM PASSENGER EQUIPMENT ROSTER

Alton & Eastern

The passenger service operated between Alton and Grafton and used No 1 steam engine, with the crew of engineer, fireman, conductor and baggage man. The equipment was the former C P & St L passenger cars until they were replaced with two former ITS passenger trailers.

Troy & Eastern – Illinois Terminal RR (Steam Line)

Illinois terminal (steam Line) had engine no. 1 and a passenger train in the early 1920's between Alton and Edwardsville. It would later be assigned to the Grafton line until the rail bus was placed in service. In the summer time, a steam special excursion, with heavy weight equipment out of St. Louis, ran to Chautauqua in the early 1930's.

The Illinois Terminal would couple a steam engine to two St L & A passenger cars and pull them to the summer resort at Chautauqua.

BLOOMINGTON LINE: PEORIA-DECATUR

Miscellaneous

The Bloomington line was a rough riding track that car would rock and sometimes they would speed up to 40 to 45 MPH

Trains 42-43

Train 42 departs Decatur 2:05PM and met southbound train 43 at Hendrix 4.7 miles south of Bloomington at 3:15 PM. The crews switch trains, with Decatur based crew boarding southbound Train 43 and return to Decatur, arriving at 4:25 PM. The passengers were unloaded and the car wyeed in the Marietta Street Wye and returned to the station for loading. The crew now departs as Train 44 at 5:15 PM, arriving Peoria at 7:55 PM. And then return on train 105 at 9:15 PM, arriving Decatur 11:45 PM.

The Decatur based train 42 conductor would "honor" the ticket by punching it and giving it back to the passenger for any destination beyond Hendrix. At Hendrix the Peoria based conductor now boarding the northbound car, would again punch the ticket and take it (lift it) from the passenger. At the end of the run the Peoria based conductor would turn in the tickets to account for the passengers on the northbound train.

Trains 40-103

Train 40 departs Decatur at 7:20 AM, arriving Peoria at 9:55 AM and departing Peoria as Train 103 at 10:15 AM, arriving Decatur at 12:55 PM. No. 38-39 was the U. S. mail run. At Bloomington no. 39 picked up newspapers and dropped them off at stations along the line. When no. 39 arrived Decatur, that car was turned in the Marietta Street wye and started loading passengers on the outbound main as no. 38.

At Bloomington would pick up people, chicks and calves with the scours. At Mackinaw Junction, passengers would be picked up and there would be a full train going down Caldwell hill. The track between Mackinaw and Danvers was in good shape and you run as fast as you could turn a wheel at 50 to 55 MPH, but no faster due to the weak power.

CHAMPAIGN-DANVILLE

The crews based in Danville worked to Champaign and return.

There were two old times on the Champaign-Danville runs, one on days and the other on nights. At Possum Trot, (5.6 miles west of Danville) a fast run had to be made to climb up the 4% grade out of the river bottoms due to weak power in this area.

DECATUR-ST. LOUIS

The "City of Decatur" was trains 91 westbound, 94 eastbound and the crews were Decatur based, which worked one round trip, then off one day. The crew consisted of the motorman, conductor, flagman and porter. The conductor would pick up the tickets for the entire train and the flagman would help load/unload passengers and handle the switches. The porter would load/unload passengers and served meals/drinks in the parlor car only. The crew would go and off duty at the Decatur Shops where streamliner was setting. On arrival from St. Louis, the train set would go to the yards, pulled down the main line east of the shops, then backed eastward onto the straight track, stopping on the south side of the shops, where the cars would be cleaned and serviced. On departure, the train would go around the leg of the wye behind the Storeroom building, through the yard to the main line, then onto the station. The wye had to be rebuild to accommodate the streamliner. Although the streamliner never made stops at other than those listed, it would stop at Harristown to pick up a school teacher and take her to Illiopolis, coasting down Harristown Hill at 70 MPH

SPRINGFIELD-CHAMPAIGN

The Springfield-Champaign trains crews were based in either Springfield or Champaign and operated from one terminal to the other and did not change crews at Decatur. If a Decatur based crew was to work these trains, they would have to deadhead to Champaign or Springfield. Springfield or Champaign based crews worked two round trips between Springfield-Champaign to constitute one work day.

Train 72-left Springfield at 10 AM, en route to Champaign and return as 75, arriving back at Springfield at 2:30 PM.

SPRINGFIELD-DANVILLE

Train 66 left Springfield and at Decatur had 10 minutes to meet no. 39 from Peoria and transferred sacks of mail going east from Peoria. If the train was late, the transfer was made at North Junction.

The 260 series cars were used on this line. Express, baggage, newspapers and U S mail to Decatur was carried in the baggage section and an express trailer had bags of mail for Champaign and Danville.

SPRINGFIELD-DECATUR

Ordinance trains operated as extras.

ST. LOUIS-GRANITE CITY

At Granite City no train orders were issued as operation was by special instructions in timetable and block signals. From the phone booth next to station the motorman called both dispatchers at Springfield (Electric Division) and Federal (St. Louis Terminal). If a scheduled passenger train and was 10 minutes late, it would have to travel the city street double main route to Venice – McKinley Bridge and from there operated on block signal indication. It would take longer as auto traffic would have to be dealt with.

If the train was on time, it went via the St. Louis & Alton route of Granite City-Lang to McKinley Bridge and operated by block signal indication. If a red signal was encountered the train would have to wait for it to clear. BY operating on this route, the main line trains had to fit in with the St. Louis & Alton traffic. Operation between Granite City and Sulphur Junction was governed by timetable instructions.

ST. LOUIS-PEORIA

On Peoria to St. Louis trains, usually the same equipment that went to St. Louis would return back on the corresponding return trip.

From Union to Lincoln the train would run as fast as 75 MPH.

There was 11 curves through Worden

The longest straight stretch of track for high speed was between Nilwood and Girard.

ST. LOUIS & ALTON

Miscellaneous

Terminals were Granite City Shops and Alton.

Crews contacted dispatcher at Alton, Granite City and St. Louis.

Train register located at above locations and crews had to check the register before departing.

St. Louis & Alton and Bridge cars arrived St. Louis no. 1 track and unloaded passengers, then crossed over to no. 2 track and in position: St. Louis & Alton south of the plank crossing and Bridge cars north of crossing for loading and departure. Both cars departed the station on no. 2 track.

Trains 51 and 50 originated/terminated at Granite City High School to St. Louis to transport commuters. Mainline cars 1200-1201 were assigned, coupled back to back..

Conductor would start to pick up tickets after leaving Central Avenue Alton.

St. Louis & Alton cars ran every hour.

Seniority: 7 Motorman, 13 Conductors.

Two-Timer: Crew worked a split shift: morning and evening rush hours.

A three car consist would be on the Alton platform for a 7 AM departure.

Crew based in Granite City was furnished transportation to Alton.

A motorman or conductor (qualified to operate equipment) would take a car and deadhead from Granite City Shops to Alton station.

On rare occasion a bridge car would be used for deadheading purposes.

The operator would obtain a train order from the dispatcher at the Granite City 21st street station, account the car is being operated as an extra.

If an IT employee was needed to deadhead on the route, the dispatcher would advise the operator to pick up the employee and at what station.

Carbarn located at 23d & Madison and merged with ITS Granite City Shops at 16th & Madison when IT purchases St. L & A.

Used a tariff book that listed a price for each station between St. Louis and Alton.

In a multiple-unit consist, the conductor in the lead car was in charge.

By 1950, the track had deteriorated resulting in the field tap being removed from the equipment to minimize speed.

Job Bids

St. Louis & Alton Crews: 3 months

The track was 70 pound rail on cinder roadbed. In the 1940's 90 pound rail was installed between Fehling siding and Mitchel.

In July 1953, St. L & A Car 103, which was involved in a collision and rebuilt in Decatur Shops, was purchased from Hyman-Michael Scrap Co. by IT General Superintendent W. McOwen and sent to Piasa Creek as a Fishing cabin.

Passenger abandonment:

St. Louis-Alton March 8, 1953

Track abandoned:

St. Louis-Alton March 8, 1953

ST. LOUIS ELECTRIC TERMINAL

Miscellaneous

On duty Granite City Shops.

Cars ran 5 to 15 minutes apart.

Ohmar Register

Levers would set a dollar amount and dispense ticket receipt for that amount

Crew did not have to qualify on a book of rules or carried a standard watch and did not have a timetable but rather a time to depart a starting point and an arrival time at the termination point.

The Owl Bridge car ran late at night.

Could use St. Louis & Alton man if was shorthanded.

Seniority: 20 Motorman, 23 Conductors, 1 Flagman.

Made stop at any street corner while en route.

The bridge cars used the St. Louis station crossover switch from No. 1 to no. 2 track north of the plank walkway and departed the station on no. 2 track.

Conductor was required on the car to flag the railroad crossing at Venice GM&O NYC WAB. After a near miss occurred with a steam line train, a crossing flagman was stationed around the clock.

McKinley Bridge, which opened November 10, 1910, was sold to the City of Venice March 21, 1958.

Passenger abandonment:
St. Louis-Granite City: June 22, 1955

Track abandoned:
June 22, 1955

Conductor

Was assigned to a bridge car and collected fares.

Flagged the car across the rail crossing at Broadway Street Venice: Wab NYC GM&O
Conductor had to stand in the crossing to flag the crossing.
The double main became a single main at the crossing on either side.

Fares

Venice: \$0.05
Madison: \$0.10
Granite City \$0.15

McKinley Bridge, which opened November 10, 1910, was sold to the City of Venice March 21, 1958.

Passenger abandonment:
St. Louis-Granite City: June 22, 1955

Track abandoned:
June 22, 1955

BUS SERVICE**Miscellaneous**

Buses also provided charter service, school bus service.

Job Bids: Bus Drivers- once a month

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TERMINALS

ELECTRIC DIVISION

ALLENTOWN

Miscellaneous

Yard consisted of four tracks

Pennsy Main

Yard Track no. 3

Clyde Siding

IT Main

Total car capacity 125 cars

Frank Perkins was offered the Trainmasters position based at Allentown. There was too much horsing and playing around and the work wasn't getting done and there was the need for a supervisor that get the job done. Effective August 27, 1979, he assumed the duties and the job went from 12 hours on duty a night to eight hours.

BLOOMINGTON

Freight house was located .2 mile south of the passenger station, both located on Madison Street. The freight house had a six track yard with a car capacity of 17 cars. When the passenger station was relocated in the freight house, all northbound passenger trains had to back into no. 1 track of the station to load and unload account auto traffic in the street.

Before 1942, there was an express train of seven cars that ran from Springfield to Mackinaw Junction to Bloomington. It would layover in Bloomington and return to Springfield the next day. It would have seven cars.

The Bloomington Line was originally served by two locals, based out of Bloomington. One local went to Mackinaw Junction and back and the other to Decatur and back. About the early 1940's the Bloomington local was reorganized to run out of Decatur to Mackinaw Junction and return. It worked six days a week, 16 hours, 10 hours rest and off on Sunday. It worked grain elevators, Bloomington power house, freight house and other miscellaneous businesses. If the crew reached the 16 hour work limit within yard limits of Decatur, it would be towed in by the yard engine.

A standard boxcar could not travel through Bloomington. If the car was coming from Decatur, it would have to go to Springfield, then on the local to Mackinaw Junction to travel back to the west side of Bloomington.

When the local was going into Bloomington from the west, it would leave their train at Stillwell Siding on the west side of town.

At Bloomington, they would leave the train south of the P&E crossing, get on the goat (class "A") to pull the loads off of the rear end of the train and spot to the power house. Had a class "A" assigned to power house.

Because of the close street trackage, the train had to go with the flow of traffic as it was a common occurrence to have a collision with a vehicle.

DANVILLE

The yard job went on duty at 4 PM and would switch coal into the power plant that was pulled off of the Big 4 connection at Hillery. The outbound train and merchandise was taken to Hillery and the inbound train was switched at Hillery and merchandise taken to Danville freight house.

The road train would set out at the Big 4 connection at Hillary and the engine took the caboose into town and both would sit on a storage track near power house. The caboose was assigned to the train and crew stayed in it on layover. Road trains would arrive with and depart with a caboose only.

Class "B" 1566 was assigned to the yard engine.

DANVILLE-CATLIN

The 300 series car were double ended cars, because there was no place to turn the cars in Catlin and took about an hour for a round trip.

Cars had regular meeting points and would stay there until the meet was made, as one car operated in one direction and the other the opposite direction.

Express motors made one trip a week on weekends.

John Spears was ticket agent and was about 75 years old when he retired.

New poles between Tilton to Catlin were installed 1925-26, and no signals were used on this line.

DANVILLE-GRAPE CREEK

The line ran from the end of the streetcar line at Perrysville Road to the Grape Creek Coal Mine and hauled passengers to Grape Creek and the Western Brick Yard #3, using city line streetcars and small interurban cars. Coal was taken to the Danville power house after midnight by the ITS.

The carbarn was located at the end of Grape Creek-Perrysville Road, where the crew went on duty. The building was used to store a 200 series passenger car and had their own crew. Because the IT line car's flange would ride on the inside of the guard rail (the wheel never touched the top of the rail) it would tear up the wooden block street. An old passenger car was used as a line car by the IT crews.

A large iron bridge spanned Grape Creek.

It was owned and operated by ITS W. McKinley, Superintendent Mike Connors and politician Joe Cannon.

DANVILLE-RIDGE FARM

The signal at the Vermilion River Bridge was a red-yellow signal: Red indicated a car was on the bridge. There was a signal at the opposite end of the bridge.

Single ended cars only had a motorman and the double end 300 series cars had a conductor and motorman.

The cars were bigger than cars used on Catlin Line.

Meets were held at Ross Lane, Sycamore Siding, and Big Rock Siding at Georgetown.

Express cars were run at night.

The depot was an ordinary building on east side of road with a wye track into the station. Was a connection with the NKP and would haul freight at night from the connection.

John was ticket agent at Ridge Farm from the day they opened it until it closed.

No signals were used on this line.

Conductor had to flag the NKP main to cross as there was no stop board.

Train Operation start at 5 AM and ended at 11 PM, and ran 30 minutes down and 30 minutes back.

Coal miners were carried from Danville to Tilton and Westville and coal was hauled back to the Danville power plant

DECATUR

At the station the motorman and express agent unloaded/loaded baggage and express into the baggage compartment, but the ticket agent did not have to help. The west track was for either for north or east bound trains and the east track was for westbound trains. The locker room was in the basement and passenger crews went on duty there. For this reason the passenger motor had to be taken to the station and put in the storage track or the arriving train from Peoria would be wye'd for the return trip to Peoria.

Trains from Peoria arrived on the east station track to unload passengers, then continue to the Marietta Street wye to turn the passenger motor and return to station for passenger loading for Peoria within 20 minutes, or continue to the storage track on the north side of the station for layover.

DECATUR: STOREROOM YARDS

Miscellaneous

The Decatur yard office was originally a 30' merchandise car set on the ground. One half was the yard office-on the north end with telephone and a two-foot wide shelf for the yard clerk and a caboose stove for heat. The south end was for the car inspector.

Yard had a capacity of 281 cars consisting of nine yard tracks and main and new main tracks. Two auxiliary tracks at 22nd Street 104 car capacity.

Cars interchanged to PRR were placed on no. 9 track and the PRR would deliver to any open yard track.

Had direct connection to B&O, ICG, N&W and Wabash Valley RR(former PRR).

Decatur had 10 yard tracks and 22 tracks into the Decatur shops.

The IC Connection was located along the west side of the IC Havana District Main, north of the Belt Line crossing diamond.

The IC had trackage rights over the IT main from the IC connection just west of the yards to the ADM no. 1 track, which connected to the spur line that went under the Wabash to go the A E Staley's Company.

Both RS-1 and S-2 Alco's were assigned to Decatur

The Crash Gate at the IC crossing at Brush College Road had to be kept lined in favor of the IC which always slowed down the switching by stopping to line gate.

DECATUR STALEY'S CONNECTION

A connection track was built to reach the A. E. Staley Plant Burwell Yard, named after a Staley VP. The track entered a subway under the Wabash yards, from the Spencer-Kellogg (later ADM West Plant) track no. 1 to reach the Staley plant yard.

Although a battery-electric unit was supposed to be used to switch this yard, the IT never went into either the plant or Burwell yard. However, the ICRR pulled boxcars of soybeans into the plant and the Wabash spotted corn. The B&O switched the south side of the plant. For the ICRR to reach the plant, it would use the IT from the north end of Storeroom Yard to Brush College to reach the Spencer Kellogg connection track to Burwell yard. Cars from Burwell were spotted on the west end of Brush Siding for the IT to pick up and empty tank cars were placed on the east end of Brush Siding for the ICRR to take to Burwell for the Solvent Plant. The ICRR would deliver to the Wabash from Staley's at the west end of Wabic. The Staley plant had their own yard engine, as Staley's VP Burwell was planning on setting up their own short line railroad for the purpose of obtaining 60% of the freight bill.

THE BEAN SEASON

The soybean season started about mid-September through middle of November as the grain elevators were limited on storage capacity, so the boxcars were used for storage until they could be unloaded. It was common to have over 1,700 cars of soybeans stored in and around Decatur utilizing all industry spurs, sidings and yard tracks. The demand for boxcars was so great that other railroads cars were used, which include those with disk brakes. During bean season, the crew worked 15-16 hour days, six days a week and could not lay off work because of shortage of help.

EAST PEORIA: FARM CREEK YARDS

Miscellaneous

The yard tracks were stubbed end and the yard had a scale and yard office.

There was 9 yard tracks with 135 car capacity.

Two main lines were between the Illinois River Bridge and Washington Street and at Washington Street was a stop board where the double main went back to single main. Peoria streetcars used this trackage and was governed by block signals. The bridge over the Illinois River was operated by IT employees.

The streamliners had to be taken around the loop individually, required one to operate the control and another to watch the pole and movement. This was done by both mechanical and coach cleaners. The equipment was taken to the carbarn to be cleaned and serviced, and in most cases backed down to the stub track at the station.

Switching was done from Washington Street with a walkway along the side of the Farm Creek Bridge as it was downhill into the yard. For switching purposes, each track was a designated track: Springfield, Decatur, Edwardsville, Danville etc.

Inbound trains set out in the P&PU connection: for both the P&PU and the TP&W. After dieselization, a connection was built directly to the TP&W at the west end of the yard. The yard job had to get behind the cut and shove it to the TP&W connection. When the TP&W was used as terminating/originating point of the road trains, the trains had to back into the west end of the TP&W yards.

Northbound road trains would set out Bloomington merchandise cars and any traffic for the west side of Bloomington at Cash Siding (south side of Mackinaw Junction) and set cars out at Henry Siding for the ATSF. The road train would then continue into East Peoria to the P&PU Connection, where the train would set out P&PU and TP&W cars. The remaining head end cars for Texaco, Peoria Creamery, and merchandise for the freight house were taken to the yard. After yarding the remaining cars, the freight motor went across the bridge to the Peoria carbarn on signal indication.

In later years when a direct connection was built to the TP&W, the TP&W cars were blocked on the rear of the train and left sitting on the Long Track which was adjacent to the main line, east of West Washington Street. The yard engine would run around the TP&W cut and shove it to the TP&W connection.

The southbound road power would come out of the Peoria carbarn, travel across the bridge and couple to the outbound train in the yard to start pumping up its air while a train order was being obtained in the yard office. The outbound train would double yard tracks together and if necessary, pick up additional cars from the Long Track. If the outbound train was heavy, the yard job would push it up the hill. At Caldwell Siding, any extra cars were picked up in addition to picking up cars from the ATSF at either Caldwell or Henry Siding. The outbound train would be blocked in station order of Springfield, Edwardsville-LeClaire Yards of IT (Steam Division) and St. Louis proper. While en route to Springfield, the road job would pick up cars from the P&E connection at Mackinaw Junction on days that the south local did not run.

In the diesel age the train would consist of 100 cars, with the engines clear of the P&PU crossing and caboose clear Washington Street, and an air test was conducted. Again, if the tonnage was too much, the yard job would push the train up the hill.

Farm Creek Yard Engine

Class B 1569 was assigned as East Peoria yard engine and the two yard jobs, one daylight and one afternoon, would work 15 or 16 hours a day. If there was heavy tonnage on an outbound road train, the yard job would push the train up the Caldwell Hill.

As needed, the yard engine would go to Peoria to spot passenger trains at the station, or pull passenger trains to the barn or wye passenger equipment. If no yard engine was on duty then the mechanical and coach cleaners would handle the passenger equipment.

When passenger service ended, one yard job was abolished.

EDWARDSVILLE-LE CLAIRE YARDS

Miscellaneous

Because the yard was on an uphill grade to the north, switching consisted of shoving in the slack, pulling the pin and the cars would roll downhill. Because heavy cuts had to be pulled uphill, class "C" 1579 motor was used. The pole was equipped with a slide for more contact surface on the wire and because of this, the wire was greased, to reduce the contact wear on the wire. A tower car was used to service the wire. The wheel was not permitted in the yard because it would pit the wire, causing the slide shoe to snag and de-wire.

The yard job would build four or five northbound extra trains at night by shoving a cut of cars down a yard track, put a caboose on the end and call a crew. The train would have to be switched at Springfield. This would be in addition to ore and oiler (petroleum products) trains and scheduled trains, which were blocked in station order: Springfield, P&E-Mackinaw, ATSF-Morton, P&PU-East Peoria and East Peoria-Peoria proper. The extra trains were run after scheduled road trains had departed. To accommodate the traffic demands both motors and cabooses were regularly deadheaded to LeClaire Yards.

The inbound trains were blocked and set to the interchange track for the Steam Division trains to pick up cars destined south the McKinley Junction-Madison connections or St. Louis and north to the refineries of Wood River-Roxana and the industrial district of Alton. When East Peoria-McKinley Junction trains 201 and 203 began running through LeClaire they would set out the cars destined towards Alton for delivery to the Steam Division connection.

When not switching in the yard, the yard job would run to Chemical (6.7 miles south of LeClaire Yards) to switch the rendering plant and to Benld (24.7 miles north of LeClaire yards) to work the C&NW connection.

The road crews were only allowed to make a set out or pick up in the yard. And the yard job did the switching by union agreement. The yard job would serve the "Stink Works" at Chemical until the road trains began using the ICG at Mont. With this, the LeClaire Yards would be closed and Federal (Alton) Local would switch Chemical.

Water Tank was 60,000 gallon capacity

The LeClaire Interlocking Tower was operated by four IT operator/tower men and controlled the crossing for the T&E Main (Alton-National City) , Electric Division Main (Springfield-St. Louis) C&NW (Madison-Pekin) and WAB (Granite City-Decatur).

LeClaire yard was originally a single interchange track to the steam road Illinois Terminal. At the time the freight trains terminated at Sulphur yard in Granite City, behind the Granite City Steel plant. The yard consist of 10 tracks with 288 car capacity. On June 9, 1929 the Sulphur yard was closed and replaced with the five track yard, 169 car capacity, with the former interchange being track number one.

Train Orders

Train order signals were located between no 1 and no. 2 yard tracks for the Electric Division trains and on the west side of tower for the Troy & Eastern Steam Division trains. A hold order would hold all north or southbound trains in the yard until an opposing train had passed the yard. The dwarf control signal was set to red in conjunction with the order. The May Go order was to permit the train to depart the yard and enter the main line of the Steam or Electric Division and the dwarf control post signal was then set to yellow. The operator would also copy orders to set up meets outside of the yard limits on the Steam Division.

When the IT abandoned the main line between LeClaire and Sheeps Siding, (1.6 miles north of Carlinville), in favor of operating over the C&NW on June 27, 1975, the operator would now copy C&NW train orders.

The North End Control Signal

LeClaire Tower, in addition being an interlocker, was also a train order station for both the Electric and Steam Divisions. At the north end of no. 2 yard track, at the point where it connected with the Electric Division main was a dwarf signal controlled by the tower operator and was used in conjunction with a Hold & May Go order for trains 200 & 202 to enter the IT Main. The no. 1 track was a siding track for pick up or set out and sometimes cars left on no1

track required the operator to climb through the standing cars to get to no. 2 track to hand up the orders. Northbound trains 200 and 202 would pick up the orders to operate on the Electric Division at no.2 track, and continue to north end of yard to pick up cars and continue on to Springfield.

The South End Control Signal

The dwarf signal at south end of Thermal no.1 was used in conjunction with the Hold & May Go order that would permit trains off of the Electric Line to enter the steam Line. Southbound train 201 and 203 would pick up orders at #2 track, then continue to the south end of yard to set out cars on no. 1 track, and then continue on to McKinley Junction-Madison.

GRANITE CITY

Stations:

ITS: 20th & Washington Streets/20th & Grand Streets

Bridge Cars: 19th & Grand Streets

St. Louis & Alton: Neidringhaus Streets

After 1927-merged into one station:

21st & Madison Streets

Power Switches

A trolley controlled power switch was located at Neidringhaus and Madison Streets. To coast under the trolley contactor the switch would be lined straight for the St. Louis & Alton. If power was used, the switch would line for the IT main line route to Springfield,

The G Line:

The "G" line was the original main line that extended from 16th and Grand Street Granite City to the area on Broadway Street Venice in the area of the foot of the Broadway Street viaduct.

When Madison Street became the route for mainline trains, the "G" Street line became a line to serve small industries such as coal yards, scrap yards and other light industries.

Switching was done by Southern Division crews.

Granite City Shops

Granite City shops located between 16th and 17th Streets and Madison and Grand Streets.

For a piece of equipment to enter Granite City barn, a switch was opened at 18th and Grand, then to 17th street to reach barn yard lead.

Granite City Shop Equipment

Class "A" 1554: Used for light switching and work train service.

Class "B" 1566: Used for light switching and work train service.

Class "C" 1569: Stand by motor.

Class "A"

Line car 1703: Used on St. Louis & Alton line

Snow Sweeper: 017: If used, was on Madison Avenue

Mainline cars 1200-1201 were coupled back to back and used in Granite City in 1949 for commuter service. Cars ran from Granite City High School to St. Louis in the morning and evening rush hours.

When a southbound train arrived Granite City station, had to call the Electric Division dispatcher to tell him and the Alton dispatcher to register and for instructions of which route to use.

High-Line Route

If you were on time, you would take the high-line route. The streamliner never took the city route. From the Granite City station at the corner of 21st & Madison, turned east onto 21st to Sulphur Junction, then turned south, paralleling the Granite City Steel plant, making a safety stop before crossing the A&E and TRRA at Eastern, then parallel Mc Cambridge (Rt. 203) Street, over the top of the C&NW-A&E and at Lang, turn westward towards the Venice High Line bridge to reach the east of the McKinley Bridge at Venice Junction, then on into St. Louis. This route was governed by block signals.

City Route

If you were 10 or more minutes late you would have to take the city route. Departing the Granite City station at 21st and Madison streets, he continued southward on Madison Street, sharing the trackage with the bridge cars. At Venice, he would turn west, now on Broadway Street, crossing over the top of the TRRA Madison yards. At the GM&O-WAB-NYC crossings, a safety stop was made then the line turned south to enter the ramp up onto the east end of the McKinley Bridge at Venice Junction to continue to St. Louis.

The streamliner that departed St. Louis would always take the high line route, except at Sulphur Junction, a power switch would be used to line the switch straight to the belt line rather than onto 21st street to the Granite City station. The streamliner could not negotiate the city trackage, resulting in a metal passenger station building being placed on the belt line at 22nd and Monroe Street.

All freight trains terminated at Sulphur yard in Granite City, behind the Granite City Steel plant. The yard consist of 10 tracks with 288 car capacity. On June 9. 1929 the Sulphur yard was closed and replaced with the five track yard, LeClaire –Edwardsville. Originally LeClaire was a single

interchange track to the steam road Illinois Terminal, with the former interchange being track number one.

PEORIA

Miscellaneous

Carbarn was located between the station and the Illinois River Bridge. Entrance into the car barn from the Illinois River Bridge required the freight motor to travel around the barn and enter from the rear (south) entrance.

SPRINGFIELD

Miscellaneous

The phone booth at the southwest corner of the passenger station, adjacent to no. 3 track, was where the motorman would register the train and get train orders while the conductor was busy loading passengers. The conductor did not have a PA system, but rather opened the west door, calling out the name of the major cities, then the smaller stations for passenger loading. After loading passengers the conductor would have to make an air brake test of set and release on all cars.

Both passenger and freight crews went on and off duty in the basement of the passenger station, where the trainman's room was located. Of course the passenger crew boarded the passenger equipment at the station, but both road and yard crews would go to freight house track and board the first-out class "B" motor (or switch one out as to preference of use) and use it to travel to the East Belt Barn, parking it on the ready track. Here the road crew would swap out for a class "C" motor or the yard crew for a class "B" to be to use for the yard job. If it was an inbound train, the road power was placed on the ready track and another class "B" motor was taken to the passenger station. After the station was closed, the crews went on duty at the East Belt Barn.

Springfield Station

The baggage clerk went on duty at 3:30 AM and sold tickets out of the baggage window. Coupon tickets which required the destination to be written in was used. Trains departed at 4 AM for St. Louis, 7:30 AM to Danville and 6:30 AM for Mackinaw Junction-Bloomington. The ticket agent came on duty at 8 AM. The baggage man handled baggage, mail and express.

The phone booth at the northwest corner of the building was where the motorman would register the train and get train orders: at the end of no. 3 track.

Springfield freight house had tracks 1 thru 3, no.1 closest to building.

The conductor did not have a PA system, but rather opened the west door, calling out the name of the major cities, then the smaller stations.

The spring switches would be lined by station coach cleaners who took the equipment to the pit track to clean the cars.

Backing out of Springfield station, conductor would have to hold pole rope to guide the trolley shoe over frogs in wire while backing out around wye.

A cord nearby rang a bell in the motorman's cab for signaling while backing up.

The car had to back past spring switch to make sure points were lined back for forward move.

Cars from St. Louis had to run against current of traffic from the wye switch on the Outbound Main to the station. Trains coming in from Starnes would run south on the Inbound Main to a point where the Inbound Main met the Outbound main, which was governed by a stop board. After making the safety stop, the car entered onto the Outbound Main to reach the station tracks.

Signal on outbound main across from IC yard office had to be clear to go past it. It governed the track between there and the East Belt Wye switch.

The Inbound Main ran from Starnes to the East Grand Pocket at 20th street and Clear Lake Avenue.

Team track pocket was located between the C&IM and IC Connection.

The Ordnance track was used to store the welders bunk car after the end of the war.

Springfield East Belt Yards

Located on the east side of Springfield (thus the name East Belt) the yard was comprised of six yard tracks and the main line with the belt line extending south and turning west along the city limits. The no. 2 track was originally the main line and no. 6 track was considered to be the junk/hold track and the yard had a 235 car capacity. In 1981 there was direct connection with the ICG and N&W and a connection via the ICG to the B&O.

The yard limits were located 1,000 feet north of Ridgely Siding (3 miles north of East Belt) 1,000 feet south of the B&O connection (1.8 miles south of East Belt) and 1,000 feet east of Starnes (.7 mile east of East Belt). No train orders were required within yard limits.

The scale track was originally at the north end of the yard and on the east side of the main, south side of Elliot Street, and would later be moved to the yard office, eliminating the problem of the clerks having to go to the north end of the yards. This track would become the pocket

track and when the all steel cabooses (980 series) arrived, it would become the caboose track. 110 volt AC service was placed next to the track for power to the cabooses.

On the south end, (south of the yard office) the New Track was built and used to store cabooses on the north end and flat cars for Allis Chalmers on the south end. Later the Joyce Track, a stub-ended track, was built with a dirt ramp at the south end for loading/unloading machinery for Joyce Construction Co. A second stub track was built off of the Joyce track for the Pell Scrap Co. At Clear Lake Avenue, on the east side of the of the main was the Cocking Oil Track of which the north local crew caboose was spotted for the benefit of the Peoria crew to have access to the local bus service.

On the south end of the yards, where the switching was done, were two trolley wires. One wire was over the yard lead track from no. 6 to no.2 track and then extended south above the yard lead to a point just short of where the main line joined the yard lead near Clear Lake Avenue. The second trolley wire extended over the length of no. 2 track and paralleled the yard lead wire to the point where the main line trolley wire connected to the no. 2 track wire via a use of a trolley wire pan. All of the pin pulling was done on the east side of the switching lead, as all the switches were on the west side of the track, requiring the motorman to operate the controls by having his back to them. By the late 1940's, a right hand drive class "C" was placed in service to alleviate this problem.

Originally the yard office was a one room structure. The clerk's desk was on the south side and Yardmaster Martin's desk on the north side. Yardmaster Martin had come from the B&O and revolutionized the operation of East Belt Yards. At the time, there were no yard clerks and the yard conductor would have to grab a handful of waybills and search the yard looking for the matching railcars. A practice of the time was to lay the various piles of waybills on the ground and use rocks to hold them in place while switching. If it was windy or raining it became a mess. Martin would introduce the use of a switch list and a clerk to write up the list. He was so dedicated that he practically lived in the yard office, sleeping on top of his roll top desk. An addition was added to the building for file storage lockers and an additional clerk. The building was heated with a pot belly stove. When the passenger station was closed, two rooms were added, one for the freight house and the other an agent's office. Before the addition of radio communication, the yard clerk would watch the B&O southbound distant signal from the yard office and when it went from yellow to red, he knew that the yard job was returning to the yard.

Working the Belt Line

One block south of Clear Lake Avenue, a safety stop was made at the B&O (CI&W) crossing, protected by a stop board. The interlocking tower was closed in early 1930's. South of Monroe Street was at one time a spur that went into the Illinois Power substation. At the Tansey

combination interlocker/substation (1.7 miles south of East Belt) the B&O Shawneetown-Springfield line crossed. If there were no B&O trains in the area, the yard job could leave cars sitting in the interlocker, if not, the cut of cars were left north of the home signal.

Cars delivered to the B&O/GM&O were shoved south across Rochester Road onto the old spur leading to the now closed Brewerton Mine, but the overhead wire went back a short distance. Between the two South Grand Avenue crossings was a small siding to pick up cars from the B&O/GM&O and a spur track for Achille DeSigne Coal Co. If a pickup was made at the B&O connection and returned to the yard, the crew would ride on top of the boxcar sitting down account of the overhead trolley wire.

Located on South Grand Avenue, across from Tansy Tower, the Poston Brick Co had a large brick manufacturing complex, with a large wall, which was the chimney for the kilns, and later smaller separate kilns were built. Two cars of the capitol Mine coal was spotted and empties and four loads of brick were pulled out. Across the track was Farmers Oil Co. After switching the B&O, and aforementioned industries the yard job would continue to the Allis Chalmers plant.

At Allis Siding (3.8 miles south of East Belt) the yard job would pull into the siding if there was a freight train that need to pass, and if not, would hold the main while switching the Allis Chalmers Tractor Co. Loads of steel was spotted under the crane, and a knife switch to cut off the power to the trolley line into this track. During the war, heavy traffic demands required a track to be built around the crane. Back in the earlier years, there were platforms adjacent to the belt line main where boxcars were unloaded for both Monarch Tractor Co. and Baker Mfg. Later years a spur was built into Monarch Tractor Co. which absorbed Baker Mfg. which made blades for the crawler type tractors. Monarch Tractor would become part of Allis Chalmers. The Allis Chalmers plant could be switched two or three times a day depending on their loading and demand for a "hot" move. The adjacent Farmer Oil Co. would be switched and taken back to Allis Siding to pick up the balance of their cars. If there was no opposing traffic, the job would continue to Jess Siding (5.4 miles south of East Belt). At Jess Siding, the Wabash connection and on occasion the adjacent Western Team track would be worked. Afterwards, the cars would be run around in the Jess Siding to be pulled back to the yards. On the return trip a stop was made at 6th street to switch Standard concrete, Bakers Mfg. and Clay Drain Tile Co. (3.1 miles south of East Belt). At Drain Tile two loads of Capitol Mine coal and empty boxcars were was spotted and empties and loads of clay drain tile were pulled and continue back to the yards.

After 1968, East Belt would be a shadow of what it one was with two yard jobs. The 6:30 AM yard Job would build Train 200 pick-up and deliver to the N&W and work the north industries and the 4 PM Yard Job would build the 203 pick-up and Illiopolis Flip (local) and work the meager belt line industries. By 1979, the yard office would be moved to the trainman's trailer at the north end of the yards.

ST. LOUIS

Miscellaneous

At St. Louis, the hub of activity would have constant movement of local bridge cars, forty St. Louis & Alton trains in and out, the arriving and departing Electric Division passenger trains and of course freight motors switching the subway and area industries. Although a Terminal Trainmaster would be on hand to direct unscheduled local movement, operation within the terminal complex was by timetable schedule and block signal indication. The train movement between Granite City and St. Louis was under the direction of the St. Louis & Alton Dispatcher, located at Federal Tower, Alton. Because of the "gap" of control between Granite City and St. Louis, the Electric Division train crews were required to contact the Springfield dispatcher at Granite City and St. Louis to announce their status of arrival or departure and to sign on or off duty.

When an Electric Division train prepared to depart St. Louis, both St. Louis & Alton and Electric Division train dispatchers were notified and information was given to register the crew and train. A train order was obtained at St. Louis for the Electric Division, north of Granite City. It could be as simple as "No orders for Train No. 94". The train would always use the High Line Route to Granite City, departing on time. On arrival at Granite City, both dispatchers were notified of their arrival and checked for orders north of Granite City. An extra originating at St. Louis would have to obtain a train order from the St. Louis & Alton dispatcher.

In 1981 there was a direct connection with the BN and MKT and operation between McKinley junction and St. Louis was over the TRRA Merchant Bridge when the Venice High Line Bridge was condemned effective December 1, 1978.

St. Louis Station

6th Floor: General Offices

5th & 4th Floor: banking institute

2nd Floor: Freight Offices

1st Floor: Thompson cafeteria, passenger station

Lower Level: for buses: entered from Delmar Street

Basement: station tracks

Building owned and operated by Central Terminal Co: Subsidiary of railroad
Midwest Terminal Co. handled all freight operations.

Haugton Freight elevator

Was floor self-leveling: would stop level with the floor automatically.

Elevator operator was employee of Central Terminal Co.

Because passengers used the elevator, it was kept clean.

There was doors on the front and back side of the elevator.

The outer door was a split door: top and bottom, and a gate door on the elevator.

Elevator stopped at track level.

No. 1 track was Inbound Main.

No. 2 Track was for loading St. Louis & Alton and Bridge cars and lead for Outbound Main.

No. 3 track was for loading main line cars.

No. 4 track was storage track for main line cars.

All four tracks were at track level.

Tracks 5 thru 11 were freight house tracks and had platforms level with the doorway of a boxcar.

Platform between: 5-6, 7-8, 9-10 and on the east side of no. 11 track, which also was the Hershey Warehouse.

There was only two freight tracks under the St. Louis station that had an overhead wire. A battery-electric engine had a switch the remaining freight tracks.

The no. 1 track extended to Lucas Avenue.

The Inspection Pit track branched off of the Inbound Main.

The wye track arched off of no. 2 track to the Freight Main.

The Freight main branched off of the Outbound (no. 2 main) between Cass Avenue and subway portal. A crossover from Inbound to Outbound to Freight Main was located in this area.

A timer box was located on the Freight Main and Inbound Main crossover switches. A light was lit when the timer clock box was opened. A timer clock was turned and held until the light went out and ran for a few minutes. This would set the signals red in both directions of the crossovers. When the clock ran down, and the light came back on, then it was safe to line the crossover switches for the move from the Inbound Main to the Freight Main.

Elevator and stairway was between no. 2 and 3 tracks.

Wooden planking was between no. 1 and no. 2 tracks, across (west) from elevator.
A crossover from no. 2 to no. 1 track was located on the north and south side of the planking.

Post-Dispatch unloaded newsprint at dock at Olive & 12th Street.

Subway entrance was at 11th & Carr Streets

STEAM DIVISION

ALTON & EASTERN (A&E)

ALTON

Alton-Coal Dock:

Worked 7 days a week- 8 hour shift.

Dr. Blackburn, whom lived on the bluff above the dock opposed the noise and was able to get a city ordinance passed stopping all dock activity at 6 PM.

Employees of dock were IT employees.

Coal went to power plants via barge.

Coal traffic would diminish to a point with the arrival of low Sulphur coal from Wyoming, the dock was converted to a grain unloading dock by 1968.

Coal dock operated between April to October and closed during the winter months.

The ICRR delivered 100 cars of coal to new Yard on A&E line and empties set out at Mont to ICRR.

In 1942 handled 100 cars a day.

Took about 10-15 minutes to unload a car.

The dock yard was the former A&E (C P St L) yards with six-track capacity of 90 cars.

No1 was the Rope Track and was the unloading track. A rope was used to pull the cars over the loading auger.

15 to 18 cars on this track were pulled at once time, and the empties rolled out the other side one at a time. The coal loads were classified according to size and unloading the same.

Yard tracks no. 2, 3, 4.

Track no. 5 was the scale track.

Alton-Area Tracks:

Sparks Mill Track.

Passing Track.

Dago Track, kept cabooses on this track.

Old A&E Freight House.

Lime cars went to water works.

Mississippi Lime Co had sand and lime plants at the bluffs.

After the dock closed, it would continue to use the yards for the rock quarry and scale track to weigh stone cars.

Alton Laclede Dock:

Located to the south of the coal docks, has two tracks.

Unloaded scrap steel for Laclede Steel.

Had a rail crane for moving cars and unloading barges of scrap steel.

GRANITE CITY

Granite City-A. O. Smith Yard

1981: was the support yard for west Granite City industries including Tri-City Regional Port (America's Central Port) rail to barge transfer.

The A O Smith Yard was a five track yard: 165 car capacity.

The Depot yard for the Tri-City Regional Port (America's Central Port) was a classification yard leased from the Tri-City Port which had fourteen tracks and five warehouse tracks for a total car capacity of 450 car.

A. O. Smith auto frame plant.

Oyster shell warehouse.

Spotted 21 empty boxcars each night for loading.

Took approximately 70 to 80 cars a night to McKinley Junction yard and returned to yard with approximately same number of empties.

Granite City Harbor

Granite City Steel was the primary customer handling inbound scrap steel and iron ore from South America. Permission was granted on July 23, 1954 to build a spur to the dock from the A. O. Smith yard.

ILLINOIS TERMINAL RR (ITRR)

The Illinois Glass Company would receive coal from the Chicago & Alton and the Big 4 (NYC) but paid high freight rates for it. To by-pass this issue, Harry H. Ferguson went into partnership with two others to build a railroad from Alton to Wood River to connect with the Wabash. The Wabash had an old line from Hartford to Bluffs Junction from which trackage rights were

obtained. A line was then built from Bluffs Junction to LeClaire Edwardsville to receive coal from the St. L T & E.

The ITRR was sold for nine million dollars to Illinois Light & Power Co. and the offices were moved from the 7 Albany Street Alton offices to St. Louis in the 1930's.

Kate Wilson was the Assistant VP General Manager of the Illinois Terminal Railroad -steam line (and reportedly Harry Fergusons girlfriend). She had a phone in her bedroom to listen to the dispatcher line to monitor the train operation and lived in the general offices at 7 Albany St. where she had three rooms. She left in 1928 when the ITRR merged with the ITS.

FEDERAL

Miscellaneous

System Shops are located here for locomotive and freight car repair. At one time the roundhouse had eleven stall track.

In 1981 there was a direct connection with the BN.

Federal yard consisted of 16 yard tracks, 300 car capacity and an 11 stall roundhouse.

Two tracks were used to hold loads of glass bottles for disposition.

Water tank was a 10,000 gallon capacity and the concrete coaling tower held 120 tons of coal.

Federal yard job had delivered cars to the CB&O by using the Missouri & Illinois Belt Ry Bridge-Alton to go to the CB&Q West Belt yard in West Alton, Missouri

ST. LOUIS TROY & EASTERN (T&E)

Madison-McKinley Junction Yards

Yard jobs operated around the clock at the south end

Two yard jobs were operated at the north end

Water Tank was 60,000 gallon capacity

The original yards were six tracks and called East Madison. When the subway in St. Louis was being built, the dirt was used to fill the marsh area and build up a foundation for the additional nine tracks with a capacity of 926 cars.

In 1981 there was a direct connection with the A&S, C&NW, ICG, SOU and TRRA. Connection via A&S or TRRA with BN. MP, SSW, B&O and CR. Connection via A&S, TRRA or SOU with CR and L&N.

O'Fallon Branch Line

They built line track from Troy Jct. to Formosa.

1925 the T&E sold the line LeClaire to Formosa to the IT.

In 1926 the IT laid 90 pound rail.

Formosa

Two miles south from Troy Junction.

Originally had two delivery tracks to the PRR and the line ends there.

Because the track dead ended, the local would pull the two interchange connections, and shove the cars back to Troy Jct. 2 mile where the cars were run around in the south wye to take the cars to LeClaire Edwardsville.

Piat

In 1929 the PRR relocated the main line from Collinsville to St Jacob and the connection to the PRR was relocated south three miles to Pait. There was an overpass over the PRR with a track going down to the connection.

O Fallon

At O'Fallon was a small wooden building near highway that housed an interlocker to cross the B&O. The IT crew had to call the B&O dispatcher in Washington, IN to obtain permission to line up the interlocker for the IT move. It was a locked-up inside type and had to be line it back for the B&O to get out. The levers operated point derails on both tracks. There was three tracks for interchange with the B&O.

There was a car body for the car inspector.

At the B&O crossing the route entered the old L&N track about a mile south and turned west along the streetcar line to a coal mine and Prairie mine which had a yard below, towards Spencer village and St. Ellen Mine.

ROXANA

The Old Yards has six tracks with a capacity of 216 cars and the New Yard has 15 tracks with a car capacity of 358.

TROY JUNCTION

The junction point of the origination of the O' Fallon line south 13.4 miles to St. Ellens Mine, 2.1 miles east to Troy, Illinois and 4.8 miles north to LeClaire-Edwardsville. This is a location of a wye and the Troy yard which consist of three tracks with a car capacity of 142 cars.

WOOD RIVER

Wood River Tower

Wood River Tower was interlocker that controlled the crossing of the Troy & Eastern (T&E) Steam Division main and the GM&O and Conrail (former NYC). A train order signal was at the tower and train orders were copied for all southbound trains between Roxana (3.0 mile south of Wood River and end of Yard Limits) and LeClaire Tower-Edwardsville.

Southbound BN (CB&Q) trains crossed the West Alton river swing bridge (operator located in the middle of the Mississippi River Bridge) at which point an IT train order was issued to operate between Henry Street-Alton to Wood River Tower. At Wood River tower the BN trains would leave the IT main to enter onto GM&O Main to travel to WR Tower in Granite City. For northbound BN trains, the Wood River operator would copy orders for movement from Wood River to Henry Street-Alton. In 1980 the dispatchers were moved to wood River Tower and shared the tower with the operator.

Wildes Yard consist of five tracks with a capacity of 95 cars and an auxiliary track holds 75 cars.

In 1981 there was a direct connection with the ICG and CR.

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ROUTES 101

DECATUR-DANVILLE

Passenger Service Abandoned between:

Danville-Champaign: April 26, 1952
 Decatur-Champaign: June 12, 1955
 Danville-Catlin: February 1, 1928
 Danville-Ridge Farm: October 16, 1946
 Ogden-Homer: July 17, 1928

Track Location	In Service	Abandoned
Danville-Delong:	September 7, 1903	April 26, 1952
Delong to Champaign:	September 7, 1903	May 1, 1961
Champaign to Decatur-	June 10, 1907	October 16, 1961
Danville-Catlin:	May 29, 1902	February 1, 1928
Danville-Ridge Farm:	October 1, 1905	October 16, 1946
Ogden-State Road:	May 25, 1905	October 21, 1951
State Road-Homer	May 25, 1905	July 17, 1928

Trackage Rights:

Delong to Champaign: May 1, 1961: P&E
 Decatur-Champaign: October 16, 1961: ICRR

SPRINGFIELD-DECATUR

There was a steep grade east of Springfield, once crossing camp Butler Road-Sangamon Avenue, would start rolling downhill and once past Wentworth Stop (4.6 miles east of Springfield) and it was customary to “crank it up” going around Rock Cut curve at a speed higher than the posted 10 MPH. At Riverton from 4th to 7th streets, eastbound and Harristown Hill-eastbound were steep grades. At Decatur-Wabash Subway (Van Dyke St.) to Grand Ave. eastbound was a steep grade (passenger station was near the top) and if the hill had to be doubled part of the train was taken to Harrison Street Siding north of Grand Avenue.

A safety stop had to be made westbound at Grand Avenue.

Decatur- ADM East Plant across Between the Lake Decatur Bridge to the top of the hill on east side had very low power.

Passenger service abandoned between:

Decatur-Springfield: June 12, 1955

Track Location

Decatur-Springfield

In Service

September 23, 1904

Abandoned

December 1, 1959-

Trackage Rights

Wabash: December 1, 1959

MECAHNICBURG LINE

Passenger service abandoned: September 8, 1928

Track Location

Mechanicsburg-Mechanicsburg Junction

In Service

September 23, 1905

Abandoned

March 27, 1972

The power was notorious weak on this line, so if you had a Class D and 5 boxcars, you had to make a run up out of the creek bottom or you would be stuck there.

DECATUR-BLOOMINGTON-MACKINAW JUNCTION

Passenger service abandoned between:

Mackinaw Jct. and Forsyth: February 22, 1953

Forsyth-Decatur: April 26, 1953

Track Location

Decatur to Forsyth

In Service

August 1, 1906

Abandoned

1979

Forsyth to Bloomington

August 1, 1906

February 22, 1953

Bloomington to Mackinaw Jct,

April 21, 1907

February 22, 1953

When the Bloomington line was abandoned west of Bloomington, the ties were taken to Cash Siding

The line never had a high speed because the power was weak. A balance had to be maintained when starting using power pull or gain speed and yet enough power to operate the air compressors. If there was a power draw being made, then the compressor would turn very slowly.

SPRINGFIELD-PEORIA

Passenger service abandoned between:

Peoria-East Peoria: June 7, 1950

East Peoria-Springfield: June 12, 1955

Track Location	In Service	Abandoned
Peoria-East Peoria	April 21, 1907	June 23, 1950
North Morton to South Morton	April 21, 1907	December 19, 1955
East Peoria Morton	April 21, 1907	August 1, 1966
Morton to Mackinaw Jct.	April 21, 1907	1982
Mackinaw Jct. to Lincoln	January 1, 1908	August 7, 1977
Lincoln to Sherman	October 21, 1907	April 1, 1962
Sherman to Springfield	October 21, 1907	1979
Springfield-Ridgley Jct.	October 21, 1907	July 13, 1930

Trackage Rights

North Morton-South Morton: December 19, 1955-PRR	
East Peoria to North Morton: August 1, 1966-PRR-NKP	
Lincoln-Springfield:	April 1, 1962-ICRR
TP&W Yards East Peoria	August 1, 1966
P&PU Yards East Peoria	December 27, 1969
Wilson Yard Allentown	September 17, 1975

SPRINGFIELD-ST. LOUIS

Passenger service abandoned between:

Hillsboro-Litchfield:	September 30, 1933
Litchfield-Staunton	April 18, 1939
Springfield-St. Louis	March 3, 1956

Track Location	In Service	Abandoned
Springfield Belt Line	March 20, 1911	September 25, 1979
Springfield-Sheeps (Carlinville)	June 4, 1906	August 20, 1969
Sheeps (Carlinville) Benld	June 4, 1906	August 23, 1978
Benld to Edwardsville	June 4, 1906	September 21, 1975
LeClaire Yards	June 9, 1929	1979
Edwardsville to Granite City	June 4, 1906	August 24, 1956
Granite City to St. Louis	November 10, 1910	1982
Litchfield-Staunton:	Novembers 29, 1905	April 18, 1939
-Litchfield to Hillsboro	June 4, 1906	September 30, 1933

Trackage Rights

Mont-Springfield-ICG: October 3, 1968
Edwardsville-Benld-C&NW: April 12, 1972

ST. LOUIS ELECTRIC TERMINAL

Passenger service abandoned between:

St. Louis-Granite City June 22, 1958

Track Location	In Service	Abandoned
Venice to Granite City	November 10, 1910	June 22, 1958
McKinley Junction to Branch St St. Louis	August 8, 1927	December 1, 1978

Local City service: St. Louis to Granite City

Northbound only: would stop at Howard Street, North Market & Broadway and Blanton.

In the tri-cities area, every corner was a stop.

Venice
Main Street,
Broadway Street
Madison Street.
Madison
Madison Street
Granite City.
Madison to 19th Street.
19th Street – Business District –to Neidringhaus Street.
Neidringhaus Street to Adams Street.
Adams Street to 23d street.
23d Street to State Street.
State Street to 18th Street.
18th Street to Madison Street.
Madison Street: double main-return to St. Louis.

GRANITE CITY BUS SERVICE

Route

East Granite Route.
Start at Neidringhaus and Cleveland Streets.
Cleveland to 19th Street.
19th to 21st & Madison: Passenger station.
Madison to Neidringhaus.
Neidringhaus to Washington Street.
Washington to Edwards Street.
Edwards to Nameoki Road.
Nameoki Road to Washington Street.

Washington Street to 30th Street.

30th Street to Iowa Street.

Iowa Street to 26th Street.

26th Street to Delmar Street.

Delmar Street to Neidringhaus Street.

Neidringhaus to Cleveland Street.

ST. LOUIS & ALTON DIVISION

Passenger service abandoned between:

St. Louis to Alton March 8, 1953

Track Location	Abandoned

Granite City to Alton	March 8, 1953

St. Louis & Alton Limited Train Stops

A Limited train running time from Alton to St. Louis was 46 minutes.

Stops were made at:

Alton

Piasa Street: Stone building, former CP &StL Depot.

Central Ave.

Ridge Street

Wood River

Watkins Street

Granite City

21st & Madison (IT station)

Madison

Edwardsville Road

McCambridge Ave.

St. Louis

Market & Broadway

Central Terminal Building

ST. LOUIS & ALTON LOCAL STOPS**Alton**

Piasa Street: Stone building, former CP &StL Depot.

Ridge Street

Central Avenue

T&E Federal Tower

T&E Federal Roundhouse

Lead Works

Reuters

Wood River

Standard Oil Crossing

Watkins

Canal

Grassy Lake

Oldenburg

Huebner

Lenox

Mitchell

Long Lake

White Swan

Nameoki Siding

Nameoki

Kuenemann

Granite City

Fehling siding

30th to 21 streets: (local service).

21st & Madison: 2-story brick station (Limited service).

21st & Omaha Streets

Madison

Elizabeth Street

Edwardsville Road

Lang

St. Louis

Blanton: covered platform accessible by stairs

Broadway & North Market Streets: covered platform accessible by stairs

Mullanphy Street

Central Terminal Building

ALTON & EASTERN DIVISION (A&E)

Track abandoned:

East St. Louis-Granite City 1982

Alton-Grafton: May 24, 1953

Passenger Abandonment

Alton-Grafton: May 24, 1953

ST. LOUIS TROY & EASTERN DIVISION (T&E)

Track abandoned:

Troy Junction-Troy: May 4, 1952

National City-Roxana: 1982

SECONDARY LINE

Decatur-Allentown

Opens April 1, 1976

Abandoned: 1982

Allentown-East Peoria

Abandoned: 1982

ILLINOIS VALEY DIVISION (IVD)

Passenger abandonment:

Princeton-De Pue: July 8, 1929

Ottawa-Streator: August 25, 1928

Joliet-De Pue: May 14, 1934

Track abandoned:

Princeton-Depue: July 8, 1929

Ottawa-Streator: August 25, 1928

Joliet-Depue: May 14, 1934

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PASSENGER EQUIPMENT

REFER TO PAGE 228 FOR PASSENGER EQUIPMENT ROSTER

MISCELLANEOUS

Two passenger motors back to back would be one in deadhead or was on a train that had no means of turning for return trip.

Express, baggage, newspapers and U S mail were carried in the baggage section.

The black whisker stripe was added about 1948.

A football special had up to five cars in the consist.

A Section insulator was a trolley wire that had a gap in it. If a car passed under it pulling power, it would drag an arc across the wire causing damage.

On the vestibule door, there was a vertical window and vertical ventilator.

A motorman would have to carry a tool box for repairs on the road. Such as changing the pole, air hose, or pulling a fuse until the late 1940's. The company would install a tool box in the baggage compartment behind the motorman's cab, secured with a lock.

The motorman's interior cab door, accessed from the baggage compartment, originally was an upper half window and lower half small door, which required the motorman to stoop under the glass to get into the cab. There was a brake wheel next to the opening of which a motorman would scrape his back going in or out of the cab. In the mid 1940's it was replaced with a single door with a glass window in the top half. A window shade was attached, so it could be pulled down to block out the reflection of light on the inside of the motorman's exterior window. Because the door opened outward into the smoker section, the window shade was kept rolled up so the conductor could see out the front center window. A ratchet style hand brake was installed near the controller replacing the wheel brake. During the summer time, the exterior cab door was closed and the interior cab door opened to permit air conditioned air into the cab interior. The cabinet behind the motorman contains power cut out switch and various light switches and the air conditioner controls were in the rear of the car in a cabinet across from the bathroom.

With the introduction of air conditioning there was no way to control the temperature and it could get so cold inside, they would open the windows.

In the summer, the shades were kept down as the sunlight coming through the glass would get hot for a passenger sitting next to the window.

The coke stove was used to heat a car with circulating hot water which kept the car cozy warm.

The modernized cars with new seats were more comfortable as the older seats were very hard and uncomfortable to sit on.

The modernized car interior color was a sand color, with the remainder of the fleet in natural varnish.

Cars were heated with a Peter Smith Coke Furnace, which carried two buckets of coke to fire the furnace. The furnace was self-regulated

The smoker section was part of the baggage compartment and a partition separated it from the coach section. It had four spittoons marked "ITRR" porcelain white with a blue rim in the porcelain and was the only place to smoke on the train.

About 1930 the clear vision window was installed as a single pane glass, mounted in the center of the windshield on a hinge and opened outwards for viewing from the cab. The safety window replaced it and had a hand-operated windshield wiper.

The contactors were located in a box in the center of the car under the floor. The resistance grids were adjacent to the box, in the open for cooling purposes.

The cables plugged in at the roof line were for lights in the trailers, which were wired in series and the multiple unit (MU) connection near the drawbar was for carrying power to parlor and trailer motors.

The dummy pole was insulated and mounted to the front of the roof area and carried a sleet cutter to clear the trolley wire of ice. The roof was insulated so a trolley pole could be changed without getting shocked if contact was made with the trolley wire. The stove pipe and vent pipe had an insulated jacket between the roof and lower pipe to prevent a shock in case the trolley wire came in contact with it. A wire frame was placed over the top of the horn to keep the trolley wire touching the horn in case of a trolley wire break

THE PASSENGER EQUIPMENT

Although the passenger equipment varied from builder to builder, they all carried similar equipment and design. Some of these features noted was a "dummy" pole mounted towards the front of the roof on the combine passenger motor, equipped with a sleet cutter shoe that was used to clear the trolley wire of ice or frost to prevent arcing (and damage) to the trailing power pole. Because the pole had to be put up manually (or a damaged pole changed) the roof was heavily insulated to prevent "grounding". As a further safety precaution, the roof vents and stovepipes were "separated" in the roof to prevent power from traveling down into the interior of the car, in case of an accident.

Since the Main Line operation required extra cars in the consist and high speed operation, combine motors Series 270 and 280 were equipped for multiple unit (MU) operation, with certain classes of trailers and all parlor cars. The trailing equipment was each equipped with two motors that were controlled by the lead combine motor. An MU plug was located on the rear of the combine motor, to one side of the drawbar. A second plug carried power to operate the air conditioning in trailing cars. The plug connections located above each side of the end door (at the roof line) were used to supply power for lighting of the trailing cars. All combine equipment was equipped with four motors, each mounted on gearboxes of the individual axles. The undercarriage was also the location of the resistor grid/contactors and air compressor equipment.

For the passengers' comfort, most passenger equipment was air conditioned, with the compressor equipment located in the ceiling of the rear vestibule. Inside the car the controls were located in an electrical cabinet. Heating of the car was accomplished by hot water circulating through pipes at floor level, along the sides and at each end. The water was heated with a Peter Smith Coke stove. Due to lack of vestibule between cars, passengers were not allowed to pass between cars.

All of the combine motors were a single-ended operated car, with the motorman's compartment located on the left side. Because of the small space, the motorman had a stool (without a back) to sit on during the long run. It is further noted that the speed was by the judgment of the Motorman, due to the lack of a speedometer.

THE AIR BRAKE

The air brake was the M22A Brake valve standard on series 260, 273-285 and had five positions:

Running: released air brakes.

Hold: Acted the same as lap for the Independent brake.

Independent: Air brake application on that motor car only.

Lap: When a brake application was made, the lap feature maintained that level of air pressure to the brakes.

Service: The application of air sent to the brakes for stopping.

Emergency: For emergency stopping.

When approaching the stopping point with trailers in tow, the controller was shut down, allowing the trailers to slowly roll into the lead car. Then a brake application was made with the brakes setting up on all cars, and then release the brakes. Shortly afterwards the hold application was made to maintain a braking action on the lead car coasting to a stop under brake control.

THE CONTROLLER

Points 1 through 6 on the controller were series circuits and to reach speed of 25 to 30 MPH and points 7 through 10 were a parallel circuit to reach a speed of 60 MPH,

The 248, 258 and 1200 series controller had a nob that had to be held down as a Deadman's feature. If let up, it would kill the power to the car and the controller had to be run back through the points again. To circumvent the feature, a pencil was used to secure the button in the down position. Car series 273-285 controller handle had to be held down, and to bypass the feature, a wire was used to secure the handle down. On diesels, a floor pedal had to be held down, so a fussee was wedge in place.

EQUIPMENT

233-234

Cars 233-234 was the motor and office car assigned to the president.

240-249

Five cars of the 240 series were also AC-DC cars. The cars were equipped with pantographs and had equipment to automatically transition from AC to DC when entering streetcar trackage. If the pole was used on the AC line, and the trolley rope got wet, the conductor would get shocked from the 3,300 AC volts.

Car 248 was assigned Danville as a standby

258

Car 258 was assigned Peoria-Decatur mail trains 38-39, slow moving and had the largest baggage section.

260-265

The 260 series car came from the Illinois Valley Division (CO&P) Five cars of the ten were salvaged and the remainder scrapped.

Were assigned Springfield-Danville and were the shortest cars of the fleet. When the streamliners arrived, these cars were retired and replaced with surplus cars of the 273-285 series: from the Peoria-St. Louis main line

270-271

Car 270 and 271 were assigned between Springfield and Danville and seldom pulled a trailer. They could not be used on the Bloomington line due to extreme length, hanging over the top of sidewalks going around corners. They were equipped with claps brakes (brake shoe on each side of the wheel) designed by IT Decatur Shop Foreman Willard Connant. The car would be serviced or repaired at the East Belt Barn. At one time the cars worked as a parlor car train between Peoria and St. Louis. The car ran well on weak power and had whicker seats.

Because the car was narrow, seating was 2 across seat and one seat.

Only cars with wicker seats.

270

Ex-CD&M-"Glenna", In Service-9/4/07-Renamed "Champaign"
Wrecked, Staunton-6/8/08-Renamed "Bloomington"- 6/3/09
Rebuilt 10/22 Install A/C-1935

271

Ex-CD&M-"Mary", In Service-9/4/07-Renamed "Danville"
Rebuilt 10/22 Install A/C-1937

273-285-SERIES

Series 273-278 were assigned between St. Louis and Peoria.

Cars 280-281-282 were geared low at 26:32 ratio to pull sleeper trailers, and later Ordnance trains and had an average speed of 45-50 MPH.

280

Was assigned to the Illiopolis ordnance train.

281

Was assigned to the Illiopolis ordnance train.

282

Only car to have an illuminated number board box and was assigned to the Illiopolis ordnance train.

350-359

Cars 350-359 were AC-DC cars and assigned between Springfield-Peoria-Bloomington. The lines were AC from time of construction until 1909. The cars remained on these lines to protect the schedules. The cars were equipped with pantographs and had equipment to automatically transition from AC to DC when entering streetcar trackage. If the pole was used on the AC line, and the trolley rope got wet, the conductor would get shocked from the 3,300 AC volts.

1200-1203 SERIES

Were assigned between Peoria and Decatur and ran well on weak power. In 1950 were renumbered 200-203.

TRAILERS

One or two trailers were added mostly on Friday, Saturday and Sunday when demand was the greatest.

Trailers 528, 529, 530, 531 and 532 had one dummy truck and the other truck had two motors.

Trailer 518 was the only trailer equipped with a trolley pole, (no motor) and was used when the consist was five cars.

The motorized trailers were used on the parlor car trains for speed in a four car train consist.

Trailers 534 and 535 were former sleeper cars converted to trailers and were like pulling a load of coal.

PARLOR CARS

Weekdays consist was motor and parlor car and on Friday, Saturday and Sunday one or two trailers were added. The parlor car was equipped with one dummy and the other truck had two motors.

Cars 510, 5122, 512, 513 were modernized and equipped with motors.

Car 514 was never modernized and the motors removed near the end of its service.

STREAMLINERS

St. Louis Car Co. was the only company building interurban cars.

Crew consisted of Motorman, Conductor, Flagman and porter.

The conductor had a partition in front of his seat and would pick up tickets on the entire train.

Motorman handled mail, express and baggage and would place it in piles of station order. Baggage was loaded by baggage man at St, Louis, Springfield, Peoria, Decatur and the motorman would handle the baggage at all other stops.

The parlor car had two tables and four chairs at each table and a small galley which could cook anything from a baloney sandwich to a T-bone steak.

All seats were reserved seating. If an employee had 25 years of service or more, they would receive a white pass that permitted them to ride in the parlor car, but would have to give up their seat if a passenger wanted it.

When the streamliners arrived, the 280 series cars were reassigned to Springfield-Danville resulting in the retirement of the 260 series cars.

The coupler head was a special design with air and electrical connections built in face of coupler. The poles were equipped with slide shoes due to the power demand of the all-electric equipment on the streamliner.

The streamliner was a nice train: rode smooth with comfortable climate control.

A passenger could ride up front on the rail fan seat by going through the baggage compartment, but had to ask conductor for permission.

Were underpowered and slow on acceleration.

Due to motors in a 3-car train set, the pull of power was hard on a substation.

Air Brake

The air brake was an electric pneumatic brake which acted as an independent brake throughout the train, but also had the option of automatic air brake.

Controller

The controller was located in the center and the air brake was to the right. A streamliner could run up to 80 MPH, but the field tap would be removed at a later date.

The controller had to advance one notch which lifted several contactor at once, then pull the controller back to hold. This gave time for the contactors to all rise. If not, the contactors would all start come up at once and knock out the substation

The controller had five positions:

One- off

Two- holding: When initiating the start, approximately three contactors were activated in position 3. The controller handle was then moved back to position 2: the contacts were now locked in the on position

Three- Series Parallel: Used to build up speed. The controller handle was moved from off to position 3. The motorman could hear the clicking of the contactors under the floor. When he heard the 3d contactor pick up, he would then move the controller back to hold and leave the handle there.

Note: If he left the controller on position 3 too long, several contacts would pick up, placing a load demand on the substation causing the circuit breaker to kick out.

After picking up speed, he would repeat the process of moving the handle to position 3 until he heard 3 contactors pick up and move the handle back position 3. He would repeat this process until all 9 contactors had been placed in service.

Four- Parallel: When the speed of 20 MPH was obtained, he would move the controller handle to position 4 until the speed of 40 MPH was obtained

Five-Reduced Field: This activated the field tap and would accelerate the train to maximum speed.

ST. LOUIS & ALTON EQUIPMENT

REFER TO PAGE 254 FOR ST. LOUIS & ALTON ROSTER

ST. LOUIS & ALTON 100-104

Used in Limited Service, top speed of 85 MPH.

Could not pull express trailers.

The contactors were activated a solenoid which in turn operated an air valve which closed the contactor into running position.

The Sunshine Drumhead sign.

Had a flip cover to cover either Local or Limited name.

Only on cars 100-104.

Had 4-95 HP motors and had a button to activate field tap.

Smoker section was upholstered in leather.

Coach section were reversible seats upholstered in green plush.

The toilet was in the no. 1 end, behind the motorman's cab and was a dry closet.

Were multiple unit capable, although power restrictions dictated number of cars.

102 Was used as a trailer with only two motors. It was combination, one-half smoker and the other half chair car. The seating of the smoker was a bench like seat along both walls with wooden arm rest between and seat upholstered in leather. Spittoons were on the floor. A partition separated the two sections.

Car 103 was used as a backup car and had only two motors and was used as a trailer.

Doors were mechanically opened.

Had two resistance heaters that circulated heat through a baseboard conduit.

Brake System

Schedule AAM Brake system.

M22 brake valve.

Combination straight air and automatic air brake.

Controller

Point 1-4: Series circuit to motor.

Point 5 Straight power to motors in series circuit to motor.

Point 6-9 Parallel circuit to motor.

Point 10 Straight power to motors in parallel circuit to motor.

Point 11: Field Tap.

Button in controller knob was held down, and when released would set brakes.

ST. LOUIS & ALTON 120-123

Used in Local Service, top speed of 65 MPH.

Cars were non-multiple unit capability.

Had a destination roll sign.

Had 4-110 HP motors and field tap was added to cars when acquired by IT and a switch was mounted overhead for the motorman to turn to activate it.

The doors were air operated on both sides.

The roof was covered in canvas and painted red.

The floor was on a slight incline towards the center of the car.

The toilet was located at the no. 1 end and was a dry closet.

Used in local service, was geared lower to pull trailer or express trailer.

Doors were air operated.

Had a Peter Smith Coke stove that circulated heat through a baseboard conduit. Coke was used as fuel as it burned longer and required less maintenances. Later replaced with electric heaters under seats.

Controller

Point 1-4: Series circuit to motor.

Point 5 Straight power to motors in series circuit to motor.

Point 6-9 Parallel circuit to motor.

Point 10 Straight power to motors in parallel circuit to motor.

Point 11: Field Tap.

Button in controller knob was held down, and when released would cut off power.

Miscellaneous

Two MU cables: One for motor control, the other for lights, communication.

Motorman was located on the right hand side of car.

A rope ran the length of the car interior which connected to an electric switch that sounded a whistle in the motorman's cab to communicate from the conductor.

BRIDGE CARS 900- 950

REFER TO PAGE 252 FOR BRIDGE CAR EQUIPMENT ROSTER

Had wooden seats which were uncomfortable.

The slack action between cars was rough.

Took 35 minutes between St. Louis and Granite City.

10 motors and 5 trailers.

5 motor cars had larger motors to pull a trailer.

Were single ended cars and non-multiple unit capability.

Trailers did not have motors.

BRIDGE CARS 403-415

Top speed of 45 MPH.

Controls were located on left side of car.

Doors located on the right hand of car.

Equipment was non-multiple unit capability.

Contactors were located in the controller box and resistors were located under the car.

A valve was under the brake valve which opened the doors.

Conductor sat behind the motorman at an Ohmar Register which issued a receipt.

After 1930 the duplex cutter was used.

Sliding pointers were lined up with the dollar/cents amount and ticket torn, marking the amount of the ticket cost. Passenger received one half and the other half was turned in to the auditors with cash collected. The ticket stub indicated the amount received from the passenger.

Passenger paid conductor and conductor issued a receipt.

Equipped with Thompson Couplers, which had air and electrical connection in the face of the coupler.

Controller

Point 1-4: Series circuit to motor.

Point 5 Straight power to motors in series circuit to motor.

Point 6-9 Parallel circuit to motor.

Point 10 Straight power to motors in parallel circuit to motor.

BRIDGE CARS 470-473

Had a button between windows to press for stop.

The conductor operated the doors located in the center of the car.

PCC CARS 950-958

Top speed of 50 MPH.

Two foot pedals: Brake and accelerator.

Controlled a rheostat.

Brakes: Electric

Dynamic: changes motor to generator.

Track magnet: a magnetized bar clamps to rail.

Parking Brake.

Horn was electric.

SNOW SWEEPER 019-020

Motorman operated the car.

Conductor operated the snow brush.

BUSES**REFER TO PAGE 283 FOR BUS ROSTER**

Were maintained at the Granite City garage.

RAILBUS

Departed Alton at 7:15 AM to Grafton and return at 9 AM. The railbus then went to the hand-operated turntable at the sand pit (a half mile north of the depot), was turned and backed down to depot to leave at 9:15 AM. It returned to Alton at 11:00 AM and was taken to the roundhouse for servicing and turned. The railbus worked a split shift, back on duty at 3:30 PM loading mail and express and out at 4:10 PM and return at 6 PM, then to Federal shops for servicing.

At Federal was a bus garage off of the turntable and Floyd Johnson was the bus mechanic. The bus driver came off of the A&E Division switchman's board. Dewy McDow was a conductor, baggage man on the steam train and the first railbus driver.

He was followed by R. R. Railroad Jones (extra man), Clarence Herzog, and the last driver, Jack Shehein.

The railbus would spin its wheels if wet or ice was on the rail and had a rocking motion at the top speed of 25 MPH. Railbus 204 was a standby bus for 205 if it was in for inspection or repairs. It had a back side door for loading baggage.

The railbus traffic was light express and Calhoun County mail, which sustained the service as passengers were optional, but dwindling freight and mail ended this passenger service.

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FREIGHT MOTORS

REFER TO PAGE 258 FOR FREIGHT MOTOR ROSTER

MISCELLANEOUS

Express motor had 7 car limit which included caboose which was a 1,000 ton limit, whether it be feathers or lead.

Field Tap was activated when a certain speed was reached and the amperage rating dropped. This would increase the speed.

CLASS A 100-1562

Could be multiple unit (MUed).

Were used to switch the powerhouse at Bloomington and Danville in later years.

Class O 1550-1552

Built in Decatur Shops from Class "A" 1556-1558

CLASS B 1561-1578

Was rated at 800 tons and could pull 15-18 cars.

The headlight on the Class "B" had two plugs (one ground-one hot) and could be picked up and moved about. If it had only one plug, and was grounded on the metal door. A shock would occur if a person lifted it from the door.

The roof of the freight motors were of wood construction so the roof would be insulated in the event a trolley pole had to be changed.

The class "B" did not have a reverser, but rather two sets of heavy resistors, one for each direction. As they were alternately used, one would cool down while the other was being used.

There were 20 points on the controller: series, series parallel, parallel.

Was always operated from the no. 2 end, because of the extensive heat from the contactors and resistance grid located at the no. 1 end. The stove pipe on the roof was located at the no. 2 end.

Only a Class "B" was used on the Bloomington line and yard jobs.

When certain units were changed over to right hand drive for the benefit of switching, only the controls were moved over. Left hand drive, motorman had to stand with back to controls

The Class "B" were primarily used as yard engines.

1561: Assigned to Decatur.

1564: Assigned to Decatur.

1565 assigned Decatur yard job.

1566: Assigned to Danville.

1568: Converted to right hand drive.

1569: Assigned East Peoria.

CLASS C 1579-1598

In the early 1920's the IT went to Westinghouse and asked for a design of a more powerful locomotive.

The plans were rejected and as a cost saving measure used the equipment from retired passenger cars.

The Class "C" was not to exceed 35 MPH as the armature motor bands would and have broken.

By blowing cool air over the motors, the motor performance efficiency was improved from 75 to 125 HP.

The class "C" was used on locals, extras and coke trains for Decatur, oil trains for the IC and C&IM at Springfield and ore and rock trains.

The unassigned fleet was used system wide.

The Class "C" was never used on the Bloomington line due to weak power.

With the arrival of the GP-7's and subsequently assigned to East Peoria-McKinley Junction road trains 200-203, 202-201, the class "C" was relegated to local service for extras, and the Class "B" and "C" were systematically retired.

The no. 2 end (front) had two poles. One pole was equipped with a shoe and the other had a wheel which was used for switching while on the road.

Either the conductor or brakeman would handle the pole when on the road.
 Top speed was about 20 MPH, but could reach about 40-50 MPH with a field tap.
 When the "D" was built, then the field taps were removed from the class "C".

A class "C" could pull 1,500 tons with an average of 18- 25 cars, but the tonnage determined the size of train.

The right hand drive was not well suited for switching. During switching, no. 5 point was used, which was direct power to the motors in series circuit through the resistor bank, and no. 6 which was direct power through parallel circuit. The problem occurred when the controller was moved from point 5 to point 6, there was a brief pause, and then the engine would jump, causing the uncoupling pin to drop. Because there was only one set of resistors, they would overheat from extended use.

Using the Class "C" with a right hand drive for the yard job at Springfield was a problem as the resistors would get hot due to the switching and the uncoupling pins would drop when the Class "C" was in parallel circuit causing it to "jump."

The no. 1 end had end had a single slide trolley and the motorman's cab had an electric heater.

Because the no. 1 end was close to the resistance banks which gave off quite a bit of heat, the crew preferred to operate from the no. 2 end. The no. 1 end motorman controls were used only until the freight motor could be turned and the no. 2 end could be used. The no. 2 end had a coal stove and room for the conductor and head brakeman to ride. A passenger seat cushion sat on the coal box for the brakeman to ride. The conductor's desk was behind the stove, across from the air pumps.

The bell was located under the body.

The blower box on the Class "C" blew cool air over the traction motors using a canvas tube, which kept the dirt and dust out of the motor.

The coiled pipes on the roof were cooling pipes for the air compressor. Compressed air would get hot and create condensation, subsequently, the pipes cooled off the air.

The Controller

Points 1-4 series – power through resistance grid series to motors for pulling.

Points 5 series – power straight from trolley line to series circuit to motors for pulling.

Point 6-9 parallel - power through resistance grid parallel circuit to motors for speed.

Point 10 parallel - power straight from trolley line to parallel circuit to motors for speed.

The 2,000 amp fuse body fuse was on roof near smoke stack and could explode when short-circuit occurred.

All the interior roofs of the Class "C" were charred due to the resistor banks overheating.

Motorman C. A. Montgomery was the General Chairman and responsible for having the safety glass windows installed on the motorman side, and although windshield wiper was installed, it was hand-operated, although there was air and electricity close by.

Motorman Ray Reed says: "If you had to scratch, wind your watch, and read your timetable, you'd have a hell of a time operating the windshield wiper".

Pulling Riverton Hill (5.6 miles east of Springfield), the controller was set on point 9-(parallel circuit through the resistance grid), and when the top of the hill was reached, the controller was put on point 10, which caused such a power demand (straight 650 volts direct to the motors, by passing the resistor grid), that the circuit breaker at the Riverton substation would kick out caused by a flashover (an arc would occur around the motor commutator). The controller was then set back to point 5-series: straight power from the trolley wire. The power was now weak but sufficient to continue pulling and the problem was eliminated of a strong power surge causing the wheels to spin. Once over the hill, the controller was shut down and the substation circuit breaker would automatically reset.

1579

Assigned to LeClaire Yards, Edwardsville and had been there since at least 1945.

The overhead wire was kept tight and greased since the yard was on a downhill and the cars could roll easier downhill, but the heavy cuts had to be pulled uphill and the constant movement back and forth was a wear on the trolley wire.

Converted to right hand drive.

1582

Was assigned to Danville and used between Decatur and Danville.

1583

Was assigned to Danville and used between Decatur and Danville.

1586

Had been on fire and was completely rebuilt with all new equipment and a right hand drive.

Based in Decatur, was assigned to Train 207, to Edwardsville.
Was capable of handling 1,000 tons, 18 cars, and had a field tap.

Was rebuilt to a right hand drive for switching purposes, but the resistor banks were not heavy enough to handle the switching demand and would heat up. The transition between points 5 to 6 would cause the motor to “jump” which in turn shook the cut of cars and caused the uncoupling pin to drop back into the locking position.

The right hand drive had a throttle type controller had notches (similar to one used on 51-51) and had 10 points: 5-series 5-parallel.

C. Fred Pritchley was motorman on it working Decatur yard when he ran into an IC yard engine that was in yard.

1587

Was painted orange and assigned to the Decatur-Danville local.

1589

Had a right hand drive for switching at Springfield. Switching was done at the south end of the yard on the east side of the lead. Right hand drive, the motorman faced down the lead. The engine was not well suited for switching as the same controller was used. During switching, no. 5 point was used, which was direct power to the motors in series circuit through the resistor bank, and no. 6 which was direct power through parallel circuit. The problem occurred when the controller was moved from point 5 to point 6, there was a brief pause, and then the engine would jump, causing the uncoupling pin to drop. Because there was only one set of resistors, they would overheat from extended use.

1592

Had field taps and was assigned to the manifest trains between East Peoria and Edwardsville. Damage occurred when it was run into a cut of cars and had to have the blower box replaced.

The field tap on 1592 was removed before 1942

1593

Had an illuminated number box which made identification of an opposing train at a meet site easier at night. Fast engine with field tap.

1594

Was assigned to the Train 206 Edwardsville to Decatur and could handle 900 tons and could handle 18 cars. It could run ahead of sleeper train at passenger train speed

Had field taps.

Was rebuilt with right hand drive with throttle.

1598

Was painted green and white and assigned to Springfield

CLASS D 70-74

In the mid-1930's the It went back to Westinghouse and asked for an improved motor. They were sold a 220 HP motor capable of speed up to 60 MPH.

The class "D" has pulled trains consisting of 50 empties and 30 loads.

Were assigned to through trains between Edwardsville and Peoria: 200-202-201-203. With the arrival of diesels, they were bumped back to local service and used on extra trains of coke, rock and coal, and started being used between Springfield and Decatur on Trains 206-207.

The "D" never ran east or north of Decatur due to the weak power.

Rated at 1750 tons and were built from damaged class "C": five units 70-74.

Speedometer was rated up to 50 MPH and if the engine was run at excessive speed down Union Hill, the speedometer cable would twist and break.

Willard Connat, Decatur Shop Foreman was the father of the Class D for the overall streamline design and Charlie Howard Supt Motive Power & Equipment designed the electrical.

The class "D" rode smooth due to the articulated body and the contactors were air operated versus electric, which chattered because of corrosion.

The Class "D" were not MU capable.

Both poles had to be on the wire due to the heavy amperage pull and could pull steep hills without the resistors heating up as they were heavy duty. The contactors were air operated which held solid versus the electric operated contactors, which had a tendency to "chatter", causing the contacts to pit.

The body blower was located on one end on the motorman side, and on the other end on the conductor side. Due to the extreme heat generated by the heavy duty bank of resistors, the body blower vented the air to the outside of the body of the engine. They were left on during the summer and turned off during the winter, which helped heat the cab. In addition there was an electric heater in front of the motorman and one on the conductor side of the cab.

The motor blower was mounted on the side of the truck frame and blew cool air over the motor to improve motor performance. They ran all the time, and as the speed was increased, the motors ran faster.

The headlight set up higher than the class "C" with the view looking through the light than looking over it.

The body fuse was located on the roof and was held in place by two knobs, which tightened down on the 4,000 amp ribbon fuse. If too many amps were being pulled for any length of time, the fuse would explode. The fuse protected the resistance bank from breaking down.

To the front of the unit was a pole with a wheel, used for switching while on the road and one pole with a slide. To the rear were two poles with slide shoes. The shoe had more contact surface on the wire than the wheel. If the wheel was used for pulling, it would burn out the wheel bearing a cause the wheel to fly out into a field. A sleet cutter was placed over the wheel in the event additional power was needed.

When arriving at Edwardsville, the mechanic would have to change the wheel pole to the opposite end of the motor, so the wheel would be on the front when leaving.

At Peoria, the Class "D" would travel around the outside of the barn so as to enter to back side of the barn and pull down to the front entrance of the barn. The "D" was then turned and ready for departure.

The hoods covered the air pumps and sand domes. Also a spare pole was carried in the nose, unlike the Class "C" where the spare pole was carried in the body of the motor. On one end of the cab was a passenger car seat which seated two and a desk for the conductor. There was also a small seat against the partition wall. The conductor and head brakeman rode the engine (to copy train orders) and the flagman was on the caboose by himself.

The motorman's seat was mounted on the side wall under the cab window and had a drop down rod to support the seat. If the motorman got tired of sitting, he could kick the support rod out and the seat would drop down so he could stand to run.

On the corner window post was an amp meter, volt meter and speedometer. On the right side window post was the horn button (air operated valve) for the dual horn on the roof. Below that were four buttons: Front sanders on, Front sanders off, Rear sanders on, Rear sanders off,

The Controller

The Class "D" handled better than a Class "C" as it only had ten points: five series and five parallel circuits.

The controller was a throttle style with four positions and notches for series, series-parallel, parallel and field tap. Each of these positions were subdivided into points. The resistance points sent the power through the resistance grid and the running point was direct power by-passing the resistance grid.

Position one consisted of point no. 1 as off. Points 2 through 7 were eight motors in series circuit through the resistance bank. Was for starting and speed up to 3 or 4 MPH.

Position two consisted of four motors in series and four motors in parallel circuit. Points 8 to 10 were through resistance bank. Points 11 and 12 were running points obtaining a speed of 20 MPH.

Position three consisted of all 8 motors in parallel circuit. Points 13 to 18 were through the resistance bank. Point 19 was the running point for a speed of 25 MPH.

Position four was the field tap: when amperage dropped and speed maxed out, point 20 controlled the parallel circuit, and a button was pressed and speed increased to 50 MPH.

70

Painted green and white

74

Had "BUY WAR BONDS" shield logo.

EXPRESS MOTORS 1000-1067

Express motor had 7 car limit which included caboose.
1,000 ton limit: feathers or lead.

BATTERY-DIESEL-TROLLEY 50-51

Were made for switching and used in plants that restricted use of trolley wire.

When pole was on the line, either to operate or batteries were being charged.

Diesel was used to charge batteries.

The cab was in the center of the body and were dual controlled-with two control stands equipped with throttle controls and were hard riding.

Had series-series parallel-parallel circuits and could pull more than a Class "B".

Were used in the St. Louis subway, Decatur 4 PM yard job and if it was pulling hard over the 5th Street hump at Springfield, it would knockout the unit's circuit breaker.

51

Assigned Edwardsville.

52

Assigned Springfield.

BATTERY-TROLLEY-53

Built Decatur Shops

DIESEL TROLLEY 61

Was very poor to be used for switching as they were big and cumbersome and didn't have any zip or get up and go for switching.

Concrete was poured in the floor to give it weight and it had a right hand drive.

Used to switch the Spencer Kellogg plant due to restrictions of wire (ADM West plant) and was used at Illiopolis -Haynes-war plant to shove loads of rock across Rt. 36 to the Wabash.

Was assigned to Decatur.

PULL MOTOR 1514

Assigned to St. Louis Terminal.

Had the appearance of a passenger motor to circumvent a city ordinance restricting freight movement.

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DIESEL- DATA 133

REFER TO PAGE 270 FOR DIESEL ROSTER

MISCELLANEOUS

The engines were renumbered according to horsepower account the dispatchers had difficulty keeping the horsepower rating correct to match the trains tonnage.

The Dead Man safety feature was a floor pedal had to be held down. To circumvent the feature, a fussee was wedge in place to hold it down.

The old motive power was used as a down payment to lease the SD39's and were still paying for the SW1200 at the time.

GP-7 PAINT SCHEMES

Delivery Scheme

The paint scheme was an EMD design and the signs on the side of the cab and on the nose was scotch-light, which was a carryover from the streamliners.

Oval paint Scheme

President Dennis wanted to unify the railroad under one paint scheme: black & white: Steam Division, Green & Yellow Electric Division and was specific that he wanted an Apple Green and yellow paint scheme.

Consideration was given to the EMD dark green which matched the brush, grass, trees and corn fields at crossing that had a high rate of collisions. Superintended of Locomotive and Equipment came from the NYC Beech Groves Shops, Indiana and liked the format of a connecting paint scheme. With this in mind, he created the "football" scheme which was a yellow oval on the nose that when two units connected together, created a "football". The yellow would stand out against the green surroundings at crossings.

THE LETTERING

Roman Lettering

The roman lettering was a carry-over from the Alco delivered scheme.

The 1504 had white letter on one side and yellow on the other as an experiment. The white would chalk and fade, so yellow became the standard color.

The Script Lettering

Motive Power superintendent Leppert wanted to develop a lettering scheme that could be seen from a distance and on closer inspection the rest of the lettering would develop the Illinois Terminal name.

One night in his office he designed the letter scheme that would carry to the end of the IT existence. The capital letter the "I" came from an Inland Steel advertisement and the capital "T" was from a Trailer Train advertisement and the script lettering was made from rub-off transfers.

It was approved by President Keister and as an experiment, applied to a tear drop covered hopper leased from Chicago Freight Car Co. Compliments were received from both the Traffic Dept. and shippers and then it was carried over to the locomotives.

RENUMBERING MOTIVE POWER

In later 1967 early 1968 the locomotive fleet was renumbered to match the horsepower. This was account the confusion to the train dispatcher's to correctly match the tonnage to the horsepower.

Class C motor 1598, was the reason the GP-7's started a new series of 1600. Series 1600-1605 became 1501-1506.

The Alco RS-1 series were 751-756 and became 1051-1056.

The Alco S-2 was 700-711 and renumbered as 1001-1012

The nSW1200 were 775-786 and changed to 1201-1212.

EMD Demonstrator 725 (Alco 711 was last number) was renumbered 801 and was black & white with roman lettering when delivered.

MOTIVE POWER

SW 800 725/800

Was used between Edwardsville and Springfield as a means to convince the towns that diesels would not be noisy while traveling through their towns. To introduce and educate the public to diesel power, it was set in towns overnight to prove there was very little noise. The public was also allowed to inspect it while parked in a station house track and it was taken through the streets to demonstrate the quietness of a diesel. At Staunton it was set in the Spring Street wye overnight. Townsfolk did not know of the pending 100 car trains rumbling through their city streets.

It was used at Springfield for a short time but could not handle the tonnage and would be assigned to the Lead Works job in Alton. Placed in service January 1951.

SW1200 775-786/1201-1212

The original flexicoil truck were unproven and loose and The SW1200 were rough on the tracks. They were difficult to ride on the main line because of the rocking and kicking action.

The SW1200's were the most expensive to maintain and has a problem with the oil C-engine and service.

Three were at Decatur, used for the yard engine and the East Local: Decatur-Delong.

When there was a series of accidents disabling four of the six GP-7's, the SW1200 was pressed into road service. They had to be on the head end because the circuit transition from switching to road service had to be made manually. Eventually a switch was installed in the GP-7's so that the transition could be made (at a specific speed) and the SW1200 could be placed in the middle of the consist, eliminating the problem of the severe rocking motion when they were in the lead.

Placed in service December 1955.

SW 1500 1509-1515

Were assigned to McKinley Junction-Madison, A. O. Smith-Granite City, Federal-Alton, East Belt Springfield, Storeroom-Decatur and Allentown. Placed in service February 1970.

GP-7 1600-1605/1501-1506

An EMD locomotive was spotted in the East Grand Pocket track, Springfield, where a factory representative would train the engineers on the GP-7 controls.

Only 1604 and 1605 had a "city" horn, and inside the cab were two horn cords. The red handle was for the country horn and white handle for the city horn. Eventually the city horns were removed.

The horn was a 3-chime Leslie with a two-tone valve for loud sound in the country and soft sounds in the city.

In 1965, Superintendent Milt Leppert applied a Nathan air whistle to GP-7 1600 as an experiment to hear what it sounded like. It was found that not get enough air could make it work properly, but if it could, it would have stayed in service.

The bell was under the step and would become inoperative due to snow, ice and dirt plugging it up. For this reason in 1960, the bell was moved to the nose above the headlight.

A set of GP-7's would run McKinley Jct. to Alton and return then out on 200 to East Peoria and return on 203.

Train capacity: GP-7's 75 to 100 cars versus the electric's 35 to 50 cars.

The GP-7 tonnage was rated at 1500 and the Class "D" at 1750.

As the trains were getting longer with 75 to 100 cars, small town streets would be tied up and if a train had a knuckle, drawbar or air hose it would be worse.

To activate the crossing signals, a twin-seal beam headlight was mounted on the roof next to the exhaust stack (the heat kept the snow melted from the light) and a switch on the control stand was used to turn on the light. An electric eye was mounted above the trolley wire at each side of the crossing to activate and de-activate the crossing lights.

1600-1601 were dual cab control for bi-directional control and were to be used between Edwardsville and Decatur locals. This was account no way to turn an engine at Edwardsville. The plan never materialized and the control stand was seldom used causing the air brake handles to stick and the crews wanted them removed in 1960 as there was not enough room in the cab for the fireman.

A manual switch was installed on the GP-7 control stand to activate transition from series to parallel when a SW1200 was multiple unit with the GP-7.
to match the GP-7 when MUed together

Alco RS-1 756 was rigged to operate with the GP-7, but the problem was the Alco would run hot and someone would have to ride with it. If it would have been successful, the Alcos would have been used rather than the SW1200.

Placed in service April and August 1953.

GP 38-2 2001-2004

Were placed in service June 1977 to be used on the Secondary main.

SD 39 2301-2306

Were assigned between McKinley Yard-Madison to East Peoria and to Alto and in service June 1969.

ALCO

Miscellaneous

The Alco's rode better than the SW1200's.

Alco's could be MUed with GP-7's but would overheat.

The White Alco

The auto fleet were white, as it was deemed the safety color. With this, IT President Keister wanted an engine in safety color white so Alco S-2 706, in the shop for overhaul was used to paint it white and B&O blue, although black was considered.

The problem was that that the white was bright and reflected light in the sunlight when switching.

ALCO S-2 700-711/1001-1012

Alco's S-2 were used in Decatur and Springfield.

Placed in service February and May 1948 and March 1950.

ALCO RS-1 751-156/1051-1056

The builder photo of Alco RS-1 750 never existed as it was renumbered 751

Placed in service May 1948 and March 1950.

F7 A & B A-1101 & 1105/ B-1507-1508

Were originally RF&P units F-7A and B.

The IT was short of motive power during the grain season and would lease the units from the Precision National Co. The PCN was a crankshaft liner and spare parts company and the IT was the first company to leased locomotives. Superintendent Leppert was good friends of the president of PCN and agreed to lease the engines as a favor.

At first the "B's" were leased then purchased and rebuilt cause they could be used in the middle of the consist and would be extra power and remove the use of the SW1200.

The GP-7 made transition two times vs. the "B" at four times.

The "A's" were not designed for switching and the crews did not like them as they were hard to get on and off and when backing up.

There "A" units had a "passing gear" which would get engines up to 80 MPH as they were former RF&P passenger locomotives. The steam generators were removed from the "B".

Placed in service September 1966.

F7-A Passing Gear

There were two throttle handles on the control stands: one with eight notches and the other with four.

Once speed was obtained and amperage went down, and was in or above notch 6 of the throttle, then the "passing gear" throttle could be pulled back one notch of the four. The process was repeated until all four notches were used.

The RF&P had two throttles on the control stand

One was eight notches for motor control and the other with four notches for the "passing gear". Once on the IC main between Mt. Pulaski and Springfield and at full speed, the engine throttle was set back, and the first notch of the passing gear was pulled back, and the train started moving faster. Shortly, the throttle was again set back and the second notch was used and the train started increasing in more speed. This process was repeated until I was in notch 8 of the throttle and notch 4 of the passing gear speeding at 75-80 MPH.

Engineer Ray Reed ran on the Illinois Central between Mt. Pulaski to Starnes (21.3) miles in 15 minutes.

F7-A- used the side mirror for back up moves

LEASED

Units were leased from Precision National Co. of Mt. Vernon, IL and the IT would be the first company to start leasing units from PCN.

Units were leased from Conrail in 1979-1980.

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STEAM DATA

REFER TO PAGE 278 FOR STEAM EQUIPMENT ROSTER

MISCELLANEOUS

Puddle Jumpers: 0-4-0: 6, 7, 8, 33, 34, 35, 37, and 38 did not have either pony or trailer truck on the locomotive which made it ride very rough by rocking very badly.

The stoker on the engine had six valves for spraying the coal in the firebox.

Baldwin Was considered a better locomotive

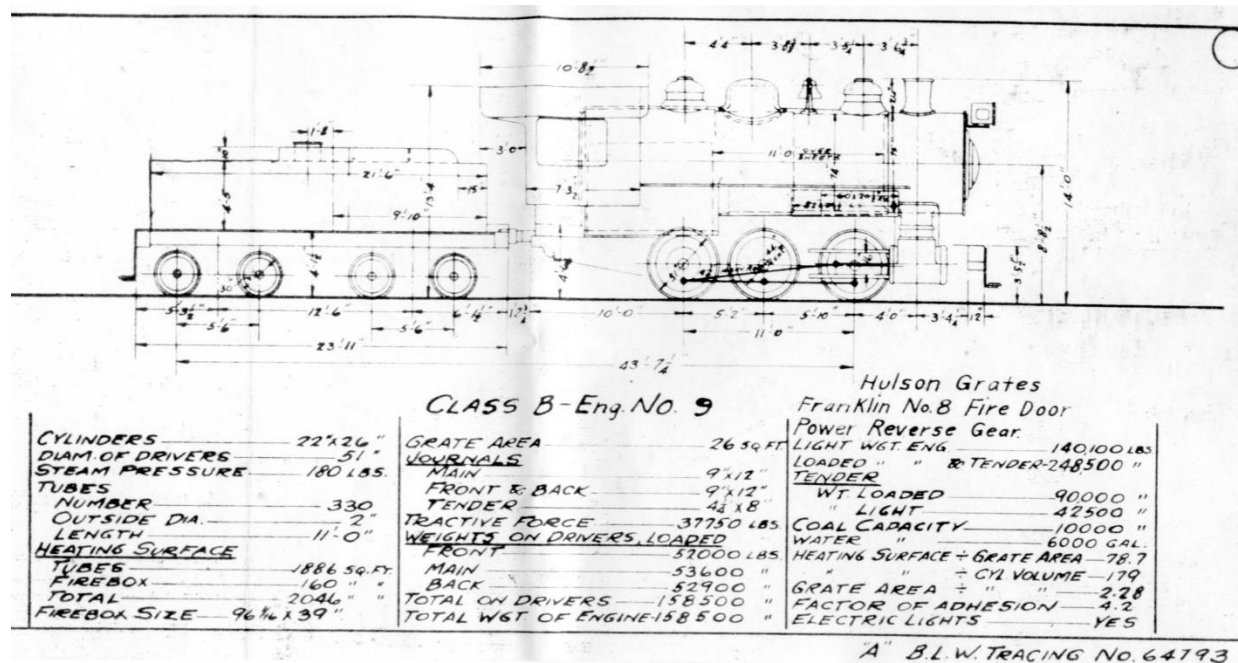
Water Tanks were 60,000 gallon capacity.

Located McKinley Junction, LeClaire and Federal.

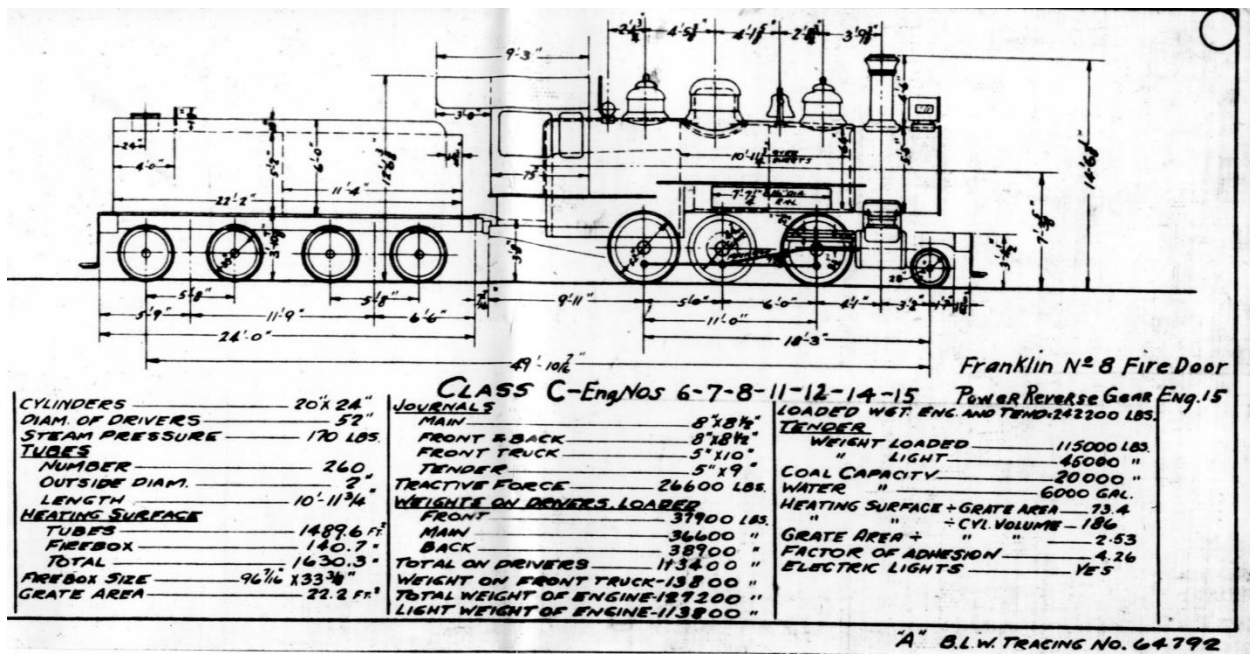
Alton & Eastern and Troy & Eastern seniority rosters merged into one ITRR in 1929

STEAM LOCOMOTIVE DRAWINGS

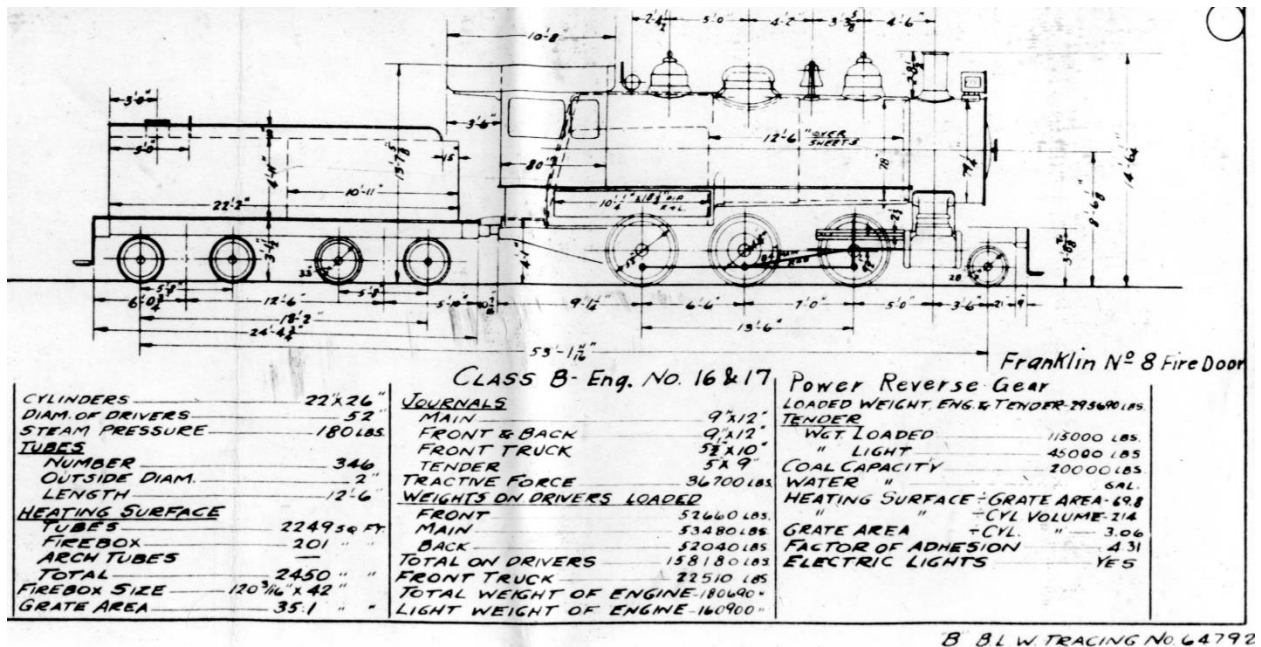
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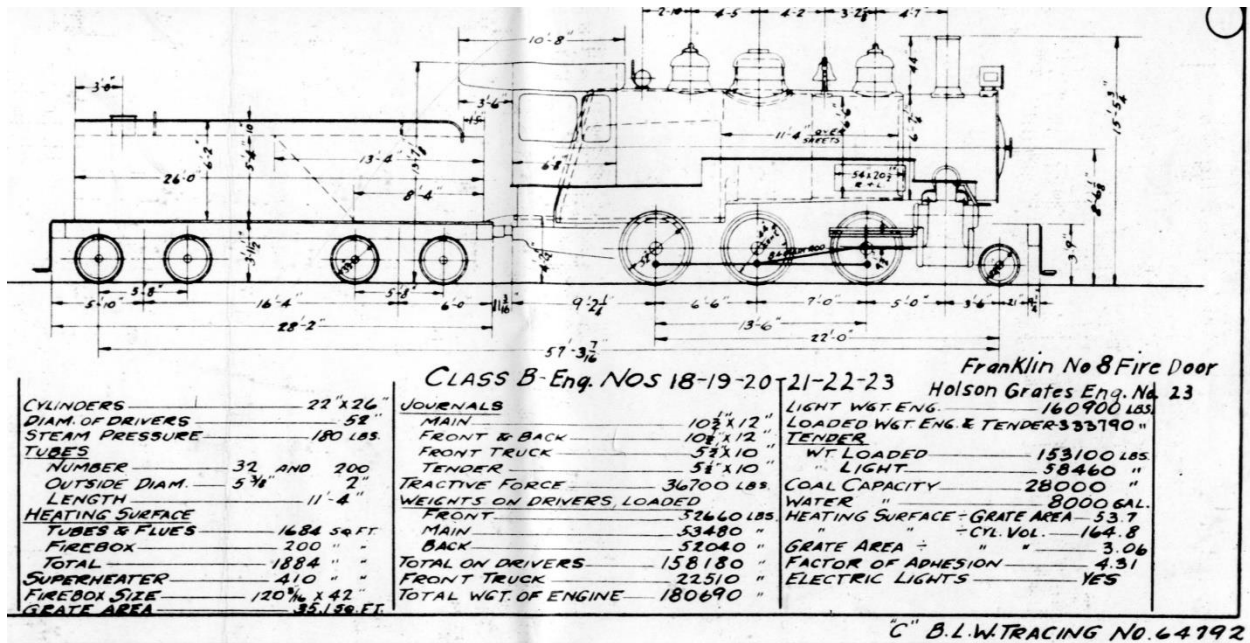
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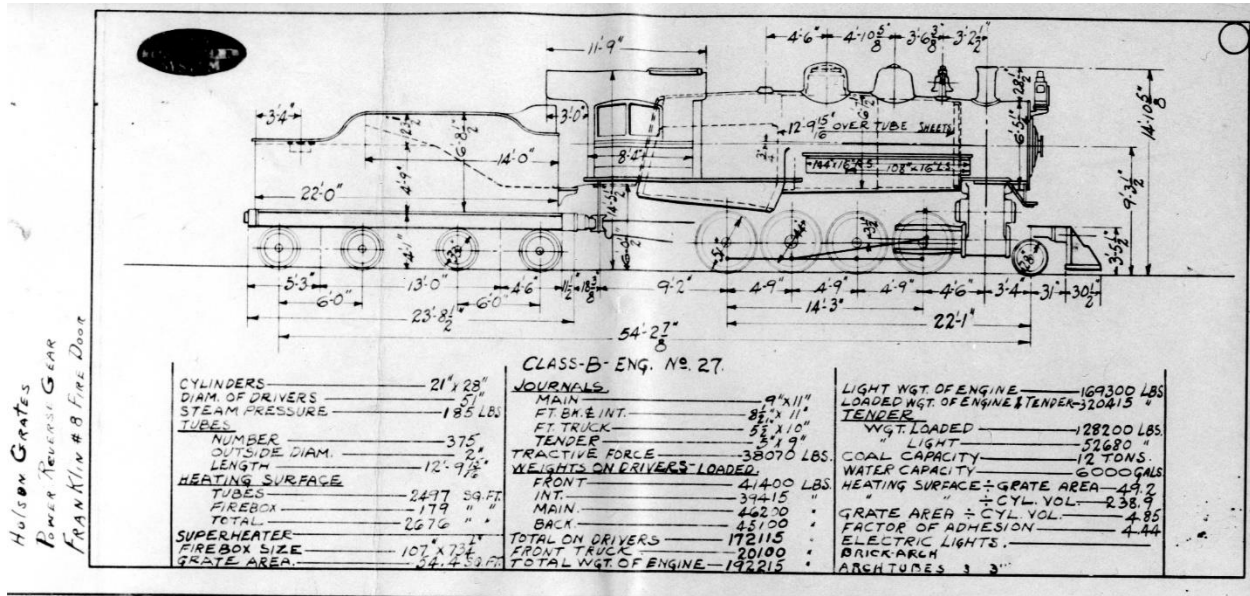
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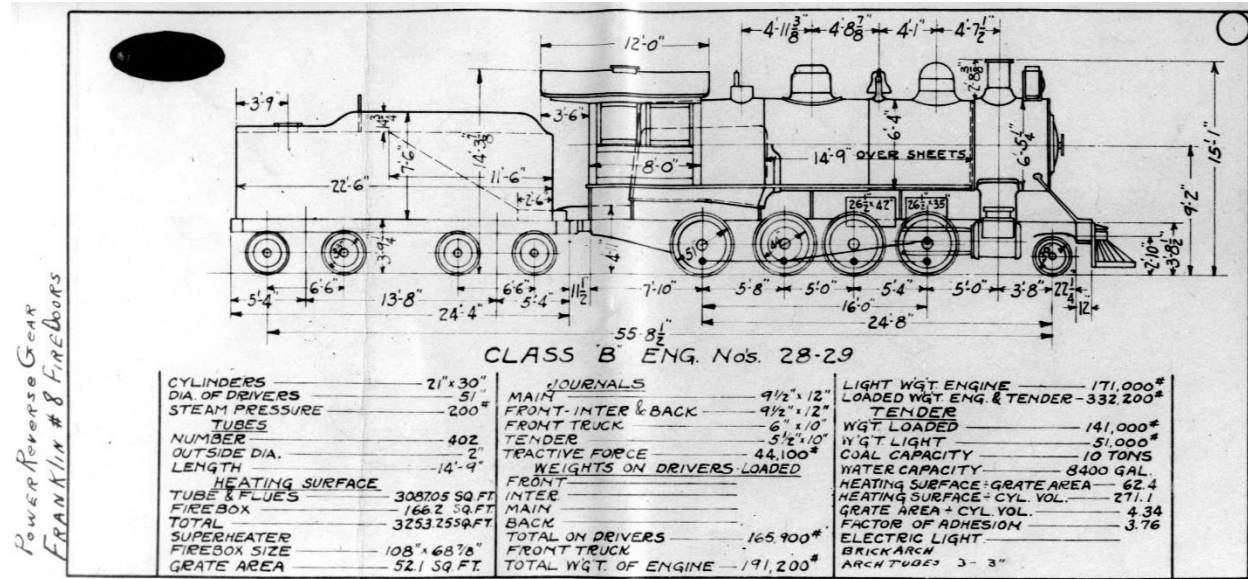
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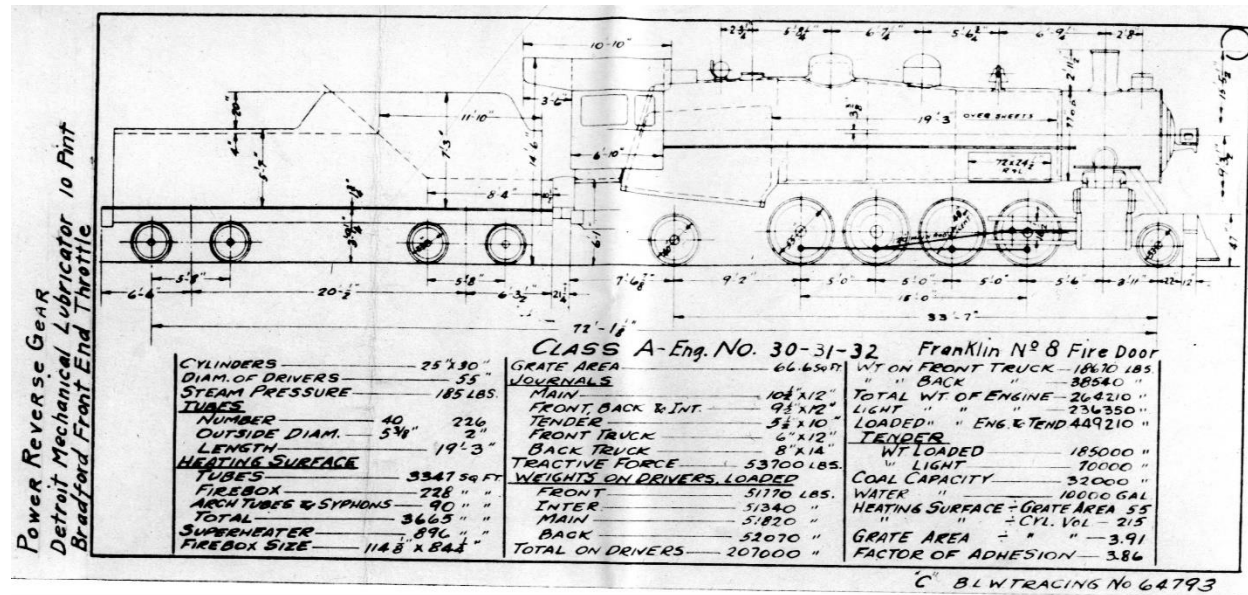
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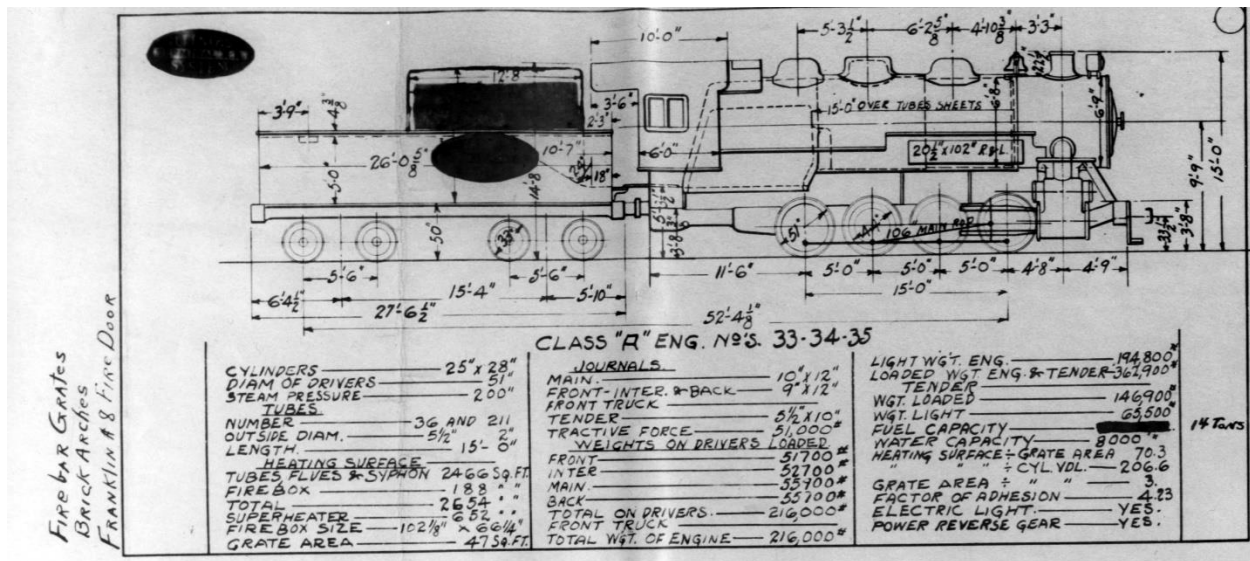
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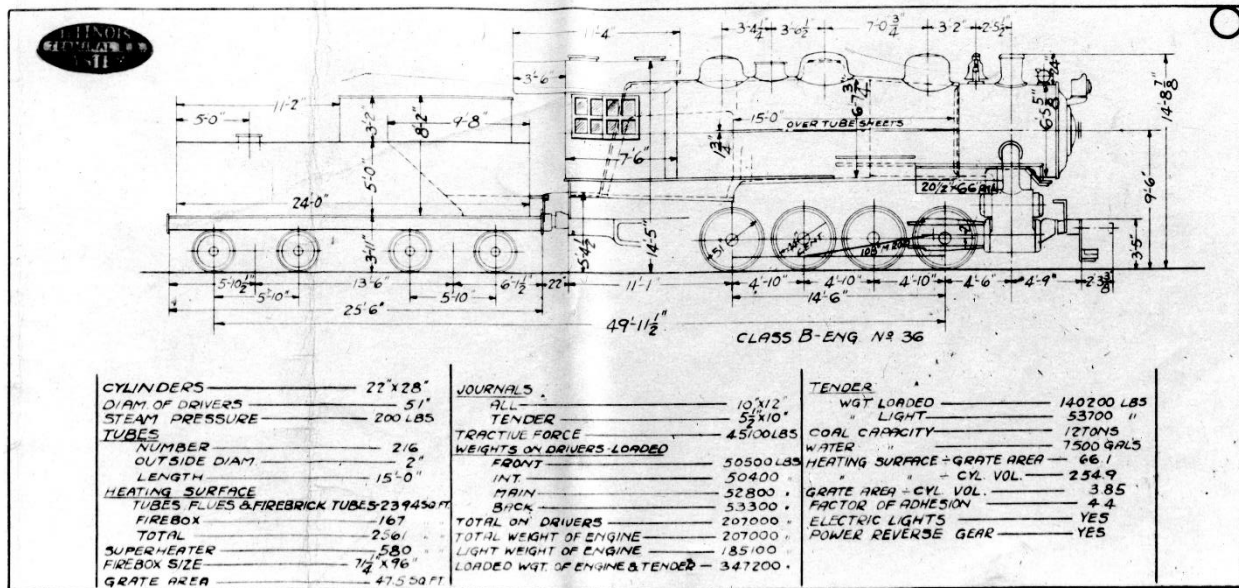
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PASSENGER-FREIGHT EQUIPMENT DATA 146

MISCELLANEOUS

On July 26, 1906, Danville Car #141 would be the first car in the new color scheme of solid green (slightly lighter than Pullman green) and gold lettering, to leave the Danville Car barn to enter service on the Georgetown line. The colors were adopted as the standard colors for the Illinois Traction System equipment, replacing the red and yellow scheme. The car body, painted red with a yellow band at the window level, proved to be unsatisfactory, as the red would fade quickly, becoming dirty and dingy looking within a matter of a few weeks. The equipment would be repainted as it passed through the shops.

The Tangerine Orange color was placed in service on November 9, 1924 as six cars was painted orange as a safety feature and designate as "Tangerine Flyers". By 1930 the special cars with parlor car seating was discontinued and all equipment was painted orange to dissociate the service. In 1948, with the arrival of the streamliners, the cars were painted blue trimmed in white to be compatible with the new streamliners.

About 1948 when they were shopping cars to paint them blue and refurbishing, they came out with the black stripe on the 284 and painted the Class "C" 1587 orange.

Passenger car series 1200 and 260 operated well on low power.

A five car consist required a coach with trolley pole be used to supplement power.

A slide shoe was used on passenger motors pulling trailers.

The conductor was responsible to keep the fire in the coke stove active while en route. Coach cleaners would stock the car with coke and take out the ashes

Five light bulbs were in series on each circuit.

A headlight with two plugs was safe to pick up and handle. A single plug light indicated the frame of the light was the ground.

Clear Vision Window

Another improvement made to both passenger and freight motors in November of 1930, was the "Clear Vision Window". Because the motorman's window was not equipped with features such as windshield wipers or defrosters, a small rectangular "window" was mounted in the center of the motorman front window. This "window", was hinged to open outward, allowing a

"clear vision out", for viewing during inclement weather, which also allowed all of the elements to blow into the cab.

By the late 1940's the window was modernized with the installation of a square section of "Safety Glass" and a manual operated windshield wiper. The glass was modernized with the installation of a square section of safety glass and a "manual" operated windshield wiper (although there were air and electricity near the window). To quote retired motorman Ray Reed, "a man was in a hell of a shape if he had to operate the wiper, look at the timetable, scratch his piles and wind his watch all at one time"!!

Arc Headlight

A disk cover with a center hole was used to cover the arc headlight while operating over city streets to minimize brightness.

Changing trolley pole

If the pole got bent, the motorman had to change it.

A spare pole was stored between the slats of the roof walkway.

The shoe had to line up with the wire, then two bolts were tightened and the rope was changed over to the new pole.

Roof was insulated to prevent electric shock

A sleet cutter was mounted on a dummy pole

If the pole traveled off the end of the trolley wire, the trolley retriever could be taken off of the car and walk the pole over to the feeder wire for power to move back onto trolley wire.

Sleet Cutters

Frost on the trolley wire was as bad as ice. A sleet cutter was mounted over the shoe to clear the wire. The motorman was required to install and remove it.

The Basic Equipment Operation

The Illinois Terminal rostered a unique and distinctive collection of equipment ranging from articulated freight motors to the more common arch-style windows of passenger motors. Although the equipment varied in service and appearance, the same basic electric system was used. The trolley shoe was employed as the power collector due to the more contact surface with the wire. The wheel was used in switching service, as it permitted movement back and forth without snagging on a wire hanger. The power would then pass through a grid of resistor

banks that reduced the 650 volts DC to various levels of voltage. The selected voltage then continued to the motors by means of a relay (contactor) selected by operation of the Motorman's controller, which operated the resistor banks' individual contactors.

The Resistor Grid

Because 650 volts being sent directly to a stopped motor would create an electrical surge, it was necessary to introduce a low voltage to start the motors. By increasing the power level in steps, speed and drawbar pull could be achieved. This was achieved by passing the power through the resistor grid that consisted of banks of resistors, each with a set voltage output. The bank consisted of flat, resistance metal plates that varied in number which (by resistance) converted the power to heat, dissipating it into the air. The more number of plates in a bank, the lower the voltage output. A bank of resistors could only be used for a short duration as the amperage pull could damage the set. At the base of each set of resistor banks was an off-on relay "contactor" connecting power from the bank to the motor. Either one contactor or several could be on at one time, creating different levels of voltage by combining the output from the selected banks.

The Controller-Contactors

The Motorman Controller consisted of an interlocking puzzle of finger type contact switches. When the Controller handle was rotated, each position or "point" activated one or more contactors. On passenger motors, the controller would have approximately five "pulling points", with the power passing through the resistor banks and using a "series" circuit to start the motors. The sixth position was the "running point" which bypassed the resistor grid, and channeled power as a "series" circuit to the motors to pull an extended period of time. When points no. 7, 8 and 9 were used, the power again passed through the resistor banks, entering the motors through a "parallel circuit", obtaining gradual increase in speed. The last point, no. 10, was the "running point" channeling direct power from the trolley wire to the parallel circuit of motors.

The freight motors operated on the same principle, with the addition of the series-parallel circuit, which combined pulling power with speed. To control the sequence of circuits to the motors, the Controller operated a contactor known as the "Interlocker Contactor", which selected the circuit to the motors. Depending on the Controller model, each was equipped with a "dead-man's" feature, which required that either a button located in the controller knob or the controller handle be held down while the controller was in service. If for some reason the dead-man's feature was released, the Motorman had to "crank" the controller back to off, and operate it through the sequence of points. This feature was most useful when a car passed under an insulated joint in the trolley wire, the Motorman would release the control, shutting off the power so as not to "drag an arc" (which would damage the wire and shoe) across the insulated gap.

The Air Equipment

The air compressor (two sets were located on all passenger cars and freight motors) was operated by an electric motor and was used to fill the air reservoirs to operate the brakes, sanders and air signals. Although the 26BL brake was used for freight motors, the M22A automatic brake valve was the standard equipment for all passenger cars. The brake valve was a combination automatic-independent unit that had the following six positions:

Position

1. Running	All brakes released
2. Hold	Lap service for the independent position
3. Independent	Braking for the passenger motor only
4. Lap	Holds the brakes applied after a service reduction, until either a further brake application or release is made.
5. Service Automatic	Makes a gradual reduction of brake pipe pressure to cause a service application of brakes on both the motor and trailing cars
6. Emergency	Gives maximum braking power on both motor and trailing cars in the shortest possible time.

Shunt Field

Used to increase speed.

The field coil was the wire windings surrounding around the motor armature.

A resistance was placed in parallel circuit with the field coil leads wires.

Field Tap

Used to increase speed.

The field coil was the wire windings surrounding around the motor armature.

There was a certain number of windings of the field coil with only part of the windings being used. The field tap activates the remaining coil by flux.

A push button activated it.

Had to wait for the amperage drop to a certain level before it could be activated.

It was removed from the streamliner towards the end when the track was starting to deteriorating.

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EQUIPMENT DATA

REFER TO PAGE 293 FOR FREIGHT CAR ROSTER

BLOOMINGTON BOXCAR

Carried merchandise between Bloomington freight house and Peoria and Springfield freight house.

Was stenciled "FOR BLOOMINGTON MDSE LOADING ONLY. DO NOT LOAD OFF ITCRR. EQUIPPED WITH SPECIAL COUPLERS".

Cars always traveled to and from Bloomington to Mackinaw Junction: Cash Siding, to be picked up or set out by road trains.

The cars were equipped with "gooseneck" (long) drawbars, which were extended from the car body by lifting out a pin and pulling the coupler shaft outward. The pin was then dropped in a hole of the shank to secure the drawbar. The now extended drawbar could negotiate the sharp curves of the Bloomington street trackage.

A standard boxcar could not travel through Bloomington, which required its movement from Decatur to go to Springfield, then on the local to Mackinaw Junction: Cash Siding, to travel back to the west side of Bloomington.

BREAD (EXPRESS) TRAILERS

Mail carried in bread trailers on trains 66-71 Springfield-Danville.

Bread trailers carried Kroger bread baked in St. Louis to Peoria on train 88, return empty on 89. Train 88 came out of St. Louis with two trailers one loaded with bread and the other with express. A conductor was aboard the express trailer wearing overalls and unloading express between Edwardsville and Gillespie where the car was set out. The second trailer of bread would continue onto Peoria. The conductor then changed into his uniform and worked as helper conductor on train 89 which also picked up the empty trailer and returned to St. Louis.

PIGGYBACK SERVICE

Six, 52-foot flatcars were equipped with a trailer hitch, one trailer per car.

The ramp was located at the By-Packers Plant in National City, and later moved to Lang Engine Terminal, Madison.

Superintendent of Motive Power and Equipment Milt Leppert cranked the hitch up to the first trailer on the flatcar.

The Carlinville subway trimmed off the roof of the trailer, which was the demise of the piggyback service. The section crew that day had raised the track up under the subway, replacing the mud with rock.

CABOOSES

REFER TO PAGE 288 FOR CABOOSE ROSTER

Miscellaneous

Was assigned to the job and crew assigned to job. The crew would lay over in the caboose and return the next day on the assigned train with the same caboose. On their rest day, the caboose would stay in terminal until the assigned crew came on duty to the assigned train and caboose. Interdivisional runs was when a crew crossed between two divisions. Because of the mileage variance between divisions a crew member would be assigned a certain run to accumulate mileage that would balance the mileage between the divisions.

Central Springfield-Champaign and Decatur-Bloomington.

Eastern: Champaign-Danville.

Northern: Springfield-Peoria and Mackinaw to Bloomington.

Southern: Springfield-Edwardsville.

Caboosees that were used on extras and non-assigned locals did not have bunks.

Caboosees were deadheaded to Edwardsville to keep a supply on hand for extra trains.

There were four bunks inside the wooden caboosees at one end for the train crew. When they added fireman to the job, a 5TH bunk was added at the opposite end across from the conductor's desk. There were storage cabinets below the copulas, rain coats, bedding, pot and pans were stored here. There was no toilets on the caboosees until they acquired the all-steel 980 series caboose. A bucket would have to be used. The coal stove was used to cook meals on, even in the summer time. There was an ice chest for ice and a small table, two chairs. The coal stove was also used to cook on. The conductor usually did the cooking while en route so they would have a meal on tie up at the lay over terminal. P. E. "Curly" Bauman was noted as a very good cook.

When they added a fireman to the job, he was first sent to a motel until the caboosees were modified with the 5th bunk. Afterward, if a crew member wanted to stay at a hotel, they would have to pay for it themselves.

Danville: Stored on a storage track near power house.

Decatur: Stored near shops.

East Peoria: Stored near scale track and later near engine house.

Edwardsville: Caboose with crew aboard near passenger station in the Oil Track, otherwise near engine track. Some stayed at Marge's Boarding House.

Springfield: Caboose track at Elliot Ave. across from barn and later Cocking Oil Track, next to Clear Lake Avenue. This gave the crew access to the city bus service to go downtown to eat. The New track (south side of yard office) held cabooses for eastward trains.

800 SERIES

The Steam Division caboose 808 was sold to Dick Smith who had it shipped to Taylorville via the C&IM and trucked to a location seven miles west of Arcola. The caboose is now at the Monticello Railway Museum, Monticello, Illinois.

900 SERIES

A prefab bay window was installed on some of the cupola cabooses with cupola removed.

940-950 SERIES

Cabooses 949 and 950 were the first all steel caboose built in Decatur shops

Caboose 949 207-Decatur to Edwardsville-Decatur based crew and caboose 950 206-Edwardsville to Decatur-Edwardsville base crew.

Bunks in end of caboose were for storage of air hoses, knuckles, etc.
Platform cabooses came in service in 1946

980 SERIES

The bay window cabooses (which was part of a New York Central-St. Louis Car Co. order) had a storage box which was to be a battery box for the NYC and for the IT carry rerailers and wrecking blocks.

The 987 was destroyed by fire in the Livingston wreck on the IC in 1969.

The bay window cabooses were added onto a NYC order which were built in Canton, OH. The bay window was considered a poor design as it would hit the conductor in the ribs.

The 990

990 caboose was former passenger motor 249 which was painted orange and converted to a caboose on February 23, 1944 and assigned to the Bloomington line. In 1947 it was converted to a bunk car for the bonding wire gang. The interior was stripped out and a couple of seats installed for use on the Bloomington line due to the tight radius curve.

Tugboats

REFER TO PAGE 287 FOR TUG BOAT ROSTER

Before tug boats, barges were spotted at the dock using ropes and a barge mover to move the barges along with the current.

The IT purchased a tug boat due to increased coal business.

The Jack Jr. was named after Steam Division Superintendent Jack Byrnes and came from McGreggor Island, Dubuque, IA in-1945. Later the Stephen Foster tug boat replaced the Jack Jr.to switch barges around dock.

IT employees operated the tug boat and later a private contractor took over.

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STRUCTURES 156

VARIOUS STRUCTURES

COAL PITS

The coal storage pit was a concrete lined pit used to store coal for the powerhouses at Mackinaw Junction-Cash Siding and Riverton Powerhouse. The pit was loaded during the winter and unloaded during the summer when coal miners went on vacation and supply was limited. The pit was filled with water to prevent the coal catching fire due to spontaneous combustion. The coal went to Decatur, Bloomington and Peoria powerhouses. A trestle over the pit was used to unload the coal and a clam shell loaded the coal from the pit.

WATER TANKS

Federal

Water tank was 50,000 gallon capacity

Troy Jct.

The water tank sat on the south side of the north leg of wye.

In 1930, this water tank was moved, all in one piece, to LeClaire-Edwardsville where it still stand today. Its water source was city water. To move it, it was laid on a flat car and the high switch stands were taken down from Troy Jct. to LeClaire.

Maryville

At one time here was a wooden water tank at Maryville and the water supply was from Maryville Pond.

Bluffs Junction

At Bluffs Junction was a water tank which was a round concrete water tank on legs, using city water.

BRIDGES

SUBWAYS

Miscellaneous

During heavy rains a train had to approach subways at a reduced speed to avoid encountering high water which could short out the traction motors.

Springfield-Iles had a pump house but other locations had drains into a water system.

Maroa

PRR/U S Route 51 subway was prone to flooding.

Springfield-Ilse Pump House

The GM&O (Springfield-Kansas City) crossed overhead.

Isles was a flat area and prone to flooding and had a pump house.

Pump house was to pump rain water out of the subway.

Springfield-IC Subway

Had a grate and drain for subway and a water gauge sign.

BUILDINGS**Peoria: Car Barn**

Had to go around the outside of the barn and enter from the back (south) side.

Equipment was cleaned and turned by barn employees.

Equipment had to back out of the barn either to the station or into the street to travel south.

Springfield: East Belt Yard & Barn

May 1964 purchased 5-bedroom trainman's trailer for East Belt.

INTERLOCKERS**Auburn Tower**

Did not have an operator and C&IM trainman had to line the interlocker.

Springfield-Stockyards

The Springfield Terminal RR had a spur line that went eastward towards Bissell Mine, crossed the IT main which was protected by a trainman operated interlocker.

Springfield-Tansey Tower

B&O Beardstown-Shawneetown line crossed the IT Belt Line and was operated by B&O employees.

This was the only combination substation (lower level) interlocker (upper level) on the IT.

Springfield-CI&W (B&O) Crossing

Was one block south of Clear lake Avenue and operated by a B&O operator. The levermen were replaced with operators who could read Morse code. It would become a train order station with a train order board outside the door track side, where a red flag was hung to indicate train orders.

Was a wooden tower with approximately 55 levers, always lined for the IT due to the heavy volume of traffic. A semaphore signal, operated by rods, was located about 100 feet south of Clear lake Ave.

Controlled the crossing for the Clear Lake & Rochester Traction at Monroe Street to the south. A concrete base is still in place, east side of Wesley Street, north side of driveway (across from Monroe Street) for the rod rollers foundation.

It was closed in the 1930's and torn down and replaced with stop boards.

IT motorman/engineer Ray Reed was about 10 years old and had his own desk and knew how to operate the interlocker. B&O passenger Train 49 got delayed when the operator did not know how to line the levers and they went to get Ray out of (grade) school to line the plant.

PHONE BOOTHS

Were located at each siding.

The phone booth contained the telephone with a knife switch to connect the Dispatcher or Commercial Line. The Dispatcher's line was a "party" line, monitored by the dispatcher. When the phone was not being used, the trainman would announce "Dispatcher" to obtain his attention.

The Commercial line was for conducting other business

A carrier signal was used for a third line for company officials

There was a block of wood attached at the top of the door, that when closed, would push open a knife switch that cut the telephone off line conserving the batteries.

Dry cell batteries were located in each phone booth.

The knife switch would be opened when the door was closed. A wooden block at the top of the door would push the switch open, disconnecting the phone from the line

SIGNS

Milepost

Numbered from St. Louis to Peoria with prefix St. L, Springfield to Danville with prefix S and Decatur to Mackinaw Junction with prefix-B.

The sign was mounted on a pole and the next pole would have the same sign facing the opposite direction

Slow Board

Set at a 45 degree angle, yellow with black lettering SLOW.

Placed at $\frac{3}{4}$ mile in advance of the point of speed restriction.

Speed was designated by special instructions found in the timetable.

Example: There was no distant signal at the Starnes interlocker, but a SLOW board in advance of the home signal. Timetable special instructions dictate 20 MPH speed through the interlocker.

Stop Board

Set at a 90 degree angle painted red with white lettering STOP.

SUBSTATIONS

Miscellaneous

Due to the war traffic substation were added at Haynes, Rents and Fairview.

AC substations were located at Morton, Selbytown and Danvers.

Substation operators worked 12 hour days, 7 days a week.

Power was weak north of Decatur:-only Class" B" was used on the Bloomington line.

The 33,000 volt line was always live, and all substations had knife switches to kill the 33,000 volt power coming into the substation. The center tower substations knife switches were located up in the tower.

There were air-breaks and circuit breakers on each side of the substation and if a tripped circuit breaker occurred, it would indicate from which direction was the source of the problem.

Substations on either side of downed substation would continue to feed the trolley line, but low voltage to a train could cause it to stall if on a hill.

The 33,000 volts AC came into the building and went to the three transformers with various voltage going to a switchboard panel that controlled the rotary converter machines. Disconnect switches were located inside substation and the circuit breakers were oil off/on switches. The rotary converter converted voltage from 650 AC which would not modulate into output of 650 volts DC. The machines were always near windows for blowing copper dust out of the machines.

The rotary converter had two sets of armature-copper rings with slots with 650 volts AC into to the field coil of the rotary and contacts on armature would send 650 volt DC to the trolley. The voltage would drop as the distance increased.

At manual substations the attendant/ticket agent-performed both duties and would be available to start the substation if it shut down due to a heavy pull which would knock out the circuit breaker.

Automatic substations and manual substations were maintained by a maintainer.

The disconnect switch was opened, so the top of the insulators could be cleaned off of copper dust which come from the rotary converters.

The light on the side of substation was on track side and was lit to indicate the substation was on line, and if out, indicated sub was off line/shut down and had to notify the maintainer.

In the 1930's it was changed from 30 to 60 cycle.

An incident occurred when a maintainer was waiting for clearance from the power dispatcher, when he climbed up on top a transformer and arced the 33,000 volts, losing an arm and leg, but still lived.

Charlie Lawson had a two man crew who lived in a bunk car and traveled the system to work on substations. When on territory the assigned line crew would assist them.

The center tower substations were more powerful that automatic substations
The upper tower contained a walkway in area of wall bushing where the 33,000 volt AC lines came into the building.

The transformers had input of 33,000 and would put out 370, 400 or 480 volts according to size of rotary converter.

A set of three transformers were used with one rotary converter

A transformer with an output of 2,300 volts were for city use.

A rotary converter was a combination motor-generator: putting out DC power.

The 33,000 volts entered the building through porcelain wall bushings to the transformer and on the output side to a circuit breaker and to a buss bar. The power went directly to the rotary converter from the buss bar. The power went to the control panel and three circuit breakers: main and two trolley wire feeder lines. If the circuit breaker tripped, then the power from the rotary converter was routed to a resistor to absorb the power surge and prevent damage to the converter.

The rotary converters set in a small pit, and at some locations a second pit was in place for possible addition at a later date.

To start the rotary converter, it was started out at one-half voltage, and then reached speed, a double pole switch would bring it up to full speed.

Had to establish polarity of negative vs. positive using a 4-blade knife switch and a meter, before closing circuit breakers by pressing a button that operated a relay.

An air compressor was in each substation so that the copper dust from the rotary converters could be blown off of the machines and transformers.

A light was mounted on the track side of the substation and when not lit, a passing train was to notify the dispatcher that the substation was shut down.

An operator would sell tickets and restart a rotary converter if it shut down.

A semi-automatic substation circuit breaker would trip if the power demand became too heavy, and reset when the demand decreased.

The 33,000 volt line between Riverton and Decatur did not have an air breaker to kill power to the line. In the event work had to be done, the power was stopped between Riverton and Decatur, shutting down the substations between the two points. However, the substation at Riverton and Decatur could provide enough power to the trolley line to support train movement with Harristown, Illiopolis, Haynes, Buffalo, and Rents substations off line.

If a substation had to be taken off line, then the substation on either side would provide the power. If the power demand was too great then a portable substation was placed at that location.

AC Convert To DC

As an experiment, the lines between Peoria to Springfield and Bloomington were 1,200 volts AC. This required fewer substations and used Morton, Danvers and Lincoln. However, the service was not as efficient as DC power and on July 8, 1909, the current was changed to DC, and four new substations were placed in service at Mindale, Union, Elkhart and Ridgley (Springfield) and equipment at Wyatt (Lincoln) and Morton were and Danvers converted to DC. North of Decatur, two substations were built at Emery, (7.6 miles North of Decatur) and Mackinaw. In 1910, four more new substations were placed in service at Buffalo, Harristown, Bondville, and Fithian.

Portable Substations

Consisted of a half boxcar which contained the rotary converter, control panel and in open area three transformers and a rack of insulators.

Would be used to provide service when a substation was taken down for repair. Hooked up to the 33,000 volt power line.

Portable substations 056 and 057 were owned by the power company and was boxcar red.

Was stored at Decatur Shops when not used.

One portable substation would travel with the system substation maintenance gang.

Alton Substation

Across from Federal Tower Alton.

Was housed in a boxcar setting on the ground. Was a manual substation.

Bement Substation

Was a red brick combination substation-ticket office.

The Transformers were for CILCO.

Caldwell Substation

Had two machines and was rated at 3,800 amps, the most powerful on the system.

Decatur Substation

Was located in a brown brick building in the substation yard of Illinois Power on Broadway Street.

Decatur-Fairview Substation

Was in a metal building.

Georgetown Substation

Located on the north side of Georgetown, it was a red brick building with the transformers setting outside and a garage door was access to the machinery. The substation maintainer lived upstairs and his wife was also an employee of the railroad. Line material was stored near the building and the IL&P line gang and the ITS shared the building. This was the only substation south of Danville.

The Georgetown were originally battery substation. It contained banks of lead-acid batteries that were trickle charged by the trolley line. When there was a power demand of an approaching car, the batteries came on line until the demand for power dropped.

Granite City Sulphur

Yellow brick, 1,000 amp automatic substation.

Hartford Substation

St. Louis & Alton Brick building at Rand Avenue 1,000 amp, automatic.

Monticello Substation

Was about a block east of the ICRR station in a long, narrow red brick building with transformers inside.

Rents Substation

Was a metal building located at a curve.

St. Joseph Substation

There was a wall about four foot high with a wire fence to the ceiling separating the passenger area from the machinery. Bill Cole was the maintainer and ticket agent at the St. Joseph manual substation and lived upstairs. When the substation was retired, he purchased the building.

The St. Joseph substation was originally battery substation. It contained banks of lead-acid batteries that were trickle charged by the trolley line. When there was a power demand of an approaching car, the batteries came on line until the demand for power dropped.

St. Louis-Chambers Street

Location of substation below the elevated line.

Yellow brick, 1,000 amp automatic substation

Wilmert Substation

When retired, the building was moved from the Sugar Creek site to Springfield-East Belt and used as a welder shop.

The double doors faced the south and the rotary converter was moved outside then loaded onto a flatcar by using rollers and a ramp built of bridge timber, and using a cable attached to a truck that pulled it up the ramp. The flat car was setting on the main line when train traffic was light.

POWER HOUSES**Miscellaneous**

1924 Changed 25 cycle to 60 cycle Venice to Staunton.

1930 Changed 25 cycle to 60 cycle Staunton to Springfield.

Bloomington Power House

Bloomington powerhouse was two-phase power and the system was three-phase.

Champaign Power House

Was a small powerhouse and had a rotary converter.

The carbarn was located on Neil Street and the 234 was store there.

Would purchase class "B: 1565 April 10, 1955. Would later be sold to the Illinois Ry Museum, Union, Illinois.

Danville Power House

There were two sizes of rotary converter machines stored; small ones, which could be loaded into a boxcar, but the big ones, such as Danville Power House rated 1,000 watts, could only be dismantled and repaired by sending replacing parts.

Illinois Power maintained the rotary converter at the Danville Power House

Generated power for both the city and railroad and the substation was located inside.
The generators put out 2,500 amps.

The steel smokestack was 250 feet tall and would sway about a foot when the wind blew. A painter named Soul would climb it to paint it, and with the wind blowing, it would cause him to swing back and forth. He had a boatman's chair he hung from the top of the stack. The original stack was of brick, but lightning struck and cracked it, resulting in its replacement. There was a ladder inside the stack which had to be inspected regularly for rust. One guy got killed when the rusted step broke off and he fell inside the stack. During the time that the plant was shut down to replace the stack, the Champaign power house provided the power.

The Danville powerhouse was on 60 cycle.

In 1930, the power was converted to 60 cycle and the Riverton powerhouse at 25 cycle was closed. Danville and Venice would become the source of 33,000 volt power.

Would purchase the Danville class "B" 1566 April 30, 1952.

Peoria Power House

The Power house was capable of 66,000 volts to serve the city

The Peoria powerhouse had 1,800 Amp rotary converter that provided power for the Peoria streetcars. If the powerhouse went down, then Riverton supplemented the power.

Riverton Power House

Was located on the bank of the Sangamon River.

The powerhouse was closed and only used as a substation.

Carbarn was located here and had a connection to the Wabash.

Had a coal pit with coal being loaded during the winter. The coal was used during the summer when coal miners went on vacation and supply was limited. The coal was covered in water to prevent fire caused by spontaneous combustion.

A trestle was used to unload the coal and a clam shell crane loaded the coal from the pit and the cars were taken to Turney Siding for pick up by an eastbound train to take the coal to the Decatur powerhouse.

The Riverton powerhouse supplied 33,000-volt power for the lines north and east of Springfield and Venice provided power south of Springfield at 25 cycle.

In 1930, the power was converted to 60 cycle and the Riverton powerhouse at 25 cycle was closed. Danville and Venice would become the source of 33,000-volt power.

Urbana Power House

Was a small powerhouse with a small rotary converter for the streetcar service which also supplied power for the Kankakee & Urbana Traction Co. The plant also provided steam heat for Urbana

Venice Power House

In 1930, the power was converted to 60 cycle and the Riverton powerhouse at 25 cycle was closed. Danville and Venice would become the source of 33,000 volt power.

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BLOCK SIGNALS

MISCELLANEOUS

Signals were three-color light and normally displayed green. If signal displayed yellow, a train was in the block ahead.

Automatic Block signal system was in place between Jesse (Springfield) to Edwardsville and on the Venice High line.

Signals were at each end of the siding in both directions, and there were no signals though towns as trains were operating at restricted speed.

The signals had numbers stenciled on the side of the signal case according to milepost. Even numbers were north and east bound and odd numbers were south and west bound. A phone booth was located at each signal.

All signals were a positive mandatory stop and if stopped at a red signal, a call was made to the dispatcher and for permission to pass. This was done by use of a train order pad, citing the block signal number (number stenciled on side of signal case) and permission to pass at restricted speed" looking out for a broken rail.

At an interlocker, a plate was mounted on the signal mast displaying the letter "A". This was an absolute signal and could not be passed without a hand signal by the tower operator.

Springfield Inbound-Outbound Main operation extended from passenger station to East Belt Wye and Starnes.

Springfield-Outbound Main

Trains from St. Louis would have to travel around the East Belt Wye to the Outbound Main switch, at which point was a block signal. If the signal was red, then that indicated the Outbound Main was occupied and the train would have to stay in the clear on the wye track. If it was green then the train would continue south on the Outbound Main to enter the station tracks which branched off of the Outbound Main. The timetable schedule would also govern the movement, indicating the time a northbound train was due to pass the East Belt Wye. All trains departed Springfield station on the outbound Main. A signal was located in the area across from the ICRR Avenue Yard office and had to be green to continue to the East Belt Wye. A box with a phone was mounted on the pole near the signal at the East Belt wye

Springfield-Inbound Main

Southbound trains entered the Inbound Main at Starnes and would continue south to a point where the inbound main crossed over to the Outbound Main, north of the passenger station. At this point there was a stop board, where the inbound motorman would look back to the north to observe the northbound signal (across from the IC yard office). If it was green then the arriving train would continue to crossover to the Outbound Main and into the station tracks. If it was red, it indicated that a train was on the Outbound Main approaching this junction point. The inbound train would have to wait for the train to pass before entering the outbound main to enter the station tracks.

After passenger service was discontinued a crossover from Outbound to Inbound Mains and a crossover switch from the Inbound Main to the IC yard track no. 8 was installed south of the East Belt wye switch.

Springfield-Starnes

Signal indication of green over red indicated the route lined for an eastward movement and red over green lined for northward movement.

Normally lined for the route to Decatur.

Horn signal to the tower operator was one long for tower to line the route to Decatur and four short blasts was line for the Peoria route

East Peoria

Between West Washington Street and River Bridge was a double main track operation for streetcar operation which had signal protection at both ends. If there was a green signal at Washington Street, then the train could continue to the yard, but if red, a streetcar was coming.

East Peoria-Illinois River Bridge

Had to make stop before crossing bridge and proceed on hand signal from bridge tender.

CURVE PROTECTION SIGNALS

Miscellaneous

Curve protection signals were used only for curve protection, which was connected for a short distance between the two signals. There were no approach circuits, so there was no indication of track condition.

Curve protect was located between Springfield to Peoria, Springfield to Danville and Decatur to Mackinaw Junction.

A single signal was used for both siding and main line, and if it was red, it indicated a train was in the block, or if green, could either leave the siding or main.

Was only in service between the two signals.

DECATUR-MAKINAW JUNCTION

Mackinaw:

A signal was located on the east side of station.

Price:

North of Price.

Clinton:

A signal was located on north side of IC underpass and north side of Clinton.

SPRINGFIELD-DANVILLE

Springfield-Riverton:

Sangamon Rd- eastbound – Sangamon River Bridge west side of Riverton: Westbound.

Riverton-Harristown

None.

Decatur

Moffet- Eastbound-Torrence: Westbound.

Fairview Park: eastbound-Stephens Creek Bridge: westbound.

Oakland Ave: Eastbound - North side of Wabash underpass at Ice House Curve: Westbound.

Harrison Siding East End- Eastbound - Main Street: Westbound.

SPRINGFIELD-PEORIA

Morton-Henry Siding to East Peoria-West Washington Street.

VARIOUS SIGNALS

Miscellaneous

Crossing signals were activated by a trolley contact in the wire located out a distance from the crossing on each side. When the trolley shoe passed through the brushes of the contactor it activated the signals and when it passed through the second one on the opposite of the crossing, turned off the signals

Springfield-Starnes

The track was always lined for the east and the dummy mast acted as the signal for this route, permitting a train to pass the red semaphore signal, which governed the switch for the northward movement. The tower would have to line the switch for a northward movement and would require a clear signal at the semaphore signal.

DUMMY MASTS

Was a signal with an extended arm which held no signal.

THE "A" ABSOLUTE SIGNAL

At interlockers was a plate mounted on the signal mast displaying the letter "A". This was an absolute signal and could not be passed without a hand signal by the tower operator.

THE "G" SIGNAL

The Grade signal permitted a train to pass a red signal without stopping to either enter the siding or hold the main if a train order specified to do so. This was to prevent stalling on the grade stopping to open the switch. The sign was a yellow disk with the black letter "G" and was affixed to the signal mast.

Moody:

Northbound signal

Davis Siding

Northbound signal

MISCELLANEOUS SIGNAL EQUIPMENT

A mercury tube was mounted on a up and down rocking arm that would make the lights flash at a crossing

Insulated joints were used for block signal operation.

TELEPHONES

Two Lines were like a party line where anyone could hear the conversations.

Commercial for company business

Dispatcher for train movement

At Springfield was 16 phone lines.

2 wires for each line.

One set of wires for dispatcher line and the other for the commercial line.

One set south, north and east of Decatur.

Was carried on power poles parallel to track.

There was a telephone in all substations

Batteries powered the telephone and would be changed on Saturdays by the signal maintainer or as needed. The signal maintainer also maintained telephone lines.

At Springfield was Davis the telephone operator. Two cranks on the phone would ring her up and she would come on line and you would tell her who you wanted and she would connect you with that station. She only worked daylight.

The top cross arm was 33, 000 volt.

Below was a 2,300 volt line for power for signal system. Transformers were used to drop the power down to 110 volt for lighting.

This would create static electricity on the phone line.

The telephone lines were transposed by crossing the wires over each other every five poles. In the case of intense static electricity, every two poles. This would stop the static.

An operator at a switchboard were located at St. Louis, Springfield Peoria, Decatur, Bloomington, Champaign and Danville. At St. Louis was switchboard operator Phebe who would connect the caller with the St. Louis offices.

No. 6 wire was used for the dispatcher's line and no. 9 wire for the commercial line.

A double sided knife switch was used to connect to either the dispatcher line or commercial line. A button had to be pushed and held to talk. A hand crank was used to ring the bells on the line. Each station had a set of telephone bells, and a set number of long-short rings.

Each location had a set number of bells: long and short.

The dispatcher's office had a speaker so the dispatcher could monitor the phone line when someone called his name.

The car distributor would be on the commercial line every morning checking in with each station for car disposition.

An OS'er device at Hamel made a noise on the phone line as the train passed by. The Carlinville Depot Agent would know that Train 200 was by Hamel by the audible signal it made on the phone.

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THE OVERHEAD DEPARTMENT

MISCELLANEOUS

At all industrial spurs was a knife switch to cut the power off to the trolley wire over the spur.

Motorman/engineer Ray Reed stated that he has observed the linemen working in a sleet storm with the trolley wire live, grab hold of it, and you could see the “juice” go down both arms of the raincoat and the back of their necks would turn red like they got burnt. They would yell and holler.

THE LINE GANG

Consisted of three men (used to have 11 men when building the railroad) who put in foundations for signals, dug and installed underground cables and poles, and strung trolley, signal and phone wires. The crew would go to the work site, unload tools and materials, and then take the line car or tower car back to siding if they had to work between trains.

The crew worked ten hour days, six days a week with Sunday off and made \$120 (\$1,815.28 in 2020) a month-salary in 1924. During the Depression, the salary was reduced to \$105 month, and each employee had to take off four days a month to avoid having their job abolished; but still worked the four days and not get paid for it. If you were sick, you were docked. The crew had worked as much as 72 hours straight during a sleet storm, but were not paid overtime, however, if they went into sidings for meets, they would catch a quick nap. They had worked in weather as severe as 26 below zero with snow blowing.

LINE GANG LOCATIONS

Danville

Territory covered from Danville to St. Joseph and south lines to Catlin, Ridge Farm, Grape Creek and Homer.

Champaign

Territory covered from St. Joseph-Champaign-Bement.

Decatur

Territory covered from Bement -Decatur –Illioopolis.

Territory covered from Decatur-Bloomington

Consisted of:

Forman McKinsey

Line man Bill Glover

Grounds man Bill Spearman

Extra Lineman Jack Majors

The gang had a building at North Junction-Decatur and the line car was stored at Decatur Shops. The motorcar and tower car-were kept at North Junction.

Mackinaw (moved from Bloomington).

Territory covered from Peoria to Bloomington.

Territory covered from Peoria to Burt.

Peoria Bloomington crew lived in Mackinaw and line car kept at Peoria.

The east end of the Mackinaw Substation was their office and motorcar and tower car stored there. The line car was kept at East Peoria but seldom used because of the problem waiting on the train crew, although the train crews were called out of East Peoria. The line foreman would decide whether to take the speeder into East Peoria, meet the line car on line, or have the line car brought to Mackinaw and pick up the line crew. If work was to be done in Peoria the speeder was taken to Peoria to use the line car in the Peoria area.

The Line Forman would tell the dispatcher where they wanted to run the motorcar to, and the dispatcher would tell the motorcar where to meet trains and was given train orders.

Lincoln

Territory covered from Elkhart to Burt.

Springfield

Territory covered from Springfield to Elkhart.

Territory covered from Springfield to Illiopolis.

Territory covered from Springfield to Auburn.

Carlinville

Territory covered from Auburn to Staunton.

Edwardsville

Territory covered from Staunton to Granite City.

Granite City

Territory covered from Granite City to St. Louis and used a truck.

LINE CAR 1700-1707

The line car was used every day until about 1934-35 when the tower car was built.

The line car was used at night and a hand-held drop cord light was used.

The line car was used to do trolley wire work, heavy repair work, or set poles. The trolley wire is energized when we work on it. If it is storming and the roof is wet the crew would use rubber gloves. Sometimes with rain and high humidity a lineman could feel the electricity, but would get use to it.

The crew had to get on top before raising it. The standard height of the trolley wire was 16' 6", but the table could go higher. There was a plank, which was chained and bolted to the top of the line car to work on the pole.

A block and tackle with a crank (later a motor) was used to raise and lower the platform table on the roof and could be raised up about 15-20 feet to work on the trolley wire, span wire and accessories such as insulators or trolley hangers. The wooden platform-table would accumulate ice and salt was used to keep from slipping. The platform-table would eventually get saturated with salt and then wet and the salt would conduct electricity of which the crew would feel the power while working on the live trolley wire. High tension insulators were placed on each corner of the table as the trolley pole base secured to the roof was the source of power during wet weather. The lineman would get use to working around this high voltage.

A board was secured to the platform-table which slid outward for the purpose of the lineman to work on span wire insulators as sometimes kids would shoot the porcelain insulator. If the pull off wire (between the pole and span wire) came in contact with the span wire, it would burn the wire in half due to going to ground as the pull off wire was part of the wire that secured the pole with a ground anchor.

The boxes in the front of the car were for sanding the rail. On the inside on both sides were bins for all components of line work and spools of trolley wire:

½ mile 3/0 wire

1 mile 4/0 wire

LINE CAR LOCATIONS

1700-Danville

Territory covered from Danville to St. Joseph.

Territory covered from Danville to Catlin and Ridge Farm.

Territory covered from Ogden to Homer.

Territory covered from Danville to the Pea Vine (city streetcar Grape Creek line)

1701-Champaign

Territory covered from St. Joseph-Champaign-Bement.

1702-Decatur

Territory covered from Bement -Decatur –Illio polis.

Territory covered from Decatur-Randolph.

1703-Springfield

Territory covered from Springfield to Elkhart.

Territory covered from Springfield to Illio polis.

Territory covered from Springfield to Auburn.

1704-Peoria

Territory covered from Peoria to Randolph.

Territory covered from Peoria to Burt.

Peoria Bloomington crew lived in Mackinaw and line car kept at Peoria.

1705-Staunton:

Two gangs took care of the Litchfield line and main line.

Territory covered from Staunton to Granite City and Litchfield.

1706-Edwardsville

Territory covered from Staunton to Granite City.

1707-Granite City

Territory covered from Granite City to Alton.

Granite City

Line Truck-

SUBSTATION MAINTAINERS & GANGS

Were IT employees but paid for by Power Company.

Once a month had to read the DC meters at grain elevators or location where the DC power was provided.

System Substation Maintenance Gang

June 1946: Was getting the property back into shape after the war due to heavy use with minimal maintenance. The gang traveled around the system to hook up a portable substation so that a substation could be taken out of service for overhaul. Due to the wear on the rotary converters in substations, they were worn down and in need of repair.

The portable substation was taken to the substation to be taken off line for the overhaul of the rotary converter, and after being placed back into service, the portable substation was taken to the next location.

The system gang was based in Decatur and stayed in the bunk car and consisted of:-Working Forman-worked with crew

Lineman- work on the pole, had a rope attached to him that he would use to pull up equipment with and took care of everything on the pole.

Ground man-stayed on the ground and would attach material to the rope for the lineman to hoist up took care of everything on the ground.

The bunk car was a former parlor car converted to bunk car which had the interior stripped out with a table and six chairs/bench to sit on.

The smoker section was converted to a kitchen with a stove, refrigerator and lights from the trolley wire. There was four beds in one end. It had a shower which a hose was connected to a water faucet if parked close to a building. The crew took turns cooking, and during the evening would loaf around or read a book. They worked Monday through Friday and go home Friday afternoon.

Overhaul Procedure

The portable substation and bunk car did not usually travel together and the local substation maintainer would tell the crew where to spot the portable substation.

The crew started work on Monday morning 7 AM and ended at 3:30 PM, which included 20 minutes for lunch. The foreman would have the orders for the day's work.

The portable substation was connected to the 33,000 volt line using "hot sticks", which was a wooden rod used to clamp the wire from the portable sub to the live 33,000 volt AC line. By turning the handle of the stick it would clamp onto the line. The line then went to a transformer which knocked the power down to 2300 volts AC, then to the rotary converter which changed the power to 650 volt DC. A line was secured to the trolley wire feeder line. The air breakers would be open at the substation to prevent power being fed back into the downed substation.

With the substation disconnected, the rotary converter was taken apart to replace the carbon brushes, clean the machine, replace any worn parts, worn insulation, and paint it.

The oil in the transformers was checked or replace, because the transformer would get overheated and break down the oil used for cooling. The transformer insulators were cleaned of copper dust particles created by the rotary converter. This would create a condition called

“spilling over” or an “insulator leaking” when the copper particles would cause the power to “arc” and cause interference on the telephone lines. It would take about a week to complete the project.

THE BOND WIRE GANG

Was a welding gang that did nothing but weld bond wires.

Its office was at Cash Siding and Joe Davis was the foreman who had one helper. His territory extended from Mackinaw Junction to Heyworth and Peoria to Lincoln.

The welder was on a push car (pulled by a motorcar) and looked like a bunch of wire cages housing resistor banks that had various voltages for welding. The power was obtained from a stinger pole (14 foot wooden pole with a hook one end) to hang on the trolley wire and a 24 foot power line with a sleeve plug on the other end. If a motorman seen a broken bond wire sticking up, he would report it.

THE SIGNAL GANG

Bunk car and tool car no. 099 assigned to crew
 Worked six days a week
 Three man crew
 Maintained block and crossing signals and telephones.

THE TRACK WALKER

“Tony the Walker” walked the entire railroad, inspecting pole wires and looking for broken insulators. He would also would ride the front end of a train to do his inspection, or ride with personnel with a motorcar and would inspect the north end of the railroad about twice a year.

POWER DISPATCHERS

The power dispatchers controlled the power lines owned by Illinois Power (with the exception of the trolley and signal lines) for the entire system, and in 1924 two dispatchers were located in Decatur. One dispatcher controlled Decatur to Riverton and Bloomington to Danville. The other dispatcher controlled Springfield to St. Louis, Springfield Riverton to Peoria and Peoria to Bloomington and were in charge of the 33,000 volt lines only. They would grant permission to open the air-breaks on the 33,000 volt lines outside the substation. Substations and trolley lines were not under their control and could be taken down without their involvement and the railroad’s commercial line was used to dispatch on.

Substation attendants had to call in every hour at night to confirm they were awake. If they went to sleep and the rotary converter went idle, it would be damaged if a power surge started it again.

WELDERS

The welders welded bond wires and any cable that attached to the rail (particularly in signal territory) and both welders and bonders were the same and didn't come under the maintenance of way department until later years. In addition to the welder was a helper who handled the pole stinger (a 14 foot pole with a hook to hang on the trolley wire and 24 foot cable with a sleeve plug on its end) and operated the switch to turn the welding machine on and off, and to change welding rods. The welders were located at Danville, Decatur, Springfield, Mackinaw and Staunton.

The welding machine had big coils of wire covered with what looked like chicken wire baskets to prevent touching the heating units. It was powered from the 650 volt trolley wire and would get close to 100 degrees. There was an on/off switch on the stinger pole to turn off the power to change the welding rod. The welder was mounted on a push car and was parked that night near where they were working.

POLE STINGER

Was a 16 foot wooden pole with a hook on one end attached to a 24 foot cable with a sleeve plug on the end. It was used to hang on the trolley wire to furnish power either to the track welder or lights for a caboose or coach: six 100 watt bulbs in series circuit.

TOWER CAR

The tower car was built in Decatur shops about 1934-35 and was pulled behind a motor car and used for minor, routine repairs and to string signal and phone lines. It was used for general work during daytime and especially when working in streets.

The tower car was heavier than a motorcar as it carried quite a bit of tools and supplies. A skid/turntable was used to set it to set on and off the rail and had pull out handles. The tower car could be lifted off the rail with three men on the back end and one on front. The car was run onto a turntable that sat on the rail, raised off of the rail and the turntable turned to set it off on a setoff track. The man in front would hang off of the tower, acting as a counterweight.

If the tower car tipped over, a block and tackle was used to pull it back up, either tied to a telephone pole or a span wire to lift it up. If it went down the side of the bank, then a passing freight train was used to pull it up. An incident occurred when passing through the ICRR subway east of North Junction-Decatur with the tower raised which hit the subway, rolling it over and damaging it. It was loaded on two push cars and taken back to Decatur shops to be rebuilt where the shop foreman said, "next time you wreck it, wreck it so we can build a new one."

A set of block and tackle pulleys were used at the bottom and top center of the car with ½ inch diameter cables to raise a platform which sat on beams. The hand rails were hinged to fold

down, and a wooden plank was used to reach the pole. If the pole could not be reached, then it would have to be climbed. The plank was a board of 2½" x 12" and 12 foot in length. It slid out from the center and a drop down pin locked it in place and an upside down U shape clamp held the board on the table, with blocks on the end of the board to prevent it from sliding out of bracket. The lineman would hold onto the span wire as the board was springy to walk on towards the pole, to replace broken insulators. The damaged insulator was reported by a track walker or a passing motorman. The replacement also included the 33,000 volt insulator setting on the top cross arm. The damage could be caused by hunters or lightning strike.

A 16-foot ladder was mounted on both sections of the tower frame, the inside ladder was stationary and the outside ladder was mounted to the side of the table. A chain was used to anchor the tower car from tipping over while working on the opposite side of the car on the extended board.

TROLLEY WIRE

A reel held 500 feet of wire which had a life span of 8-10 years.

The 3/0 wire would stretch when spliced with 4/0 wire, creating bad spots, which would snap, especially in cold weather. Figure "8" trolley wire was shaped like a figure "8" and was used only on the Catlin line as an experiment. It would wear better than grooved wire, which was used on the main line. When it was taken down there was hardly any wear on the bottom. In the summer time the wire would expand and result in slack, but the wire was held firm in the hanger causing to wear more at that point. The trolley hanger had a copper clip that fit in the groove of the trolley wire, which had to be hammered into the groove. Cork-screw iron clamps were used to secure to wire.

If a wire broke and hit the rail, it would kneel the trolley from that point back to the next feeder tap. The kneeling would take the temperament out of the wire rendering it useless when it turned red hot.

6/0 trolley wire was the heaviest wire used.

WIRE HANGERS AND MAST ARM SUPPORTS

The Insulated bell hanger screwed inside the hanger ear and was beat into the groove in the wire. The hanger had insulation in the center to keep from energizing the span wire and was used Danville south and west to Champaign.

Mast arm support was mounted on poles spaced 100 feet apart.

Poles were Cedar and Black Jack.

CATENARY

Steel wire carried the copper trolley wire.

The catenary hanger was also energized by the trolley wire.

Catenary hangers were used with a backbone support-messenger wire.

Was used on main line between Peoria and St. Louis for high speed traffic, was a stiff wire as a span wire would sag.

Catenary was used between:
Champaign-Decatur-Springfield.
Main Line –Peoria to St. Louis.

STRINGING TROLLEY WIRE

To string new trolley wire, it would be tied to one side on a pole and then the line car moved to run the reel out, tying the new wire onto poles as it went, using the old wire, still in place, for power to run the line car. When the car got to the end of the wire, a hoist was placed on the end of the new wire to hold it in place and the car then started backing up. As backing up, the new wire replace the old wire at the hanger and the old wire was pulled over to one side while it was still hot using a rope, and tied to the pole. Once the car returned to the opposite end, the old wire was spliced with the new wire and the old wire (now dead) was cut in 100-foot lengths and picked up.

SETTING POLES

A block and tackle was used to set the pole or replace a pole due to derailment, ice storm or decay. A pole that was 30 or 40 foot in length would be lifted up on one end and placed on a push car and the other end on a second push car. If it was bigger a block and tackle was attached to the line car and lifted the pole onto the push cars or at North Junction (Decatur) rolled it off of a storage rack onto the push cars which would be pulled by the motorcar. The old pole was used to hold the block and tackle to set the new pole in the hole adjacent to the old pole.

The “Banjo” (pole) shovels; were used to dig holes to set poles and were carried on the side of the line car. They were 10-12 foot in length.

A 30-foot pole required a 4-foot hole in 30-inch diameter.

A 50 foot-pole required a 10-foot hole and would take two hours to dig.

Several bites would be taken as dirt would stick to shovel and sand was more difficult as the hole kept caving in. A 30-gallon barrel, with the bottom cut out, was driven down as the hole was dug, but quick sand was as bad. In the area of East Peoria, the sand was a dry quicksand rather than wet. The barrel would stay in place to hold back the sand from caving in.

If while digging and a rock was hit, they would have to start over. Mackinaw had blue clay soil which was very difficult to dig in, and usually below it was rock. Frozen ground was hard to dig in, and a split bore which had a blade on it was used to reach frost line.

The yards and shops at East Peoria was built on a city dump and below it was dry quicksand. When the railroad was being built they had crews setting the poles the same way in early 1900's.

HANDLING A BROKEN TROLLEY WIRE

A tool with a rope was used to pick up the live trolley wire off of the ground and tie it off on a pole. If the wire had hit the rail, it would weld to the rail and pair of bolt cutters was used to cut it loose.

Linemen would have to work on the live trolley wire during a sleet storm to fix a broken wire using a tool to crimp a splice on each end of the wire. A hoist was used to pull the wire together tight to put a splicer on it. The top of the wire had a groove on each side which slipped into the splicer on top of the trolley wire, and the pins on top of the splicer were driven into the wire.

WORKING ON AN ENERGIZED WIRE

Each power line was assigned a number and a request was made to the power dispatcher for a specific wire number be dead at a certain time. To check a wire to determine if it was "hot", a long handle shovel touched the wire and if a crackle sound could be heard, it was not dead.

A ground chain had a rope attached to one end and the rope was thrown over the wire and the chain pulled up onto the wire. The other end of the chain was secured to the rail, which was grounded. If the wire was still live, it would literally explode and knock out the breaker at Decatur. An example of the power involved was demonstrated one time when the ground chain was thrown over the wire, and on contact, the dirt the chain was laying on turned into a rock. This was a standard procedure to protect from accidental electric shock.

THE 33,000 VOLT LINE

To work on the 33,000 volt line, the power dispatcher had to be notified.

Air breaks were opened to de-energize the wire.

A hot stick with a ground wire attached was attached to the line, turning the handle which clamped to the wire.

The wire would still hold an electrical charge that discharged to the ground.

FEEDER WIRES

On straight, level tracks two feeder wires were used and three feeder wires used on hills.

The feeder taps (wire between feeder wire and trolley wire) were connected to the wires at the same location and the taps were located every ten poles (1000 feet) for 4/0 gauge wire or every five poles (500 feet) for 3/0 gauge wire.

Due to the strength of voltage; south of Springfield taps were every ten poles, and east of Springfield every five poles.

The feeder wire was not insulated wire.

St. Louis: Chambers Street to Station were underground insulated feeders and still in place today.

From a substation, two lines went out in each direction.

When power source was strong, such as Danville power house-with 1,000 watt converter, only one wire was used.

The Champaign power house had one feeder wire east and two wires west.

“J” shaped brackets carried the insulators for feeders

RELAYS

The Vane Relay

Was in a round glass jar and had two large coils with a metal vane between the two coils, which moved up and down when the coils were activated. Normal position was down and when energized raised up.

THE TRACK CIRCUIT

An air transformer, which has variable voltage, sits in a pedestal relay case next to the track, and have one volt AC going to the rail. It is positive on one rail and negative on the other, and continuing energized a track relay, which in concert with other relays controls signal indication. When a set of wheels cross into the "circuit", it causes a direct short, or "shunt" effectively stopping the flow of power to the track relay, which causes the relay to de-energize and the relay to drop down. This is also a safety feature in the case of a power failure. When the relay "drops" the circuit changes to the bottom level contacts to active relays to display the most restrictive indication.

BOND WIRES

The most common used bond wire was 4/0 Ohio Brass and was brazed on using an electric welder. A stinger pole was used to tap the trolley wire 650 volts DC to power the welder, which was mounted on a push car and had "bird cages," which were air cooled welders coils for different levels of plug in power. The bond wire was clamped to rail and the steel shoulder, with two cables, was welded in place. An acetylene torch would also be used.

The Banded bond wire had a round pug with copper-ribbon bands, and was driven into a hole on the side of the rail with a sledge hammer. The bond wire was placed under angle bar to protect from theft and damage and to be removed to check if it was broken. A loose rail joint would also create a problem.

The Caldwell bonds were a light gauge wire used for signal purposes

The Squealer was a machine that was clamped to the rail that held the bond wire to the rail. A powder bronze/copper mix was poured into two holes and the powder was lit, making a loud squealing noise. It was used for only a short time.

A meter was used to test bonds and were subsequently mark if needed replaced.

Loose or missing bonds could cause the electricity to go to ground, which would cause electrolysis, and in turn caused underground water pipes and cables to corrode , while returning back to the power house.

The Bonding gang did nothing but weld bond wires and Harry Westfahl was the foreman.

TROLLEY PAN

A trolley pan was located in the trolley wire above the rail switch frog. It had a moveable guide which was connected to the switch throw rod. When the switch was thrown it would move the trolley wire guide, of which the trolley pole would follow.

KITE KNOCKERS

A wire hanger that would out of alignment (twisted), due to a bolt securing the wire hanger would come loose, would cause the trolley pole to get knocked off of the trolley wire.

IMPEDANCE BONDS

An impedance bond was placed between the ties at an insulated joint with wires attached to the rails on each side of the insulated joint. This permitted the DC current to pass through, but blocked the AC current, which was used to create a define circuit for block signal use.

Was a transformer like device placed between the rails at the site of insulated joints. It was designed to let the negative side DC (trolley wire was positive) 650 volt pass through on both sides of the insulated joint, but stop the 1.5 volt AC power to pass between the insulated joints. This would create a circuit between the sites of two impedance bonds/insulated joints.

SECTION INSULATORS

Section insulators were located at substations, which were a break in the trolley wire, with power being fed to both sides of the break. This permitted the substation circuit breaker to kill the power to one side or the other to isolate the wire to be repaired or in case of emergency, wrecks, etc. A sign hung next to it.

TROLLEY CONTACTORS

Nashen contactors were in the wire and used to activate/deactivate crossing flashers. There were two sets of trolley contactors, one set at the entrance point to activate the crossing signals and the other set at the exit point. The contactor had a set of brushes, mounted on both sides of the inside. The trolley shoe acted as bridge, passing power from one side of brushes, (through the shoe) to the opposite side set of brushes, completing the electric circuit to activate the crossing signals. The first contactor was used to turn off the signals and the next to activate the signals. On the exit side, the first set of contactors was to turn on the signals and the next was to turn off the signals.

To control a power switch, when the shoe passed through the contactor, the controller was shut down, which in turn stopped the power demand for amperage. Without this power pull for amperage, the coil could not be energized to pull the plunger that in turn, moved the switch

point. If the controller was set on a point or more, the power pull of amperage would go to the coils which could now pull the plunger.

ELECTRIC EYE

Although the block signals were activated by a track circuit, the crossing flashers were activated by a Nashen trolley contactor, which were mounted in the trolley wire. With the arrival of the diesels and subsequent use on the electric Division, an electric eye (photo-cell) was mounted above the trolley wire at the same location and a headlight mounted on the roof of the diesel. As the diesel passed under the photo cell, the light would activate and turn off the crossing flashers. Because light reflected off of the roof of streamliners and activated the electric eye, a coating was applied to eliminate the reflection.

ELECTRIC SWITCHES

The switch machine was mounted in a box and consisted of two coils, about a foot in diameter and 18 inches length, with a plunger in the middle, and located in middle of the track. Using power by the locomotive controller, it would activate the trolley contactor, which activated the coils, pulling the plunger one way or the other. The problem was when it rained, water would run down the street along the rail into the box getting the coils soaked and short out. The crew would then have to throw it by hand and had a large nut that slid down to lock it in place. Some were spring equipped, permitting a car to run through it and it would spring back.

In Danville a power switch was located on the main line near the jail to the Ridge Farm line, in Main Street to go around the curve to station, and on Walnut Street to turn west to Champaign. At South Town the switch routed either to Ridge farm or Catlin. At Springfield, the East Belt Wye. Trolley contactors were located at these locations.

OIL CIRCUIT SWITCHES

Protected the equipment from lightning strikes and short circuits.

Were semi-automatic.

Would reset automatically two times, if tripped the third time, required manual reset.

An alarm would sound in the Power Dispatchers office.

PERSONNEL

Miscellaneous

Tom Boyd was a track walker that patrolled the high tension line, system wide, inspecting insulators. The line gang would change out defective insulators. He would ride a train to a certain point then start walking to make his inspections. He had a fear of open ties on bridges and could not walk across.

Mike Connors was the ITS Superintendent in Danville and was hard to work for as he would fire an employee one day and hire them back the next day to break up their seniority. He was kicked in the head by a mule, when they had mule cars, and afterwards was made a superintendent, although he could not read or write. The mules pulled the city cars of the Danville Street Railway and Light until the ITS bought the company and he was a motorman on a summer car.

Shorty Harris had a shop in Springfield behind the passenger station in a tin building on the east side, where he would rewind transformers and related equipment.

John Randall was substation attendant at Fithian, had gone across the road to get his mail, and when he turn back around, he stepped in front of a car killing him. His wife continued the duties for the next couple of years.

Lineman Bill Spearman's dad, two uncles and a half-brother helped built the line from Danville to Ollivette, using a horse and wagon as a line car. The track was laid first and a wagon was pulled over track to string trolley wire. It was also used to build the Danville streetcar lines. When Bill was 7 or 8 years old he would go the Danville carbarn to polish the brass on the business car railing and the porter named Sam would feed him. Mr. McKinley would complement him on a job well done. Bill's dad was a close friend of Mr. McKinley.

The Danville carbarn always had Class "A" 1551 ready for George Murphy who stated that the motor could pull more than the others. He could pull eight cars out from Grays Mine. He was considered a wild motorman.

Champaign signal maintainer Cecil Phillips had an old mule named Jack.

John Swearingen, Line Foreman, fell off of bridge over Vermilion River 90 feet and broke his pelvis.

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M of W DEPARTMENT

MISCELLANEOUS

Road was mostly cinder ballast which was easy to maintain and work in, but would deteriorate quickly, causing constant maintenance.

Every siding switch had a phone booth.

At every ½ mile was a motorcar set off.

Rail and ties were stockpiled at various locations.

Thirty ties on a push car could be replaced in one day and the old ties taken back.

The B&B department checked the clearances at subways and the M of W department maintained the track at the required level.

To break a rail, a track chisel was used to etch the rail at point to be snapped. The etched mark on the base and head of rail was struck with the rail being propped up by using a lining bar to pressing upward against the rail.

After the 40 hour week was introduced in 1949, deferred maintenance began and the track started to go downhill after that.

Required to go to the MO PAC hospital St. Louis to take a physical for employment.

RATE OF PAY 1966

\$1.91 an hour for labor

\$2.11 as a driver

Pay days were 10 or 11 days and checks averaged about \$111.00

Comparable to a coal mine: \$4.62 ½ per hour.

SECTION GANGS

Consist of foreman and 4 labors, but in the winter would only have two laborers.

Territory was seven to eight miles length.

During WWII gangs worked ten hour days, seven days a week.

In October 1949 went to a 40 hour week, but also cut out every other section gang and renumbered gangs.

EXTRA SECTION GANGS

Would work the entire system and used for special projects, such as resurface major stretches of track.

The extra gang would be created as needed and laid off when not needed.

LABORS

Did the manual work and operated track machinery.

FOREMAN

A foreman maintained a separate seniority roster, but kept their rights as a labor.

The position were bid on as advertised (posted) and the management would determine if the candidate was qualified and had 30 days to prove themselves. The Roadmaster would check on the candidate to evaluate how well they were doing by how well their crew handled assignments. The foreman always stayed with his crew and would occasionally help, and the only time the crew was out of sight was if foreman went to the phone. He was responsible to handle the payroll and material used reports every day and did a monthly report which had to balance each month.

The lead man was an Assistants Foreman and had the oldest seniority.

ROADMASTERr

The Springfield office was responsible for Trackage north to Peoria, east to Danville and south to Troy Road, Edwardsville. Carl spencer was the Roadmaster.

The Edwardsville office covered the Steam Division and the electric line from Edwardsville to St. Louis. Dutch Okerfell was the Roadmaster.

This was a no- union position and a company truck and gas was furnished.

The Roadmaster would ride passenger trains to inspect track and check how well the train rode and would watch to see where the men were and if they were in their proper places. When a train passed the foreman was on one side and crew on the other to inspect the passing train.

Responsibilities

The crew reported to the M of W building at 7 AM to go on duty. The foreman called the Roadmaster to tell him what he was going to do and where they would be at or the Roadmaster would override the schedule for other pressing duties. The foreman would then obtain a lineup from the dispatcher of arrival times figured on extra trains as timecard trains were not

discussed. The foreman would only listen and not write down the trains. He would in turn advise the dispatcher of where they would be working.

The Lead man would fuel and grease the motorcar in preparation for a trip, loading the tools on a trailer, with lining bars on one side, shovels and picks on other side. A bolster sat on the track for the turntable which had two runner ramp rails which were used to turn the motorcar from setoff track to the main track. The foreman operated the motorcar.

The main responsibility was track maintenance and an inspection of the track. The crew would look for bad ties, tighten joint bolts, maintain insulated joints, and look for low joints while traveling to a work site. An experienced foreman could spot a low joint and a level board was used to check the cross level of track. The crew would work one direction one day and the opposite the next.

Because the work was done under traffic, travel time was taken into consideration as to getting to the work site and the motorcar parked on a set-off before the first scheduled or extra train was due through. To change a rail would require the foreman to check with the dispatcher to find out if he had enough time, and if it was bad enough, have the dispatcher hold the train(s) and a flagman was placed out at one mile to hold the main line, and the dispatcher would put out a train order to that effect. When changing ties, the track had to be made safe at all times, by taking out a couple of ties at a time.

In the winter a snow plow would be used to clear the track. Also the track could not be worked on as it would freeze in the ground and was hard to work on, and the rail would snap if an attempt was made to raise it. Given these conditions brush was cut fence line to fence line using s skurfing hoe. During the spring a cye was used to cut weeds and a weed burner would be burned off. In June the weeds and brush would be cut shoulder to shoulder on the right of way at crossings approaches. Once a week the switchstand lanterns pots had to be filled with kerosene, the wicks trimmed level across the top to burn clean, so as to not cause it to smoke and the lenses cleaned.

TYPICAL WORKING CONDITIONS OF THE CARLINVILLE GANG

Would start at 7 AM sharp and work consisted of either major projects or general maintenance work, returning to the tool shed at 3:30 PM.

The foreman would go to the depot to check on the lineup for trains while the laborers loaded tools, and filled an Igloo Aluminum water cooler with a block of ice and water and put it on the truck.

At 7:05AM the crew would leave going either north or south and used the truck almost every day and the motorcar on Friday. The motorcar was used to patrol the main looking for kick

outs: rail buckling due to heat. If work was south or in the hollow, the motorcar was used as there was no real point of access to the trackage.

If the crew worked north the truck was used as there were several crossings. The crew would ride in the “dog house” on the bed of the stake truck which was nothing more than a plywood shelter with windows on each side. It was very hot to ride in the summer with no ventilation and it was considered a break, as if you were riding, you weren’t swinging a spike maul. It was brutal work as there was no breaks given on the section. If it was hot, you could stop to get a drink of water, using the little paper cups and take a salt tablet due to the heavy perspiration.

On arriving at the work site, the truck was parked at the crossing and the crew would walk into the work site, which was usually less than ¼ mile, carrying their tools. The crew would work non-stop, with no breaks until 11AM, and stop 30 minutes for lunch. The crew members usually carried a lunch pail and ate at the work site, sometimes just sitting on the ball of the rail to eat. On occasion a tree could be found to sit under, but usually there was no shade. During lunch it would always be the same conversation as the day before. If it was lightning, thunder and a downpour, they would go back and sit in the doghouse or continue to work if it was only a light rain. The Forman would not work but stand around and supervise. The section men were in their 50’s and 60’s and did this every day. At night, all the jacks, tools, picks, shovels and lining bars were placed inside the shed and loaded back on the truck the next day.

MOTORCARS

REFER TO PAGE 331 FOR MOTORCAR ROSTER

The motorcar shed was added on with arrival of motorcars along with one push car.

The first motorcars had only a windshield and were painted orange, and later the box cab was added. Later they were painted blue and white striped.

First motorcars only had a windshield painted orange.

WEEDBURNER

There were four burners, two in the center and one adjustable on each side with all of them covered with a hood.

Diesel or kerosene was used.

On occasion a fire would get out of control burning adjacent fields, with the motorcar follow behind to put out fires. In later years spraying weeds replaced burning.

WEEDMOWER

Had two sickle bars and a motorcar pulled the weed mower, which was painted yellow.

TRACK DRILL

Had a crank on each side and required two men to turn the handles.

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STATIONS

MISCELLANEOUS

Allentown

December 27, 1969 enter P&PU yards

Located at Clyde siding (became no. 1 track) opened September 17, 1975 and closed on June 7, 1982.

Trackage: IT Main, No. 1, no. 2 and no. 3 tracks and Secondary (PRR) Main.

Secondary Line acquired April 1, 1976.

Clerk at Allentown would copy IT order to run between Allentown and North Lincoln and IC order from North Lincoln to Mt. Pulaski.

Alton

Had a ticket agent at Station

Station had main line and two storage tracks, used for express trailer and extra equipment.

The River Track was a storage track at the Alton Depot held six cars and the Spur track could hold a steam engine and two coaches.

During high water, a steam locomotive was used to pull St. L & A cars from Alton depot to Federal on the A&E main to a boxcar where a ticket agent set up office.

One time the station was flooded up to its eaves and the agent was moved to Ridge Street and the old freight house served as a temporary depot.

Route: October 1936 abandoned old main line.

From Lincoln Douglas square to Cut Street, then on private right of way parallel the NYC to Wood River. The A&E main line was then used between Wood River and the CP&StL Depot in Alton.

Benld

Was the site of the C&NW and L&M interchange connection and both used the same yard. Trains 203 and 200 would set out cars at the connection.

Bloomington

At the power house was a class "A" and the Bloomington Local would leave their train in the street and board the "goat" to swap out the empties for loads of coal.

A class "B" was stationed at the Bloomington freight house.

A small amount of interchange was made with the IC at Dean (south side of Bloomington) but the interchange with the P&E was made at Mackinaw.

The local would switch the Tick Co. junk yard located on the south side of Bloomington.

Bluffs

In the summer of 1948, there was 58 mud slides onto the tracks due to a lot of rain. For almost a month the line was out of service and had to use the highway bus and trucks for the rail traffic.

The floods of 1943-1944 and July 1947 closed the line leaving debris, driftwood, and mud.

The main line ran against the bluffs, and when the highway was built, was built next to the main line. It ran on the edge of river bank except at Lock Haven where you swung into town.

In the early days a locomotive crew swore that the locomotive was attacked by the Piasa Bird (half bird/half dragon) and was not wanting to make the run again.

Bridge Junction A&E

Bridge Junction was located 1.5 miles south of Merchant Junction (CP Junction) and was controlled by an IT operator. At this point the A&E main crossed the NKP, TRRA, Wabash and NYC. There was a small shanty for the operator who also handled a puzzle switch in front of the building. The A&E main continued southward .8 mile to terminate at Front Street, East St. Louis and the freight house.

The operator at Bridge Junction controlled the movement between Bridge Junction and Madison.

Buffalo

If no passenger were on observed standing on the platform and the conductor did not ring three bells to indicate passenger were to get off, the car would sail past the station without stopping.

There was an agent on duty to handle baggage and express and sold tickets.

The train was left on the west edge of town and the merchandise box car was taken to the station for unloading. Fusses were laid in the middle of U S Rt. 36 so as to not get run over while carrying merchandise across the highway

Buffalo-Ennis Siding: (east side of Buffalo) Loads of fertilizer were set out here.

Buffalo-Sangamon County Poor farm

Located two miles east of Buffalo.

Was a place for destitute people to live in. Later renamed Hanson and had a 17 car siding.

Buffalo-Scully Siding

Was a double ended siding .8 mile west of Buffalo and east this point, the track curved to a point that it would line up with U S Route 36. The headlight of eastbound train would appear to be coming right at a westbound vehicle.

Caldwell

Was a single siding and with the arrival of the diesels, a second siding was built on the north side.

Carbon Hill

Carbon Hill mine was over the hill towards the river, down in the cut.

Located on the north side of Tilton where General Motors was located.

The spur ran off of the Catlin line, over the hill, down near the river.

Four or five cars at a time would be pulled out of the coal mine for the Danville power house.

Champaign

Sleeper car was parked on spur between station and Inman Hotel

Champaign- Staley's

Switches were normal lined for movement from IT to IC mains.

Block signal had to have a green and lunar light to proceed

Chautauqua

Location of summer resorts.

Chemical

Vinegar and renders plants were switched by the night LeClaire (Edwardsville) switch engine.

Clifton Terrace

The C P St L ran excursions trains here and had a spur which held several passenger coaches.

Clinton

A split derail protected the IC crossing and the conductor had to hold it while the train passed over it. The derail was spring loaded to return to derail position when handle was released.

The freight conductor would have to walk up to the derail and hold it while the train passed over it, then catch the caboose after it cleared.

Clinton-Salt Fork

A passenger car could run fast up the hill with the help of the Clinton substation, but a freight train would struggle.

Danville

The Ellsworth Park Bridge originally had automobiles go across it and a dam below it. The bridge got tore out when three cars of coal got loose, and the first car derailed and rolled over and the following two cars rammed into the light-weight bridge, knocking it off of its foundation. The new piles were driven with the old bridge still laying in the river bed.

Westbound grade: 0.1 mile-6.4% Eastbound Grade 0.2 mile-2.73%

Western Brick plant made paving bricks and the no. 3 plant at Grape Creek made the yellow brick for the ITS.

The Big 4 crossing interlocker was controlled by the Big-4 yard office.

Motor express cars handled milk and no refrigerator cars came to Danville.

The scenery car had to be walked around the sharp curve at the Ridge Farm line switch-Danville, because its overhang would hit the water tank owned by IP&L.

A water pumping station was located at the mainline-Ridge Farm switch on the river bank and a water storage tank for the powerhouse boilers were located at this switch.

Leaving Danville on the south line, it crossed the bridge and at the end of the bridge was Southtown. At this point the track became a double main between 4th and 7th streets.

Approximately 20 feet south of the south switch was the switch for the Catlin line. The Ridge

Farm and Catlin cars met on the double main. The north end was a spring switch lined for the west track (southbound) and at the south end the spring switch was lined for northbound moves on the east track.

The Catlin line switch was operated by a power switch. The controller was given one point and the switch would line for the Catlin line, and because it was a spring switch, it could be run through on the northbound trip.

A building located on the west side near the Catlin switch was used as a scale house for IP & L coal dug at Tilton, using a clam shell. The IT gave that ground to Blackburn College but kept the rights to dig the coal and wouldn't sell some of the land to General Motors.

A pump house was located on the Vermilion River and water tanks were located next to the Ridge Farm Line switch at the main line, to store water for the boilers of the power plant.

The engines were stored in the yard track of the DeLand Lumber Co.

A brick company house located over the backside of the hill from the carbarn was for the porters that worked on the parlor cars.

Danville: Car Barn

Was owned by IP&L and had a small four track yard in Danville.

Dawson

Had a wooden shelter and was a flag stop.

Was a spur that went westward into the Dawson Mine.

Decatur

There were two company houses in Decatur across from Canfield Lucas Lumber Company. They were purchased when they needed the land to build the subway. Lineman Bill Spearman lived in one house and John Miers lived in the other.

Trainmasters office was in small building adjacent to Shop foundry building

The former main line between the Decatur Shops and Woodford Street adjacent to Garfield Avenue was called the Running Track and was used to test locomotives. During the war, the ordnance train would lay over on this track.

The former Reclamation Building was used as storage for the B&B Dept and Mechanical Dept.

Decatur-Belt

At Marietta Street was a wye track for turning cars from Peoria to return to Peoria and the switches were spring switches.

At King Street the IC crossed the IT main, protected by a crash gate with a red light.

At the station was a double main with a spring switch at both ends.

Bundy Spur was on the north side of the station and used for passenger car storage.

Harrison Siding was north of Grand Avenue and used by westbound trains that had to double out of the subway at Polar Ice.

Block signals were for curve protection.

K of P, and later renamed S of J, was a passenger stop.

Broadway Street (M L King Dr.) had a wye in the street, where the local backed out of the yard and went around to travel north on Broadway Street.

Decatur-Fairview Park

There was a short spur in park where junk from the Decatur Shops was dumped.

The Fairview substation was a steel building.

Decatur-Ice House Curve

Eastbound, a freight train would “run as fast as you could turn a wheel” if it were too heavy to make it up the grade on the north side of the Wabash underpass, as the 10 MPH speed board was ignored.

Decatur-North Junction

Cars from the Bloomington Line would have to stay in the clear if the westbound signal at Water Street was red. There was a phone booth at this location.

Train orders for the local freight were issued all the way to Cash Siding.

The Bloomington Local would back out of the yard to Broadway Street, then back south on the wye to head north.

The Bloomington passenger conductor would have to line switch back for the Belt Line and rang two bells to proceed.

Decatur Shops

Had a brass foundry on the east end of the shops and a foundry on west end of the building to make wheel bearings, door knobs and handles.

Decatur-Torrence Siding

The north side was the interchange track with the Wabash, where set out or pickups were made. The south side siding was for meeting trains.

At this point inbound locals would call the dispatcher to obtain an order to either meet trains here or continue to Decatur Storeroom yards. At the Ice House Curve (located at Van Dyke Street and the Wabash underpass) the motor was “crank it up” to make it up to the top of the hill where the passenger station was or otherwise would have to double the hill using Harrison Siding.

Once the ore was set out in the Wabash connection by the Springfield to Decatur ore train, it would return back to Springfield with cabooses only.

Decatur Yards

No. 6 track was always left open as the running track of the yard.

East Peoria-Farm Creek Yards

Caboose track, Oil (Texaco) Track, scale track, 2 or 3 tracks went through and the rest were stub ended tracks.

At the P&PU Connection was the connection track to the P&PU, Long Track (siding) and main line. The Long track was used to meet passenger trains.

East St. Louis

Turntable at East St Louis T&E turned by hand

Edwardsville-LeClaire

LeClaire yard was used by both steam and electric for interchange.

LeClaire yard engine handles delivering merchandise to Edwardsville.

If traffic was heavy out of Edwardsville, extras would be called.

Elsah

Long passing track.

Federal

A crossover was in service between the T&E main to the A&E main to the Lead Works Lead. This was how the Lead Works and the power Plant at Alton were accessed.

2, 7 8, 11: Small engines would be assigned switch lead works and glass works, sharp curves had pony trucks.

Forsyth

Rail joints were across from each other "square joints" causing car to buck and the rail was 90 pound north of Forsyth.

Georgetown

The depot had a bandstand on top of the roof and was accessible by a stairway inside. The ticket office was painted green and there was a platform inside the station on each side of the track.

Girard-Bowman Siding

Located .8 mile north of Girard was a long siding for diesel trains to meet.

Glover

At one time there was a gang of 15 men to trans-load merchandise from ITS cars to C&EI cars between two tracks at a freight house. It was located alongside the ITS main line and could unload five or six cars of merchandise at a time. It was closed before 1924.

There was an ITS elevator that trans-loaded grain from ITS cars to steam road boxcars.

A C&EI ticket office was located across from the interlocker tower where the C&EI agent also sold IT tickets. Old man Ray was ticket agent and died from a locked bowel and Rusty was the tower operator for 50 years.

Grafton

Illinois Powder Mfg. Co. (The powder works) received cars of acid, soda ash to make explosives. The Apple Shed shipped Calhoun County apples. The Boat Works built boats and barges.

A hand powered turntable turned one engine.

Lou Folzer was agent at Grafton and a section labor would clean the station and help load the express before going onto the section gang that day.

Great River Road did not exist at the time, from Alton, Illinois Route 100 had feeder roads to small towns between Alton and Grafton.

Granite City

Prairie Rooster-Eastern where the A&E crossed the IT electric line on the south end of Sulphur yards.

Granite City-Hewitt

Location where the main line continued down Washington Street to the station or entered the Granite City Belt Line. A power switch was at this location.

Granite City-Sulphur Junction

Location where cars either entered 21st Street to the Granite City station or straight to the Granite City Belt line station. An electric switch governed the movement.

Harristown

West of Harristown was a steep downhill grade.

Harristown- Fraser Siding

Location of the Shell Oil plant.

Hillery

The P&E tower was the yard office.

Homer

Had an arched doorway at station.

Hop Hollow

Loaded sand from a sand pile and held 37 cars.

Used to be a quarry

This was a passenger stop and passengers would flag down the railbus.

Spring Cave-provided spring water.

Illio polis

Had a station agent.

Two elevators, coal and team tracks were switched.

The crossing flashers were removed and stop boards installed at Dye Road when trains began operating over the Wabash.

Illiopolis-Haynes

A crossover was built across U S Route 36 to the Wabash, crossed the Wabash main to connect to Wabash siding called Stiff Leg. Permission had to be obtained from Wabash dispatcher to cross the Wabash main.

No. 61 (Diesel-Electric) was used at this location and had to make a run at the grade going up to the Wabash main.

Illiopolis-Ordinance Plant

Ordinance plant built for WW II.

Ordinance passenger main extended from Kent Siding (east of Lanesville) to Dye Road Illiopolis and only ordinance trains operated on this main.

At Dye Road was a crossover to the Wabash with two tracks with trolley wire for set out and pick up.

During construction of plant, rock was shoved into plant using no. 61 (diesel-Electric) past the end of the trolley wire.

Lanesville

Had a stub track to hold 5 cars

Had a wooden depot south side of track, west side of county road.

A portable substation was parked there until the substation at Haynes was built.

Set out empties at the grain elevator.

Lilly

Had a shelter.

Lincoln

GM&O Ticket agent sold both IT and GM&O tickets and the IT paid a certain amount of the agents wages.

The patron would have to specify what railroad he wanted to use.

The ticket agent would call an announcement for loading.

The GM&O Athol tower was fascinating, with the lanterns, the levers and a certain smell of cigars, kerosene, oil and steel.

Lincoln Sand & Gravel RR

The interlocker tower at the Lincoln sand & Gravel was operated by a Mr. Petijohn, whom was about 90 years old, and was a LS&G employee. Because the interlocker had to have an employee inside when it was being used, he was there to avoid the sand train from stalling on the grade having to stop to line the interlocker with a train crew member.

He worked eight hours, sometime longer than that in summer, and until the last run at 6 PM.

The LS&G had three steam engines and an old Lincoln streetcar, which was pulled up to Kickapoo Street early in the morning to load workers. It was called the commuter train to haul them to the facility. It stopped close to the IC freight depot and wait about a half hour before departure. It came in on their on track that ran between the IT and C&A main and stop south of the ICRR South Lincoln Havana Line tower and connected with the IC and C&A.

They had several miles of track counting several side tracks.

The LS&G would take up to 50 cars to the IC.

The C&A would bring in a local and the LS&G would connect onto the C&A cars.

The IT had a connection track, which could hold about 20 cars, on the south side of the LS&G interlocker tower near the old power plant

Lock Haven

This was the junction where a wye branched off a line to Springfield.

A coal chute and water tank was located in the middle of the wye.

The water tank was moved to McKinley junction by cutting the tank in four sections and the legs put on flat cars in early 1930's, and set up across from yard office.

At one time talked about building coal dock here

IT Steam Division Superintendent W. McOwen set a former St. Louis & Alton car at this location to use as a summer house.

Mackinaw

The substation was built to power the Herberger Hill.

Signal Maintainer was located in the Mackinaw Depot.

Mackinaw Junction

A two story tower was built here: lower for passenger's waiting room and the upper was the dispatcher's office.

All trains had to stop and register their train at the phone booth with the dispatcher account this was the junction of two divisions.

Mackinaw Junction- Cash

Was a three track yard and at one time had a car inspector.

Although it was a three-track yard, the tracks were short and meets not held there, as Clyde Siding (1.6 miles north of Cash) was used for train meets.

The Bloomington Local at one time had a motor that ran between Cash and Bloomington and Decatur and Bloomington, but later would combine into one local.

The coal pit was loaded during the winter and used during spring and summer. They had an electric crane with a clam shell to load in drop bottom gondolas. It was abandoned about the time the power company was separated from the railroad.

Location of bonding crew, section crew and the bridge gang.

Mackinaw Junction- P&E Connection

There was a split-rail derail on the steep grade going to the connection.

At the mainline switch was an indication box. If the light was lit, the main line switch could be opened. If it was out, it meant a train was in the block. It was taken out at the end of passenger service when the block signal system was retired account of the increased problems of delays due to red signals.

Southbound trains would pick up cars at the connection, northbound would set out.

Trains setting out had to leave their train north of the north Cash Siding Switch and after picking up, the cut of cars had to be run around at Cash Siding and then shoved back onto the train.

Cars could only be pulled from the west end as the trolley wire did not go back that far.

Madison

The Madison office was located in the IC ticket office, situated under the McCambridge viaduct. This was the most southern point of trackage controlled by the C&NW and the starting point southward towards Bridge Junction of IT controlled trackage. From this point northward .7 mile was the C&NW (former Litchfield & Madison) yards to L&M Junction.

L&M Junction was located at the north end of the C&NW yards and was the point where the A&E main entered the C&NW main. The switch was always lined for the C&NW. The IT had to notify the C&NW yardmaster to obtain permission to operate over the .7 mile of C&NW main, or siding track to reach Madison.

At Madison were two tracks on the east side of the C&NW main which were the interchange tracks for both the ICRR and C&NW.

The Illinois Central operated over the C&NW main from Glen Carbon to Madison and on the A&E from Madison to Bridge Junction.

Maroa

Passenger were unloaded in the street.

Station was a wooden building.

Highway U S 51 crossed three tracks northbound but none southbound-in Ripley's Believe it or Not.

At the PRR subway, southbound cars had to slow down to cross northbound lane due to limited vision blocked by the subway wall. Motorman had to be sure there were no vehicles approaching this blind crossing-because of the possibly of meeting a semi-truck head on.

Mechanicsburg

The elevator was spotted with 6 to 8 cars.

The empty boxcars and a boxcar of merchandise was shoved back to the elevator. The loads were set over to the old main and the empties spotted in the elevator track. The merchandise would be unloaded at the elevator.

Merchant Junction (CP Junction) A&E

Merchant Junction (CP Junction) was located at the intersection of the A&E main and T&E main of the Steam Division, just south of the IT Highline Bridge. At this location, the A&E crossed the TRRA mains, and south of this point had a connection track between the A&E and T&E mains.

Between Merchant Junction and Madison was the New Yard, consisting of three tracks.

Between Merchant Junction and Old Ben Road was no. 3 Siding, and Old Ben Road and the Southern crossing was no. 2 Siding.

Between St. Clair Avenue and Bridge Junction was the no. 1 Siding and Back Track, which was also the interchange tracks for the IC.

Merchant Junction (CP Junction) T&E

Located at the east end of the Venice High line, the T&E steam main (which was paralleling the IT passenger mains to Lang) turned southwestward descending down from the "Hill" on the "Cinder Hole" track and crossed the TRRA main at Merchant Junction. At this point a track connected to the A&E main as the mainline continued south. Between this point and Old Ben Road was No 45 on the east, and no. 46 on the west side of the T&E main. These were the interchange tracks with the TRRA. South of Old Ben road the T&E crossed the Southern and an eastward spur crossed the TRRA main to interchange with the Southern. On the north side of St. Claire Avenue the East St. Louis Junction Railroad was crossed and the T&E main turned eastward towards National City yards and roundhouse.

Niantic

Stop was made to pick up or let off passengers.

Milmine

A grocery store sold tickets.

Mindale

Name was derived by Minier to the east and Hopedale to the west

Mindale Hump

Was .3 mile north of Mindale substation crossed over Ill Rt 122 and GM&O Jack Line (Bloomington-Jacksonville).

A southbound train with heavy tonnage would have to double the hill as they were coming up out of the Little Mackinaw River bottoms. Northbound was no problem

Morton

With the city track abandoned, the PRR main was operated over from the south to the north side of Morton.

Interchange was with the ATSF.

Norman's Landing

Flag stop for the railbus and was a landing for boats and barges.

Peoria

The freight house had three tracks.

The trainman's room was in the basement of the Peoria station and that is where train orders were obtained.

Train crews had to take the passenger equipment to the station.

Possum Trot

Was 5.6 miles west of Danville and was a bridge over the Middle Fork Vermilion River.

Steep Grades: Westbound 0.5 mile-4% Eastbound 0.6 mile-2.73%

Price-Siding

Located 2.1 miles south of Bloomington and was a 10 car siding.

A crew swap was made between Peoria and Decatur passenger crews after making a 1 ½ round trip. Oldest men on the division were on these runs and was a well-paid job.

Peoria crew: W. M. Bill Simmons: motorman Frank Bewrgschneider conductor

Decatur crew A. H. Morris motorman W. F. Walter Meara conductor

Reihls

Railbus stop

Rents

Located One mile south of Dawson. Had a metal building substation.

Riverton

Site of a powerhouse on the banks of Sangamon River. 7th Street was a stop.

Eastbound was a steep grade up to 7th Street. The old power house was used as a storeroom for substation and signal material.

Riverton-Hessar Siding

Located two miles east of Riverton.

Was a stub end siding holding three cars with the switch at the west end.

Dinker Coal Co. located here and had a dirt ramp up to siding where trucks would back up the ramp to dump coal into railcars. The mine was located across the highway.

The coal was for the Macon County Hospital-Decatur.

Riverton-Turney Siding

Located on the east side of Riverton, held 38 cars and was located just west of the U S Route 36 subway.

The east switch was on west side of the Rt. 36 overpass.

The siding was used for doubling the hill out of Riverton.

Roxana

The Shell plant was switched by the NYC for several years before the IT took over.

Sawyerville

Was a station stop at a shelter on the road to Sawyerville.

Seymour

A grocery store sold tickets.

Springfield

The IC Avenue Tower operator would issue orders for Train 203 to run between Springfield and Mont.

Springfield-East Belt

Was a six track yard.

Springfield- Illinois Power & Light Spur

Located on South Wesley

Spur was still place but switch was taken out by 1945.

Springfield-Ilse Pump House

The GM&O crossed overhead.

Pump house was to pump rain water out of the subway.

Springfield-J&A Connection

Was a two-track yard located on the north side of Starnes Tower and was the interchange point for the Wabash and Springfield Terminal R. R.

The Jones & Adams mine served by the STRR was located north of Sangamon Ave. later known as the Peerless Mine

Springfield-Jess

The former passenger main line to downtown connected at the Belt line to continue north to cross the Wabash at WITS Tower. After this route was abandoned it was changed to a 35-45 car spur between the Wabash and Belt Line and renamed the West Grand Team Track.

At this point the Jess Bridge went over the top of the GM&O main.

Springfield-Millers Siding

Held about 38 cars and was on the east side of Starnes.

In the early days the passenger trains would pass the west side of the substation and travel south down Terminal Ave. to Sangamon Avenue and then west to 9th street, and south to the downtown station.

All freights went on the east side of the station to East Belt Yards.

When trains started running over the belt line, the line was discontinued.

Springfield-Ridgley Siding

The Springfield Terminal Railroad crossed the IT main in the area of the Springfield Stock yards with a branch line that went east to Bissell Mine and was controlled by a trainman operated interlocker, which was closed after WW II.

North of Starnes, was lengthened so 100-car trains 200 and 203 could meet as there were no long sidings north of Lincoln.

Springfield Starnes

Located on the north side of Springfield, was an interlocker tower controlled by the ICRR for Wabash and IT crossing. At this point, the line went north and east.

Staunton

Passenger station was a two-story building: station lower level, upper level, dispatcher and Superintendent Office. A six-stall carbarn was for the Staunton-Hillsboro cars. The belt line was the electrified Wabash Mine spur from the IT mainline on the west and the Hillsboro line on the east.

St. Louis

Broadway Street station was the only stop made on the St. Louis elevated.

St. Louis Station

On inbound main track, had a pot signal and if red it could be passed, but if it was green, it could not be passed as traffic was moving towards you.

Would stop clear off a crosswalk going upstairs, next to the elevator.

There was a track for the bridge cars/St. Louis & Alton to come in on.

Tilton

The Danville Car Co was the only industry on the branch line.

Wayside Coal Co. on the north side of Tilton

A Wabash spur crossed the Tilton line on the west side of Tilton that went north to a factory that made fire brick.

Mr. McKinley owned the property where the general Motors plant now sets. It was also the location of the Danville Car. Co.

Troy

Was location of a coal mine.

Troy Junction

Steel ties filled with concrete at Troy junction was bolted to 80 pound rail for dumping ashes. At Troy Junction was the Lower Yard eight tracks and a wye.

Urbana

Had a stop board at Main Street before entering Wabash Main and also crossed the Wabash main to reach the Urbana Power house.

Venice

In 1930 the Broadway Street viaduct was built over the TRRA Madison yard lead. Prior to that, the conductor had to walk out in the middle of the track to flag the crossing.

Venice Junction

Located on the east end of the McKinley Bridge where the line either continued straight to enter the high line or curved down the vehicle ramp to Venice.

A power switch was located at this location.

Wapella

Had a yellow brick station.

Wentworth

Located 4.6 miles east of Springfield, had a subway under the Wabash main to permit travel to the IT shelter from the convent and St. James Trade School.

This was located .5 mile east of Blacks, which was the Bissel Road which connected to U S Route 36.

Wood River

Standard Oil-Wood River: Standard Oil job

Worked 6 days a week

On duty at 6:30 AM and 2:30 PM

During WWII there were 2 daylight, 2 afternoon and one midnight jobs. Oil trains ran from McKinley Junction to Wood River refinery 3 times a week and operated five switch engines during this time.

IT Junction-Wood River was a crossover from the T&E to the A&E main line.

The station was a wooden structure had a waiting room in the center and a ticket office on one end and a storage room for the M Of W.

The freight agent handled the billing for the Wood River industrial area.

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WRECKS

MISCELLANEOUS

Since the beginning of railroading in America, there have been derailments, collisions and related disasters. The cause can range from the most common of human error to defective equipment and natural disasters. For the Illinois Traction System up to and including its successor company, Illinois Terminal Railroad, this was as well a fact. To minimize the human error in the beginning, special instructions of a timetable and diligent common sense gave direction to avoid a mishap. As the railroad expanded in size of operation and distance, a rule book was established. When the worst collision occurred on October 4, 1910, with the loss of 37 lives, block signals were installed. Even with this well maintained system of protection, failure would occur, resulting in the loss of seven lives in 1925. Better methods of dispatching and operations would minimize the loss of lives in years to come, but even into the diesel age, derailments would be tantamount in scope of cost. The following is a highlight of the major disasters that the railroad would endure through the course of its history.

Due to the GP-7's being out of the service, and without the SW1200's, it would have been a case of very insufficient road power.

Alton

1950: St. Louis & Alton late night train collided with a steam train in the double crossovers at the Lead works-Federal.

Edwardsville

GP-7 1604 ran into a string of ore or coal cars at Edwardsville and was sent back to EMD as totaled.

Granite City

A SW1200, pulling a string of auto racks rolled over on a washout on the A&E near Rt 66 in Granite City.

Madison

1950: St. Louis & Alton Train 25 cars 103-104 collided with a semi-truck at Macambridge on Edwardsville Road. 103 hit truck midway killing the motorman.

Nameoki

1930: St. Louis & Alton car traveled around a sharp curve at high speed and rolled. Brake failure.

P&E Connection-Mackinaw Junction

Pinky Bryant was working as head brakeman on train 203, picking up cars off of the P&E connection. He was standing on top of a tank car, shoving back to his train setting on the main at Cash Siding when he struck the PRR subway, getting knocked off the tank car. An ambulance took him to hospital, where he passed away

Springfield-Drain Tile

At the ICRR underpass on Belt Line on December 25, 1967.

Staunton

At Wall Siding, Staunton, three GP-7's were rolled on their side in a derailment. The 1600, 1601, and 1602 were coupled together and two 1200's were trailing, with one sitting sideways. Ed Clutter was the engineer on Train 203.

MAJOR WRECKS

Danville August 6, 1905 6:40 PM 1 Fatality 12 Injured

Eastbound local No. 26 had made a safety stop at the Big 4 (New York Central) crossing and was proceeding south on the descending grade in Ellsworth Park, crossing the North Fork of Vermilion River picking up speed. Due to the wet rail, braking was ineffective to slow the car down to negotiate the curve to the east. At this point the car rolled onto the west side of the right of way bank. A passenger who was standing on the back platform was the lone fatality. Excessive speed was the cause of the accident. An interlocker was installed and controlled from the Big -4-yard office.

Hamel Siding July 14, 1906 9:00 AM 2 Fatality 18 Injured

Hamel Siding, 3.2 miles north of Edwardsville was the site for southbound Limited no.5 (corn belt car "Missouri") to meet northbound local no. 8, car 222, at 9:00 AM. However, the local failed to arrive in time to get clear in the siding to meet the southbound limited and collided head-on south of the siding in a curve. It was reported that the Limited was traveling at 50 MPH at time of impact. Failure for a second class train to be in the clear at the meeting point of a first class train was cause of collision. "Missouri" would become office car 233 and car 222 was scrapped.

Black (Riverton) August 27, 1906 9:15 PM 1 fatality 4 Injured

Local no. 34, consisting of motor 226 was traveling eastbound, in a reverse curve on a hill, approximately 1 ½ miles west of Riverton. At this time, the pole came off of the wire and the car stopped, now in total darkness. The Corn Belt Car "Illinois", which had completed a run from East St. Louis to Springfield, was following the local, en route to the Riverton carbarns for servicing. It was at this time that the "Illinois" ran into the back of the darkened local. It is noted that it was reported that the rear marker oil lights were not lit, contributing to the accident. Car

226 would be retired in 1933 and the "Illinois" would be rebuilt into motor 259 in 1910 and destroyed in a head-on collision at Delong on May 31, 1928.

Goats Hollow (Carlinville) November 8, 1907 N/A 42 Fatalities (Goats)

Approximately 3.5 miles south of Carlinville, in the Macoupin Creek valley, a work train struck a herd of goats resulting in the death of 42 goats, and derailling class "A" no. 103, one car of rail, and two flat cars of track material. Since that time this area has been known as Goat's Hollow.

Staunton June 8, 1908 3:00 PM 1 Fatality 6 Injured

Southbound Corn Belt Limited "Champaign" (later became the "Bloomington" then no. 270) had made a safety stop at the crossing of the Wabash Mine Spur #14, located on the north side of Staunton. The motorman observed a Wabash engine in the easterly distance, but did not see the coal cars that were rolling towards the crossing. The motorman thinking the crossing was clear, proceeded across at which time the gondola of coal struck the middle of the Champaign, rolling it onto its side. Cause of collision was failure of motorman to ascertain crossing was clear.

Loveless (Carlinville) May 20, 1910 3:05 AM 2 Fatalities 1 Injury

Train no. 24, the Springfield Limited Sleeper, was traveling northbound approaching the meeting point of Loveless Siding (6.2 miles south of Carlinville). This train consisting of motorized sleeper "Springfield" (formerly named "Theodore") was traveling at 2 MPH and approximately 80 feet from the siding switch when the motorman observed the express motor no. 1059 approaching at a high rate of speed. The motorman then put his car in reverse and backed up approximately 50 yards before impact occurred. The sleeper was pushed back about 500 feet and telescoped into the trailer that it was pulling.

Both the conductor and motorman jumped to safety.

The express motor and two express trailers were destroyed along with the "Springfield" and trailer when the trolley wire fell onto the cars setting all the equipment on fire. One express trailer contained whiskey, which only further fueled the fire. The motorman and conductor of the express train perished in the collision and the brakeman was injured. The 5 sleeping car passengers were not injured. Cause of the wreck was the express crew was either asleep or not familiar with the territory, The unidentified trailer would be rebuilt and placed back in service.

Wall Siding (Staunton) October 4, 1910 3:37 PM 38 Fatalities 30 Injured

Deemed the worst passenger train wreck in the history of the railroad when local/US Express no. 14, motor 238, was to take siding at Wall (.8 mile north of Staunton) and meet Limited, 2nd second section no. 73, motor 239. However, train 14 failed to take siding and continued north for approximately 1 ½ miles (near Dickerson Crossing) when train 2nd section 73 came into view, in a curve, at approximately 1,200 feet distance. The motorman of 2nd section 73 placed his car in reverse and jumped and on impact car 238 telescoped half way through car 239. Both cars

were traveling at 35 MPH at time of impact. All 37 fatalities occurred on the southbound 2nd section 73 with passengers returning from the Illinois State Fair and passengers destined to the St. Louis Vail Prophet. Cars 238 and 239 were retired in 1933.

Springfield January 16, 1916 3:10 PM 10 Injuries

The Danville to Springfield Limited, no. 75, was operating over the Springfield Street Railway trackage approaching the Illinois Central crossing. The train made a safety stop as the conductor prepared to flag the crossing. However, the motorman failed to wait for the conductor to protect the crossing when he started moving the train across IC Main. At this time the northbound Illinois Central passenger train "Daylight Special" came around the curve when the engineer observed the ITS train on the crossing. He placed the steam locomotive in emergency braking and reverse. Traveling at a speed of 25 MPH, the steam locomotive struck the center of the parlor car, knocking the car 40 feet into the clear and the ICRR steam locomotive no. 1136, derailed and traveled 50 feet and rolled onto its side. The steam crew rode the engine to a stop and ten parlor car passengers were injured. It is noted that the parlor car train was running 15 minutes late. The parlor car was rebuilt and placed back in service.

Mooney Creek (Edwardsville) October 26, 1916 7:15 PM 1 Fatality 16 Injuries

Local, no. 37, with motor 237, was traveling south at approximately 45 to 50 MPH, when the car derailed 75 feet north of East Mooney Branch Creek (1 mile north of Edwardsville) The car rode on the ties until it reached the bridge where the front of the car swerved over and struck the south concrete bridge abutment. The car then rolled off of the bridge landing in the creek. During this derailment, the trolley wire came in contact with the car, setting it on fire, which was destroyed. Cause of the derailment was spikes were removed which allowed the rail to spread.

Davis Siding (Carlinville) March 20, 1925 1:05 PM 7 Fatalities N/A Injuries

Line car 1513 was working north from Gillespie to Carlinville, repairing extensive signal and communication wire damage due to a severe sleet storm on December 18, 1924. Due to this condition, the block signal system was not functioning in this area. The conductor of the line car had made the determination that the line car would meet Limited no. 95 at Davis Siding which was scheduled to pass at 1:49 PM. However he overlooked that local no. 7, which had not yet passed, was due at Davis at 12:44 PM. The line car continued working north at a speed of 43 to 46 MPH when it approached Youngs Bridge (on the south side of Davis Siding) and observed the approaching train in a curve, approximately 600 feet ahead. The line car was placed in emergency, but front platform telescoped into car 250 about 25 feet. Train no. 7, which was running 15 minutes late, was almost stopped when the collision occurred. Car 250 was destroyed.

Nameoki Siding November 2, 1925 3 Fatalities

Collision between St. Louis & Alton trains 7 and 8, which were to meet at Mitchell. Two motorman and one conductor deceased.

Delong Siding

(15.2 miles west of Danville) May 31, 1928 5:01 PM 7 Fatalities 15 Injuries

Limited train no. 74 with car 271 was traveling eastbound at a speed between 25 to 40 MPH, with instructions to enter the Delong Siding. As procedure, the motorman sounded one long

blast of the whistle when the car was approximately 2,000 feet from the siding. In turn, the conductor pulled on the bell cord inside the car to acknowledge the motorman's signal of the approaching siding and subsequent meet with westbound Limited no. 77. Shortly the conductor realized that the car was not slowing down and looked thru the front window to see the approaching train. He then pulled the emergency brake cord, but was too late to stop as the car traveled 750 east of the east Delong Siding switch before impact with the westbound limited no. 77. Motor 259 was traveling at a speed of 15-18 MPH, when the under frame of car 271 overrode the floor of car 259, telescoping into the car a distance of 25 feet. Car 259, the former "Illinois" corn belt car (was involved in a prior head on collision August 27, 1906) was destroyed. Car 271 was retired in 1952. It is noted this would be the last head-on collision involving fatalities.

Griggs (Lincoln) January 12, 1938 4:45 AM 8 Injuries

Sleeping car train no. 88, "The Owl" was northbound, traveling in a heavy fog approaching Griggs Siding (4.2miles south of Lincoln). A southbound freight, operating as an extra, was in the process of entering the siding when the head-on collision occurred. The platform of the class "C" was shoved completely under the body of the freight motor, and the front of the 280 class passenger motor was extensively damaged. The impact of the collision caused sleeper "Springfield" to collide with the passenger motor that was towing it. All equipment was rebuilt and placed back into service.

Granite City May 20, 1943 11:35 AM 9 Fatalities 16 Injuries

Train no. 91, "The Limited" with motor 283 was traveling southbound at a speed of 55 MPH, approaching the Nameoki Road crossing, on the east side of Granite City. At this time a Nameoki Transit bus drove around stopped cars at the crossing and pulled onto the track in front of the oncoming train. The train struck the right side of the bus and carried it 700 feet down to track before stopping. The fatalities and injured were all confined to the bus. Car 283 was retired in 1956.

East Peoria February 3, 1944 7:45 AM 6 Injuries

Southbound "The Limited" train no. 91, motor 278, stopped at the P&PU/NKP crossing in East Peoria at the same time that a Nickel Plate Road passenger train arrived. Unfortunately, both the motorman and engineer were under the false impression that they had the right of way to make the crossing first and simultaneously started moving to the crossing. The Nickel plate steam locomotive no. 157 arrived at the crossing diamond first and the no. 91 failed to stop in time, resulting in the couple of motor 278 puncturing the tender of the steam locomotive. Now secured to the moving tender, car 278 started to roll over towards the Camp Creek but came to rest at a 45 degree angle, resting against a power pole. Car 278 was retired in 1954.

Madison October 25, 1945 3:30 PM 4 Fatalities 10 Injuries

St. Louis & Alton train no. 58, consisting of motor 103 and trailer 101, were traveling a 20 MPH, approaching Edwardsville Road, in Madison. At this time a Roadway Express Company semi-tractor and trailer drove in front of the approaching train. The tractor was tore away from the trailer and dragged 25 feet and car 103 came to a stop 60 feet from point of impact. Car 103 was retired in 1953.

Alton (Lead Works) February 21, 1946 10:35 PM 15 Injuries

The operation of the St. Louis & Alton Main between Wood River and Alton is a joint operation of both steam and electric using the same track. On this date, the steam freight train, Extra 34 North, was on the main line starting to enter the south lead siding switch. Simultaneously St. Louis & Alton train no. 47, with motor 122 departed the Alton Station. An open switch protection signal is located 2,567 feet north of this switch and displays a red indication when the switch is lined for the south lead track.

The steam train was attempting to clear the main line by entering the Federal Yards (through the south lead switch) when it encountered 10 cars setting on the receiving track. The delay occurred when the steam train had to couple onto the ten cars, and the brakeman walked to the end of the cars to protect the movement of shoving these cars out to the other end of the yard and simultaneously clear the St. Louis & Alton main.

Train no. 47 reported to pass the signal displaying a green aspect (indicating the switch was lined for the main line) and was approximately 300 feet north of the switch when the motorman observed the train fouling the main line and placed his car into emergency braking. The car, traveling at 10 MPH struck the 55th car of the steam train. Car 122 was retired in 1953.

Kings Siding (Lincoln) August 11, 1948 2:30 PM 20 Injuries

Train 200 (northbound ore train) Class "D" no. 72 was in Lincoln and judged on the timetable schedule, had sufficient time to continue north to Kings Siding (1.2 miles) to meet Limited train no. 95, motor 275, due at Kings at 2:27 PM and be in the clear by the required five minutes.

However, the northbound local encountered the unexpected delay at Athol Tower, waiting for a GM&O train to pass. Now with this delay, the question to back up through the city streets of Lincoln to clear the southbound limited or take a chance to make it to the Kings Siding and to clear the main and meet no. 95. Due to this poor judgment and lack of block signal protection, the local had just passed under the Route 66 overpass and met train 95 head on in the curve north side of the bridge. Motor 275 was destroyed in the collision and Class "D" no. 72 was sent to Decatur shops for repair and retired in 1956. George Washbond was the conductor on 275 and his daughter was asleep on the sand box, located behind the motorman's cab. The motorman on Class "D" no. 72 was retired and lived in Staunton, close to the main line. On a particular day, no. 72 passed his house while he was cutting his grass. When he seen the engine, he lost control of his mind and committed to an insane asylum.

Hurlbut Siding (1.4 miles south of Elkhart) February 1, 1951

The last collision to occur during the electric era occurred when northbound train 94, the "Fort Creve Coeur", consisting of streamliner equipment 300, 331 and 350, was timetable scheduled to meet local no. 85, with motor 278 and bread trailer 607 at Wyatt (Lincoln) at 8:25 AM. However, train orders changed the meeting point to Hurlbut Siding, with the local going into the siding. It was at this time that the streamliner failed to stop and motor 300 struck the side of motor 278, and scraped the side of the car for 16 feet-3 inches and caused the trailer to derail and roll over. No injuries occurred and trailer 607 was scrapped at the siding.

Granite City September 1, 1966

At 5 AM, northbound train 200, consisting of 125 cars, would derail 25 cars near the intersection of Illinois Route 111 and 35, between Granite City and Collinsville. The resulting derailment would involve the explosion and burning of two LP gas tank cars. Twelve years later history would repeat itself in the same vicinity.

Livingston May 7, 1969 \$750,000 Loss

Southbound train 203 was operating over the Illinois Central pulling 109 loads and 48 empties, when a burned off journal would cause the derailment of 29 loads and 20 empties (49 cars). Subsequent action was the explosion and burning of two LP gas tank cars with one car burning for ten days. Deadheaded caboose 987 was destroyed in the derailment. The blocked IC main would be the last time that trains 200 and 203 would "detour" over the former IT main line between Springfield and McKinley Junction, Madison. Deemed "the wreck that almost wrecked the railroad", the Illinois Terminal was recovering from a state of "undeclared bankruptcy" and a derailment of this magnitude nearly closed the railroad, but for the strong leadership of ITC President E. B. Wilson, he would lead the railroad to full and historical profitability.

Champaign January 23, 1970 2:30 AM The last Head-on Collision-Wreck

The East Local operated between Decatur and Champaign using trackage rights over the Illinois Central. At this time the Illinois Central engine 458, Humko Job, was working a local industry in the area east of Prospect Street, Champaign when the IC crew observed the eastbound East Local. It was noted that the local was approaching them at an estimated speed of 25 MPH and was not responding to attempts to gain their attention on this tangent piece of track. As a last effort, the conductor of the IC Humko Job lit a flare in an attempt to stop the local. When that failed, the conductor laid the burning flare on the rail (letting the IT engine roll over it as evidence of the lit flare) and the IC crew abandoned their engine and IT SW1200 no. 1211 collided with the IC 458. Cause of the collision. The final determination was the IT crew had fell asleep in the warm cab of the cold night. Engine 1211 was put back in service on June 9, 1970 and this would be the last collision in IT history.

13 Mile Siding (11.3 miles north of McKinley Yard, Madison) May 31, 1970

The Alton 10:30 PM Yard and Road Job was stopped on Maryville Hill to switch a local lumber company near 13 Mile Siding. At this time, train 203 was descending the hill, unaware that the yard and road job was stopped. The brakeman was a new employee and was placed on the caboose, but not properly trained in flag protection of the rear of his train. As 203 came around the curve, the caboose came in view and the train was placed into emergency before plowing through and destroying caboose 950 and a boxcar. The brakeman jumped in the clear but the engine crew huddled in the floor, receiving serious injuries. The SD39 no. 2301, only 13 months old, was rebuilt.

Monticello December 20, 1971 11 AM The Three Disastrous Corn Trains

The Illinois Terminal reached an agreement with the A. E. Staley Co. of Decatur to operate unit corn trains between Decatur and Champaign using trackage rights of the Illinois Central between the two points. The inaugural run was crowned with a Missouri Pacific business car on the rear end and company officials from both the IT and Staley's aboard. However at approximately one mile south of Monticello, the train went into emergency, officials were tossed about and 16 cars derailed. The cause of the derailment was a broken rail.

The second unit corn train was scheduled to depart Storeroom Yards, Decatur on April 7, 1972 at 5:45 AM. The train consisting of 86 cars of corn was being shoved northward on the New Main track and as the set of motive power started to enter the curve at the north end of the yard, when locomotive 1502 derail and unit 1506 rolled down the 25 foot embankment. Chief Mechanical Officer Fred Barnhart was starting to step from the lead unit 1502 to the 1506, when this occurred, throwing him off of the engine onto the embankment and subsequently a trip the hospital.

The third and last train would operate in May of 1972. To ensure that no problems would occur, this author who was the Special Agent at the time, in the company of Director of Security & Special Services Gene Moore, were paralleling the 10 MPH train on Illinois Highway 48. It was approximately two miles north of Decatur when this officer heard a loud and concerning clacking noise coming from the train. On inspection of the source of this noise, to my horror, I was witnessing a train wreck in the making! The rails at a joint were breaking off into pieces to such a degree that the wheels were riding on the angle bars which held a small section of the rails together. The train was immediately stopped and the third disaster was averted.

Keebler Road (10.9 miles north of McKinley yard, Madison)	August 6, 1978	\$97,300. Loss

At 12:03 am the Extra 2301 South was traveling at a speed of 20 to 25 MPH, pulling 37 loads and 33 empties when the 21st car from the engine derailed approximately one to two miles north of the Keebler Siding switch. When the derailed car crossed the switch, the 22nd to 27th car also derailed, and punctured the 24th car of LP gas, which exploded into a fireball and burned. Two motorists, who were setting at the Keebler Road crossing were engulfed in the fireball and 200 residents were evacuated. Fire and the intense heat destroyed trees and vegetation for approximately ¼ mile.

This would be the last major disaster the railroad would encounter before the Norfolk & Western acquisition and with a note of historical interest that the 2301 would again be involved in another disaster only 0.4 mile away, eight years later. This author was working as a Special Agent for the IT conducting a copper wire theft stake-out at Rueters, situated under the Illinois Route 3 overpass bridge. I was sitting back under the bridge in complete darkness with a command of the track below, when a giant orange fireball rose in the sky, over the area of the Shell refinery. The light was so intense that I could actually read the time on my watch. However, I thought it was strange that there was no sound with the fireball, until the dispatcher notified me that the source was located 20 miles away.

BRIDGE OUT AHEAD

Danville **1925**

The first wreck to “take out a bridge” would occur in the Danville Ellsworth Park when a westbound freight was ascending the Ellsworth Park grade and the rear three cars broke loose from the consist and began rolling downhill towards the park bridge, which was jointly used by automobiles. The first car of coal passed through the bridge and derailed in the curve and rolled over. This caused the following two cars to ram into the light-weight thru-truss bridge, knocking it off of its foundation and into the North Fork of Vermilion River. The Peoria & Eastern steam

crane was brought in to help with the cleanup and on completion, discovered that it did not have enough power to pull itself up the 6.4% ascending grade out of the park. An electric

freight motor was called in to tow the crane out of the river bottoms. A girder bridge replaced the former thru-truss bridge.

Hillsboro Chautauqua

May 23, 1910

5 Injuries

Car 221 was traveling westbound, with the front set of trucks near the center of the Chautauqua Pond bridge and the rear trucks just starting onto the structure. At this time the wooden trestle collapsed, plunging the car 50 feet down into the creek, coming to a stop and situated at a 45 degree angle, resting against the abutment fill. The motorman and four passengers were slightly injured. A concrete dam on the creek had broken, undermining the trestle. Car 221 would be retired in 1943.

Riverton

September 1936

A westbound train derailment caused the east 119 foot section of the thru truss bridge to collapse into the Sangamon River. A girder bridge was built in its place and work was completed on November 30, 1937

Sugar Creek (7.4 miles north of Lincoln)

August 24, 1951

\$100,000. Loss

Southbound train 203 derailed 14 cars, resulting in 162 feet of the north thru truss bridge to collapse and both railcars and bridge to land in the creek. A trestle/deck bridge was completed in September of 1951. Motorman Bob Wallman took it out with an ore train.

Mackinaw River Bridge (Mackinaw Junction)

August 7, 1977

Train 200, was approaching the Allentown Yards when the train derailed eight cars in the curve approach of the east bank of the Mackinaw River. The derailed cars rode the ties of the open deck bridge to the thru truss bridge, striking the edge of the structure and causing the entire river span to collapse in the river with four cars. The collapse of this bridge would change the course of the history for the railroad which would eventually be linked to railroads demise.

A Dangerous Crossing: Rt. 36-Illiopolis

The U S Route 36 crossing at Illiopolis, located on the west side of the village, made a true hair-pin turn at the crossing and was the site of a historical fatality. On November 11, 1946 at 9:05 PM, train no. 76, with motor 271, was traveling eastbound approaching the Rt. 36 crossing at a speed of 55 MPH. At this time, a vehicle traveling northbound approached the crossing slowed down then sped up. The motorman put the train into emergency approximately 100 feet from the crossing when the collision occurred with the vehicle being dragged approximately 900 feet. The family of seven died from the accident. Because of the dangerous intersection located at the crossing, the State of Illinois built a subway under the now realigned mainline to the west and placed it in service in September of 1952.

On October 11, 1929, at approximately 9:30 PM, Illinois Power & Light General Superintendent Merrill L. Harry was riding in his chauffeured limousine eastbound, approaching the west side of

Illiopolis when a tire blowout occurred. The vehicle swerved off of the “slab” causing the 6’-7” portly officer to shift his weight against the car door, tearing it off of the hinges. Mr. Harry was thrown from the vehicle, landing on the door and suffering extreme trauma and subsequently passing away due to his injuries. A fountain was built in Central Park Decatur and dedicated to his memory on September 6, 1930.

THE PCC OCCURRENCE

On November 19, 1951, at 5:15 AM, PCC car 454, was approaching the GM&O crossing at Venice at a speed of 3 MPH. However, this early morning weather conditions were one of 28 degrees, foggy and rail frosty and slippery. As the operator began to make the safety stop, the car failed to properly brake and rolled into the side of a passing GM&O freight, traveling 6 MPH. The subsequent action resulted in the boxcar and PCC 454 derailing and extensive damage to the right front corner. The cause of the accident was due to the operator “misinterpreting” what was occurring and being confused as to the proper procedure (for braking) under the circumstances of encountering a particularly bad rail condition. Car was rebuilt and placed back in service.

Collisions, derailments and other disasters are the dangerous and most unwanted part of operating a railroad. As it was in the beginning and is now, human error, equipment failure and acts of nature will assure a place in railroad history. For the IT in the first 50 years, the human error was the major factor in the cause of the event. Block signals were installed and for the most part were successfully in preventing collisions. By the mid-1960’s deteriorating track would become the more prevalent factor in major derailments. In later years with trackage rights over other routes in place, the number of derailments would decrease. However, between 1969 and 1978 it would seem that when the IT had a derailment, it would be of a great magnitude, but yet the shipper could still depend on their traffic making it to destination on the “Road of Good Service”.

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PASSENGER MOTORS

136-137 Motors: 4-/GE-74D Ratio; 24:65

Control: GE-M C6A

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
136	American	4/1903	51'5"	48	1/24	Scrapped	
137	American	4/1903	51'5"	48	5/26	Scrapped	

The first "interurban" style car, which would offer better riding comfort and increased speed than its counterpart the streetcar with modified trucks for long distance travel was in order. On November 6, 1903, American Car Company passenger motors #136 and 137 were placed in service, as "Limited" trains, making only stops at villages between the two points, and the older, streetcar type equipment performing "local" work enroute. The equipment was 51'5" in length, single end operation with two arched windows to the front and a seating capacity of 48. Equipped with baggage doors on both sides of the car, local express traffic could be handled, opening the avenue for future expansion.

200-203 Motors: 4-/GE-74D Ratio; 24:65

Control: GE-M C6A

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
200	St. Louis Car	1904	48' 0"	48	1/24	Retired	
201	St. Louis Car	1904	48' 0"	48	12/26	Retired	
202	St. Louis Car	1904	48' 0"	48	1/29	Retired	
203	St. Louis Car	1904	48' 0"	48	12/26	Retired	

As construction was underway between the two points, passenger operations were implemented by extending service to villages near the end points of construction using two passenger motors, #200 and #203 (sister cars #201-202 were assigned to the Springfield Staunton construction). The cars were built by St. Louis Car Company in April 1904, and were 48 foot in length, with a seating capacity of 48. These cars were more of a suburban style, (setting lower to the rail, longer than a city car) with a small area to the front for express and three front slightly arched windows. Because of the lack of wying facilities with the construction, the cars were double ended operation.

220-225 Motors: 4-/GE-74D Ratio; 24:65

Control: GE-M C6A

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
220	American	6/1904	51' 4"	50	1/24	Retired	1, 2
221	American	6/1904	51' 4"	50	1/5/34	Scrap/Hyman-Michaels	1, 2
222	American	6/1904	51' 4"	50	7/12/06	Wrecked at Edwardsville	1
223	American	6/1904	51' 4"	50	9/21/33	Scrap/Hyman-Michaels	1, 2
224	American	6/1904	51' 4"	50	9/21/33	Scrap/Hyman-Michaels	1, 2

225	American	6/1904	51' 4"	50	9/23/33	1909-Renumbered #222. Scrap-Hyman- Michaels-	1, 2

In May of 1904, six cars from the American Car Company in series of #220-225, 51'4" in length, with a seating capacity of 48, were placed in service. The cars were of a suburban style, with three slightly arched front windows, a small area for express near the front of the car and equipped for double end operation. . Aforementioned cars were used in local service as the lines were opened between Springfield-Granite City and Staunton-Hillsboro. The equipment changes were designed for strength and serviceability and to offer extra length for comfort, without adding seat capacity. Further, the equipment was converted to conform to ICC requirements for interchange with steam roads by addition of safety appliances and raise suburban class series #220-309, and Corn Belt Cars Illinois, Indiana and Missouri to meet ICC coupler heights

226-232 Motors: 4/GE-73C Ratio; 22:53

Control: GE-M C6A

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
226	St. Louis	1/1906	52' 9"	58	9/21/33	Scrap/Hyman-Michaels	2
227	St. Louis	1/1906	52' 9	58	9/21/33	Scrap/Hyman-Michaels	2
228	St. Louis	1/1906	52' 9	58	9/21/33	Scrap/Hyman-Michaels	2
229	St. Louis	1/1906	52' 9	58	9/21/33	Scrap/Hyman-Michaels	2
230	St. Louis	1/1906	52' 9	58	N/A	Dismantled	2
231	St. Louis	1/1906	52' 9	58	9/21/33	Body used as station, Roxana	2
232	St. Louis	1/1906	52' 9	58	9/21/33	Scrap/Hyman-Michaels	2

In conjunction with this construction, The St. Louis & North Eastern Railway was incorporated December 22, 1904 to build north from Granite City to Staunton and continue the line east to Hillsboro. In January of 1906, an additional seven passenger motors were placed in service. The St. Louis Car Company built cars series #226-232, were 52'7" in length with a seating capacity of 48. Single end operation, the cars were equipped with baggage doors on both sides. Aforementioned cars were used in local service as the lines were opened between Springfield-Granite City and Staunton-Hillsboro.

233-239 Motors: 4/GE-205B Ratio; 21:53

Control: GE-M C6K

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
233	St. Louis	3/1907	52' 6"	55	9/23/33	1909-Renumbered #225	2
234	St. Louis	3/1907	52' 6"	55	9/26	Scrap/Hyman-Michaels	2
235	St. Louis	3/1907	52' 6"	55	9/23/33	Scrap/Hyman-Michaels	2
236	St. Louis	3/1907	52' 6"	55	9/23/33	Scrap/Hyman-Michaels	2
237	St. Louis	3/1907	52' 6"	55	10/26/16	Wrecked Mooney Creek, Edwardsville	

238	St. Louis	3/1907	52' 6"	55	9/23/33	Scrap/Hyman-Michaels	2
239	St. Louis	3/1907	52' 6"	55	9/21/33	Scrap/Hyman-Michaels	2

240-249 Motors: 4/GE-A605A Ratio; 17:73 (GE-205B Ratio; 21:53) Control: GE- M C47A(GE-M C6K)

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
240	A C & F	5/1908	52' 6"	49	11/13/50	Scrap/Hyman-Michaels	2, 3
241	A C & F	5/1908	52' 6'	49	6/1/50	Sold Museum Transport- St. Louis 7/25/50	2, 3
242	A C & F	5/1908	52' 6"	49	6/9/36	Body to Maurer Coal Co. Decatur, IL	2, 3
243	A C & F	5/1908	52' 6"	49	9/30/35	Dismantled by ITC	2, 3
244	A C & F	5/1908	52' 6"	49	9/30/35	Dismantled by ITC	2, 3
245	A C & F	5/1908	52' 6"	49	6/15/36	12/31/30-Equipped with Westinghouse Test Bow Collector Body to Darling-Hess Co. Bainbridge, IN	2, 3
246	A C & F	5/1908	52' 6"	49	4/4/41	Convert to Bunk Car 082, Dismantled by ITC 6/26/48	2, 3, 17
247	A C & F	5/1908	52' 6"	49	8/27/41	Convert to Bunk Car 083, Scrapped/H-M 4/19/54	2, 3, 17
248	A C & F	5/1908	52' 6"	49	7/25/52	Scrap/Purdy Co.	2, 3, 17
249	A C & F	5/1908	52' 6"	49	2/23/44	12/31/30-Equipped with Siveright-Bacon Co. Test Bow Collector Convert to Caboose 990, 2/23/44 Bunk Car #096 on 12/1/47, Scrap Purdy Co. on 3/20/62	2, 3, 5, 17

On January 1, 1908, the line opened for service and in May of 1908, additional equipment arrived when the ITS took delivery of ten passenger motors from the American Car & Foundry, in series of #240-249. Five of the cars were built for AC-DC operation and assigned to the Springfield-Peoria line, with the remainder being assigned to DC. Lines. The cars were 52' 6" in length, with seating capacity of 47 and equipped for single end operation. Through service between Springfield and Peoria would began July 4, 1908 and two years later, (July 8, 1909) the AC power would be converted to the standard DC operation and all AC-DC cars would be converted to straight DC. The passenger equipment would further undergo changes with standards designed by Superintendent of Motive Power & Equipment J. M. Bosenbury in 1906. Most noted was the three front arched windows, a single baggage door on the right-hand side

and AC-DC Series cars #240-244 converted to straight DC with single end operation. The equipment changes were designed for strength and serviceability and to offer extra length for comfort, without adding seat capacity. Further, the equipment was converted to conform to ICC requirements for interchange with steam roads by addition of safety appliances

250-257 Motors: 4/GE-73C Ratio; 22:53

Control: GE-M C6A

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
250	American	8/1904	52' 7"	46	3/19/25	Wreck: Head-on collision with Line Car 1513, Davis Siding, south Carlinville Dismantled by ITS	
251	American	8/1904	52' 7"	46	1/1930	Dismantled by ITS	
252	American	8/1904	52' 7"	46	1/1925	Convert to Bunk Car 015, Renumbered to #029 on 9/1930, Scrap/H-M-9/30/33	
253	American	8/1904	52' "7	46	1/8/25	Temporary Office Mackinaw Junction Retired 1/26	
254	American	8/1904	52' 7"	46	1/8/25	Temporary Station, Mackinaw Junction Retired 1/26	
255	American	8/1904	52' 7"	46	1/26	Dismantled by ITS	
256	American	8/1904	52' 7"	46	3/25	Convert to Bunk Car #07, Renumbered to #057-10/30, dismantle 8/15/31	
257	American	8/1904	52' 7"	46	4/25	Convert to Bunk Car #8, renumbered 058 on 8/30, Scrap/ Hyman-Michael 9/33	

In August of 1904, eight cars built by American Car Company series #250-257 were placed in service with seven cars assigned to the Illinois Central Traction and the eighth car to the Danville, Urbana & Champaign Railway. Products of the American Car Company, the cars were 52'7" in length with a seating capacity of 46. Grand in appearance, the cars had two arched front windows, with a baggage door on both sides, clerestory roofs with single end operation. In addition to the fleet of the eight passenger motors. Car #258, sole survivor of this class, was "notoriously slow", and assigned the "Mail Train" between Peoria and Decatur, Illinois.

CORN BELT CARS Motors: 4/GE-205B Ratio; 22:53 Control: GE-M CLK

NAME	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION
Missouri 233	St. Louis	5/1906	62' 6"	32	11/09	Convert to Officer Car 233, Install A/C- 1937, Sold to Illini Ry. Club- 5/16/56, to IRM, Union
Indiana 258	St. Louis	5/1906	62' 6"	32	1910	Convert to Passenger Motor 258, Scrap/Hyman-Michaels- 11/13/50
Illinois 259	St. Louis	5/1906	62' 6"	32	1910	Convert to Passenger Motor 259, destroyed in Head-on collision with 271 at Delong, IL, 5/31/28

On June 4, 1906, the first true luxury interurban cars were placed in service between Springfield and Granite City, which opened the same date. From the St. Louis Car Company shops, rolled out three elaborate "Buffet Cars", which were designated to serve the line between Danville and St. Louis on completion of the Champaign-Decatur segment of track. The cars were named "Illinois", "Missouri" and "Indiana" in honor of the proposed states that the Illinois Traction would operate in. The cars were the utmost in comfort and luxurious of the times, and would set a standard for future generations. The cars were 62' 0" in length. To the front of each car was the motorman's cab, the baggage compartment and separated by a wood and glass partition, the smoking compartment with individual wicker and leather chairs. Between the smoker and main compartment was a 6' by 3'8" buffet, equipped with coffee urn, ice box sink, various lockers and shelves and an overhead enunciator by which the porter could be called from the other compartments of the car. A small window with a shelf allowed the porter to pass coffee, sandwiches and other edibles to the passengers in the smoker, offering the first parlor-dining services on the system. The main compartment was finished with inlaid mahogany paneling and light blue ceilings. Thirty-two passengers could be seated in cross-seats with figured blue plush upholstery and mahogany arm rails, inlaid to match the paneling. Sockets below the armrest allowed card tables to be placed between seats. At the rear of the car was an enclosed observation compartment, also offering individual wicker and leather-covered chairs. Adding to the luxury were leaded art-glass arch and clerestory windows, arc and incandescent lighting, a

separate toilet room and lavatory and both hot water and electric heat systems. The timetable schedule designation "Corn Belt Limited" (with the cars being nicknamed the same) had two trains in service, making the run between East St. Louis and Springfield in three hours and thirty minutes. The first day of service brought in a whopping \$89.25 of revenue. Due to the popularity of these trains, traffic demands lead to the establishment of four trains in each direction on November 10, 1906. On March 10, 1907, the schedule was again doubled to eight trains in each direction and the cafe service was discontinued. The equipment changes were designed for strength and serviceability and to offer extra length for comfort, without adding seat capacity. Further, the equipment was converted to conform to ICC requirements for interchange with steam roads by addition of safety appliances and raise the Corn Belt Cars Illinois, Indiana and Missouri to meet ICC coupler heights.

260-269 Motors: 4/WH-303A Ratio; 26:52 (GE-222G)Control: WH-HL 190A (GE-M101A)							
NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
260	Danville	4/1911	55' 10"	56	11/13/50	Scrap/Hyman-Michael	4
261	Danville	4/1911	55' 10"	56	11/13/50	Scrap/Hyman-Michael	4
262	Danville	4/1911	55' 10"	56	11/26/30	Destroyed Fire-Trolley Break, Bear Siding, Monticello	4, 14
263	Danville	4/1911	55' 10"	56	7/2/53	Install A/C- 8/39 Scrap/Hyman-Michael	4, 5, 6, 7, 14
264	Danville	4/1911	55' 10 "	56	6/30/49	Install A/C- 8/39 Dismantled by ITC	4, 5, 7, 14
265	Danville	4/1911	55' 10"	56	12/26	Dismantled by ITC	4
266	Danville	4/1911	55' 10"	56	12/26	Dismantled by ITC	4
267	Danville	4/1911	55' 10"	56	12/26	Dismantled by ITC	4
268	Danville	4/1911	55' 10"	56	12/26	Dismantled by ITC	4
269	Danville	4/1911	55' 10"	56	12/26	Dismantled by ITC	4

In April of 1911, the Illinois Traction would take delivery of ten passenger motors, series #260-269, built by the Danville Car Company, of which Mr. McKinley was part owner. Designed by ITS Superintendent of Motive Power & Equipment, J. M. Bosenbury, the cars were 55' 6" in length and had several features which would set the standard for the ITS passenger car fleet. Divided in three sections and to the front, the motorman's cab was located in the left corner. Adjacent to the cab was the baggage compartment, which also doubled as the smoker section. The main compartment was finished in Honduran Mahogany with wood inlaid striping above the arm rail, with a seating capacity of 56. To the rear, the toilet room was located across the aisle from the closet housing the coke fired hot water heating system. The cars were dubbed by some as "church cars" with their multi-colored stain glass window transoms, and the familiar three arched front windows, suggesting "Trinity". Two of the cars (#260-261) were assigned to work the main line between Springfield and Danville, with the remainder of the fleet being sent

north to the C O & P. Within two years, the remaining two cars would also be sent north, but by 1926, the entire roster of 260 series cars would return to the main line. At Decatur Shops, five cars would be rebuilt, cannibalizing the remaining five cars for parts. Placed in service on August 3, 1924, the cars proved to be economical to operate, with improved acceleration and a quiet, smooth ride. On November 18, 1927, a program was inaugurated to "speed up" parlor cars "Monticello," "Urbana," "Cerro Gordo," "Clinton," and "Lincoln," with the installation of two motors (gear ratio from 20/58 to 26/52) and multiple unit controls, from 260 series passenger motors which were being downgraded. A proposal was presented to management on August 9, 1950, to rebuild passenger motors (#263, but only #277 would be overhauled. The remaining passenger equipment would be deemed surplus, and was to be left in its orange paint scheme until retirement. Cars #260, 261, 263 and 264 ran well on weak power, and were

assigned between Springfield-Danville to the Mail Train, pulling "Bread" (express) Trailers". With the arrival of the Streamliners and the subsequent reassignment of equipment, this series of cars were retired.

270-271 Motors: 4/GE-205B Ratio; 21:53 (GE-222G Ratio; 26:52)Control: GE-M C6K (C101A)

NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
270	Niles	1906	68' 6"	47	4/9/51	Ex-CD&M-"Glenna", In Service-9/4/07-Renamed "Champaign" Wrecked, Staunton-6/8/08-Renamed "Bloomington"- 6/3/09 Rebuilt 10/22 Install A/C-1935 Scrap/Purdy Co.	5, 6, 7, 17
271	Niles	1906	68' 6"	47	6/3/52	Ex-CD&M-"Mary", In Service-9/4/07-Renamed "Danville" Rebuilt 10/22 Install A/C-1937 Scrap/Purdy Co.	5, 6, 7, 17

With the necessity to increase the "Limited" runs between Springfield and East St. Louis, additional equipment was acquired from the Columbus, Delaware & Marion Railway based in Ohio. The two passenger cars would be the longest cars of the ITS fleet, at 68' 8". The cars had a seating capacity of 64 and were single end operation with baggage doors on both sides. Renamed Bloomington-#270, (formerly the Glenna) and Danville-#271 (formerly the Mary) they were placed in service to protect the schedules of the "Capital City Limited". These cars were equipped with a row of individual, pedestal mounted chairs on either side of the aisle and were advertised as "Free Chair Cars". At Springfield, the "Corn Belt Limited" and "Capital City Limited" cars would make connections with local trains to and from Decatur, Peoria (via Bloomington-Decatur), Champaign and Danville. Through service to Peoria would not begin until 1908. In March of 1909, cars Bloomington (#270) and Danville (#271) were sent to the

Danville Car Company (owned by J. G. Brill Company) to be built to ITS standards and on completion, placed back in Limited service between East St. Louis and Peoria. The rebuilt cars featured three compartments, with the motorman cab situated in the left front corner, and in the adjacent open area, space for baggage and express with drop seats to provided additional seating. The cars still carried the prior feature of baggage doors on both sides. In the smoking compartment, seating consisted of 12 double seats, and in the main compartment, 18 double seats. The heater room and toilet were located to the rear of the car. Car #271 preceded the "Taft Special" by ten minutes, carrying local dignitaries and newspaper personnel. On February 11, 1911, the Illinois Traction had the distinction of being the first interurban in the U. S. to carry a U. S. President on a mission of state: President William H. Taft. On February 12, 1927, #270 and 271 were placed in service between Danville and Springfield as the "Springfield

Limited" and "Danville Limited" to stimulate traffic between these two points. Overhauled in Decatur Shops, the cars were rebuilt and painted "Tangerine Orange" to reflect the "new" look.

The three sections of the car were remodeled, with the smoker-baggage compartment to the front, and one baggage door on the right side. The center section featured new passenger comforts with individual upholstered high back wicker seats, and to the rear, standard cross-section double seats and new toilet facilities. The two cars would serve the Danville-Springfield line for approximately eight years, before being re-assigned to the mainline of Peoria-St. Louis. In the Spring of 1935, both cars were sent to Decatur Shops to be outfitted with new trucks and field shunt equipment to speed the cars up to 75-MPH capability. On March 31, 1935, #270 was assigned to protect the fast four hour schedule of #91, between Peoria to St. Louis, and Car #271, was used as a "back up" car for #270. Otherwise, Car # 271 would be routinely assigned to runs between Springfield-Danville. Because the bodies were not of solid steel construction and could not stand the strain of "high speed," they were reassigned to dedicated service between Springfield and Danville in 1937. The railroad was not only trying to compete with the automobile, but also with area steam roads, which were constantly introducing new comforts to the traveling public. On March 31, 1935, the "LIMITED", #91-94, made its debut between Peoria and St. Louis as the first all air-conditioned train. Car #270 had been completely refurbished, with the installation of ice cooled, air conditioning equipment. An ice chamber, with a capacity of 1500 pounds of ice, was mounted under the car, cooling circulating water through a 6 1/2-ton air conditioning unit, with ductwork the length of the car. Over the following three years, nine passenger motors, five trailer coaches, and two bedroom cars would have the transom stained glass windows covered and *mechanical* air conditioning installed. The #270 and #271 were the longest cars of the fleet and the only cars equipped with the double-clasp type brakes designed by Master Mechanic Willard Conant. Because the "quick action" brake application restricted the use of trailers in the consist; due to the "run-in" slack action, the cars were assigned between Springfield and Danville.

<u>272</u> Motors: N/A		Ratio; N/A	Control: N/A				
NO.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
272	Harlan & Hollingsworth Holland Palace Car Co.	1903	62' 0"	N/A	8/14	Ex-Holland Sleeper-Francis Renamed "Decatur" Convert to Bunk Car #7 8/14. To Bunk Car #14-7/19/22, To Bunk Car- #028-6/30,- Retired 2/2/39	

273-285 Motors: 4/GE-222G Ratio; 20:58 ^ Control: GE-M C101A

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
273	St. Louis	5/1913	55' 10"	55	5/16/56	Install A/C 5/38 Scrap/Compress Steel	2, 5, 6
274	St. Louis	5/1913	55' 10"	55	3/13/56	Install A/C 5/38 Scrap/Compress Steel	2, 5, 15
275	St. Louis	5/1913	55' 10"	55	8/11/48	Install A/C- 5/36 Wrecked in Head-on collision with Class "D" 72, King Siding, Lincoln	2, 5, 7
276	St. Louis	5/1913	55' 10"	55	3/13/56	Install A/C- 5/36 Scrap/Compress Steel	2, 5, 6, 15
277	St. Louis	5/1913	55' 10"	55	3/9/56	Install A/C- 1937, Upgrade Interior 10/10/51. Sold to Illini Ry. Club 3/9/56. To Illinois Ry. Museum	2, 5, 6, 7
278	St. Louis	5/1913	55' 10"	55	5/19/54	Install A/C- 5/27 Scrap/Hyman-Michael	2, 4, 5, 6, 7, 15
279	St. Louis	5/1913	55' 10"	55	12/8/13	Destroyed Fire-Trolley Break, Cahokia Creek, Edwardsville	2
280	St. Louis	5/1913	55' 10"	55	5/13/56	Scrap/Bierman Co.	2, 5, 6, 16
281	St. Louis	5/1913	55' 10"	55	10/18/53	Scrap/Hyman-Michaels	2, 5, 6, 16
282	St. Louis	5/1913	55' 10"	55	10/18/53	Scrap/Hyman-Michaels	2, 4, 5, 6, 16
283	St. Louis	5/1913	55' 10"	55	5/16/56	Install A/C- 5/38 Upgrade Interior 11/30/48 Scrap/Hyman-Michaels	2, 4, 5, 6, 7, 8, 16
284	St. Louis	1914	55' 10"	55	5/16/56	Install A/C- 6/36 Upgrade Interior 10/30/47 Scrap/Hyman-Michaels	2, 5, 6, 7, 16
285	St. Louis	1916	55' 10"	55	5/16/56	Install A/C- 5/38 Upgrade Interior 5/31/48 Scrap/Hyman-Michaels	2, 5, 6, 7, 16

In May of 1913, St. Louis Car Company would deliver eleven passenger motors, series #273-283. The cars were 55' 10" and had a seating capacity of 55 passengers. These cars boasted of having comfort at high speed and would become the "elite of the fleet," serving the railroad until the end of passenger service in 1956. The cars were assigned to the mainline between Peoria-St. Louis, with the exception of #282-283, which were sent north to the C O & P, and returning to main line service in April of 1922. On November 20, 1913, through train operation between Peoria, Illinois and St. Louis, Missouri was inaugurated, using these cars. With the

arrival of the streamliners, a rehabilitation program was inaugurated on February 25, 1947, to upgrading passenger motors and trailers.

Motor Date Out shopped

No. 284 October 30, 1947
 No. 285 May 31, 1948
 No. 283 November 30, 1948
 No. 277 October 10, 1951

With the abandonment east of DeLong, Illinois, passenger motor #284, equipped with poles on both ends. The last departure from the Springfield Station was the Illini Railroad Club "Farewell Special" consisting of standard equipment #284, 530 and 531.

<u>300-308</u>		Motors: 4/GE-73C Ratio;			Control: GE-M C6K	
No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION
300	St. Louis	1907	56' 3"	50	12/31/33	Dismantled
301	St. Louis	1907	56' 3"	50	1/29	Scrapped
302	St. Louis	1907	56' 3"	50	1/29	Retired
303	St. Louis	1907	56' 3"	50	1/29	Retired
304	St. Louis	1907	56' 3"	50	12/26	Retired
305	St. Louis	1907	56' 3"	50	1/29	Retired
306	St. Louis	1907	56' 3"	50	1/29	Retired
307	St. Louis	1907	56' 3"	50	1/29	Retired
308	St. Louis	1907	56' 3"	50	1/29	Destroyed by fire.

To connect Danville with St. Louis, the remaining link would be completed with the incorporation of the St. Louis, Decatur & Champaign Railway on April 25, 1906. This construction would link the 50.6 miles of track with the streetcar lines of Decatur and Champaign. The line opened for service on June 10, 1907. St. Louis Car Company built series #300-308, were purchased in January of 1907, and assigned to the Springfield-Decatur segment. As track extended east of Decatur, the cars were reassigned to this line. The suburban cars were 56'3" in length, seating capacity of 50, double ended operation. On New

Year's Day, 1908, through service between Springfield-Danville began with the inaugural run of the Capitol City Limited.

350-359 Motors 4/GE-605A Ratio; 17:73 (GE-205B Ratio; 21:53) Control: GE-M C47A (M C6K)

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
350	American	4/1907	58' 0"	57	10/13/28	Convert to Express Trailer- 350 Scrap/Hyman-Michaels 10/14/33	1, 2, 3
351	American	4/1907	58' 0"	57	10/13/28	Convert to Express Trailer -351 Scrap/Hyman-Michaels 5/31/33	
352	American	4/1907	58' 0"	57	10/13/28	Scrap/Hyman-Michaels	1 2, 3
353	American	4/1907	58' 0"	57	1/29	Dismantled by ITS	1, 2, 3, 11
354	American	4/1907	58' 0"	60	9/30/33	Scrap/Hyman Michaels	1, 2, 3
355	American	4/1907	58' 0"	60	9/19/25	Destroyed in collision	1,2, 3
356	American	4/1907	58' 0"	60	10/2/33	Scrap/Hyman-Michaels	1, 2, 3
357	American	4/1907	58' 0"	60	9/30/33	Scrap/Hyman-Michaels	1, 2, 3
358	American	4/1907	58' 0"	60	10/13/28	Renumbered #352 10/13/28 Scrap/Hyman-Michaels	1, 2, 3
359	American	4/1907	58' 0"	60	N/A	N/A	1, 2, 3

As an experiment to study efficiency, the trolley power distribution system was AC rather than the standard DC system. This system cut in half the cost of straight DC operation. It involved less capital expenses for construction of substations, less expense in maintenance and economy in operation. The Peoria powerhouse furnished the power for the line. Delivered in April of 1907, American Car Company series #350-359 were equipped for power collection with poles (DC) at each end and a pantograph (AC) in the center of the roof. The cars were 58' 0" in length with a seating capacity of 60, baggage compartment to the front and double ended operation. With the conversion to DC power in 1909 to be compatible with the rest of the system, they were rebuilt to ITS standards as a single end operational car. These cars were designed to operate as either AC when operating over the road or DC while running over the streetcar trackage of Bloomington and Peoria. Special equipment automatically made the power change over conversion independent of the motorman. Due to the heavy traffic enroute to Peoria (via Springfield-Decatur) and shortage of AC-DC compatible equipment, the cars were operated only between Bloomington-Peoria. At Bloomington, passengers had to transfer to the straight DC powered cars. On June 1, 1907, the line between Starnes (Springfield) and Lincoln was converted to AC. operation and a few of the 350-359 series car were reassigned to this line. Through service between downtown Springfield and Lincoln began October 21, 1907. The passenger equipment would further under go changes with standards designed by Superintendent of Motive Power & Equipment J. M. Bosenbury in 1906. Most noted was the

three front arched windows, a single baggage door on the right hand side and AC-DC Series cars #350-359 converted to straight DC with single end operation. The equipment changes were designed for strength and serviceability and to offer extra length for comfort, without adding

seat capacity. Further, the equipment was converted to conform to ICC requirements for interchange with steam roads by addition of safety appliances

<u>1200-1203 Motors: 4/WH-303A Ratio; 21:56</u>					Control:	WH-HL 190A (#1201 to GE-M C101A)	
No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
1200	McG-Cum	12/1910	52' 9"	50	7/25/52	Rebuilt 3/21 Scrap/Purdy Co.	5
1201	McG-Cum	12/1910	52' 9"	50	7/2/53	Rebuilt 6/21 Scrap/Hyman-Michaels	15
1202	McG-Cum	12/1910	52' 9"	50	10/10/55	Rebuilt 8/21 Renumbered to 202/Painted Blue- 12/28/53, Scrap/ Hyman-Michaels	5, 15, 17
1203	McG-Cum	12/1910	52' 9"	50	5/16/51	Rebuilt 8/21 Renumbered to 203/Painted Blue- 12/28/53, Scrap/Compressed Steel	15, 17

In December of 1910, the ITS placed in service four, combination passenger motor-express cars (series #1200-1203). Built by McGuire-Cummings Company, the cars were 52' 7" in length, and designed to handle mail, baggage, express, a small number of passengers and to pull sleeper trailers. The front compartment has the motorman cab located in the front left corner, and the doors and windows placed so the car could be equipped for U. S. Mail-RPO-service, which never materialized. The center section was designed for carrying baggage, express and milk cans, and the rear compartment had seating for 24 passengers. Two of the cars were assigned to pull sleeper trailers between St. Louis and Peoria, and with the success of this early morning run, a trailer coach was added. In 1921, the cars would be shopped at Decatur and rebuilt to conform to ITS standard passenger motors and express motors would be assigned to pull the sleepers. The remaining two cars were assigned to the St. Louis-Hillsboro "Milk Run". The dairy traffic was being developed as a "door to dairy" operation, as the early morning local would make stops at country crossings to pick up cans of milk, for delivery to dairies in St. Louis, Worden, Litchfield and Hillsboro. By September of 1911, the "traction" was handling over 600 cans of milk per day, system wide. On November 18, 1927, a program was inaugurated to "speed up" parlor cars "Monticello," "Urbana," "Cerro Gordo," "Clinton," and "Lincoln," with the installation of two motors (gear ratio from 20/58 to 26/52) and multiple unit controls, from #1200 series passenger motors which were being downgraded.

On August 9, 1950, cars 1201, 1202, 1203, would receive a "cosmetic" repair and blue paint. At 8:32 PM, April 26, 1952, Car #1200, operating as Train #64, rolled into Danville, ending service to the town that gave birth to this railroad and its heritage. The use of main line cars #1200 and no. 1203, were surplus from the now defunct Bloomington line but found a short lived use as a "shuttle service" for commuters between Fehling Siding (north side of Granite City) and St. Louis during rush hour. Coupled back-to-back, and equipped with "stinger lines" between the two cars, (provided power for lights of the trailing car) the set could operate in both directions without having to be turned. The cars were assigned between Peoria to Decatur, efficiently operating on the weak power of that line. In 1953, the cars were renumbered (by painting out the number one) to bring the series in line with the passenger motors numbers of 200, and free the use of 1200 number for assignment to a series of flat cars.

STREAMLINERS

<u>Combines</u>		Motors: 4/GE-1240A2		Ratio; N/A	Control: GE-PCM 17HC74A1	
No	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION
300	St. Louis	10/1948	66' 10"	44	3/3/56	Assigned "City of Decatur/Sangamon" Scrap/Bierman Co.
302	St. Louis	12/1948	66' 10"	44	3/3/56	Assigned "Mound City" Scrap/Bierman Co.
303	St. Louis	4/1949	66' 10"	44	3/3/56	Assigned "Creve Coeur" Scrap/Bierman Co.,

<u>TRAILERS</u>		Motors: 4/GE-1240A2			Control: GE-PCM		
No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
330	St. Louis	10/1948	65' 4"	56	3/3/56	Assigned "City of Decatur" "Fort Creve Coeur"	Scrap/Bierman Co.
331	St. Louis	12/1948	65' 4"	56	3/3/56	Assigned "Mound City"	Scrap/Bierman Co.

<u>PARLOR CARS</u>		Motors: 4/GE-1240A2			Control: GE-PCM	
350	St. Louis	10/1948	65' 4"	29	3/3/56	Parlor "Louis Jolliet", Assigned "City of Decatur" "Fort Creve Coeur" Scrap/Bierman Co.
351	St. Louis	12/1948	65' 4"	29	3/3/56	Parlor "Shadrach Bond", Assigned "Mound City" Scrap/Bierman Co
352	St. Louis	4/1949	65' 4"	29	3/3/56	Parlor "Pierre La Clede" Assigned "City of Decatur" Scrap/Bierman Co.

TRAILER CARS**500-501**

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
500	American	8/1906	52' 9"	52	3/1914	Convert to Bunk Car #11 Retired-3/23	
501	American	8/1906	52' 9"	52	11/1915	Convert to Bunk Car #12 Retired-n/a	

Built by American Car Co. cars 500-501, had a seating capacity of 52 passengers, 52' 9" in length and similar in appearance to the 250 series motors, were placed in service August of 1904.

502-509

No	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
502	Danville	6/1909	52' 9"	52	12/17	Destroy in Fire/Danville Carbarn	
503	Danville	6/1909	52' 9"	52	6/28/29	Convert to Bunk Car #45, renumber to #071, 11/30 Dismantle 6/5/41	
504	Danville	6/1909	52' 9"	52	6/28/29	Convert to Bunk Car #46, renumber to #063,10/30 Dismantle-8/15/31	
505	Danville	6/1909	52' 9"	52	12/17	Destroy in Fire/Danville Carbarn	
506	Danville	6/1909	52' 9"	52	5/10/29	Body used for Roxana Station	
507	Danville	6/1909	52' 9"	52	6/9/29	Body used for Wood River Station	
508	Danville	6/1909	52' 9"	52	1911	Convert to Parlor Car 515- "GraniteCity" Convert to Trailer #509 (II)- 4/1914, Convert to Bunk Car #048- 9/19/30 Dismantle-12/31/39	
508 (II)	Danville	6/1909	52' 9"	52	8/30/29	Former Trailer 509- Renumbered 4/1914- 508 (II), Dismantled by ITS	
509	Danville	6/1909	52' 9"	52	4/14	Renumbered 508 II 4/14	
509 (II)	Danville	6/1909	52' 9"	52	7/13/29	Former Parlor Car Granite City"-515. Renumbered to Trailer #509II. Set at Decatur Belt Wye/Office Dismantle 8/30/29	

To further supplement the seating capacity of the fleet, the ITS placed eight trailers in service in 1909. Built by Danville Car Company, series cars 502-509, were 52' 9" in length with a seating capacity of 52.

516-527

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
516	St. Louis	9/1911	55' 10"	56	11/13/50	Scrap/Hyman-Michaels	21
517	St. Louis	9/1911	55' 10"	56	7/25/52	Scrap/Purdy Co.	21
518	St. Louis	9/1911	55' 10"	56	12/31/52	Convert to Instruction Car 100. Sold To Illini Ry Club 6/29/60, To IRM- Union 1968	21
519	St. Louis	9/1911	55' 10"	56	11/50	Convert to Roxana Yd Office	
520	St. Louis	9/1911	55' 10"	56	11/13/50	Scrap/Hyman-Michaels	
521	St. Louis	9/1911	55' 10"	56	7/25/52	Scrap/Purdy Co.	
522	St. Louis	9/1911	55' 10"	56	4/20/30	Convert to Steam Line Coach, 1934-Assigned Work Service Dismantled by ITC 12/18/39	4
523	St. Louis	9/1911	55' 10"	56	4/20/30	Convert to Steam Line Coach, 1934-Rbuild to trailer, Scrap Hyman-Michaels 11/13/50	4
524	St. Louis	9/1911	55' 10"	56	6/15/54	Convert to Granite City Yard Office, Scrap 8/1971	4
525	St. Louis	9/1911	55' 10"	56	10/25/23	Burned, Location Siding-COP	4
526	St. Louis	9/1911	55' 10"	56	12/23/50	Scrap/Purdy Co. 7/16/51	
527	St. Louis	9/1911	55' 10"	56	12/14/29	Convert to Bedroom Sleeper "Illinois"-501. Convert to Trailer #535 4/7/42 Convert to Bunk Car #098- 9/18/52 Sold to Gary Forshaw 8/22/66, to M&SV Museum 1972, to Harristown Depot, IL	

528-535

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
528	St. Louis	10/1912	55' 10"	56	12/23/55	Install A/C 7/7/37 Convert to Decatur Trainman's Room, Sold to H. Fischer 7/24/72, to IRM	7, 9, 15
529	St. Louis	10/1912	55' 10"	56	9/1/56	Install A/C 1937 Scrap/Compressed Steel	7, 9, 15
530	St. Louis	10/1912	55' 10"	56	4/15/56	Install A/C 4/30/37, Upgrade Interior 10/30/47, Body to East Belt Yards-Carman's Room, Sold H. Fischer 7/24/72, Scrap on site	7, 9
531	St. Louis	10/1912	55' 10"	56	9/1/56	Install A/C 3/17/37, Upgrade Interior 5/25/48, Scrap/Compressed Steel	7, 9, 15
532	St. Louis	10/1912	55' 10"	56	9/1/56	Install A/C 6/30/38, Upgrade Interior 11/30/48 Scrap/Compressed Steel	4, 7, 8, 9, 15
533	St. Louis	10/1912	55' 10"	56	7/17/52	Install A/C 8/39, Scrap/Purdy Co.	4, 7
534	St. Louis	10/1912	55' 10"	56	12/14/29	Sold-St. Louis Car/Scrap 2/30	4
534-II	St. Louis	10/23/4 1	55' 10"	56	8/26/52	. Former Parlor Car "Homer", Rebuilt to Bedroom Car "Missouri"-1930. Convert to Trailer #534 II- 10/23/41 Scrap/Purdy Co.	
535	St. Louis	10/1912	55' 10"	56	12/14/29	Sold-St. Louis Car/Scrap 2/30	4
535 II		4/7/42	55' 10"	56	9/18/52	Ex-Trailer 527. Convert to Bedroom Sleeper "Illinois"- 501- 12/14/29. Convert to Trailer #535 II 4/7/42. Convert to Bunk Car #098- 9/18/52 Sold to Gary Forshaw 8/22/66, to M&SV Museum. 1972, to Harristown Depot, IL	

As passenger business continued to increase between 1911 to 1913, the railroad ordered a fleet of St. Louis Car Company built passenger trailers. In September of 1911, twelve non-motorized trailer cars, series cars 516-527, were delivered, and with exceptions of 522-525, (which were assigned to the CO&P), the cars were assigned to the Danville-Springfield Line. In October of 1912, a second set of eight non-motorized trailers, series 528-535, were assigned to the Peoria-St. Louis high speed runs, with the exception of 532-535 which were also sent to the C O & P. The trailers were 57' 0" in length with a seating capacity of 56. On August 18, 1924, trailers #532-535 would be returned to the main line and in 1926, trailers 522-524 (525 destroyed by fire October 25, 1923) would also be reassigned to the Peoria-St. Louis runs. As passenger traffic increased by the mid 1930's, trailers 528 thru 532 were shopped and motors with multiple unit controls were added, to supplement the capability for high speed. With arrival of the streamliners, a rehabilitation program was inaugurated on February 25, 1947, to upgrading trailers. To create a basic, uniform exterior paint scheme (to match the streamliners) the equipment received the new royal blue body, gray roof, white window trim and black undercarriage

Trailer Date Out shopped

530 October 30, 1947

531* May 25, 1948

532 November 30, 1948

* Remained in orange paint scheme with black stripe

On August 9, 1950, trailers 528, 529 would receive a "cosmetic" repair and blue paint. The remaining passenger equipment would be deemed surplus, and was to be left in its orange paint scheme until retirement. When passenger traffic of the Illinois Terminal demanded extra seating on weekends, holidays and excursions, the passenger trailer was placed in service. Four of the trailers (528-531) were equipped with two motors and used on the main line for both the Limited and Locals. The remaining trailers were without motors. A helper conductor was assigned to each trailer to handle the duties of that car. On March 3, 1956, would be the last departure from the Springfield Station, the Illini Railroad Club "Farewell Special" consisting of standard equipment 284, 530 and 531.

560-561

No.	BUILDER	REBUILT	LENGTH	SEAT	RETIRE	DISPOSITION
560	McGuire Cummings	5/14/42	52' 6"	120	3/5/47	Former Express Motor #1066. Converted to Passenger Trailer for use in Illioopolis Ordnance Service. Convert to Express Trailer #606

561	McGuire-Cummings	5/14/42	52' 6"	120	3/5/47	Former Express Motor #1067. Converted to Passenger Trailer for use in Illiopolis Ordnance Service. Convert to Express Trailer #607

PARLOR CARS

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
510 Monticello	Danville	7/11	55' 10"	35	11/13/50	Scrap/Hyman-Michaels	7, 9, 10, 19
511 "Urbana"	Danville	7/11	55' 10"	35	11/13/50	Scrap/Hyman-Michaels	7, 9, 10, 19
512 Cerro Gordo	Danville	7/11	55' 10"	35	8/26/52	Scrap/Purdy Co.	7, 9, 10, 19
513 Clinton	Danville	7/11	55' 10"	35	11/13/50	Scrap/Hyman-Michaels,	7, 9, 10, 19
514 Lincoln	Danville	7/11	55' 10"	35	8/23/40	Motors removed- 1935 Convert to Bunk Car #081, Scrap Hyman-Michaels 10/11/55	9
515 Granite City	Danville	6/1909	52' 9"	N/A	4/19/14	Ex Trailer #508. Convert to Trailer #509I 4/19/14. Convert to Bunk Car #048- 9/19/30 Scrap/12/31/39	
515 II Homer	St. Louis	4/1913	55' 10"	35	8/01/30	Convert to Bedroom Car "Missouri"-500 Convert to trailer #534, 10/23/41, Scrap/Purdy Co. 8/26/52	
Champaign	Danville	3/1910	52' 9"	25	1930	Placed in service as a "Mr. McKinley's Private Car. Renamed "Sangamon" and used as sleeper/parlor- 1927. Convert to Office Car #234-1930. Sold to Illini Ry Club-	

12/8/55. To IRM,
Union, IL

SLEEPERS

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
Francis Decatur	Harlan & Hollingworth Holland Car Co.	1903	62' 0"	24	1911	Renamed "Decatur". Convert to Motor #272, 1911. Convert to Bunk Car #7, 8/14. Convert Bunk Car #14- 7/19/22. Convert Bunk Car #028- 6/30. Scrapped 2/2/39	
Theodore Springfield	Harlan & Hollingworth Holland Car Co.	1903	62' 0"	24	5/20/10	Destroyed by fire/collision with Express Motor 1059, Loveless Siding south of Carlinville	
500 Missouri	St. Louis	8/1/30	55' 10"	29	10/23/41	Ex-Parlor Car "Homer"- 515. Install A/C 5/38. Convert to trailer #534 10/23/41, Scrap/Purdy Co. 8/26/52	12
501 Illinois	St. Louis	8/1/30	55' 10"	29	3/30/42	Ex-Trailer 527, Install A/C 5/38. Convert to Trailer #535,-4/7/42. Convert to Bunk Car #098- 9/18/52. Sold to Gary Forshaw 8/22/66, to M&SV Museum. 1972, to Harristown Depot, IL	12
502 Decatur	Barney/Smith	1911	57' 3"	20	5/7/41	Convert to Bunk Car #052 Scrap/ Hyman- Michaels- 8/10/60 "	13
503 Springfield	Barney/Smith	1911	57' 3"	20	2/11/38	Wrecked Boren Siding, Lincoln	13
504 Peoria	AC&F	3/1910	54' 0"	20	12/16/39	Convert to Bunk Car #049. Sold to Don Ross- 4/16/60. To IRM-Union	13
505 St. Louis	AC&F	3/1910	54' 0"	20	12/21/39	Convert to Bunk Car #050. Scrap Hyman- Michaels- 8/22/57	13

Edwardsville	St. Louis	1913	57' 3"	20	11/30/31	Damaged by Fire, Morton, IL- 11/30/31 Scrap/ Hyman-Michaels- 9/30/33	13

In 1906 the railroad bought two self-propelled sleepers built in 1903 for the Holland Palace Car Company and named the Theodore (renamed Springfield) and the Francis (renamed the Decatur). When purchased by the ITS, the cars were completely rebuilt in the streetcar shops at Bloomington, Illinois and featured ten "state rooms", on one side of the isle, each containing two berths. A wooden curtain, which rolled up into the ceiling, was pulled down at night to create the sleeping compartment. During the day, the berths folded to create two chairs for seating. A "smoker" room with four chairs and toilet room was located to the front of the car. On February 14, 1907, the Illinois Traction would be the only electric railroad in the world to operate sleeping car service with the two cars operating in nightly service between Decatur and East St. Louis, and with lack of patronage between Decatur and Springfield, this service was then cut back to Springfield on August 19, 1907. With the success and profitability of the sleeper service, between East St. Louis and Springfield, service was extended to Peoria on April 1, 1910. A new sleeper trailer of ITS design was introduced, which was in response to the frequent complaint from patrons, whose rest was disturbed by the motor sounds of the Holland Cars. Built by the American Car and Foundry, sleepers "Peoria" and "St. Louis" had five compartments on each side of a center passageway, with each compartment containing two berths. To the front of the car was a smoker and men's room, and to the rear, a ladies room (equipped with an electric curling iron), heater compartment and linen locker. Luxury, combined with safety, was the foremost factor in the design of these cars. Finished in high polished mahogany wood with inlaid wood lines, the rooms had carpeting, with plush line safety deposit boxes for valuables. In addition to the windows for upper berths, the berths were six foot-two inches in length, six inches longer than a standard Pullman sleeper. Electric fans, individual lights and a porter call button at berth side contributed to the passenger's comfort. To greet the passenger in the morning, the porter would serve hot rolls (warmed on an electric hot plate) and coffee to the patrons. The ITS "safety knuckle" (used on all freight motors and passenger equipment) was of unique design as it was vertically, 14 inches high (standard knuckle is 11 inches high), which prevented the parting of a train at severe breaks in grade. On April 1, 1911, two additional sleeper trailers, "Decatur" and "Springfield", built by Barnes & Smith Company, were placed in service and the Holland car "Decatur" retired from sleeper service and rebuilt into passenger motor 272. Holland car "Springfield" was destroyed in a head-on collision with Express Motor 1059, south of Loveless Siding (6.1 miles south of Carlinville) on May 20, 1910. The replacement sleeper "Springfield" was heavily damaged in a collision in February 1938. Sleeping Car "Edwardsville," built in 1913 by St. Louis Car Company, would round out the fleet of five sleeper trailers to meet the traffic demands. Effective November 9, 1924, a new schedule was issued featuring the introduction of the The "Owl" continued to offer nightly sleeper service, between Peoria-Springfield-St. Louis, with the new "Illini" sleeper service serving Champaign-Springfield Decatur-St. Louis. The service operated on

an alternate schedule of northbound (St. Louis-Champaign), on Tuesday, Thursday, Sunday and southbound (Champaign-St. Louis), on Monday, Wednesday and Friday.

In an effort to remain competitive with the steam roads, and to provide deluxe passenger accommodations for night travel, the railroad introduced two new "BEDROOM" sleeping cars. Cars MISSOURI (rebuilt parlor car "Homer") and ILLINOIS (rebuilt trailer 527) were placed in nightly service between Peoria and St. Louis on August 5, 1930. These cars featured nine individual bedrooms, with the doors opening into an aisle way which extended along one side of the car. Six of the rooms were equipped with double doors between them, which opened to create a suite. Luxurious, the cars were finished in natural mahogany, with all hardware finished in a black oxide finish and tiled linoleum floor was covered with individual rugs. Because the cars were designed to be used only as a sleeping car for overnight travel, the box spring/mattress beds were stationary. A drop desk was located on the adjacent wall, so that the bed could be used as a seat. Unlike its counterpart sleeper trailers, each bedroom contained an individual toilet facility with hot and cold running water. Some of the other features were the shoe shine box located in the aisle partition with access by the porter during the night, individual controls on the heating system and a small blue night light in each room. For the finest riding quality, equalizer and elliptic springs were part of the truck construction. To add that touch of class, each door had an ornamental brass knocker for the porter to call on patrons in the morning. Due to the dwindling patronage of passengers and resulting deficit operation of the sleeping car accommodations the service was discontinued on July 30, 1940.

OFFICE CARS Motors: 4/GE-205B Ratio; 21:53					Control: GE-M C6K		
No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
233	St. Louis	11/1909	62' 6"	27	5/16/56	Ex-Corn Belt Car "Missouri". Converted to Office car by AC&F.. Sold to Illini Ry. Club, to IRM Union- 1968	1 7
234	Danville	1930	52' 6"	25	12/8/55	Placed in service as a "Mr. McKinley's Private Car "Champaign". Renamed "Sangamon" and used as sleeper/parlor- 1927. Convert to Office Car #234-1930. Install A/C 1937. Sold to M. Klebolt- 12/8/55. To IRM, Union- 1968.	

VP-General Manager Chubbuck's private car no. 233, began life as Corn Belt Limited Car "Missouri" (built 1906) and in 1909, was rebuilt by American Car & Foundry Company into an Office Car. The car, equipped with four motors, was capable of a speed up to 60 MPH and was a self-contained office and home that could sleep six. To the front of the car, the motorman's cab set in the left-hand corner, and directly behind him was the "office". This section was equipped

with a roll top desk, typewriter desk and letter files, where business was conducted while enroute. To the center of the car, were two sleeping compartments, adjacent to a kitchen and toilet and to the rear of car, a built in china closet, with six easy chairs, around a large dining table in center of the room. The observation platform was fully enclosed with a rear window; (57 inches wide) which swung opened for ventilation. From this car, Mr. Chubbuck could be enroute to a project site, handling all necessary paperwork and still have a comfortable night's rest. On February 11, 1911, the Illinois Traction had the distinction of being the first interurban in the U. S. to carry a U. S. President on a mission of state. President William H. Taft arrived Decatur, Illinois on the Wabash from Chicago, to deliver an address to Millikin University. His next stop would be in Springfield, to deliver the principal address to the Lincoln Centennial Association. Naturally, Congressman McKinley (who would serve as Taft's campaign manager in 1912) had invited the president to use the ITS and travel in his Office Car "Champaign", which was pulled by private car #233. Although President Taft did ride the special train, his preference was to ride the "front end" of Car 233, probably to admire the prairie lands of Illinois. Car 271 preceded the "Taft Special" by ten minutes, carrying local dignitaries and newspaper personnel. On August 21, 1911, the first electric interurban to run from Missouri (St. Louis) and cross the states of Illinois, Indiana, and Ohio, would occur with the trip of ITS Executive Car 233. ITS Vice President H. E. Chubbuck, in the company of ten ITS officials and guests, were enroute to attend the Central Electric Railway Association meeting at Sandusky, Ohio. Car 233, departed St. Louis, Missouri on August 21, 1911, and left ITS rails at Danville, Illinois, where the car was attached to the rear of a C C C & St. L passenger train, and towed 50 miles east to New Ross, Indiana. At this point the car entered the rails of the Indianapolis, Crawfordsville & Western Traction Company, where it again operated under its own power to Indianapolis, Indiana. The next day, the car would travel over six electric railways to reach Sandusky, Ohio. On August 27, 1911, the car arrived back in Peoria, Illinois, completing a round trip of 1,624 miles. The "SANGAMON" began life as the "Champaign," which was built by Danville Car Company on March 17, 1910 and used as Mr. McKinley's private car. With Mr. McKinley's heavy involvement in politics and lack of use of the "Champaign", it was motorized in 1923 and used as a "Party Car" which could be chartered for group, outings, when not required for executive use. In 1927 it was converted back as a trailer, refurbished, painted orange and renamed the "Sangamon." The car was a combination parlor-observation, with sleeping accommodations for seven people. To the rear compartment, eight "easy" chairs sat around a folding extension table in which meals could be served, or overlook the open observation platform with the brass ornate railing. In the center of the car, two standard sleeping car sections had berths and to the front, a kitchen, toilet room and porter sleeping quarters. With the discontinuance of the Champaign-Springfield sleeper service, the "Sangamon" was re-lettered "234" and re-assigned to executive office car service, being pulled by the 233. In June of 1948, the interior was repainted, with the walls in a cameo green and the ceiling in cream color.

BRANCH LINE CARS**200-203 Motors: 4/GE-74D Ratio; 24:65****Controller: GE-M C6A**

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
200	St. Louis	4/04	48'2"	48	1/24	Scrapped	1
201	St. Louis	4/04	48'2"	48	12/26	Scrapped	1
202	St. Louis	5/04	48'2"	48	12//29	Dismantled: ITC	1, 11
203	St. Louis	5/04	48'2"	48	12/26	Scrapped	1

300-309 Motors: 4/GE-73C Ratio; 22:53**Control: GE-M C6A**

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
300	St. Louis	1/1907	56' 3"	50	12/31/36	Rebuilt as one-man car 6/29 Dismantled by ITS,	11
301	St. Louis	1/1907	56' 3"	50	9/21/33	Rebuilt as one-man car 6/29. Scrap/Hyman-Michaels	11
302	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
303	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
304	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
305	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
306	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
307	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
308	St. Louis	1/1907	56' 3"	50	1/2/29	Dismantled by ITS	11
309	St. Louis	1/1907	56' 3"	50	12/10/09	Destroyed in Fire, E. St. Louis Freight house	1

302-303 Motors: 4/GE-265D Ratio; 20:63**Controller: GE-K35KK**

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
302 (II)	St. Louis	8/10/34	44' 11"	40	7/23/41	Ex-Illinois Valley Division # 67. Dismantled by ITC	20
303(II)	St. Louis	10/19/34	44' 11"	40	7/23/41	Ex-Illinois Valley Division # 69 Dismantled: Body used as Air Brake Shop, Granite City	20

400-403 Motors: 4/GE-80 Ratio; N/A Controller:GE-K28

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
400	American	1/1904	55' 0"	44	9/11/33	Scrapped	
401	Danville	12/1910	46' 3"	44	5/31/33	Scrapped	
402	Danville	12/1910	46' 3"	44	5/31/33	Scrapped	
403	Danville	12/1910	46' 3"	44	3/9/35	Scrapped	

BRIDGE CARS**404-415 Motor: 4/GE-265D Ratio; 16:67****Controller: GE-K35KK**

404	St. Louis	1924	46' 5"	40	5/21/56	Ex- Illinois Valley Division- #60, Renumbr #74- 11/30/28, #404- 3/25/30 Scrap/Bierman Co.	1, 20
405	St. Louis	1924	46' 5"	40	2/14/56	Ex- Illinois Valley Division- #61- Renumbr #75- 11/30/28, #405- 3/25/30. Dismantled by ITC	1, 20
406	St. Louis	1924	46' 5"	40	12/7/45	Ex- Illinois Valley Division- #74 , Renumbr #76- 11/30/28 #406- 6/10/30 Wrecked in collision-Granite City	1, 20
407	St. Louis	1924	46' 5"	40	6/11/53	Ex- Illinois Valley Division- #75 Renumbr #77- 11/30/28, #407 4/2/30 Scrap/Purdy Co.	1, 20
408	St. Louis	1924	46' 5"	40	8/21/50	Ex- Illinois Valley Division #76 Renumbr #78- 11/30/28, #408-9/17/30 Scrap/Hyman-Michaels	1, 20
409	St. Louis	1924	46' 5"	40	8/21/50	Ex- Illinois Valley Division- #70 Renumbr 409- 9/27/29 Scrap/Hyman-Michaels	1, 20
410	St. Louis	1924	48' 0"	40	7/24/59	Ex- Illinois Valley Division- #62 Renumbr 410- 4/30. Retired: To St. Louis Museum Transportation	1, 20
411	St. Louis	1924	48' 0"	40	8/21/50	Ex- Illinois Valley Division- #68 Renumbr #411- 11/4/32. Scrap/Hyman-Michaels	1, 20
412	St. Louis	1924	48' 0"	40	8/21/50	Ex- Illinois Valley Division- #71 Renumbr #412- 11/4/32 Scrap/Hyman-Michaels	1, 20
413	St. Louis	1924	48' 0"	40	7/11/53	Ex- Illinois Valley Division- #73 Renumbr #413- 11/4/32 Scrap-Purdy Co.	1, 20
414	St. Louis	1924	48' 0"	40	10/13/50	Ex Illinois Valley Division- #63	1, 20

						Renumber #414- 10/19/34. Convert to Locker Room, St. Louis Subway,	
415	St. Louis	1924	48' 0"	40	10/19/56	Ex- Illinois Valley Division #64 Renumber 415-9/19/34. Sold: IRM-Union.	1, 20

470-473 Motors 4/GE-275A Ratio; 22:50 Control: GE-M C169A

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
470	St. Louis	1924	52' 2"	55	7/24/59	Ex-EstL&S+- #70, Renumber #470- 2/14/35 Scrap/Bierman Co.	
471	St. Louis	1924	52' 2"	55	7/24/59	Ex-EstL&S+- #71, Renumber #471- 2/14/35 Scrap/Bierman Co.	
472	St. Louis	1924	52' 2"	55	7/24/59	Ex-EstL&S+- #72, Renumber #472- 2/12/35 Scrap/Bierman Co.	
473	St. Louis	1924	52' 2"	55	7/24/59	Ex-EstL&S+- #73, Renumber #473 2/12/35 Scrap/Bierman Co.	

900-919 Motors 4/GE-201G Ratio; 15:61 Control: GE-K35G

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
900-904	American	3/1909	50' 0"	42	4/4/35	Scrapped	
905-919	American	3/1909	50' 0"	42	9/25/33	Scrapped	

BRIDGE CAR TRAILERS

950-959

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
950-954	American	3/1909	50' 0"	42	9/25/33	Scrapped	
955-959	American	3/1909	50' 0"	42	9/5/33	Scrapped	

PCC CARS

450-457 Motors: 4/GE-1220E1 Ratio; 7.17/1 Control: GE-PCC

No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
450	St. Louis	9/49	50' 5"	58	7/24/59	Sold Bierman Co. Sold to Ohio Ry. Museum 12/64	
451	St. Louis	9/49	50' 5"	58	7/24/59	Sold Bierman Co. Sold to Conn. Elect. Ry Museum Warehouse Pt. Conn. 12/64	
452	St. Louis	9/49	50' 5"	58	7/24/59	Scrap/Bierman Co.	

453	St. Louis	9/49	50' 5"	58	7/24/59	Scrap/Bierman Co.
454	St. Louis	9/49	50' 5"	58	7/24/59	Scrap/Bierman Co.
455	St. Louis	9/49	50' 5"	58	7/24/59	Scrap/Bierman Co.
456	St. Louis	9/49	50' 5"	58	7/24/59	Scrap/Bierman Co.
457	St. Louis	9/49	50' 5"	58	7/24/59	Scrap/Bierman Co.

With the McKinley Bridge nearing completion, an order for 30 "Bridge Cars" was being completed at the American Car Company of St. Louis. This would be the initial equipment to provide local service between St. Louis, Missouri and Granite City, Illinois, via the "bridge". The consist of 20 motors (series 900-919) and ten trailers (950-959) were 50' 0" in length and were constructed as the Pay-As-You-Enter Type of car. The interior was finished in mahogany with 16 transverse seats upholstered in rattan, in addition to 2 longitudinal seats. This small fleet of cars would carry thousands of passengers a day, over the McKinley Bridge. By the end of 1910, local service over the McKinley Bridge averaged 10,000 riders' daily and 30,000 riders on Sunday, due to St. Louis being "dry". A total of 220,155 passenger trains were operated during 1910, carrying 13,000,000 passengers on the interurban lines and 60,000,000 on the total city lines operated. The CO&P (Illinois Valley Division) would place in service on August 3, 1924, seventeen new lightweight cars, built by St. Louis Car Company. The series 60-76 were 44' 12-1/2" in length with wicker back-leather seats and a capacity of 52, and required only one employee to operate it. The cars proved to be economical to operate, with improved acceleration and a quiet, smooth ride. As the passenger service was being phased out over a period of time on the Illinois Valley Division, the light weight, one-man cars were sent to the ITS Decatur Shops for rebuilding into doubled ended cars and renumbered. Entrance to the car was at the front right corner, where the conductor was stationed to collect fares. Exit was at the opposite end, left side. The cars now had seating capacity for 40 passengers. Ten of the cars, renumbered 404-413, were assigned to the St. Louis-Granite City area to replace the aging 900 series bridge car equipment. In 1934, four of the seven remaining Valley Division cars were renumbered 302-303 and 414-415. Cars 302-303 were assigned to the Danville-Georgetown runs, until service was abandoned April 26, 1936. They were reassigned to protect runs between Litchfield-Staunton and with the discontinuance of service on April 18, 1939, the cars were scrapped. Cars 414-415 were assigned to the Batestown-Danville-Tilton suburban service. With the discontinuance of this service on July 19, 1939, they were reassigned to St. Louis-Granite City service. The remaining three cars of the Valley Division roster were scrapped at Decatur. The second series of cars 470-473, built in 1924 by the St. Louis Car Company, were also equipped for double-end operation and unlike their counterpart, (400 series) had multiple unit capabilities. Entrance and exit was via the side center doors, and also the station of the conductor for collecting fares. The cars had a seating capacity of 64. This was the only equipment to have the motorman's controls located in the front center of the car. The "suburban" equipment was old, in dire need of repair was to be replaced with the new, modern PCC car which had an appearance like a city bus with flanged wheels, was smooth riding, accelerated without jerking and could be multiple-unit with another car. On May 17, 1948, the

Illinois Terminal ordered eight cars, in series of 450-457, at a cost of \$300,000 and were placed into regular service with the last car being placed in service on October 31, 1949.

ST. LOUIS & ALTON

100-104 Motors 4/WH-548C3 Ratio; 28:61 Control: WH-HLF 28A (GE205B) (21:53)							
No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
100	American	7/1917	53' 8"	60	7/23/53	Ex-AG&StL*- #60 Renumber #100- 4/1931 Scrap/Purdy Co.	18
101	American	7/1917	53' 8"	60	3/9/56	Ex-AG&StL*- #61 Renumber #101- 4/1931 Sold IL Ry Museum	18
102	American	7/1917	53' 8"	60	7/23/54	Ex-AG&StL*- #62 Renumber #102- 4/1931 Scrap Purdy Co.	18
103	American	6/1924	53' 8"	60	7/23/53	Ex-AG&StL*- #63 Renumber #103- 4/31 Sold: Residence Clifton IL	18
104	American	6/1924	53' 8"	60	12/19/56	Ex-AG&StL*- #64 Renumber #104- 4/31 Sold: St. Louis Museum Transp.	18

120-123 Motors 4GE-205B Ratio; 21:53 Control: GE-M C6K							
No.	BUILDER	BUILT	LENGTH	SEAT	RETIRE	DISPOSITION	NOTES
120	EStL&S Ry	5/1924	53' 8"	58	7/23/53	Ex-EstL&S+- #4, Renumber #120- 8/1931 Scrap/Purdy Co.	
121	EStL&S Ry	5/1924	53' 8"	58	7/23/53	Ex-EstL&S+- #5, Renumber #121- 8/1931 Scrap/Purdy Co.	
122	EStL&S Ry	5/1924	53' 8"	58	7/23/53	Ex-EstL&S+- #11,, Renumber #122- 4/1931 Scrap/Purdy Co.	
123	EStL&S Ry	5/1924	53' 8"	58	7/23/53	Ex-EstL&S+- #15, Renumber #123- 4/1931 Scrap/Purdy Co.	

NOTES

1. Suburban style, Double-end operation
 2. Upgrade to ITS Standards, 1919
 3. AC-DC Cars: Converted to straight DC in 1909
 4. Assigned to CO&P 1911/1912-1926
 5. Equipped with Clear Vision Window 11/15/30
 6. Install Pneuphonic Horn 5/14/30
 7. Install Automatic AC/Temperature Controls 12/8/39
 8. Replace seats with non-rotating seats.
 9. Equipped M-U controls and one motorized truck with 2/GE22G 26:52 Ratio and GE Type M Control to train with 273-285 Class Cars: 1928. Parlor cars 510-514: 1935-37. Coach Trailers 528-232.
 10. Observation platform enclosed, arch windows covered & Air conditioned 1936 (Clinton-513 5/20/38)
 11. Dismantled by ITS-trucks & electric equipment used in construction of Class "C"
 12. Bedroom Car-Converted from trailers by St. Louis Car Co. 8/1/30
 13. 10 section Sleeper
 14. Rebuilt 1930, Revolving chairs installed.
 15. Cosmetic repairs made.
 16. 1924-Convert to Tangerine Flyer Service with parlor car seats, orange exterior, revert to coach seats 7/29
 17. Equipped with Field Shunts
 18. Equipped with Field Tap Motors
 19. 1930 Rebuilt; Furnished with new furniture, painted orange
 20. Rebuilt Decatur shops to double-ended operation
 21. Trailers 516-518 have one trolley pole, m. u. power and bus line.
- ^ Gear ratio changed to 26:52 on cars 273-278, 283-285 in 1924
- + East St. Louis & Suburban Ry.
- * Alton, Granite & St. Louis
- Cars 265-269 retired 12/26. Five cars of the entire series were rebuilt from parts of the remainder of the series and renumbered 260-264.

Motors: 4/GE-74D

No. of Motors		Mfg.	Motor Number	Motor	Frame Type	Ratio	Pinion: Gear
4		GE	74	D		24:65	
Controllers:		Manufacturer					
Mfg.	Type	GE- General Electric					
GE	M C6A	WH- Westinghouse					
GE	MC6A						

STEAM DIVISION PASSENGER EQUIPMENT

Type	Built	Builder	Road	No.	Misc. Info
Officer Car	1903	Hicks Loco Works	ITRR	11	56' Wood construction Interior remodeled 1913 Parlor, Dining, small kitchen, drawing room
Combine	1890	St. Charles Car Co.	A&E	15	50' wood. Former CP&StL # 38 Purchased by A&E 4/1925 Retired 4/18/1930
Coach	1890	St. Charles Car Co.	A&E	16	51' 7" wood, 56 seat capacity . Former CP&StL # 46 Purchased by A&E 4/1925 Retired 4/18/1930
Coach	1890	St. Charles Car Co.	A&E	17	51' 7" wood, 56 seat capacity . Former CP&StL # 47 Purchased by A&E 4/1925 Retired 4/18/1930
Coach	1890	St. Charles Car Co.	A&E	18	51' 7" wood, 56 seat capacity . Former CP&StL # 48 Purchased by A&E 4/1925 Retired 4/18/1930
Combine	9/0/1911	St. Louis Car Co.	A&E	522	4/18/1930: Former ITS 522, rebuilt as combine, baggage door, partition, buffer mechanisms oil lamps center aisle, caboose stove, replace seating, orange shellac. 3/7/1933 reassigned to work service, retired 12/18/1939.
Coach	9/0/1911	St. Louis Car Co.	A&E	522	4/18/1930: Former ITS 523, rebuilt as coach, buffer mechanisms oil lamps center aisle, caboose stove, replace seating, orange shellac. 3/7/1933 rebuilt to ITS coach 523, scrapped 11/13/1950-Hyman-Michael.

NOTES RAILROAD

CP&St.L	Chicago, Peoria & St. Louis	ITRR	Illinois Terminal RR (Steam Line)
ITS	Illinois Traction System	A&E	Alton & Eastern

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ELECTRIC FREIGHT MOTORS

CLASS "A" 100-1561

Motors: 4/GE-55H Ratio: 17:60				(4/GE-73C Ratio 17:73)		Control: GE-M C6K	
No.	Built	Builder	Length	HP	Retired	Disposition	Note
100	6/06	DSR&L	30' 7"		10/15/28	1907- Renumbered 1556. Rebuilt into Class "O" #1550	
101	6/06	DSR&L	30' 7"		10/15/28	1907- Renumbered 1557. Rebuilt into Class "O" #1551	
102	6/06	DSR&L	30' 7"		10/15/28	1907- Renumbered 1558. Rebuilt into Class "O" #1552	
102 (II)	3/07	Alco-GE	31' 1"			1907- Renumbered- 1559	
103	3/07	Alco-GE	31' 1"			1907- Renumbered- 1560	
104	7/07	Alco-GE	32' 9"			1907- Renumbered- 1561 Delivered as AC/DC unit.	
1550	12/07	Danville	30' 7"		3/30/37	Renumbered as #1556(II) 10/1928	
1551	12/07	Danville	30' 7"		1/20/38	Renumbered as #1557(II), 10/15/28	
1552	12/07	Danville	30' 7"		7/29/37	Renumbered as #1558(II), 10/1928	
1553	12/07	Danville	30' 7"		5/28/41	Dismantled by ITS	3
1554	12/07	Danville	30' 7"		7/25/52	Assigned Granite City, Scrap/Purdy Co.	3
1555	12/07	Danville	30' 7"		3/22/39	Rebuilt Decatur Shops 4/26/28, Sold and became to Allis Chalmers Co.-#1	3
1556	6/06	DRS&L	30' 7"		10/15/28	Ex-100, Rebuilt into Class "O" #1550 (II)	
1556(II)	12/07	Danville	30' 7"		3/30/37	Ex- 1550, Sold Allis-Chalmers Co.	3
1557	6/06	DSR&L	30' 7"		10/15/28	Ex-101, Rebuilt into Class "O" #1551 (II)	
1557(II)	12/07	Danville	30' 7"		1/20/38	Ex- 1551, Sold to and became Allis-Chalmers Co. #3.	3
1558	6/06	DSR&L	30' 7"		10/15/28	Ex-102 Rebuilt into Class "O" #1551	
1558(II)	12/07	Danville	30' 7"		7/29/37	Ex- 1552, Sold to and became Allis Chalmers Co. #4.	3
1559	3/07	Alco-GE	31' 1"		4/10/39	Ex- 102 (II) Rebuilt as Diesel-Electric #61,	3
1560	3/07	Alco-GE	31' 1"		7/16/51	Ex- 103, Assigned Danville. Scrap/Purdy Co.	3
1561	7/07	Alco-GE	32' 9"		1920	Ex- 104, Returned to GE, Resold to NSt.L&T	3

CLASS "O" " 1550-1552

Motors: 4/GE-73C Ratio: 17:73					Controller: GE-M C6K		
No.	Built	Builder	Length	HP	Retired	Disposition	Note
1550(II)	3/30/29	ITS	32' 4"	600	11/7/40	Ex- "A" 1556, Sold to and became Allis-Chalmers Co. #2	3
1551(II)	3/30/29	ITS	32' 4"	600	3/1/46	Ex- "A" #1557, Sold IP&L/Champaign- #1	3
1552(II)	4/20/29	ITS	32' 4"	600	7/18/50	Ex- "A" #1558, Sold IP&L/Bloomington #2	3

CLASS "B" " 1561-1578

Motors: 4/GE-69C Ratio: 17:73					Controller: GE-M C83		
No.	Built	Builder	Length	HP	Retired	Disposition	Note
1561	9/10	ITS	34' 0"	800	1/6/56	Rebuilt with right-hand controls. Convert to Snow Plow #020, Scrap- 9/19/59, Central Iron & Metal, Springfield	2, 5, 6, 8
1562	9/10	ITS	34' 0"	800	5/19/54	Scrap/Hyman-Michaels	2
1563	9/10	ITS	34' 0"	800	6/2/55	Scrap/Hyman-Michaels	2, 5
1564	9/10	ITS	34' 0"	800	5/13/56	Scrap/Compress Steel Co.	2, 4, 5
1565	9/10	ITS	34' 0"	800	4/10/55	Sold IP&L Champaign, To IRM- Union-1960	2, 4, 5
1566	9/10	ITS	34' 0"	800	4/30/52	Sold IP&L-#6- Assigned Danville	4, 5
1567	9/10	ITS	34' 0"	800	1/17/55	Sold St. Louis Car Co. #11	1, 2, 4, 5
1568	9/13	ITS	34' 0"	800	2/20/56	Rebuilt with right-hand controls. Sold St. Louis Car Co.	1, 2, 5, 6
1569	9/13	ITS	34' 0"	800	2/24/56	Assigned E. Peoria, Equipped with 3 poles for Caldwell Hill Pusher Service Scrap/Compressed Steel Co.	1, 2, 5, 6, 8
1570	9/13	ITS	34' 0"	800	5/10/56	Rebuilt with right-hand controls. Scrap/Hyman-Michaels	1, 2, 5,
1571	9/13	ITS	34' 0"	800	11/13/50	Scrap/Hyman-Michael	1
1572	9/13	ITS	34' 0"	800	7/26/51	Scrap/Purdy Co.	1, 2
1573	7/18	ITS	34' 0"	800	7/2/53	Scrap/Hyman-Michaels	1, 2
1574	7/18	ITS	34' 0"	800	10/18/53	Scrap/Hyman-Michaels	1, 2
1575	7/18	ITS	34' 0"	800	7/2/53	Sold-St. Louis Car,#9, 9/63 To St. Louis Museum Transportation	1, 2, 4
1576	7/18	ITS	34' 0"	800	1/6/56	4/10/43-Assigned Decatur-Springfield, Ordnance Passenger Train Service Convert to Snow plow #021, Scrap- 9/15/59, Central Iron & Metal, Springfield	1, 2, 7

1577	9/18	ITS	34' 0"	800	10/18/53	4/10/43-Assigned Decatur-Springfield, Ordnance Passenger Train Service Scrap/Hyman-Michaels	1, 2, 7
1578	9/18	ITS	34' 0"	800	10/18/53	90 Amp switches installed to prevent motor & switchboard grounding-11/39. Scrap/Hyman-Michaels	1, 9

CLASS "C" " 1579-1598**Motors: 8/GE-73C Ratio: 17:73****Control: GE-M C6K**

No.	Built	Builder	Length	HP	Retired	Disposition	Note
1579	10/27/24	ITS	52' 5"	1,000	2/13/56	Assign Edwardsville Yards Scrap/Hyman-Michaels	8
1580	1924	ITS	52' 5"	1,000	8/30/40	Retired: Body & subframes used to build Class "D" #70	10
1581	1924	ITS	52' 5"	1,000	12/02/40	Retired: Body & subframes used to build Class "D" #71	10
1582	10/1925	ITS	52' 5"	1,000	1/14/56	Scrap/Compress Steel Co.	10
1583	10/1925	ITS	52' 5"	1,000	7/11/53	Damaged-accident at Storage Siding, Urbana Scrap/Hyman-Michaels-7/20/53	10
1584	10/1925	ITS	52' 5"	1,000	1/02/42	Retired: Body & subframes used to build Class "D" #73	10
1585	1/1926	ITS	52' 5"	1,000	7/02/53	Scrap/Hyman-Michaels	10
1586	1/1926	ITS	52' 5"	1,000	7/2/53	Motors: 8/WH-3C213 Ratio; 16:61 Control: H-HLF. quipped with experimental pantograph 1/25/31. Equipped with field shunts. Rebuilt with right-hand controls. Damaged by fire, Murphy Stop- E. Peoria, 11/29/29. Scrap/Burstein Co., Decatur	10
1587	9/1926	ITS	52' 5"	1,000	4/10/56	Equipped with experimental Bow Collector 12/31/30. Scrap/Compressed Steel Co.	6, 10
1588	9/1926	ITS	52' 5"	1,000	9/26/42	Retired: Body & subframes used to build Class "D" #74	10, 11
1589	3/1927	ITS	52' 5"	1,000	2/20/56	Rebuilt with right-hand controls. Scrap/Compressed Steel Co.	8, 10
1590	6/1927	ITS	52' 5"	1,000	3/13/56	Scrap/Compressed Steel Co.	10
1591	9/1928	ITS	52' 5"	1,000	5/02/41	Retired: Body & subframes used to build Class "D" #72	10
1592	9/1928	ITS	52' 5"	900	4/10/56	Equipped with Field Shunts Scrap/Compressed Steel Co.	10
1593	9/1928	ITS	52' 5"	900	4/29/55	Equipped with illuminated number box at roof line and Field Shunts. Scrap/Purdy Co.	10

1594	9/1928	ITS	52' 5"	900	3/25/56	Equipped with Field Shunts Scrap/Hyman Michaels	10, 11
1595	12/7/29	ITS	52' 5"	1,000	12/19/56	To Museum Transportation, St. Louis, MO	10, 11
1596	12/11/29	ITS	52' 5"	1,000	3/25/56	Scrap/Hyman Michaels	10
1597	12/14/29	ITS	52' 5"	1,000	9/13/54	Damaged by fire, East Belt Barn, Springfield- 8/11/54, Scrap/Central Iron & Metal, Springfield	10
1598	1/1930	ITC	52' 5"	1,000	4/11/56	Scrap/Compressed Steel Co.	10

CLASS "D" " 70-74

Motors: 8/WH 571FD1 Ratio: 16:63 Control: WH-HLF

No.	Built	Builder	Length	HP	Retired	Disposition	Note
70	12/05/40	ITC	53' 6"	1,750	2/10/56	Ex- 1580 Scrap/Compressed Steel	8 6
71	3/27/41	ITC	53' 6"	1,750	2/20/56	Ex- 1581 Scrap/Compressed Steel	
72	12/12/41	ITC	53' 6"	1,750	2/20/56	Ex- 1591 Scrap/Compressed Steel	1
73	9/26/42	ITC	53' 6"	1,750	3/27/56	Ex- 1584 Scrap/Compressed Steel	
74	11/30/42	ITC	53' 6"	1,750	3/27/57	Ex- 1588 Scrap/Compressed Steel	12

BATTERY-DIESEL-ELECTRIC 51-52

Motors: 4/GE-285C Ratio: 16:65 Controller: GE- PCL

No.	Built	Builder	Length	HP	Retired	Disposition	Note
51	12/30/30	St. Louis	48' 7"	1,000	2/13/56	Ex-ICRR Serial 11002. Batteries Removed 5/04/54, Scrap/Hyman Michaels	6, 8
52	1/22/32	St. Louis	48' 7"	1,000	2/10/56	Ex-ICRR 14181, Serial 11001. Batteries removed 5/04/54, Scrap/Compress Steel	6, 8

With the construction of the St. Louis Terminal, came the need for motive power to work in areas where no overhead wire was available, and at a later time, within industries which prohibited the use of an overhead wire. On December 20, 1930, combination diesel-trolley-battery locomotive #51, (originally built for the Illinois Central Railroad use in the Grant Park District of Chicago) was purchased from the St. Louis Car Company at a cost of \$75,000.00. The unit generated a 1,000 HP rating with tractive effort of 46,700 pounds, and could negotiate a 45-degree curve and obtain a maximum speed of 22 MPH when pulling the limit of tonnage rating. Designed for both yard and road service, the unit could operate continuously for three hours on a set of 200 KW batteries before requiring charging. The batteries were located along both sides of the locomotive between the cab and end sill, under the walkway of the engine compartment. When not in service, the batteries were charged by a diesel operated 45 KW generator. Located in each end of the engine compartment. A Buda (Model JH) 6 cylinder diesel engine powered a General Electric 66 KW generator and when the overhead wire was available, the locomotive would operate off of the 600 volt DC system. One feature of the dual cab

control was the ability to change from overhead wire operation to internal power, without interruption of speed. On January 11, 1932, unit 52, a former demonstrator model, was purchased for \$62,000.00 and placed in service. Assigned to the East St. Louis Industry District, the engines were used within plants that prohibited the use of trolley wire. The controller could be changed from wire operation to internal power without reduction in speed and was equipped with dual cab controls. The controller consisted of the following points;

No. 1- No .9 Series

No. 10 Series-Running Point

No. 11-17 Parallel

No. 18 Parallel Running Point

BATTERY-TROLLEY 53

Motors: 4/GE-285C Ratio: 16:65 Control: GE- PCL

No.	Built	Builder	Length	HP	Retired	Disposition	Note
53	2/27/42	ITC	45' 3"	1,020	1/14/56	Batteries removed 5/04/54, Scrap/Compress Steel Co.	6, 8

The last locomotive to be built in the Decatur Shops was on February 27, 1942, a combination Trolley-Battery motor 53, which would be used to switch St. Louis industries. Rated at 1,020 HP, the unit generated a tractive effort of 49,100 pounds and cost a mere \$56,518.00 to build from scratch. In each end compartment, a set of batteries were capable of developing 400 volt DC for use when the unit was not under wire and like the other battery units, was dual cab control. On April 19, 1954, its batteries were removed and it became a "straight" electric locomotive

ELECTRIC-DIESEL 61

Motors: 4/GE-55H Ratio: 17:60Controller: GE- M C6K

No.	Built	Builder	Length	HP	Retired	Disposition	Note
61	10/01/39	ITC	34' 4"	560	4/30/52	Ex- 1559 Sold-Allis Chalmers Co.	

With the development of on line industries came the need for specialized motive power, as was the case in particular with a grain milling plant in Decatur which prohibited the use of overhead wire. Due to employees loading cars with overhead spouts and danger of grain dust explosion, ignited by arcing trolley wheel on wire. On October 1, 1939, Decatur Shops turned out a home built Trolley-Diesel Switcher unit 61, which would be used for industrial switching. At a cost of \$18,500.00, the locomotive was rated at 560 HP, with a tractive effort of 28,050 pounds. The body of former Class "A" 1559 was used in the construction, which housed a GM, 200 HP diesel engine in each end. Each diesel engine powered an Allis Chalmers 110 KW generator for use when the unit was away from the 650-volt overhead power source.

NOTES

1. Install Pneuphonic Horn and retire Crane Whistle-1929
2. Install 800 Amp Economy Meters to check power consumption 11/1929
3. Install Electric Classification Lights and Clear Vision Windows
-ICC Requirement-10/1929
4. Assigned to St. Louis Electric Terminal Project5/1930, equipped with air equipment
to operate air dump cars
5. Equipped with wide footboards
6. Painted orange, black lettering
7. Painted orange, black lettering & "Buy War Bonds"
8. Painted Apple Green with white lettering
9. Painted Red, White & Blue, Lettered "Buy War Bonds"
10. Install electric cab heaters
11. Oval Logo-red background/white lettering
12. Lettered with nose shield-"Buy War Bonds"

KEY

DSR&L Danville Street Railway & Light

Alco-GE Alco-General Electric

IP&L Illinois Power & Light Co.

St. Louis St. Louis Car Co.

WORK MOTORS—265

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WORK MOTORS

LINE CARS 1700-1707

Motors: 4/GE73C		Controller: GE-MC6K Ratio: 22:53					Note
No.	Built	Builder	Length	HP	Retired	Disposition	
1700	8/07	ITS	44' 4"	288	5/16/56	Ex-Pull Motor- 1500 rebuilt 7/26/22 as line car. Renumber- 1700, 7/26, Assigned Danville Scrap-Hyman-Michaels	
1701	4/06	DSR&L	44' 4"	288	7/02/53	Ex-Pull Motor- 1506 rebuilt 3/22 as line car. Renumber- 1701, 8/25, Assigned Champaign Scrap-Hyman-Michaels	
1702	4/06	DSR&L	44' 4"	288	6/25/58	Ex-Pull Motor- 1507 rebuilt 4/22 as line car. Renumber- 1702, 8/25 Assigned Decatur Sold to IRM-Union-10/11/58	
1703	1904	St. Louis	44' 4"	288	5/16/56	Ex-Pull Motor- 1511 rebuilt 11/21 as line car. Renumber- 1703, 7/25 Assigned-Peoria Scrap-Hyman-Michaels	
1704	12/15	St. Louis	44' 4"	288	5/19/54	Ex-Pull Motor- 1512 rebuilt 1921 as line car. Renumbered- 1704-7/25 Assigned Springfield Scrap-Hyman-Michaels	
1705	12/15	St. Louis	44' 4"	288	2/10/56	Ex-Pull Motor- 1513 rebuilt 11/21 as line car. Renumbered- 1705-7/25 Assign Staunton-Edwardsville Scrap Purdy Co.	
1706	1/04	DSR&L		200	2/10/56	Ex-Express Motor- 1001 rebuilt 1921 as line car. Renumbered- 1706- 1923 Assigned Granite City Scrap Purdy Co.	
1707		EstL&S			2/17/37	Ex-St. Louis & Alton- 995, rebuilt and renumbered 4/10/31 Assign- St. Louis & Alton Scrap ITS	

EXPRESS MOTORS 352-1067

Motors: 4/GE73C Ratio: n/a				(GE-222G) Control: GE-MC6K (K14A)			Note
No.	Built	Builder	Length	CAP	Retired	Disposition	
352	10/13/28	American	58' 0'		N/A	Ex-Pass. Motor- 358 Convert to Express Motor	
1000	1903	DSR&L	N/A		N/A	N/A	
1001	1904	DSR&L	N/A		N/A	N/A	
1001	1912	Granite	40' 0"		1921	Rebuild to Line Car 1001- 1921 Renumber to 1706- 1923	
1002	1904	Champaign	N/A		1923	N/A	
1003	N/A	N/A	N/A		11/25	Convert to Tool Car 36	
1004	1905	N/A	N/A		N/A	Convert to Tool Car 35	
1005	N/A	N/A	N/A		1918	Destroyed in fire at Danville Carbarn	
1006	7/03	DSR&L	42' 0"		7/25	Renumbered 1520	
1007	1903	DSR&L	42' 0"		10/23	Dismantled by ITS	
1008	1908	AC&F			10/23	N/A	
1009	1908	AC&F			N/A	N/A	
1050	6/05	St. Louis	44' 10"	25T	9/11/28	To C&IV 9/11/28	
1051	6/05	St. Louis	44' 10"	25T	6/28/28	To C&IV 6/28	
1052	6/05	St. Louis	51' 1"	25T	7/14/28	To C&IV 7/28	
1053	11/06	St. Louis	51' 1"	25T	10/12/30	Wrecked, Alton, IL	
1054	11/06	St. Louis	51' 1"	25T	1/18/18	Burned, Staunton, IL	
1055	9/07	St. Louis	51' 1"	25T	5/31/33	Scrap/Hyman-Michaels	
1056	9/07	St. Louis	51' 1"	25T	1/1921	Scrapped	
1057	4/08	AC&F	51' 1"	30T	5/31/33	Scrap/Hyman-Michaels	
1058	4/08	AC&F	51' 1"	30T	5/31/33	Scrap/Hyman-Michaels	
1059	4/08	AC&F	51' 1"	30T	5/20/10	Wrecked, Head-on collision with Sleeper "Springfield" (Francis) near Loveless Siding, south of Carlinville	
1060	4/08	AC&F	51' 1"	30T	5/31/33	Scrap/Hyman-Michaels	
1061	4/08	AC&F	51' 1"	30T	3/26	Wrecked	
1062	4/08	AC&F	51' 1"	30T	5/31/33	Scrap/Hyman-Michaels	
1063	10/10	McGuire- Cummings	52' 10"	30T	5/28/41	Convert to Express Trailer Renumber- 604- 1/16/45 Scrap- 1/26/56	2

1064	10/10	McGuire- Cummings	52' 10"	30T	11/2439	Convert to Bunk Car- #051 Scrap Luria Bro. Peoria-4/19/67	1, 2
1065	10/10	McGuire- Cummings	52' 10"	30T	2/35	Convert to Express Trailer Renumber- 605- 1-16-45. Body to Madison Yard Office- 12/08/47	2, 3, 4
1066	10/10	McGuire- Cummings	52' 10"	30T	5/15/42	Convert to Illiopolis Ordnance Passenger Trailer- 560 Convert to Express Trailer- 606- 3/5/47 Dismantled 1/20/56	2, 3, 4
1067	10/10	McGuire- Cummings	52' 10"	30T	5/15/42	Convert to Illiopolis Ordnance Passenger Trailer- 561. Convert to Express Trailer- 607- 3/5/47 Wrecked at Hulburt Siding- Elkhart- 2/1/51	2, 3, 4,

The line car was used for maintenance and repair of the trolley wire, suspension system and poles. The crew consisting of a motorman, conductor and line gang working under the supervision of the line gang foreman. Because of passenger equipment components and trucks, the line car could reach a speed of 60 mph. The single trolley pole was equipped with a wheel which allowed the car to operate in both directions, in addition to a trolley retriever which could be mounted to either end of the car for the return trip to the terminal. A controller was located on both ends and the motorman's window on the spool end was longer, giving the motorman a better visibility of the line crew during work operation. The interior of the car body was equipped with racks for carrying parts needed for wire work, and a chain operated block and tackle was used to raise or lower the insulated "table" located on the roof of the car. Located on the rear platform was the spool for carrying trolley wire of either 3/0 (one half mile) or 4/0 (one mile) size. From this end of the car, all work was performed and in most cases, while the wire was still "hot".

SNOW SWEEPERS 19-20

Motors: 4/GE201G Ratio: 25:71 Control: GE-K35G

No.	Built	Builder	Length	Retired	Disposition	Note
019	1909	McGuire- Cummings	54'10"	5/28/58	Ex-pull car- 1510, Renumbered 1/20/33, Dismantled by ITC	
020	11/22/3 2	ITS	45'7"	11/14/36	Ex- CO&P Pass. Motor- 138, converted to snow sweeper, Renumber-020- 1/20/33 Dismantled ITC	

The Snow Sweeper was assigned to the St. Louis Electric Terminal. Equipped with a chain-driven brush, it was used to clear snow out of the flange way of street trackage to prevent the snow from becoming packed and forming ice that could derail the lightweight bridge cars.

PULL MOTORS 1514**4/GE57A Ratio: n/a****Controller: GE-M C6K**

1514 12/15 St. Louis 52' 6" 7/01/32, To C&IV- 12/02/29 6
Renumbered- 1524- 7/25 Scrap

In December of 1915, a "Pull Motor", #1514, was built by St. Louis Car Company, for the purpose of making the round trips over the ordinance restrictive street trackage between the St. Louis terminal and McKinley Bridge. The "Pull" motor was used as a shuttle motor on line or in a terminal for moving equipment or a specified service. Motor 1524 had an exterior appearance of a passenger car with a baggage door in the center of car and was utilized to circumvent a St. Louis City ordinance which permitted only two express trailers could be pulled with a passenger motor during daylight hours.

NOTES

1. Equipped with Multiple Controls-5/29
2. Retire motors-9-30-35
3. Install clear Vision Windows-5/30
4. Install Pneuphonic Horn; retire Trombone Whistle
5. Convert to passenger express trailer
6. Resembles a passenger motor: used to switch St. Louis Terminal

KEY

DSR&L Danville Street Railway & Light

EstL&S East St. Louis & Suburban

St. Louis St. Louis Car Co.

AC&F American Car & Foundry

Champaign ITS Champaign Carbarn

CIV Chicago & Illinois Valley Division

IRM-Union Illinois Railway Museum-Union, IL

DIESELS—270

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DIESELS**ALCO S-2 700-711**

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
700	75654	2/48	1001	5/20/67	2/23/70	Trade In EMD	1	
701	75655	2/48	1002	11/ 6/67	12/ 7/70	Sold: BR&L, Weirton Steel Co. Weirton, W VA	1	
702	75656	2/48	1003	11/15/67	6/15/69	Trade In EMD	1	
703	75657	2/48	1004	11/22/67	6/15/69	Trade In EMD	1	
704	75672	5/48	1005	8/03/67	6/15/69	Sold: BR&L, Universal Atlas Cement Co. Hudson, NY 1982: Morristown & Erie Ry	1	
705	75673	5/48	1006	10/20/67	6/15/69	Sold: BR&L, Weirton Steel Co. Weirton, W VA	2	
706	77050	3/50	1007	5/ 7/68	6/15/69	Sold: BR&L, Dominion Steel & Coal Co.	2	
707	77051	3/50	1008	6/16/67	6/15/69	Sold: BR&L, Weirton Steel Co. Weirton, W VA	2	
708	77052	3/50	1009	12/18/67	6/15/69	Sold: BR&L, Washington Western RR Franklinton, LA	2	
709	77053	3/50	1010	7/26/67	6/15/69	Trade In EMD	2	
710	77054	3/50	1011	11/20/67	6/15/69	Sold: BR&L, Duval Sierrita Co. Sahaurta, AZ	2	
711	77055	3/50	1012	11/20/67	3/18/70	Trade In EMD	2	

ALCO RS-1 751-756

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
751	75840	5/48	1051	11/29/69	11/03/69	Renumbered 753 prior to delivery. Sold: G M & O 1051, ICG 1261, 1976: lone Star Ind.	1	
752	75841	5/48	1052	7/11/67	6/15/69	Sold: BR&L, C&K Coal Co. No. 58, Rimersburg, PA	1	
753	75839	5/48	1053	10/12/67	3/05/70	Renumbered from 750 prior to delivery Sold:GM&O 1053, ICG 1263, 6/28/76 sold to Green Mountain Ry No. 400, 12/27/95: to Danbury Ry Museum	1	
754	77855	3/50	1054	12/26/67	3/06/70	Sold: G M & O 1054, ICG 1264, 1976: Lone Star Ind. Texas & Northern No. 43, Eagle Lake TX	1	
755	77069	3/50	1055	8/ 4/67	3/11/70	Sold: G M & O 1055, ICG 1265, 1976: H. O. Forgey & Sons, Jackson TN	1	
756	77070	3/50	1056	9/28/67	3/16/70	Sold: G M & O 1056, ICG 1262, 6/28, 76 sold Green Mountain Ry No. 401	1	

EMD SW800 725

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
725	12463	1/03/51	801	10/09/67	8/19/83	Scrapped	2, 3	2115

EMD SW1200 775-786

N0.	Serial	In Service	Renum	Date	Retired	Disposition	No
775	20666	12/ 8/55	1201	1/26/68	8/88	Sold: Sequatchie Valley Ry South. Pittsburg Tn.	1
776	20667	12/ 1/55	1202	1/30/68	6/87	Sold: Southern Aggregates, Postell GA	1
777	20668	12/ 4/55	1203	11/22/67	2/88	Sold: Beaufort & Moorhead RR	1
778	20669	12/ 9/55	1204	3/28/68	6/81	Sold: to ADM, Decatur, IL (No. 1)	1
779	20670	12/ 6/55	1205	7/21/57	1987	Sold: Little Kanawa River Ry Parkersburg WV	1
780	20671	12/ 7/55	1206	4/ 2/68	1987	Sold: Atlantic Steel Co. Atlantic, GA	1
781	20672	12/12/55	1207	11/19/68	2/88	Sold: Brenco Rail Link Petersburg, VA	1
782	20673	12/24/55	1208	11/19/68	1987	Sold: Brenco Rail Link Petersburg, VA (No. 1208)	1
783	20674	12/17/55	1209	2/21/68	12/89	Sold: Akron & Barber Belt Ry. (No.1203)	1
784	20675	12/19/55	1210	8/20/67	3/88	Sold Sequatchie Valley Jasper, TN.	1
785	20676	12/21/55	1211	6/29/67	5/84	Scrapped	1
786	20677	12/23/55	1212	1/23/68	5/87	Sold: Brenco Bearing Co. Petersburg, VA	1

EMD F7-A 1101-1105

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
1101	10152	9/01/66	N/A	-----	3/10/67	Returned to PCN		
1105	10156	9/01/66	N/A	-----	3/10/67	Returned to PCN		

EMD F7-B 1157-1159

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
1157	10166	9/01/66	1507	11/01/67	6/15/69	Trade In EMD	1	
1159	10152	9/01/66	1508	6/30/67	6/15/69	Trade In EMD	1	

EMD GP-7 1600-1605

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
1600	17984	4/04/53	1501	4/22/68	8/ 3/83	Scrapped	1 3	3401
1601	17985	4/04/53	1502	12/22/67	12/29/82	Scrapped	1 3	3402
1602	17986	4/16/53	1503	5/20/68	4/09/84	Trade in GE	1	3403
1603	17987	4/16/53	1504	12/21/67	3/25/82	Trade in GE	1	3404
1604	18706	9/04/53	1505	10/09/67	4/09/84	Trade in GE	1	3405
1605	18707	9/04/53	1506	11/07/67	4/09/84	To Ill. Ry. Museum	1	3406

EMD SW1500 1509-1515

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
1509	35823	2/70	N/A	---		In Service NS	1	2290
1510	35824	2/70	N/A	---		In Service NS	1	2291
1511	35825	2/70	N/A	---		In Service NS	1	2292
1512	35826	2/70	N/A	---		In Service NS	1	2293
1513	35827	2/70	N/A	---		In Service NS	1	2294
1514	35828	2/70	N/A	---	5/26/85	Sold Mfg Ry. St. Louis	1	2295
1515	35829	2/70	N/A	---		In Service NS	1	2296

EMD GP 38-2 2001-2004

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
2001	766065-1	6/77	N/A	---		Sold: leased to FtW&WRy	1	4160
2002	766065-2	6/77	N/A	---		Sold: leased to FtW&WRy	1	4161
2003	766065-3	6/77	N/A	---		Sold: leased to FtW&WRy	1	4162
2004	766065-4	6/77	N/A	---		Sold: leased to FtW&WRy	1	4163

EMD SD-39 2301-2306

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
2301	34883	6/69	N/A	---	6/30/84	To B&M 690: Retired	1	2961
2302	34884	6/69	N/A	---	6/30/84	To B&M 690-692	1	2962
2303	34885	6/69	N/A	---	6/30/84	To B&M 691: Retired 10/10/95	1	2963
2304	34886	6/69	N/A	---	6/30/84	ATSF Slug 140:1140	1	2964
2305	34887	6/69	N/A	---	6/30/84	Sold M-K MKCX 9001, 5/96 sold to HL becomes H L 9001 Scrap 2011	1	2965
2306	34888	6/69	N/A	---	6/30/84	To MEC 693 Retired	1	2966

LEASED UNITS

N0.	Serial	In Service	Renum	Date	Retired	Disposition	Note	NW No.
599	GP-7	6/79	N/A	---	12/79		5	
1220	SW1200	8/79	N/A	---	1982	paint/lettered: ITC	6	
1221	SW1200	8/79	N/A	---	1982	paint/lettered: ITC	6	
1750	GP10	6/76	N/A	---	1981		5	
1508	GP-7	6/76	N/A	---	12/76		5	
2000	GP-38	6/76	N/A	---	6/77		5	

2008	GP-20	4/80	N/A	---	1982	paint/lettered: ITC	5
2009	GP-20	6/80	N/A	---	1982	paint/lettered: ITC	5
3419	GP-10	6/76	N/A	---	7/76	paint/lettered: ITC	5
7899	GP38-2	11/79	N/A	---	12/79	Con Rail	
7941	GP38-2	11/79	N/A	---	12/79	Con Rail	
8171	GP38-2	11/79	N/A	---	9/1980	Con Rail	
8179	GP38-2	12/79	N/A	---	9/1980	Con Rail	
8180	GP38-2	12/79	N/A	---	9/1980	Con Rail	
8182	GP38-2	12/79	N/A	---	9/1980	Con Rail	
8196	GP38-2	12/79	N/A	---	9/1980	Con Rail	
8204	GP38-2	12/79	N/A	---	9/1980	Con Rail	

NOTE

- 1). M-U Capable
 - 2). Non-M-U Capable
 - 3). Sold to Naparano Iron & Rail, NJ
 - 4). Originally numbered #750
 - 5). Precision National Co. Leased
 - 6). Chrome Crankshaft: Clarence Gush
- B&M Boston & Maine
 ATSF Santa Fe
 M-K Morrison Knudsen Co.
 H L Helms Leasing Co.

STEAM-277

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STEAM

MISCELLANEOUS

Puddle Jumpers: 0-4-0: 6, 7, 8, 33, 34, 35, 37, and 38 did not have either pony or trailer truck on the locomotive which made it ride very rough by rocking very badly.

The stoker on the engine had six valves for spraying the coal in the firebox.

Baldwin Was considered a better locomotive

Water Tanks were 60,000 gallon capacity.

Located McKinley Junction, LeClaire and Federal.

Alton & Eastern and Troy & Eastern seniority rosters merged into one ITRR in 1929

STEAM ROSTER

No.	Road	Builder	Type	Built	Serial No.	In Service	Tractive Effort	Misc. Data Ex-ITC 1: 1930:Sold to ITRS Renumbered no. 9	Notes
1	AE	Baldwin	4 4 0	7/0/1907	31299				
1	TE			1/0/1901				Retired by 1905	
1	ITC	Baldwin	0 4 0	9/0/1889	17082		170500	7-1913: Sold to Granite City & Mississippi River RR	
1	ITC	Baldwin	4 4 0	7/0/1907	31299			Sold to A&E RR: no. 1	
2	AE	Alco	0 8 0	6/0/1925	66399	7/0/1925		1930: Sold to ITRS Renumbered no. 36	
2	ITC	Baldwin	0 6 0	1/0/1902	21563			6/11/21: Sold to List & Gifford Construction Co.	
2	TE	Alco-R	0 8 0	8/0/1901	3181			1912: Scrapped	
3	ITC	Baldwin	0 6 0	4/0/1904	24042			6/11/21: Sold to List & Gifford Construction Co.	
3	TE	Alco-S	0 6 0	12/0/1902	26882			1916: Scrapped	
4	TE	Alco-R	2 8 0	1/0/1903	26470			1925: Scrapped	

5	TE	Alco-R	2 8 0	8/0/1904	30145			1926: Scrapped	2
6	ITC	Baldwin	4 4 0	1/0/1900	17340			1912: Sold to Creston Winterset & Des Moines RR 1928: Renumbered no 27 Scrapped: 8/9/1948 Purdy Co.	C 2 3 7
6	TE	Alco-B	2 8 0	5/0/1910	47773	1/0/1914	33070	Scrapped: 7/23/48 Purdy Co.	6
6	ITC	Baldwin	2 6 0	12/0/1913	40954		26600	Former C&A Ry 112, Sold: 3-1909 to P&PU Ry-16 Former Arizona Lumber & Timber Co. no. 1, 1928: Sold to Louisiana & North Western Ry no. 37	
7	ITC	C & A Ry	4 4 0	0/0/1887		3/0/1900		Scrapped: 7/30/48 H-M Sold: 2/1907 Missouri & Arkansas RR no. 9 Former Chicago & Great Western Ry no. 302. 1928:Sold	C 2 3
7	TE	Baldwin	2 8 2	6/0/1916	43561				C 2 3
7	ITC	Baldwin	2 6 0	6/0/1913	39935	8/0/1913	26600	Scrapped: 6/10/1940 Ex -Goodyear Tire & Rubber no. 1 Scrapped 6/1950	C 2 7
8	ITC	Baldwin	2 6 0	12/0/1903	23354				
8	TE	Baldwin	2 8 0	11/0/1900	18386	12/0/1916			
8	ITC	Baldwin	2 6 0	12/0/1912	39009		26600		
9	TE	Baldwin	0 6 0	2/0/1920	52986	6/14/1921	37750		
9	ITRS	Baldwin	4 4 0	7/0/1907	31229			Ex-Alton & Eastern RR no 1 Scrapped 8/1935 1927: Sold to Rapid City & Black Hills Ry no. 55 Ex-P&LE 9350	
10	ITC	Baldwin	2 6 0	9/0/1910	35261			1928: Renumbered no. 28 Ex-P&LE 9358 Scrapped: 7/23/1948, Purdy Co.	C 2 3 7
10	TE	Alco-P	2 8 0	3/0/1903	26331			1928: Renumbered no. 29	
11	ITC	Baldwin	2 6 0	1/0/1912	37438	2/0/1912	26600	Scrapped: 8/3/1935 H-M	C 2 3
11	TE	Alco P	2 8 0	7/0/1903	27894			Did not exist	
12	ITC	Baldwin	2 6 0	12/0/1912	38968	1/0/1913	26600		
13									

14	ITC	Baldwin	2 6 0	8/0/1916	43852	9/0/1916	26600	Scrapped 8/5/1935	C 2 3
15	ITC	Baldwin	2 6 0	12/0/1917	47390	2/0/1918	26600	Scrapped: 8/3/1935 H-M	C 2 3
16	ITC	Baldwin	2 6 0	4/0/1920	53162		36700	Scrapped: 7/31/1948 H-M	B 1 2 3 7
17	ITC	Baldwin	2 6 0	4/0/1920	53163	6/0/1920	36700	Scrapped: 11/27/1948 H-M	B 1 2 3 7
18	ITC	Baldwin	2 6 0	12/0/1922	55860		36700	Scrapped: 10/6/1948 Purdy	B 2 3 8
19	ITC	Baldwin	2 6 0	3/0/1926	59073		36700	Scrapped: 5/31/1950 H-M	B 2 8
20	ITC	Baldwin	2 6 0	5/0/1927	60003		36700	Scrapped: 5/31/1950 H-M	B 2 8
21	ITRS	Baldwin	2 6 0	12/0/1928	60467		36700	Scrapped: 6/9/1950 H-M	B 2 8
22	ITRS	Baldwin	2 6 0	12/0/1928	60678		36700	Scrapped: 7/17/1950 H-M	B 2 8
23	ITRS	Baldwin	2 6 0	12/0/1928	60679		36700	Scrapped: 6/29/1950 H-M	B 2 8
24								Did not exist	
25								Did not exist	
26								Did not exist	
27	TE	Alco-B	2 8 0	8/0/1910	47773		33070	Former St. L T E no. 6 1928: renumbered no. 27 Scrapped: 8/9/1948 H-M	B 7
28	TE	Alco-P	2 8 0	3/0/1903	26331		44100	Former St. L T E no. 10 1928: renumbered no. 28 Scrapped: 10/14/1936 H-M	B
29	TE	Alco-P	2 8 0	6/0/1903	27894		44100	Former St. L T E no. 11 1928: renumbered no. 28 Scrapped: 10/14/1936 H-M	B
30	ITRS	Baldwin	2 8 2	8/1/1929	60924		53700	Scrapped: 5/15/1950 H-M	A 2 4 6 8
31	ITRS	Baldwin	2 8 2	8/1/1929	60925		53700	Scrapped: 4/13/1950 H-M	A 2 4 6 8
32	ITRS	Baldwin	2 8 2	8/1/1929	60926		53700	Scrapped: 2/23/1950 H-M	A 2 4 6 8

33	ITRS	Alco R	0 8 0	8/0/1925	66375	9/30/1930	45100	Former FEC 267 Scrapped: 4/28/1950 H-M	A 5 6 8 9
34	ITRS	Alco R	0 8 0	8/0/1925	66372	9/30/1930	45100	Former FEC 264 Scrapped: 5/15/1950 H-M	A 5 6 8 9
35	ITRS	Alco R	0 8 0	8/0/1925	66373	9/30/1930	45100	Former FEC 265 Scrapped: 3/23/1950 H-M	A 5 6 8 9
36	ITRS	Alco S	0 8 0	6/0/1925	66399		45100	Ex- Alton & Eastern RR no. 2. 1930: Sold to ITRS Scrapped 4/28/1950 H-M	B 8
37	ITRS	Alco R	0 8 0	8/2/1924	65771	5/25/1936	51000	Former FEC 254 Scrapped: 10/6/1948 H-M	5 6 8
38	ITRS	Alco R	0 8 0	8/2/1924	65772	5/25/1936	51000	Former FEC 255 Scrapped: 4/3/1950 H-M	5 6 8

Road

AE= Alton & Eastern RR

TE= St. Louis Troy & Eastern RR

ITC= Illinois Terminal Railroad of Alton, IL

ITRS= Illinois Terminal Railroad System

Builder

Baldwin= Baldwin Locomotive Works

Alco B= American Locomotive Co-Brooks

Alco P= American Locomotive Co-Pittsburg

Alco R= American Locomotive Co-Richmond

Alco S= American Locomotive Co-Schenectady

H-M= Hyman-Michael Scrap Co.

Purdy= Purdy Scrap Co.

AE= Alton & Eastern RR

P&LE= Pittsburg & Lake Erie RR

FEC= Florida East Coast RR

C&A Ry= Chicago & Alton Ry

St L T E= St. Louis Troy & Eastern RR

Notes

1 Apply extension sheets to locomotive tank to increase capacity on the road

2 Equip with blow off mufflers

3 Equip with Franklin Automatic # 8 Butterfly firedoors replacing Baldwin doors

- 4 Install standard BK stoker
- 5 Install standard HT-1 stoker
- 6 Install shelter on tender
- 7 Saturated heater
- 8 Superheater
- 9 Convert oil to coal

Class

- A
- B
- C

BUSES--283

Rail Bus	284
204-206	284
City Bus	284
No. 5-85	284
No. 86-411	285
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BUSES

RAILBUS

No.	In Service	Retire	Buildr	CAP	Disposition/Notes	
204	3/07/33	6/30/40	ACF	29	Ex- Ill. Term Transp. Co Ex-#204,	1
205	7/24/33	10/31/39	N/A	30	Ex- Ill. Term Transp. Co Ex-#207,	1
206	11/16/39	5/24/53	White	29	Sold Hyman-Michaels/Museum Trans St Louis	

1) Dismantled by ITC

CITY BUS

No.	In Service	Retired	Builder	Cap.	Disposition	Note
5	1931	7/1935	Mack	29	Renumbered 202	1
6	1931	7/1935	Mack	29	Renumbered 201	1
11	1931		Studb	21		1
12	1931		Studb	21		1
20			ACF	21		1
21			ACF	21		1
22		9/09/36	ACF	21		1
23			ACF	21		1
24		9/23/36	ACF	21		1
25		9/23/36	ACF	21		1
54	1946	7/1956	Chev			
80	5/29/36	1949	Ford	21	New chassis-1942/reuse body	
80	8/15/49	6/22/58	GMC	29		
81	5/29/36	1949	Ford	21	New chassis-1942/reuse body, renumbered 87	
81	8/15/49	6/22/58	GMC	29		
82	5/29/36	1948	Ford	21	New chassis-1942/reuse body	
82	4/16/48	6/28/52	GMC	32		
83	5/29/36	1941	Ford	21	1941-Body to no. 84	
83	4/16/48	6/28/52	GMC	32		
84	1941	1946	Ford	21	Ex-body no. 83-renumbered no. 86 chassis to use as Truck no.38	
84	4/16/48	6/22/58	GMC	32		
85	3/10/42	1946	Ford	21	1946-Ex-body no. 82, body to be used as Truck no.37	
85	4/16/48	6/22/58	GMC	32		

86	3/10/42		Ford	21	Ex-body no. 83	
87	4/10/42	5/28/48	Ford	21	Ex-body no. 81	
88	12/46	6/18/58	GMC	32		
89	12/46	6/18/58	GMC	32		
90		1942			Reuse body on chassis no. 91	
91	1942	5/28/48	White		Ex Body no. 90	
91	8/10/52	6/22/58	GMC	31		
92	1942	5/28/48	White	33		
92	8/10/52	6/22/58	GMC	31		
93		5/28/48	White			
93	8/10/52	6/22/58	GMC	31		
94		5/28/48				
95	8/1939	5/29/52	GMC	24		
96	5/1940	11/08/53	GMC	24		
97	3/1941	11/08/52	GMC	24		
98	1946	6/22/58	GMC	32		
99	1941	1946	Ford	32		
99	1946	6/22/58	GMC	32		
100	1926	9/05/27	Yellow		Wrecked Illinois Beach, IL (CO&P)	
101		1926			Transfer to Illinois Power & Light	
200	1/22/27	5/28/29	Mack	21		1
201	2/28/34	7/1935	Mack	31	Former City Bus no. 6	1
202	2/28/34	7/1935	Mack	21	Former City Bus no. 5	1
203		9/09/36	Yellow	29		1
204		1/16/33	ACF	29	Convert to railbus no. 204	1
205						
206						
207		6/06/33	PrcArr	30	Convert to railbus no. 205	
208						
209						
210			PcrArr	30		
300	2/28/34	4/1936	ACF	22	Assigned Alton Street Car Line	1
301			Studb	21		1
302			Studb	21		1
312			Yellow	21		1
316			Yellow	21		1
400	2/28/34	11/1939	ACF	25		1
401	2/28/34	1940	ACF	25		1
410						1
411						1

412	1
413	1
414	1
415	1
416	1
417	1
418	1
419	1

Notes

1.) Ownership transfer from Illinois Power & Light to Illinois Terminal Transportation. Co.
Prc Arr: Pierce-Arrow Studb: Studebaker

TUGBOATS (IT Navy) 287

Jack Jr. 287

Stephen Foster 2287

Name	Built	Retire	HP	Length	Beam	Sold to	
Jack Jr.	7/194 1	5/42	120	32'	8'	A. B. Baker & M. I. Fuller	1
Stephen J. Foster	5/42	3/19/4 6	150	39'	12'	W. M. O' Flashery	

1). Named after Jack Byrnes, Superintendent Steam Division

CABOOSES--288

Shops-Copula 4000-4048	289
Shops-Bay Window 949-950	290
Shops-Bay Window 951-958	290
ATSF-Copula 961-965	291
T&P-Bay Window 970-971	291
St. L Car Bay Window 980-989	291
Ex-Passenger Motor249- 990	291
IT Steam Divs. Platform 806-811	292
A&E Steam Divs. Copula 982-986	292
A&E Steam Divs. 1-108	292

CABOOSES

4000-4048 Built ITS Shops, Decatur - Wood/Copula						
No.	In Service	Renumber	Date	Length	Retired	Disposition
4000	1909	900	4/30/37	31'0"	2/28/37	Scrapped (2)
4001	1909	901	9/24/37	31'0"	6/29/53	Scrapped (1) (2)
4002	12/09			31'0"	5/21/29	Scrapped/Hyman Michaels
4003	1909	903	4/24/37	31'0"	8/29/53	Wrecked, convert to Carman Office, LeClaire Yard, Edwardsville (2)
4004		904	1/16/37	31'0"	10/23/42	Destroyed-fire, Sheeps Siding, Carlinville
4005	6/12			31'0"	11/04/33	Scrapped/Hyman-Michaels
4006		906	4/16/37	31'0"	1/19/49	Destroyed-fire, Grafton, IL (2)
4007				31'0"	10/27	Scrapped
4008				31'0"	10/27	Scrapped
4009	9/12			31'0"	9/23/33	Scrapped/Hyman-Michaels
4010	1912			31'0"	8/26	Wrecked
4011	1912			31'0"	10/27	Scrapped
4012	12/12			31'0"	5/21/29	Scrapped/Hyman-Michaels
4013	5/14			31'0"	9/23/33	Scrapped
4014	5/14			31'0"	4/17/29	Scrapped/Hyman-Michaels
4015	5/14			31'0"	9/23/33	Scrapped/Hyman-Michaels
4016				31'0"	10/27	Scrapped
4017	7/15			31'0"	1929	Scrapped/Hyman-Michaels
4018	7/15			31'0"	4/30/29	Scrapped/Hyman-Michaels
4019	12/20			31'0"	5/21/29	Scrapped/Hyman-Michaels
4020	12/20			31'0"	5/21/29	Scrapped
4021	8/21			31'0"	9/23/33	Scrapped/Hyman-Michaels
4022	8/21	922	1/21/37	31'0"	7/12/46	Scrapped
4023	8/21	923	3/06/37	31'0"	7/12/46	Scrapped (1)
4024	8/21	946	4/16/37	30'2"	8/18/54	Renumbered to #4046 on 1/10/35
4025	8/21	925	4/16/37	30'2"	1/07/54	Scrapped
4026	8/21			30'2"	5/29	Scrapped/Hyman-Michaels
4027		927	1/21/37	30'2"	2/28/47	Scrapped
4028		928	4/30/37	30'2"	10/30/52	Wrecked, Troy, IL
4029		929	1/21/37	30'2"	7/12/46	Scrapped
4030		930	4/16/37	30'2"	2/28/47	Scrapped
4031	1925	931	1/21/37	30'2"	11/26/40	Wrecked

4032	1925	932	2/12/37	30'2"	2/28/47	Scrapped
4033	1926	933	1/23/37	30'2"	11/09/45	Body to E. Peoria, Car Repair Building
4034		934	2/12/37	30'2"	1/07/54	Scrapped
4035		935	1/21/37	30'2"	7/12/46	Scrapped
4036		936	4/16/37	30'2"	1/07/54	Scrapped (1)
4037		937	1/21/37	30'2"	7/12/46	Scrapped
4038		938	1/21/37	30'2"	10/30/52	Scrapped
4039		939	4/16/37	30'2"	7/12/46	Scrapped
4040		940	3/06/39	30'2"	6/03/53	Destroyed-fire-Wall Hill, Staunton
4041		941	4/03/37	30'2"	7/30/48	Scrapped
4042		942	2/12/37	30'2"	1/07/54	Scrapped
4043	8/14/34	943	4/16/37	32'6"	10/12/54	Scrapped
4044	9/08/34	944	9/24/37	32'6"	7/31/56	Convert to Bunk-Kitchen car #061
4045	10/11/34	945	4/30/37	32'6"	7/03/58	Body/Car Inspector Bldg O'Fallon, IL
4046		946	4/16/37	32'6"	1/07/54	Renumber from 4042 on 1/10/35 Scrapped
4047	12/21/35	947	4/16/37	32'6"	10/12/54	Scrapped
4048	12/21/35	948	4/16/37	32'6"	12/11/53	Scrapped

1. Convert to composite underframe 12/1931
2. Rebuilt to bay window using prefab bay window-removed copula.

949-950 **Built ITS Shops, Decatur - - Steel/Bay Window**

No.	In Service	Length	Retired	Disposition
949	11/15/41	32'6"	11/10/59	Scrapped
950	12/27/41	32'6"	5/31/70	Wrecked Maryville Hill, Maryville, IL Scrapped/Purdy

951-958

951	12/31/45	36'9"	4/74	Scrapped
952	3/20/46	36'9"	8/06/76	Destroyed by Arson, Granite City
953	10/19/46	36'9"	5/31/78	Scrapped
954	10/31/46	36'9"	5/26/53	Sold to E. B. Brady
955	11/22/46	36'9"	8/87	Scrapped/Azcon Co. Alton, IL
956	12/31/46	36'9"	9/14/73	Scrapped/Lippsette, Granite City, IL
957	12/31/47	36'9"	8/16/73	Scrapped/Sol Tick Co.-Decatur
958	12/31/47	36'9"	9/14/73	Scrapped/Lippsette, Granite City, IL

961-965 Ex-ATSF, Steel/Copula Rebuilt Federal Shop

No.	In Service	Retired	Disposition
961	1969	7/87	Scrapped/Azcon Co. Alton, IL
962	1969	7/87	Scrapped/Azcon Co. Alton, IL
963	1969	7/87	Scrapped/Azcon Co. Alton, IL
964	1969	7/87	Scrapped/Azcon Co. Alton, IL
965	3/04/73	7/87	Scrapped/Azcon Co. Alton, IL

970-971 Ex-T&P- Steel/Bay Window Rebuilt ITC Federal Shops

No.	In Service	Retired	Disposition
971	5/77		Former T&P 13233, (1)
972	9/77	8/10/81	Former MP 13458-Destroyed/Arson Granite City (1)

(1) Cupola replaced with pre-fab bay window

980-989 St. Louis Car Steel/Bay Window

No.	In Service	Length	Retired	Disposition
980	11/20/53	41'4"	7/87	Renumbered: NW 577980, Scrap/Azcon, Alton
981	11/21/53	41'4"	5/87	Renumbered NW 577981, Sold J. L. Hyde, (1)
982	11/26/53	41'4"	4/87	Sold to Ry Museum, Grand Rapids, MI
983	11/26/53	41'4"	7/87	Scrapped/Azcon Co. Alton, IL
984	11/28/53	41'4"	12/90	Renumbered NW 577984, Sold-LSM, Roanoke, VA
985	12/02/53	41'4"	7/87	Scrapped/Azcon Co. Alton, IL
986	12/02/53	41'4"		N/A
987	12/06/53	41'4"	5/7/69	Wrecked, Livingston, IL
988	12/06/53	41'4"	2/90	Renumbered NW 577988, to IRM, Union, IL
989	12/06/53	41'4"	7/87	Scrapped/Azcon Co. Alton, IL

1. Now at NKP & Mad River rail Museum, Ft. Wayne, IN

990

No.	In Service	Length	Retired	Disposition
990	2/23/44	52' 6"	7/18/61	Ex-Pass. Motor #249, Convert to Bonding Gang Bunk #096, 12/05/47, scrapped Purdy Co. on 3/20/62

806-811 Steam Division: Illinois Terminal Built ITC Federal Shops Platform Caboose

No.	In Service	d	Length	Retired	Disposition
806	11/14/45		35'7"	11/27/68	Sold to R R Smith, to M&SVRy Museum Monticello, IL
807	7/12/46		35'7"	9/09/58	Destroyed-Fire-Madison, IL
808	7/19/46		35'7"		
809			35'7"		
810			35'7"		
811	9/16/49		35'7"		
			35'7"		

982-986 Steam Division: Alton & Eastern Wooden Copula

No.	In Service	Renumber	Renumbered	Length	Retired	Disposition
982	1921	800	3/12/45	35'7"	1/13/5	Wood Copula Caboose, former A&E In 1937 renumbered 4082
983	12/21	801	3/02/45	35'7"		Wood Copula Caboose, former A&E In 1937 renumbered 4083
984	12/21	802	3/10/45	35'7"		Wood Copula Caboose, former A&E In 1937 renumbered 4084
985	1921	803	3/10/45	35'7"	11/28/52	Wood Copula Caboose, former A&E In 1937 renumbered, 4085 Scrap/Purdy
986	10/27	804	3/12/45	35'7"		Wood Copula Caboose, former A&E In 1937 renumbered 4086
987	7/27	805				Wood Copula Caboose, former A&E In1 937 renumbered 4087

1-108 Steam Division: Alton & Eastern Wooden Copula

No.	In Service	Renumber	Renumbered	Length	Retired	Disposition
1-2-3-4	No information available					
104	7/31/28					
108	7/31/28					

FREIGHT CARS 293

<u>BOXCAR</u>		A&E Steam Divs. 100-109	298
ITS/ITC 300-9299	294	T&E Divs. 04-201	298
ITS/ITC 51000-51599	295		
ITRR Steam Divs. 118-1033	298	<u>COVERED HOPPER</u>	
		ITC 100-2249	299
<u>COAL HOPPER</u>			
ITS/ITC 3000-4847	301	ITRR 100-1228	302
ITS/iTC 9006-54500	301	StLTE 4000-4149	302
<u>FLATCAR</u>			
ITS/ITC 26-1519	303	ITRR 112-150	304
ITS/ITC 50090-50219	303	A&E 200	304
StLTE 101-591	303		
<u>GONDOLA</u>			
ITS/ITC Flat Bottom 2001-9759	304	StLT&E Gondola 501-3499	306
ITS/ITC Flat Bottom 52800-53499	305	StLT&E Gondola 52000-52299	306
ITS/ITC Drop Bottom 2100-56099	305	StLT&E Gondola 53440-53499	306
ITS/ITC Drop Bottom 56000-56099	305	ITRR Gondola 1113-1115	306
ITRR Side Dump 100-2219	306	ITRR Gondola 56000-56099	306
ITRR Side Dump 56000-560119	306		
<u>REFRIGERATOR</u>			
ITS 1800-1810	307	A&E 100-109	307
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STOCK CAR			
ITS 70000-7039	308	ITRR 117	308
AUTOMOBILE AND SCENERY CAR			
ITS 1600-1601	309		
EXPRESS TRAILERS			
ITS 350-352	309	ITS 1100-1159	310
ITS 560-561	309	ITS 1160-1188	310
ITS 601-607	309	ITS 1189-1194	310
ITS 1009-1065	309		

FREIGHT CARS

ITS/ITC BOXCARS

SERIES	No. Cars	In Service	Car Builder	Length	Cap	NOTE
300-349	50			50' 6"		
350-399	50	9/13/65		50' 9"	50T	Rebuilt: 8/65 Leased (Expire 1/4/78) Chicago Freight Car Co.
400-499	100	11/ 3/63		40' 6"	50T	Leased (Expire 11/2/74) Chicago Freight Car Co.
500-594	95	10/10/64		50' 6"	50T	Leased (Expire 1/21/75) Chicago Freight Car Co.
595-599	5	10/10/64		50' 6"	50T	DF Equipped Cushion Underframe Leased: (Expire 1/21/75) Chicago Freight Car Co. Assign: International paper Co. McGehec, AK (MOPAC)
600-604	5	5/ 1/65		50' 6"	70T	Cushion Underframe DF Leased (Expire 4/30/80) Chicago Freight Car Co. Assign: Owen-Illinois, Chicago, IL (602 Stenciled XME)
605	1	9/ 9/68	ACF	50' 0"	70T	Cushion Underframe RBL Insulated Leased- (Expire 9/8/83) U S Ry Leasing Assign: Ralston Purina, Clinton, IA C&NW
611-615	5	1/19/67		50' 1"	70T	Insulated RBL Leased (Expire: 9/18/76) U S Railway Equipment Assign: Ralston Purina, Clinton, IA C&NW
620-621	2	2/ 3/67		60' 9"	100T	Cushion Underframe DF Equipped Leased: (Expire: 2/2//82) US Railway Equipment Assign: Amoco Wood River, IL
631-635	5	11/29/66		50' 0"	50T	Rebuilt: 11/29/66 DF Equipped XML Leased (Expire: 11/28/76) Chicago Freight Car Leasing Assign: Georgia Pacific Crossett, AR ADM
636-640	5	1/12/68		50' 0"	70T	RBL Insulated Leased; (Expire: 1/11/83) US Railway Equipment Assign: Pabst Brewing Co. Peoria, IL RI and P&PU

641-645	5	2/ 1/68		50' 6"	70T	DF Equipped Leased: (Expire 5/31/77) Chicago Freight Car Leasing Assign: Great Northern Paper Co. Cedar Springs GA CIRR
700-807	108	3/ 4/68		50' 6"	70T	Rebuilt by Darby Car Co. Leased; (Expire 10/13/80) Commerce Trucking Co.
800-801	2		Greenv	60' 0"		
900-901	2	5/70		52' 5"	70T	"Dual Air Pak" Insulated Cushion Underframe Leased; (Expire 5/13/85) Chemical Bank Assign: Hiran Walker Peoria, IL RI
902-912	11	3/30/71		52' 5"	70T	"Dual Air Pak" Insulated Cushion Underframe Leased (Expire 3/29/86) US Ry. Equipment Assign: (903) Hiran Walker Peoria, IL RI (904-905) Clinton Corn Processing, Clinton, IA RI (906-907) Simpson Timber Co., Shelton, WA BN (908-909) Carnation Co., Chilton, WI MILW (910-912) Westvaco Co. Luke, MD WM
913-916	4	1/73		52' 5"	70T	"Dual Air Pak" Insulated Cushion Underframe 5100 CF Leased; (Expire- N/A) U S Ry. Equipment Assign: American Oil
5051-5074	40	7/06	ACF	36' 1"	40T	All wood construction
5075-5080	25	11/06	ACF	36' 1"	40T	
5084-5089	6	1910	ACF	36' 1"	40T	All wood construction
5090-5114	25	11/11	ACF	36' 1"	40T	All wood construction
5115-5164	60	12/12	Has-Bar	36' 1"	40T	All wood construction
5165-5264	100	1/17	ACF	36' 1"	40T	
5300-5364	65	1917	ACF	36' 1"	40T	
5327-5345		1917	ACF	38' 2"	40T	Composite Underframe wood body
5700-5799	9	1/52	ACF	40' 6"	50T	1958-DF Equipped Owned Assign: 5700, 5703, 5706, 5709 Shell Oil, Roxana, IL ITC 5704, 5705, 5708 Ashland Chemical Mapleton, IL TP&W

5850-5999	150	12/48	ACF	40' 6"	50T	Owned
6000-6099	100	5/37	ACF	40' 6"	50T	Owned Steel Underframe/body Sold Luria Brothers-1967 for Rebuilding
6100-6299	200	5/41	ACF	40' 6"	50T	Owned Steel Underframe/body
6300-6499	200	12/44	ACF	40' 6"	50T	Owned Steel Underframe/body
6500-6849	350	7/47	ACF	40' 6"	50T	Owned Steel Underframe/body
6850-6999	150	12/48	ACF	40' 6"	50T	Owned Steel Underframe/body
7000-7049	50	5/41	ACF	50' 6"	50T	Owned Steel Underframe/body 5/68 rebuilt by Darby Car to 700 Series
7100-7199	100	4/66	P-S	50' 6"	70T	Owned DF Equipped Assigned; 7100, 09, 53, 64, 71-MacMillan-Blodell, MacMillan, AL SLSF 7198-99, ADM Decatur, IL ITC (DF)
7200-7229	30	4/66	P-S	50' 6"	70T	Owned Cushion Underframe DF Equipped 7200-7212 LaCled Steel Federal, IL ITC 7224-25 A. E. Staley Decatur, IL ITC 7226-27 Ashland Chemical, Mapleton, IL TP&W 7228-7229 Advanced Bag & Paper, Advance LA NL&G
7230-7239	10	12/65	Gen Am	50' 6"	70T	Owned Insulated Cushion Underframe RLB Assign: 7230, 35-36 Pabst Brewery Peoria, IL CRIP 7231-34 Libby McNeil & Libby Chicago, IL CRIP 7237, 39 Ralston Purina Clinton, IA C&NW
7240-7389	50	8/72	ACF	50' 6"	70T	Owned 72 Cushion Underframe
7390-7489	100	11/74	P-S	50' 6"	70T	Cushion Underframe Waffle side body

7800-7821	22	2/73	Thrall	50' 6"	70T	All Door Car Leased; (Expire 2/7/77) Transport Corp. of America-Thrall Assign; 7800-09 Boise Cascade, International Falls, MN MDW 7810-St. Regis Paper. Libby, MT BN 7811-St. Regis Paper. Tacoma WA BN 7812-Smith Cedar Prod. Victoria BC CP&CN 7813-14 Duraflake Albany, OR BN 7815-16 Simpson Timber Shelton WA BN 7817 Pope-Tolbot Grand Forks BC BN 7818 Shepard-Morse Velox WA UP 7819 Shepard-Morse Spokane WA UP 7820-21 Plumas Lumber Crescent Mills CA WP
7822-7877	56	10/1976	Thrall	50' 6"	70T	All Door Car Leased; Transport Corp. of America-Thrall
8000-8099	100	5/24	ACF	36' 0"	40T	Owned Steel Underframe Wood construction 1930-Cars 8000-8009 equipped with radial drawbar: Assign; ITC Bloomington
8000-8199	200	9/1979	P-S	50' 6"	70T	Owned
8100-8199	100	12/28	Mt. Vern	37' 11"	40T	Owned Steel Underframe Composite construction
8200-8249	250	4/30	ACF	40' 6"	40T	Owned Steel Underframe Composite construction 1941-Rebuilt from 51500- 599
8300-8399	100	3/30	ACF	40' 6"	40T	Owned 1941-Rebuilt from 51500-599
8400-8459	60	8/71		40' 6"	50T	Rebuilt 1971 by Darby Co. Leased; (Expire 8/17/71) Waverly Leasing- Southern Iron & Equipment
9000-9299	300	1/71		50' 6"	50T	Rebuilt 1970 by Darby Co. Leased; (Expire 1/27/71) U S leasing Co.
51000-51029	30	1913	ACF	38' 0"	40T	Steel Underframe
51050	1	1930	ITS	40' 6"	40T	Steel construction Auto
51500-51599	100	3/30	ACF	40' 6"	40T	Steel Const. Auto Car 1941-Rebuilt into 8200-8300 Series

ITRR-Steam Division /BOXCARS

SERIES	No	In	Car	Length	Cap	Note
	Cars.	Service	Builder			
118-121	4			34' 0"	25T	In service by 1913
1000-1029	30	5/13	ACF	38' 0"	40T	1929-Renumbered 51000-51025 Composite Body
1030-1033	4	1915	ACF	34' 0"	25T	1899-Originally coal car converted to box. All wood construction.

A&E-Steam Division /BOXCARS

SERIES	No	In	Car	Length	Cap	Note
	Cars.	Service	Builder			
100-109	10					Refrigerator cars used as boxcars

St. L T& E (T&E) Steam Division/BOXCARS

SERIES	No	In	Car	Length	Cap	Note
	Cars	Service	Builder			
04	1			34' 0"	20T	All wood
200-201	2	2/18		33' 6"	30T	Gondola converted to boxcar

ITS Illinois Traction System

ITC Illinois Terminal Railroad Co.

ITRR Steam Division. Illinois Terminal RR

A&E Steam Division Alton & Eastern

St. LT&E (T&E) Steam St. Louis Troy & Eastern (T&E) Troy & Eastern

CAR BUILDER

ACF	American Car & Foundry
Gen Am	General American
Greenv	Greenville Car Co.
Has-Bar	Haskell-Barker Car Co
Mt.Ver.:	Mt. Vernon Car Co.
P-S	Pullman Standard
Thrall	Thrall Car Co.

ITC COVERED HOPPER

SERIES	No Cars	In Service	Car Builder	Length	Cap	Cubic Foot	Built	Note
100-109	10	8/64	ACF	41' 3"	70T	3500	11/63	Self-Clearing Bulk Loading Leased (Expire 8/1/74) Chicago Freight Car Co. Assign; 100-04, 106 Pennsylvania Glass Sand, Klondike, MO MKT 107-09 A. E. Staley Decatur, IL ITC, 3-Bay Cylindrical
110-124	15	10/61	Thrall	47' 10"	70T	3800	10/61	Leased (Expire 10/9/73) Thrall Car Assign; 110-119 ADM, Decatur ITC 120-Mississippi Lime Mosher MO MP
125-134	10	8/64	ACF	41' 3"	70T	3960	1963	121-124- ITC Decatur Pool Cylindrical Leased (Expire 8/1/74) Chicago Freight Car Co. Assign: 125-126, 129 ITC Decatur Pool 127-128 Mississippi Lime Mosher MO MP
135-144	10	5/64	Magor	46' 6"	100T	4000	4/64	130-131, 133-134 ADM, Decatur, IL 132 Belrose Silica Sand Utica, IL CRIP 6-Bay Cylindrical Aluminum Leased (Expire 4/29/82) National Leasing Assign; 135-40 A. E. Staley, Decatur, IL 143- Belrose Silica Sand Utica, IL CRIP
145-149	5	5/64		29' 3"	70T	2000		141,142,144-ITC Decatur Pool Leased Chicago Freight Car Co.
150-154	5	10/61	Thrall	29' 3"	70T	1958	1959	Leased (Expire 10/10/73) Thrall Assign: Pennsylvania Glass Sand, Klondike, MO MKT
160-169	10	1961	GATC	29' 6"	70T	2600		Air Slide Leased Colorado Milling Co.

170-179	10	8/65	GATC	42' 6"	70T	2600	8/65	Air Slide Leased (Expire 8/17/75) General American Car Co. Assign: 170-ADM, Nth Kansas City, MO BN 171,174,179-Grain Processing, Muscatine IA, C&NW 175-176 A. E. Staley Decatur IL 177-178 Peavy Co. Alton, IL
180-184	10	4/65	ACF	49' 9"	100T	4650	3/65	Center Flow Pneumatic Unloading Leased (Expire 4/20/77) U. S. Railway Equipment Assign: Pabst Brewing Peoria, IL CRIP
185-189	10	5/65		49' 9"	100T	4650	5/65	Tear Drop Leased (Expire 4/30/77) U. S. Railway Equipment assign: ITC Decatur Pool
190-192	3	1/67		50' 1"	100T	4650	1/67	Pneumatic Unloading Leased (Expire 1/9/82) U. S. Railway Equipment Assign: Pabst Brewing Peoria, IL CRIP
193	1	3/68	GATC	42' 6"	70T	2600	1965	Air Slide Replaces #170- Destroyed in wreck Leased (Expire 8/17/75) General American Car
195-198	4	3/70		41' 3"	50T	2039	1937	Leased (Expire 3/7/75) Consolidated Railway Equipment Assigned: Company Sand Service Ottawa, IL CRIP
250-264	15	3/67	ACF	49' 9"	100T	4650	3/67	Leased (Expire 3/21/79) U. S. Railway Equipment Assign: ADM Decatur, IL

1600-1649	50	5/71	Thrall	56' 7"	100T	4740	5/71	Leased (Expire 5/10/86) U. S. Railway Equipment Assign: 1612, 1643, 1648 Clinton Corn Processing, Clinton, IA CRIP 1608, 1629, 1633 Pabst Brewing Peoria, IL CRIP Balance: ITC Decatur Pool
1650-1749	100	1/72	Thrall	52' 6"	100T	4750	1/72	Owned Assign: 1680, 1698, 1701, 1744 Pabst Brewing Peoria, IL CRIP Balance: ITC Decatur Pool
1750-1799	50	3/73	P-S	55' 3"	100T	4750	1973	Owned assign: Decatur Pool
1800-1999	200	12/73	P-S	55' 3"	100T	4750		
2000-2149	150	11/75	P-S	55' 3"	100T	4750		Leased Matrix Leasing.
2150-2249	100	6/76	P-S	44' 6"	100T			Leased Matrix Leasing

ITC Illinois Terminal RR Co.

CAR BUILDER

P-S Pullman Standard
 Thrall Thrall Car Co.
 ACF American Car & Foundry
 GATC General American Tank Co.

ITS/ITC COAL HOPPER

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
3000-3372	373			23' 6"	40T	In service by 1909
4100-4114	15			34' 8"	50T	Steel construction
4200-4239	40	9/44	St.L R	33' 0"	50T	Steel construction 1947-Rebuilt from StLT&E4000 series
4562-4592						
4700-4849	150	11/52	GATX	44' 2"	70T	Triple Door 1/65-Rebuilt by St. Louis Refrigerator Co.
4709-4847		1/65				
9006-9027	22	2/11	Has-Bar	34' 5"	40T	Cinder Cars Composite Underframe Wood Body
9028-9052	25	1912	Has-Bar	39' 7"	40T	Cinder Cars
10000-10048	49	6/14	Has-Bar	34' 0"	50T	Self Clearing Composite Underframe Wood Body
10049-10139	90	1/16	ACF	34' 4"	50T	

11000-11049	50	10/25	Mt. Ver	34' 6"	50T	Self Clearing 3/37-Rebuilt to steel bodies Renumbered 54200-54299
11050-11099	50			34' 6"	50T	
52000-52299	300	1933		40' 0"	40T	Steel Underframe
52800-52819	20	8/15		38' 9"	40T	Steel Underframe Ex ITRR 800-819
53000-53299	300			40' 0"	50T	Steel Underframe Ex-St.LT&E 3000-3299
53300-53499	150			40' 6"	50T	Steel Underframe Ex-St.LT&E 3360-3499
54000-54074	75	7/25	Press Stl	31' 10"	55T	Steel construction Ex St.LT&E 4000-4074
54100-54149	50	7/26	Press Stl	30' 5"	55T	Steel construction Ex-St.LT&E 4100-4149
54200-54299	100	1925	Mt.Vern	37' 4"	50T	Ex-11000-11049 Series
54500	1	1933	Pullman	40' 5"	70T	Steel construction Demonstrator unit

ITRR Steam Division/COAL HOPPER

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
100-149	50			34' 0"	25T	In service by 1899
800-849	50	By 1906		36' 0"	40T	1929-Renumbered 52800-52819
1113-1228				36' 0"	40T	

St. L T & E Steam Division /COAL HOPPER

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
4000-4074	75	1921	Press Stl	31' 10"	55T	Renumbered 54000-54074 Composite construction. Twin bays 1957-Rebuilt to 4200 series
4100-4149	150	1920	Press Stl	30' 5"	55T	Renumbered 54100-54149

ITS Illinois Traction System

ITC Illinois Terminal Railroad Co.

ITRR Steam Division. Illinois Terminal RR

A&E Steam Division Alton & Eastern

St. LT&E (T&E) Steam St. Louis Troy & Eastern (T&E) Troy & Eastern

CAR BUILDER

Has-Bar Haskell-Barker Car Co.

Mt.Ver.: Mt. Vernon Car Co.

Press Stl Press Steel Car Co

Pullman Pullman Car Co.

St. LR St. Louis Refrigerator Car Co.

ITS/ITC FLAT CARS

SERIES	No Cars	In Service	Car Builder	Length	Cap	Built	Note
26-30	5	1914		35' 8"	30T		
50-99	50	3/1905	Has-Bar	34' 3"	25T		All wood construction
101-110	10	1907		34' 0"	25T		
115-125	11	1/1899					
200-249	50	5/54		42' 0"	50T	1925	Bulkhead Steel Leased (Expire 7/6/76) Consoliated Ry. Equipment Assign: Coil Steel Loading Assign; 17 cars Granite City Steel Interplant Service
1000-1049	50	12/37	MtVern	52' 0"	50T	11/37	Owned
1100-1149	50	12/45	ACF	53' 6"	50T	12/45	Owned Auto Frame Cars Assign: 1100-04, 1106, 1110-1112, 1114, 1116-1118, 1120- 1122, 1126, 1130, 1132, 1134-1135, 1137, 12141-1142, 1147, 1149 A. O. Smith, Granite City, IL ITC
1115-1228	113			36' 0"	40T		All wood construction
1200-1349	150	1937		42' 1"	50T		
1201-1206	6	6/66		52' 1"	50T	1937	Owned 6/66 Rebuilt for Piggy-Back Service
1300-1324	25	11/75	Portec	60' 0"	77T		Leased Matrix Leasing
1400-1449	50	7/78	Thrall	61' 1"	94T		Bulkhead Flat Leased- Thrall
1500-1519	20	2/66	Gen Stl	53' 6"	70T	2/66	Owned Equipped: Tie Down Equipment Assign: 1500-1516 Allis Chalmers, Springfield, IL ITC 1517-1519 Caterpillar Tractor Peoria, IL PPU
50090-50099	10	1915	Haf-Thr	37' 1"	40T		Steel Underframe
50150-50219	70	1915	ACF		50T		Steel Underframe Ex-StLT&E

St.LT&E Steam Division/FLAT CARS

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
101-110	10	1906		36' 0"	20T	Wood construction Lettered StLT&E
112-125	14	1/189 9		34' 0"	30T	
513-591	79			34' 5"	30T	In service by 1913

ITRR Division/FLAT CARS

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
112-115	4			34' 0"	25T	In service by 1913
139-147	9		ACF	34' 0"	25T	All wood construction Built 1899
148	1			36' 0"	30T	
149-150	2			40' 6"	40T	

A&E Division /FLAT CARS

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
200	1	10/07/27		40' 6"		converted from foreign boxcar

ITS Illinois Traction System

ITC Illinois Terminal Railroad Co.

ITRR Steam Division. Illinois Terminal RR

A&E Steam Division Alton & Eastern

St. LT&E (T&E) Steam St. Louis Troy & Eastern (T&E) Troy & Eastern

CAR BUILDER

ACF American Car & Foundry

Gen Stl General Steel Car Co.

Has-Bar Haskell-Barker Car Co.

Magor Magor Car Co.

Mt.Ver.: Mt. Vernon Car Co.

Thrall Thrall Car Co.

Haf-Thr Haffner-Thrall

ITS/ITC FLAT BOTTOM GONDOLA

SERIES	No Cars	In Service	Car Builder	Length	Cap	Built	Note
2001-2058	59			34' 0"	25T		In service by 1909
2000-2003	4	1923	Midwest	42' 0"	50T		Container Gondolas Steel Underframe Composite construction
2004-2030	35	1923	Midwest	42' 0"	50T		Steel Underframe Composite Construction
2100-2149	50	1904		36' 0"	25T		
2515-2599	85			40' 6"	50T		Drop end gondola
2600-2624	25	3/53	Greenv	65' 6'	70T	3/53	Owned Drop end gondola
3000-3099	100	10/37	Mt.Vern	48' 6"	50T	10/37	Owned 1957-Rebuilt to 3200 series

3000-3003	4	10/37	Mt.Vern	41' 6"	50T		Container gondolas
3100-3199	200	9/52	Mt.Vern	41' 6"	50T	9/52	Owned 11/65- 48 cars rebuilt and 9/59-49 cars rebuilt. 1980-Sold to American Allied Ry. Equipment
3200-3249	50	10/37		48' 6"	50T	10/37	Owned 1957-Rebuilt from 3000 series
3300-3499	200	10/37		48' 6"	70T	10/37	Owned Ex-53300-53499 1957-Convert to covered gondolas Assign: 8 Cars-Granite City Steel Co. Granite City, IL
3400-3499	100	1/66	Ortner	52' 6"	70T	1/66	Owned
3500-3599	100	12/65	Magor	52' 6"	100T	12/65	Owned
3600-3649	50	3/72	Thrall	52' 6"	100T	3/72	Owned Wood Deck
3650-3699	50	4/73	Thrall	52' 6"	100T	4/73	Owned Steel Floor
3700-3749	50	9/74		52' 6"	100T		
3800-3899	100	9/75		52' 6"	100T		Leased- Matrix Leasing
3900-4049	150	3/80	Thrall	52' 6"	100T		Leased- Transportation Corp. of America
4200-4239	40	1957	St.L R				1957- Rebuilt from 4001-4073 series
6000-6079	80			33' 0"	30T		In service by 1909
9500-9535	36	11/08	Has-Bas	39' 8"	40T		All wood construction
9541-9584	44	1/11	ACF	39' 8"	40T		All wood construction
9585-9644	70	11/11	ACF	39' 8"	40T		All wood construction
9645-9719	70	12/12	ACF	39' 8"	40T		All wood construction
9721-9759	39	7/17	ACF	39' 8"	40T		
52800-52819	20			38' 9"	40T		
53000-53299	300	9/15	ACF	40' 0"	50T		Ex-StLT&E 3000-3299
53300-53499	200		MdwtEn	40' 6"	50T		Ex-StLT&E 3300-3499

ITS/ITC DROP BOTTOM GONDOLAS

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
2100-2137				35 0"	40t	Cinder side dump
9028-9052		11/12	Has-Bar	39' 7"	40T	Cinder side dump All wood
12000-12249	250	12/27	ACF	40' 6"	50T	Steel Underframe Composite body
56000-56099	100	1928	ACF	40' 6"	50T	Steel construction

ITRR Steam Division/DUMP GONDOLA

SERIES	No cars	In Service	Car Builder	Length	Cap	Note
100-111	12	1899	ACF	34' 0"	25T	Side dump
2001-2006	5			33' 0"	40T	Dump cars
2025-2097	75			36' 8"	40T	Dump cars
2100-2149	50			35' 0"	40T	Dump cars
2200-2219	20	1918		34' 6"	40T	Bottom side dump Rebuilt from center dump ballast cars
56000-560119	120	12/28	ACF	40' 6"	50T	16 door Composite construction

St. L T& E Steam Division/GONDOLA

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
501-599	99			34' 0"	30T	Wood Construction In service by 1906
805-813	9	10/45	ITRR	40' 0"	40T	Steel Underframe Composite Body
1001-1100	99	10/1899	ACF	35' 4"	40T	Wood construction
1101-1600	500	9/02	ACF	36' 0"	40T	Wood construction
2036-2083	48	6/05	ACF	38' 0"	40T	
2100-2142	43	1/21	MtVern	38' 0"	40T	
3000-3299	300	9/15	ACF	41' 6"	50T	Steel UF Composite Body Renumber 53000- 53299
3300-3499	200		MdwtEn	46' 6"	50T	In service by 1927 Renumber 53300-53499 by 1931
52000-52299	300	1915	ACF			Wood body, steel underframe
53440-53499	59	12/23				

ITRR Steam Division/GONDOLA

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
1113-1115	3			36' 0"	40T	
56000-56099	100	12/28		40' 6"	50T	
ITS	Illinois Traction System					
ITC	Illinois Terminal RR Co.					
St.LT&E	St. Louis, Troy & Eastern					
ITRR	Illinois Terminal Railroad					
A&E	Alton & Eastern					

CAR BUILDER

ACF	American Car & Foundry
Greenv	Greenville Car Co.
Has-Bar	Haskell-Barker Car Co.
ITRR	Illinois Terminal RR Co.
Magor	Magor Car Co.
MwtEn	Midwest Engineering Car Co.
Mt.Ver.:	Mt. Vernon Car Co.
Ortner	Ortner Car Co.
Thrall	Thrall Car Co.
St.LR	St. Louis Refrigerator Car Co.

ITS/ITC REFRIGERATOR CAR

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
1800-1803	4	11/07	ACF	29' 0"	25 Ton	Ends Equipped With Ice Boxes Meat Service Scrap/H-M 5/21/29
1804-1808	5	3/13	Has-Bar	32' 9"	30 Ton	No Ice Boxes Scrap/H-M 5/21/29
1809	1	7/10	McG-C	37' 0"	25 Ton	Ex-Express Trailer 1105 Assigned Ice Service Burned Decatur 8/15/31
1810	1	7/10	McG-C	37' 0"	25 Ton	Ex-Express Trailer 1106 Assigned Ice Service Scrap/H-M 9/30/33
5028-5032	5			50' 0"	50 Ton	Leased/CRDX car markings

A&E Steam Division/REFRIGERATOR CAR

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
100-109	10	9/25		34' 0"	30Ton	Assigned Ice Service A&E Scrap H-MI 7/33

ITS Illinois Traction System
A&E Alton & Eastern

NOTES

Scrap H-MI Scrap Hyman Michaels

CAR BUILDER

ACF American Car & Foundry
 McG-C McGuire Cummings
 Has-Bar Haskell-Barker Car Co.

In September of 1907, the ITS acquired four new refrigerator cars in series of #1800-1803. The cars were assigned to haul fresh meat from the packinghouses of East St. Louis to Hillsboro and Springfield three times a week. Built by the American Car & Foundry Company, the cars were 41'5" length with a capacity of 60,000 pounds. The iceboxes were located at the end of the car (loading of ice was done from the sides of the car) with a capacity of two ton cake of ice per box. In May of 1913, the railroad would accept delivery from builder Haskell & Barker of five additional cars, #1804-1808, which were assigned to provide ice service to small on line communities. Eventually, the service would prove unprofitable and the refrigerator cars were scrapped May 21, 1929. To overcome the obstacle of future freight car shortage, and expand freight traffic, the car fleet would be converted to meet Master Car Builder (MCB) standards. Combined with realigned trackage, interchange with steam roads would become a reality.

ITS/STOCKCAR

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
7000-7039	40			36' 0"	40 Ton	Mather Style-Single Deck, In service by 1917

ITRR/STOCKCAR

SERIES	No Cars	In Service	Car Builder	Length	Cap	Note
117	1			34' 0"	25Ton	In service by 1913

ITS Illinois Traction System

ITRR Steam Division: Illinois Terminal Railroad

AUTOMOBILE AND SCENERY CAR

SERIES	No.	In Service	Car Builder	Length	Cap	Note
1600-1601	2	11/11	ITS	65' 8"	11Ton	Auto/Scenery loading: One end of car opens completely- 8' 4" X 8' 8" Opposite door 2' 5" X 6' 6" Scrap H-M-9/23/33

ITS Illinois Traction System

Scrap H-M Scrap Hyman-Michaels

The "Traction" would continue to be very active in soliciting business, and even the "unusual" traffic would not be overlooked. In one event, the railroad turned to the Decatur Shops for construction of an "unusual" car to carry theater scenery backdrops for vaudeville shows and automobiles. On October 31, 1911, the shops rolled out two scenery cars, #1600-1601. Built as trailers, the 65 foot cars were designed so that the car body end and roof end opened completely to load the long (or tall) scenery backdrops. An advantage that the ITS had over the steam roads, was the capability to, in most cases, stop in front of the theater for loading. By 1933, vaudeville would be dying and the cars were scrapped.

ITS EXPRESS TRAILERS

SERIES	No.	In	Car	Length	Cap	Note
	Cars	Service	Builder			
350	1	1919	ACF	58' 0"		Ex- Passenger Motor 350 Scrap/H-M- 10/14/33
351	1	1919	ACF	58' 0"		Ex- Passenger Motor 351 Scrap/H-M- 5/31/33
352	1	1013/28	ACF	58' 0"		Ex- Passenger Motor 358 Scrap/H-M- 9/21/33
560						
561						
601	1	9/07/39	Cinc. Car	51' 0"	35Ton	Ex-Cincinnati & Lake Erie- 642 Convert to Bunk Car 058-5/22/56 Scarp Purdy Co. 8/22/60
602	1	9/07/39	Cinc. Car	51' 0"	35Ton	Ex-Cincinnati & Lake Erie- 653 Convert to Work Car 059-5/22/56 Scrap Bierman Co.- 7/22/62
603	1	9/07/39	Cinc. Car	51' 0"	35Ton	Ex-Cincinnati & Lake Erie- 644 Convert to Work Car 060-5/22/56 Scarp Luria Bro.- 4/2/63
604	1	1/16/45	McG-C	52' 10"		Ex-Express Motor- 1063 Dismantled 1/20/56
605	1	1/16/45	McG-C	52' 10"		Ex-Express Motor- 1065 Convert Body to Madison Yard Office 12/8/47
606	1	3/5/47	McG-C	52' 10"		Ex- Passenger Trailer 560 (Ex-Express Trailer 1066) Dismantled 1/20/56
607	1	3/5/47	McG-C	52' 10"		Ex- Passenger Trailer 561 (Ex-Express Motor- 1067) Wrecked at Hulburt Siding-Elkhart 2/1/51
1009-1012	4	5/06	St. Louis	39' 9"		
1013-1024	12	1/07	St. Louis	37' 4"	25T	
1025-1044	20	11/07	St. Louis	37' 4"	25T	

1051-1065	15	7/10	McG-C	54' 6"	15T	
1100-1159	60	7/10	McG-C	37' 0"	25T	2 End Doors-2' 8" X 2' 10" Side Door 6'X6'
1160-1188	29	4/11	McG-C	37' 0"	25T	2 End Doors-2' 8" X 2' 10" Side Door 6'X6' Cars 1174-1188 equipped with side windows for handling livestock
1189-1194	5	4/11	McG-C	37' 0"	25T	1 End Door-8' 1" X 6' 5" Auto loading Side Door 8' X 6'

NOTES

ITS Illinois Traction System

Scrap H-M Scrap Hyman Michaels

CAR BUILDER

ACF American Car & Foundry

Cinc. Car Cincinnati Car Co.

McG-C McGuire Cummings

St. Louis St. Louis Car Co.

WORK EQUIPMENT—311

1-18	312
19-46	313
01	313
01-026	314
027-056	315
057-082	316
083-0110	317
0111-0164	318
0165-0300	319
0301-0321	320
222-321	320
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<u>WORK</u>	<u>EQUIPMENT</u>						
No.	TYPE	In Service	Location	DEPT.	RETIRE	DISPOSITION	312
1	Wrecker Tool Car					St. L T&E	
1	Steam Shovel	1911			1/14	From American Car Co. Renumber-9	
1	Snow Plow	1911		MofW	7/22	Renumber-5	
1	Steam Shovel	1913			7/21	From Standard Oil Co. Renumber-228	
1	Steam Crane	6/8/20			8/30	From Bucyrus Renumber-222	
1	Wrecker Idler	7/22			8/30	Ex-Flatcar 67, Renumber-02	
2	Snow Plow	1911		MofW	N/A	Destroyed	
2	Crane Tender	6/12	E. St. Louis			St.LT&E	
2	Loco Crane	7/13			2/21	From Link Belt Renumber-229	
2	Clam Shell Idler	2/23			7/30	Ex-Flatcar 55 Renumber-02	
3	Boom Car Clam Shell		E. St. Louis			St.LT&E	
3	Snow Plow	1911			7/30	Renumber-05	
4	Portable Sub	1911			4/14	Renumber-6	
5	Wrecker Crane				11/30	T&E Renumber- 0223	
5	Portable Sub	1911			1923	Set off of trucks at Lincoln	
5	Snow Plow	7/22		MofW	11/30	Former 1 Renumber-07	
6	Portable Sub	4/14			12/30	Former Sub 4 Renumber-056	
7	Bunk Car	8/14			7/19/22	(Ex-Sleeper Francis) Ex-272. Renumber-14	
7	Tool & Bunk Car	3/25			10/30	Ex Pass Motor 256, Renumber-057	
8	Tool & Bunk Car	4/25			8/30	Ex-Pass Motor 257 Renumber-058	
9	Steam Shovel	1/14			11/30	Renumber-026	
10	Signal Car	N/A			12/26	Removed From Service	
11	Bunk Car	3/14			3/23	Set off of trucks at Worden	
11	Kitchen-Diner-Bunk Car	9/23/21			7/22	Ex-Steam Divs. Coach 11 Renumb-226	
11	Rubbish Car	10/22			12/30	Ex-Coal Hopper 3055 Renumber-08	
12	Bunk Car	11/13				Set off Trucks at Granite City	
12	Rubbish Car	7/22			1/31	Ex-Coal Car 3150 Renumber-010	
13	Bunk Car	12/13			12/14	Ex-Bunk car 5001 Dismantled Peoria	
13	Rubbish Car	7/22			6/30	Ex-Coal Car 3159 Retired	
14	Bunk Car	12/13			3/15	Dismantled	
14	Bunk Car	7/19/22			6/30	Ex-Bunk 7, Renumber-028	
15	Bunk Car	1/14			12/23	Ex-Boxcar 5003 Dismantled	
15	Bunk Car	1/25			9/30	Ex-pass Motor 252 Renumber-029	
16	Tool Car	3/23			6/30	Ex-Gondola 2005 Renumber-030	
17	Tool Car	4/23			2/30	Ex-Flat Bottom Gondola 2029 Renumber 059	
18	Derrick Car	6/23			10/30	Ex-Flat 66 Renumber 031	

19	Steam Shovel Idler	8/23	6/30	Ex-Flat Bottom Gondola 2054 Retired
20	Tool Car	6/23	9/30	Ex-Flat Bottom Gondola 2042 Renumber-060
21	Scale Test Car	10/23	8/30	Ex-Boxcar 6061 Renumber-032
22	Bunk Car	1/24	1/31	Ex-Flat Bottom Gondola 2044 Renumber-061
23	Bunk Car	1/24	9/30	Ex-Flat Bottom Gondola 2056 Renumber-062
24	Tool Car	9/24	12/30	Ex-Boxcar 6010 Renumber-015
25	Tool Car	9/24	5/30	Ex-Boxcar 6011 Renumber-09
26	Flat Car	1925	12/30	Ex-ACF Renumber-033
27				
28				
29	Flat Car	1925	12/30	Ex-ACF Renumber-034
30				
31				
32	Flat Car	1925	9/30	Ex-ACF Renumber-064
33	Flat Car	1925	12/30	Ex-ACF Renumber-065
34	Paint Car	7/25	11/30	Ex-Express Trailer 1009 Renumber-035
35	Tool Car	11/25	11/30	Ex-Express Trailer 1004 Renumber-012
36	Tool Car	11/25	8/30	Ex-Express Trailer 1003 Renumber-011
37	Tool Car	5/27	11/30	Ex-Express Trailer 1011 Renumber-036
38	Tool Car	7/27	9/30	Ex-Express Trailer 1012 Renumber-037
39	Tool Car	12/26	6/30	Ex-Boxcar-5149 Renumber-066
40	Portable Sub	12/26	5/31/33	Ex-Line Car Kankakee Urbana Traction
41	Bunk Car	7/27	10/30	Ex-Boxcar 5082 Renumber-068
42	Bunk Car	7/27	10/30	Ex-Boxcar 5108 Renumber-069
43	Bunk Car	7/27	9/30	Ex-Boxcar 5128 Renumber-070
44	Bunk Car	7/27	9/30	Ex-Boxcar 5148 Renumber-014
45	Bunk Car	6/29	11/30	Ex-Pass Trailer 503 Renumber-071
46	Bunk Car	6/29	10/30	Ex-Pass Trailer 504 Renumber-063
01	Tool Car	7/05	2/30	

01	Elec. Wrecker	2/11	Springfield	Mech	3/25/55	Ex-830 Scrap/Hyman-Michaels
02	Wrecker Idler	7/22	Springfield	Mech	8/22/57	Ex-1 Scrap/Hyman-Michaels
03	Clam Shell Crane	3/11	Decatur	Mech	2/15/55	Scrap/Burstein-Decatur
04	Idler Flat Clam Shell Crane	2/23	Decatur	Mech	5/16/55	Ex-2 Scrap/Burstein Co. Decatur
05	Wrecker				11/30	T&E Renumber- 223
05	Snow Plow	2/11	Decatur	MofW	4/23/36	Ex-Snow Plow-3 Retired
06	Idler Flatcar				11/30	T&E Renumber-0224
06	Snow Plow	11/30		MW	4/23/36	Ex-Snow Plow-4 Retired
07	Snow Plow	11/30		MW	4/23/36	Ex-Snow Plow-5 Retired
08	Rubbish Car	12/30		Mech	6/13/33	Ex-Rubbish Car 11
09	Tool Car	5/30	Decatur	Mech	9/18/70	Ex-Tool Car 25 Scrap/Sol Tick Co.
010	Rubbish	1/31		Mech	7/33	Ex-Rubbish Car 12 Scrap/H-M
011	Tool Car	8/30		Mech	9/30/33	Ex-Tool Car 36 Scrapped
012	Snow Sweeper					
012	Tool Car	11/30	Springfield	Mech	6/20/47	Ex-Exp Trailer ,Ex-Tool Car 35 Scrapped
013	Tool Car	7/29		Mech	6/5/30	Destroyed
014	Bunk/Tool	9/30	E. Peoria	Mech	12/31/55	Ex-Bunk Car 44
015	Tank-Tool	12/30	LeClaire	Mech	5/18/56	Scrapped/Hyman-Michaels
016	Tool Car	1923		Mech		Flat with ½ box cabin
016	Tank/Wheel Car	2/47	Federal	Mech	8/22/57	Scrapped Hyman-Michaels
017	Tank-Wheel	9/30	Decatur	Mech	2/74	Scrap
018	Tool Car	8/30	Danville	Mech	3/6/48	Ex-Express Trailer 1118
018	Tank Car	2/74				
019	Tank Car	2/74				
019	Snow Sweeper	1/09	Granite City			McGuire-Cummings
020	Box-Tool Car	1923				Built from old gondola
020	Snow Plow	1/6/56			9/19/59	Former Class "B" 1576 Scrap Central Iron & Metal, Springfield
021	Snow Plow	1/6/56			9/15/59	Former Class "B" 156/Scrap, Central Iron & Metal, Springfield
022	Tank Car	2/74				Researched & Developed by Dale A. Jenkins
023	Shop Flat Car		Decatur		5/6/55	Scrap/Burstein Co. Decatur
024	Tank Car	2/74				
025	Tool Car				10-26-35	
026	Steam Shovel	11/30		MofW	10/2/33	Ex-Steam Shovel 9 Scrapped
026	Flat Idler	1914		MofW	5/31/33	Scrapped/Hyman-Michaels

027	Paint Car	8/30		MofW	9/17/31	Ex-Express Trailer 1119
028	Bunk Car	6/30	E. Peoria	MofW	2/2/39	Ex-Bunk Car 14, Scrap/H-M
029	Bunk Car	9/30		MofW	9/30/33	Ex-Bunk Car 15 Scrap/H-M
030	Tool Car	6/30		MofW		Ex-Tool Car 16
031	Derrick	1923	Decatur	MofW		
032	Scale Test Car	10/23		B&B	10/12/54	Ex-Scale test Car 21 Scrap/H-M
033	Flat Car	12/30		MofW	7/33	Ex-Flatcar 26 Scrap/H-M
034	Flat Car	12/30		MofW	7/33	Ex-Flatcar 29 Scrap/H-M
035	Paint Car	11/30		B&B	9/2/31	Ex-Paint Car 34
035	Tool	1922		MofW		Former Express Motor #1004
036	Tool Car	11/30		MofW	1933	Ex-Tool Car 37
037	Tool Car	9/30		MofW	1933	Ex-Tool Car 38
038	Kitchen-Tool Car	5/30		B&B	9/21/33	Ex-Express Trailer 1018, Scrap/H-M
039	Kitchen-Tool Car	6/1930		B&B	7/33	Ex-Express Trailer 1171 Scrap/H-M
040				B&B		
041	Dining-Tool Car	5/1930		B&B	7/33	Ex-Express Trailer 1036 Scrap/H-M
042	Dining	9/30		B&B	7/33	Ex-Express Trailer 1190 Scrap H-M
043				B&B		
044	Tool-Bunk	8/30		B&B	3/9/35	Ex-Express Trailer 1157 Scrap/Barker-Goldman Springfield
045	Bunk Car	6/28/29		B&B	11/30	Former Pass. Trailer #503 To 071
045	Bunk Car	11/30		B&B		Ex-Express Trailer 1022
046	Bunk Car	10/30		B&B	10/15/35	Ex-Express Trailer 1153
047	Bunk Car	6/30		B&B	10/15/35	Ex-Express Trailer 1040
048	Bunk Car	9/19/30	Springfield	B&B	12/31/39	Former Pass. Trailer 509, dismantled
049	Bunk Car	12/16/39	E Peoria	B&B	4/16/60	Former Sleeper "Peoria" Sold 4/16/60 IRM, Union, IL
050	Bunk Car	12/21/39	Decatur	Elect.	8/22/57	Former Sleeper "St. Louis" Assigned Overhead Dept. Scrap H-M
051	Tool-Dining Car	11/24/39	Lincoln	B&B		Ex-Express Trailer 1064
051	Bunk Car	8/1/48	E Peoria	B&B	4/19/67	Scrap/Luria Brothers, Peoria
052	Kitchen/Bunk Car	5/7/41		B&B	8/10/60	Former Sleeper "Decatur", assigned Paint Gang. Damaged at Alton 7/12/60, Scrap H-M
053	Tool Car	2/33				Ex-Boxcar 8115
053	Rubbish Car	12/52			3/18/60	
054	Tool Car	4/56			10/33	Scrap/Hyman-Michaels
055	Tool Car	4/56				
056	Portable Sub	1923		Elect.	12/30	Ex-Portable Sub 6 Sold to IP&L

057	Portable Sub	1923		Elec	12/30	Ex-Portable Sub 40 Sold to IP&L
057	Bunk-Tool Car	10/30		Elect.	8/15/31	Ex-Bunk Car 7 Scrap-H-M
058	Paint Car	1904		Elect.		
058	Bunk Car	8/30		Elect.	9/30/33	Ex-Bunk Car 8 Scrap/H-M
058	Tool & Bunk Car	5/22/56		Elect.	8/22/60	Ex-Express Trailer 601 Scrap/Purdy Co.
059	Tool Car	2/30		Elect.		Ex-Tool Car 17
059	Tool Car	5/22/56		Elect.	7/22/62	Ex-Express Trailer 602 Bierman Co.
060	Tool-Bunk Car	9/30		Elect.	12/28/31	Ex-Tool Car 20
060	Work Car	5/22/56		Elect.	4/2/63	Ex-Express Trailer 603 Scrap/Luria Bros.
061	Bunk-Kitchen Car	9/30		Elect.	7/33	Ex-Bunk Car 22 Scrap/H-M
061	Bunk-Kitchen Car	7/31/56		Elect.		Built from Caboose 944 Scrapped
062	Tool-Bunk Car	9/30	Champaign	Elect.	5/31/33	Ex-Bunk Car 23 Scrapped
063	Bunk Car	10/30		Elect.	8/15/31	Ex-Bunk Car 46, Scrapped
064	Flatcar	9/30		Elect.	7/33	Ex-Flatcar 32 Scrap/H-M
065	Flatcar	9/30		Elect.	7/15/32	Ex-Flatcar 33
065	Signal Car	7/20/43		Elect.	12/31/58	Ex-Boxcar 8309 Overhead Dept.
066	Tool Car	6/30	Springfield	Elect.		Ex-Tool Car 39 Signal dept.
067	Portable Sub	12/26		Elect.	7/33	Scrapped/Hyman-Michaels
068	Tool-Bunk Car	10/30		Elect.	7/33	Ex-Bunk Car 41 Scrap/H-M
069	Paint Storage Car	9/30		B&B.	8/10/48	Ex-Bunk Car 42 Sold Sanky Const. Co. Springfield
070	Bunk Car	9/30		Elect.	3/09/35	Ex Bunk Car 43 Scrap/Barker-Goldman, Springfield
071	Bunk Car	11/30	Springfield	Elect.	6/5/41	Ex-Bunk Car 45 Scrapped
072	Interlocker Car	9/30	Springfield	Elect.	6/20/47	Ex-Boxcar 5060
073				Elect.		
074	Tool –Bunk Car	10/5/33	Springfield	Elect.		Overhead Dept. Ex-Boxcar ITS5221
075	Portable Sub	5/31/35		Elect.	6/8/38	Ex-Boxcar 5303 Sold to IP&L
076	Portable Sub	5/31/35		Elect.	6/8/38	Ex-Boxcar 5341 Sold to IP&L
077	Tool-Bunk Car	11/35	Decatur	B&B	1/08/51	Scrapped Hyman-Michaels
078	Tool-Bunk Car	11/35	Staunton	B&B		
079	Bunk-Tool Car	4/17/37	Springfield	Elect.	12/31/58	Overhead Dept. Ex-Boxcar 5305
080	Bunk-Tool Car	12/38	Decatur	Elect.	10/10/55	Overhead Dept. Scrap/H-M
081	Bunk Car	8/23/40	Carlinville	Elect.	10/10/55	Former Parlor “Lincoln” Scrap/H-M
082	Bunk Car	5/21/41		B&B	6/26/48	Former Pass. Motor #246, Scrap/H-M

083	Bunk Car	8/27/41	Champaign	B&B	4/19/54	Former Pass. Motor #247, Scrap/H-M
084	Tool-Bunk Car	7/28/43	Springfield	Elect.		Former HMX 104 Overhead Dept.- Bonding Gang
085	Bunk-Tool Car	7/28/43	Alton	Elect.	8/22/57	Former HMX 159 Overhead Dept. Scrap/H-M
086	Tool Diner Car	7/43	Springfield	B&B		Assign Paint Gang
087	Kitchen Car	7/08/43	Decatur	MofW	4/14/52	Ex HMX 155 Scrap/H-M
088	Shower-Tool Car	7/8/43	Decatur	B&B	8/22/57	Ex HMX 154 Scrap/H-M
089	Tool-Bunk Car	7/28/43	Springfield	Elect.	5/18/56	Ex HMX 158, Scrap//H-M
090	Shower-Bunk Car	4/27/44	Decatur	MofW	7/10/52	Ex-HMX 103 Scrapped/Purdy Co.
091	Tool-Diner Car	4/27/44	Decatur	Mech	11/27/62	Ex-HMX 120 Scrap H-M
092	Kitchen Car	7/08/43	Decatur	MofW	4/14/52	Scrap/H-M
093	Tool-Bunk Car		Venice	B&B	9/18/57	Ex-Boxcar 5323 Scrapped/Bierman Co.
094	Bunk-Tool Car		Danville	Elect.	9/18/57	Ex-Boxcar 5328 Scrapped Bierman Co.
095	Office/Bunk Car		Elsah	MofW	10/10/55	Ex-Boxcar 5342 Scrap H-M
096	Bunk Car	12/05/47	Springfield	B&B	3/20/62	Assign Bonding Gang, former Pass. Motor 249/Caboose 990, Scrap/Purdy
097	Diner/Bunk Car	12/31/48	Federal			Ex-Troop Sleeper 7861
098	Bunk Car	9/18/52	Springfield	Elect.	8/22/66	Former Pass. Trailer 535, Sold Gary Forshaw Donated, MRM-Monticello To Harristown
099	Bunk Car	12/31/48				Ex-Troop Sleeper
0100	Instruction Car	12/31/52	Federal	Trans	6/29/60	Former Pass. Trailer #518, Sold Illini Ry. Club To IRM-Union
0100	Dump Car	1913				ITRR (Steam Division)
0101	Dump Car	1913				ITRR (Steam Division)
0102	Dump Car	1913				ITRR (Steam Division)
0103	Dump Car	1913				ITRR (Steam Division)
0104	Dump Car	1913				ITRR (Steam Division)
0105	Dump Car	1913				ITRR (Steam Division)
0106	Dump Car	1913				ITRR (Steam Division)
0107	Dump Car	1913				ITRR (Steam Division)
0108	Dump Car	1913				ITRR (Steam Division)
0109	Side Dump Car	1915				ITRR (Steam Division)
0110	Dump Car					ITRR (Steam Division)

0111	Dump Car					ITRR (Steam Division)
0116	Supply/Shop Car	1/1916				
0131	Bunk Car	6/1917		B&B		ITRR (Steam Division)
0132	Bunk Car	6/1917		B&B		ITRR (Steam Division)
0133	Bunk Car	12/1917		B&B		ITRR (Steam Division)
0134	Tank Water Supply	3/1916				ITRR (Steam Division)
0135	Wrecker Car	1913				ITRR (Steam Division)
0136	Bunk-Tool Car	1913				ITRR (Steam Division)
0140						
0141	Flatcar	2/30	Steam Dv		10/30	Ex-Flatcar IT 140 Destroyed-Madison, IL
0142	Flatcar	8/30	Steam Dv		9/30/33	Ex-Flatcar IT 141 Scrap-H-M
0143	Flatcar	11/30	Steam Dv		8/19/33	Ex-Flatcar IT 142 Scrap/H-M
0144			Steam Dv			
0145			Steam Dv			
0146	Flatcar	12/30	Steam Dv		8/31/33	Ex-Flatcar IT 146 Scrap/H-M
0147	Flatcar	11/30	Steam Dv		7/33	Ex-Flatcar IT 147
0148	Flatcar	12/13/48	Steam Dv	MofW	5/12/51	Ex-Flatcar IT 148 Sold/LeClede Steel
0149	Clam Shell Idler Ft	10/26	Federal	Mech	2/18/62	Ex-Flatcar IT 149 Scrap/H-M
0150	Flatcar	8/30	Steam Dv		9/30/33	Ex-Flatcar IT 150
0151			Steam Dv			
0152	Flatcar	11/30	Steam Dv		8/30/33	Ex-T&E 38 Scrap/H-M
0153	Flat	6/38	Decatur	B&B	10/12/54	Scrap/Purdy Co
0154	Tool Car	10/9/42		B&B	7/10/52	Scrap/Purdy Co
0155	Idler Flatcar	1/30/43	Federal	MofW	7/17/50	Assign Steam Crane 0226 Scrap/H-M
0156	Fuel/Water	4/44	Federal	MofW	6/1/71	Loco Tender on Flatcar Scarp/Purdy Co.
0156	Idler Flat		Springfield		5/4/71	Scrap/Purdy Co.
0157	Flat	12/5/47		MofW	8/8/75	Scrap/Purdy Co.
0158	Boom Car	2/20//48		MofW	6/1/71	Assigned Diesel Crane 0222 Scrap/Purdy
0159	Flat	8/17/48		MofW	2/28/62	Scrap/H-M
0160	Flat	8/17/48		MofW	10/12/54	Scrapped/Purdy Co.
0161	Flat	8/17/48		MofW	10/26/59	Scrapped
0162	Flat			MofW	9/18/57	Scrapped/Bierman Co.
0163	Flat	8/27/48		MofW	11/02/53	Sold/E. St. Louis Jct. Ry.
0164	Flat	8/27/48		MofW	10/12/54	Scrapped/Purdy Co.

0165	Flat	8/27/48		MofW	5/18/56	Scrapped/Hyman-Michaels
0166	Flat	4/18/48		MofW	5/18/56	Scrapped/Hyman-Michaels
0167						
0168						
0169						
0220	Steam Shovel	1914				(Steam Divs.)
0221	Locomotive Crane	5/13				ITRR-Steam Line
0221	Water Tank Car	11/30-			4/18/35	Ex-T&E 300
0222	Water Tank Car	12/30			4/18/35	Ex-T&E 301
0222	Derrick Crane	7/22				Ex-Derrick Crane #1 (Steam Divs.)
0223	Steam Wrecker Crane	9/19	Federal	Mech	8/22/57	Ex-T&E 05 Scrap/H-M
0224	Idler/Wrecker/Tool	9/19			4/13/32	Ex-T&E 06 Burned 5-Mile Siding
0225	Ballast Spreader	11/30			4/30/36	Ex-IT 225
0226	Bunk Car	7/22				
0226	Clam Shell Crane	7/13	Federal	Mech	12/31/47	Ex-IT 226 Retired
0227	Work-Tool Car	8/30	Steam Dv	B&B	8/19/33	Ex-IT 227 Scrapped/Hyman-Michaels
0228	Tool-Bunk Car	11/30	Madison	B&B	5/27/35	Scrap/H-M
0229	Kitchen W/Tank	11/30	Elsah	B&B	8/24/38	Ex-IT 229 Scrap/H-M
0230	Water Tank Car	11/30			10/14//33	Scrap/H-H
0231	Loco Tender- Water	4/31			12/15/34	T&E
0232	Bunk-Work Car	11/30			10/7/33	Ex-IT 232 Scrap/H-M
0233	Tool -BunkCar		Granite City			
0234	Tool-Bunk Car	8/30	Federal		3/14/41	Ex-IT 234 Retired
0235	Diner/Bunk	12/27	Federal	Mech	4/27/71	Ex- IT 235 Scrap/H-H
0236	Tool-Bunk	11/30	Springfield	Mech	10/05/53	Ex-T&E 236 Body to Cavendar Mine, Gillespie, Office for Car Dept.
0237	Dining-Bunk Car	11/30	Danville	Mech	8/28/43	Dismantled Federal Shops
0238	Water Car	11/34	Federal	Mech	10/7/60	Ex-Boxcar IT 8017
0239	Tool	6/10/40	Granite City	B&B	6/20/60	Scrap/Purdy Co.
0240	Tool	3/14/41		B&B	7/10/52	Ex-Boxcar IT 5334 Scrap/H-M
0241	Browning Diesel Crane & Shovel	2/13/48	Federal	MofW	5/71	Scrap Purdy Co.
0242	Loco Crane	8/30/54	Granite City	Mech	3/20/68	Renumber X40
0300	Steam Crane	6/20	Federal			Assigned Wreck Outfit Bucyrus Wrecker

0301	Idler-Took Car	6/20	Federal	4/2/71	Assigned Wreck Outfit	Scrap/H-M
0302	Tool-Bunk Car	12/21	McKinley	5/18/56	Assigned Wreck Outfit	
0303	Bunk Car	8/30	Steam Dv	5/27/41	Assigned Wreck Outfit	Scrap/H-M
0304	Dining-Bunk Car	8/30		12/15/34	Retired	
0305	Wheel Car	8/30		8/17/33	Scrap/H-M	
0306	Bunk Car	5/21/41			Ex-RI 261944	
0307	Rail car		Springfield			
0308						
0309						
0310	Rail & Tie Car	3/14/38	Springfield	7/10/52	Scrap/Purdy Co.	
0319				8/26/48	Scrapped Decatur Shop	
0320	Motor storage car	5/38	Decatur			
0321	Motor/Wheel Car	5/38	Decatur	10/20/46		
222	Steam Crane	8/30			Ex-1	Renumber 300
223						
224				8/26/48	Scrapped Decatur Shop	
225	Ballast Spreader		Steam Dv	11/30	IT- Renumber-	0225
226	Office Car				Ex IT 11, Office Car	
226	Clam Shell Crane	1913	Steam Dv	11/30	IT- Renumber-	0226
227	Tool Car			8/30	IT-Renumber-	0227
228	Steam Shovel	7/21			Ex-Steam Shovel-	1
228	Bunk Car			11/30	IT-Renumber-	0228
229	Bunk Car			11/30	IT-Renumber-	0229- Convert to Kitchen
229	Locomotive Crane	2/21			Ex-Locomotive Crane	2
230	Tank Car			11/30	IT-Renumber-	0230
231	Bunk Car					
232	Bunk Car			11/30	IT- Renumber	0232
233	Bunk Car			8/30	IT- Renumber-	0233
233	Clam Shell		Federal		Built 1919	
234	Bunk Car			8/30	IT- Renumber	0234
235	Diner			2/27	IT Renumber-	0235
235	Flat-Tool		Federal	3/6/70	Scrapped Hyman-Michaels	
236	Bunk Car			11/30	T&E Renumber-	0236
237	Diner			11/30	T&E Renumber-	0237
300	Steam Crane			2/7/61	Ex-222 Renumber	X-30
319	Wheel & Motor	12/31/46		8/13/48		
320	Motor Storage	3/14/38	Decatur			
321	Motor & Wheel	3/14/38		10/28/46	Damaged at McKinley Jct.	

322	Coal	1915		Mech		
322	Fuel & Water				7/17/50	Scrapped/Hyman-Michaels
323	Fuel & Water				7/17/50	Scrapped/Hyman-Michaels
324	Coal	1915		Mech		
325	Wheel & Motor	9/30/48	Decatur	Mech	10/12/54	Ex-Box ITC 8031, Scrap/Purdy
326	Wheel & Motor	9/30/48	Decatur	Mech	10/28/46	Ex-Box ITC 8036, Scrap/Purdy
500-519						used to handle cinders and brick bats
500	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
501	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
502	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
503	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
504	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
505	Air Dump	5/27	Federal	MofW	11/28/52	Scrap/Purdy Co.
506	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
507	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
508	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
509	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
510	Air Dump	5/27	Federal	MofW	11/28/52	Scrap/Purdy Co.
511	Air Dump	5/27	Federal	MofW	8/12/42	Scrap/H-M
512	Air Dump	4/30	Federal	MofW	11/28/52	Scrap/Purdy Co.
513	Air Dump	4/30	Federal	MofW	8/12/42	Scrap/H-M
514	Air Dump	4/30	Federal	MofW	6/29/53	Scrap/Purdy Co.
515	Air Dump	4/30	Federal	MofW	8/12/42	Scrap/H-M
516	Air Dump	4/30	Federal	MofW	11/28/52	Scrap/Purdy Co.
517	Air Dump	4/30	Federal	MofW	7/10/52	Scrap/Hyman-Michaels.
518	Air Dump	4/30	Federal	MofW	11/28/52	Scrap/Purdy Co.
519	Air Dump	4/30	Federal	MofW	11/28/52	Scrap/Purdy Co.
830	Elect Crane	1911			8/30	Renumber-01
854	Elect Clamshell Crane	1911			7/30	Renumber-03
2010	Wheel Car	11/4/39		Mech		
2012	Wheel Car			Mech	10/29/46	
2029	Wheel Car		Federal	Mech	11/08/46	
6305	Storage		Federal	B&B		Boxcar
6330	Storage		LeClaire	B&B		Boxcar
8164	Rubbish Service	3/50				Boxcar
8165	Rubbish Service	2/54				Boxcar
8168	Rubbish Service	8/48			6/20/60	Boxcar

8185	Tool Car	1/54	Lang	B&B	1964	Boxcar
8193	Rubbish Service	1/54				Boxcar
9000	Rodger Ballast					ITS-In service by 1909
9001	Rodger Ballast					ITS-In service by 1909
9002	Rodger Ballast					ITS-In service by 1909
9003	Rodger Ballast					ITS-In service by 1909
9004	Rodger Ballast					ITS-In service by 1909
9005	Rodger Ballast					ITS-In service by 1909
1010	Wheel car	11/4/39				
MW1	Jordon Spreader	9/24/79		MofW		Model 2-200, Serial #1059
X 30	Steam Wrecker	2/7/61			4/2/71	Ex-222 Bucyrus-Erie Wrecker Convert to oil fired 1/62 Scrap/H-M
X 31	Boom Car	10-30			4/2/71	Scrap/Hyman-Michaels
X 32	Water-Fuel Car	10-30			4/2/71	Scrap/Hyman-Michaels
X 34	Diner Sleeper	1964	Federal	Mech	2/10/72	Former GM&O #3, Scrap/H-M
X 35	Wheel	2/65				
X 40	Crane	3/20/68	Federal	Mech	3/11/69	Ex-Crane 0242 Scrap/Luira Bros.
X 015	Wheel Car					
X 016	Fuel Storage Car					
X 712	Storage	12/80				Boxcar
X 726	Storage	12/80				Boxcar
X 729	Sand Storage					
X 730	Storage	12/80				Boxcar
X 771	Storage	12/80				Boxcar
X 797	Storage	12/80				Boxcar
X 801	Storage	12/80				Boxcar
X 804	Storage	12/80				Boxcar
X 806	Salt Storage	12/80				Boxcar
X 1035	Storage			MofW		Boxcar
X 4731	Storage	12/80		MofW		Boxcar

WORK EQUIPMENT**Misc. Notes**

Scrap/H-M: Scrapped Hyman Michaels

Departments

Mech: Mechanical

Elect.: Electric

MofW: Maintenance of Way

Trans: Transportation

B&B Bridge & Building

Divisions

T&E St. Louis Troy & Eastern (Steam Division)

IT Illinois Terminal (Steam Division)

St. L T&E St. Louis, Troy & Eastern

Steam Div Steam Division

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MAINTENACE OF WAY GANGS LOCATIONS

Frame Tool & Car House as of 1929*

Hand Car House as of 1919^

Tool House 1928`

ELECTRIC DIVISION

<u>1946</u>			<u>1960</u>		
Gang No.	Location	Miles	Gang No.	Location	Miles
Section 1	Danville	10.70	Section 1	St. Joseph	13.80
Includes 2.06 Mile Tilton Branch South Danville- Built 1903*			Delong to and including the switches at P&E Connection		
Hillery- Built 1910*					
Section 2	Oakwood	17.83	Section 2	Seymour	18.00
Includes State Road Branch			C. S. Johnson Co. to west end of Monticello		
Ogden- Built 1903*					
Section 3	St. Joseph	14.61	Section 3	Bement	19.00
N/A			West end of Monticello-to the point of switch at Oakley		
Bondville- Built 1906*					
Section 4	Seymour	15.71	Section 4	Decatur Yards	20.00
N/A			East switch at Oakley to Fairview Avenue and to the end of track near Crawford Siding (11.7 miles north of Decatur)		
White Heath- 1906*					
Section 5	Monticello	14.00	Section 5	Illioopolis	N/A
N/A			All tracks from Wabash trackage between Enis (23.8 miles west of Decatur) and Fairview (1.5 miles west of Decatur).		
Bement- Built 1906*					
Section 6	Cerro Gordo	13.62	Section 6	East Peoria	8.40
N/A			Yards at E. Peoria to and including switch at PRR; North Morton		
Section 7	Decatur (Shops)	15.60	Section 7	Cash	16.50
N/A -			South Morton; Switch at PRR, to and including south switch at Sutter		

Section 8 N/A	Decatur (Belt)	14.62	Section 8 From the south switch at Sutter to north end of pavement at Lincoln	Union	16.50
Section 9 N/A	Niantic	12.45	Section 9 North end of pavement at Lincoln to the north switch at Ridgley Siding	Elkhart	27.00
Section 10 (Includes Mechanicsburg Branch)	Illioopolis	13.75	Section 10 North switch at Ridgley Siding to 500' south of Mile Post 94	Springfield	8.6
Buffalo- Built 1927*					
Section 11 N/A	Riverton	13.24	Section#11 500' south of Mile Post 94 (4.7 miles north of Chatham) to switch at Nilwood	Auburn	26.4
Section 12 N/A	Maroa	15.59	Section 12 Switch at Nilwood Elevator to Elm Street Gillespie	Carlinville	22.4
Clinton*					
Section 13 Wapella to Heyworth*	Wapella	15.25	Section 13 Elm Street, Gillespie to the north side of Troy Road, Edwardsville	Staunton	27.00
Section 14 Stillwell* (1.6 mi west Bloomington) N/A	Bloomington	16.76	Section 14 South end of New yard to Mile Post 5 and Chemical to the south side of Troy Road, Edwardsville	LeClaire	23.6
Section 15 N/A	Danvers Mackinaw*	16.75			
Section 16 N/A	East Peoria	11.23			
Section 17 N/A	Morton	10.16			

Section 18 N/A	Mackinaw Jct.	11.00
Section 19 N/A	Union	10.51
Section 20 N/A	Lincoln (North)	10.39
Section 21 N/A	Lincoln (South)	10.00
Section 22 N/A	Elkhart	9.79
Section 23 N/A	Williamsville	11.34
Section 24 N/A	Springfield (Yards)	19.57
Section 25 N/A	Chatham	9.78
Section 26 N/A	Auburn	9.53
Section 27 N/A	Girard Virden*	11.11
Section 28 N/A	Nilwood	10.42
Section 29 N/A	Carlinville	10.70
Section 30 N/A	Gillespie	11.51

Section 31 Staunton 10.69
N/A

Section 32 Worden 10.81
N/A

Section 33 Edwardsville 9.57

Section 34 Granite City (North) 10.93
Granite City (Sulphur Yards)*

Section 35 Granite City 13.35

Section 36 St. Louis 14.00

ELECTRIC DIVISION BRANCH LINES

Section No. N/A Tilton Jct. 14th St. (Danville)
to Catlin (4.2 mi.) and Westville (4.6 mi)

Section No. N/A Georgetown 10.4
Westville to Ridge Farm

Section No. N/A Mt. Olive* N/A
Litchfield to Hillsboro*

STEAM DIVISION - 1946

Section 1 Federal 23.52
N/A

Section 2 Wood River 21.30
N/A

Section 3 Bluff Jct. (Edwardsville) 12.62
N/A

Section 4 Troy Jct. 16.55
N/A

Section 6 Maryville 12.38
N/A

Section 7 McKinley Jct. 20.57
N/A National City ^

Section 8 Pait 14.85
N/A

Section 9 East St. Louis' 12.76
N/A

Section 10 Granite City' 12.81
N/A Hartford- Built 1910

Section 12 Alton' 12.98
N/A

Section 13 Elsay 12.48
N/A

Section 14 Granite City 8.14
N/A

Section 15 Hartford 11.47
N/A

STEAM DIVISION - 1960

Gang No. Location Miles

Section 15 O'Fallon 12.50

From Troy Jct. to and including St. Ellen Mine

Section 16 McKinley Jct. 10.20
Five Mile to National City High Line Lang to
Venice Jct., East St. Louis Lower Yards to Madison Yard

Section 17 Granite City 16.90
St. Louis Station to Venice Jct. McKinley Bridge
L&M Jct.-Madison to IT Jct.-Wood River

Section 18 Federal 13.20
Hop Hollow to I. T. Jct.-Wood River

SYSTEM GANGS 1978

Section 1	Edwardsville	Section 5	McKinley (Madison)
Section 2	Decatur	Section 6	Federal (Alton)
Section 3	Allentown	Section 7	Roxana
Section 4	Springfield	Section 11	Atlanta

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MOTORCARS

DATA KEY

<u>Builder:</u>	<u>Dept:</u>	<u>Misc. Notes</u>
Adm: Adams	B&B: Bridge & Building	*Motor Serial Number
Bud: Buda	EL: Electric Dept.	Rblt-Rebuilt
Fmt: Fairmont	LIN: Line Dept	Vars-Various Locations
Kalz: Kalamazoo	MEC: Mechanical	RdFm-Road Forman
Mud: Mudge	MW: Maintenance of Way	

Location

Steam Division

Aton: Alton	Fed: Federal	TryJ: Troy Junction
BJct Bluff Jct	GCty: Granite City	WR: Wood River
Elsa: Elsay	Htfd: Hartford	T/G: Assigned Troy Jct. 1940, Granite City-1943
ESTL: East St. Louis	Myvl: Maryville	M/T: Assigned McKinley Jct. 1940, Troy Jct-1943

Electric Division

Aubn: Auburn	Elkht: Elkhart	Mrtn: Morton	Unon: Union
Blom: Bloomington	EPeo: East Peoria	Niant: Niantic	Vars: various
Cerr: Cerro Gordo	Gills: Gillespie	Nilwd: Nilwood	Vird: Virden
Cham: Champaign	Gird: Girard	Oak: Oakwood	Wapp: Wappella
Chath: Chatham	Hills: Hillsboro Branch		RdFm: Ridge Farm Branch
Cond: Condit (Decatur)	Illio: Illiopolis	Rivt: Riverton	Will: Williamsville
Cvll: Carlinville	Linc: Lincoln Szym: Seymour	Word: Worden	
Danv; Danville	Mack: Makinaw	Spfl: Springfield	
Davr: Danvers	Maro: Maroa	Stan: Staunton	
Edvl: Edwardsville	Mont: Monticello	StJo: St. Joseph	

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
1		12/57	SHPM9	Fmt	48840	142140	MW	Fed	Rdmaster	1
2		2/33	19L	Bud	10707	8170	MW	Fed	Gang 1	1,3
5	Rblt/31		F6	Fmt	0815	0815	MW	T/G	Gang 4	1
6	6/3/39	3/29/63	S2F	Fmt	52423	146703	MW	Myvl	Gang 6	1
8	10/21/39	10/58	S2F	Fmt	53136	147489	MW	Pait	Gang 8	1
9	6/02/28	2/33		Bud	13570	192	MW	Estl	Gang 9,	1, 34
10	1936	1942		Fmt	25855	25855	MW	GCty	Gang 10	1
11	12/10/36 Rblt	9/57	F6	Fmt			MW	Aton	Gang 12	1
12	1/30 Rblt		PH	Fmt	20750	20750	MW	Elsa	Gang 13	1

NO.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
13	4/33 Rblt		M2	Fmt	35009	125578	MW	Htfd	Gang 15	1
14		1940	110A	Adm		1500	MW	Edvl	.	1, 4
15	1921	1940		Bud			MW	Fed		1
16	1921	1940	19L	Bud	10011	7491	MW	Fed		
17	1928			Kalz	45424	2056	MEC	Fed	former MW	1
18	1937	1940		Bud	14929	519	MW	Edvl		1, 5
19	1923			Mud	2166	85252	MW	Edvl	retire from Car Dept.	1
20	1924		E11	Mud		85100	MW	Fed	replaced by no. 116	1
21	2/26	1941	AWS2	Mud	42001	134211	MW	EPeo	replaced by no. 101	2
22	1929		S2	Fmt	41062	132996	MW	Mrtm		2
23	1939		S2F2	Fmt	53137	147488	MW	Mack		2
24	1930		S2C	Fmt	42548	135260	MW	Unon		2
25	1928		M2	Fmt	36327	126931	MW	Linc		2
26	1926	5/42		Fmt	31882	31882*	MW	Linc		2
27	1922	1941		Fmt	42965	42965*	MW	Elkh	replaced by no. 102	2
28	1939		S2F2	Fmt	52422	146768	MW	Willv		2
29	1922	1940	E1	Mud	21491	21491*	MW	Spfld	renumber no. 29,	2
30	1929		S2	Fmt	41064	132997	MW	Chath		2
31	1929	1940	S2	Fmt	38865	130176	MW	Aubn		2
32	1929	5/44	S2	Fmt	40954	132998	MW	Gird	replaced by no. 125	2
33	1927	5/44	M2	Fmt	34372	124664	MW	Nilwd	replaced by no. 114	2
34	3/8/34	10/9/58	S2	Fmt	43857	137056	MW	Cvll	replaced by no. 125	2
35	1927	5/42	S2	Fmt		122053	MW	Gills	replaced by no. 115	2
36	9/30		AWS2	Mud	41983	134209	MW	Staun		2
37	1929		S2	Fmt	38902	130177	MW	Word		2
38	9/26/36		S2D	Fmt	48295	141287	MW	Edvl		2
39	1937		S2	Fmt	49846	143176	MW	GCty		2

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
40	1934	10/9/58	BM9	Fmt	45629	138275	MW	Spfld		2
41	1930	10/9/58	A5	Fmt		133713	MW	Spfld	ballast disker	2
42	1929		S2	Fmt	38898	130170	MW	Danv		2
43	1930		S2	Fmt	41661	134029	MW	Oak		2
44	1926	1941	SF2C	Fmt	32174	135987	MW	StJo	replaced by no. 103	2
45	9/25/35	5/42	C	Fmt	46353	139144	MW	Seym		2
46			F6	Fmt	34958	185776	MW	Mont		2
47	1929		F6	Fmt	39994	131525	MW	Cerro		2
48	1929		S2	Fmt	38889	130171	MW	Cond		2
49	1929	5/44		Bud	14135	14135*	MW	Cond	renumber no. 126	2, 6
50	1920	5/42		Fmt	30168	30168*	MW	Niant	replaced by no. 112	2
51	9/25/35		M14C	Fmt	139327	139372	MW	Illiop		2
52	1930	5/42		Fmt	40239	131307	MW	Illiop		2
53	1927	5/44		Fmt	32121	32121*	MW	Rivtn	replaced by no. 127	2
54	9/25/35		M14C	Fmt	46483	139371	MW	Maro	reassigne d as extra 1943	2
55	1930		S2	Fmt	42553	135257	MW	Wapp		2
56	1929	1941	S2	Fmt	40929	132995	MW	Davr	replaced by no. 104	2
57	6/7/34	3/29/63	M9SB	Fmt	45672	138315	MW	Cond		2
58	1923							Blom	Homemad e	2
59	2/26/30		W52	Mud	21491	21491*	B&B		paint gang, former no. 29	
60	1926	7/40	19L	Bud	12389	9919	B&B	Staun	replaced by no. 94	2, 7
61	1930	1957	119H	Bud	15181	12172	B&B	Staun	replaced by no. 105	2, 8
62	1930	5/42	110A	Adm			B&B	Linc	replaced by no. 109	2
62	1929		192	Bud		11266	B&B	Linc		

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
63	1924	12/57	WS2	Mud		134208	B&B	Fed	extra	
64	1939		110A	Adm		1370	EL	Var		2
65	1937		119	Bud	16156	12884	EL	Var		2
66	1939	12-57	A5	Fmt	453640	147495	EL	Spfdl		2
67	1929		110A	Adm		1490	EL	Cond		2
68	1926		119H	Bud	16092	12028	EL	Danv		2, 9
69	1937		119H	Bud	16155	12883	EL	Mack		2, 10
70	1936		110A	Adm		4100	EL	Spfld		2, 11
71	1939		A5	Fmt	446515	14637	EL	Edvl		2
72	1938		A5	Fmt	442838	145817	EL	Cvll		2
73	1938		A3	Fmt	306691	145191	EL	Cond		2, 12
74	1929	5/1/42	110A	Adm		2850	EL	Edvl		2
75	5/30		110A	Adm		4360	EL	Linc		2
76	10/9/33	12/57	110A	Adm		4400	EL	Gills		2, 11
77	1939		M19	Fmt	52878	147077	EL	Spfld		2, 13
78	1937		M9	Fmt	48445	141581	EL	Edvl		2, 14
79	1936		M9	Fmt	46959	39607	EL	Spfld		2
80	1936	12/57	M9	Fmt	46958	39605	EL	Mrttn		2, 15
81	1931		110A	Adm		4710	EL	Cvll		2
82	5/6/33	5/1/42	110A	Adm		4090	EL	Edvl		2
83	11/29/33		110A	Adm		4790	EL	Vird		2, 16
84	1929		110A	Adm	13383	10626	EL	Cha		2
85	1927	1942	119	Bud	13383	10626	EL	Cham		2
86	2/14/40	1942	A3C	Fmt	309222	148238	EL	Cham		2
87	1940	10/08/58	A5	Fmt	457869	148359	EL	Mack		2
88	1940		M9	Fmt	54169	148430	EL	Chath		2
89	1940		M9	Fmt	54167	148395	EL	Cond		2
90	1940	12-57	M9	Fmt	54168	148429	EL	Mrttn		2
91	1940	1942	ST2SG	Fmt	54717	149174	MW	Spfld	replace no 29	2
92	1940	1942	ST2SG	Fmt	54773	149175		Cond	replace no. 49	2
93	11/10/40	12/57	M19E	Fmt	145610	145610	EL	Gills	Bond Gang	2
94	11/10/40	1942	A3C	Fmt	150113	150113	B&B	Staun	replace no. 60	2, 17
95	1941		M19	Fmt	56779	152010	EL	Cond		2

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
96	1941	5/1/42	M19	Fmt						
97	1941		M19	Fmt	56781	152011	EL	Mrttn		2
98	1941		A5	Fmt	476762	150977	EL	Cond		2
99	1941	1942	A5	Fmt	483705	152753	EL	Danv		2
100							MW			
101	6/21/41		S2F36	Fmt	57062	152427	MW	EPeo	renumber ed no. 113	2
102	6/21/41	6/10/58	S2F36	Fmt	57063	152424	MW	Elkt		2
103	6/21/41	3/29/63	S2F36	Fmt	57064	152426	MW	StJo	replace no. 44	2, 20
104	6/21/41	12/57	S2F	Fmt	57049	152425	MW	Davr	replaced by no. 56	2
105	12/20/41	12/57	A3C2-1	Fmt	315069	154617	B&B	Cond	replaced by no 61	2
106	2/2/42	1943	M9D3	Fmt	155317	155317	EL	Spfld		2
107	2/6/42		M9D3	Fmt	155274	155274	EL	Edvl		2
108	4/18/42		M9D3	Fmt	156015	156015	EL	Edvl		2
109	3/14/42	10/9/58	A3C2-1	Fmt	315062	155643	B&B	Linc		2
110	2/5/42		S2F3-6	Fmt	59136	155311	MW	Maro	replace no 54	2
111	2/12/42		S2F	Fmt	59129	155343	MW	Seym	replace no 45	2
112	4/1/42	12/57	S2F	Fmt	59647	155850	MW	Niant	replace no 50	2
113	4/22/42	12/57	S2F3-6	Fmt	57062	152427	MW	Linc	former no 101 replace no 26	2
114	4/22/42	10/58	S2F3-6	Fmt	59819	156037	MW	Nilwd	replace no 33	2
115	5/1/42	12/57	S2F3-6	Fmt	59821	156036	MW	Gills	replace no 35	2
116	8/12/42	12/57	A3C2-1	Fmt	1106397	157539	MW	Fed		2
117			1S2F	Fmt	63166	161565	EL	Unon		2
118			1S2F	Fmt	63164	161564	EL	Edvl		21
119	1943	10/9/58	1S2F	Fmt	63163	161563	EL	Mrttn		2, 21
120		3/29/63	1S2F	Fmt	63165	161566	EL	Seym		2
121		12/57	1S2F	Fmt	63585	162014	EL	Aubn		2

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
122		12/57	1S2F	Fmt	64041	162912	EL	Staun		2
123			M9D	Fmt	64594	163508	EL	Edvl		2
124	5/44	12/57	M9D	Fmt	66147	165743	B&B	Spfld	Roadmaster	2
125	5/44		ST2F	Fmt	66114	165568	MW	Gird	replace no 32	2
126	5/44		ST2F	Fmt		165555	MW	Cvill		2, 22
126	1929			Bud	14135			Blom	former no 49	2, 18
127	5/44	6/10/58	ST2F	Fmt	66102	165556	MW	Cond	replace no 53	2, 23
128	5/44	12/57	1S2F	Fmt	66113	165592	MW	Rivtn		2
129	1944		M14E	Fmt	66315	166062	B&B	Spfld	paint gang	2
130	1944		A3C	Fmt	1137401	165999	MW		Former no 7	
131	1944		A3C	Fmt	1137448	165997	MW			
132	1944		A5C	Fmt	591648	163679				
133	1944		M19	Fmt	65334	164508	LN	Spfld		2
134	1944	12/57	M9D	Fmt	65583	164686	LN	Spfld		2
135	1944		M9D	Fmt	65585	164683	LIN	Spfld		2
136	1944		BA4B	Fmt		165127	LIN	Mack		2
137	1945	3/29/63	S2F	Fmt	69752	170890	MW	TryJ		1
138	1945	10/58	M14G	Fmt	69887	171013	MW	Elsa		1,24
139	1945	3/29/63	S2F	Fmt	69760	170894	MW	Oak		2
140	1945	1947	S2F	Fmt	69762	170895	MW	Danv		2
141	1945		S2F	Fmt	69761	170896	MW	Mont		2, 25
142	1945	12-57	S2F	Fmt	69763	170890	MW	Cham		2,
143	1945	10/58	S2F	Fmt	70085	171258	MW	Linc		2
144	1945		S2F	Fmt	70086	171257	MW	Chath		2, 26
145			A5FMC	Fmt	650447	171181			extra gang	27
146	9/45	12/57	S2F	Fmt	71741	173565	MW	GCty	gang no 10	2
147	9/45		A5C	Fmt	657881	173547	MW		extra gang	
148										
149	1946	12/57	S2F	Fmt	74484	177203	MW	Cond		2,28
150	1945	6/10/58	S2F	Fmt	74483	177204	MW	Cond		2
151		12/57	S2F	Fmt	74487	177205	MW	McJt		2
152	1945	6/10/58	S2F	Fmt	74486	177206	MW	Word		2

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
153			S2F	Fmt	74485	177212	MW	Willv		2, 29
154	1946		S2F	Fmt	74796	177796	MW	BJct		1
155	1946		S2F	Fmt	74767	177797	MW	Htfd		1
156	1946		A3D	Fmt	674884	178149	MW	Aton		1
157	1946		M9F	Fmt	75489	179004	EL	Cond		2
158	1946	12/57	A5C	Fmt	674857	178228	EL	Spfld		2
159	1946		M9F	Fmt	74135	176620	EL	Vird		2
160	7/47		A3D	Fmt	708081	183882	B&B	Linc		2
161	11/47		S2H	Fmt	80361	185902	MW	GCty		2
162	11/47	3/29/63	S2H	Fmt	80360	185904	MW	Maro	Gang no 12	2, 30
163	12/47		A5C	Fmt	710355	185833	EL	Edvl		2
164	12/47		M9G	Fmt	80547	186443	EL	Spfld		2
165			M9G	Fmt	80542	186319	EL	Carl		2
166			A3D	Fmt	683482	183289				
167	6/48	1964	A3D	Fmt	708089	188603	B&B	Carll		2, 33
168		1945	M5A	Fmt				Vars	weed burner /mower	
169	9/23/48		M9G	Fmt	83144	190373	EL	Gills		2
170	1/13/48		A3D	Fmt	709449	190609	B&B	Mack		2
171			M9G	Fmt	83920	191712				
172	3/31/49		S2H	Fmt	84208	192122	MW	Illiop		2, 31
173	4/49	12/57	A5G	Fmt		192073	EL	Spfld		2
174										
175										
176	5/20/53		MT14	Fmt			MW	Linc		2, 32
177	12/52		M9G	Fmt			EL	Edvl		2
178	4/52		A5G	Fmt			EL	Mack		2
W57	5/15/50			Fmt				VarVa	weed burner	
W73	7/52			Fmt				Vars	extinguish er car	
N/A	1945		DM25	Fmt				Vasr	ballast disk	
N/A	6/29		S2	Fmt	38902	130177	MW	RdFm		
N/A	6/29		S2	Fmt	38865	130176	MW	RdFm		

N0.	In Service	Retire	Model	Builder	Motor No	Serial No	Dept	Loc	Assigned	Note
N/A	6/29		S2	Fmt	38898	130170	MW	Hills		
N/A	6/29		S2	Fmt	38889	130171	MW	Hills		
N/A	6/29		S2	Fmt	38903	130168	MW	Mack		
N/A	6/29		S2	Fmt	39994	131525	MW	N/A		

Notes

- 1) Steam Division
- 2) Electric Division
- 3) Former motor Car no 3
- 4) Retired from Electric Dept. 1943
- 5) Retired from Interlocker Maintainer 1943
- 6) From Valley Division, Assigned Bloomington 1943
- 7) Reassigned to Decatur 1940
- 8) Reassigned to Staunton 1940
- 9) Assigned to various locations 1942
- 10) Assigned to Champaign 1942
- 11) Assigned to Edwardsville 1942
- 12) Assigned to Riverton 1942
- 13) Assigned to bunk Car 1942
- 14) Assigned to Carlinville 1942
- 15) Assigned to Virden 1942
- 16) Assigned to Danville 1942
- 17) Assigned to Carlinville 1943
- 18) Renumbered from no 49 and no 62
- 19) Wrecked at Carlinville
- 20) Assigned Bement Gang no 3, 9/23/55
- 21) Assigned Union Gang no 8, 9/23/55
- 22) Assigned Carlinville gang no 12, 9/23/55
- 23) Assigned Gang no 4 9/23/55
- 24) Assigned E. Peoria Gang no 6, 9/23/55
- 25) Assigned Seymour Gang no 2, 9/23/55
- 26) Assigned Auburn Gang no 11, 9/23/55
- 27) Assigned Springfield Gang no 10, 9/23/55
- 28) Assigned Staunton gang no 13, 9/23/55
- 29) Assigned Elkhart Gang no 9, 9/23/55
- 30) Assigned St. Joseph Gang no 1, 9/23/55
- 31) Assigned Illiopolis Gang no 5, 9/23/55
- 32) Assigned Cash Gang no 7, 9/23/55
- 33) Wrecked Carlinville 1964
- 34) Rebuilt 1928 Ex-no 8

MAINTENANCE OF WAY EQUIPMENT 340

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M of W EQUIPMENT

WEED BURNER and EXTINGUISHER CAR

Wooley WB-72 Open Flame Weed Burner in service July 1929

Consist of of a power car with 15 HP twin engine and burn tubes & controls and a tank car unit with a canopy

Fairmont W55 Series "A" Weed Burner

Assigned number 174 and in Service May 1950 and retired-July 1, 1957

Serial numbers for car: 195346, engines 762683 and 764531

Self-propelled open flame with a 6-cylinder, 75 HP Waukesha propelling engine for driver blower and fuel pressure fuel loading pumps.

Five air-cooled burner heads with burning width of 25 feet to maximum width of 32 feet.

Was converted to weed sprayer by installing a chemical weed sprayer at federal Shops

Fairmont Extinguisher car W-73 Series "A"

To be used with weed burner- follows to spray water on small fires on ties, etc.

In Service 7-52 and retired July 1, 1957.

Had a single cylinder engine with a direct connect to pump at rate of 10 GPM capacity with two-1/2" 18' hose with nozzle and an 800 gallon capacity tank.

Weed Burning

September 7 to 23, 1949

Burned 70 miles of right of way

Section No.	<u>34</u>	<u>37</u>	<u>38</u>	<u>41</u>	<u>42</u>	<u>47</u>	<u>48</u>	<u>49</u>
Miles covered:	13	12	12	2	8	17	12	5

MOTORCARS

Refer to page 331 for motorcar roster

First Motorcar assignments was Fairbanks-Morse no. 28 in service October 1911. One man motorized velocipede and two were assigned to telephone maintenance prior to 1911. Were satisfactory used, so eleven more were ordered for the ITS five divisions.

Five line car gang were each assigned a motors car and the five signal-telephone maintenance were each assigned motors cars. Each car carried an extension ladder with hooks on one end to place over a telephone pole cross arm or hang off of a trolley wire to work on it. One was assigned for inspections. The line car assignment was for maintenance of overhead and signals and use of the motorcar reduced the expense of time to wait at stations or having to travel to sidings, of which the line car did not have the flexibility to clear up at a crossing.

Fairbanks Morse no. 33 gang type car used to substitute line car for light repair work as the line car for construction or heavy repairs. The motorcar was always ready with minimum preparation and was not effected by line or power problems. Was equipped with an extension ladder to stand or sit on small platform on top of it .The motorcar in the winter was enclosed in the winter with wood front and windshield and the three sides had a drop canvas curtain and a roof

SNOW PLOWS

Decatur Shop built-numbers 3, 4 and 5 in 1911 and were retired April 23, 1936. They were designed by Superintendent of Motive Power & Equipment J. M. Bosenbury. The plows were 12 foot length, weigh 17 tons with a steel plow 6' high, 8' wide, 1/4" thick. Air cylinders were used to raise and lower the blade and side wings flangers. It was serviceable for paved roads and open track conditions and was coupled to the front of a motor express car.

To replace the retired snow plows, the salvaged bodies and trucks class "B" 1561 and 1576 were mounted with snow plows and ballasted with 9 cubic yards each of concrete. Built in Decatur shops as numbers 020, 021, they were placed in service January 6, 1956 and retired September 15, 1959. The snow plow that was used on McKinley Bridge was also retired.

BOND/WELDER MACHINE

Bonding Machine placed In service October 13, 1930 and retired old machine purchased in 1920.

WELDER

Purchased Westinghouse 400 Amp welder in 1939 and retired Westinghouse 175 Amp welder.

JORDON SPREADER

Purchased second hand from Jordon Co. model 2-200 Jordon Spreader-Ditcher-Snow Plow. Placed in service on September 24, 1979 and assigned number MW-1.

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SOUTHERN DIVISION

Springfield Via Street Trackage

Station 9 th & Monroe	.00
Capitol Building Monroe & Spring	1.0
ITS Laundry Spring & Laurel Streets	2.3
Laurel St. Siding: 7 Car Capacity	2.4
Wabash Conn. 20 Car Capacity	3.2

WITS Interlocker Wab-ITS (WITS)	3.3
West Grand	3.5
South Belt Connects to main line	3.7
Belt Line Conn. Named Iles Jct. & Jesse	

SPRINGFIELD TO MCKINLEY BRIDGE

SPRINGFIELD Clear Lake station	0.0
Offices, dispatchers	
East Belt Wye Barn	1.0
East Belt Yards 200 car capacity	1.0
Cocking Oil Track 8 car capacity	2.0
Clear Lake Ave. South end of Yard	2.0
B&O Stop Board (former CI&W)	2.2
Illinois Power Spur 12 car capacity	2.3
Tansey Interlocker/Substation	2.8
B&O Conn 25 car capacity	2.8
Farmers Oil 8 car capacity	2.8
Poston Brick 40 car capacity	2.8
<i>Spur from B&O Conn south of Poston</i>	
<i>Brewerton Mine</i>	3.2
<i>Poston Shale Pit 8 car capacity</i>	3.2
Taylor Avenue	3.1
Decatur Brick Shale Pit	3.3
Spur to Shale pit car capacity 80 cars	
Sangamon Const. 6 car capacity	3.9
Drain Tile 5 car capacity	4.1
Springfield Clay Products	
ICRR Subway	4.4
Allis Siding 42 car capacity	4.8
Bakers 12 car capacity	5.2
Harvard Park	5.7
Gibson 2 car capacity	5.8
5 th -6 th Street Overpass	5.8
4 th Street Overpass	5.9
Jess Bridge over GM&O	5.9

Jess Siding 56 car capacity	6.5
South Belt-Connection to city tracks	6.8
Loui	7.0
Ilse underpass GM&O	7.1
Ilse substation and pump house	7.4
Means	7.7
Westbrook	8.0
Hawks Siding 46 car capacity	8.4
Bridges	9.0
Woodside Siding 23 car capacity	9.6
DeWit	11.0
Lick Creek Siding 20 car capacity	11.5
Ostermeier	12.3
Chatham Depot	13.1
Chatham Substation	13.2
Chatham Siding 51 car capacity	13.7
McConnell	14.3
Bell	15.0
Mack 21 car capacity	15.2
Irwin's Park 16 car capacity	16.6
Jacobs	17.0
Gorman	17.6
Lefton 45 car capacity	18.4
Patch	19.0
Auburn depot	19.1
Auburn Siding 12 car capacity	19.1
Lock	19.5
West	20.0
C&IM Conn. 32 car capacity	20.0

CI&M substation	20.0	Alton Siding 24 car capacity	42.0
C&IM Interlocker	20.0	GM&O Subway	42.2
Soloman 49 car capacity	21.1	Commercial Spur 4 car capacity	42.3
Organ	22.1	GM&O Spur (Crash Gate)	42.4
Ridgley	22.1	Team Track 17 car capacity	43.1
Flecher	22.6	Storage Track 6 car capacity	43.1
Ping	23.1	Carlinville depot wye 2 car capacity	42.8
Thayer Siding 69 car capacity	23.2	Moody Siding 23 car capacity	43.7
Thayer depot	23.7	1.5 miles of 1.1 % grade	
County Line Siding 80 car capacity	24.1	East Side Coal 18 car capacity	44.0
CFW Coal Co interlocker	24.1	Emerick 3 car capacity	45.2
Linco	24.7	Anderson creek trestle bridge	45.9
CB&Q (old crossing)- Interlocker	25.8	Hill substation	46.3
Virden Depot Wye 4 car capacity	26.1	Goats Hollow	---
Monroe Siding 32 car capacity	26.6	Davis Siding 46 car capacity	47.4
Monroe Substation	27.0	3 miles 1.1% grade	
Vaniman	27.7	Hammann	47.6
CB&Q Interlocker (new crossing)	28.0	Youngs	48.1
CB&Q Conn 30 car capacity	28.7	Behme	48.4
Bowman Siding 25 car capacity	29.1	Whitworth	48.6
CB&Q Connection 30 car capacity	29.1	Loveless Siding 13 car capacity	49.0
North Siding 10 car capacity	29.9	Loveless substation	49.3
Girard depot	29.9	Burgdoff	49.4
Rutherford	31.0	Huehn	50.1
Ruth 58 car capacity	31.6	Hickory Grove	50.5
Green Ridge	31.9	Clark Siding 43 car capacity	50.7
CN&W overhead bridge	31.9	Benny	51.2
Thacker	33.2	Bode Siding 16 car capacity	53.1
Nilwood substation	33.4	Klucke	53.6
Nilwood Siding 3 car capacity	33.7	Cavender Siding 35 car capacity	54.2
Nilwood depot	33.7	Little Dog Mine 102 car capacity	54.2
Dow Siding 25 car capacity	34.1	NYC Crossing Crash Gate	54.5
Weller	35.3	Later stop boards installed	
Coopers Siding 50 car capacity	36.7	Gillespie depot substation-	55.0
Enos	37.2	Gillespie depot wye 10 car capacity	55.0
Mell	37.9	Haplin	55.3
Anderson substation	38.0	C&NW mine spur interlocker	55.8
C&A Connection 27 car capacity	38.5	Benld depot	57.4
Carlin	39.3	Benld Siding 45 car capacity	57.5
Mounts	40.3	C&NW Peoria Line Stop Board	57.8
Sheeps Siding 50 car capacity	41.2	C&NW Conn.25 car capacity	57.9

Sawyererville depot	58.6	Brasse	73.3
Sawyererville Siding 44 car capacity	58.6	Schneider	73.7
Leach	59.9	Gunnings	74.2
Smutzlar 5 car capacity/substation	59.8	Kording	74.4
2 mile 1.7% grade		Locust	74.6
Adler	60.6	Maple Road Siding 45 car capacity	75.1
Dickerson	60.8	Maple	75.2
Ruther	62.0	Barnett	75.8
Wall Siding 58 car capacity	62.5	Cornstalk substation	76.0
1 mile 1.8% grade		Hume	76.7
Wabash Mine # 14 Spur- interlocker	63.1	Rude	76.3
Gas House Spur 4 car capacity	63.1	Zika	77.3
Wye track to Hillsboro Main Street	63.2	Fruit	77.5
Staunton depot	63.3		
Spring St. wye/substation	63.6	Hazel	77.7
Car barns 53 car capacity	63.6	Grainery Siding 55 car capacity	78.1
Wabash Conn. 25 car capacity	63.7	Traresuale	78.8
Sager Siding 62 car capacity	64.3	Wolf	79.3
Mine no. One	64.9	East Side Mine 6 car capacity	79.4
Klutz	65.4		
Altlers	65.7	Edwardsville downtown	
Best	66.0	L&M Crossing Stop boards	79.8
DeCamp Siding 18 car capacity	66.4	Edwardsville station	80.3
DeCamp Interlocker L&M	66.4	AGStLRy crossing stop board	80.3
McDonald	67.7	Wabash Ry crossing	
Subway Siding 35 car capacity	68.1	Freight house 3 car capacity	80.8
Subway underpass -Wabash	68.5	Clark 3 car capacity	81.5
KD Mine	69.0	Hotz Siding 14 car capacity	81.5
Worden substation	69.4	Bells	82.5
Worden depot 6 car capacity	69.4		
C&NW (L&M) Conn 15 car capacity	69.7	Edwardsville Belt Line	
C&NW (L&M) Conn.-interlocker	69.7	Edwardsville depot	81.7
NYC overhead bridge	69.8	LeClaire Yard	82.1
Muehle	69.9	LeClaire interlocker- NKP IT LM.	82.2
Herring	70.5	Bells Siding 25 car capacity	82.5
Hern Siding 42 car capacity	70.7	Bells Substation	82.4
Dustman	71.0	3 mile grade at 1.4%	
Green Hedge	71.5	Hillside	82.7
Velsmann	71.8	Tethrington	83.0
Hamel Siding 22 car capacity	72.6	McGowan	83.4
Hamel Depot substation	72.6	Center Grove Siding 22 car capacity	83.6

Kessle	84.0	ITS Belt Line stop board	95.0
Bluff	84.6	Granite City shops 143 car capacity	95.0
Sand Pit 22 car capacity	85.3	16 th Street TRRA crossing stop board	95.0
Grove	86.4	14 th Street A&E crossing stop board	95.3
Mitchell	86.7	Madison	96.8
Ditch	87.1	Broadway St Bridge over TRRA	97.3
Lee Siding 22 car capacity	87.4	Venice	97.5
Keys	87.5	Material Yard Siding 9 car capacity	97.5
Lawson	88.0	C&A NYC Wab crossing stop board	99.0
Stalling substation	88.7	Sou Conn 2 car capacity	99.0
Chemical Siding 28 car capacity	88.9	Venice Junction	99.2
Spur to Chemical 26 car capacity	88.9	Junction of vehicle ramp and hi- line bridge	
Moore 23 car capacity	89.2	Power House Power 2 car capacity	99.2.
ICRR L&M Connection 7 car cap	89.2	Power house and substation	
Beeler	90.1	McKinley Bridge	99.5
Nameoki Rd	90.6	Mississippi Bridge 2,365 feet	
Barco	91.2		
Horseshoe 23 car capacity	91.8	McKinley Bridge St. Louis via Elevated/Subway	
A&S crossing interlocker	92.3	McKinley Bridge	99.5
A&S Connection 30 car capacity	92.3	Bridge Junction	99.7
St. Johns Siding 41 car capacity	94.0	Junction: Elevated and Broadway Station	
Concrete Spur 5 car capacity	94.1	Blanton	99.8
Hewitt	94.5	End of elevated	100.1
Granite City Belt Line		Branch Street: Wiggins yard 3 tracks	100.1
Hewitt	94.5	Interchange TRRA/MKT	
Sand yards 3 car capacity	94.7	Start of elevated	100.2
Belt Line passenger station	95.3	North Market Street station	101.8
Sulphur yards 288 car capacity	95.6	10 th & Chambers substation	101.1
Luster Feed & Coal 4 car capacity	95.8	Howard Street: end elevated	101.6
Madison Ave.	95.9	Cass Avenue Stop board	101.7
Granite City Barn	95.9	St. Louis Public Ry crossing	
		O'Fallon Street: start subway	101.9
Granite City to McKinley Bridge		St. Louis station	102.1
Hewitt	94.5	710 North 12 th Street	
Granite City	94.8		
McKinley Bridge St. Louis via Street Trackage		Salisbury Yard freight house	99.7
McKinley Bridge	99.5	129 car capacity	
Venice Junction	99.7	Broadway station	99.8
Power House 2 car capacity	99.8	Storage track	99.8
Bridge Junction	99.7	Mound City Ice Spur	100.4

Brecht Siding 8 car capacity	101.5	St. Louis 12 th & Lucas station	102.1
Bierman 4 car capacity	101.7		
Gay Street wye	101.8		

STAUNTON TO HILLSBORO

Staunton station	0.0	Avis	15.9
Nursery	1.7	Kiggans Siding 24 car capacity	16.1
Wabash Spur Mine no 7 interlocker	2.0	Sharp	16.6
Myer	2.5	Yosemite Club	17.1
Stull (Formerly Cox) 9 car capacity	3.0	Stuttale	17.2
Wabash Spur Mine no. 5 interlocker	3.1	Shoal Creek	17.6
Adden	3.7	Cannady	17.7
Karnes	4.0	Chautauqua Park 3 car capacity	18.1
Garrell	4.2	Mills Siding 22 car capacity	18.6
Mt. Olive depot	5.4	Livingston	19.0
Lamb Freight House 4 car capacity	5.7	Sheridan	19.3
Hoosier Siding 13 car capacity	6.4	Pit	19.7
Hoosier Mine	6.9	Arris	19.8
Coline	7.5	Rulf	20.0
White House Siding 18 car capacity	8.6	Gifford	20.2
Grossenheider	9.9	Sewing Siding 7 car capacity	20.2
Munske	10.4	Kilpatrick	20.5
Dickman 3 car capacity	11.1	Grubbs	20.7
Schroeder	11.8	Kiesler	21.0
Reservoir	12.3	Turner	21.3
Winston	12.7	Tiffan	21.4
Orchard Grove	13.1	Beall	21.6
Litchfield CB&Q WAB IC interlocker	13.7	Chase	21.9
Litchfield Creamery 2 car capacity	13.7	Fern House	22.4
Litchfield station 6 car capacity wye)	13.8	Hillsboro Loop	22.7
Litchfield substation	13.8	Hillsboro station 9 car capacity	22.8
Brown Shoe Spur 5 car capacity	13.8	Hillsboro substation	22.8
Olympic Park Siding 10 car capacity	15.4		

NORTHERN DIVISION

PEORIA TO SPRINGFIELD

Peoria Street Trackage

Peoria Station	
Hamilton & Washington St.	.00
Car Barn & Freight House	.06

Peoria to Springfield

Peoria station	
Walnut & Adams Streets	.00
Car Barn & Freight House	0.1
Illinois River Drawbridge	0.2
Peoria Power House	0.2
East Peoria station substation	0.4
Farm Creek Yard	0.5
135 car capacity	
Farm Creek girder bridge	0.9
West Washington	0.9
P&PU Conn Siding 63 car cap	1.0
NKP Crossing Stop Board	1.6
Main Street	1.6
East Washington St.	2.4
LE&W Crossing Stop Board	2.7
Urbandale Mine Spur	2.8
17 car capacity	
Kerfoot Siding 14 car capacity	2.9
Log Cabin	3.1
Matheny	3.8
Murphy	4.6
Caldwell Siding 62 car cap	5.2
Caldwell substation	
2.2 mile grade 2.65 %	
Cloverdale	5.4
Pleasant Hill	6.0
Gardena Siding 15 car cap	6.2
Roberts	6.4
Sandwald	6.6
PRR overpass bridge	7.5
Henry Siding 44 car cap	7.7

Berger	7.8
ATSF Conn. 14 car capacity	8.1
ATSF Stop Board	8.1
Morton depot substation	9.1
7 car capacity wye	
Dodds Siding 34 car capacity	9.8
Frankfurt	10.1
Belsley 15 7 car capacity	11.4
Goodyear	12.4
Robinson substation	13.0
Allen	13.5
Allentown depot 8 car capacity	14.0
Wilson Yards	14.7
Clyde Siding 60 car capacity	14.7
Herberger .9 mile 2.4% grade	15.0
Mackinaw River Thru Truss Bridge	15.7
Mackinaw Junction depot wye	16.0
Cash Siding 50 car capacity	16.3
Spur to coal storage pit	16.3
Speece	16.6
PRR subway	16.9
P&E Connection	17.0
Interchange connection with P&E	
P&E Subway	17.1
Evans Pit spur 40 car capacity	17.2
Puterbaugh	17.4
Summit Siding 60 car capacity	18.3
Summit substation	18.3
Timberlake	18.5
Warren	18.8
Sparks	19.4
Walnut 18 car capacity	19.9
Kilby	20.0
Railsback	21.5
Eckard	21.8
Hicks	21.9
Fravert Siding 32 car capacity	21.3
Hannig	22.6

Bennet	23.1	Martin	40.2
Mindale Hump Overpass	23.7	Peifer	40.9
2.30% grade GM&O- State Route 122		Music	41.2
Mindale depot substation	23.9	Kings Siding 50 car capacity (new)	41.5
Mindale Siding 14 car capacity	23.9	Kings Siding 30 car capacity (old)	42.4
Springer	24.1	Athol interlocker GM&O ICRR	42.5
Sawyer	24.6	ICRR Spur to china plant Crash Gate	42.8
Sutter Siding 37 car capacity	26.1	Lincoln depot	43.5
Litwiller	26.1	Joint ITC-GM&O depot	
Hainline	28.1	Original Lincoln depot 3 car capacity	43.7
Richmond Siding 11 car capacity	28.5	Wyatt Freight House/substation	43.8
Richmond Siding portable substation	28.5	Wyatt wye 3 car capacity	43.8
Hittle	28.8	Wyatt Siding 8 car capacity	43.8
Pratt	29.0	ICRR Havana District interlocker	43.8
Haberly	29.2	Lincoln sand & Gravel Interlocker	44.3
Burt Siding 50 car capacity	29.7	Gravel Pit siding 20 car capacity	44.8
Carr	30.1	Lincoln Water Works	45.2
Hunter	30.5	Salt Creek Bridge	45.2
Quisenberry	31.0	Boren Siding 30 car capacity	46.8
Lucas Siding 26 car capacity	32.2	Griggs	47.5
Layman	32.3	Warick	48.3
Clay	33.4	Fogarty Siding 18 car capacity	48.4
Union Siding 22 car capacity	33.5	Forgarty substation	48.4
Union depot substation	33.5	Broadwell Siding 31 car capacity	50.3
Gale	33.9	Broadwell depot	50.3
Perry	34.2	Gillett Siding 22 car capacity	54.1
3 mile grade at 1.95% grade		Lyons Siding 50 car capacity	53.5
Gold Springs	34.5	Morris Siding 22 car capacity	54.2
Atteberry	35.0	Crohurst	54.5
Gilchrist	35.3	Elkhart depot wye substation	54.4
Lee	35.4	Hurlbut Siding 16 car capacity	55.8
Orndorff	36.0	Mt.Fulchar Siding 25 car capacity	57.2
Sugar Creek Bridge	36.6	Woolf	58.4
Wilmert Siding 22 car capacity	37.0	Lester	59.4
Wilmert Substation	37.0	Wood Siding 44 car capacity	59.6
Rhody	37.1	Williamsville depot 4 car capacity	60.1
Evans Siding 30 car capacity	38.3	Merriam substation	60.6
Hartwig	38.6	Poorman	61.7
Altic Siding 9 car capacity	39.5	Knight	62.2
Kickapoo	39.6	Selbytown Siding 10 car capacity	62.7
Kickapoo Creek Bridge	39.6	Selbytown C&A Connection	62.7

Selbytown substation	62.7	J & A Mine Yard 60 car capacity	69.6
Edmond	63.3	Starnes interlocker IC WAB ITC	70.1
Hussey	63.7	Capitol Park	70.8
Renfro	64.6	East Belt Wye	70.9
Sherman Siding 30 car capacity	65.1	Forrest Avenue	71.0
Riverdale	65.2	Springfield station Clear lake Ave.	71.8
Peabody	66.2	Springfield: offices dispatchers	
Sangamon River Bridge	66.6		
C&A Connection	66.7	<i>Springfield Downtown Station</i>	
Westcart spur 17 car capacity	66.7	ICRR Connection 25 car capacity	71.8
Brinkeroff	66.7	East Grand Team Track 11 car cap.	71.8
Ridgley Junction depot substation	67.0	Clear lake Avenue	72.0
Wye Smelter Line 2.3 miles	67.0	C I&W Connection	72.3
Burke	67.1	Capitol Mine 9 car capacity	72.4
Wonder Age 3 car capacity	67.3	10 th Street Team Track 7 car capacity	72.3
Lake	68.3	Springfield Freight House 15 car cap.	73.3
Noys Jct.	68.4	Springfield Station 9 th & Monroe	73.4
Ridgley Siding 78 car capacity	69.3	30 car capacity	
Springfield Terminal Ry interlocker	69.3		
Springfield Terminal Ry. Conn.	69.4		

MACKINAW JUNCTION TO BLOOMINGTON

Mackinaw Junction depot	0.7	Oesch	5.8
Wye 12 car capacity		Parker	5.9
Grave Pit Siding 14 car capacity	0.1	Schertz	6.3
Pit Track Spur 60 car capacity	0.1	Bess	6.9
Mackinaw depot substation	0.7	Fifer	7.2
Mackinaw Siding 10 car capacity	0.7	Woodruff Siding 12 car capacity	7.4
Oak Knoll	1.6	Mickens	7.9
Porter Siding 25 car capacity	2.1	Thompson	8.1
Potts	2.3	Evergreen	8.6
Hasty	2.6	Stouts	8.9
Powers	2.9	Stephenson	9.3
Drohen	3.3	Danvers wye 1 car capacity	10.4
Bacon	3.8	Danvers depot substation	10.4
Lilly Siding 17 car capacity	4.2	Danvers Team Track 3 car capacity	10.4
Lilly shelter	4.2	Stuckey Siding 5 car capacity	10.8
Williams	4.5	Hess	11.2
Ricketts	4.9	Berry	11.6
Otto	5.1	Mulberry	12.3
Huff Siding 5 car capacity	5.8	Kirks	12.5

Dry Grove	12.7	Greenhouse	18.4
McIntosh Siding 14 car capacity	13.0	Green Siding 13 car capacity	18.4
Schweiman	13.1	Washburn Siding 7 car capacity	18.9
Wellenreiter	13.3	Zier	19.6
Webb	13.6	Stillwell Siding 20 car capacity	19.7
Zook	13.8	Western Ave Siding 2 car capacity	20.1
Elkins Siding 19 car capacity	13.9	NKP underpass	20.2
Deal	14.2	GM&O underpass	20.4
McCue	14.9	Market St. Siding 3 car capacity	20.5
Hoysradt	15.1	Center Street: one block 5.4% grade	21.0
Munsell	15.3	Madison & Monroe Streets	21.0
Twin Grove Siding 7 car capacity	16.2	Radius 47.5 feet	
Township Line	17.1	Bloomington Station	21.1
Walton	17.6	Bloomington depot/freight house	21.4
Ample	17.8	Yard tracks: 17 car capacity	
Reisling	18.3		

CENTRAL DIVISION

BLOOMINGTON TO NORTH JUNCTION DECATUR

Bloomington depot/freight house	0.0	Wapella depot	18.3
Yard tracks: 17 car capacity		Wapella Siding 14 car capacity	18.3
P&E NKP Stop Board	0.0	Leming	18.5
Big 4 Conn. 4 car capacity	0.0	Ducys Siding 6 car capacity	18.7
Bloomington Power House	0.0	Ives	19.5
Power house spur 3 car capacity		Thorp	20.2
South Main Street spur 1 car capacity	0.2	Harris	20.7
IP&L Substation Spur 4 car capacity	1.4	Snells Siding 13 car capacity	22.0
Big 4 Connection 40 car capacity	1.5	ICRR crossing- derail	23.0
Dean Siding 18 car capacity	1.5	Gas House	23.0
ICRR Connection 18 car capacity	1.6	Clinton depot substation	23.1
Bender	1.7	Wye track 3, Team Track 2 car cap	23.1
Bunn	1.9	ICRR Havana District underpass	23.8
Price Siding 10 car capacity	2.1	Johnson Siding 18 car capacity	23.9
Hamilton	2.6	Tennant	24.4
Woodrick	2.9	Weld	24.6
Curve Road	3.9	Maroa Road	24.7
Hendrix Siding 29 car capacity	4.7	Fort Hill	24.8
Burns	5.7	Wade	25.7
Delano	6.0	Mooreso	26.2
Stines	6.7	Butts	26.6
Randolph Siding 13 car capacity	7.5	Smart	27.4
Rusts	8.5	Salt Creek Bridge	27.5
Harlan	9.6	4 mile grade 2.5%	
Spades	10.5	Craig Siding 16 car capacity	27.6
Nesbit	11.2	White Head	28.0
Heyworth depot substation	11.8	Hart	28.4
Wye track 1 car capacity		Hoffman	28.6
Earls Siding 17 car capacity	12.1	Kelly	29.1
Wakefield	12.9	Houston	29.3
County Line Siding 6 car capacity	13.7	Baird	30.7
Bethel Siding 7 car capacity	13.9	Vandalia Siding 5 car capacity	30.8
Gregory	14.0	Trackage in middle of U S 51	
Oliver	14.5	PRR (Vandalia) underpass	31.0
Bucks Siding 18 car capacity	15.3	Maroa depot wye 3 car capacity	31.3
Carle Springs Siding 23 car capacity	16.0	Prout	32.4
Chickory	16.6	Spooner	32.7

Crawford Siding 14 car capacity	33.3	Hockaday	39.8
Foulk	34.3	Hays	40.0
Humphrey	34.6	Gulick	40.5
Emery substation 5 car capacity	35.3	Maryland	41.0
Reesor	36.1	Macon County Poor Farm	41.4
Wise	36.3	Macon Co. Poor Fm Siding 14 car cap	41.4
Martin Siding 14 car capacity	36.3	Brett	41.6
Martin Road	36.9	Elm Grove	41.7
Yost	37.6	Simpson	42.2
Forsyth depot	38.4	Gourley	42.5
Mowery	38.8	IP&L substation spur 4 car capacity	42.6
Cox Siding 26 car capacity	38.9	Belt Wye	42.9
Patterson	39.1	North Junction	42.9
Day Siding 10 car capacity	39.7	Junction with Decatur Belt Line	

North Junction Decatur Station Via Belt Line

Belt Wye	42.9	ICRR Peoria District subway	44.1
North Junction	42.9	Harrison Street	44.1
Junction with Decatur Belt Line		Bundy Siding 18 car capacity	44.9
N Water St. Team Trk 48 car capacity	42.9	Decatur station Van Dyke Street	45.0
K. P. Home Spur 9 car capacity	43.5		
Barnes	43.6		

North Junction Decatur Station Downtown

North Junction	42.9	Garfield Team Track 20 car capacity	43.4
Race Track Siding 14 car capacity	43.3	Decatur station Main & Wood St.	45.2
Race Track Coal Yard	43.3		

SPRINGFIELD TO DECATUR

Springfield Downtown Station

Springfield Station 9 th & Monroe	0.0
30 car capacity	
Springfield Freight House 15 car cap	0.0
10 th Street Team Track 7 car capacity	0.1
C I&W Connection	1.0
Capitol Mine 9 car capacity	1.0
Clear lake Avenue	1.2
East Grand Team Track 11 car cap.	1.3
ICRR Connection 25 car capacity	1.3

Springfield to West Belt (Decatur)

Springfield station Clear lake Ave.	0.0
East Grand Team Track 11 car cap.	.01
Forrest Ave.	1.0
East Belt Wye	1.1
Capitol Park	1.1
Starnes interlocker WAB IC ITC	1.6
McCoy	2.4
Miller Siding 40 car capacity	2.9
Bissell	3.1
Butler	3.6
Black	4.1

Wentworth	4.6	Saunders	18.2
Pedestrian underpass 1.5 mile 1.2% grade		Haynes Siding 52 car cap substation	18.5
White	4.6	Welsh	19.2
Rock Cut	5.0	District School	19.4
Sangamon River Bridge	5.4	Kirby	19.7
Riverton Power House substation	5.5	Perma Starch/Bordens	20.4
Riverton Siding 56 car capacity		Cantrall	20.5
Wabash Conn.8 car capacity	5.5	Trowbridge	21.0
Riverton depot 2 car capacity	5.6	Dey Road 90 degree curve	21.5
Turney Siding 40 car capacity	6.7	Illioopolis Elevator 6 car capacity	21.8
1.3 mile grade of 3%		Illioopolis depot substation 7car cap	21.8
Helme	7.0	Correl	22.2
Wheeland Haven	7.2	Long Point Siding 7 car capacity	22.2
Hessar Siding 16 car capacity	7.6	Rentschler	22.5
Hedrick	8.8	Munce	23.0
Rents substation	9.9	Donovan Siding14 car capacity	24.0
Dawson shelter	10.4	Niantic depot	25.8
Dawson Mine spur 12 car capacity	10.4	Niantic siding 16 car capacity	26.0
Dawson Siding 12 car capacity	10.7	Campbell	26.7
Scullys Siding 17 car capacity	12.2	Fenton Siding 39 car capacity	27.7
Koogler	12.6	Finson 2 mile grade 1.2%	28.2
Buffalo depot substation	13.0	Obert	28.8
2 car capacity		Birk	29.0
Enis Siding 14 car capacity	13.3	Fraser Siding16 car capacity	29.2
Herron	13.4	Willard	29.3
Fulton	13.6	Harristown depots substation	30.3
Mechanicsburg Junction wye	14.1	Wabash Connection 17 car capacity	30.4
Herrin	14.6	Benson	31.5
Hanson Siding 17 car capacity	15.0	Glasgow	32.3
Sangamon Co. Poor Farm	15.0	Wyckles Siding 15 car capacity	33.3
Siding 17 car capacity		Sunnyside	34.1
Rodgers	15.7	Moffett Siding 13 car capacity	34.5
Lanesville Siding 5 car capacity	16.2	Stephens	35.1
Pickerel	16.3	Stephens Creek Bridge	35.1
Whittemoore	16.6	West Belt	35.3
Kent Siding 11 car capacity	17.0	Connects to Decatur city trackage	
Richardson	17.8		

West Belt to Decatur Station via Belt Line

West Belt	35.3
Connects to Decatur city trackage	
West Belt Spur 2 car capacity	35.4
Fairview Substation	35.7
Wabash Conn. Siding 25 car capacity	36.3
Torrence Siding 45 car capacity	36.3
Prescott Siding 4 car capacity	36.6
Polar Ice 2 car capacity	36.6

.3 mile of 2 % grade/30 degree curve	
Freight House 16 car capacity	36.8
Wabash Connection 7 car capacity	36.8
Wabash Underpass Kansas City line	36.8
ICRR spur crash gate	36.9
Marietta Street Wye	37.1
Decatur station Van Dyke Street	37.1

West Belt to Decatur Downtown Station via Street Trackage

West Belt	35.3	Decatur Station Wood & Main Street	37.6
Connects to Decatur city trackage			

DECATUR TO CHAMPAIGN***Via Downtown Station***

Decatur Station Wood & Main Street	0.0	Condit	2.6
Garfield Avenue	2.5	ITS Decatur Shops 461 car capacity	2.6
		Storeroom Siding 36 car capacity	2.7

Via Decatur Belt Line

Decatur Station Van Dyke Street	0.0	North Junction	2.1
Bundy Team Siding 18 car capacity	0.1	PRR ICRR subway	2.3
Harrison Street	0.9	IC Champaign Line Crash Gate	2.9
ICRR Peoria District Subway	0.9	Storeroom Yard 281 car capacity	3.0
Barnes	1.4	Decatur Shops 461 car capacity	3.5
K. P. Home Spur 9 car capacity	1.5	Decatur Storeroom	3.5
N Water St. Team Trk 48 car capacity	2.1	Storeroom Siding 36 car capacity	3.6

Decatur to Champaign (Staley's)

Storeroom Siding 36 car capacity	3.6	Swartz Siding 8 car capacity	5.4
22 nd St. Two Auxiliary Trk 104 car cap	3.7	Larks	5.5
GE Plant 3 car capacity	3.7	Clarks House	6.0
Alexander	3.7	Fairies Park 2 car capacity	6.2
Cassel	4.4	Lake Decatur Bridge	6.4
Heminger	4.8	Crook	7.1
Riser	5.2	Kellar Siding 18 car capacity	7.3
Brush Siding 35 car capacity	5.2	Sangamon	7.5
Spencer-Kellogg	5.2	Richey Siding 13 car capacity	8.01
ICRR Staley Plant Lead Interlocker	5.3	Jay Vee	8.8

Wheeler	9.3	Mit	28.6
Nickey	9.4	Cratz	29.0
Oakley substation	10.5	Bear Siding 9 car capacity	29.4
Oakley Siding 10 car capacity	10.5	Monticello depot substation 2 car cap	30.1
Veech	11.5	Peck Siding 4 car capacity	30.45
Nash Siding 3 car capacity	12.2	Dickerson Siding 24 car capacity	30.8
Chapin	12.4	Ice Plant spur 2 car capacity	30.8
Hufford	13.4	Dighton	31.6
County Line Siding 3 car capacity	13.9	Nelson	32.2
Cerro Gordo depot 3 car wye track	14.5	Division	32.5
Mason Siding 15 car capacity	14.8	England	33.3
Leslie Siding 28 car capacity	15.3	Rankin Siding 5 car capacity	33.5
Curtis	15.6	Blackers	34.0
McLaughlin	16.4	Heath	35.0
Deahl	17.5	Cline	35.4
Kellington	17.8	White Heath depot substation 2 car cap	35.7
Milmine depot 8 car capacity	19.0	White Heath Siding 7 car capacity	35.9
Gulliford	19.5	Reid	36.4
Siders	20.6	Timmons	36.9
Burnside	21.9	Swigart	37.6
Lamb Siding 18 car capacity	22.3	Caldwell Siding 9 car capacity	38.2
House	22.6	Koogler	40.0
Bement Siding 11 car capacity	22.7	Watts	40.4
Wabash Hump Wabash to Chicago	22.6	Grady Siding 8 car capacity	40.5
Grades 2.37% and 3.64 %		Seymour depot	41.4
Bement depot substation	23.1	Seymour Siding 17 car capacity	41.4
Vrooman	23.9	Carper	42.4
Bodman Siding 3 car capacity	24.5	Scott	42.8
Probst	24.5	Mulliken	43.0
Cemetery	24.9	Mulligan	43.3
Clark Siding 16 car capacity	25.8	Bondville depot substation	44.0
Bison	25.9	Bondville Siding 14 car capacity	44.1
Lark Siding 16 car capacity	25.90	Barker	45.0
Hoots	26.1	Scroggins	45.4
Myron	26.4	Dallenback	45.9
Paul	26.9	Fry	46.9
Cassner School	27.4	Staleys Siding 42 car capacity	47.5
Minear	27.9	IC Conn.	47.5
A. J.	28.2		

STALEY TO CHAMPAIGN***Via Belt Line ICRR***

Staley Siding 28 car capacity	47.5	Champaign Freight House	
IC Conn Staley	47.5	South Neil Street	60.0
West Belt	47.5	Champaign Powerhouse	
Bonner Siding 20 car capacity	49.4	and Car barn North Neil St.	60.0
Elm St. Siding 35 car capacity	50.4		
Champaign station	50.9		

Via City Trackage

Staleys Siding 28 car capacity	47.5	Gravel 27 car capacity	48.3
West Belt	47.5	Neil Street Siding	
Johnson's	48.2	Champaign station 16 car capacity	51.3
		110 East University Street	

MECHANICSBURG LINE

Mechanicsburg	0.0	Aber	
Mechanicsburg Elevator	0.7	Garvey	2.0
16 car capacity		Hall	2.5
Mechanicsburg Mine	0.8	Hagaman	3.0
Assembly	1.0	Mechanicsburg Junction	3.5
	1.5		

EASTERN DIVISION

CHAMPAIGN TO DANVILLE

Urbana Via City Line

Champaign station 16 car capacity	0.0	Lake Shore Line wye	2.2
110 East University Street		Urbana Station Main Street	2.3
ICRR subway	0.1	Urbana Powerhouse 22 car capacity	2.3
Wright Team Track 8 car capacity	1.3	Main Street Wabash Conn.	4.3
U of I Storage Yard 40 car capacity	1.4	East Belt	4.3
Flat Iron Siding 3 car capacity	2.0		

Urbana Via Belt Line-Wabash

Champaign depot	0.0	Urbana depot	2.0
IC Conn 6 car capacity	0.0	Main Street Wabash Conn.	2.3
ICRR Chicago line interlocker	0.3	East Belt	2.3

CHAMPAIGN TO DANVILLE

East Belt	2.3	St. Joseph Siding 8 car capacity	10.9
Kegley	2.9	Peto	12.1
Bailey Siding 7 car capacity	3.1	Glover Freight House	12.6
Champaign Co. Poor Farm shelter	3.1	Glover Yards and CE&I Connection	12.6
Champ. Co. Poor Farm Sdg 7 car cap	3.1	100 car capacity	
hunt	3.3	C&EI interlocker Chicago line	12.6
Smith	3.5	Hickory	12.9
Dodson	3.6	Richards	13.1
Conner	3.7	Wilson	13.4
Brady	3.9	Wagner Siding 20 car capacity	13.7
Roe	4.3	Morrison	14.3
Storage Siding 35 car capacity	4.9	Hixenbaugh	14.7
Cottonwood	5.3	Wye track to Homer branch line	15.4
Hudsonville	3.8	Double Track Siding 6 car capacity	15.5
Olive	6.4	Ogden depot	15.5
Chords	6.8	Team Track 3 car capacity	15.5
Mayview Siding 2 car capacity	6.9	Leffler	15.9
Koch	7.2	Unity	16.4
Peters	7.6	Saddler	16.6
Kirkpatrick	8.0	Rumpler Siding 19 car capacity	17.1
Fulls Siding 34 car capacity	8.2	Helmick	17.7
McElwee	9.0	Delong Siding 17 car capacity	18.1
Salt Fork Siding 12 car capacity	10.2	Watkins	18.3
St. Joseph depot substation	10.9	Fithian Farms	18.7

Fithian depot substation	19.9	Lone Oak	28.7
Station track 3 car capacity		Wright Siding 16 car capacity	28.9
Busey Siding 12 car capacity	20.1	Big 4 Connection.	28.9
McCarty	20.9	Electric Mine	29.0
Muncie shelter	21.1	West Hillery	29.0
Muncie Siding 12 car capacity	21.21	Hillery Siding 11 car capacity	29.8
Villa Grove	22.6	Big 4 connection	29.8
Michael	23.0	Batestown shelter Siding 30 car cap	30.3
Endicott	23.2	Johnson Oil spur 5 car capacity	30.3
Fox	23.5	Brick Yard Siding 7 car capacity	31.0
Dillon	23.6	Jones Crossing	31.2
Bronson C&E conn. Interlocker	23.7	Fourth Street	32.0
50 car capacity		NYC Crossing interlocker	32.0
Bronson Siding 19 car capacity	23.7	Bridge Street Spur	32.3
David	24.2	Western Brick 8 car capacity	
Oakwood Siding 7 car capacity	25.0	Ellsworth Siding 6 car capacity	32.6
Range wye 25 car capacity	25.7	Ellsworth Park	32.7
Mission Field	26.3	Westbound grade 0.1 mile-6.4%	
P&E Connection 30 car capacity		Vermilion River Bridge	32.7
Salts	26.6	Eastbound grade 0.2 mile 2.73%	
Transformer	26.8	Main Street double Track	33.1
Grays Siding 15 car capacity	27.4	Main Street wye	33.4
Beard	27.7	Danville Station	33.5
Possum Trot	27.9	Station track 3 car capacity	
Grade .5 mile 4% west .6 mile 2.73% east		Freight House 6 car capacity	
Middle Fork River Bridge	27.9	Power House 15 car capacity	33.6
Gravel Pit	28.0	Car Repair track 11 car capacity	33.6
U S Coal 50 car capacity	28.2	Substation Track 4 car capacity	33.6
Dolan Siding 50 car capacity	28.2	Danville Car Barn	33.7
Chicago Collieries Co.			

OGDEN-HOMER

Ogden depot	0.0	Salt Fork River Bridge	4.3
Hilton wye	0.1	Homer Park	4.3
Wye track to Homer branch line		Bridge End	4.3
Brewer	0.5	Candy	4.5
Manning	0.8	Townners	4.6
Elliot	1.7	Burkhort	4.7
Yeardsley	1.9	Freeman	5.1
State Road Siding 10 car capacity	2.5	Homer depot wye	5.5
Tibbeck	3.1	Homer Elevator 2 car capacity	5.5
Eggleston	3.8		

DANVILLE TO CATLIN

Danville Station	0.0	Poor Farm 1 car capacity	2.5
Vermilion River Bridge	0.2	Vermilion County Poor Farm	2.7
South Danville	0.8	Montgomery	2.8
7 th Street	1.1	Pate	2.9
Ridge Farm-Catlin Switch	1.1	Milmore	3.3
Wayside Coal 16 car capacity	1.2	Valentine	3.5
Wayside Siding 12 car capacity	1.2	Hudsons	4.1
10 th St.	1.3	Mendenhall	4.3
11 th St.	1.4	Humrie	4.5
Leverick	1.5	Flora	4.7
Hamilton Bend	1.5	Dick	5.3
NYC overpass	2.0	Bogges	5.5
Tilton depot	2.1	Champion 1 car capacity	6.0
Wabash Connection	2.2	Catlin depot	6.1
Wabash Connection 20 car cap		End of Main	6.4
Carbon Hill Mine 180 car capacity			
Wabash Spur stop board	2.3		

DANVILLE TO RIDGE FARM

Danville Station	0.0	11 th St.	1.2
Vermilion River Bridge	0.2	King St.	1.3
South Danville	0.8	Wayside	1.3
7 th Street	1.1	Hamilton	1.4
Ridge Farm-Catlin Switch	1.1	Milton	1.5
Wabash Hump overpass	1.1	Melrose	1.8
Ball Park siding 10	1.2	Taylor	2.0
10 th St.	1.2	Ross Siding 13 car capacity	2.3

Ross Lane	2.9	Georgetown substation	10.5
Hegeler	3.6	Coal Track 2 car capacity	10.5
McMillian	3.9	Georgetown station	10.6
Big 4 Siding 6 car capacity	4.0	Track thru arch way opening	
Lyons	4.4	Big Rock Siding 10 car capacity	10.7
Hootens Siding 9 car capacity	4.5	Shepler	11.5
Belgium	4.6	Downs	11.6
Kellyville	4.9	State	11.8
Barney Siding 4 car capacity	5.6	Outland	12.0
Kellypatch	5.7	Sharon Mine Spur 30 car capacity	12.3
Westville depot 2 car capacity	5.9	Sharon Lane	12.6
C&EI crossing stop board	6.1	Olivett	12.9
C&EI Connection 9 car capacity	6.1	Illinois Ave.	13.1
C&EI Spur stop board	6.1	Smalley	13.2
Sycamore Siding 5 car capacity	6.7	Smith Siding 13 car capacity	13.2
Unionville	7.1	Minder Hall	13.3
Red Store	7.2	Brick House	13.8
Norman St.	7.3	Vermilion Grove	14.1
Cligan	7.5	Hester	14.7
Graves	7.6	Clayton	15.2
Midway	7.7	Baldwin	15.6
Maples Groves	8.2	Liars Lane	15.9
Chards	8.5	NKP Frankfort IN line stop board	16.2
		Cloverleaf Conn. 3 car capacity	16.2
Buchanan	9.0	Ridge Farm depot wye 5 car cap	16.3
Frazier Siding 5 car capacity	9.5		

ST. LOUIS & ALTON 363**Alton to St. Louis****363****Edwardsville to Mitchell****364****ALTON TO ST. LOUIS**

Alton station	0.0	Sulphur substation	17.7
Burlington Park	0.2	Sulphur Junction	17.8
Ridge	0.6	TRRA stop board	17.8
CB&Q M&IB&B R	0.6	Eastern	18.4
Interlocker		A&E Connection	18.4
Federal substation	2.8	Plum	18.6
Lead Works	3.0	Madison	18.6
Rueters	4.5	Mc Cambridge overpass	19.3
I. T. Jct.	4.6	C&NW IC NKP	
Wood River Jct. depot	5.2	Eagle Park	19.6
Standard	5.5	Lang	19.9
Hartford substation	6.3	Burns	21.3
Watkins	6.8	Power	21.3
Grassy Lake	7.3	Venice Jct.	22.0
Hueners	8.3	Power house	22.0
Canal	8.6	McKinley Bridge	22.3
Lake View	9.0	Bridge Jct.	22.5
Oldenburg	9.6	Blanton	22.6
Hess	10.4	Branch St.	22.9
Lennox	11.2	Start Elevated	23.0
Mitchell overpass	12.1	North Market St station	23.6
GM&O NYC WAB		10 th -Chambers substation	23.9
Long Lake	12.5	Howard St. end-elevated	24.4
White Swan	13.1	Cass Avenue stop board	24.5
Maryville Rd	13.1	St. Louis Public Ry	
Nameoki	14.2	O'Fallon St. Start subway	24.7
Johnson Rd.	14.5	St. Louis station	24.9
Fehling [3]	15.7	710 Nth 12 th Street	
Worwald	16.4		
Granite City depot	17.4		

EDWARDSVILLE TO MITCHELL

Edwardsville station	0.0
Stop boards ITS Wabash	
Woodlawn	1.1
Bade	1.7
Lewis	2.3
Epping	2.7
Bluff Road	3.5
Sand Road	4.6
Poag	5.0
Ringering	5.6
County Ditch	6.1
Link	7.1
C&EI (stop board)	7.9
Brooks	8.0
Mitchell depot	8.6

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St. Louis-Grafton 366

ST. LOUIS TROY & EASTERN (T&E) 367

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Alton to West Alton 368

Troy Junction to Troy 368

Troy Junction to St. Ellen Mine 368

STEAM DIVISION STATIONS

ALTON & EASTERN (A&E)

St. Louis to Grafton

St. Louis	00.0	Koppers	8.4
Trackage Rights to Union Station via TRRA		Riely Tar Co. at Edwardsville Road Crossing	
East St. Louis, Freight House	3.0	Eastern	8.5
10 yard tracks, & support tracks		ITS/St. Louis & Alton Crossing	
Bridge Junction	3.9		
IT Operator, TRRA, C&A, Wabash crossing		Hoit Jct.	9.7
		TRRA, Wabash, CCC&St.L, C&A interlocker	
East St. Louis Jct. Ry Wabash stop bd	4.6		
Southern Crossing Stop Board	4.9	Granite City	10.5
Southern connection Stop board	4.7		
		Cabbage Patch	10.5
Merchants Jct./CP Jct.	5.4	One Siding, One Storage Track	
TRRA Crossing, Signal Indication			
		A. O. Smith	11.3
Merchants Jct./CP Jct.	5.5	Yard and lead to Granite City Harbor	
ITS Venice High Line overhead bridge		Maiesville	11.9
		St. Thomas Siding	14.7
New Yard	6.0	I-270 Interstate Bridge Overhead	14.8
4- Yard Tracks/Interchange with ICRR		Chemetco	16.8
		Oldenburg	16.9
Mc Cambridge overpass	6.4	Canal Siding	18.3
NKP ITC		Cahokia Diversion Canal Bridge	18.6
		Hartford	20.0
Madison	6.6	Wood River Siding	20.2
TRRA Crossing, Begin joint operation		Wood River Junction	21.2
through		Wood River	21.4
middle Litchfield & Madison Yard, via A&E		I. T. Jct.	21.8
Main.		Cross-over to Illinois Terminal RR (Steam)	
		Main	
L&M Jct.	7.3	Wood River gauntlet bridge	23.0
Leaving L&M (C&NW) Yard at point where		Lead Works	23.4
L&M (C&NW)Main Line and A&E Main join		Federal yard	23.6
together at north end of yard.		Cross over from T&E Federal Yards	
		Federal Siding	24.0
		Ridge Street	25.8

Henry Street	25.8
M&IB&B CB&Q	
Burlington Park	26.2
Alton Depot	26.4
Alton 3 Stall Roundhouse/Turntable	26.8
Coal Docks 6 Yard Tracks	27.4
Water Works Spur	27.6
Hop Hollow Siding	28.4
Clifton Terrace	31.0
Riehl	32.2

Piasa Creek Steel Truss Bridge	33.1
Lock Haven	33.2
Wye Track/stubbed end main to Springfield, IL	
Elsah	37.4
Chautauqua	38.9
Grafton Turntable	41.2
Grafton Depot	41.3
Grafton End of Line-Bumping Post	41.4

ST. LOUIS TROY & EASTERN (T&E)

Alton to National City

Alton Yard	0.0
Federal Yard Shops	2.0
Rueters Siding 110 car capacity	4.3
IT Jct.	4.4
North Wood River	5.0
GM&O NYC interlocker	
Wood River yard	5.2
Hartford Siding 24 car cap	6.4
Roxana yard	8.0
Wanda Siding 8 car capacity	9.4
Bluff Jct. Siding 54 car cap	13.0
Wabash Conn overpass	13.1
Banner Clay Siding 52 car cap	13.8
Spitze	14.9
LeClaire	15.5
IT L&M NKP interlocker	15.5
Thermal No.1 Sdg 42 car cap	16.3
Thermal No2 Sdg 42 car cap	17.4
Mont Siding 66 car capacity	20.3

ICRR overpass	20.3
Troy yard 190 car capacity	20.2
Troy Junction wye	20.3
Maryville Siding 37 car cap	21.7
13 Mile Siding 31 car cap	23.6
Keebler	24.0
Collinsville Jct. 9 car cap	24.5
Sand Cut Siding 16 car cap	25.7
Winters Siding 65 car cap	28.7
A & S Connection interlocker	33.6
McKinley Jct. wye yard	34.9
Lang Engine terminal	35.5
Cinder Hole	35.8
CP Jct. TRRA interlocker	36.0
Brooklyn	36.3
Southern stop board	
East St, Louis Jct. Ry stop bd	36.7
National City yd & roundhouse	36.7

Alton to West Alton

Alton yard	0.0
Henry St. M&IB&B interlocker	2.0
Burlington Park Siding 150 cars	2.2
West Alton, MO yard wye)	3.0

Troy Junction to Troy

Troy Junction wye	0.0
Troy Mine	0.4

Troy Junction to St. Ellen Mine

Troy Junction wye	0.0
Formosa (ex PRR)	2.0
Pait PRR overpass	5.0
Pait Conn. 52 car capacity	5.0
O'Fallon B&O interlocker	9.4
Prairie Coal Mine	12.0
St. Ellens Mine	13.0

IT SECONDARY LINE STATIONS 369

DECATUR-MAROA TO EAST PEORIA

Decatur via ICRR to Maroa	0.0
Maroa	13.1
Powell	17.9
Kenney Siding 100 car capacity	21.0
Kenney ICRR interlocker	21.4
Midland City ICRR stop board	25.7
Midland City 12 car capacity	25.7
Tabor 20 car capacity	28.3
Waynesville 8 car capacity	32.4
Atlanta GM&O 5 car capacity	38.5
GM&O interlocker	
Mt. Joy 6 car capacity	41.6
Armington	46.2
Farm Service	43.7
Hittle	43.7
Minier 10 car capacity	53.7
GMO crash gate	
Tazewell 5 car capacity	56.4
Downing P&E interlocker	59.9
Mackinaw	60.7
Allentown	63.9
South Morton	68.3
Morton ATSF stop board	69.0
ATSF Connection	70.4
North Morton	70.5
Farmdale Jct. NKP interlocker	73.4
Via NKP to East Peoria	
PPU Yards East Peoria	78.0

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SUBSTATIONS

Springfield to St. Louis

Built	Name	style	const.	type	Amp rating	KW	own	Miles from	retire	note
1916	B&O	10	1	M	2500	1000	IPL	2.3	1956	1
					*					
1928	Ilse	1	2	A	3000	1000	IPL	6.7	1956	1
					*					
1904	Chatham	2	2	S	2000	500	IPL	13.1	1956	1
					*					
1924	C&IM	1	1	A	2000	500	ITC	20.7	1956	2
					*					
1904	Monroe	9	2	M	2500	750	ILP	26.9	1956	2
1928	Nilwood	1	2	A	2000	500	IPL	33.6	1956	4
					*					
1904	Anderson	2	2	M	2000	500	IPL	38.0	1956	1
					*					
1924	Moody	1	1	A	2000	500	IPL	43.8	1956	1
					*					
1947	Hill	3	3	S	2000	750	ITC	46.0	1955	1
					*					
1924	Loveless	1	1	A	2000	500	IPL	49.2	1956	4
					*					
1905	Gillespie	4	2	A	2000	500	ITC	55.0	1956	1
					*					
1941	Smutzler	5	4	A	2500	750	IPL	59.5	1956	1
					*					
1905	Staunton	11	2	M	3200	1000	IPL	63.6	1956	1
1924	Worden	1	1	A	3000	1000	IPL	69.1	1956	1
					*					
1905	Hamel	4	2	M	N/A	300	ITC	72.6	1924	3
1924	Cornstalk	1	1	A	3000	1000	IPL	75.8	1956	4
					*					
1924	Bells	1	1	A	3000	1000	IPL	82.4	1956	1
					*					

1906	Stallings	2	2	N/A	2000	300	IPL	88.9	1956	1
1924	Sulphur	1	1	A	N/A	1000	IPL	95.1	1958	1
1931	Chambers	1	1	S	N/A	1000	ITC	101.6	1958	1

Springfield to Peoria

Built	Name	style	const	type	Amp rating	KW	own	Miles from	retire	note
1909	Ridgley	6	1	A	2000 *	500	IPL	2.5	1956	8
1928	Merriam	1	2	A	2000 *	500	IPL	8.7	1955	1
1910	Elkhart	6	2	M	2000	500	IPL	17.4	1955	1
1941	Fogarty	3	3	A	2000 *	500	ITC	23.1	1955	1
1906	Wyatt	9	2	M	2000	500	IPL	28.0	1955	2
1941	Wilmert	5	4	A	2000 *	500	IPL	35.2	1955	1
1909	Union	6	1	m	2000 *	500	IPL	38.3	1955	4
1909	Mindale	6	1	M	2000	500	IPL	47.9	1955	1
1941	Summit	5	4	S	2000 *	500	IPL	53.7	1955	1
1943	Robinson	3	3	S	2000 *	500	ITC	59.1	1955	1
1907	Morton	4	2	M	2000	500	IPL	62.7	1955	1
1928	Caldwell	1	2	A	3800 *	1500	IPL	66.8	1955	1
1949	East Peoria	5	4	A	3500 *	1500	IPL	70.8	1955	1

Springfield to Decatur

Built	Name	style	const	type	Amp rating	KW	own	Miles from	retire	note
N/A	Riverton	7	2	M	2000 *	500	IPL	5.4	1955	9
1942	Rents	5	4	S	2000 *	500	ITC	9.9	1	1
1910	Buffalo	5	4	S	2000 *	500	ITC	9.9	1954	2
1943	Haynes	3	3	S	2000 *	500	ITC	18.5	1955	1
1904	Illioopolis	12	2	M	2000	500	IPL	21.8	1955	4
1910	Harristown	6	1	S	2000 *	500	IPL	30.2	1955	5
1942	Fairview	5	4	S	2000 *	500	IPL	35.7	1955	1

Decatur to Danville

Built	Name	style	const	type	Amp rating	KW	own	Miles from	retire	note
1907	Oakley	9	2	S	2000*	500	IPL	10.4	1955	4
1907	Bement	9	2	M	2000	500	IPL	23.1	1955	2
N/A	Monticello	N/A	2	A	2000	500	IPL	30.4	1955	1
1907	White Heath	9	2	S	2000	500	IPL	35.9	1955	1
1912	Bondville	6	1	S	20008	500	IPL	44.0	1955	4
1902	St. Joseph	8	2	M	2000	500	IPL	61.8	1955	2
1910	Fithian	6	1	M	200	500	IPL	70.8	1952	2

Decatur to Mackinaw

Built	Name	style	const.	type	Amp rating	KW	own	Miles from	retire	note
1906	Nth. Decatur	13	5	N/A	2000	750	IPL	2.2	195 5	6
1910	Emery	6	1	S	1500	300	IPL	9.7	195 4	1
1906	Heyworth	9	2	M	1250	500	IPL	33.2	195 3	1
1907	Danvers	4	2	M	1250	300	IPL	55.9	195 3	7
1909	Mackinaw	6	1	M	3000	100 0	IPL	55.7	195 3	8

Danville to Catlin-Ridge Farm

Built	Name	style	const.	type	Amp rating	KW	own	Miles from	retire	note
1905	Georgetown	8	2	M	N/A	300	IPL	10.6	193 6	1

Staunton to Hillsboro

Built	Name	style	const.	type	Amp rating	KW	own	Miles from	retire	note
1907	Litchfield	N/A	N/A	M	N/A	300	IPL	14.8	1939	1
1907	Hillsboro	N/A	N/A	M	N/A	200	IPL	23.7	1933	1

Portable Substations

Built	Name	style	const.	type	Amp rating	KW	own	Miles from	retire	note
N/A	#4	14	10	S	2000	500	IPL	N/A	1930	1
1928	#6	14	6	N/A	N/A	N/A	IPL	N/A	N/A	1
N/A	#40	14	9	N/A	N/A	N/A	IPL	N/A	1933	1
N/A	#056	14	10	S	2000 *	500	IPL	N/A	1955	1

N/A	#057	14	6	S	2000*	500	IPL	N/A	1955	1
1935	#075	14	7	S	2000*	500	IPL	N/A	N/A	1
1935	#076	14	8	S	2000*	500	IPL	N/A	1955	1

Power Houses

Location	Amp	KW	Owner	Retire	Dispo
Venice	N/A	1000	IPL	1958	4
Peoria	2500	N/A	IPL	1949	1
Riverton	2000	500	IPL	4/9/30	9
Decatur	2000	N/A	IPL	N/A	1
Champaign	1500	500	IPL	1952	1
Danville	2500	1000	IPL	1952	1
Clinton	1250	300	IPL	1953	1
Bloomington	2000	1000	IPL	1953	2

NOTES

Style:

1 - Standard Rotary	2 - Non Agency Sub, brick tower to rear of building
3 - Booster	4 - Combination Depot-Substation, brick tower-rear
5 - Truscan Building	6 - Combination Depot-Substation, center tower
7 - Former Riverton Powerhouse	8 - Store-type building
9 - Square building, high roof	10- Combination Interlocker-Substation
11- Attached car barn	
12- Combination Depot-Sub, No Freight Room, brick tower	
13- IP&L Building	
14- 14- 1/2-boxcar housing machinery, open end for transformer.	

Construction:

1 - Yellow brick	2 - Red Brick	3 - Concrete block and wood
4 - Metal	5 - Brown brick	6 - Wooden box car
7 - Former box car ITC 5303 8 - Former box car ITC 5341		
9 - Former Kankakee & Urbana Traction Co. line car. Sold to ITS -1926.		
10- Originally portable sub ITS #4, renumbered to ITS #056, Dec. 1930.		

Type:

A - Automatic S - Semi-automatic M - Manual

Amps Rating

* (Amp Breaker Capacity) indicates automatic re-closing DC Circuit Breaker
N/A - Information not available.

KW

Kilowatt Rating

Ownership

IPL: Illinois Power & Light

ITC: Illinois Terminal Co.

Miscellaneous Notes:

1 Dismantled	2 - Used as storage building
3 Closed 1924, replaced by Cornstalk	4 - Still standing, abandoned
5 Restored-private residence	6 - Part of IP&L power substation
7 Private residence	8 - Being restored
9 Owned by Otis Elevator Co.	10- Sold to Union Electric

AC Substation located at Selbytown (10.4 miles North of Springfield) built in 1906 and possibly retired in 1910. No other information available.

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INTERLOCKERS

PEORIA TO SPRINGFIELD

Mileage from Peoria

Location	Miles	Railroad	Retired
PEORIA	0.4	Illinois River Drawbridge	Abandoned by ITC June 23, 1950
In service: April, 21, 1907 Operated by ITS Bridge Tender, governed by Signal Indication			
E. PEORIA:	1.6	P&PU NKP	Abandoned by ITC August 1, 1966
Hand Derails, Removed and replaced by Stop Board 1931			
E. WASHINGTON	2.0	LE&W	LE&W Abandoned: 1931
Hand Derails			
MORTON	8.6	ATSF	Abandoned by ITC August 1, 1966
Hand Derails; By 1925 Replaced With Stop Board			
KINGS (ATHOL)	43.0	ICRR C&A	Abandoned by ITC April 1, 1962
C&A Leverman	35 Levers	2-Story wood frame: 12'X23'	Built 1898
Replaced with automatic plant 1962 Ownership: C&A 50%, ICRR 16.7%, ITS 33.3%			
LINCOLN	43.2	ICRR (Spur)	Abandoned by ITC April 1, 1962
Spur In Service: 1925: Stop & Proceed 1926: Crash Gate			
WYATT	43.8	ICRR	Abandoned by ITC April 1, 1962
C&A Leverman	37 Levers	2-Story wood frame 11'6" X 27' 4"	Built 1902
Plant Rebuilt 1917 ICC Mandated Modernization 1949 Converted to Automatic Plant: Date Unknown. Ownership: C&A 52.326%, ITC 37.209%, ICRR 10.465%			
GRAVEL PIT	44.8	LS&G	Abandoned by ITC April 1, 1962
ITS Trainman Style Interlocker	8 Levers	Built 1921	Prior to 1921: Protected by Crash Gate
ICC Mandated Modernization 1946 Ownership: 100% ITS			
J&A MINE	69.6	Springfield Term. Ry	Abandoned ST Ry Spur: 1929
ITS Trainman Style Interlocker 8 Levers Date Built: Unknown Ownership: 100% ITS			
STARNES	70.1	WAB ICRR	Retired by ITC: 1981
ICRR Leverman	21 Levers	2-Story wood frame	Built: 1901
Peoria-Danville turnout and signal for northbound traffic under control of Leverman			
Signal governing eastbound movement placed under control of Leverman August 8, 1944			
ICC Mandated Modernization of Plant 1941 Ownership: ICRR 33-1/3%, WAB, 33-1/3%, ITS 33-1/3%			

<u>SPRINGFIELD TERMINAL</u>		Mileage from Downtown Station –9th & Monroe	
Location	Miles	Railroad	Retired
EAST GRAND Stop Board on ITS	1.2	CI&W	Abandoned by ITC 1960
19th St. Stop Board on ITS	1.0	ICRR B&O	Abandoned by ITC 1933
10th St. Stop Board on ITS	0.1	WAB	Abandoned by ITC 1933
3d St. Stop Board on ITS	0.5	C&A	Abandoned by ITC 1933
WITS Wabash Leverman Ownership; Wabash 50%, ITS 50%	3.2 18 Levers	WAB 2-Story wood frame: 12' X18' Built: 1913	Abandoned by ITC 1933

<u>SPRINGFIELD BELT</u>		Mileage from East Belt Yard-Clear lake Ave.	
Location	Miles	Railroad	Retired
CI&W CI&W Leverman Tower Retired: December 31, 1937	0.1 17 Levers	CI&W 2-story wood frame: 12' X 18' Replaced with Stop Board: 1938	B&O Abandoned: 2/18/64 Ownership: ITS 100%
B&O CONN B&O Leverman Converted to Automatic Plant: February 1953	0.8 20 Levers	B&O 2-Story Brick-Combination Interlocker/Substation Ownership: 100% ITC	Abandoned by ITC 1978

<u>SPRINGFIELD TO STAUNTON-WALL</u>		Mileage from Springfield	
Location	Miles	Railroad	Retired
SOLOMON C&IM leverman ICC Mandated Modernization: 1944	20.3 24 Levers	C&IM 2-Story Buff Brick Plant Converted to Automatic Plant: Date Unknown	C&IM Track Abandoned: 1956 Built: 1917 Ownership: 100% ITS

COUNTY LINE 24.5 Thayer Jct. Ry. Spur Line Retired: 1936
 1904 Interlocker, details unknown Built: Unknown Chicago, Wilmington & Franklin Coal Co. Owner

VIRDEN 26.0 CB&Q Abandoned by CB&Q: 3/15/43
 CB&Q: Leverman 36 Levers 2-Story wooden frame Built: 1900
 Tower Abandoned: 1919, Stop Boards In Service Ownership: CB&Q, 100%

SOUTH VIRDEN 27.0 CB&Q Abandoned by ITC August 20, 1969
 CB&Q: Leverman Unknown Levers 2-Story wooden frame Built 1919
 Converted to Automatic Plant: September 8, 1931

CARLINVILLE 42.2 LC&W-C&A Spur Abandoned by GM&O 1978
 Crash Gate

GILLESPIE 54.9 CCC&St.L Abandoned by NYC: 2/16/56
 Hand Derails: Removed by 1930-Converted to Stop Board Signal Indication Effective 3/ 4/56

BENLD-North 56.8 C&NW Spur Abandoned: June 1957
 ITS Trainman Style Interlocker 6 Levers Built: July 1914
 ICC Mandated Modernization of Plant 1945 Ownership: 100% ITS

BENLD-South 57.9 C&NW Abandoned by ITC April 12, 1972
 Crash Gate: By 1928 Replaced with Stop Boards

STAUNTON -WALL 62.8 Wabash (Mine #14 Spur) Abandoned by ITC
 April 12, 1972
 ITS Trainman Style Interlocker 6 Levers Built: September 1914
 ICC Mandated Modernization of Plant 1944 Ownership: 100% ITS

STAUNTON TO HILLSBORO Mileage from Staunton

Location	Miles	Railroad	Retired

NURSERY	1.0	Wabash (Mine Spur #14)	Abandoned by ITC April 18, 1939
ITS Trainman Style Interlocker		8 Levers	Built: September 1914
Ownership: 100% ITS			

STULL	3.0	Wabash (Mine Spur #5)	Abandoned by ITC April 18, 1939
ITS Trainman Style Interlocker		6 Levers	Built: September 1914
Ownership: 100% ITS			

LITCHFIELD 13.8 Abandoned by ITC April 18, 1939

CB&Q (Beardstown-Metropolis)

WAB (Decatur-St. Louis)

ICRR (Chicago-St. Louis)

CCC&St.L (Hillsboro-E. St. Louis)

CB&Q: Stop Board. 1936: Cross by Indicator Light Controlled by Towerman

Wabash: Hand Derails. By 1926: Governed by flagman 7AM-6PM/Conductor flags afterwards.

By 1928: Stop Boards. 1936: Cross by Indicator Light Controlled by Towerman

ICRR: Hand Derails. By 1928: Stop Boards. 1936: Cross by Indicator Light Controlled by Towerman

CCC&St.L: Hand Derails. April 20, 1935: Controlled by CCC&St.L Towerman

STAUNTON TO WORDEN

Location	Miles	Railroad	Retired

DeCAMP	66.4	L&M (Litchfield-Madison)	Abandoned by ITC April 12, 1972

Wabash Operator	24 Levers	2-Story Brick Tower	Built: 1926

Plant Rebuilt: 1932	Signal Improvements: 1947		

2-story brick tower, operator Wabash employee

SUBWAY	68.5	WAB (Wye)	Retired Wye: By 1926

Crash Gate

WORDEN	69.7	L&M (Litchfield-Madison, IL)	Abandoned by ITC 1970

Hand Derail	By 1928: Stop Boards Automatic Plant: July 7, 1950		

Crossing Retired In:1970; Hand-throw switch installed to ITC from C&NW (L&M) Main

EDWARDSVILLE CITY TRACKAGE

Location	Miles	Railroad	Retired

L&M (Litchfield-Madison)	Abandoned by ITC December 19, 1937		

Hand Derail: Removed by 1930-Replaced with Stop Board

WAB (Industrial Spur)	Abandoned by ITC December 19, 1937		

Hand Derail, Removed by 192 and required between 9 AM-5PM Conductor flag crossing and between 5 PM and 9 AM, stop and proceed.

E St. L & S Ry (Edwardsville-Mitchell, IL)	Abandoned by ITC September 2, 1931		

Stop Board	E.St.L&S Ry Abandoned Line: September 2, 1931		

EDWARDSVILLE BELT

Location	Miles	Railroad	Retired
LeCLAIRE	NKP (Frankfort, IN-Madison, IL)		Abandoned by ITC 1981
	L&M (Litchfield-Madison, IL)		
	ITRR (Alton-National City IL)		
ITC Leverman	56 Levers	2-Story wooden frame	14’ 8” X 34’ 4” Built: 1905
ICC Mandated Modernization 1942		Converted to automatic plant: Date unknown	
Ownership: 100% ITS			

EDWARDSVILLE TO GRANITE CITY Mileage from Springfield

Location	Miles	Railroad	Retired
St. JOHNS	92.5	A&S (E. St. Louis-Mitchell, IL)	Abandoned by ITC August 24, 1956
Crash Gate	July 18, 1923: Converted to Automatic Interlocker Rebuilt: 1930		

GRANITE CITY BELT LINE

Location	Miles	Railroad	Retired
20th STREET	Granite City Steel Plant		Abandoned by ITC August 24, 1956
Automatic Interlocker In Service: 1949			
ATLANTIC AVE.	TRRA (Granite City) E St. L & S Ry (E. St. Louis-Alton) Granite City Steel Plant		
ITS In Service: 1910			Abandoned by ITC: 1929
Stop Boards			
EASTERN	A&E (E. St. Louis-Alton)		
In Service: Date Unknown			Abandoned by ITC: August 24, 1956
Stop Board			

GRANITE CITY TO VENICE STREET TRACKAGE

Location	Miles	Railroad	Retired
16th & MADISON (Granite City)		TRRA (Industrial Track)	
ITS In Service: 1907			Abandoned by ITC: June 22, 1958
Conductor flags			

14th & MADISON (Madison) A&E (E. St. Louis-Alton)

ITS In Service: 1907

Abandoned by ITC: June 22, 1958

Stop Boards

VENICE STREET TRACKAGE

CCC&St.L (Hillsboro-E. St. Louis) Wabash (Decatur-St. Louis)

C&A (Chicago-St. Louis) Southern-TRRA (Granite City)

Governed by flagman; ITS: Green flags and lights Steam Roads: White flags and lights

ITS In Service: 1907

Abandoned by ITC: June 22, 1958

ST. LOUIS STREET TRACKAGE

ITS In Service: 1910

Street Car Trackage Abandoned: 1933

St. Louis City ordinance gives right of way to street cars

12th & Herbert St. Double Track12th & St. Louis Ave Single track: westward movement12th & Cass Ave. Double tracks12th & O'Fallon St. Single track, westward movement12th & Carr St. Single track, eastward movement12th & Wash St. Single Track, westward movement12th & Franklin Ave. Single track, westward movement12th & Morgan St. Single track, eastward movement**SPRINGFIELD TO DECATUR**

Location	Miles	Mileage from Springfield Railroad	Retired
STARNES	1.6	ITS Springfield-Decatur Main	Abandoned by ITC: 1981
ITS In Service: 1906		ICRR Leverman 21 Levers	2-Story wood frame Built 1901
Peoria-Danville turnout and signal for northbound traffic under control of Leverman			
Signal governing eastbound movement placed under control of Leverman August 8, 1944			
ICC Mandated Modernization of Plant 1941			
Ownership: ICRR 33-1/3%, WAB, 33-1/3%, ITS 33-1/3%			

RIVERTON

5.4

ITS Powerhouse Spur

Abandoned by ITC: 1933

ITS In Service: 1904

Stop Board on Spur Track

DECATUR STREET TRACKAGE

Location	Miles	Railroad	Retired
MAIN STREET		WAB (Decatur-St. Louis)	Abandoned by ITC: May 24, 1931
ITS In Service: 1904		Stop Boards	

N. WATER STREET WAB (Decatur-Kansas City) Abandoned by ITC: May 24, 1931
ITS In Service: 1904

LEAFLAND AVE. ICRR (Mattoon-Decatur, IL) PRR (Decatur-Terre Haute, IN)
ITS In Service: 1904 Abandoned by ITC: May 24, 1931
Hand Derails Stop Boards: In Service by 1921

DECATUR BELT LINE Mileage from Springfield

Location	Miles	Railroad	Retired

VAN DYKE ST.	36.8	ICRR (Industrial Spur)	Abandoned by ITC: 1972
ITS In Service: 1904		No Derails Crash Gate: After 1942	

STOREROOM	40.0	ICRR (Decatur-Champaign)	
ITS In Service 1910		Still In Service: 2000	
No Derails		Crash Gate: 1937	

BRUSH	42.4	ICRR (A. E. Staley's Industry Spur)	
ITS In Service: 1907		Still In Service: 200	
Automatic Interlocker in Service: April, 1945		1962: Crash Gate Replaces Automatic Plant	

DECATUR TO DANVILLE Mileage from Springfield

Location	Miles	Railroad	Retired

CHAMPAIGN	51.9	ICRR (Chicago-New Orleans) Via Wabash Trackage Rights	
In ITC Service: 1927			Abandoned by ITC: 1981
ICRR Leverman		2-story brick tower	

URBANA	53.2	WAB (Champaign-Sidney, IL)	Abandoned by ITC: October 1, 1958
ITS In Service: 1902		Stop Boards	

GLOVER	63.3	C&EI (Chicago-St. Louis)	Abandoned by ITC May 1, 1961
ITS In Service: 1903		Tower Built: 1904 C&EI Leverman	30 Levers
2-Story brick & frame		ICC Mandated Modernization of Plant 1943	
Ownership: C&EI 85.49%, ITC: 14.51%, P&E, 0.0%			

BRONSON	74.6	C&EI (Hoopeston-Sidell, IL)	Abandoned by C&EI: April 17, 1950
ITS in Service: 1903		C&EI Leverman	18 Levers
Built 1900		ICC Mandated Modernization of Plant 1943	2-Story brick tower, 12'6" X 15'
Ownership: C&EI 33-1/3%, ITC: 33-1/3%, P&E 33-1/3%			

MISSION FIELD 77.1 ITS to CCC&St.L Spur Spur Line Abandoned: 1929
 ITS In Service: 1903 Stop Boards

HILLERY 80.4 CCC&St.L (2-Industrial Spurs) Abandoned by ITC: April 26, 1952
 ITS In Service: 1903 Crash Gates

DANVILLE- ELLSWORTH 83.5 CCC&St.L (Chicago-Cairo, IL) Abandoned by ITC: April 26, 1952
 ITS In Service: 1903 Automatic Interlocker Ownership: 100% CCC&St.L

DANVILLE-CATLIN LINE Mileage from Danville

Location	Miles	Railroad	Retired

TILTON	2.3	WAB (Spur Line to Carbon Hill Coal Mine)	
ITS In Service: 1902		Stop Boards	ITS Main Abandoned: February 1, 1928

DANVILLE-RIDGE FARM LINE Mileage from Danville

Location	Miles	Railroad	Retired

WESTVILLE	6.1	C&EI (Chicago-St. Louis)	ITS Main Abandoned: April 26, 1936
ITS In Service: 1902		Stop Boards	

RIDGE FARM	16.0	NKP (Frankfort, IN-Madison, IL)	ITS Main Abandoned: September 30, 1933
ITS In Service: 1905		Stop Boards	

DECATUR – BLOOMINGTON Mileage from Decatur

Location	Miles	Railroad	Retired

CLINTON	21.9	ICRR (Chicago-St. Louis)	ITS Main Abandoned February 22, 1953
ITS In Service: 1906		Hand Derails	

BLOOMINGTON	45.0	NKP (Frankfort, IN-Madison, IL)	
ITS In Service: 1906		CCC&StL (Indianapolis, IN Peoria, IL)	
Stop Boards			ITS Main Abandoned February 22, 1953

STEAM DIVISION

<u>ST. LOUIS TROY & EASTERN (T&E)</u>		Mileage from Alton	
Location	Miles	Railroad	Retired
ALTON HENRY ST.	0.6		Tower Retired: November 30, 1943
M&IB&B (Alton, IL-West Alton, MO)			
CCC&St.L (Hillsboro-E. St. Louis, IL) C&A (Chicago-St. Louis)			
CB&Q (Alton, IL-West Alton, MO) ITRR (Alton-National City, IL)			
A&E (Grafton-E. St. Louis)			
In Service: 1893	ITRR Leverman	26 Levers	2-story wooden frame 13' x 13' 6"
Plant rebuilt 1914 Ownership: 7.36% CCC&St.L, 14.44% C&A,			
31.77% ITRR, 25.79% CB&Q, 20.64% A&E			
NORTH WOOD RIVER FERGUSON AVE.	5.0		Retired After: 1981
ITRR (Alton-National City)			
CCC&St.L (Hillsboro-E. St. Louis, IL)			
C&A (Chicago-St. Louis)			
In Service: 1902	ITRR Leverman	36 Levers	2-story wooden frame 15' X 26' 6"
ICC Mandated Modernization of Plant 1940 Ownership: 100% ITC			
EDWARDSVILLE LeCLAIRE	15.5		Retired from ITC Service: 1981
NKP (Frankfort, IN-Madison, IL)			
L&M (Litchfield-Madison, IL) ITRR (Alton-National City, IL)			
In Service: 1905	ITC Leverman	56 Levers	2-Story wooden frame
14' 8" X 34' 4"	ICC Mandated Modernization 1942	Ownership: 100% ITC	
Converted to automatic plant: date unknown			
MADISON McKINLEY YARD	33.6		IT Main Abandoned: 1981
In Service: 1915 A&S (E. St. Louis-Mitchell, IL) Automatic Interlocker			
Modernized: March 28, 1952 Ownership: A&S 100%			
C. P. JCT. MADISON	36.0		IT Abandoned: 1981
In Service: Unknown TRRA (East St. Louis Transfer)			
TRRA Operator Controls Signal Indications Ownership: TRRA 100%			
WIGGINS BROOKLYN	36.3		IT Abandoned: 1981
In Service: Unknown SOU (E. St. Louis-Brooklyn, IL) Stop Boards			

STOCKYARDS NATIONAL CITY 36.7 IT Abandoned: 1981
In Service: Unknown E. St. L Jct. (Stockyards) Stop Boards

TROY JUNCTION

TROY JCT. 20.0 T&E (Troy Jct.-O'Fallon, IL) T&E (Troy Jct.-Troy)
Safety stop required by trains crossing at grade.

O'FALLON LINE O'FALLON 29.8 IT Main Abandoned: 1970
In Service: 1929 B&O (St. Louis-Indianapolis) Interlocker: No other information available.

ALTON & EASTERN (A&E) Mileage from Alton

Location	Miles	Railroad	Retired

ALTON HENRY ST.	0.6		Tower Retired: November 30, 1943

M&IB&B (Alton, IL-West Alton, MO)

CCC&St.L (Hillsboro-E. St. Louis, IL) C&A (Chicago-St. Louis)

CB&Q (Alton, IL-West Alton, MO) ITRR (Alton-National City, IL)

A&E (Grafton-E. St. Louis)

In Service: 1893 ITRR Leverman 26 Levers 2-story wooden frame 13' x 13' 6"

Plant rebuilt 1914 Ownership: 7.36% CCC&St.L, 14.44% C&A,

31.77% ITRR, 25.79% CB&Q, 20.64% A&E

NORTH WOOD RIVER BRIDGE	4.0		Retired: March 8, 1953

A&E (Alton-East St. Louis)

St. L & A (St. Louis-Alton)

In Service: September 12, 1946

Bridge over Wood River-Gantlet track for: A&E-St. L & A. Governed by signals at each end of clearance point.

GRANITE CITY-HOYTT JCT.	17.0		Tower removed-plant still active

TRRA (Madison-Granite City, IL)

WAB (Decatur-St. Louis)

CCC&St.L (Hillsboro-E. St. Louis, IL)

GM&O (Chicago-St. Louis)

In Service: Unknown

TRRA Leverman 58 Levers 2-Story wooden frame, 12' X 27' Built: 1904

ICC Mandated Modernization of Plant 1944 Plant Improvements: 1906, 1917

Ownership: A&E 16.615%, C&A 4.170%, CCCSt.L 6.260%, TRRA 71.955%

GRANITE CITY 17.5 IT Abandoned: 1958
ITS (St. Louis-Peoria) Stop Boards

EASTERN 18.0 St. L & A Abandoned: March 8, 1953
St. L&A (St. Louis-Alton) In Service: Unknown Stop Boards

C. P. JCT. MADISON 21.2 IT Abandoned: 1981
In Service: Unknown TRRA (East St. Louis Transfer)
TRRA Operator Controls Signal Indications Ownership: TRRA 100%

WIGGINS BROOKLYN 21.7 IT Abandoned: 1981
In Service: Unknown SOU (E. St. Louis-Brooklyn, IL) Stop Boards

STOCKYARDS EAST ST. LOUIS 21.1 IT Abandoned: 1981
In Service: Unknown E. St. L Jct. (Stockyards) Stop Boards

BRIDGE JCT. 22.5 IT Service Abandoned: 1981
TRRA WAB C&A (Secondary Tracks) In Service: Unknown Stop Boards
IT Operator manually throws puzzle switch.

LEGEND

A&E Alton & Eastern (Illinois Terminal-Steam Line)
A&S Alton & Southern
ATSF Atchison, Topeka, & Santa Fe
B&O Baltimore & Ohio
C&A Chicago & Alton (GM&O)
CCC&St.L Cleveland, Cincinnati, Chicago & St. Louis (NYC)
C&IM Chicago & Illinois Midland
C&NW Chicago & Northwestern
CI&W Cincinnati, Indianapolis & Western (B&O)
E. St. L Jct. Ry. East St. Louis Junction Ry. (Wabash)
E. St. L & S Ry East St. Louis & Suburban Ry (St. Louis & Alton)
GM&O Gulf, Mobile & Ohio
ICRR Illinois Central
ITRR Illinois Terminal (Steam Line)
L&M Litchfield & Madison (C&NW)
LC&W Litchfield, Carrollton & Western (C&A)
LE&W Lake Erie & Western (NKP)
LS&G Lincoln Sand & Gravel
M&IB&B Missouri & Illinois Bridge & Belt

NKP Nickel Plate Road (N&W)
NYC New York Central
N&W Norfolk & Western
P&E Peoria & Eastern (New York Central)
P&PU Peoria, Pekin & Union
SOU Southern
St.L & A St. Louis & Alton (ITC)
TRRA Terminal Railroad Association of St. Louis
T&E Troy & Eastern (Illinois Terminal-Steam Line)
WAB Wabash

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BLOCK SIGNALS

MISCELLANEOUS

Because of numerous wrecks in the early days of the railroad, the Union Switch and Signal Company semaphore-type block signals were installed for curve and siding protection. By the 1930's, the semaphore was replaced with the two and three colored light lenses-type signals at most locations. For identification purposes, the signals were numbered according to location of nearest milepost with the last digit of the number representing signal number. Even numbers designating north or eastbound, and odd numbers south or westbound.

Total Signals In service January 1, 1918:

Location	E/NH	E/ND	W/SH	W/SD	TOTAL
ST.LOUIS-SPFLD	51	47	51	47	196
SPFLD-PEORIA	19	12	17	12	60
MACK JCT-DEC	7	--	8	--	15
SPFLD-DANVILLE	21	8	22	7	58
DVILLE-RIDG FM	2		2		4
TOTAL	100	67	100	66	333

Note; Renumbering of some signals resulted in multiple numbers assignment to same signal in following roster.

Key

NBD - Northbound Distant	NBH - Northbound Home	E/NH: East/North Home
SBD - Southbound Distant	SBH - Southbound Home	E/N D East/North Distant
WBD - Westbound Distant	WBH - Westbound Home	W/SH West/South Home
EBD - Eastbound Distant	EBH - Eastbound Home	W/SD West/South Home

SPRINGFIELD TO DECATUR

"D" prefix indicated Decatur Line

D 50 EBH Rock Cut	D 61 WBH Riverton	D360 EBH Moffett
D363 WBH West Belt (1)	D370 EBH Decatur Belt (2)	D371 WBH Torrence (2)
D372 EBH Decatur Belt (2)	D380 EBH Torrence (2)	D381 WBH Torrence (2)
D382 EBH Torrence (2)	D383 WBH Wabash Conn. (2)	D384 EBH Wabash Conn. (2)
D385 WBH Wabash Conn. (2)	D390 EBH Wabash Conn. (3)	D391 WBH Marietta Wye (4)
D393 WBH Marietta Wye (2)	D393A WBH Marietta Wye(2)	D400 EBH Harrison Siding
D402 EBH Harrison (2)	D411 WBH K. P. Home (5)	D413 WBH K. P. Home (6)

(1) Becomes Torrence after 1931

(2) Retired after 1931

(3) Becomes Oakland Ave. after 1931

(4) Becomes Wabash Conn. after 1931

(5) Becomes Church St. after 1931

Becomes Water St. after 1931

DECATUR TO CHAMPAIGN

"D" prefix indicated Decatur Line

D600 EBH Lamb	D611 WBH Bement	D620 EBH Bodman
D631 WBH Clark (1)	D850 EBH Staley	D852 EBH Staley ICRR
D853 A&B WBH Staley	D860 EBH Bonner Siding	D871 WBH Bonner Siding
D880 EBH Gravel (2)	D881 WBH Gravel (3)	D891 WBH Ice House-Champaign
D892 EBH Neil St.	D895 WBH Washington St.	D896 EBH Washington St.

(1) Becomes Larks Siding after 1927

(2) Becomes East End Elm St Siding 1927

(3) Becomes East End Elm St Siding 1927

URBANA TO DANVILLE

"D" prefix indicated Decatur Line

D900 EBH Wright St. Urbana	D901 WBH Vine St. Subway, Urbana	
D903 A&B WBH Main St., Urbana	EBH Glover C&EI Interlocker	
WBH Glover C&EI Interlocker	EBH Bronson C&EI Interlocker	
WBH Bronson C&EI Interlocker	D1170 EBH Grays	D1172 EBD Wright *
D1180 EBH Wright *	D 1181 WBH Wright *	D1182 EBD Hillery (1)
D1183 WBD Wright *	D1190 EBH Hillery	D1191 WBH Hillery
D1192 EBD Batestown (2)	D1193 WBD Hillery *	D1200 EBH Batestown
D1201 WBH Batestown	D1202 EBD Brick Yard *	D1203 WBD Batestown *
D1210 EBH Brick Yard *	D1211 WBH Brick Yard *	D1212 EBD Seventh St. *
D1215 WBH Seventh St. *	D1213 WBD Brick Yard *	D1214 EBH Seventh St. (3)
D1220 EBD Third St. *	D1221 WBD Seventh St. *	D1222 EBH Third St. (4)*
D1222A EBH Third St. *	D1223 WBH Third St (5)	D1225 WBD Third St. (6)
EBH Big Four Interlocker	WBH Big Four Interlocker	D1230 EBD Ellsworth *
D1231 WBH Ellsworth *	D1232 EBH Ellsworth *	D1233 WBD Ellsworth*
D1235 WBH W. Main St.		

(1) Becomes West Hillery after 1927

(2) Becomes Big Four Connection after 1927

(3) Becomes W. End 4th St. after 1927

(4) Becomes E. End 4th St. after 1927

(5) Becomes W. End 4th St. after 1927

(6) Becomes WBH E. End 4th St. after 1927

* Indicates Retired By 1941

DANVILLE TO RIDGE FARM

1-X SBH So. Danville Bridge * 2-X NBH So. Danville Bridge *

3-X SBH So. Danville Bridge * 4-X NBH So. Danville Bridge *

* Indicates Retired By 1941

DECATUR TO MACKINAW

"B" prefix designates Bloomington Line

B210 NBH Johnson Siding	B211 SBH South Clinton (1)	B220 NBH North Clinton (2)
B221 SBH Snells Siding	B320 NBH Heyworth	B321 SBH South Heyworth *
B330 NBH Wakefield Road	B331 SBH Earls Siding	B340 NBH Earls (3)
B341 SBH Earls (4)	B430 NBH Price	B431 SBH Price (5)
B570 WBH Danvers (6)	B571 EBH Woodruff (7)	B640 WBH Porter (8)
B650 WBH Mackinaw *	B651 EBH Mackinaw (9)	
(1) Becomes Clinton Hard Road after 1927	(2) Becomes Woodlawn Ave. Clinton, after 1927	
(3) Becomes Heyworth after 1927	(4) Becomes Spade after 1927	
(5) Becomes Lincoln St. Bloomington, after 1927	(6) Becomes NBH, Stouts Grove after 1927	
(7) Becomes SBH before 1941	(8) Becomes NBH before 1941	
(9) Becomes SBH before 1941	* Indicates Retired By 1941	

SPRINGFIELD TO PEORIA

NBH Starnes Interlocker	SBH Starnes Interlocker	1040 NBD Ridgley Jct.(1)
1042 NBH Ridgley Jct. *	1051 SBH Ridgley Jct. *	1053 SBD Ridgley Jct. *
1060 NBD Peabody (2)	1061 SBH Peabody *	1062 NBH Peabody *
1063 SBD Peabody *	064 NBD Sherman *	1070 NBH Sherman (3)
1071 SBH Sherman (4)	1072 NBH No. End Sherman Siding	1073 SBD Sherman
(5)1090 NBD Selbytown *	1092 NBH Selbytown *	1093 SBD Selbytown
*1101 SBH No. Selbytown	NBH Lincoln Sand & Gravel Interlocker	
SBH Lincoln Sand & Gravel Intlker	NBH So Lincoln Interlocker (ICRR)	
SBH So Lincoln Interlocker (ICRR)	SBH Athol Interlocker (GM&O-ICRR)	
NBH Athol Intlker (GM&O-ICRR)	1540 NBH Summit	1560 NBH Mackinaw Jct.
1561 SBH Cash	1570 NBD Allentown *	1580 NBH Allentown
(6)1581 SBH Allentown (7)	1582 NBH No End Clyde Siding	1583 SBD Allentown (8)
1610 NBD Belsley	1611 SBH Belsley Siding	1612 NBH Belsley Siding
1613 SBD Belsley *	1630 NBD Dodds (9)	1631 SBH S. End Dodds Siding
1632 NBH Dodds *	1633 SBD Dodds (10)	1650 NBD Henry (11)
1651 SBH Henry *	1652 NBH No End Henry Siding	1653 SBD Henry (12)
1660 NBD Gardena	1661 SBH Gardena	1662 NBH Gardena
1663 SBD Gardena *	1664 NBD Caldwell *	1670 NBH So End Caldwell Sdg
1671 SBH So End Caldwell Siding	1672 NBH No End Caldwell Siding	1673 SBD Caldwell (13)
1680 NBD Kerfoot	1690 NBH Kerfoot	1691 SBH Kerfoot
1693 SBD Kerfoot *	00 NBD P&PU	1701 SBH P&PU Siding
02 NBH P&PU Siding	10 NBH Farm Creek Yd.	1710-A East Peoria *
10-B East Peoria (14)	11 SBD P&PU (15)	1712 NBH Farm Creek *
713 SBH Farm Creek *	15 SBH Farm Creek Yd.	1717 SBH Farm Creek Yd.
20 NBH Peoria Bridge (16)	721 SBH Peoria Bridge (17)	1722 NBH Peoria Drawbridge

723 SBH Power House (18)

1725 SBH Peoria Drawbridge

After 1927 those so noted becomes;

(1) NBH Ridgley Jct.

(2) NBD Sherman

(3) NBH So End Sherman Siding

(4) SBH So End Sherman Siding

(5) SBH No End Sherman Siding

(6) So End Clyde Siding after

(7) So End Clyde Siding

(8) SBH No End Clyde Siding

(9) NBH So End Dodds Siding

(10) SBH No End Dodds Siding

(11) NBH So End Henry Siding

(12) SBH No End Henry Siding

(13) SBH No End Caldwell Siding

(14) NBH Farm Creek Yd.

(15) SBH Farm Creek Yd

(16) NBH Farm Creek Yard

(17) SBH Farm Creek Yard

(18) SBH Peoria Drawbridge

*Indicates Retired By 1941

GRANITE CITY TO SPRINGFIELD

100 NBD Horseshoe (1)

101 SBH So End Horseshoe

102 NBH No End Horseshoe

103 SBD Horseshoe (2)

120 NBD Moores *

130 NBH Moores *

131 SBH Moores *

133 SBD Moores *

4 NBD Chemical

135 SBH Chemical

136 NBH Chemical

7 SBD Chemical

150 NBD Ford (3) *

151 SBH Ford (3) *

2 NBH Ford (3) *

153 SBD Ford (3) *

170 NBD Sand Pit *

171 SBH Sand Pit *

172 NBH Sand Pit *

173 SBD Sand Pit *

180 NBD Center Grove

181 SBH Center Grove

182 NBH Center Grove

183 SBD Center Grove

184 NBD Bells *

190 NBH Bells *

191 SBH Bells

193 SBD Bells *

NBH LeClaire Interlocker

SBH LeClaire Interlocker

201 SBH Terry (4)*

202 NBH Troy Road

210 NBD Wolf *

212 NBH Wolf *

218 NBD Graney

220 NBD Graney (5)

221 SBH So End Graney

222 NBH No End Graney

223 SBD Graney (6)

225 SBD Graney

248 NBH So End Maple Rd.(7) 250 NBD Maple Road (8)

251 SBH So End Maple Rd.

252 NBH No End Maple Rd.

253 SBD Maple Road (9)

280 NBD Hamel

281 SBH Hamel

282 NBH Hamel

283 SBD Hamel

300 NBD Hern (10)

301 SBH So End Hern

302 NBH No End Hern

303 SBD Hern (11)

310 NBD Worden Wye

311 SBH Worden Wye

312 NBH Worden Wye

313 SBD Worden Wye

320 NBD Subway (12)

321 SBH So End Subway

322 NBH No End Subway

323 SBD Subway (13)

340 NBD DeCamp *

341 SBH DeCamp *

342 NBH DeCamp *

343 SBD DeCamp *

350 NBD DeCamp Interlocker

351 SBH DeCamp Interlocker

352 NBH DeCamp Interlocker

353 SBD DeCamp Interlocker

360 NBD Sager (14)

361 SBH So End Sager

362 NBH No End Sager

363 SBH No End Sager

371 SBD Sager (15)

371 SBH Spring St., Staunton

NBH Wabash Mine Spur #14 Interlocker, Staunton

SBH Wabash Mine Spur #14 Interlocker, Staunton

390 NBH No End Wall	391 SBH No End Wall	393 SBD Wall *
420 NBD Smutzler *	421 SBH Smutzler *	422 NBH Smutzler *
423 SBD Smutzler *	428 NBD Sawyerville *	430 NBH So End Sawyerville
431 SBH So End Sawyerville	432 NBH No End Sawyerville	433 SBH No End Sawyerville
440 NBD Benld (16)	441 SBD Benld (17)	442 NBH No End Benld
443 SBH No End Benld	445 SBD No End Benld	

NBH C&NW Mine Spur Interlocker, Benld

SBH C&NW Mine Spur Interlocker, Benld

451 SBH So Gillespie	460 NBD Cavender (18)	470 NBH No End Cavender
471 SBH No End Cavender	473 SBD Cavender	490 NBD Bode *
491 SBH Bode *	492 NBH Bode *	493 SBD Bode *
500 NBD Clark (19)	501 SBH So End Clark	502 NBH No End Clark
503 SBD Clark (20)	520 NBD Loveless	521 SBH Loveless
522 NBH Loveless	523 SBD Loveless	540 NBD Davis
541 SBH So End Davis	542 NBH So End Davis	543 SBD Davis (21)
544 NBH No End Davis	570 NBD Moody *	571 SBH Moody
572 NBH Moody	580 NBH Carlinville	580 NBD Alton *
590 NBH Alton *	591 SBH Alton *	592 NBD Sheeps *
593 SBD Alton *	594 NBH Sheeps *	600 NBH So End Sheeps
601 SBH So End Sheeps	602 NBH No End Sheeps	603 SBD Sheeps (22)
620 NBD C&A Conn. (23)	621 SBH C&A Conn. (23)	622 NBH C&A Conn. (23)
623 SBD C&A Conn. *	640 NBD Cooper (24)	641 SBH So End Coopers
642 NBH No End Coopers	643 SBD Cooper (25)	660 NBD Dow *
670 NBH So End Dow	671 SBH So End Dow	672 NBH No End Dow
673 SBD Dow (26)	690 NBD Ruth (27)	691 SBH So End Ruth
692 NBH No End Ruth	693 SBD Ruth (28)	720 NBD Bowman
721 SBH Bowman	722 NBH Bowman	723 SBD Bowman *

5-H NBH CB&Q Interlocker (South Virden)

6-H SBH CB&Q Interlocker (South Virden)

741 SBH Monroe	750 NBH North Virden	760 NBD County Line (29)
761 SBH So End County Line	762 NBH No End County Line	763 SBH No End County Line
771 SBH County Line *	772 NBD Thayer *	773 SBD County Line *
774 NBH Thayer *	775 SBH Thayer *	781 SBD Thayer *
800 NBD Solomon (30)	801 SBH So End Solomon	802 NBH No End Solomon
803 SBD Solomon (31)	NBH C&IM Interlocker (So Auburn)	
SBH C&IM Interlocker (So Auburn)	805 SBD No End Solomon	820 NBD Lefton (32)
821 SBH So End Lefton	822 NBH No End Lefton	823 SBD Lefton (33)
840 NBD Irwins Park	841 SBH Irwins Park	842 NBH Irwins Park
843 SBD Irwins Park *	850 NBD Mack *	860 NBH Mack *

861 SBH Mack *	683 SBD Mack *	870 NBD Chatham Siding (34)
871 SBH So End Chatham Siding	872 NBH No End Chatham Siding	
873 SBD Chatham Siding (35)	890 NBD Lick Creek	891 SBH Lick Creek
892 NBH Lick Creek	893 SBD Lick Creek *	910 NBD Woodside
911 SBH Woodside	912 NBH Woodside	913 SBD Woodside *
920 NBD Hawks *	922 NBH Hawks *	930 NBH So End Hawks
931 SBH So End Hawks	932 NBH No End Hawks	933 SBD Hawks (36)
940 NBD South Belt *	941 SBH South Belt (37)	942 NBH South Belt *

VIA SPRINGFIELD STREET TRACKAGE

950 NBD Wabash Connection *	951 SBH WITS: Wabash Conn.*
952 NBH WITS:Wabash Conn.*	953 SBD Wabash Connection * 955 SBH Laurel Street *

VIA EAST BELT LINE

960 NBH Park	971 SBH Drain Tile
NBD B&O Interlocker (South of East Belt Yards)	
NBH B&O Interlocker (South of East Belt Yards)	
SBH B&O Interlocker (South of East Belt Yards)	
SBD B&O Interlocker (South of East Belt Yards)	
1000 NBH East Belt	1001 SBH Springfield (Station)

AFTER 1927 BECOMES;

(1) NBH So End Horseshoe	(2) SBH No End Horseshoe
(3) Lee	(4) Hotz
(5) NBH So End Graney	(6) SBH No End Graney
(7) NBD Maple Road	(8) NBH So. End Maple Road
(9) SBH No. End Maple Road	(10) NBH So End Hern
(11) SBH No End Hern	(12) NBH So End Subway
(13) SBH No End Subway	(14) NBH So End Sager
(15) SBD Spring Street, Staunton	(16) NBH So End Benld
(17) SBH So End Benld	(18) NBH Elm St. Gillespie
(19) NBH So End Clark	(20) SBH No End Clark
(21) SBH No End Davis	(22) SBH No End Sheeps
(23) C&A Siding	(24) NBH So End Coopers
(25) SBH No End Coopers	(26) SBH No End Dow
(27) NBH So End Ruth	(28) SBH No End Ruth
(29) NBH So End County Line	(30) NBH So End Solomon
(31) SBH No End Solomon	(32) NBH So End Lefton

(33) SBH No End Lefton (34) NBH So End Chatham Siding
 (35) SBH No End Chatham Siding (36) SBH No End Hawks
 (37) Jesse

ST. LOUIS TO Mc KINLEY BRIDGE

SUBWAY to CASS AVENUE

020A NBH Track #1 St. Louis Terminal	020B NBH Track #2 St. Louis Terminal
020C NBH Track #3 St. Louis Terminal	030A SBH Globe Democrat
030B SBH Globe Democrat	040 NBH Globe Democrat
042 NBH O'Fallon Street	050 SBH O'Fallon Street
060A NBH Main Track-Portal	060B NBH Freight Track-Portal
060C NBH Freight Track-Portal	070 SBH South Cass Avenue

HOWARD STREET (ELEVATED) TO Mc KINLEY BRIDGE

80 NBH Howard Street	91 SBH Howard Street	10 NBH North Chambers Street
11 SBH North Market Street	14 NBH North Market Street	15 SBH South Branch Street
18 NBH Branch Street	21 SBH Branch Street	22 NBH North Branch Street
23 SBH North-Branch Street	25 SBH Bridge Junction	

ST. LOUIS TO Mc KINLEY BRIDGE VIA CITY STREET TRACKAGE

30 NBD Broadway *	39 SBD Bridge Road Crossing *	40 NBD Bridge Road Crossing
*40 NBH Bridge Road Crossing *	41 SBD McKinley Bridge *	41 SBH McKinley Bridge *
42 NBH McKinley Bridge *	43 SBD Venice Power Plant *	43 SBH Venice Power Plant *

VENICE HI LINE TO GRANITE CITY

30 NBH Powers	40 NBH Burns *	41A SBH Burns
41B SBH Burns Freight Main	50 NBH Lang	51 SBH Lang
60 NBH Eastern	61 SBH Eastern	63 SBH Sulfur
NBH Sulfur Junction (1)	SBH Sulfur Junction (1)	70 NBD Hewitt *
80 NBH Hewitt (2)	80 NBD St. Johns (3)	90 NBH St. Johns *
91 SBH St. Johns *	93 SBH St. Johns *	96 NBD A&S Interlocker
2 SBH A&S Interlocker	1 NBH A&S Interlocker	

BECOMES AFTER 1927;

(1) Granite City
 (2) St. Johns
 (3) NBH St. Johns

* Indicates Retired By 1941

COAL MINES SERVED BY THE ITS/ITC 398

Vermilion County	398
Tazewell County	398
Sangamon County	398
Macoupin County	398
Madison County	399
St. Louis Troy & Eastern	399
Madison County	399
St. Clair County	399

Coal Mines Served By ITS/ITC

Vermilion County

USGS Index

#90	Sharon Mine	1906-1925 shaft
#94	Electric Mine (Hillery)	1903-1915 shaft
#211	Gray Mine	1903-1914 shaft/strip
#400	United Electric No.1	1910-1933 strip
#3700	Carbon Hill Mine (United Electric No. 5)	1916-1926 strip
#3838	Missionfield	1885-1927 pioneer mechanized strip mine

Tazewell County

#3634	Urbandale Mine	1917-1928 shaft/slope

Sangamon County

#440	Peabody No. 57 (Capital)	1882-1951 shaft
#343	Dawson Mine	1900-1925 shaft
#122	Brewerton No. 81 (Jefferson)	1902-1938 shaft
#75	Black Diamond Mine	1905-1927 shaft
#314	CW&F (Thayer)	1901-1926 shaft
#311	Mechanicsburg	1906-1912 shaft
#641	Farrand Mine	1937-1955 Coal trucked and loaded manually at IT siding.

Macoupin County

#188	Girard	1883-1924 shaft ITS might have hauled slag only.
#67	Virden North	1905-1960 ITS might have hauled slag only.
#2915	Carlinville South Mine	1919-1954 shaft
#886	Monterey No. 1	1969-2020 shaft
#843	Little Dog Mine	1919-1968 shaft

Madison County

#453	Kerns-Donnewald K-D Mine	1901-1925 shaft
#767	Edwardsville East Side Mine	1911-1946 shaft

Coal Mines served by StLT&E**Madison County**

#644	Troy Domestic	1901-1954 shaft
#344	Donk Bros. No.1	1900-1922 shaft
#438	Donk Bros. No.2	1901-1922 shaft
#70	Thermal No.4	1920-1940 shaft
#191	Henrietta Home Trade Mine	1898-1939 shaft (located west of Edwardsville, tipple located near IT steam line - no evidence of siding or spur - might have been located on original Wabash spur.

St Clair County

#533	St. Ellen Mine	1904-1960 shaft

GRAIN ELEVATORS SERVED BY THE ITS/ITC 400

Distance from Peoria	400
Distance from Decatur-North	400
Distance from Decatur-East	400
Distance from Bloomington-North	400
Distance from Springfield East	400
Distance from Champaign East	400
Distance from Ogden-South	400
Distance from St. Louis North	400

Distance from Peoria

Besley	10.5
Walnut	19.9
Fravert	22.4
Mindale	23.9
Sutter	26.1
Richmond	28.5
Burt	29.7
Union	33.5
Wilmert	37.9
Evans	38.3
Fogarty	48.4
Hurlbut	55.8
Mt. Fulcher	56.2

Distance from Decatur-North

Martin	8.7
Crawford	11.7
Maroa	13.7
Craig	17.4
Ducys	26.3
Carle Springs	29.0
Bucks	29.7
Earls	32.9

Distance from Decatur East

Mason	14.8
Lark	26.3

Distance from Bloomington-North

Elkins	7.4
Stuckey	10.5

Distance from Springfield-East

Hessar	7.6
Mechanicsburg	14.1
Lanesville	16.2
Haynes	18.9
Illioopolis	21.8
Harristown	30.3

Distance from Champaign East

Fulls	8.2
Glover	12.3
Ogden	15.5
Delong	18.3

Distance from Ogden South

State Road	2.5
Homer	5.4

Distance from St. Louis North

Hamel	25.9
Nilwood	68.4
Woodside	92.5

OPERATING RULE BOOKS--401

January 1, 1908 ITS	402
January 1, 1918 ITS	403
January 10, 1927 ITS	406
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1969 Consolidated Code	411
July 1, 1935 Steam Division	411

THE RULE BOOK OUTLINE

January 1, 1908

Front cover

January 1, 1908

Rules of the Illinois Traction System

“Be Courteous and Civil to all is a Never-to-be-Forgotten Rule” – Front cover of book

Black hardcover with orange lettering

6¾” by 4½”

60 pages

INSIDE COVER

Rules of the Transportation Department

Office of General Superintendent; Springfield

Rules govern line operations of the ITS

Superseding all previous rules and instructions

CONTENTS

General notice

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TRAIN RULES

Standard time

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Signal rules

Visible signals

Color signals

Hand flag lamp signals

Audible Signals

Air whistle

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Train Signals

Use of signals

Classification of trains

Movement of trains

Rules for movement by train orders

Blake signals

Train orders

Forms of Train orders

A to F

Special Rules

Conductor Motormen & Brakemen

Rules Applicable to motormen

Rules for using air brakes

Superintendent of bridges & building

Roadmasters

Signals

Track Foreman

Ejectments

Accidents

Franchise requirements

Operations (required stop locations, blocking sidewalks-streets, operation of gong, crossing other railroads

Speed limits

Express & freight movement restrictions (weight limitations, hours of movement, number of cars and type of equipment, commodity restrictions

Interesting notation

Atlanta- Operation: All cars stop in Atlanta

The ITS never went through Atlanta!!!

January 1, 1918

Front cover

January 1, 1918

Illinois Traction Bar & Bell Logo

Rules of the Operating Department

“Be Courteous and Civil to all is a Never-to-be-Forgotten Rule” – Front cover of book

Green hardcover with black lettering

6¾” by 4½”

119 pages

INSIDE COVER

Train Rules

Operating Department

Takes effect 4 o'clock AM January 1, 1918

Issued in accordance with rules adopted by the American Railway Association November 17, 1915

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Hand flag lamp signals

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Duties of employees

Train Dispatchers

Conductor Motormen & Brakemen

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Accidents

Diagrams of hand flag & lamp signals- adopted November 17, 1915

Diagrams of Train signals- adopted November 17, 1915

Signal Rules

General definitions

Interlocking rules & definitions

Requisites of Installation

Adjuncts

General rules -Diagrams of signals indications

Rules for trainmen

Rules for Signal operations

Rules for Signal operators

Automatic Block System

General notice
 Requisites of Installation

Adjuncts

General rules- Diagrams of signals indications
 Motormen and trainmen

Dispatcher Signal system

General Notice
 Rules for trainmen

Station Agents

Signal Numbers (block signal assigned number, direction type-home/distant, location)

OMITTED

Rules of the Illinois Traction System

Rules of the Transportation Department

Office of General Superintendent; Springfield

Rules govern line operations of the ITS

Superseding all previous rules and instructions

Visible signals

Audible Signals

Air whistle
 Bell
 Train Signals

Blake signals

Train orders

Rules Applicable to motormen
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 Superintendent of bridges & building
 Roadmasters
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Franchise requirements

Operations (required stop locations, blocking sidewalks-streets, operation of gong,
 crossing other railroads

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Express & freight movement restrictions (weight limitations, hours of movement,
 number of cars and type of equipment, commodity restrictions

Interesting notation

Atlanta- Operation: All cars stop in Atlanta

The ITS never went through Atlanta!!!

January 10, 1927

Front cover

Illinois Traction Service System oval Logo

Rules of the Operating Department

“Be Courteous and Civil to all is a Never-to-be-Forgotten Rule” – Front cover of book

Tan hardcover with black lettering

6¾” by 4½”

114 pages

INSIDE COVER

Illinois Traction System

Train Rules

Operating Department

Takes effect 4 o’clock AM January 10, 1927

Issued in accordance with rules adopted by the American Railway Association May 15, 1924

A charge of 50 cents will be deducted from employees pay unless book is returned on leaving of service (Book signed by George J Kemtz)

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- Accidents
- Diagrams of hand flag & lamp signals- adopted May 15, 1924
- Diagrams of Train signals- adopted May 15, 1924
- Signal Rules
 - General definitions
 - Interlocking rules & definitions
 - Requisites of Installation
 - Adjuncts
 - General rules -Diagrams of signals indications
- Rules for trainmen
- Rules for Signal operators
- Automatic Block System
 - General notice
 - Requisites of Installation
 - Adjuncts
 - General rules- Diagrams of signals indications
 - Motormen and trainmen
- Station Agents
- Signal Numbers (block signal assigned number, direction type-home/distant, location)

OMITTED

- Conductor Motormen & Brakemen
- Rules for Signal operations
- Dispatcher Signal system
 - General Notice
 - Rules for trainmen

March 1, 1939

Front cover

Illinois Terminal Railroad Co.

Electrified division

Operating Interlocking and Signal Rules

Brown soft cover with black lettering

4" by 5¾"

75 pages

INSIDE COVER

Same as cover

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Movement of trains

Rules for movement by train orders

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A to P (I, N and O are omitted) (formerly K)

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Diagrams of signals indications

Rules for trainmen

Rules for Signal men
 Automatic Block System Rules
 Diagrams of Block signals
 Motormen and trainmen
 Station Agents

OMITTED

Engine and motor whistle signals
 Communicating bell or air signals
 Conductor to motorman

 Motorman to conductor
 Classification of trains
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April 10, 1948

Front cover
 Illinois Terminal Railroad Co.
 Operating Interlocking and Signal Rules
 Brown soft cover with black lettering
 4" by 6½"
 88 pages

INSIDE COVER

Same as cover

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- Engine and train crews

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- Operators

- Station Agents

- Reserves seat coach porters

OMITTED

- Electrified Division

- Classification of trains

- Rules for trainmen

- Motormen and trainmen

1969

The Consolidated Code of Operating Rules

Edition of June 1, 1967

Hardback cover -Black with gold lettering

186 pages

4½" X 7"

Adopted by the IT 1969

STEAM DIVISION**July 1, 1935**

Illinois Terminal Railroad System

Steam Division

Train Rules

65 pages

Green soft cover

4" x 4¾"

PASSENGER TRAIN ABANDONMENTS 412

Main Line Trains 412

Suburban Service 413

Branch Line Service 413

PASSENGER TRAIN ABANDONMENTS

EVEN NUMBERS: NORTH OR EAST ODD NUMBERS: SOUTH OR WEST

TOTAL 424 TRAINS

ROUTE	No.	FILED	EFFECTIVE	TRAIN NO.
Peoria-East Peoria	12	3/27/50	6/7/50	On February 27, 1949, a shuttle was placed in service to handle passengers Peoria-E. Peoria to meet Streamliners 90-92-93-95 then on January 15, 1950, all trains.80-81-82-84-85-86-87-89-90-92-93-95.
East Peoria-St. Louis	6	2/23/51	9/30/51	80-82-85-86-87-93
East Peoria-St. Louis	8	6/12/54	3/13/55	90-91-92-94-95-97-98-99 Replaced with Test Trains 82-83*
East Peoria-St. Louis	2	2/17/55	6/12/55	82-83* End of service to E. Peoria
Danville-Springfield	6	2/17/50	8/6/50	68-69-72-73-78-79
Danville-Watkins (DeLong)	6	4/23/51	4/27/52	60-61-62-63-64-65 End of service to Danville
Watkins (DeLong)-Champaign	6	12/8/52	4/28/53	60-61-62-63-64-65
Decatur-Springfield	2	3/27/53	6/28/53	89-96
Champaign-Springfield	6	6/12/54	3/13/55	60-61-62-63-64-65 Replaced with Test Trains 70-71*
Champaign-Springfield	2	2/17/55	6/12/55	70-71* End of service to Champaign/Decatur
Decatur-East Peoria	4	3/27/50	11/12/50	38-39-48-49
Mackinaw Jct.-Forsyth	8	5/29/52	2/22/53	40-41-42-43-44-45-46-47
East Peoria-Mackinaw Jct.	8	2/2/53	4/26/53	40-41-42-43-44-45-46-47
Decatur-Forsyth	8	2/2/53	4/26/53	40-41-42-43-44-45-46-47

ROUTE	No.	FILED	EFFECTIVE	TRAIN NO
Springfield-St. Louis	2	2/23/51	9/30/51	81-84
Gillespie-St. Louis	2	4/30/52	9/28/52	70-71
Springfield-St. Louis	2	6/12/51	3/13/55	89-96 Replaced with Test Trains 80-81*
Springfield-St. Louis	4	9/2/55	3/4/56	80-81* 82-83 End of Service.

* Test Trains were required by the Illinois Commerce Commission to determine if total abandonment of passenger was justified by monitoring the traffic handled on the test trains.

SUBURBAN SERVICE 210 Trains

ROUTE	No.	FILED	EFFECTIVE	TRAIN NO.
Hillery-Danville-Tilton	36	12/5/38	7/19/39	400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435
St. Louis-Alton	40	12/19/51	3/8/53	1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40 –End of Service to Alton
St. Louis-Granite City	134	3/27/58	6/22/58	First Bridge car leaves St. Louis at 12:00 AM, and last car arrives at 12:15 AM

BRANCH LINES 166 Trains

ROUTE	No.	FILED	EFFECTIVE	TRAIN NO.
Danville-Catlin	34	N/A	2/1/28	First car leaves Danville-5:45 AM and last car leaves Catlin-11:30 PM
Ogden-Homer	18	N/A	7/17/28	First car leaves Homer-7:40 AM and last car leaves Ogden-5:10 PM
Ridge Farm-Georgetown	74	N/A	9/30/33	First car leaves Danville-5:00AM and last car leaves Ridge Farm-11:00PM
Georgetown-Danville	26	N/A	4/26/36	1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26

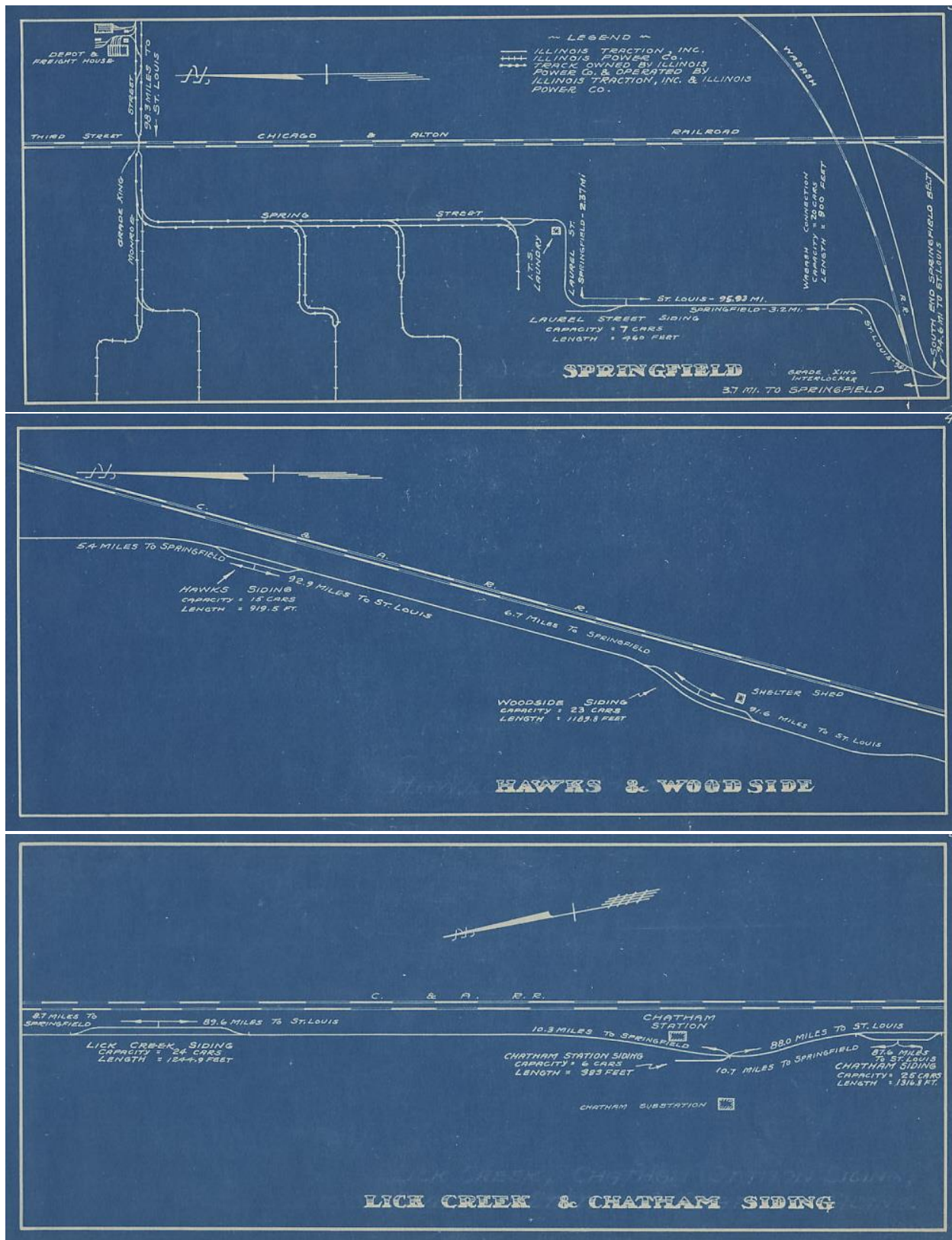
ROUTE	No.	FILED	EFFECTIVE	TRAIN NO
Mechanicsburg- Mechanicsburg Jct.	16	N/A	9/8/28	First car leaves Mechanicsburg- 6:50AM and last car leaves Junction-6:30 PM
Hillsboro-Litchfield	8	N/A	9/30/33	1-2-3-4-5-6-7-8
Litchfield-Staunton	8	N/A	4/18/39	1-2-3-4-5-6-7-8
Mitchell-Edwardsville	10	N/A	9/2/31	100-101-104-105-106-107-108-109-110-111
Alton-Grafton	6	7/7/52	5/24/53	2-3-4-5-6-7

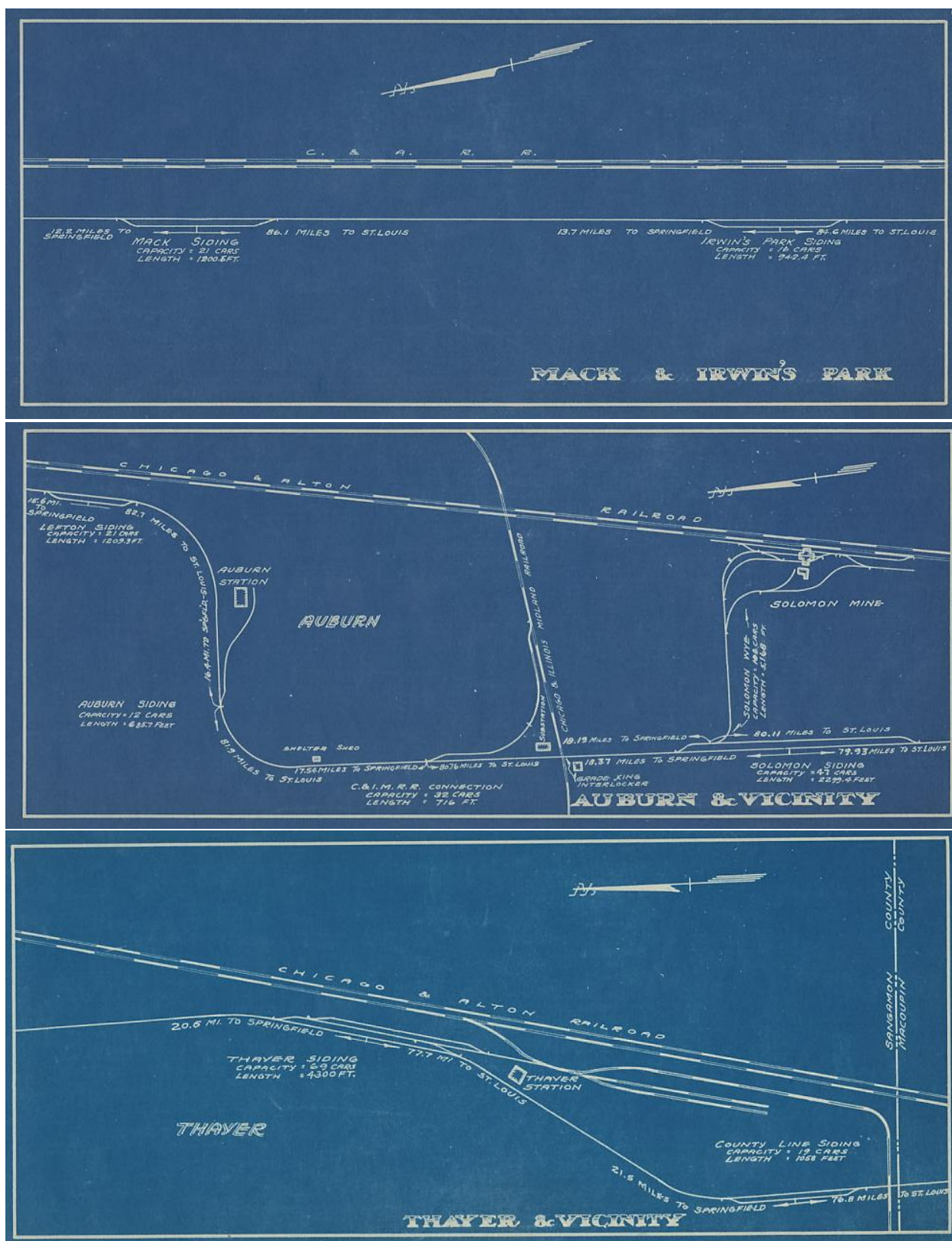
THE SYSTEM PLAT 415

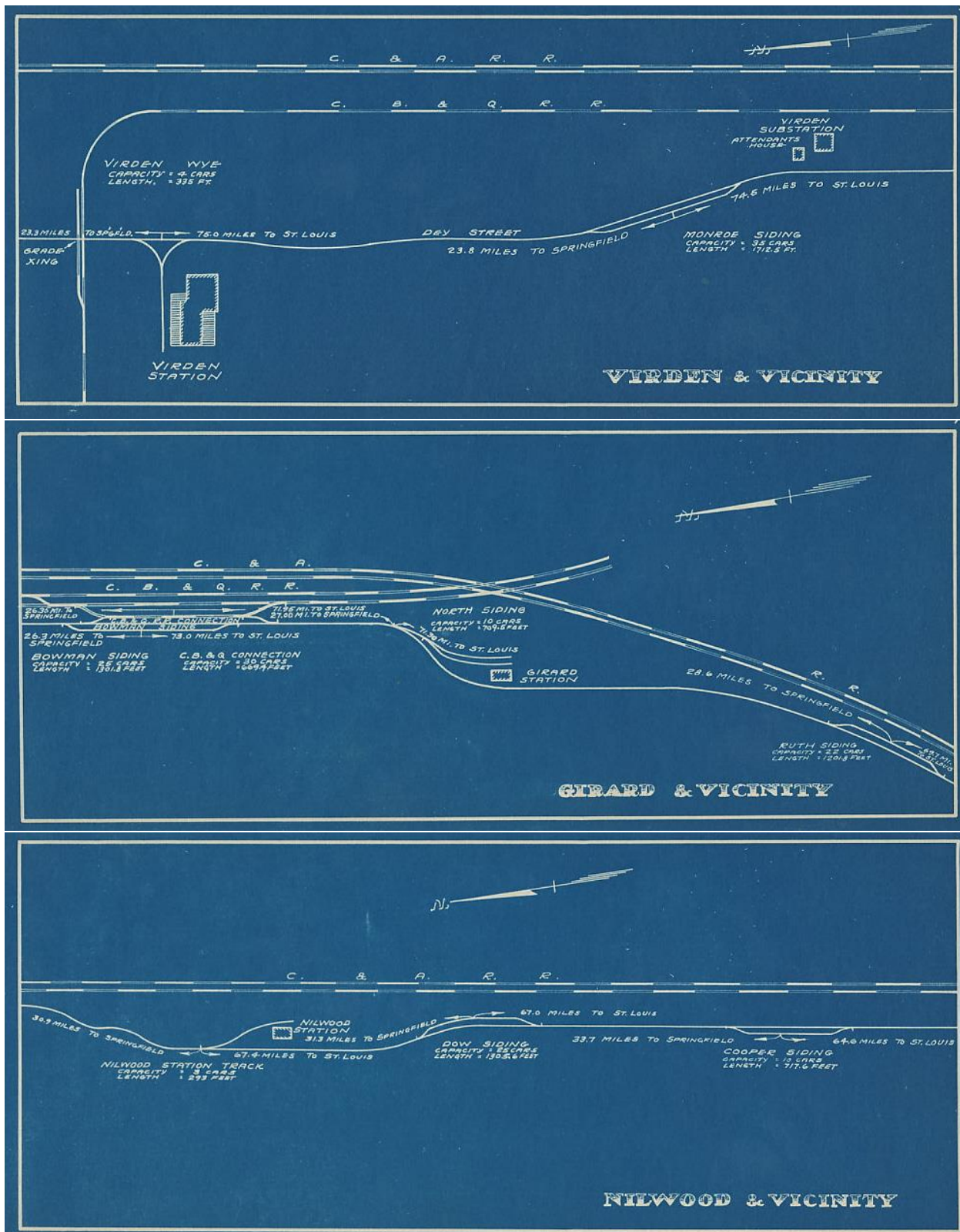
Springfield to St. Louis	416
Staunton to Hillsboro	428
Springfield to Peoria	430
Mackinaw to Decatur	435
Springfield to Decatur	439
Mechanicsburg Jct. Mechanicsburg	443
Decatur to Champaign	444
Champaign to Danville	448
Ogden to Homer	451
Danville to Ridge Farm	452
Danville to Catlin	454
Champaign Belt	455
Decatur Belt	456
Springfield Belt	458
Edwardsville Belt	460
Granite City Belt	461

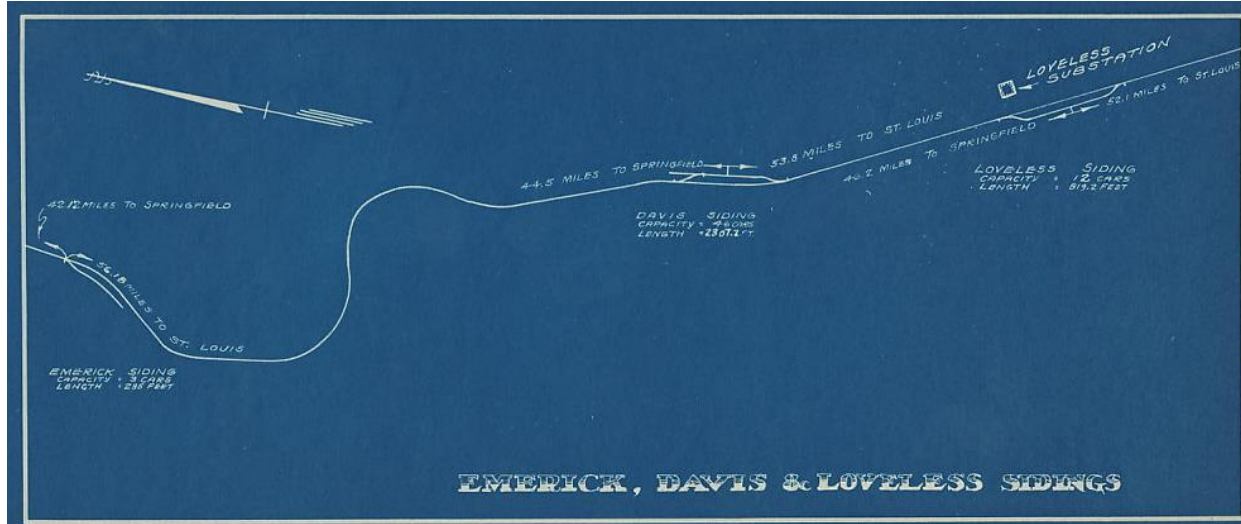
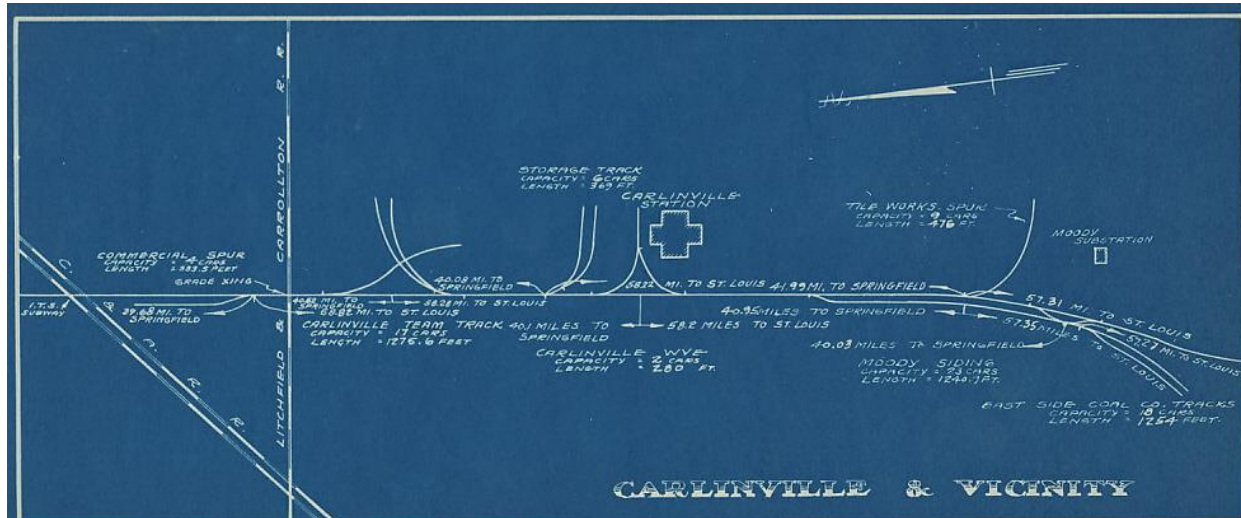
THE PLAT 416

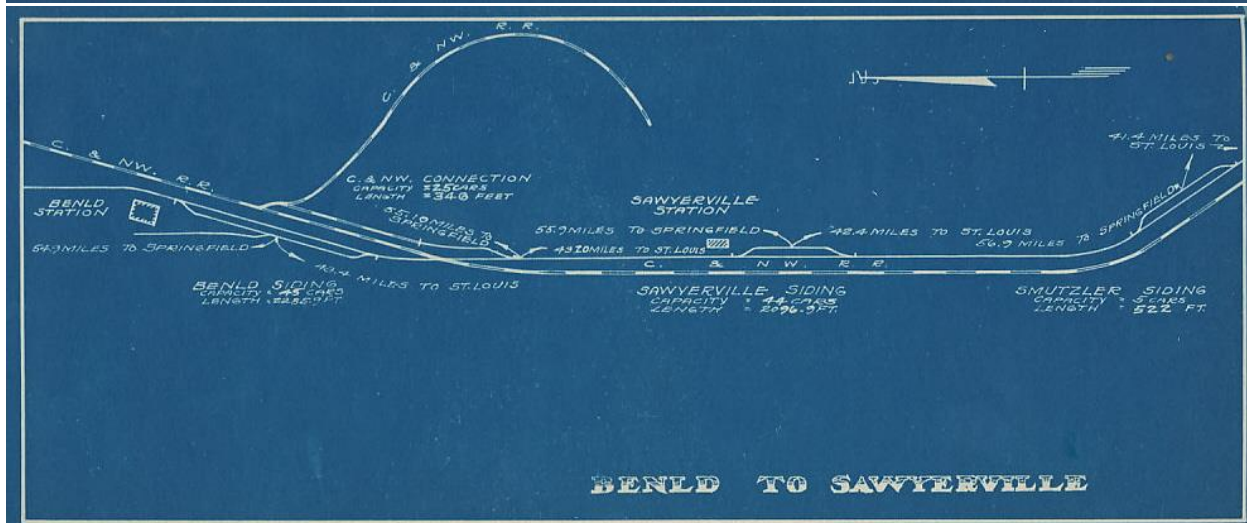
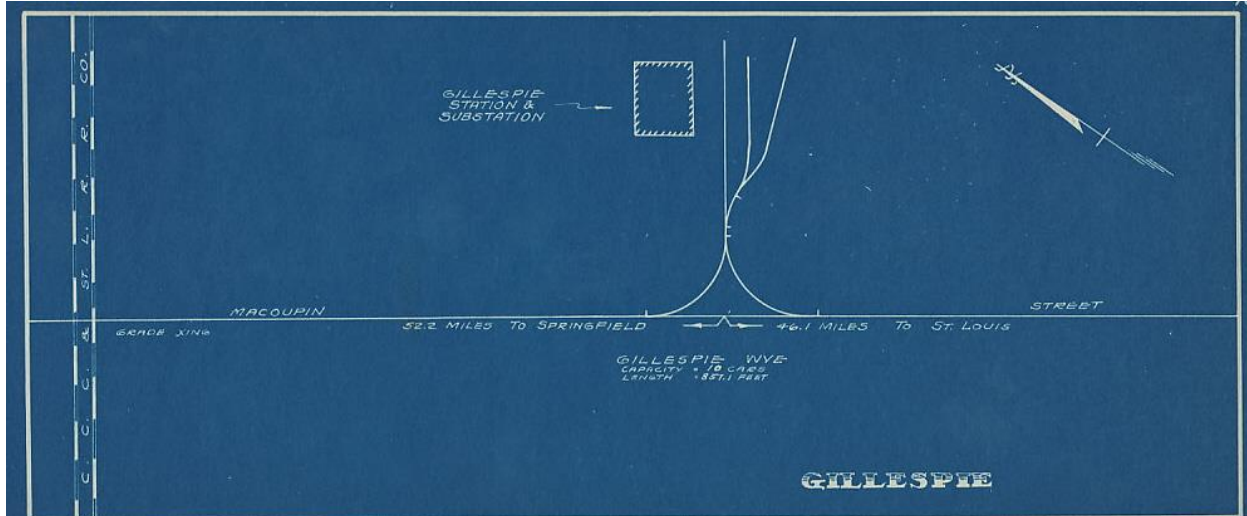
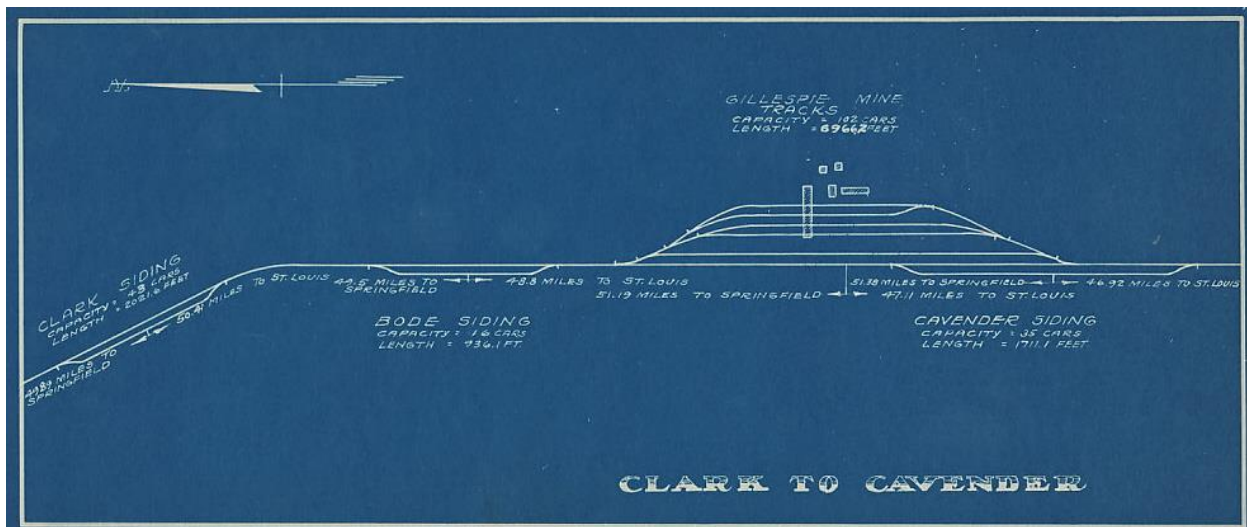


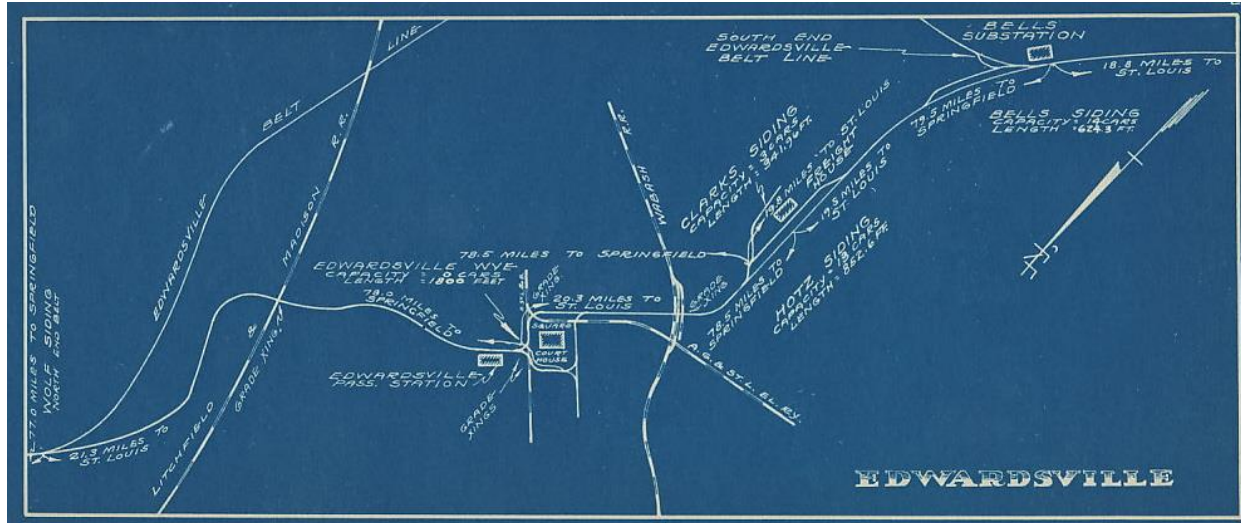
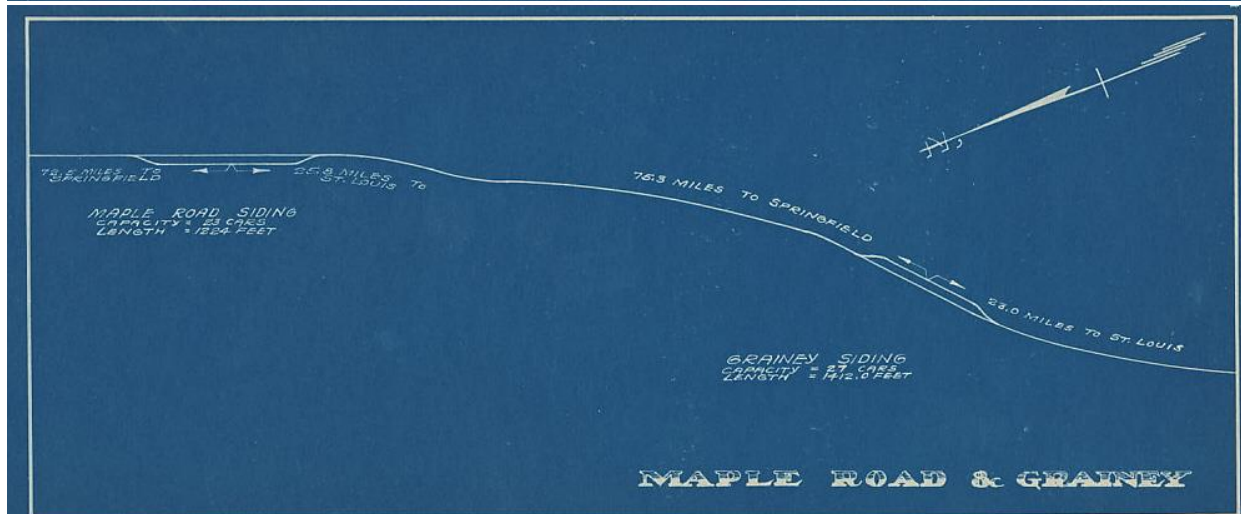
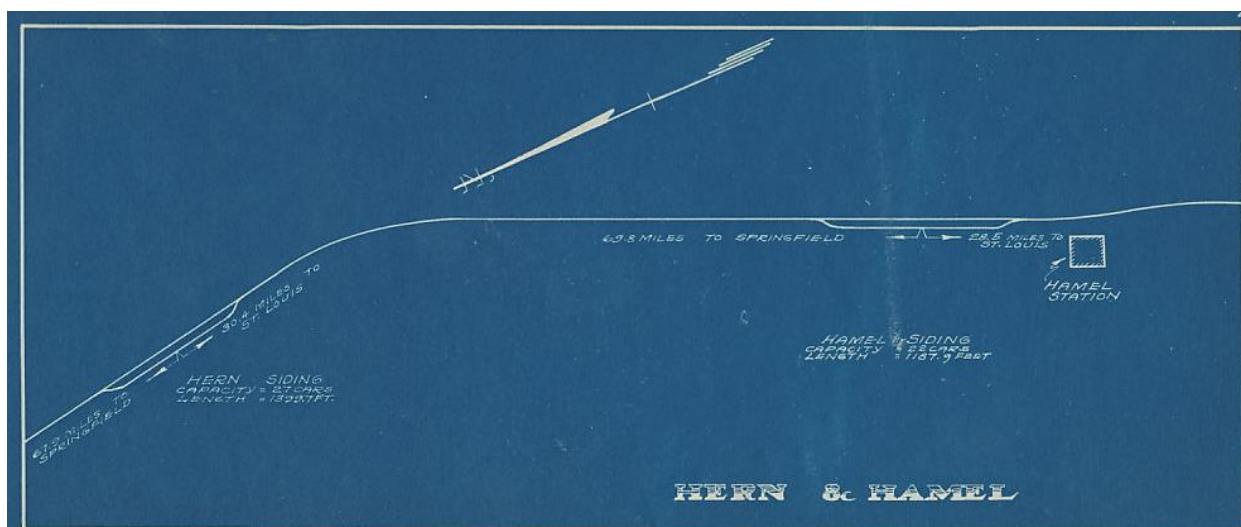


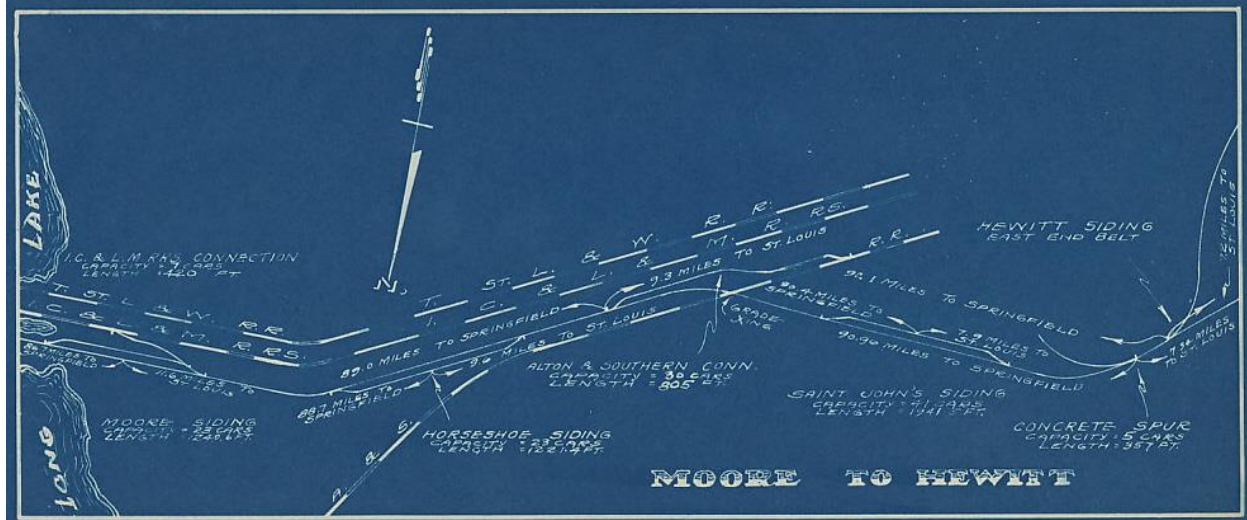
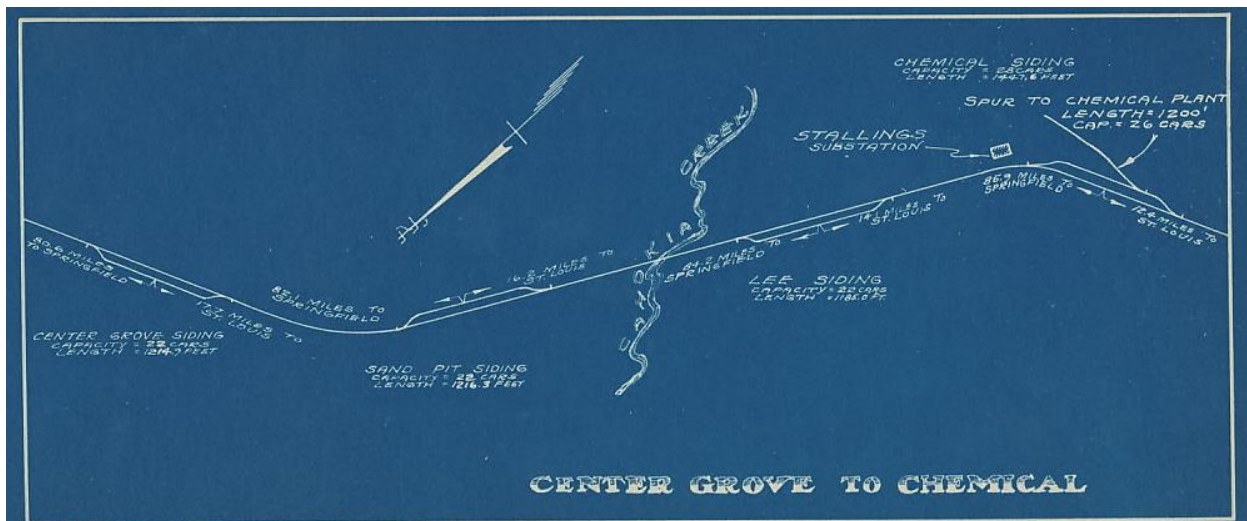


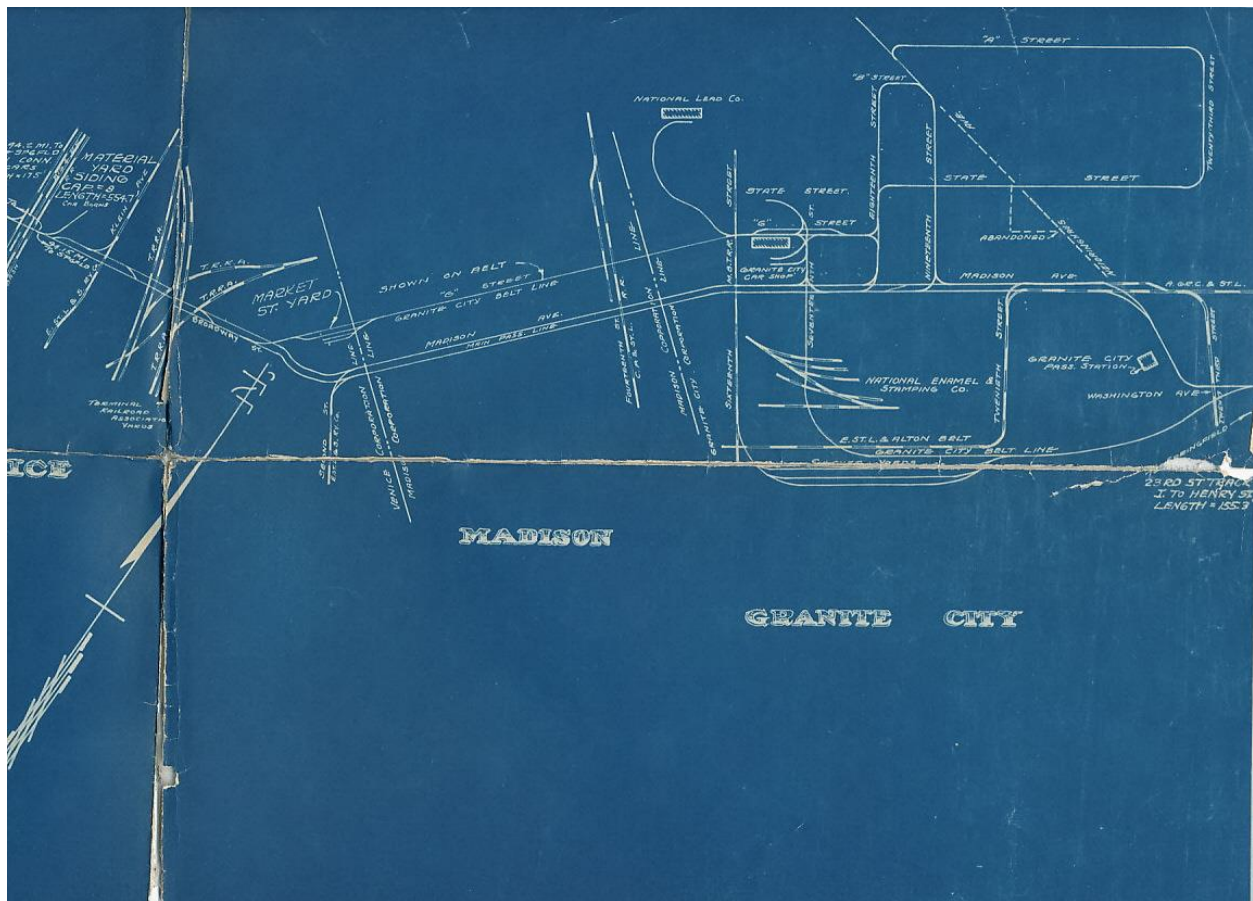


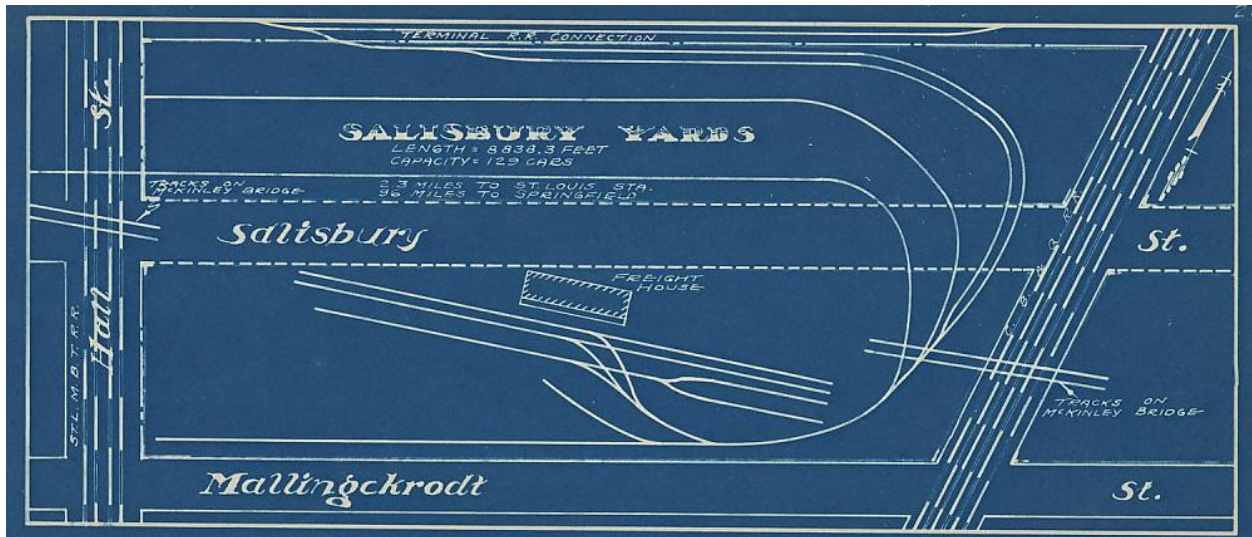
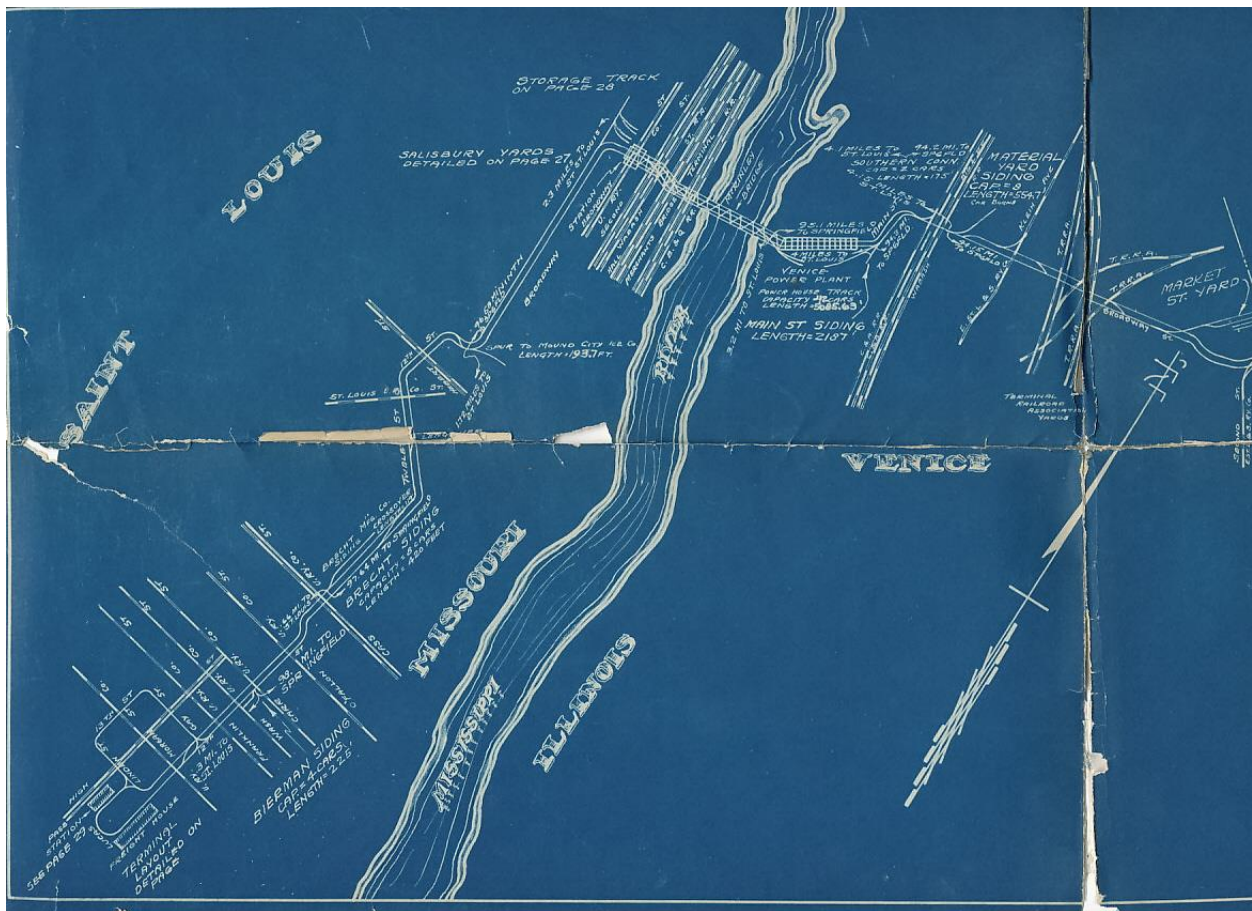


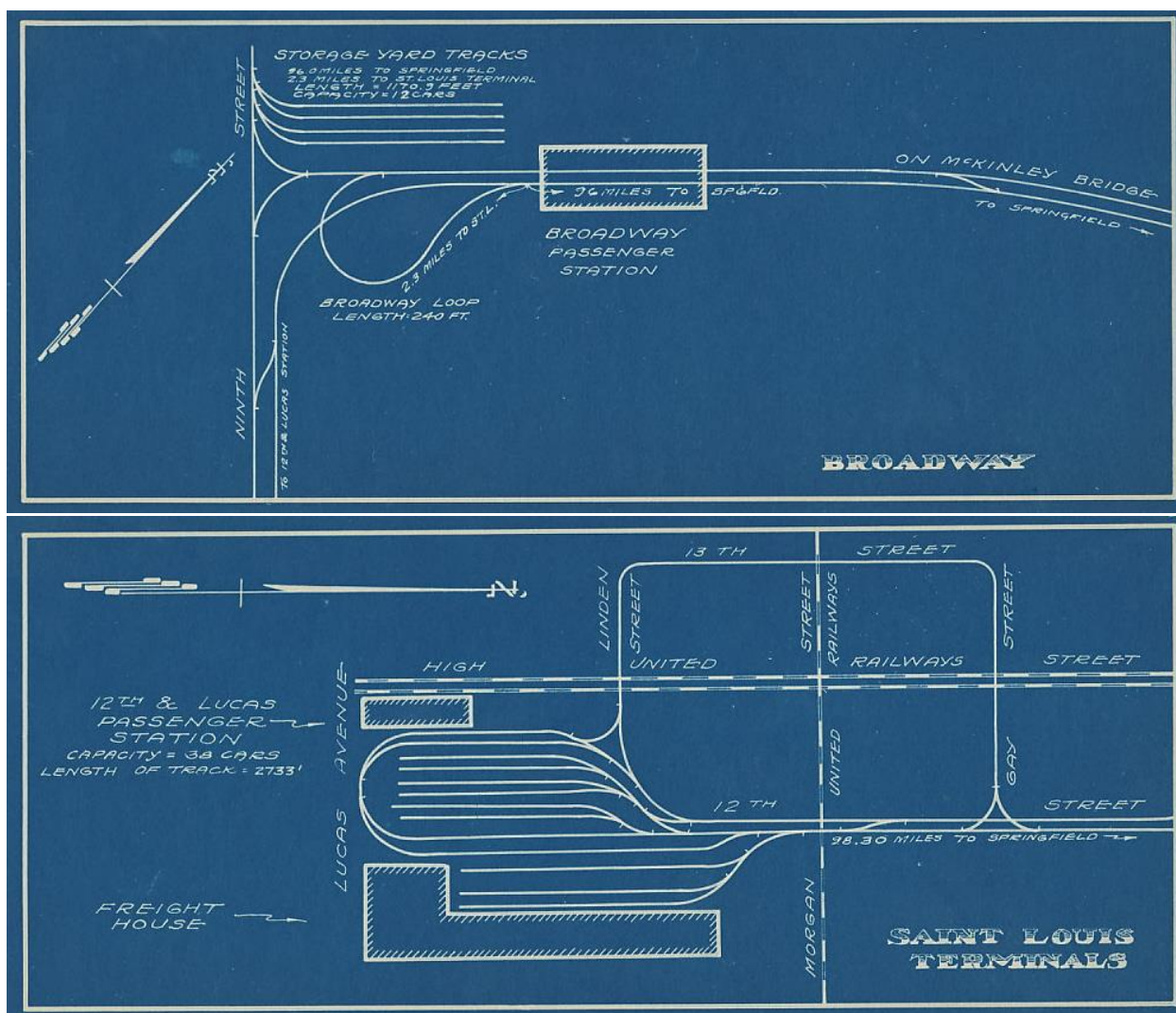




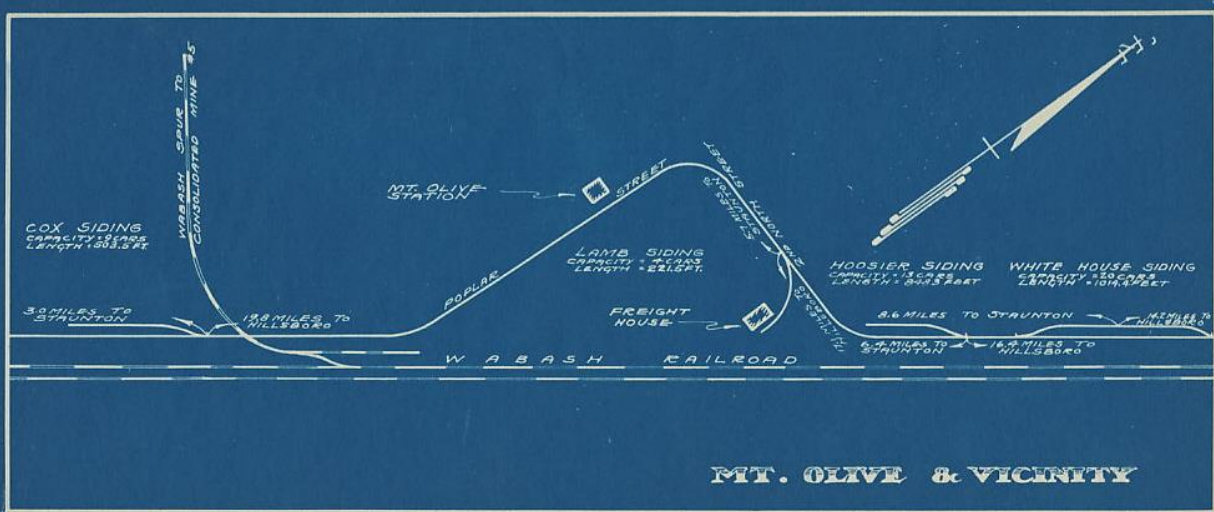
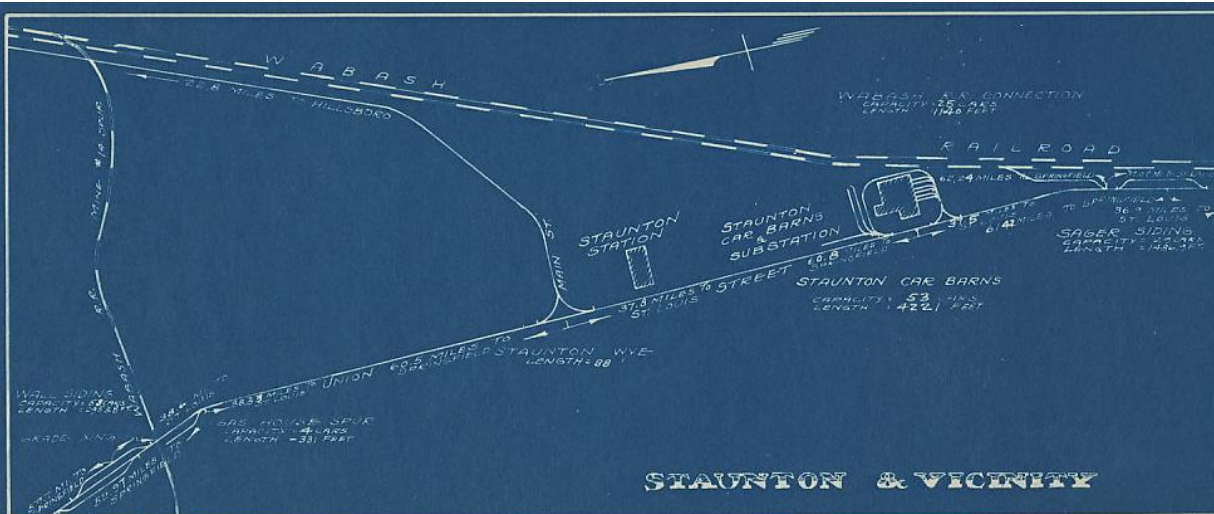


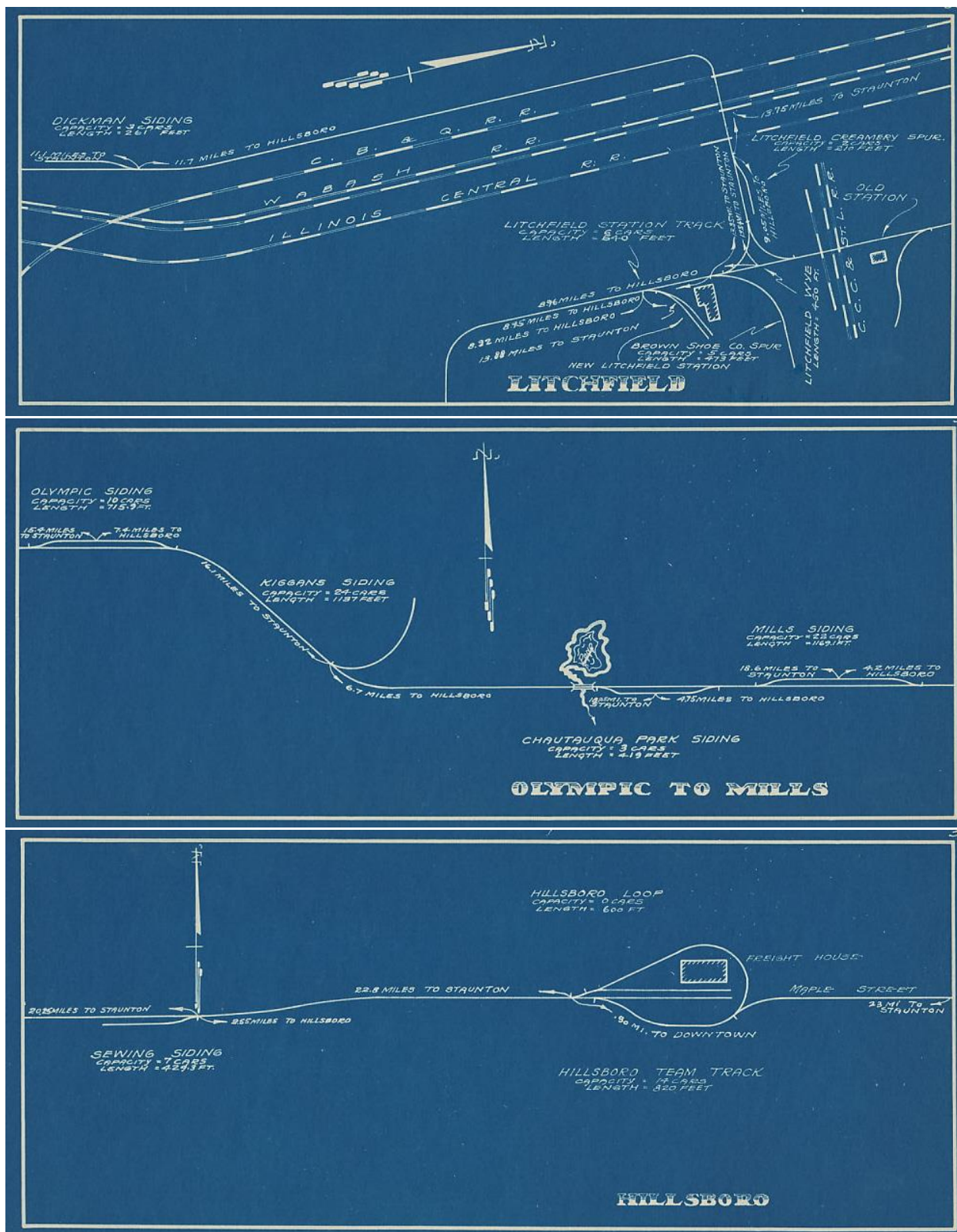




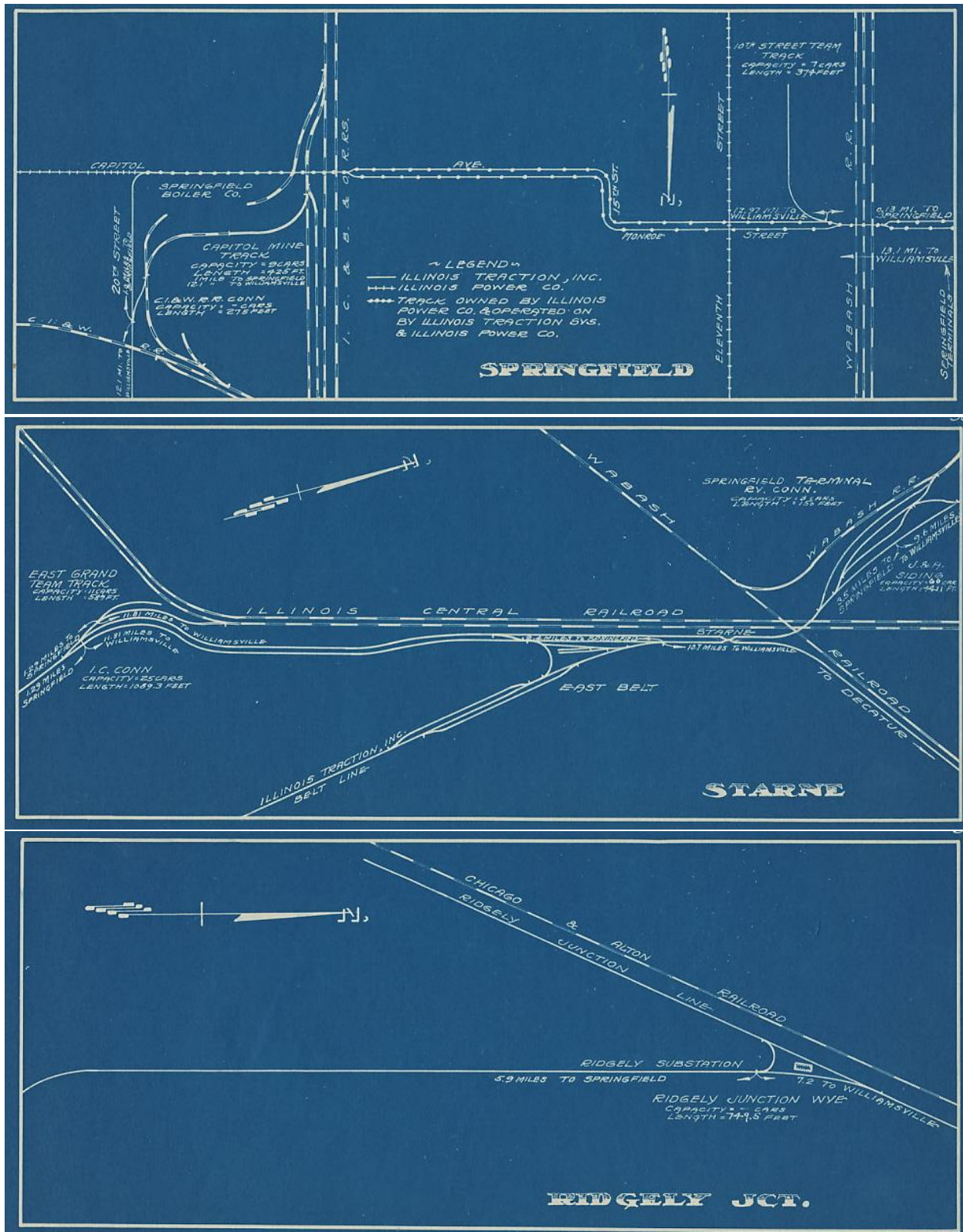


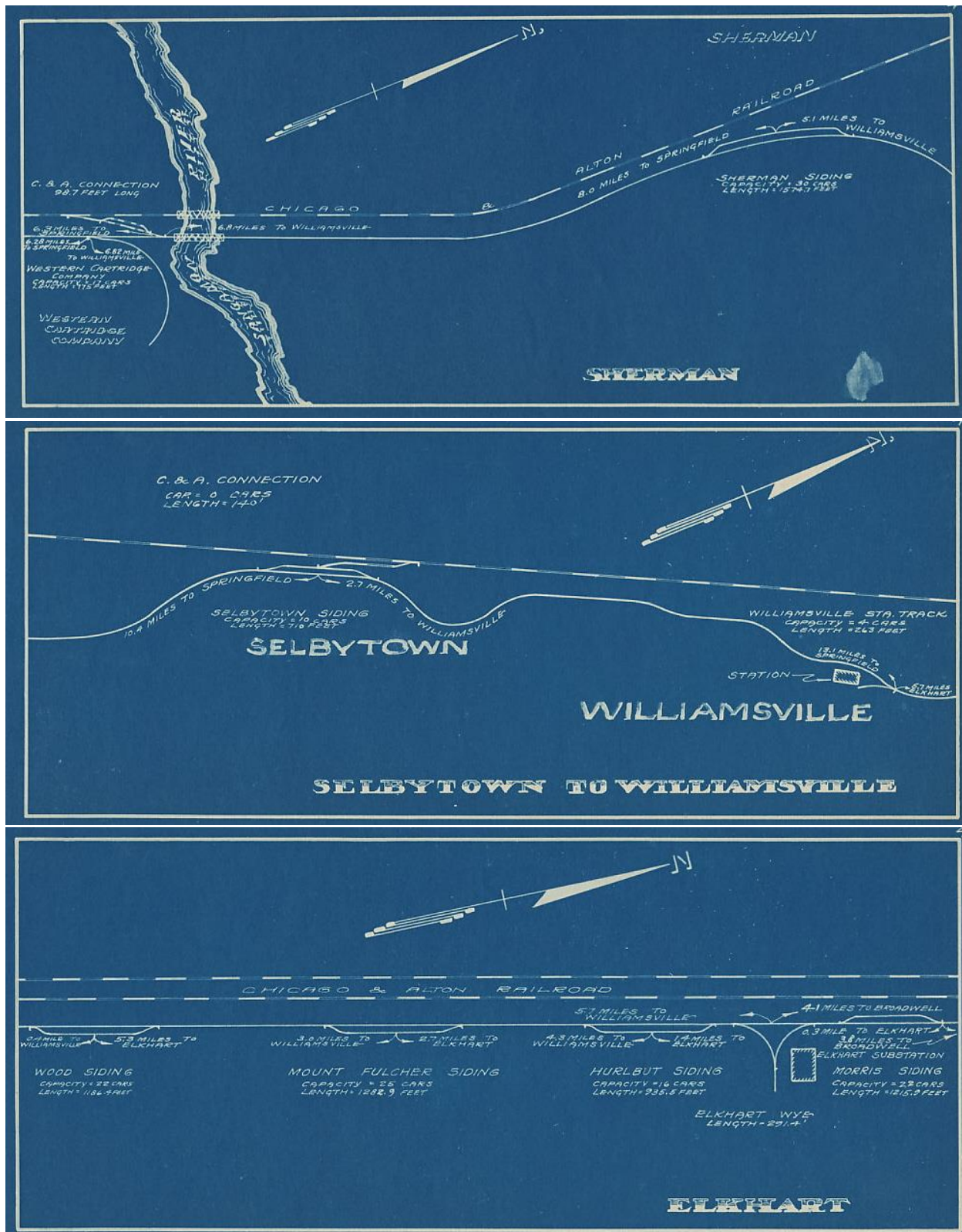
STAUNTON TO HILLSBORO

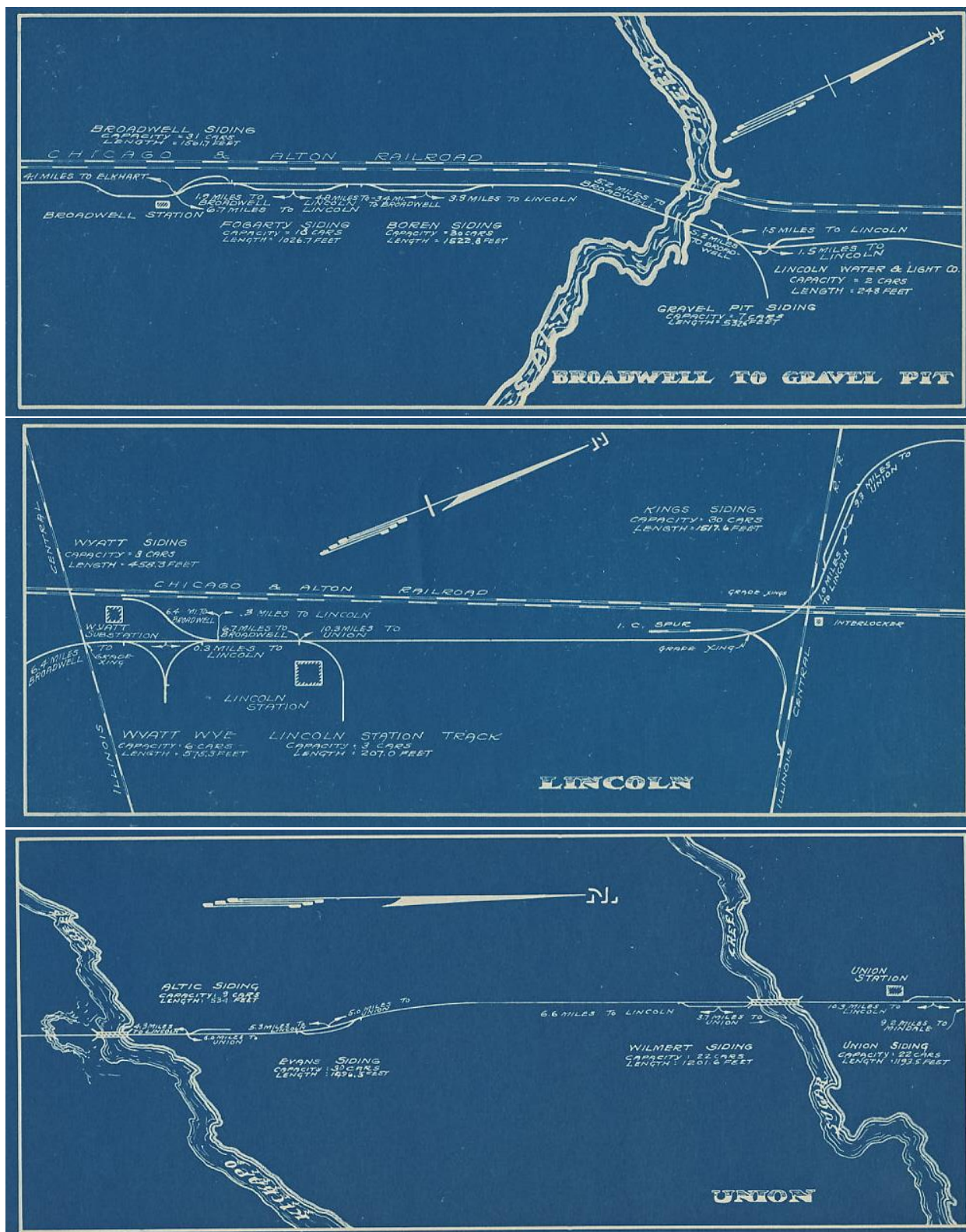


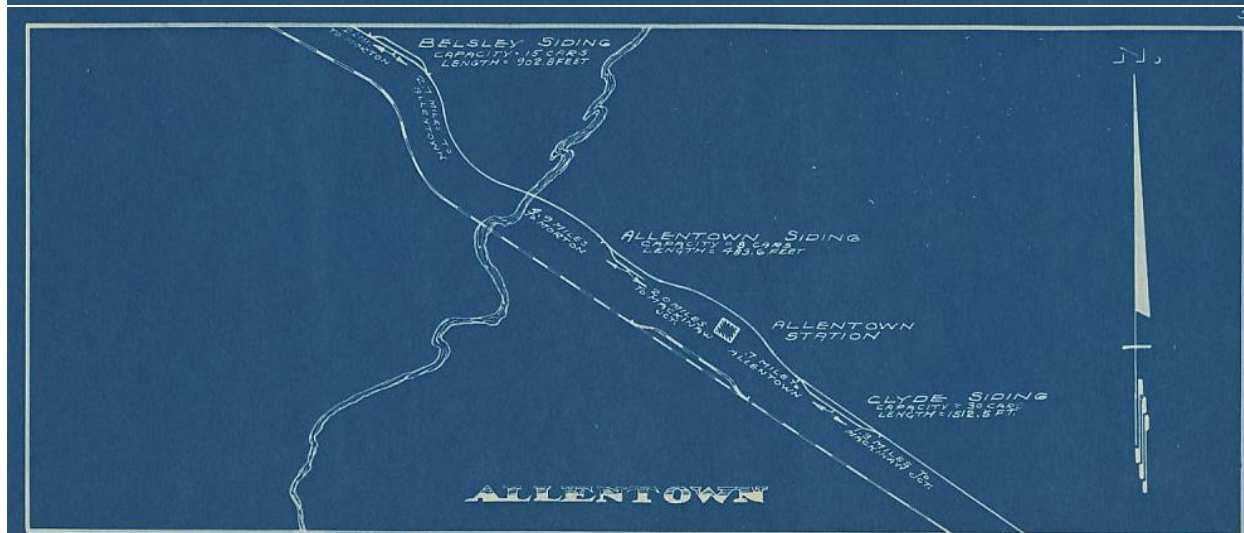
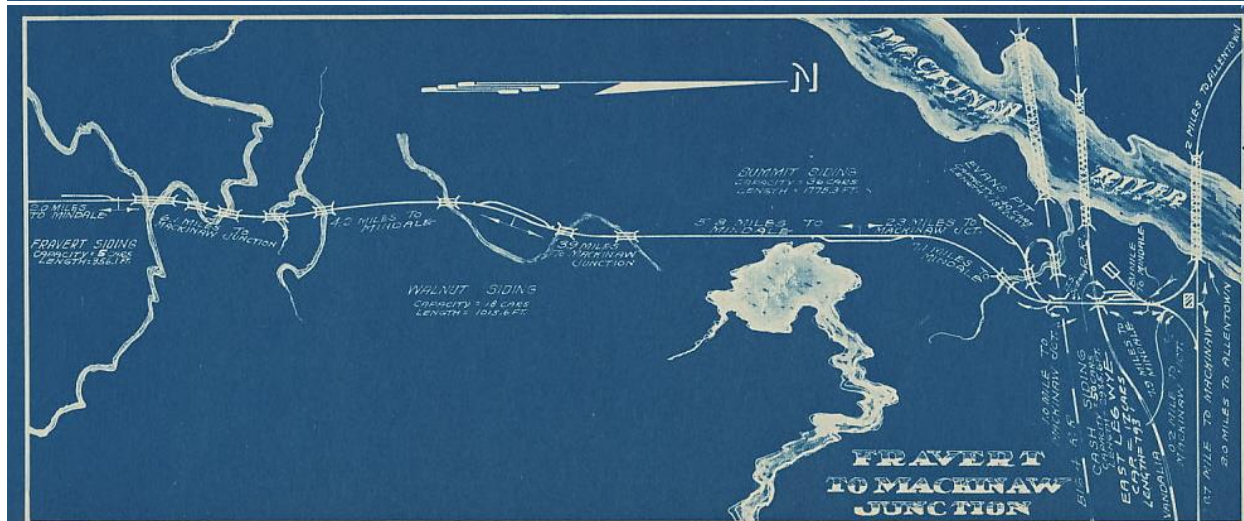
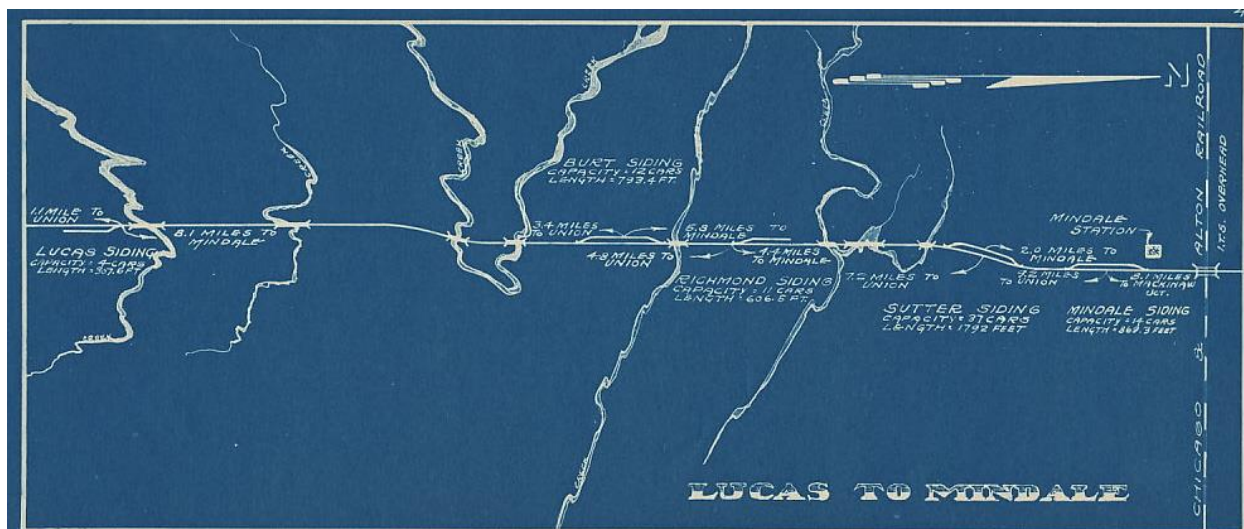


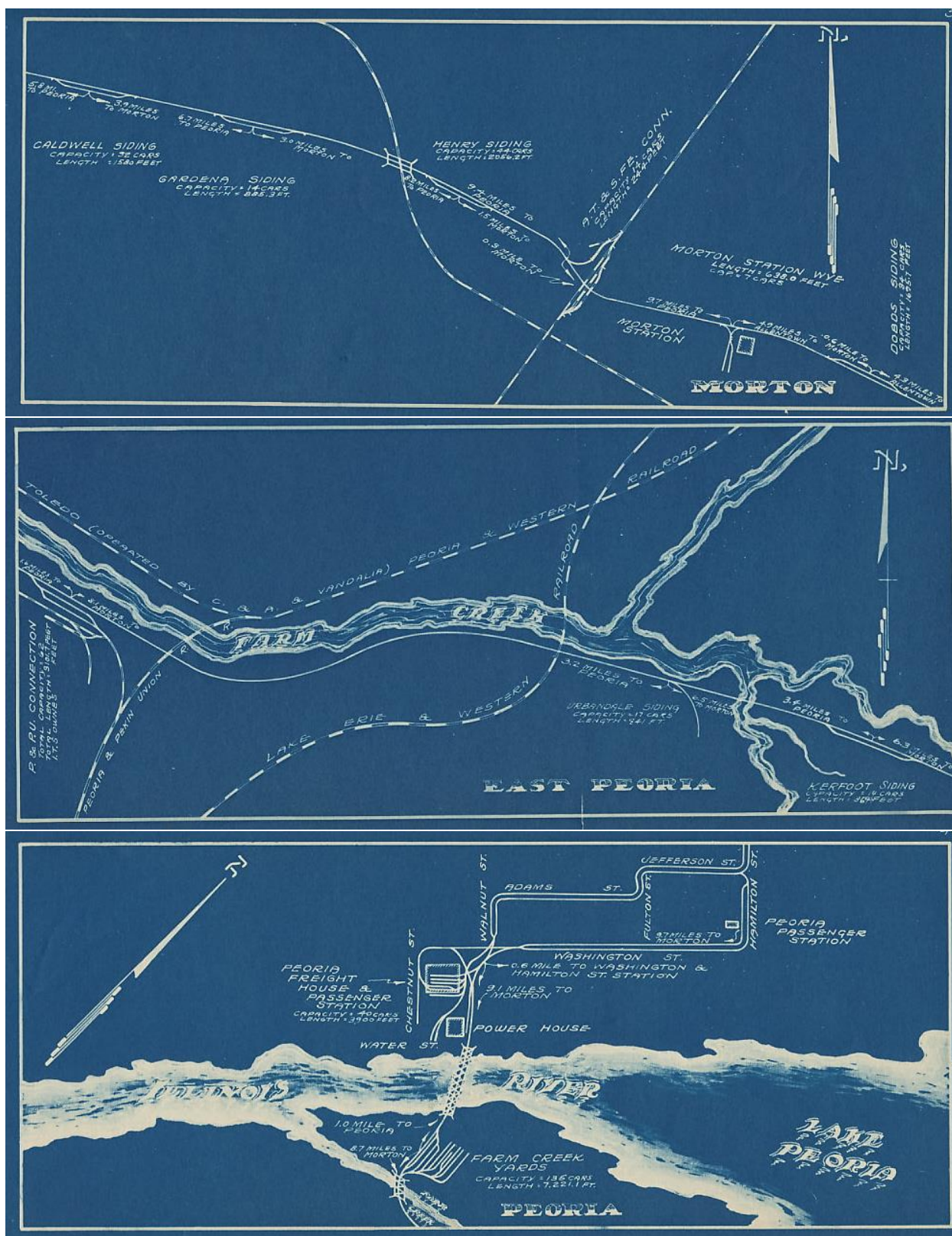
SPRINGFIELD TO PEORIA



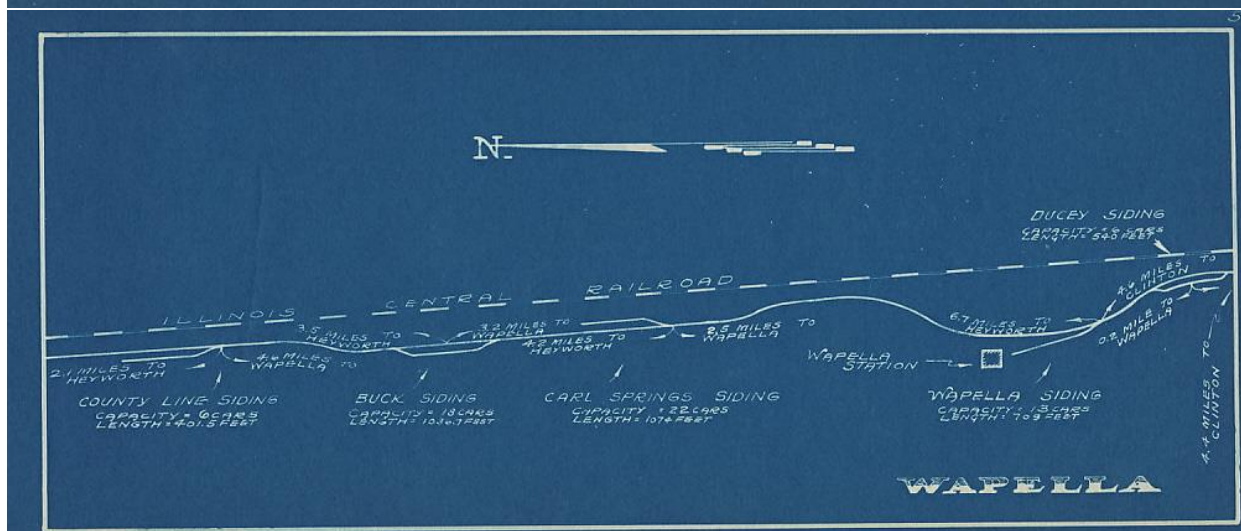
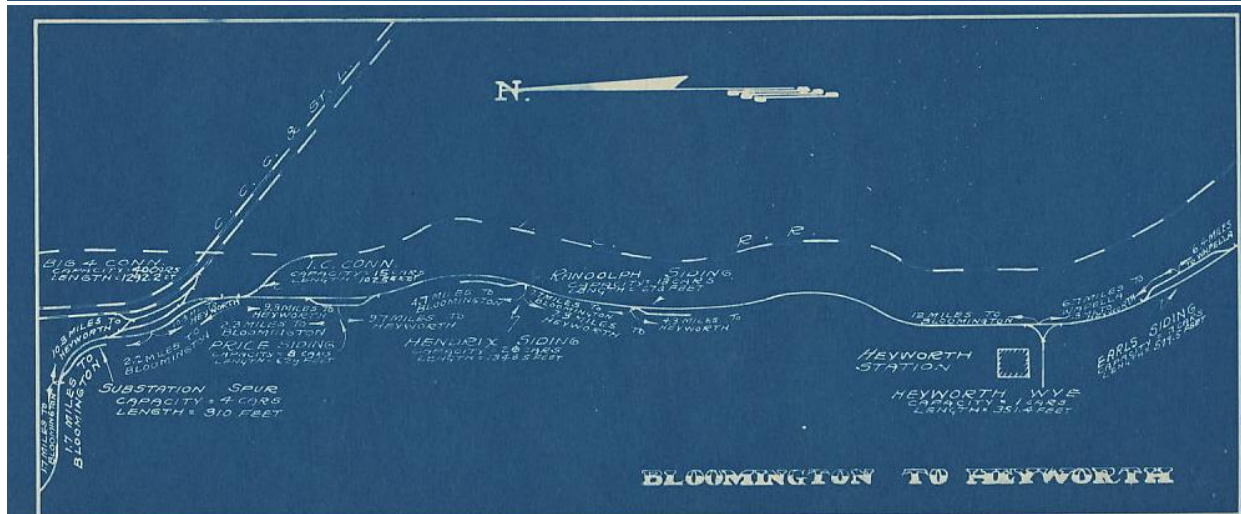


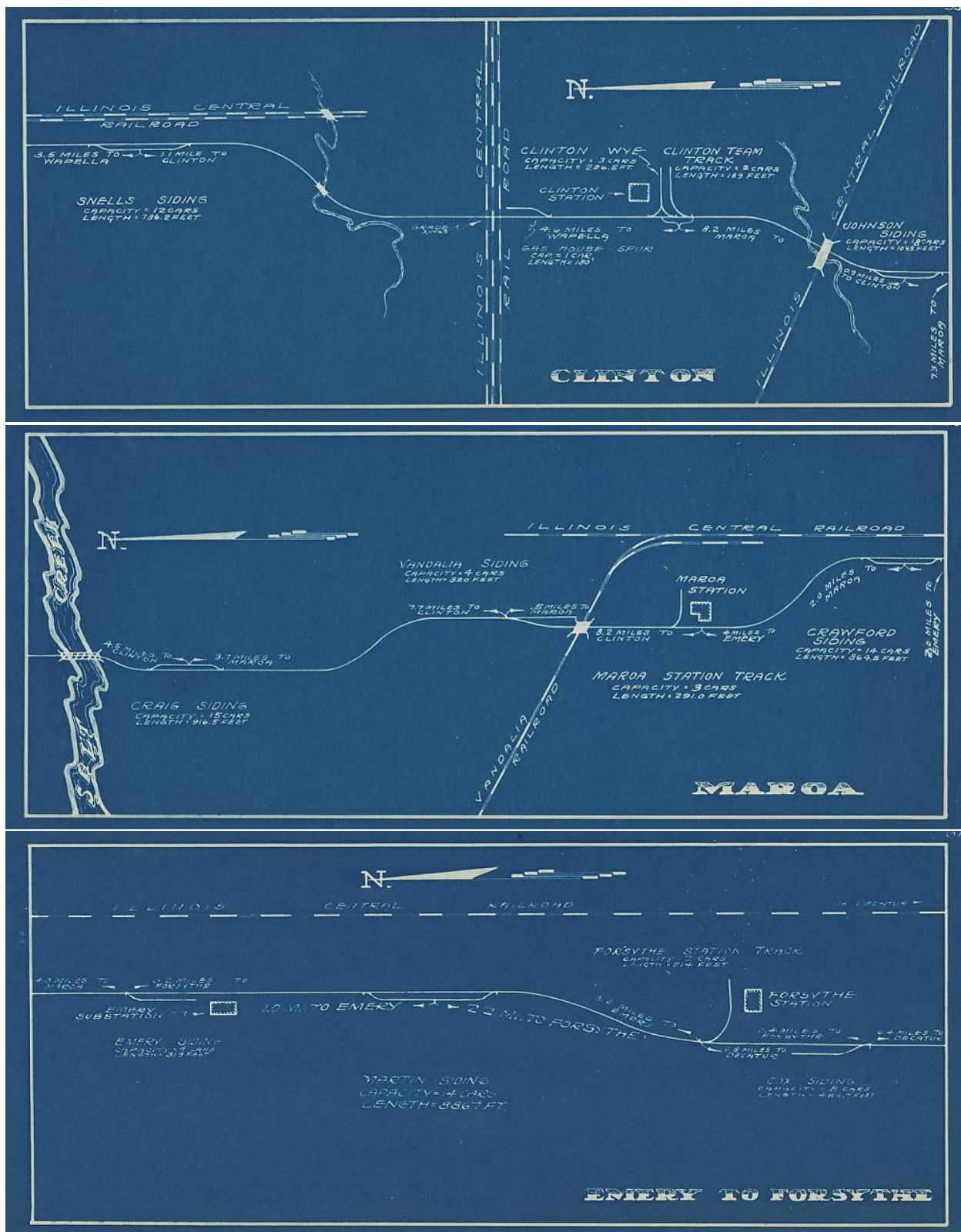


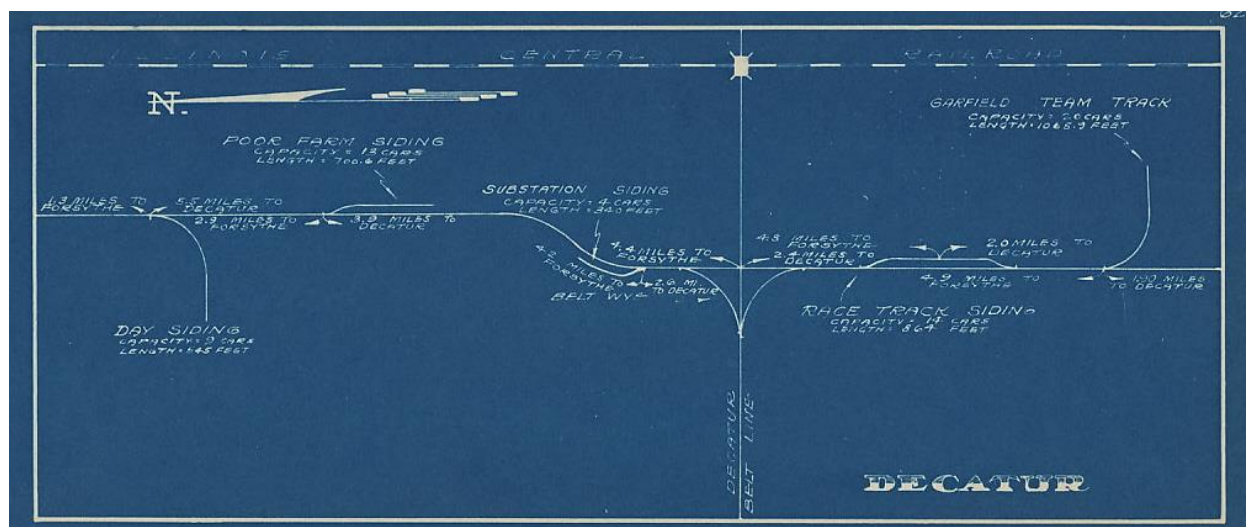




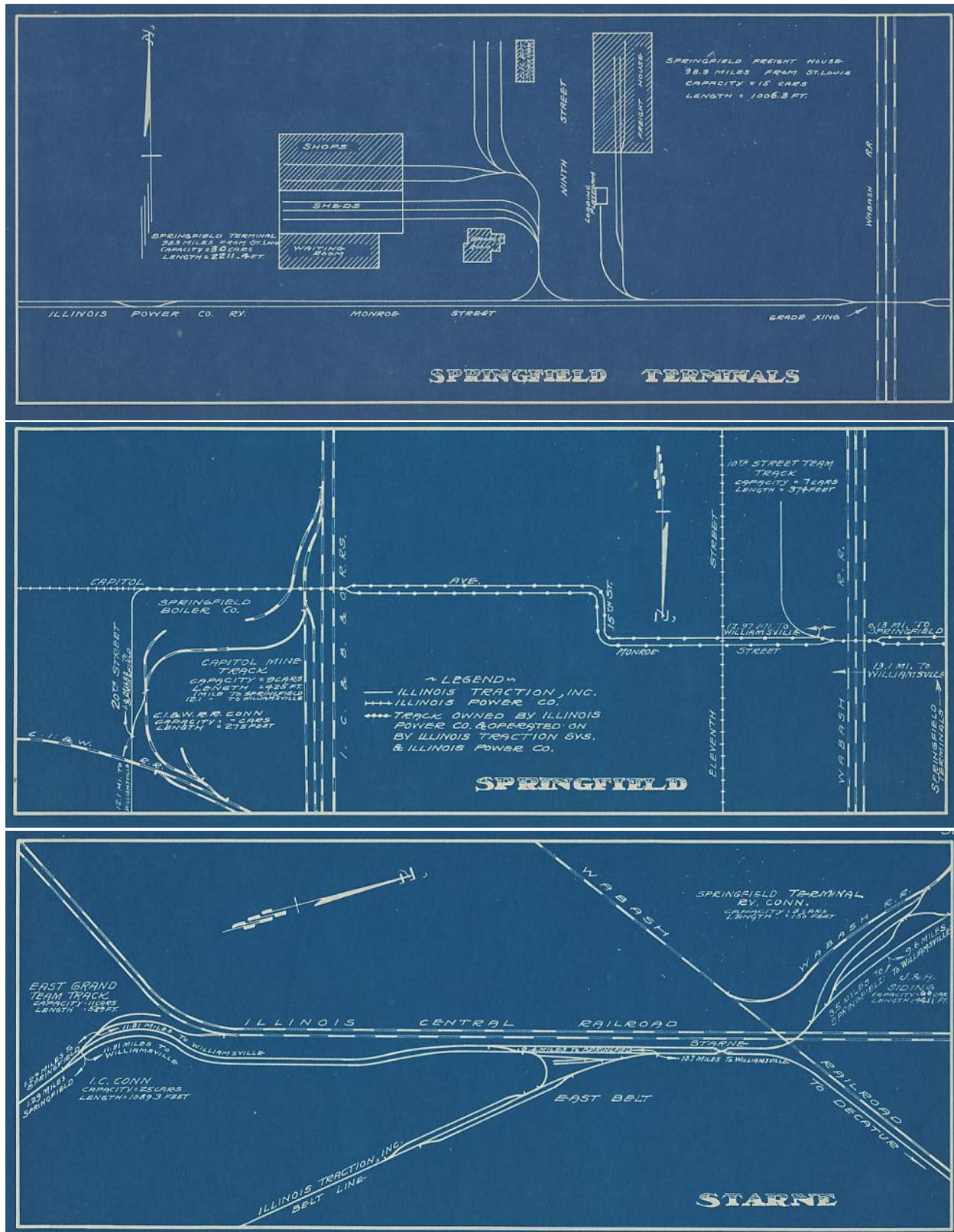


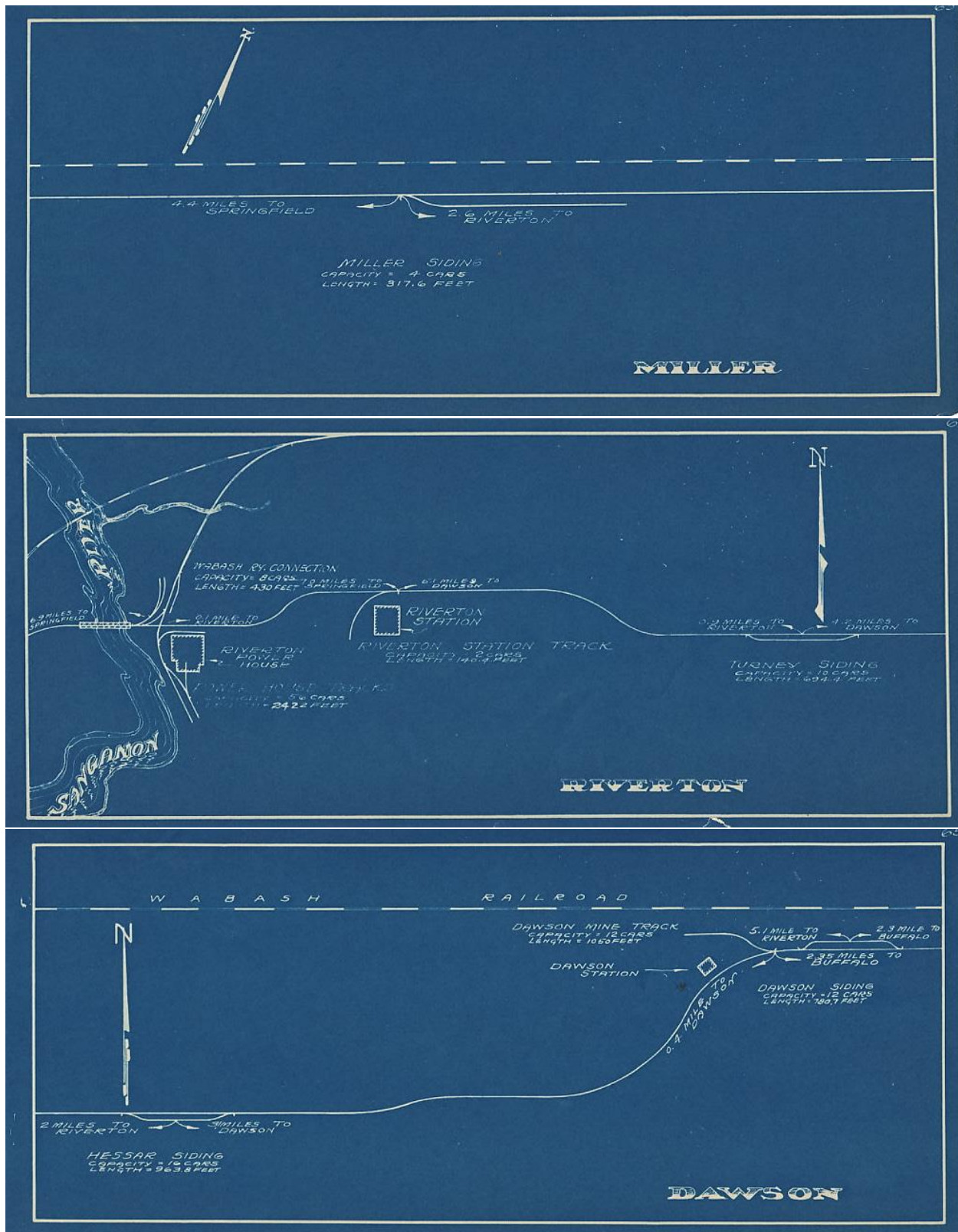


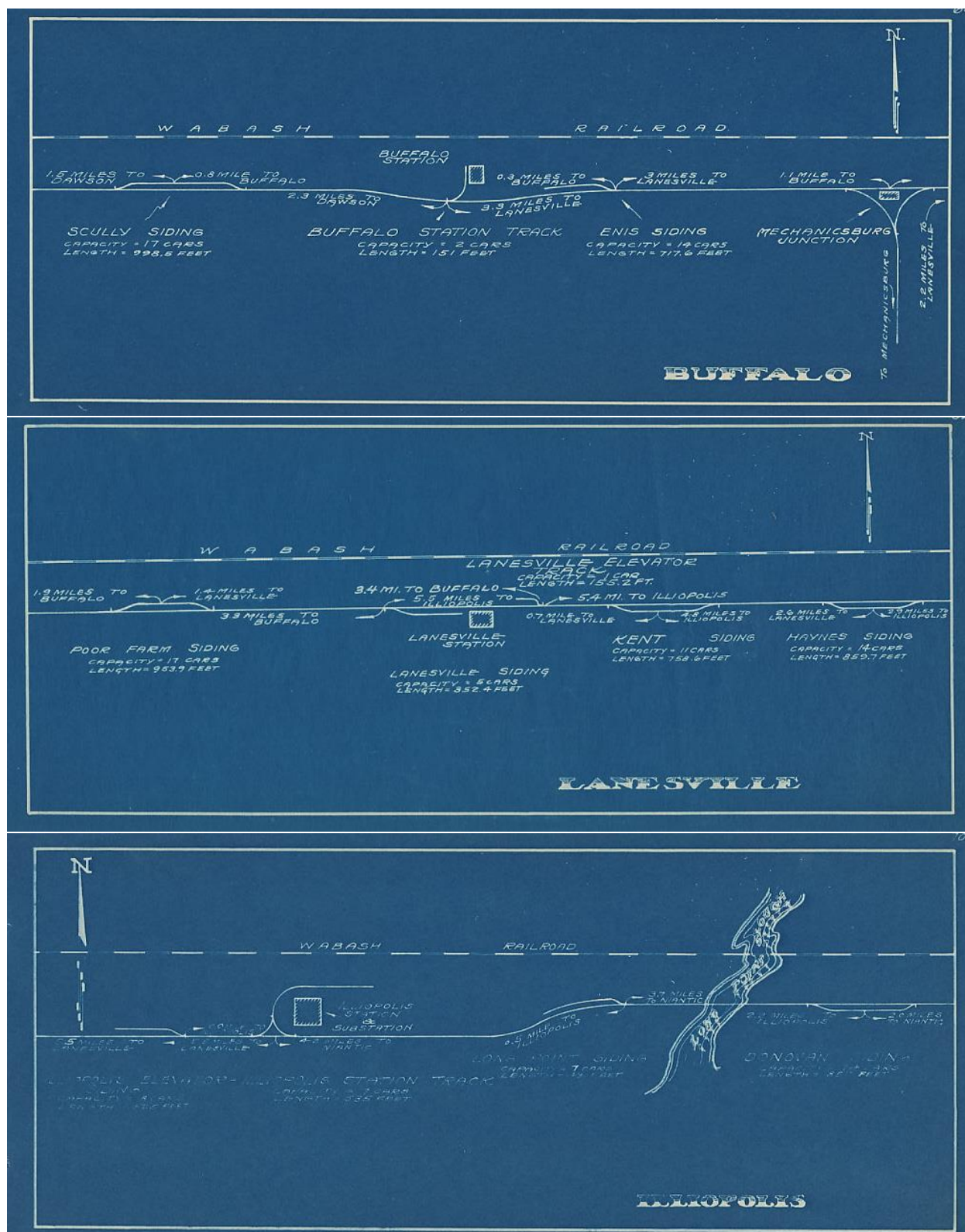


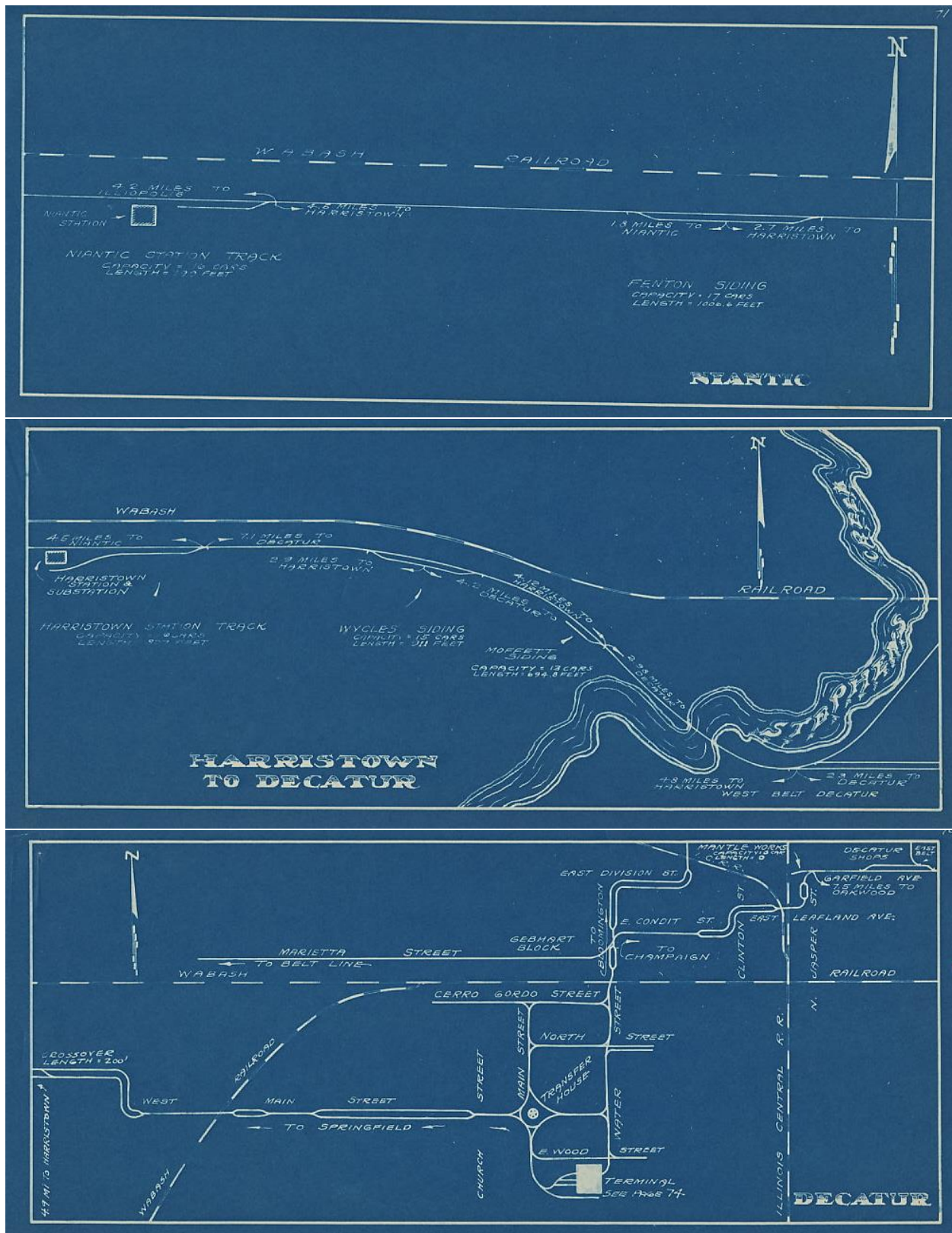


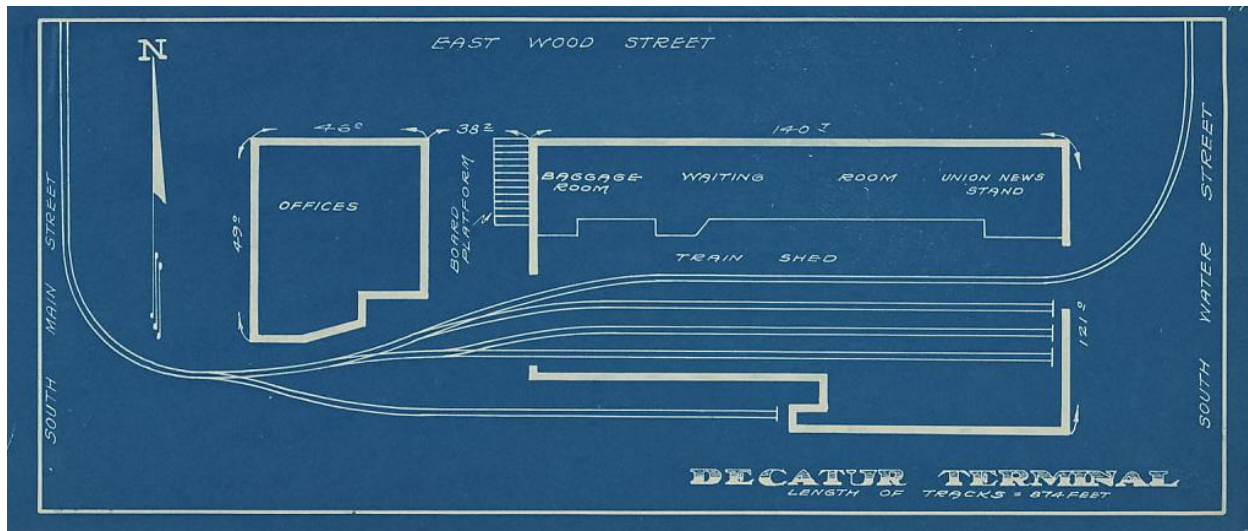
SPRINGFIELD TO DECATUR



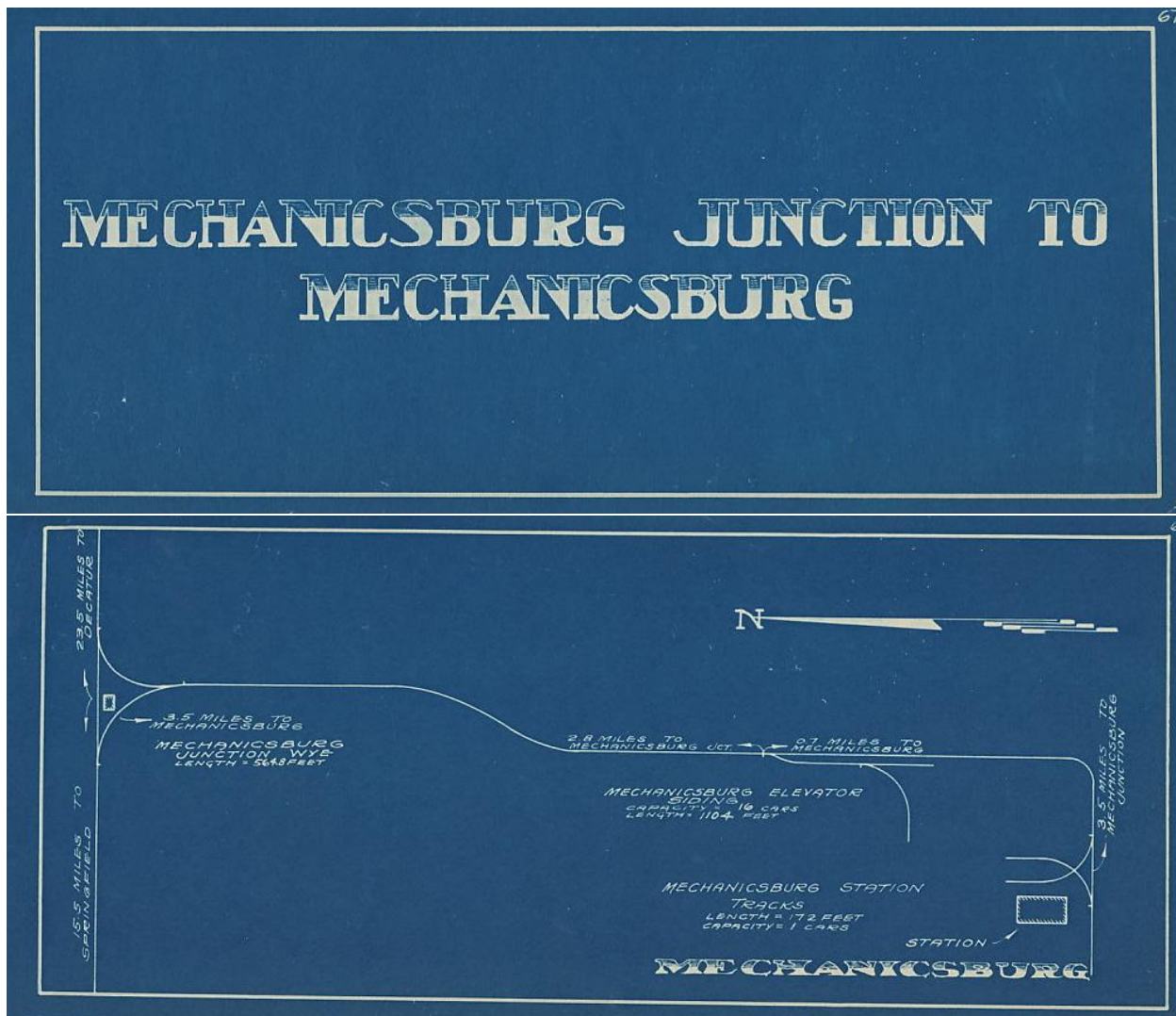




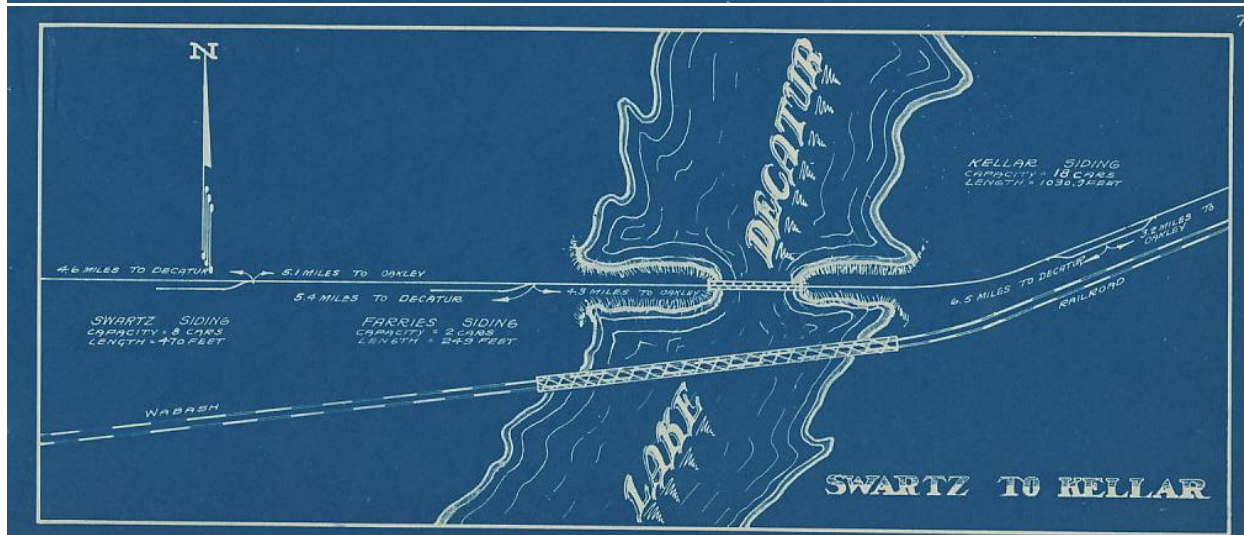
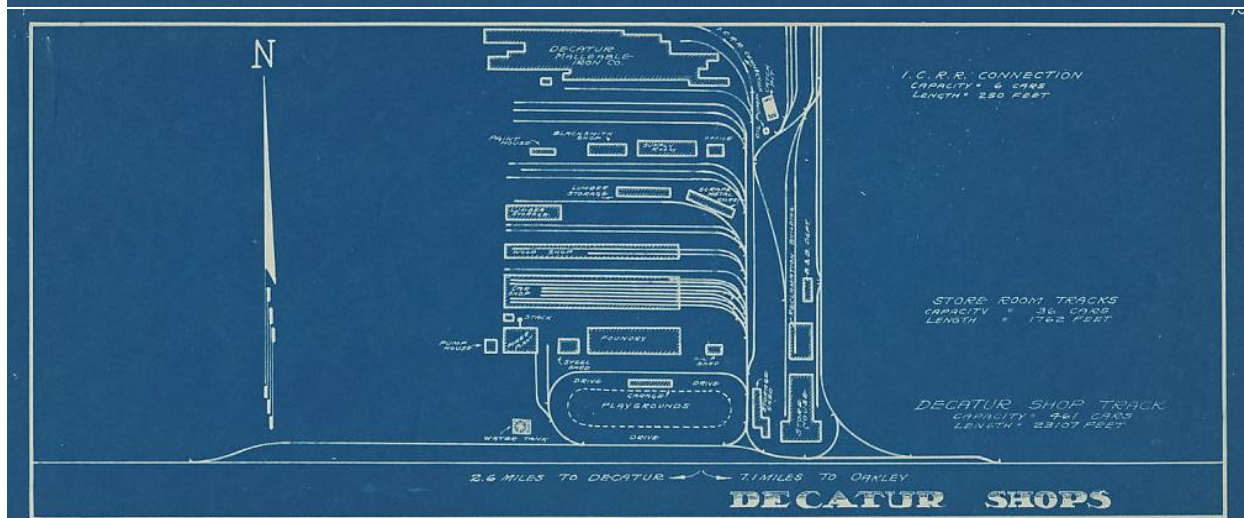
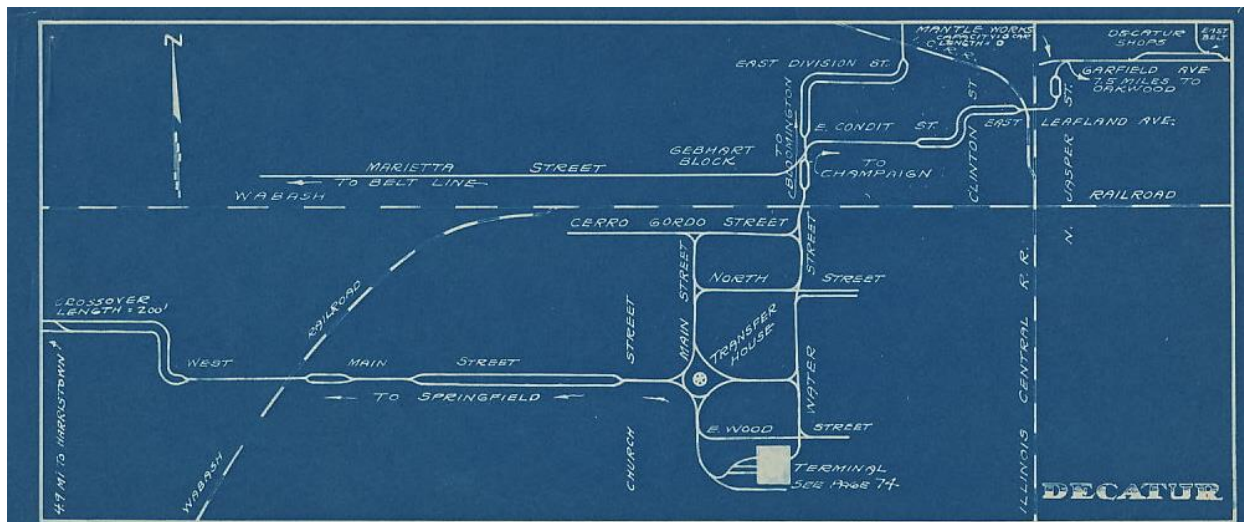


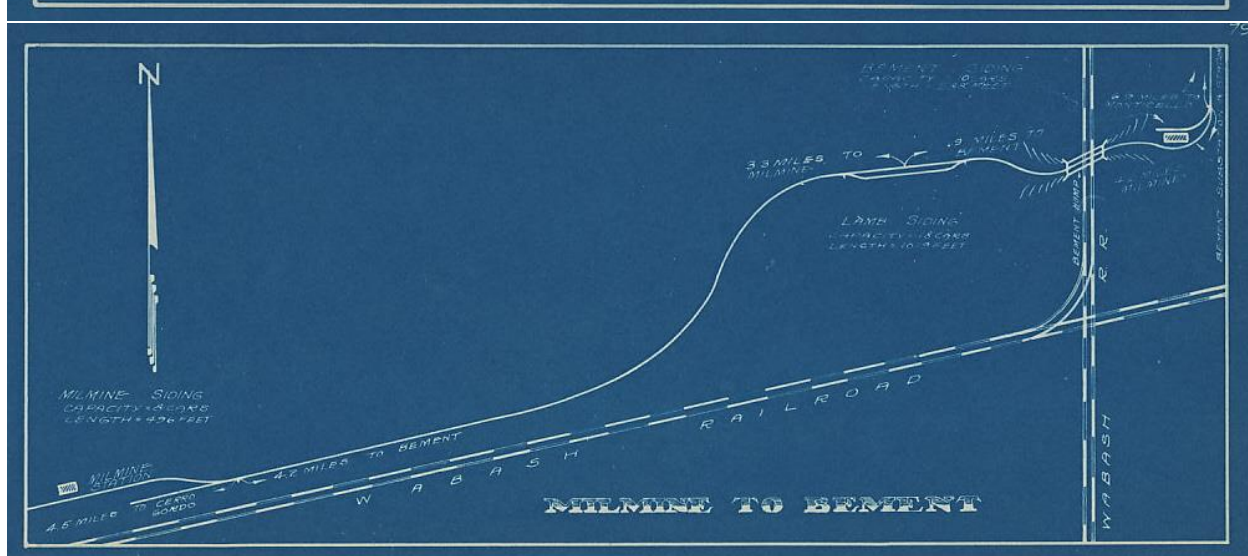
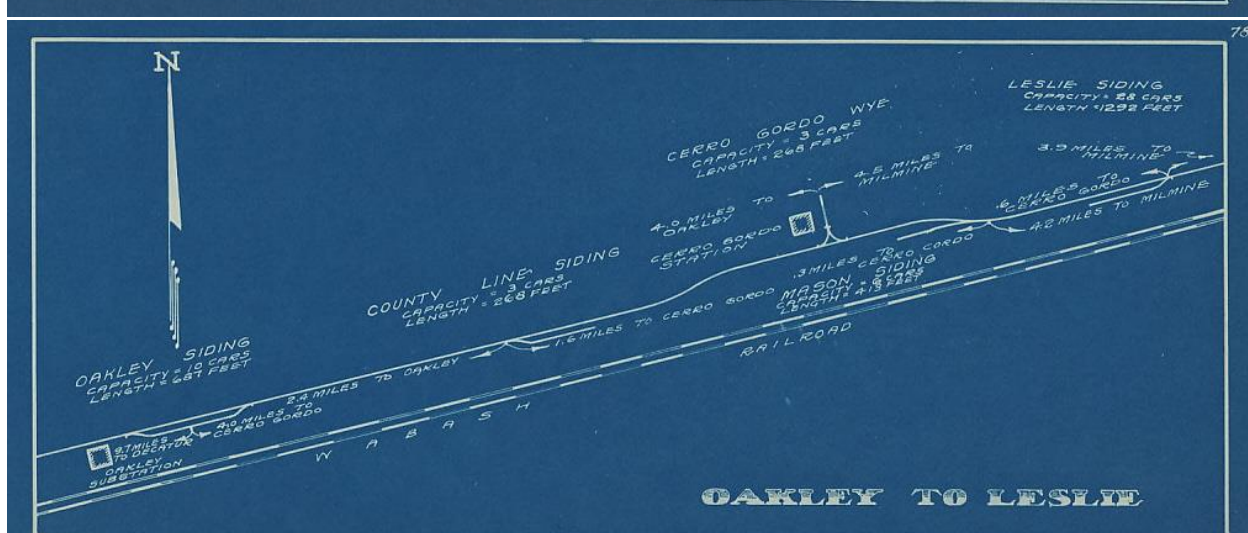
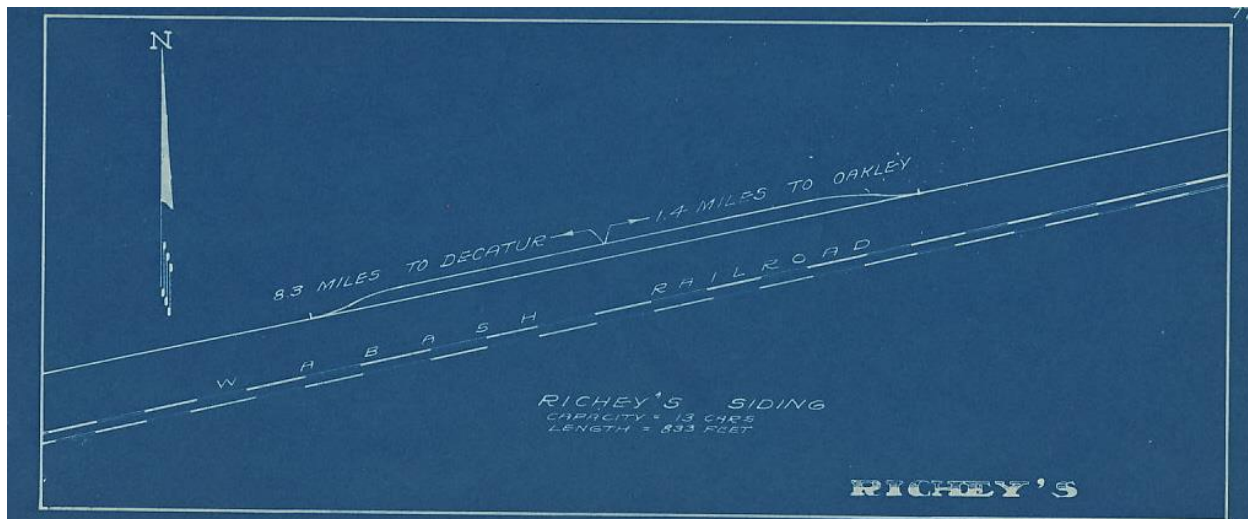


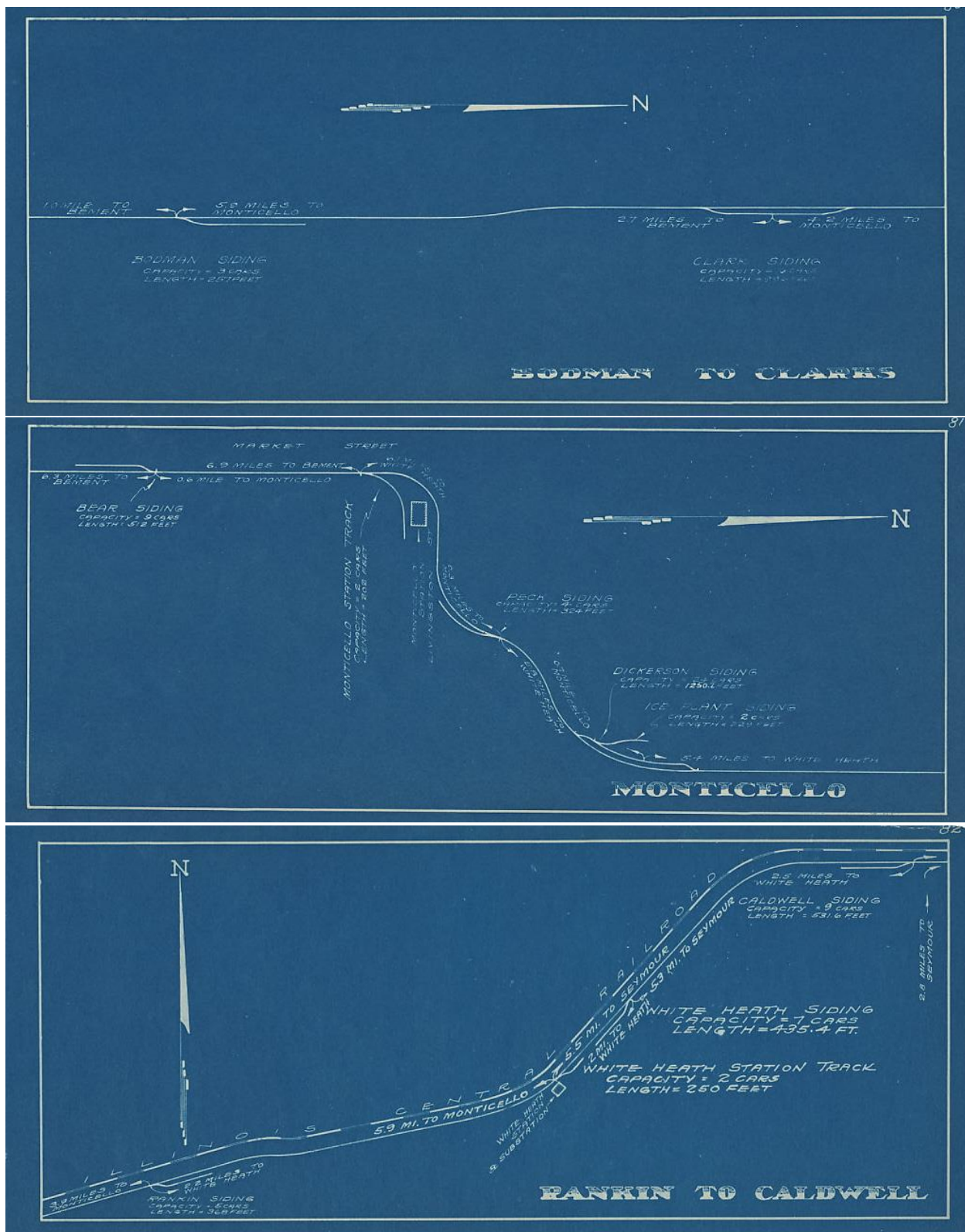
MECHANICSBURG JUNCTION TO MECHANICSBURG

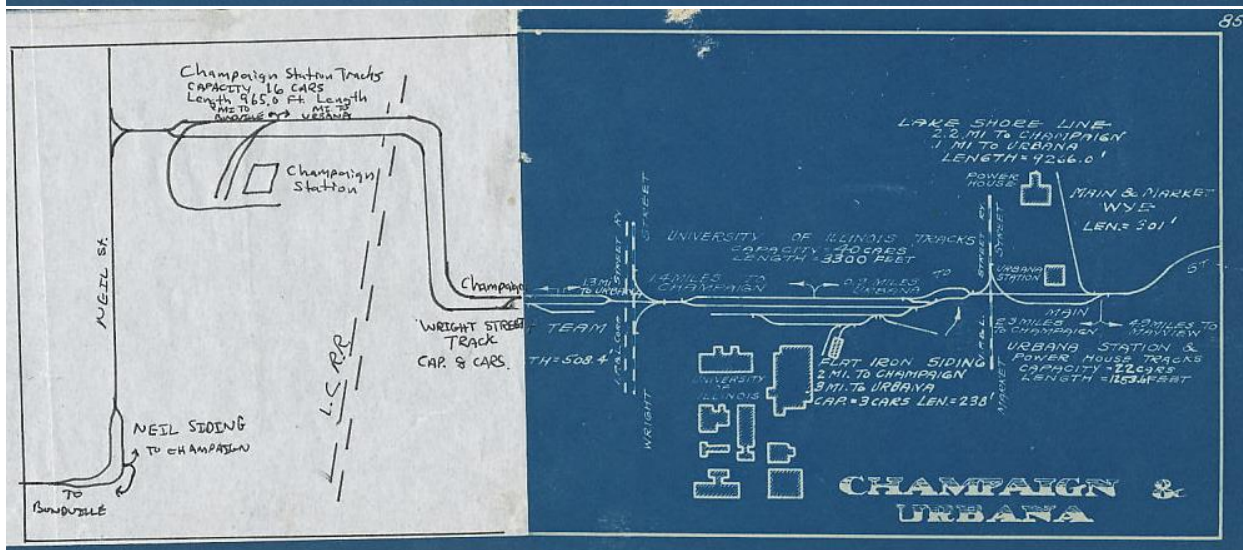
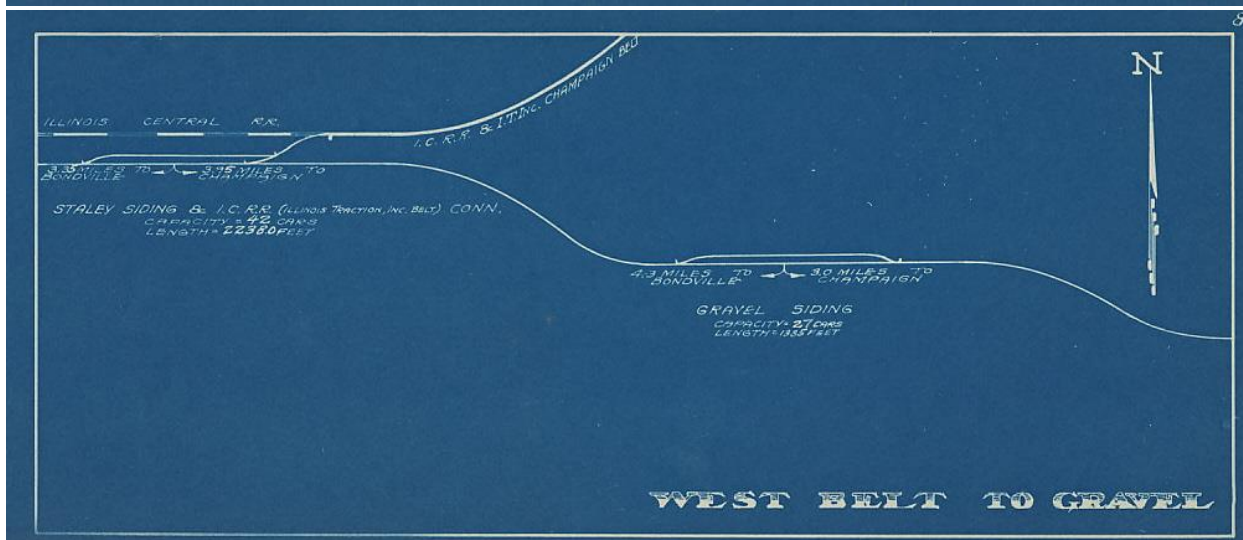
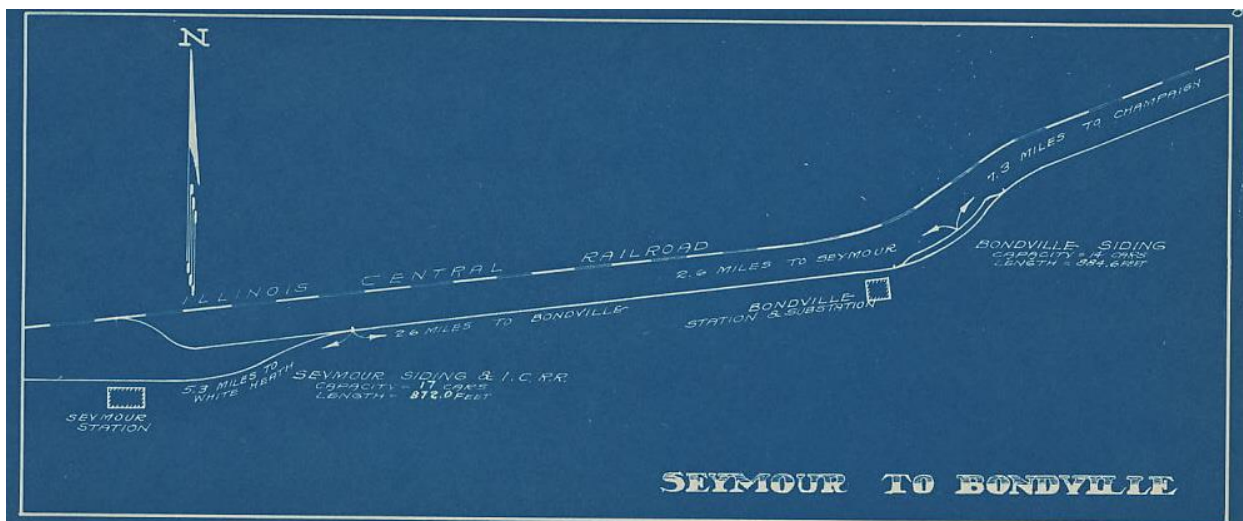


DECATUR TO CHAMPAIGN

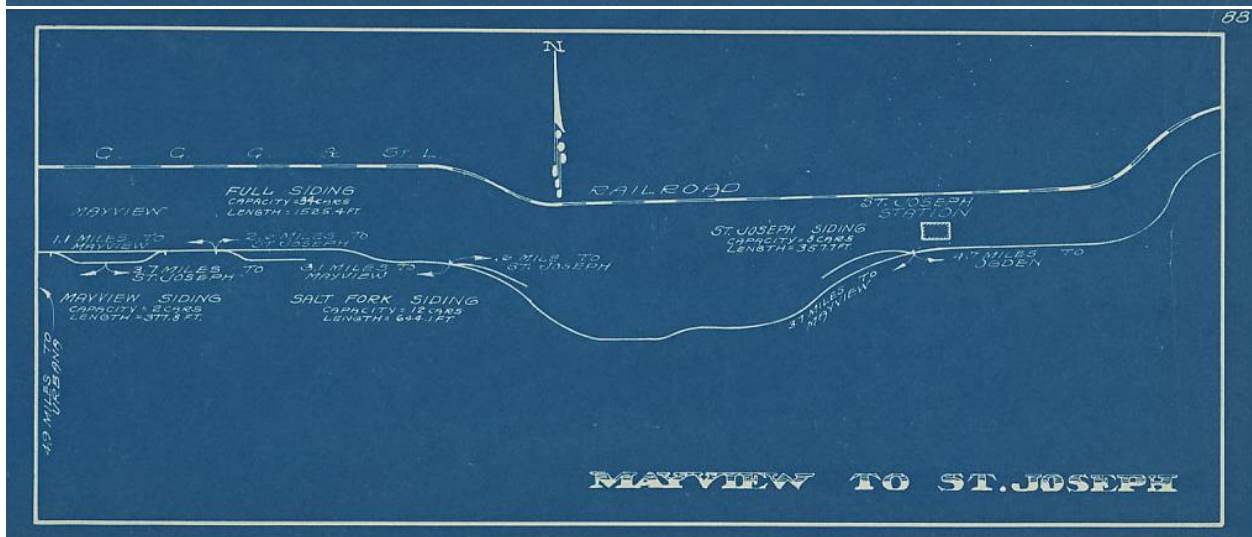
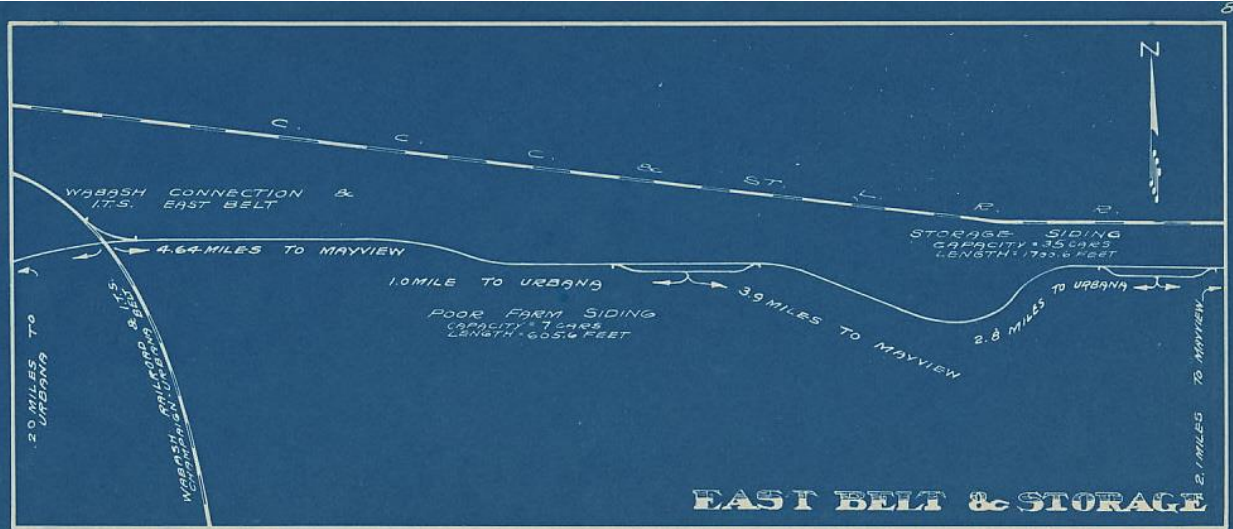
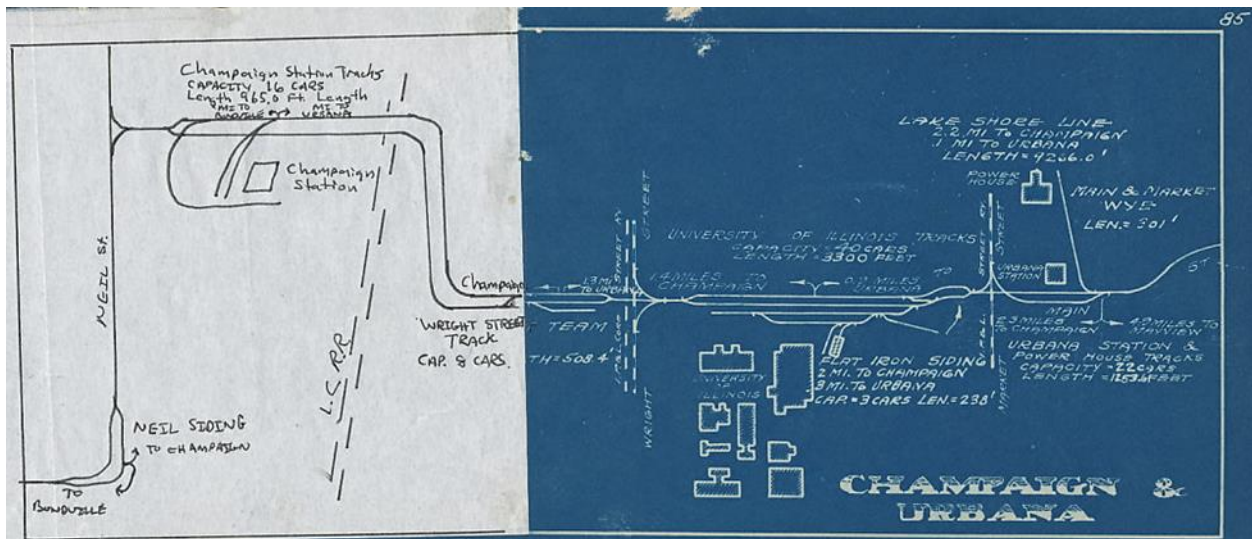


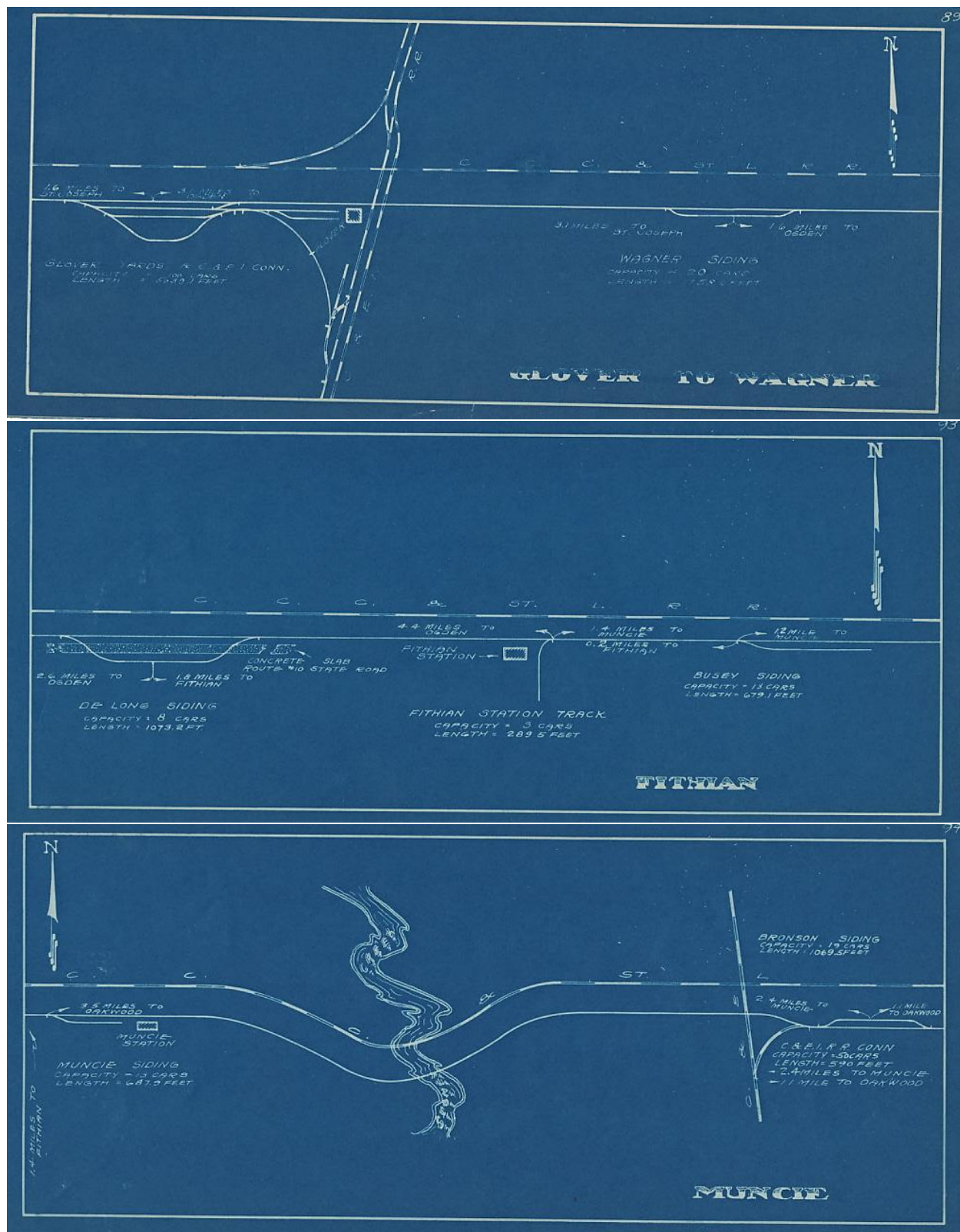


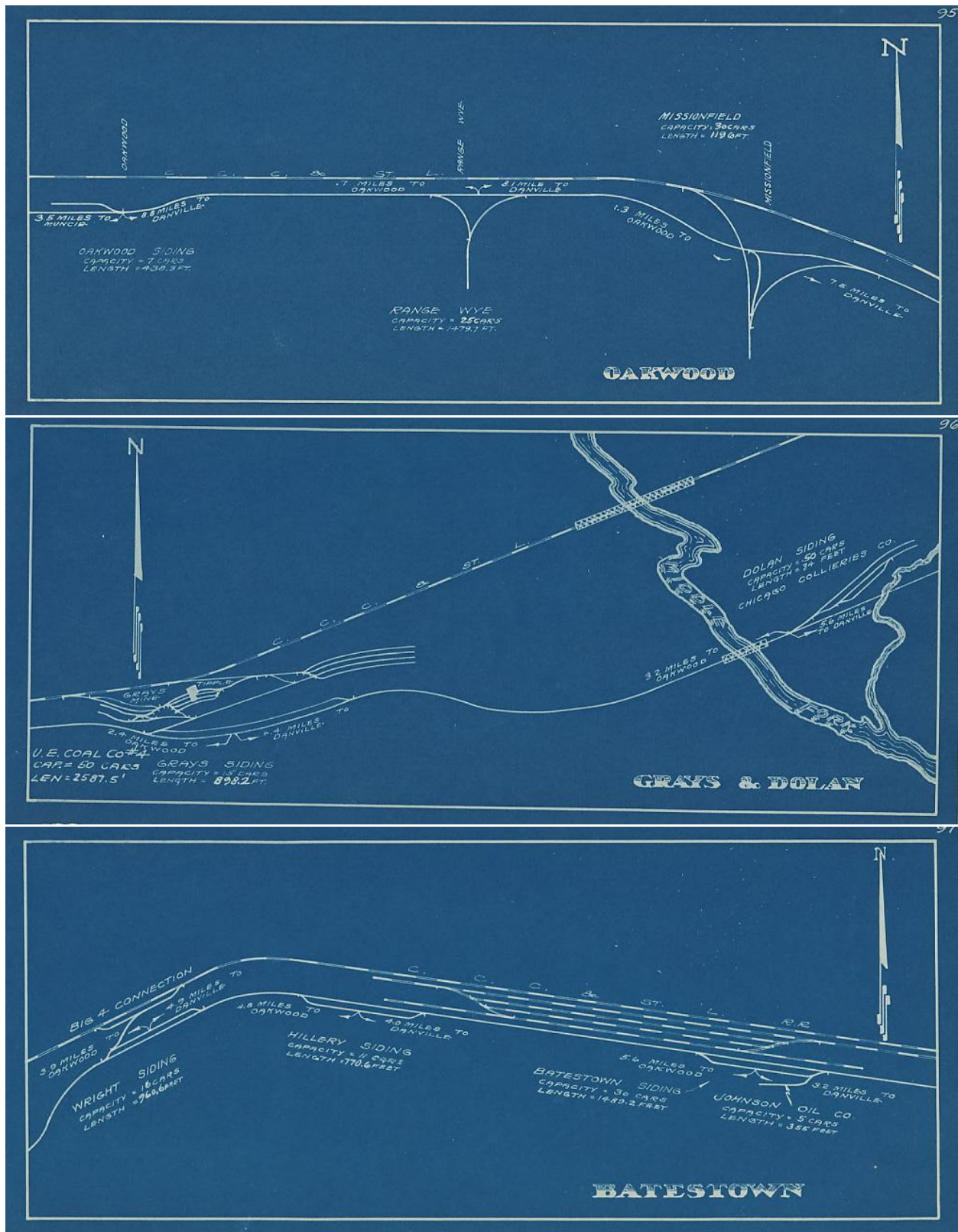


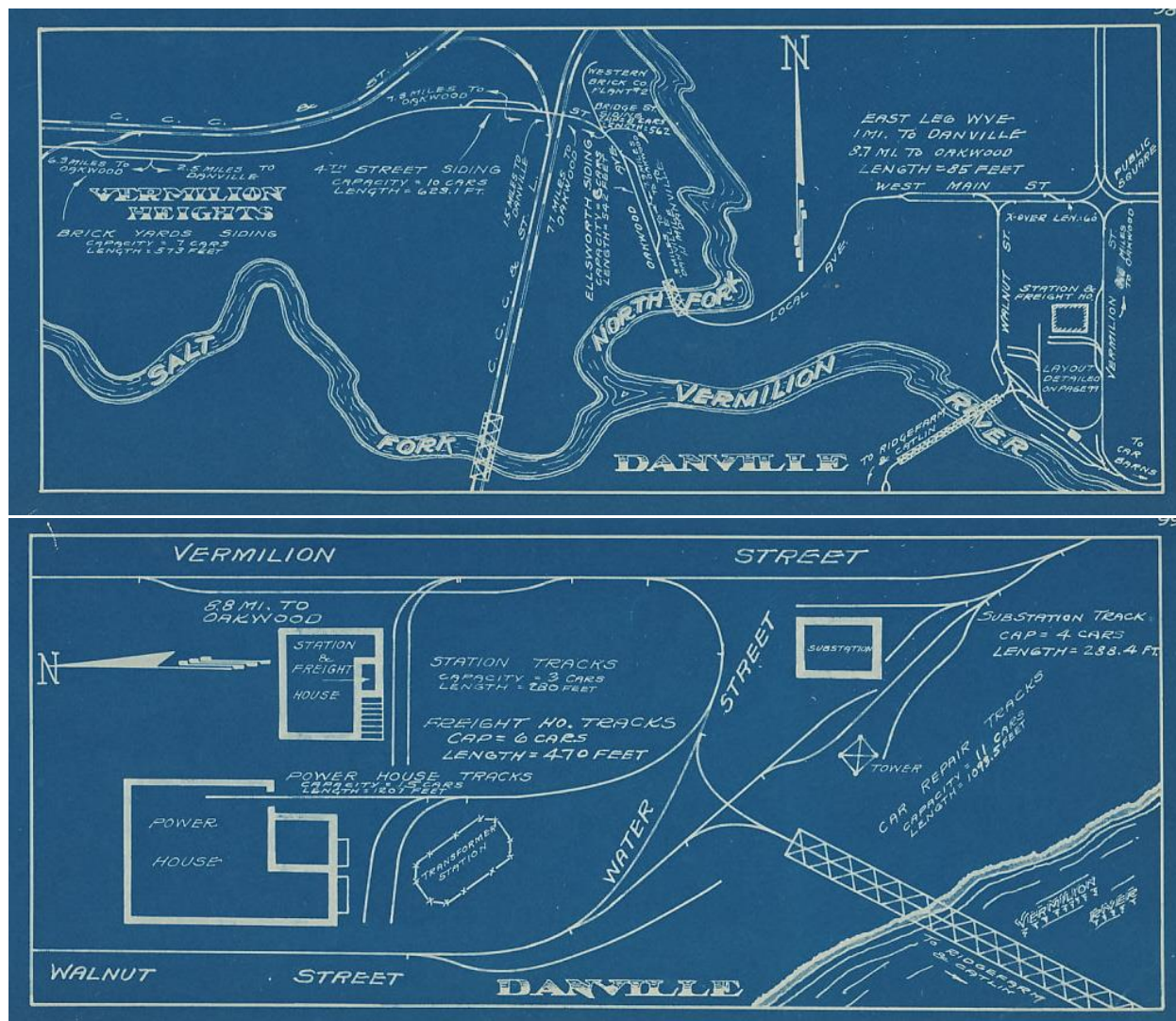


CHAMPAIGN TO DANVILLE

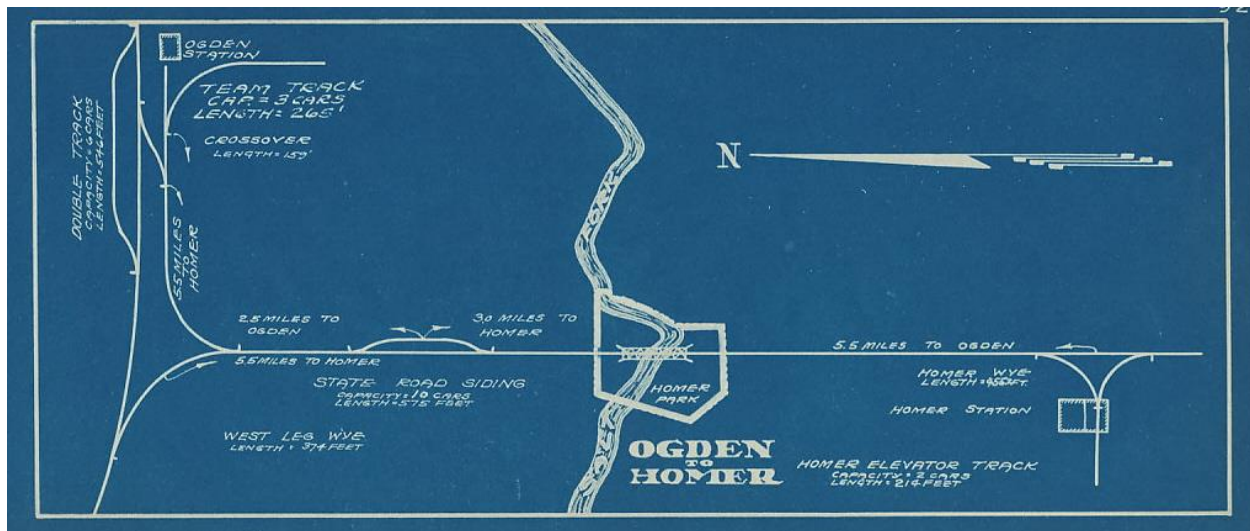




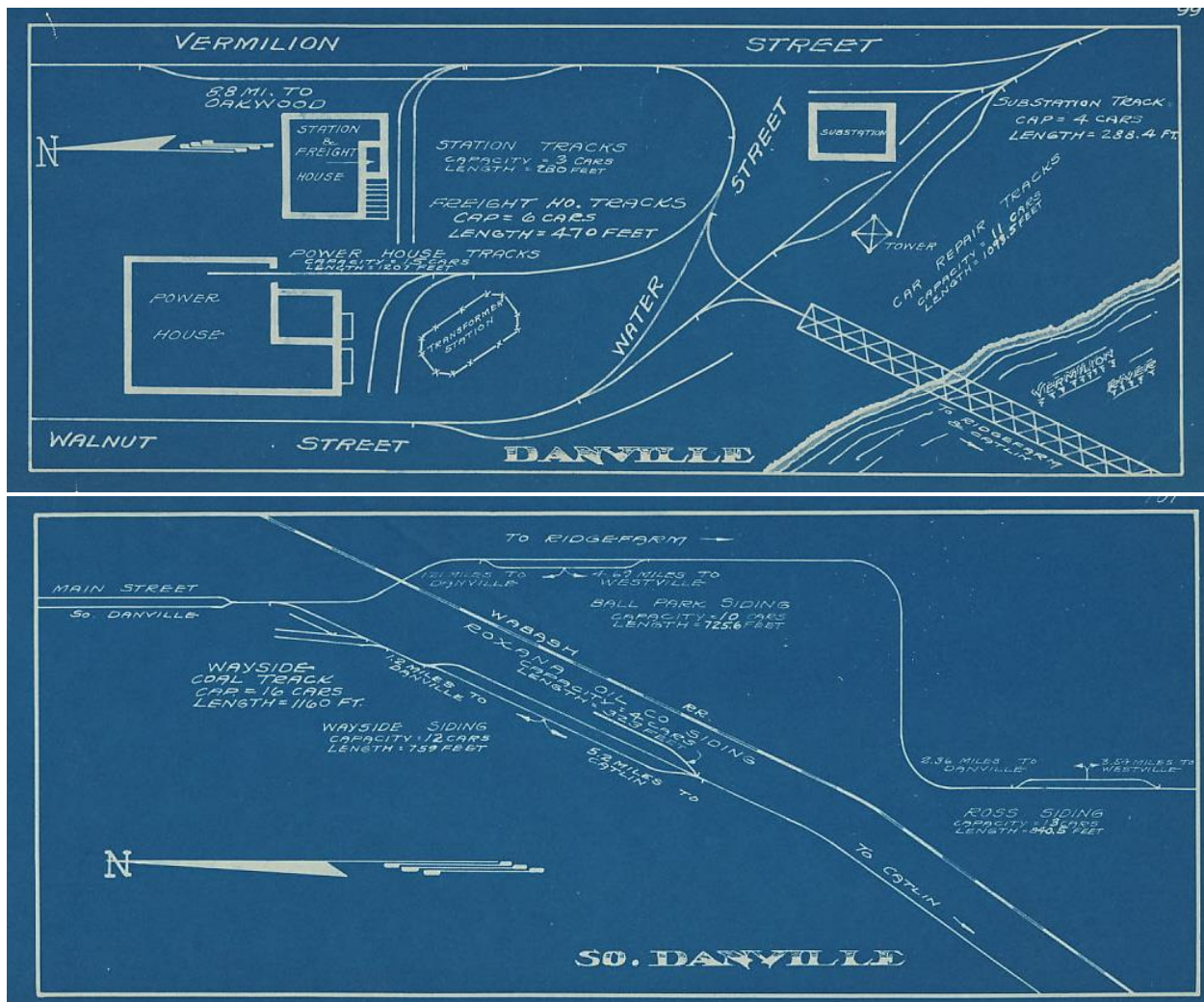


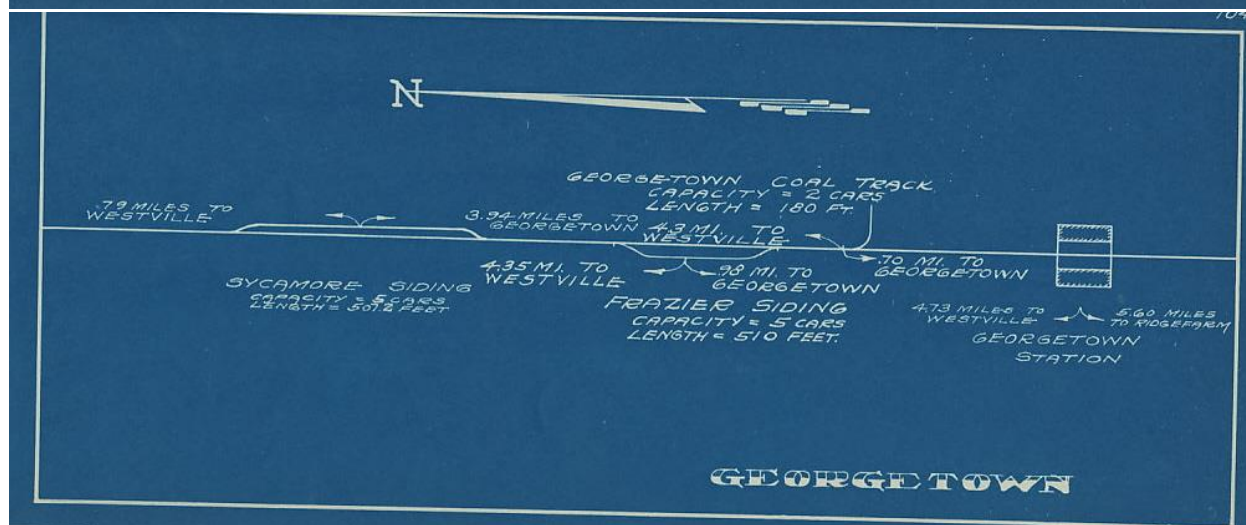
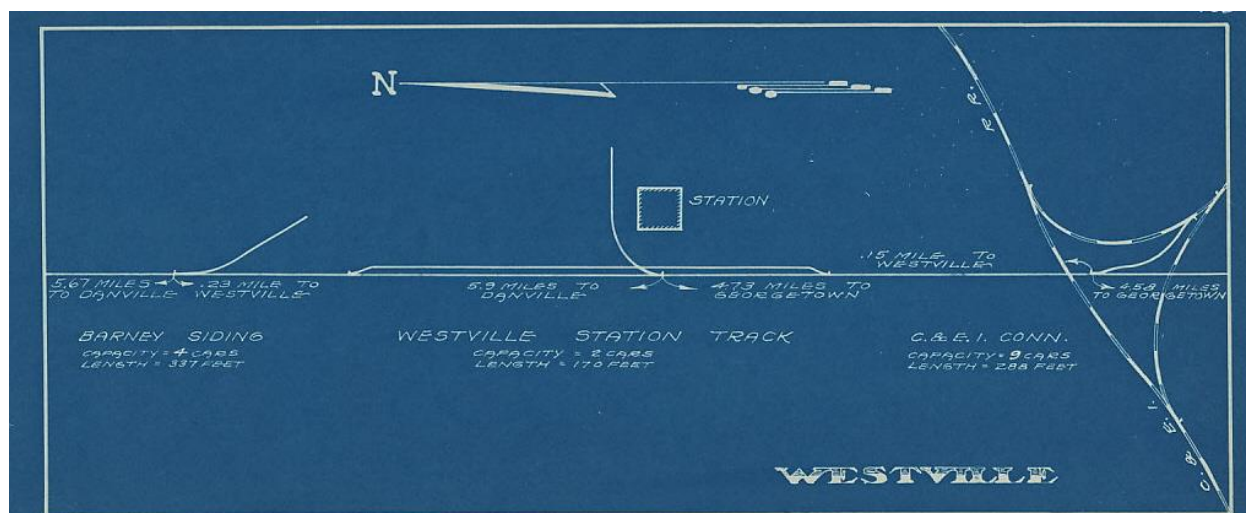
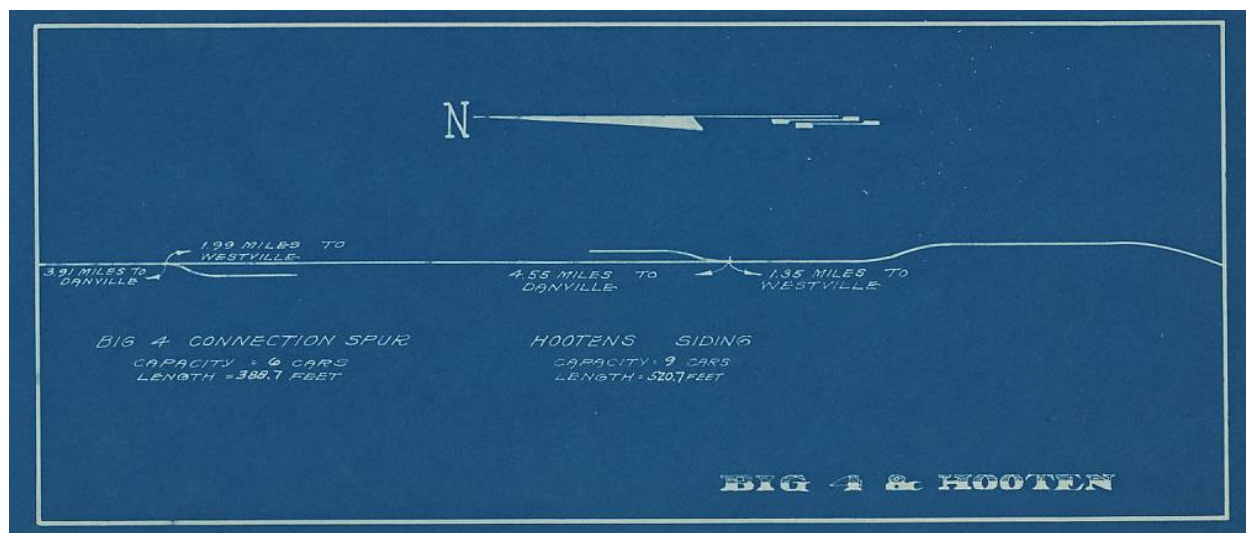


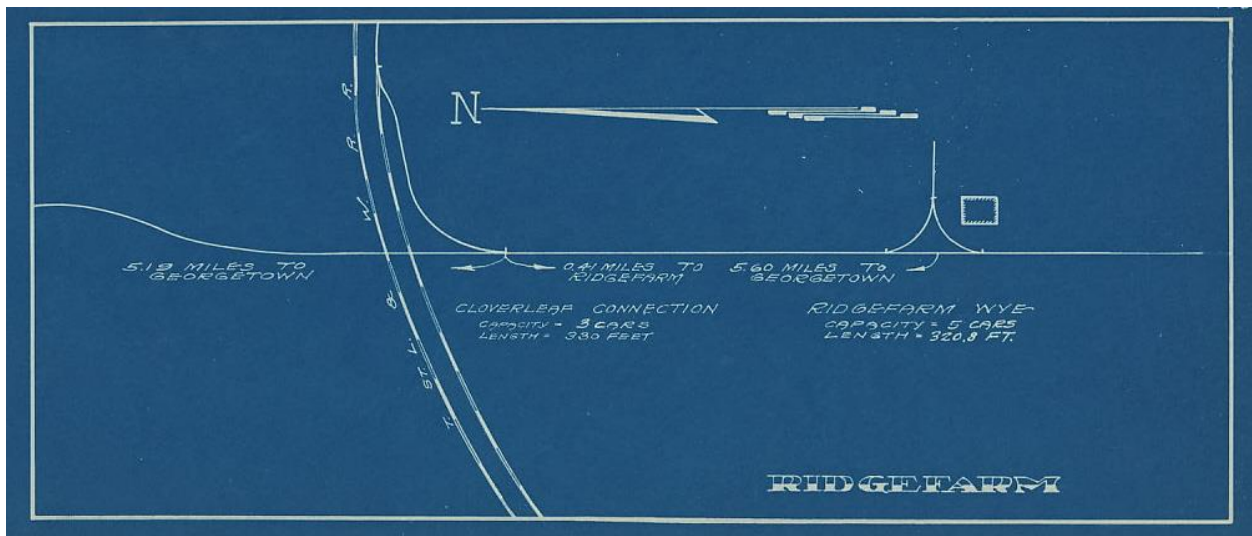
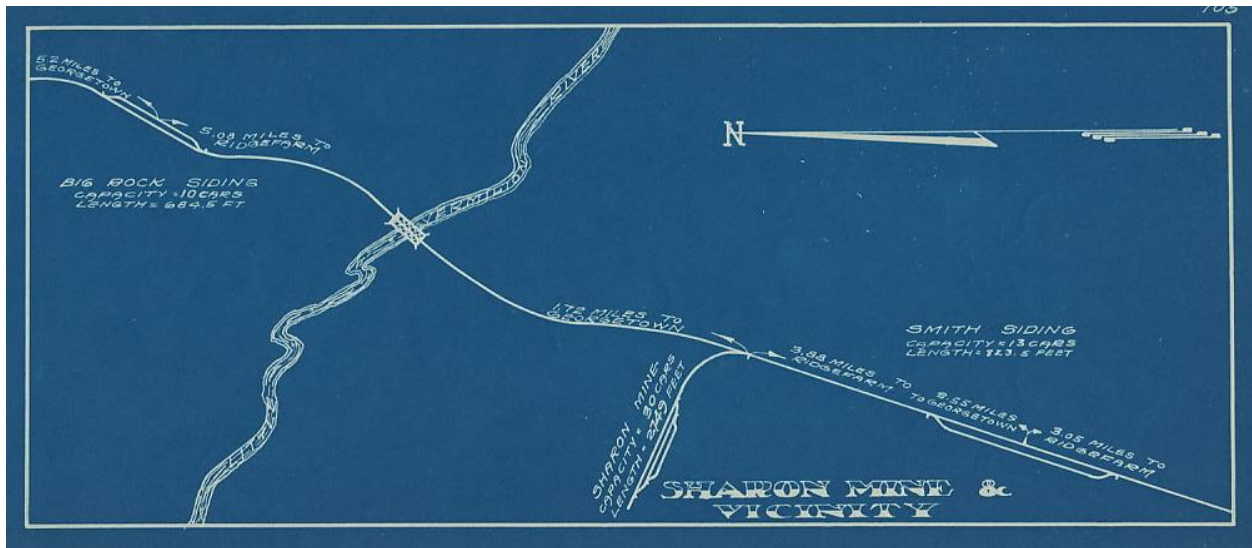
OGDEN TO HOMER



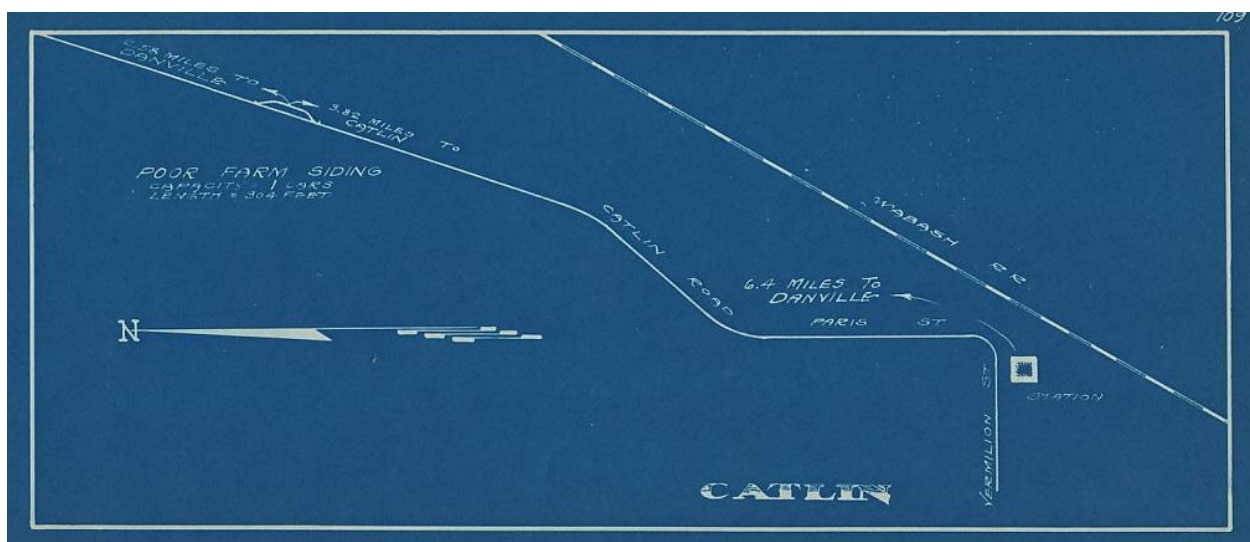
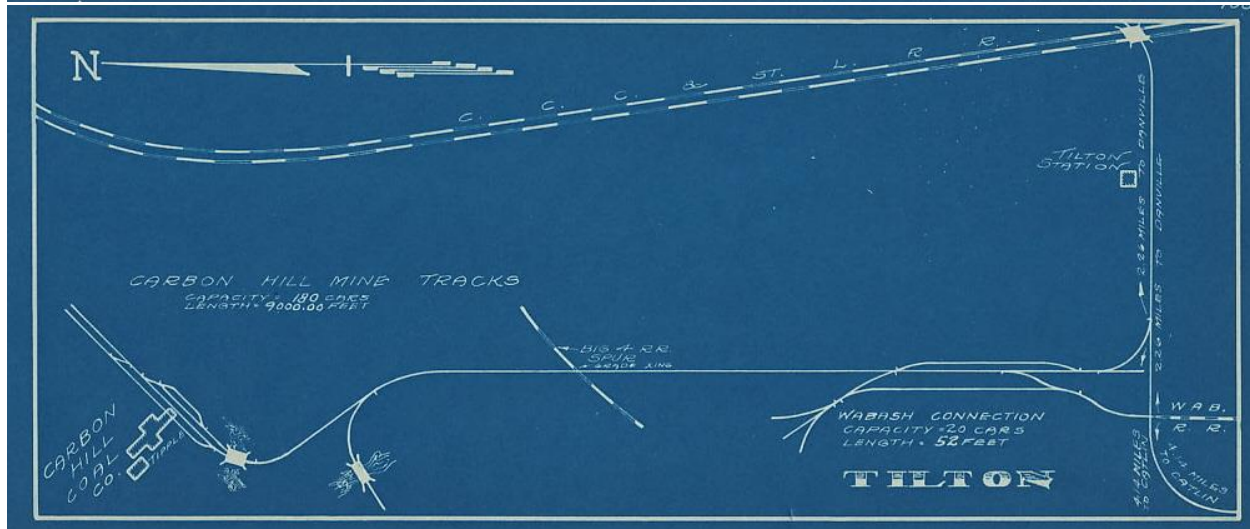
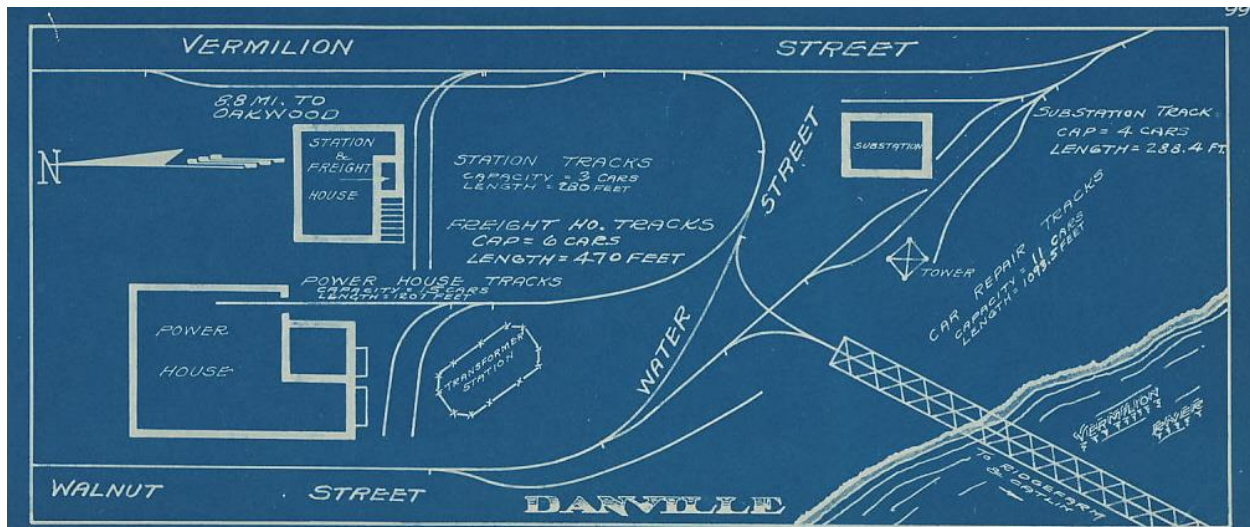
DANVILLE TO RIDGE FARM



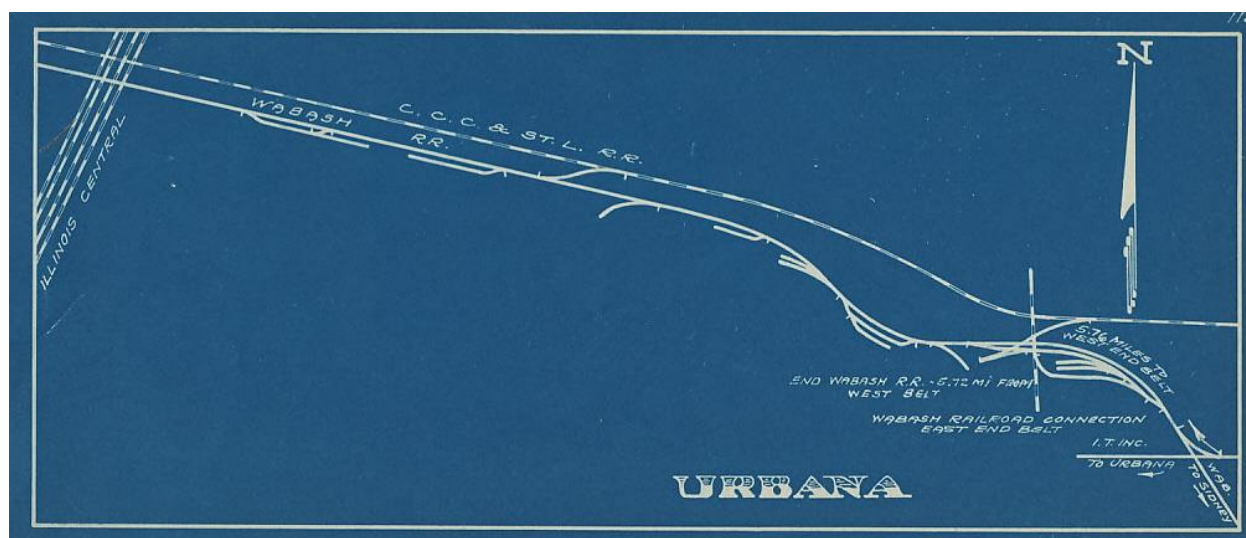
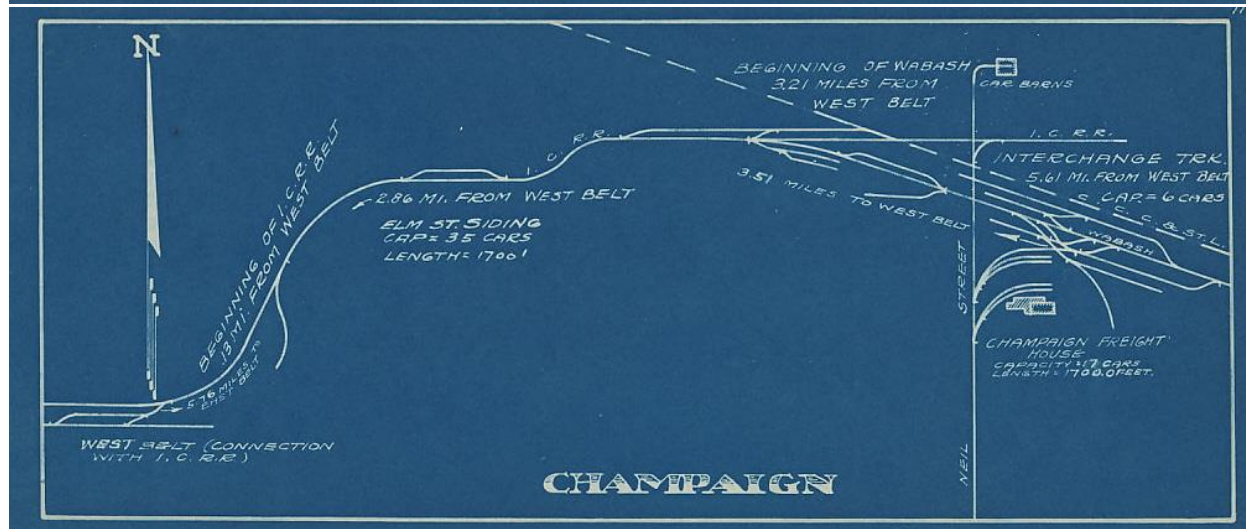




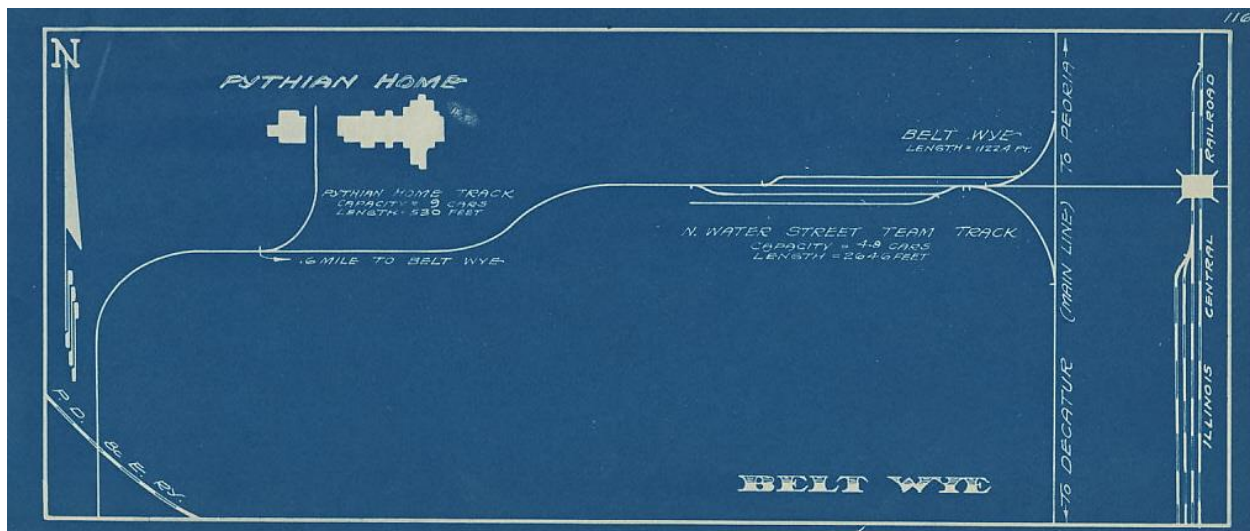
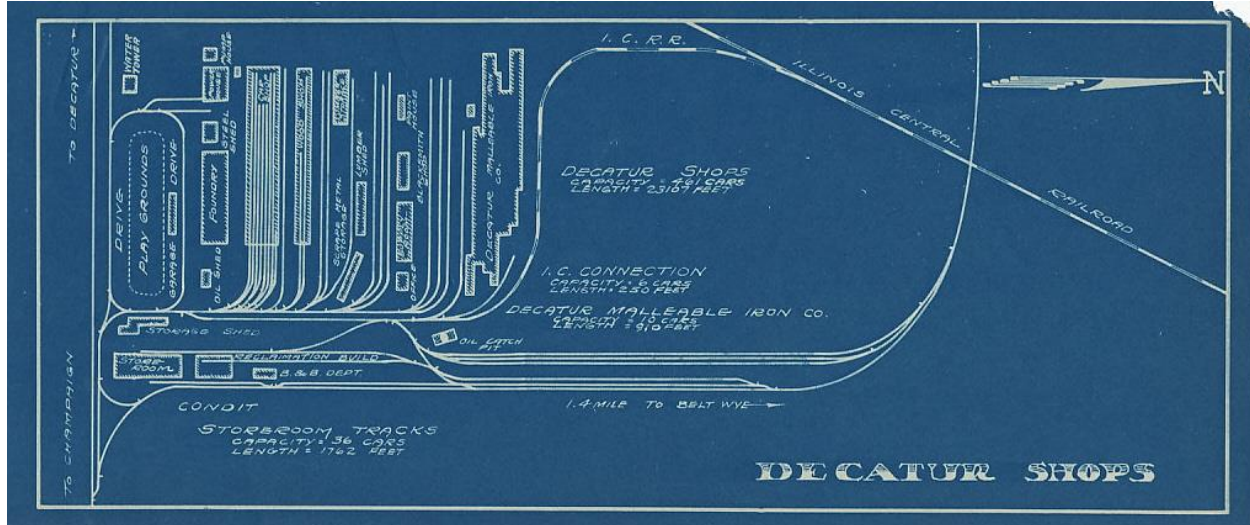
DANVILLE TO CATLIN

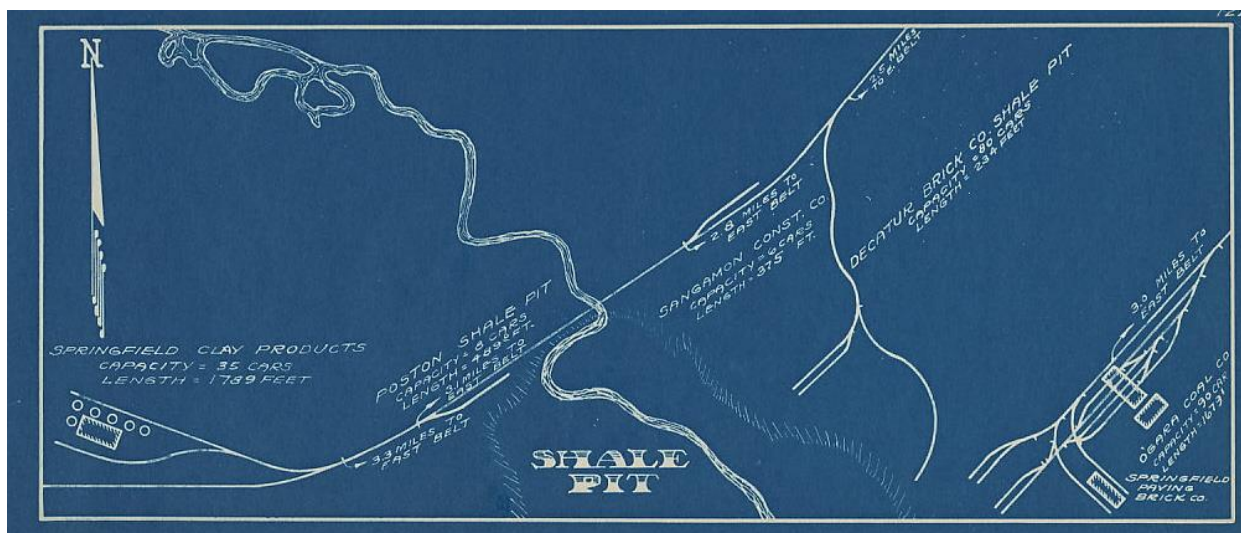
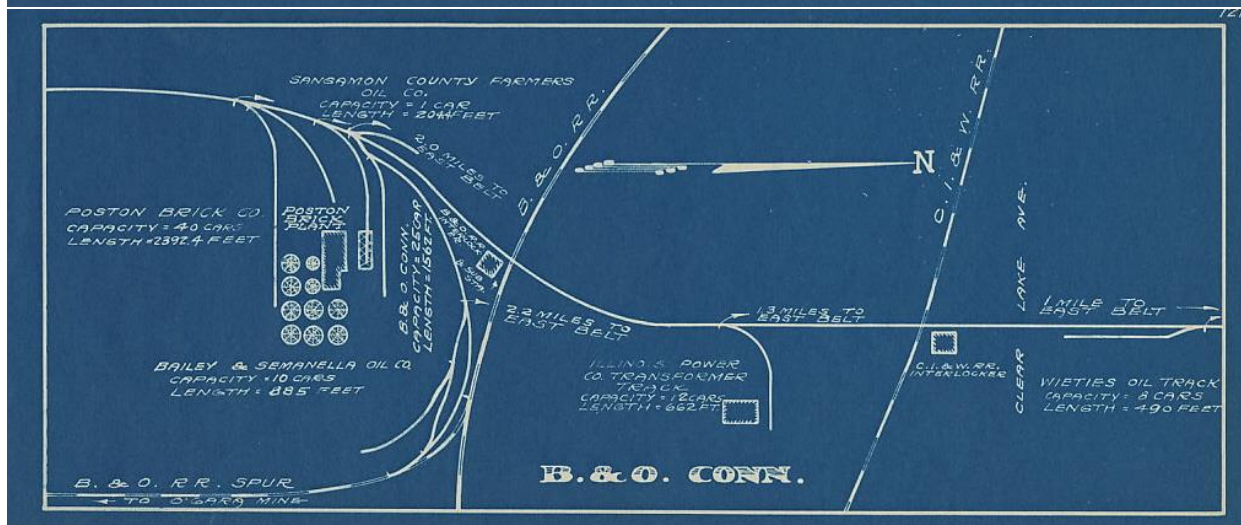
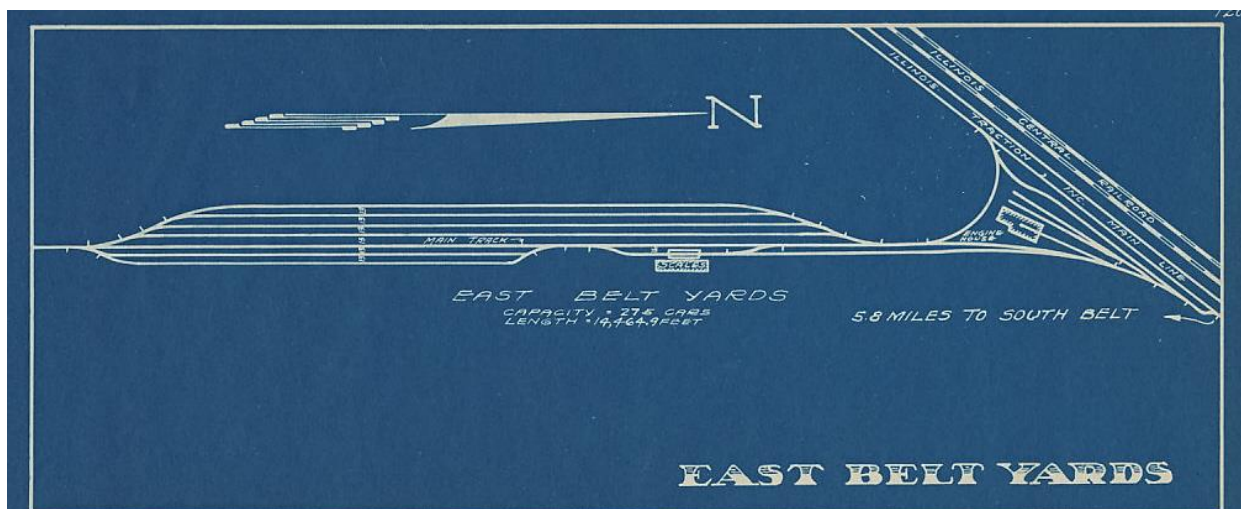


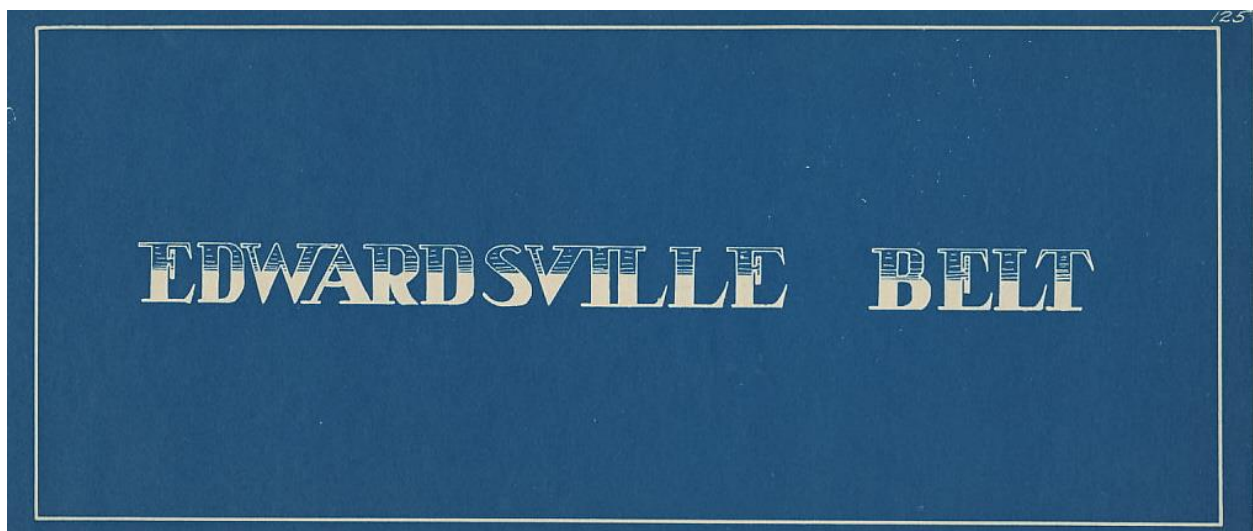
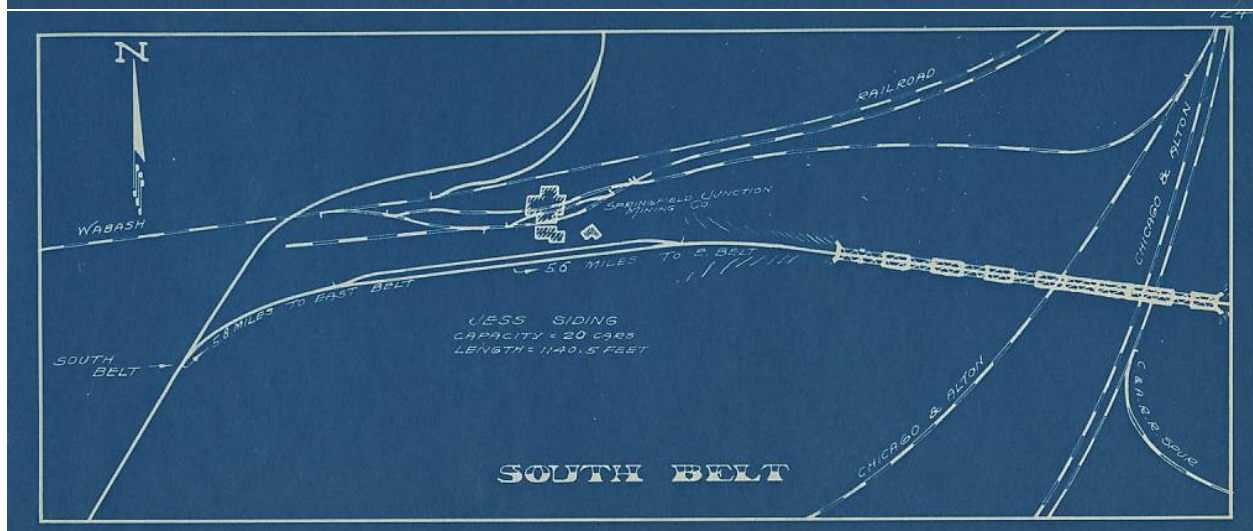
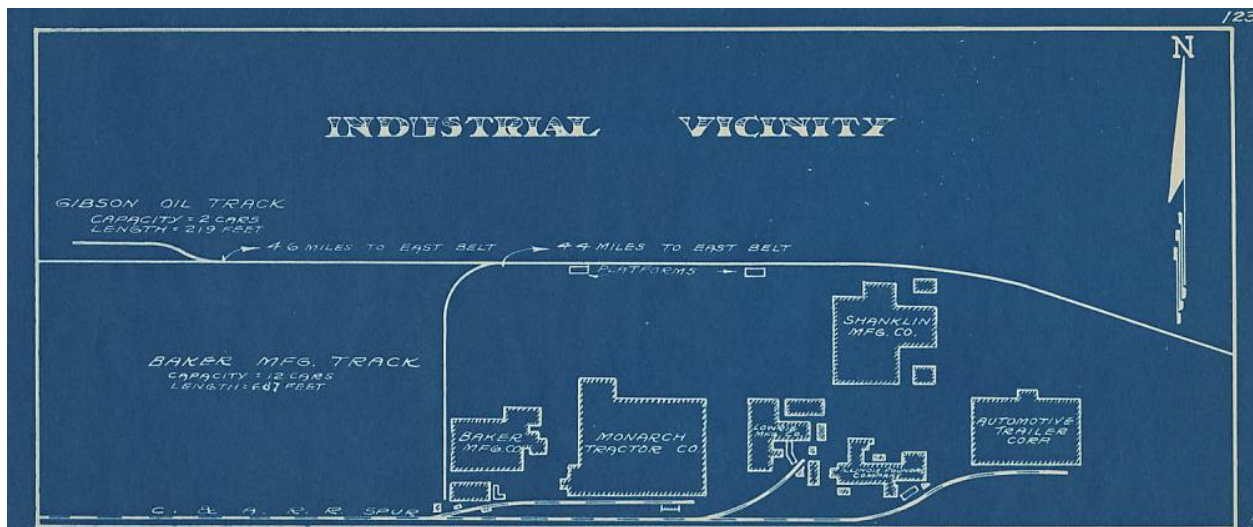
CHAMPAIGN BELT

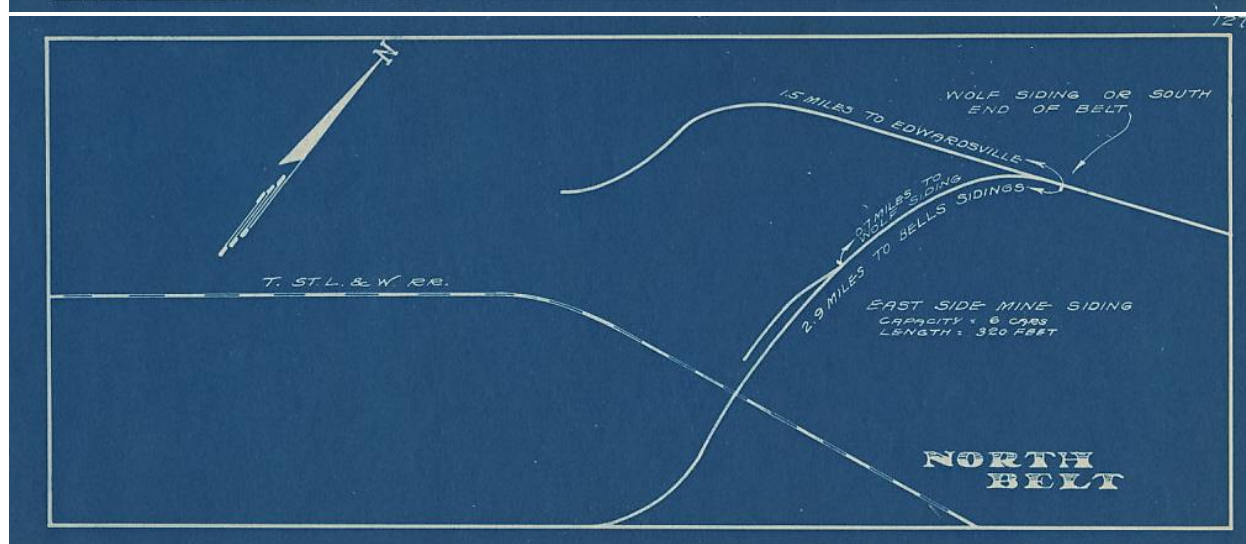
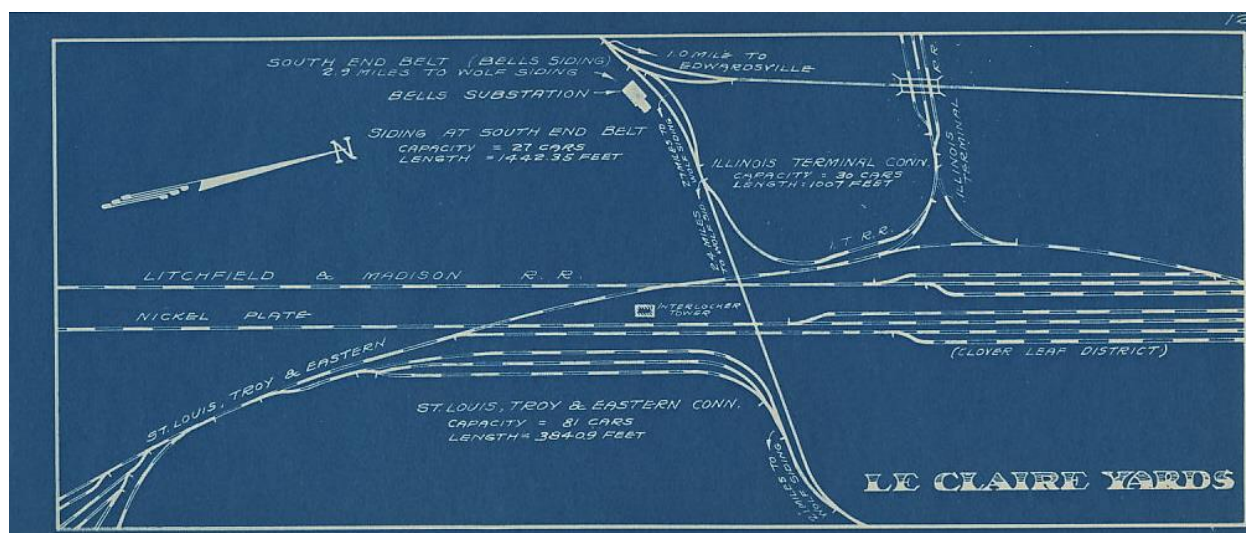


DECATUR BELT

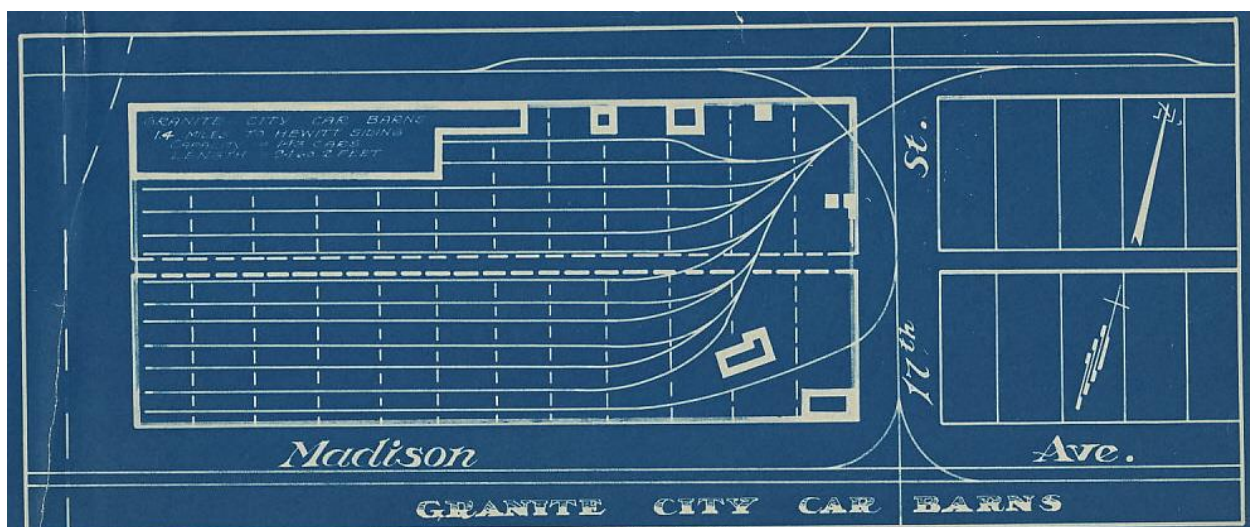
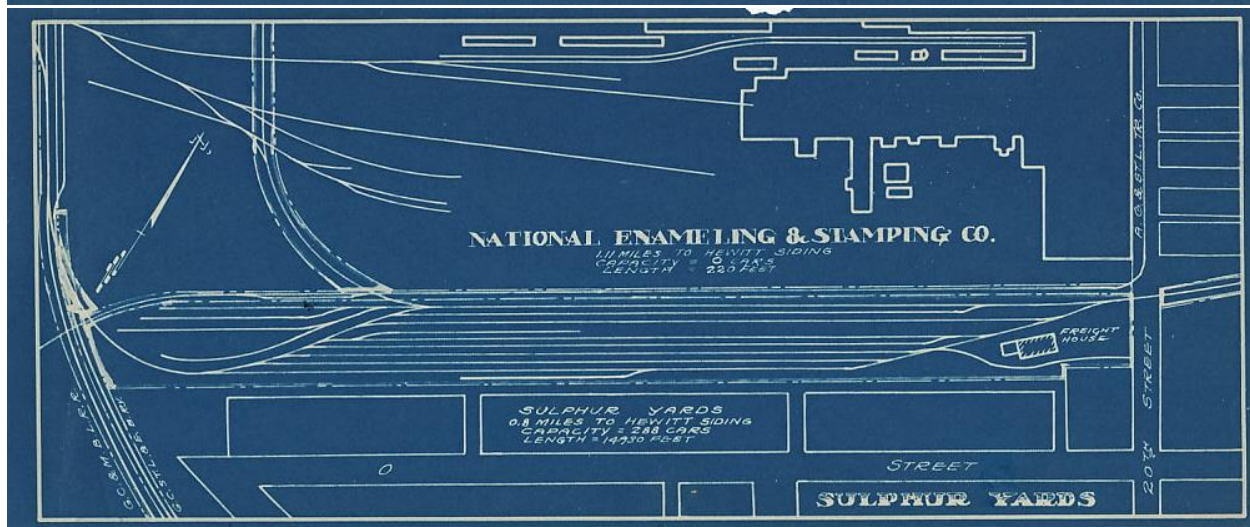








GRANITE CITY BELT

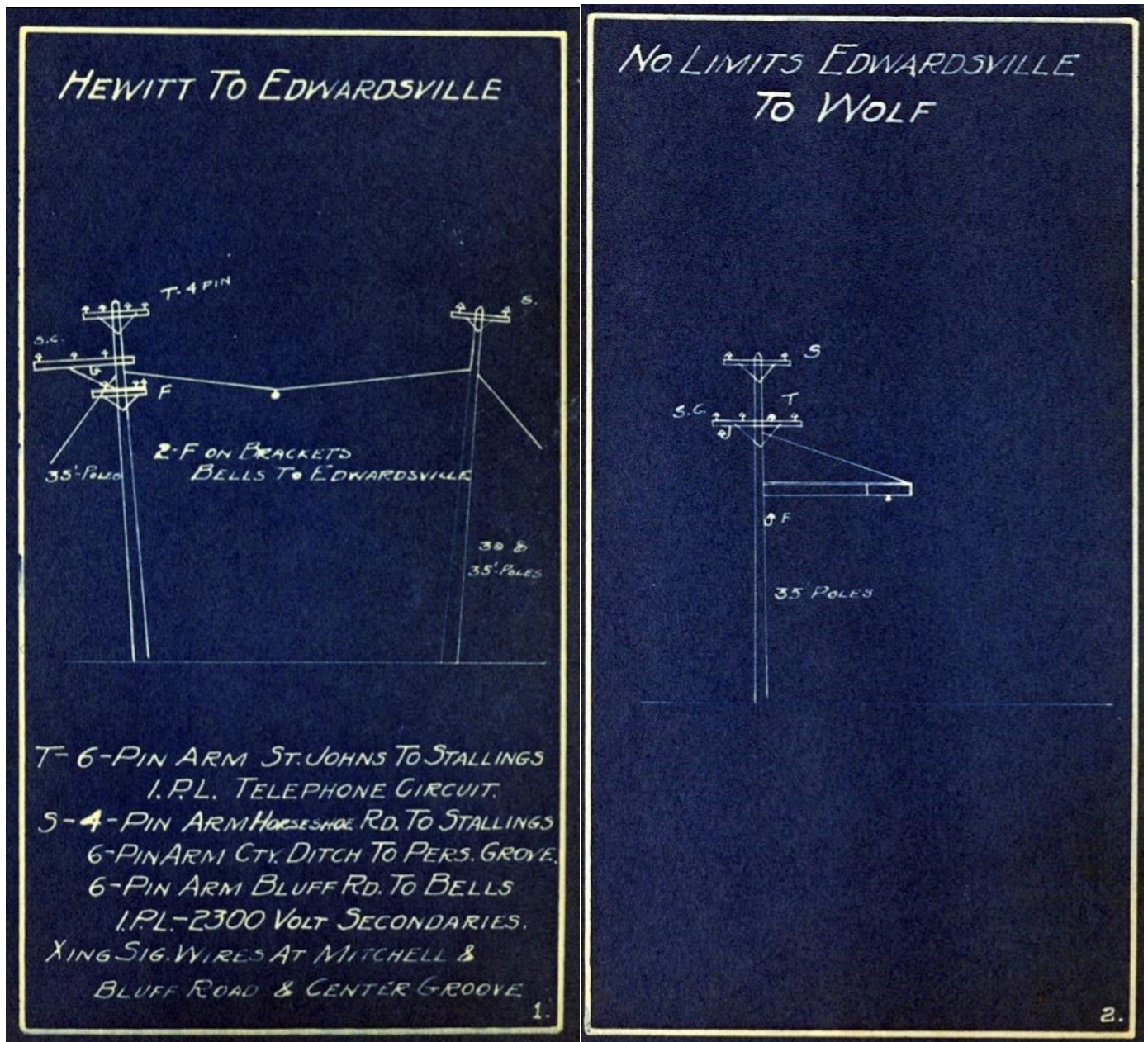


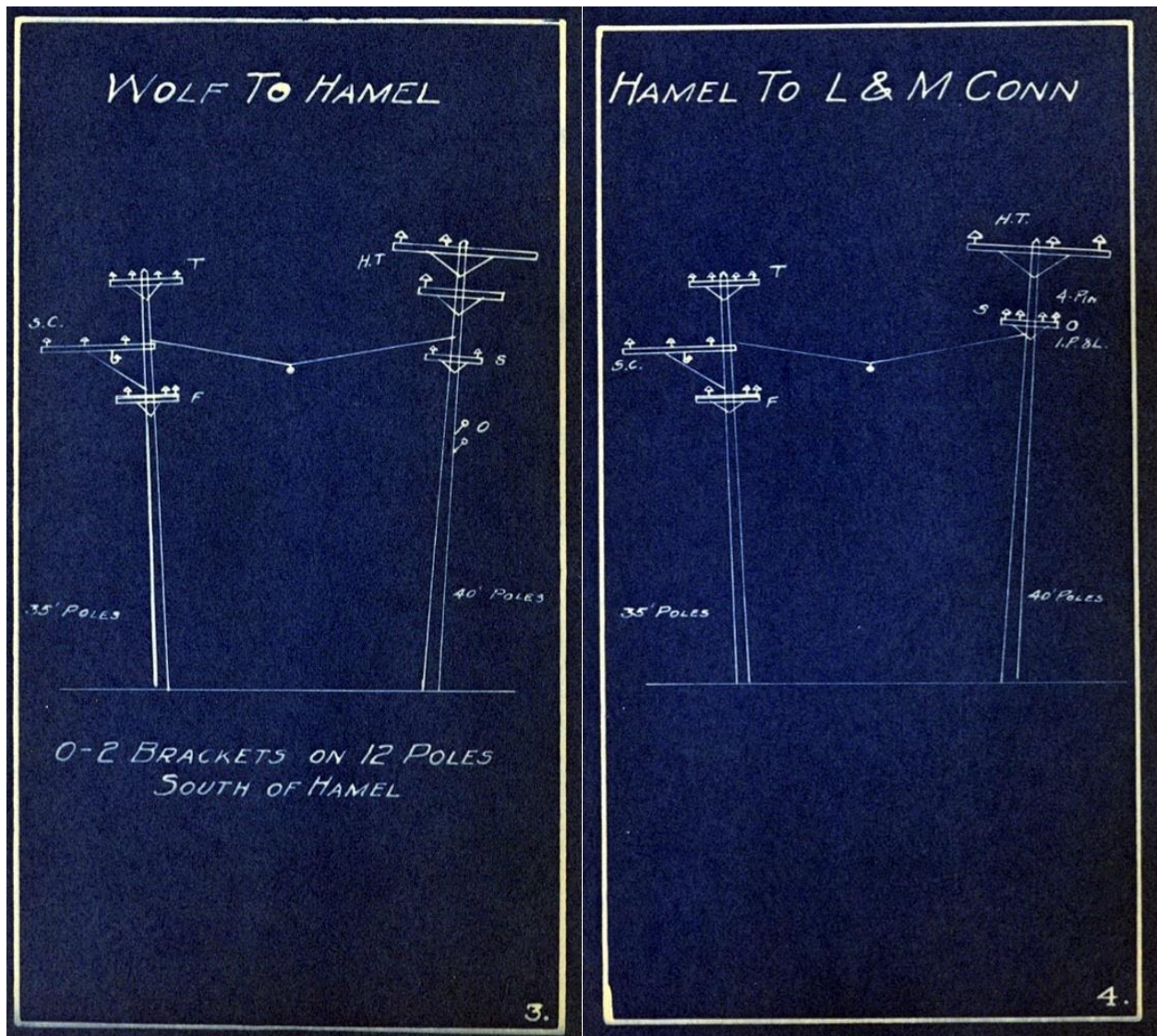
ARRANGEMENTS OF WIRES ON POLES 463

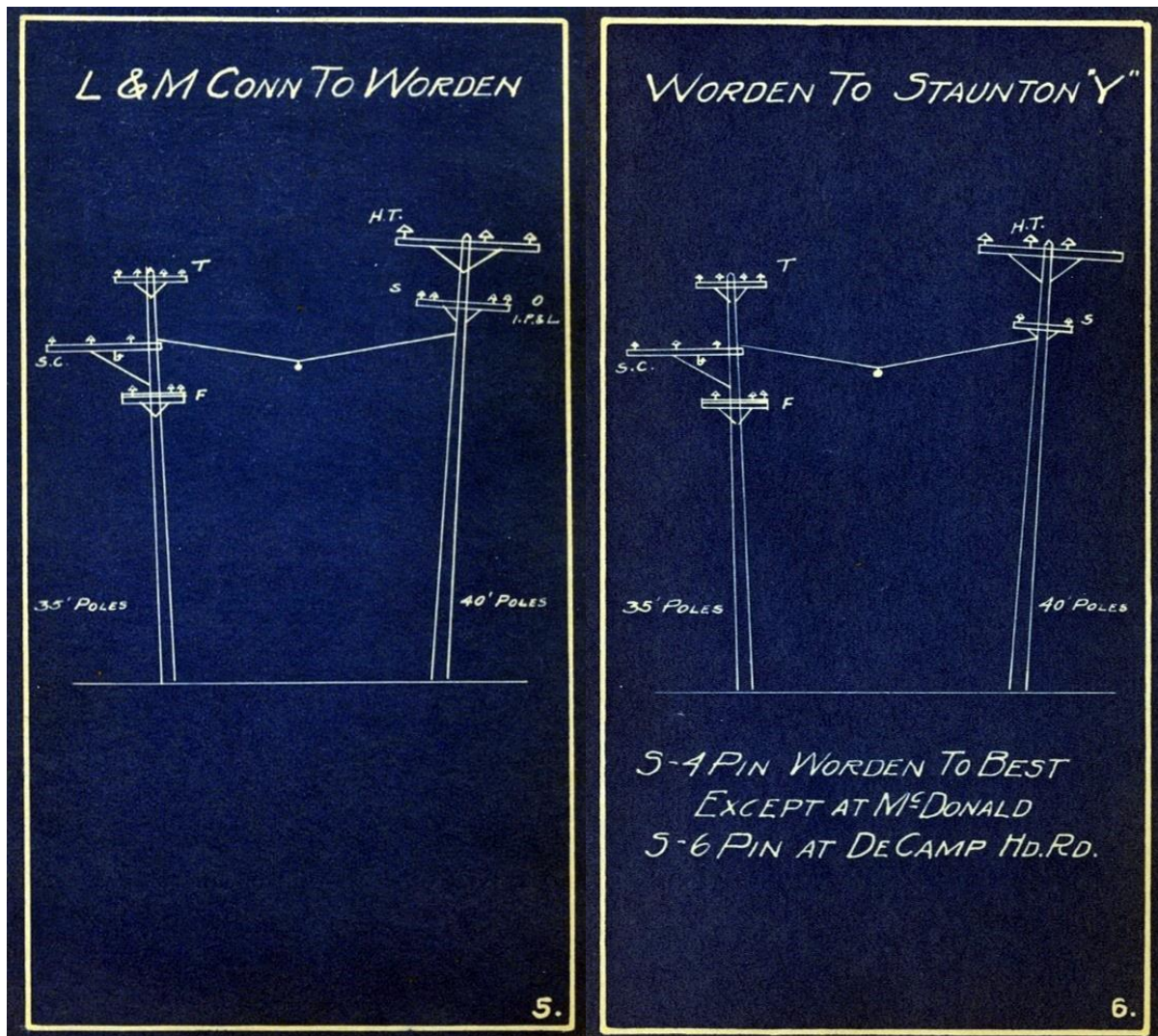
Hewitt (Granite City) to Staunton	464
Staunton to Starnes (Springfield)	467
Starnes (Spfld) to Mackinaw Jct.	471
Mackinaw Jct. to Farm Creek (East Peoria)	474
Starnes (Spfld) to Decatur Belt Wye	477
Decatur Belt Wye to Mackinaw	479
Danville to Ridge Farm	
Olivett (3.4 miles north of Ridge Farm) to Ridge Farm	485

ARRANGEMENTS OF WIRES ON POLES

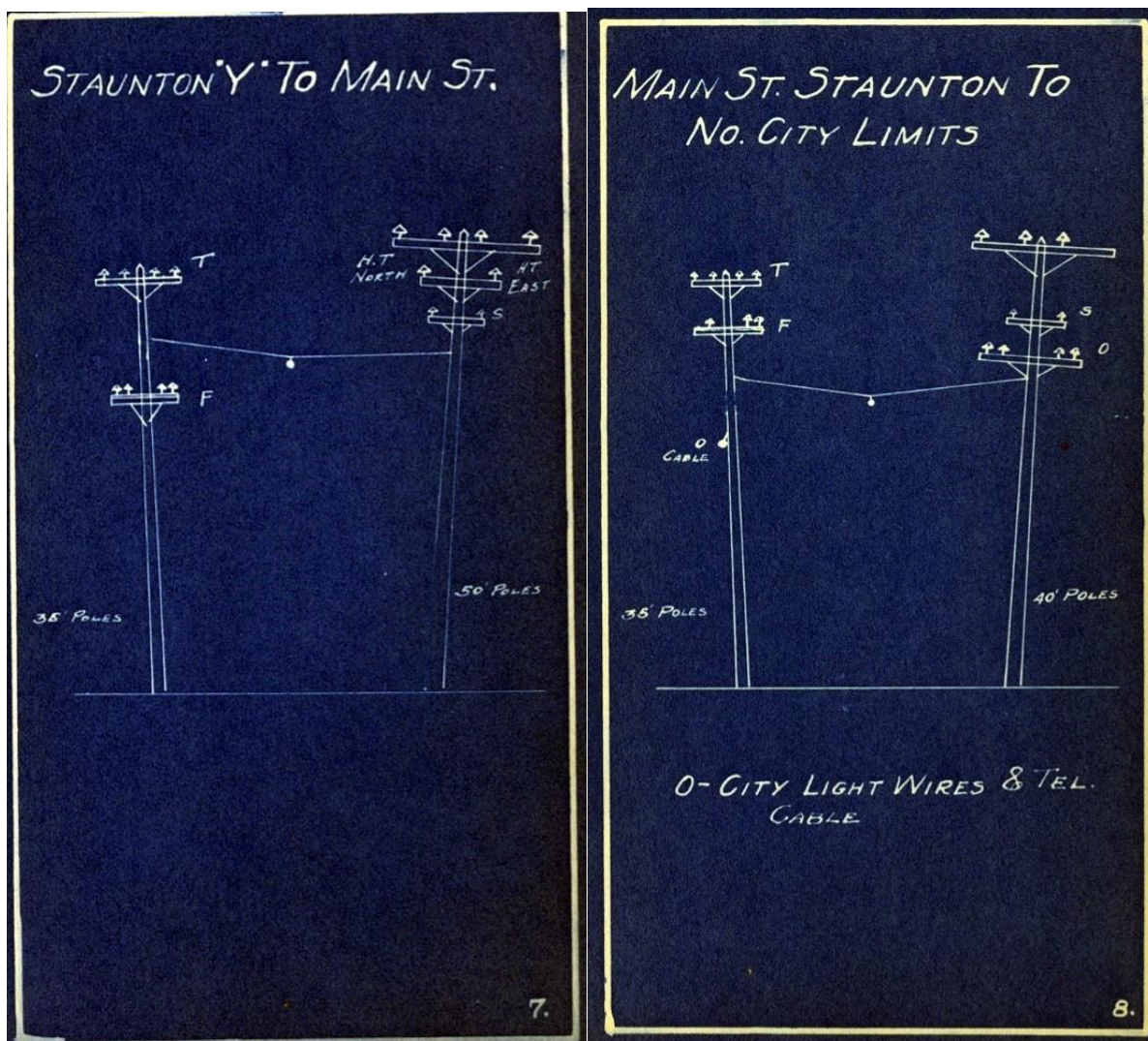
HEWITT (GRANITE CITY) TO STAUNTON

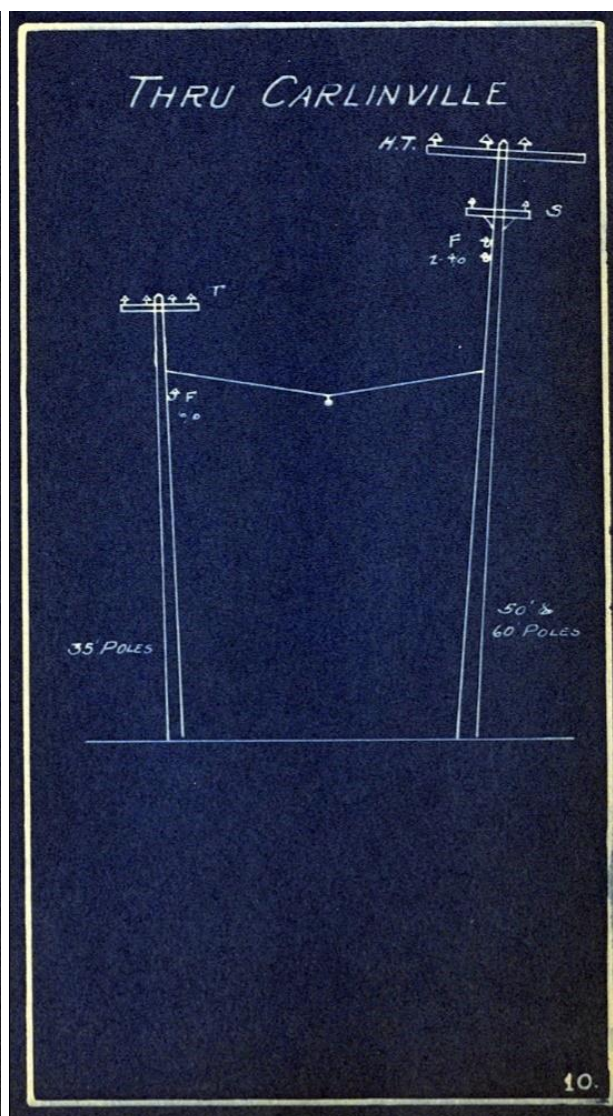
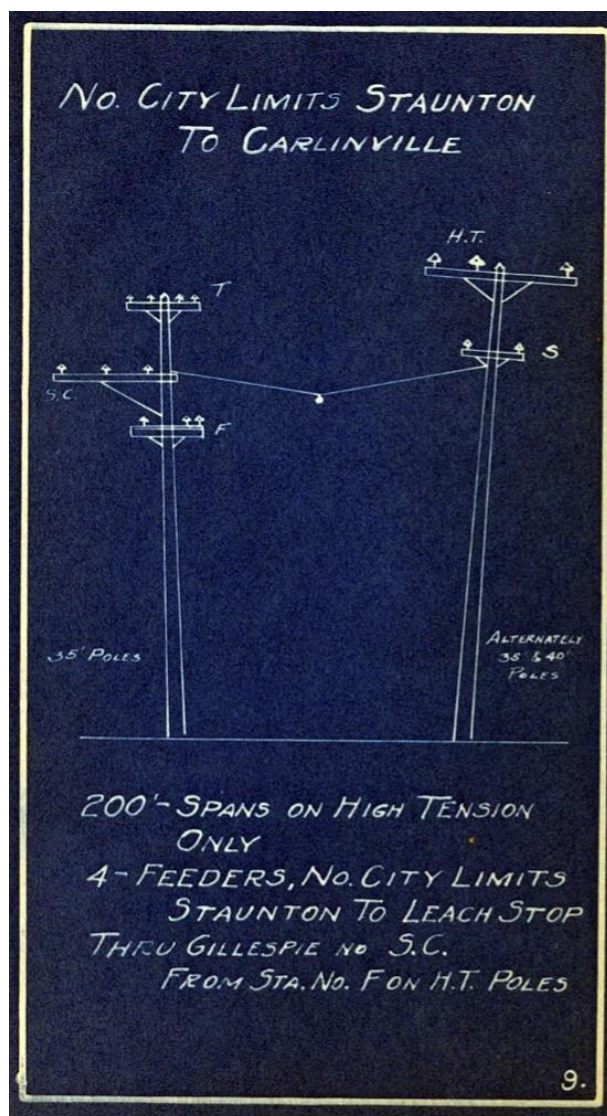




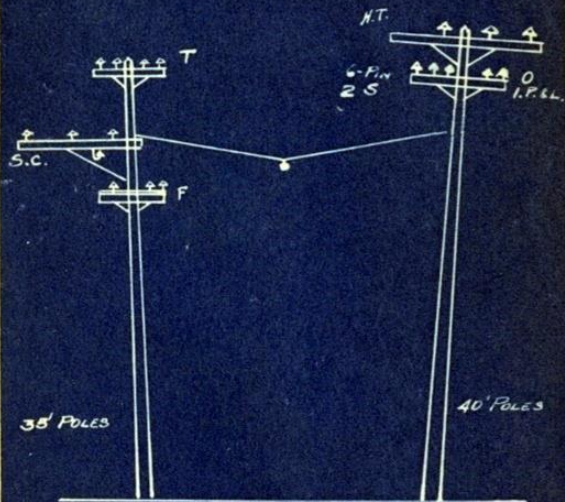


STAUNTON TO STARNES (SPRINGFIELD)



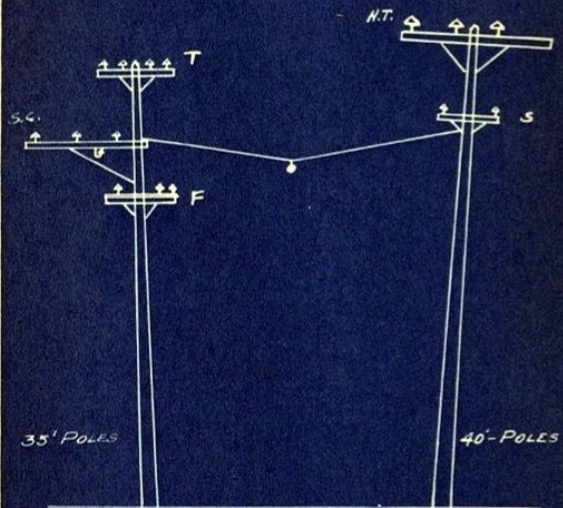


BUCHANAN ST. CARLINVILLE
TO MOUNTS STOP



11.

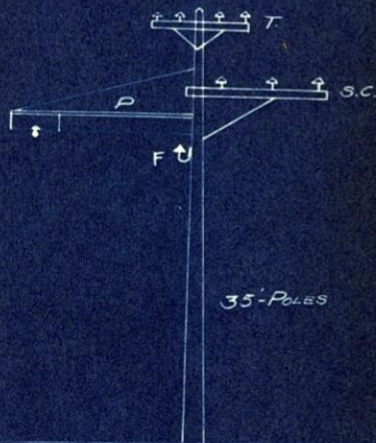
MOUNTS STOP
TO SO. BELT, SPRINGFIELD



H.T., S, T, & F AROUND
VIRDEN BELT
TROLLEY ON SPANS TO 35 FT.
POLES THRU VIRDEN
AT AUBURN CURVE T. & S.C. ON
1-8 PIN ARM.

12.

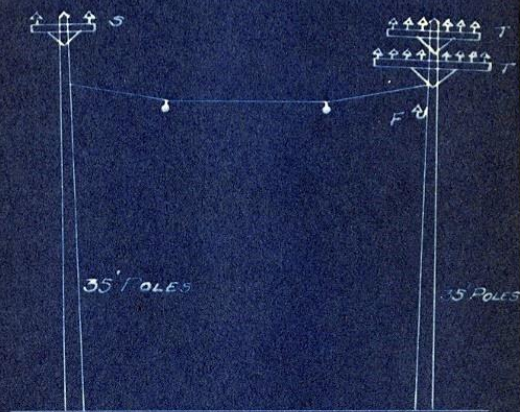
SO. BELT TO
LAUREL ST, SPRINGFIELD



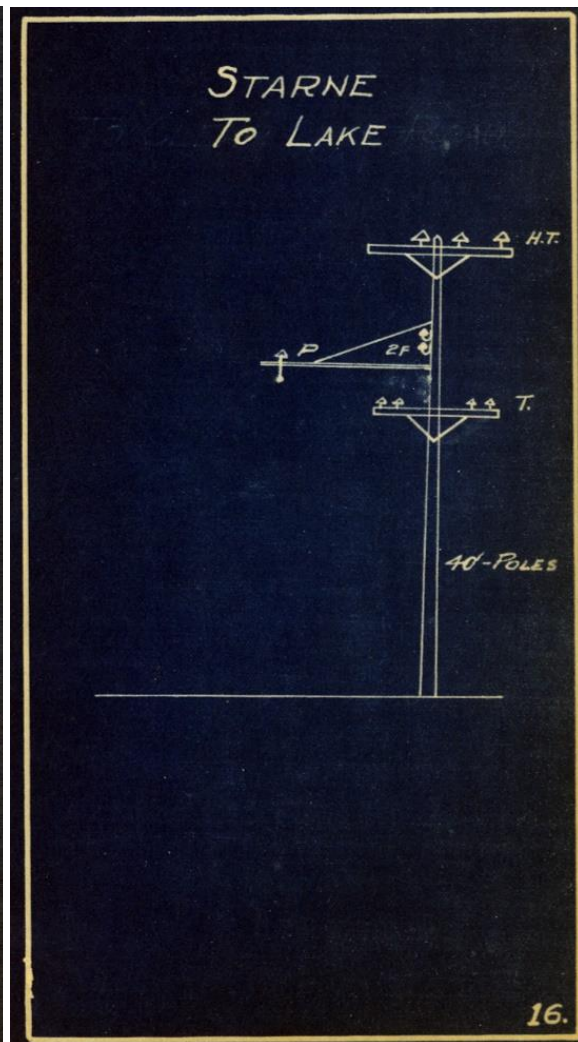
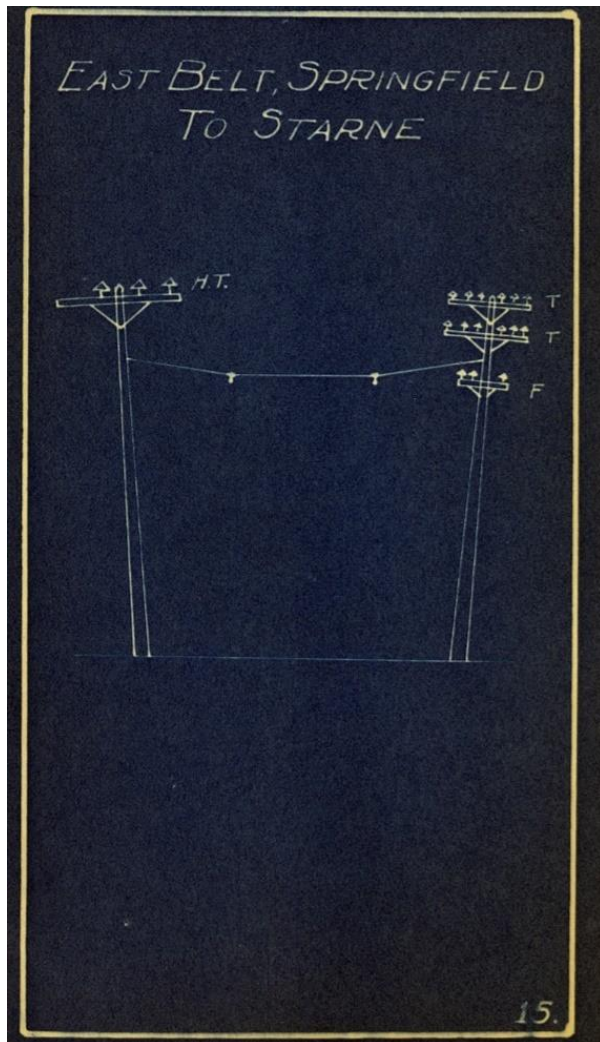
2300 V.S. TO PRICES IN TOP
GAIN. OTHER ARMS DROPPED

13.

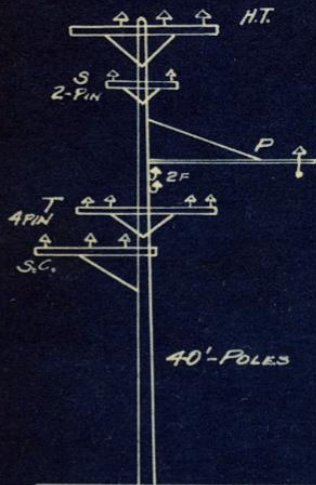
CLEAR LAKE AVE-SPFLD.
TO E. BELT



14.

STARNES (SPRINGFIELD) TO MACKINAW JUNCTION

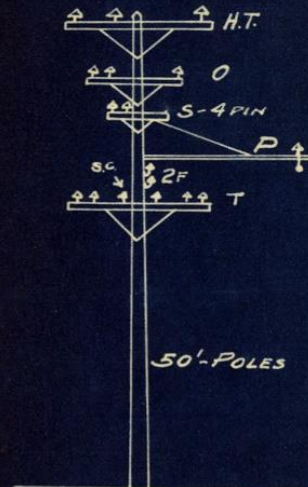
LAKE
TO GRAVEL PIT, So. LINCOLN



S & S.C. APPEARS FROM
RIDGLEY TO SELBYTOWN, ONLY
4 F RIDGLEY TO WESCART } ON STEEL
3 F WESCART TO RENFRO } ARM
T- 6 PIN RIDGLEY TO RENFRO

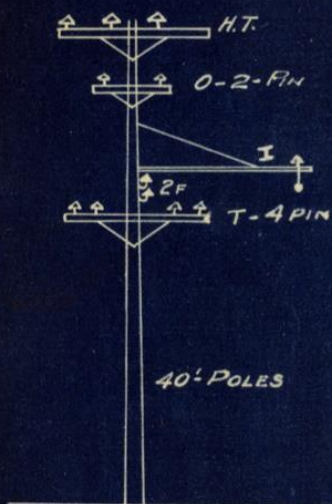
17.

GRAVEL PIT, LINCOLN
TO LINCOLN



18.

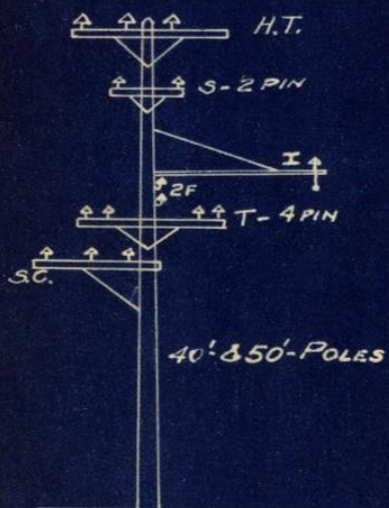
LINCOLN TO SUMMIT



O-APPEARS FROM SUTTER
TO MINDALE, ONLY
3-F ON STEEL ARM, & T-6 PIN
ORNDORFF TO UNION

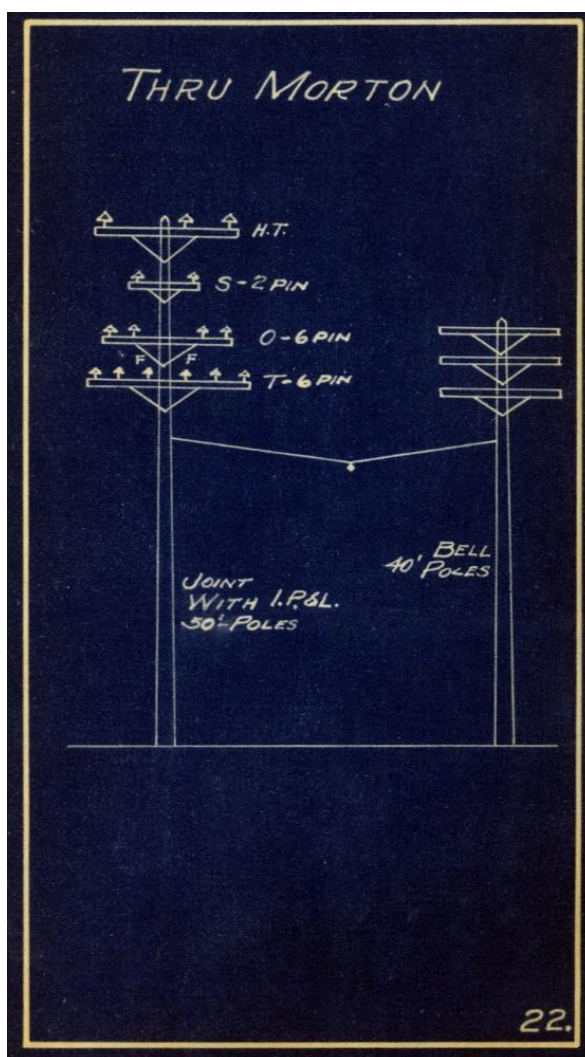
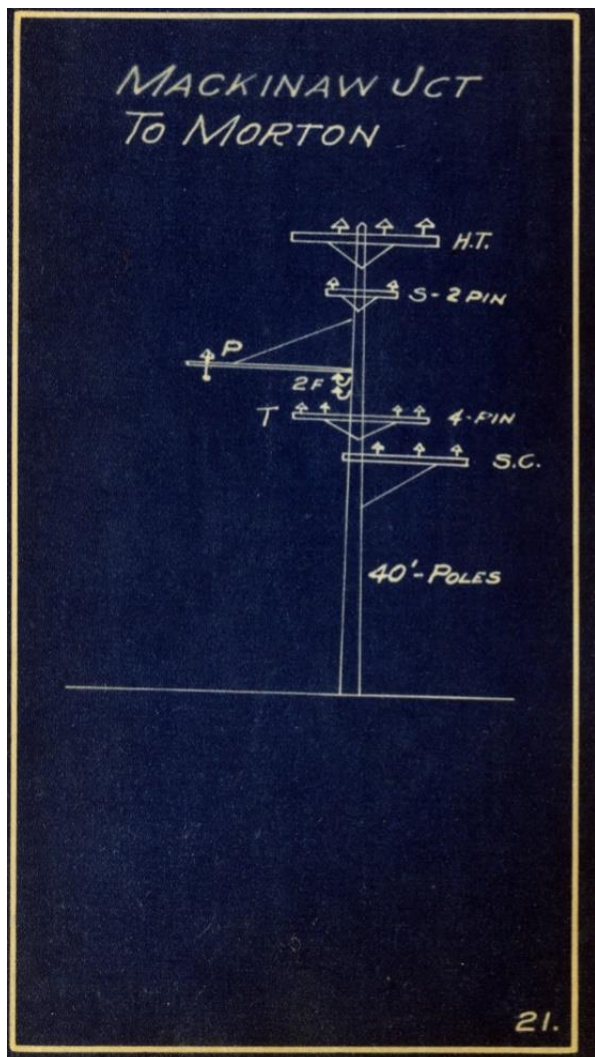
19.

SUMMIT TO MACKINAW JCT.

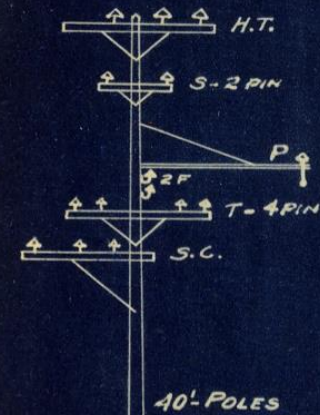


20.

MACKINAW JUNCTION TO FARM CREEK (EAST PEORIA)



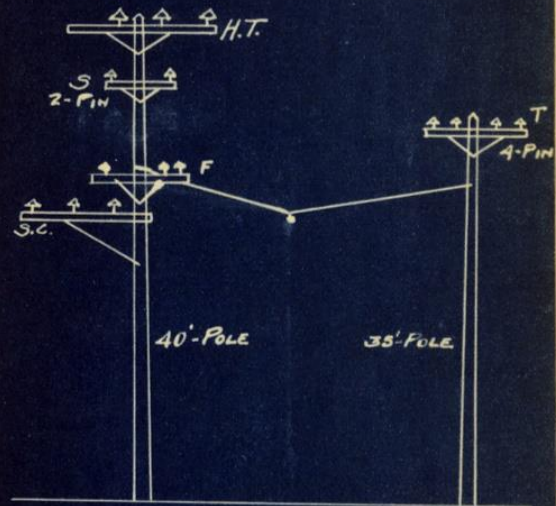
MORTON TO MATHENY



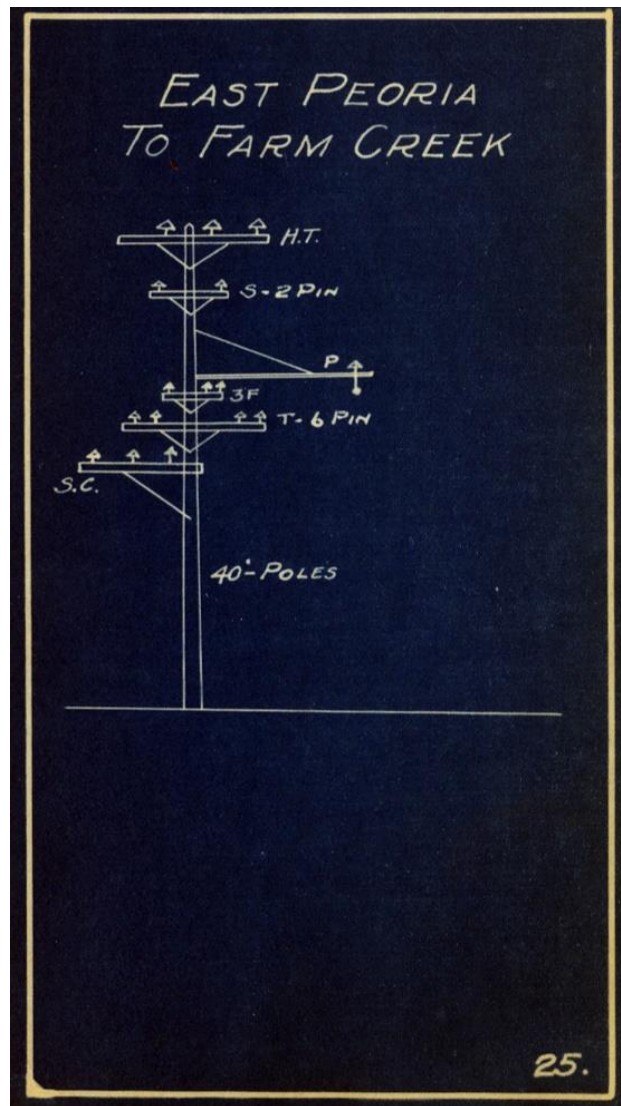
*2 F ON T-6 PIN ARM, MORTON
TO HENRY*

23.

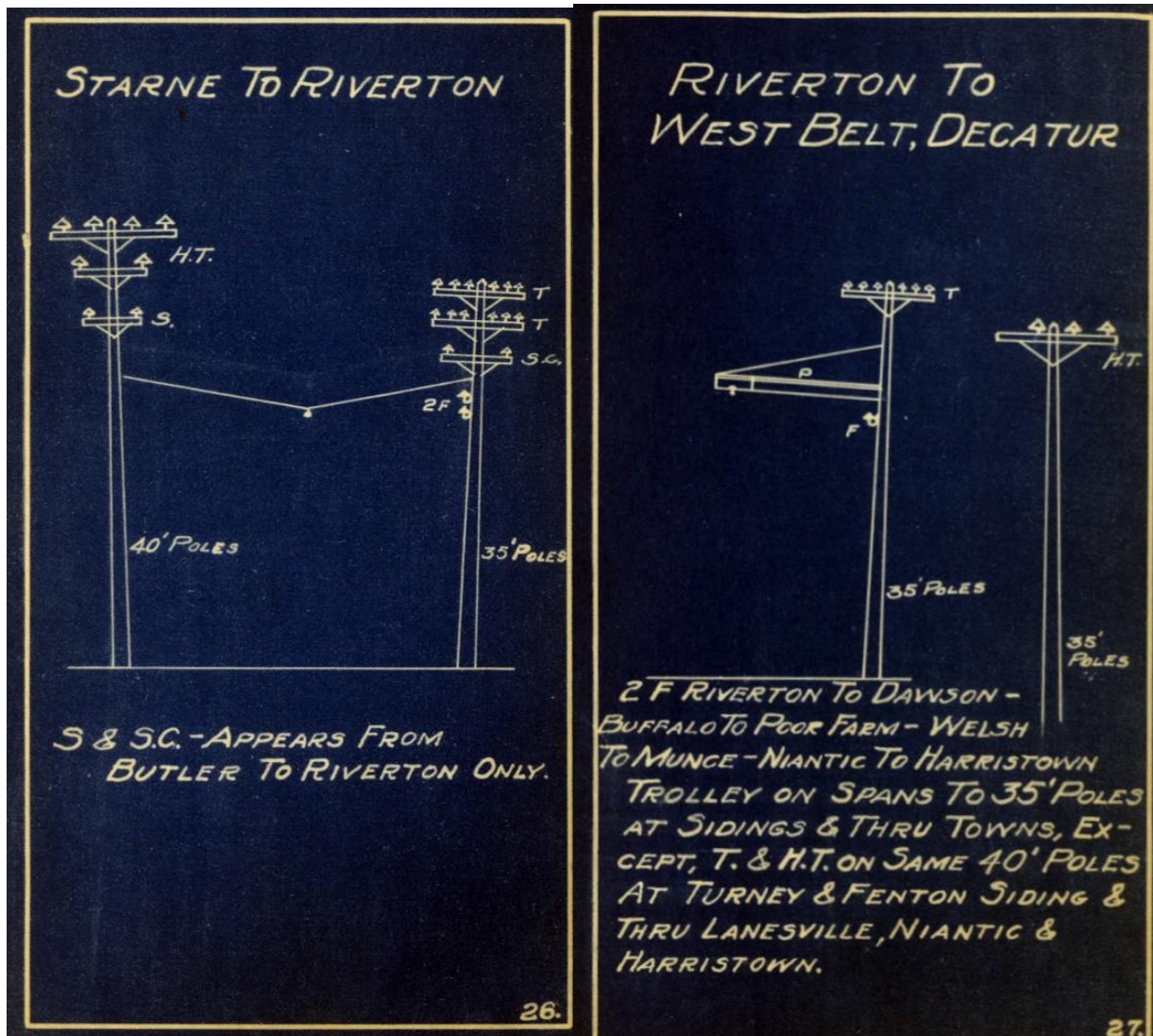
MATHENY TO EAST PEORIA

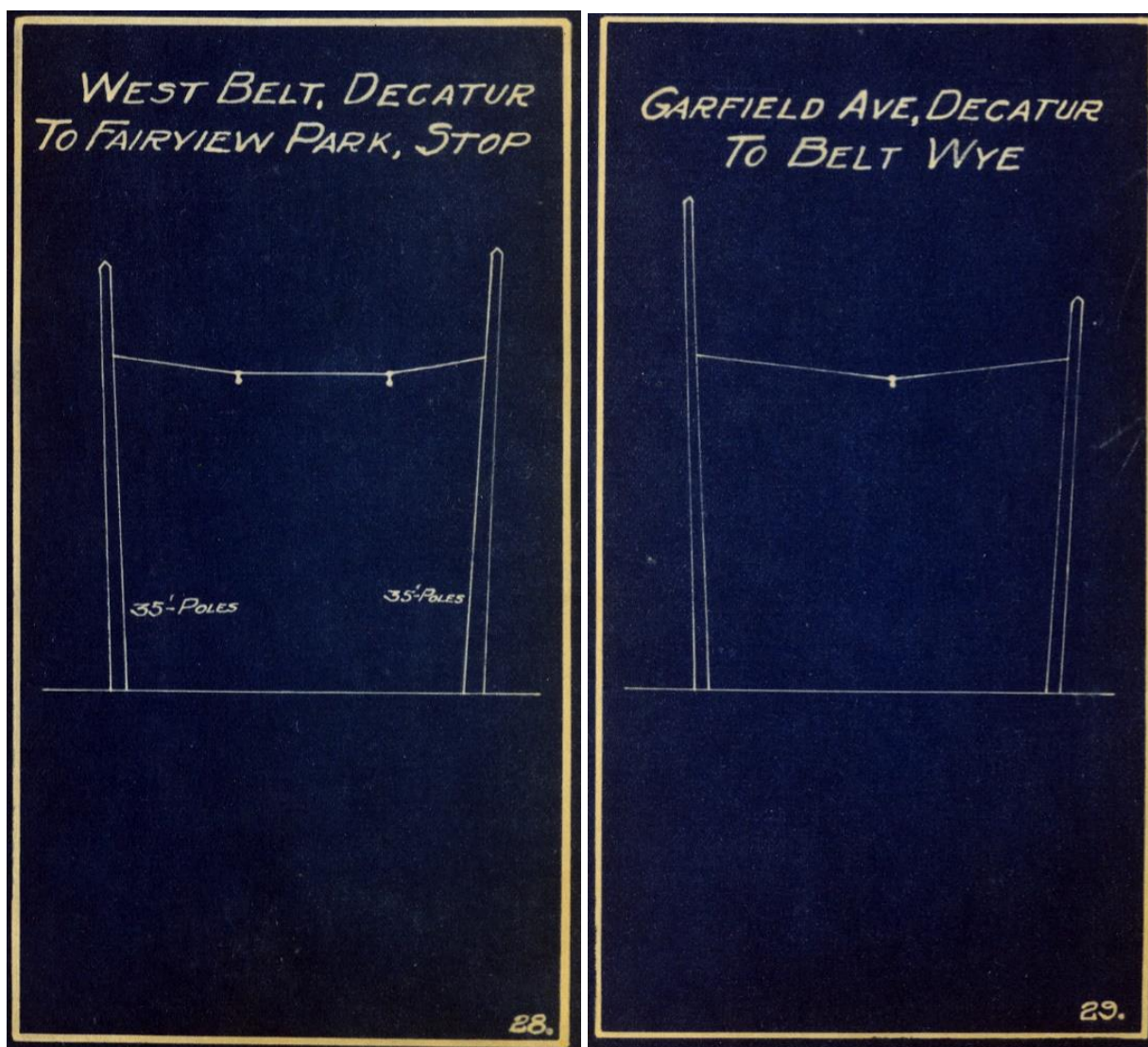


24.

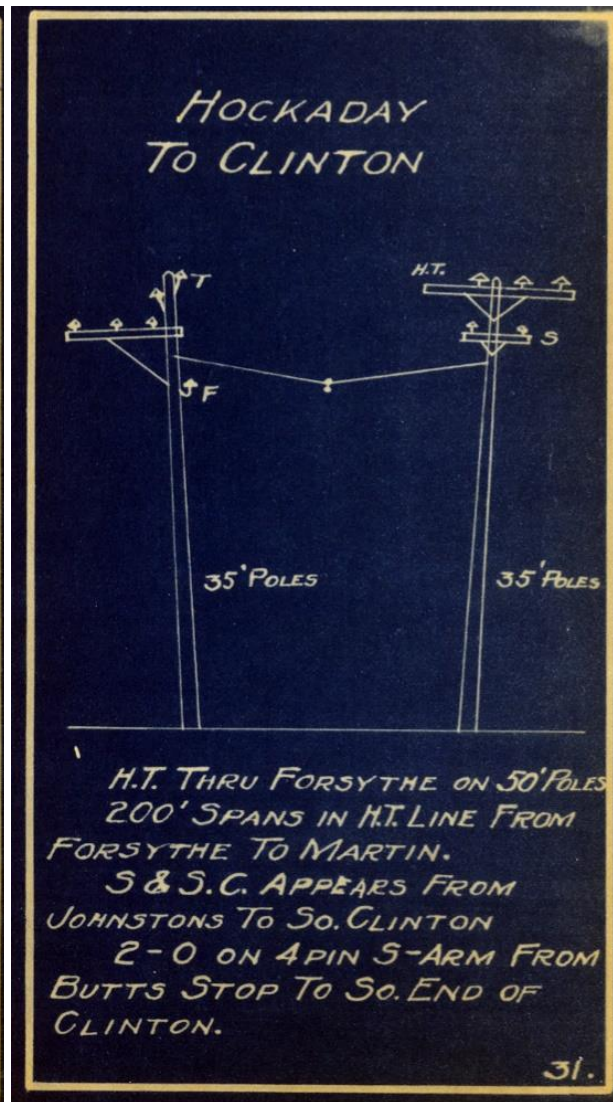
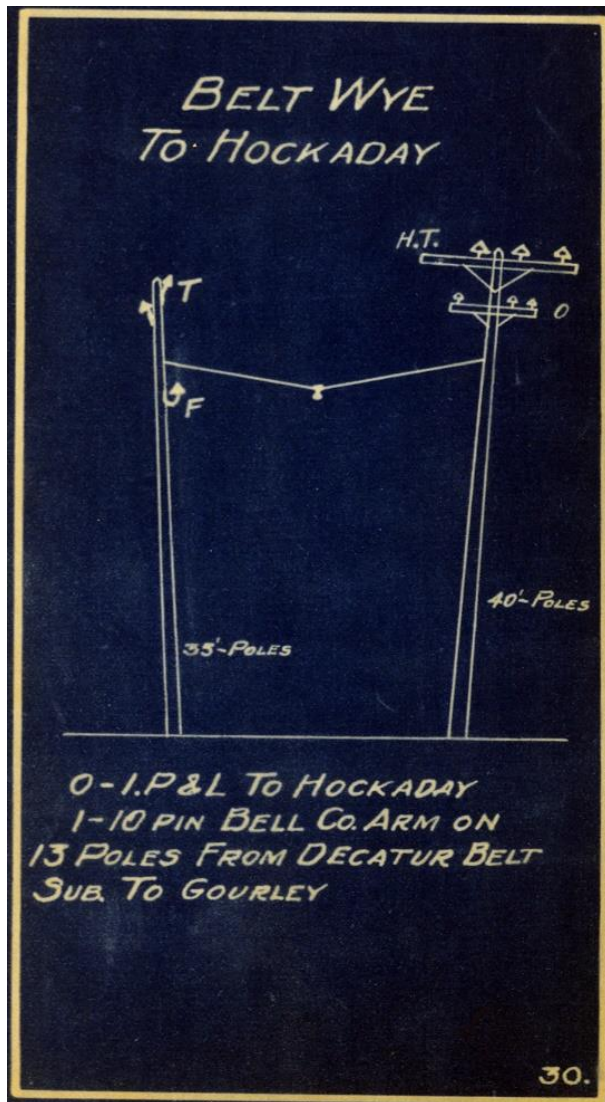


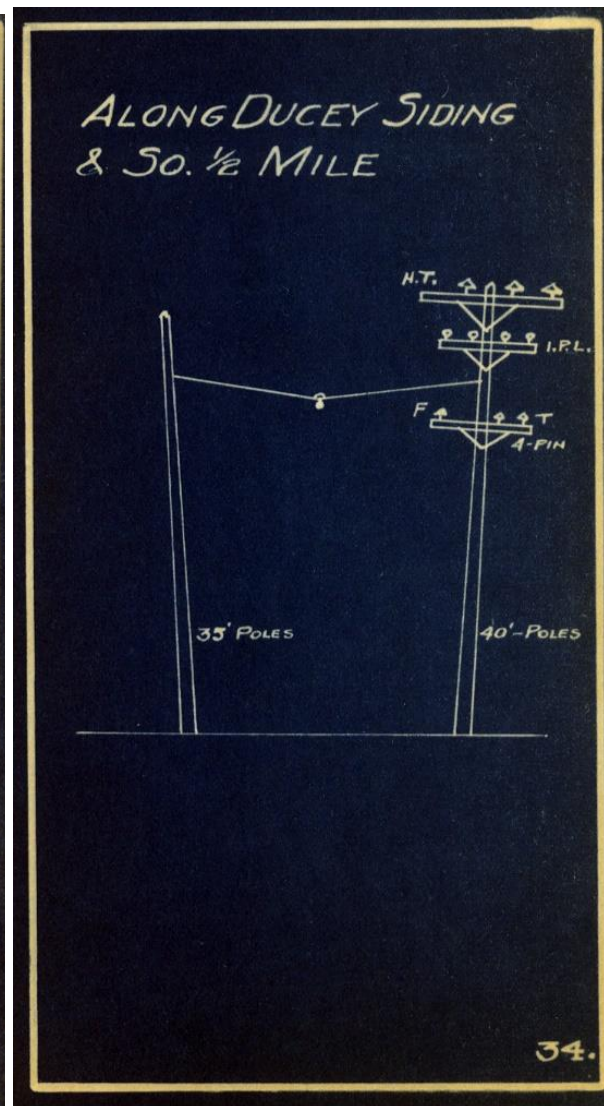
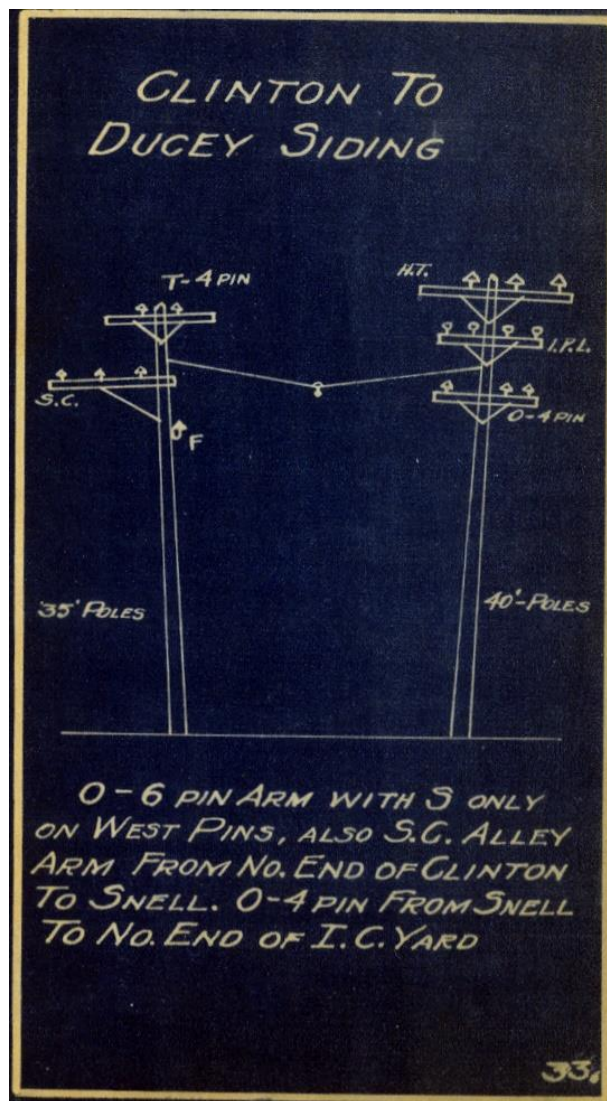
STARNES (SPRINGFIELD) TO DECATUR BELT WYE

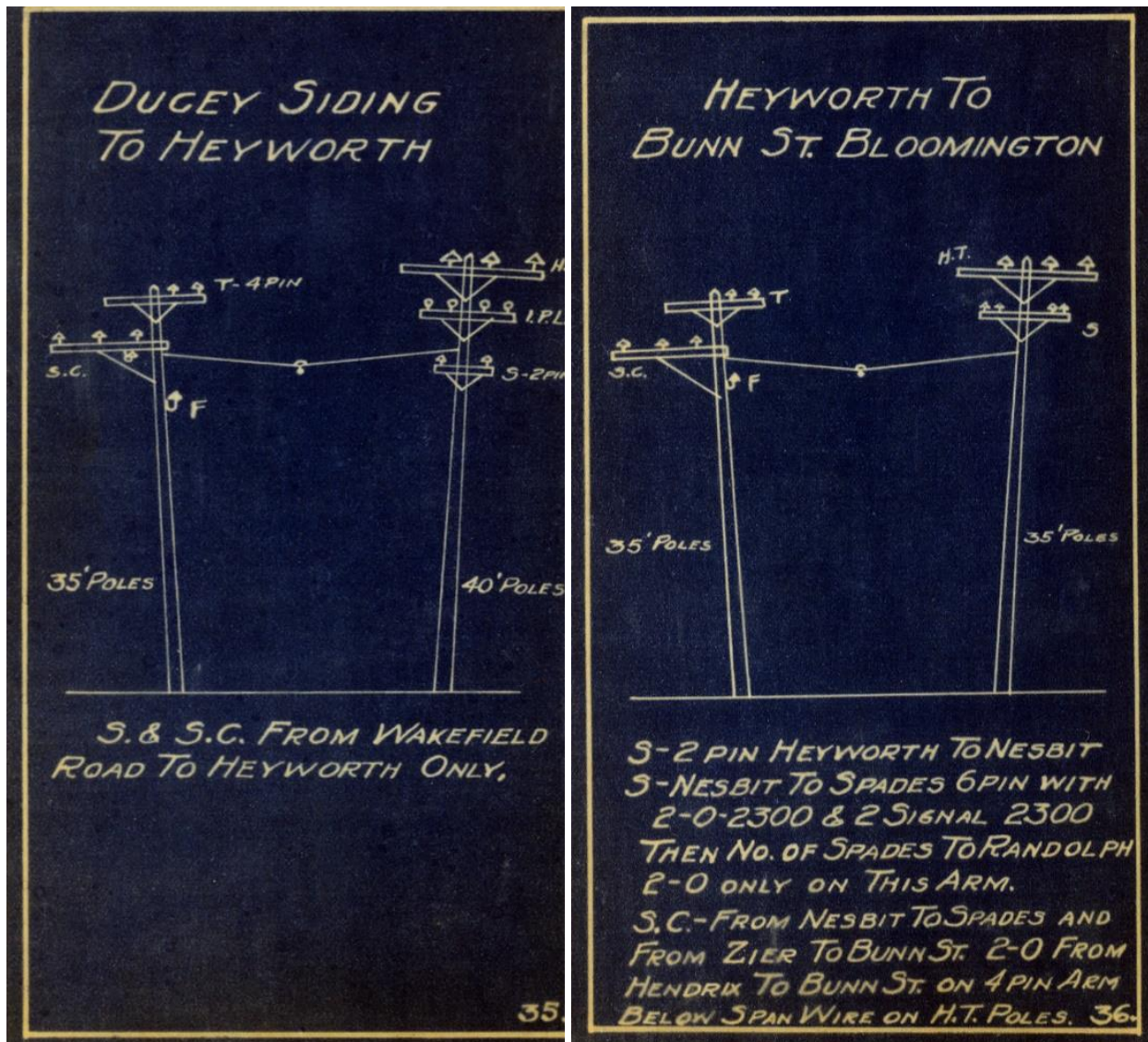


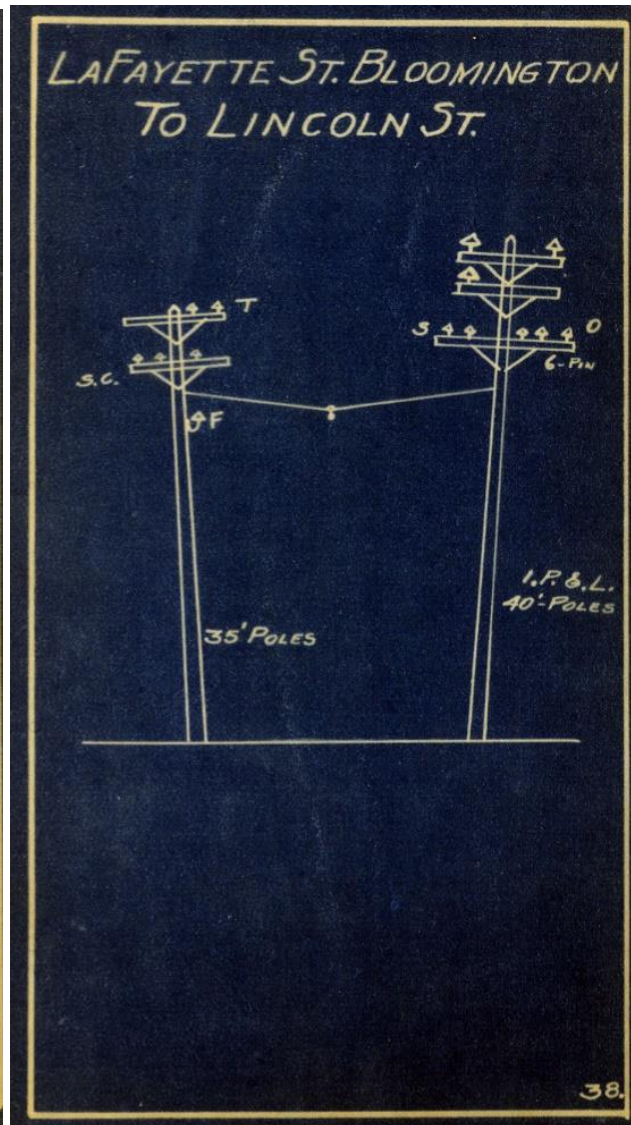
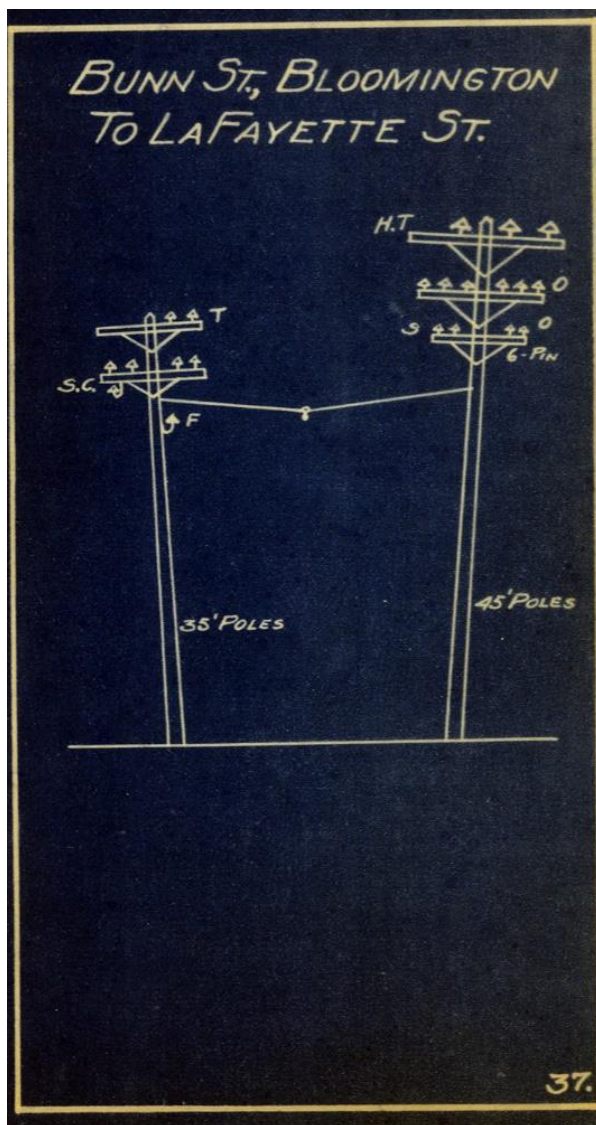


DECATUR BELT WYE TO MACKINAW

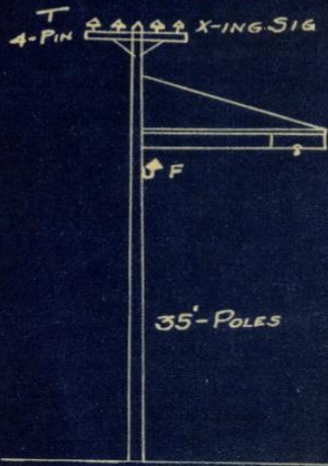








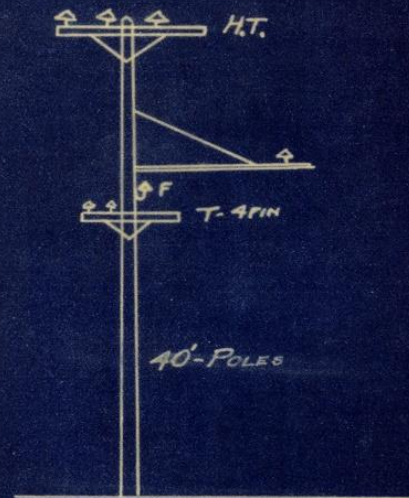
REISLING STOP
TO W. MARKET ST. BLOOM'TON



REISLING TO OLD SLAUGHTER
HOUSE 40' POLES WITH OLD H.T.
NOT WORKING
X-ING SIG. WIRES APPEAR
NEAR STILLWELL.
TELEPHONE ON SPANS TO 30'
STEEL POLES ON W. MARKET
ST BLOOMINGTON.

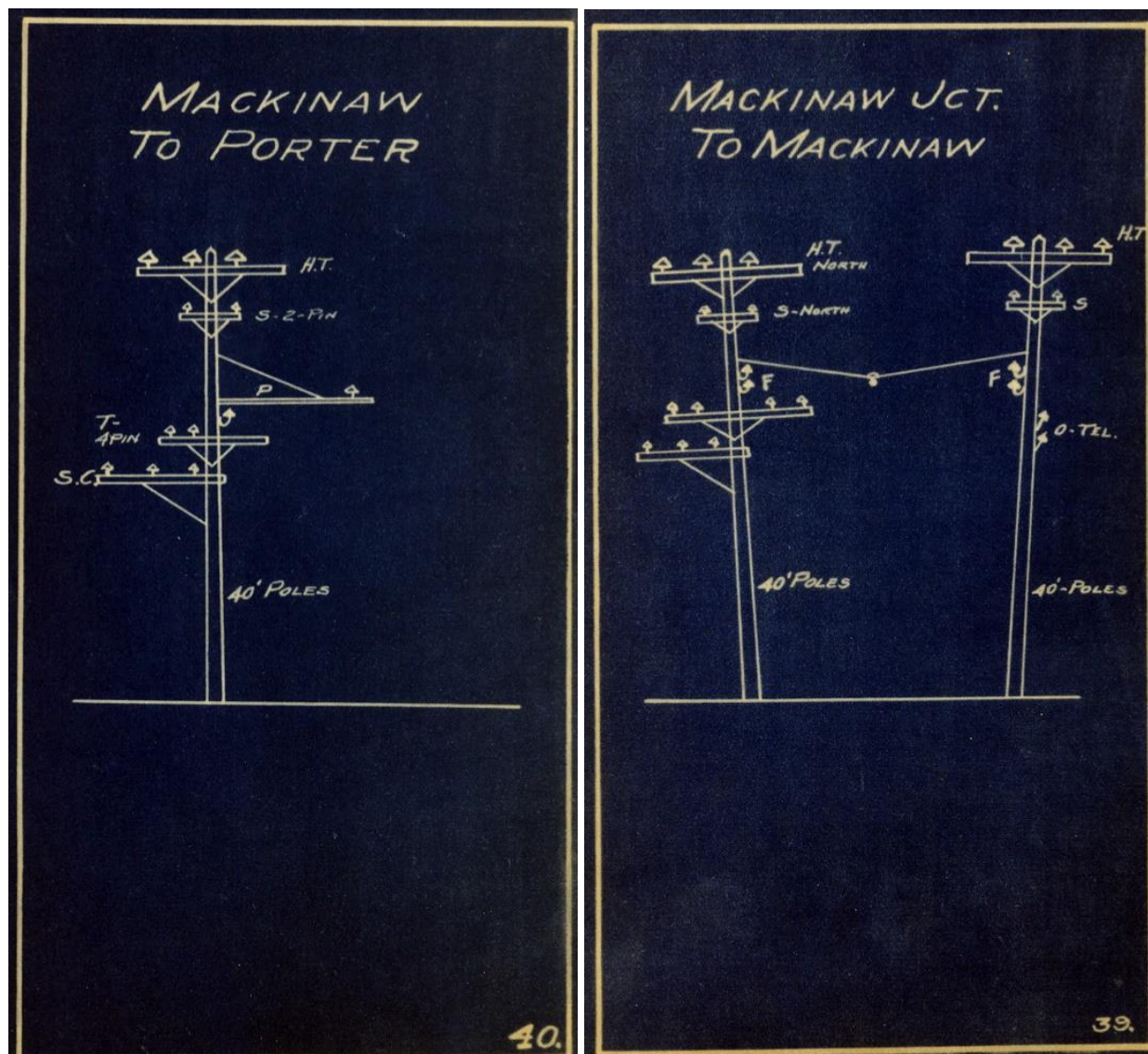
42.

PORTER SIDING
TO REISLING



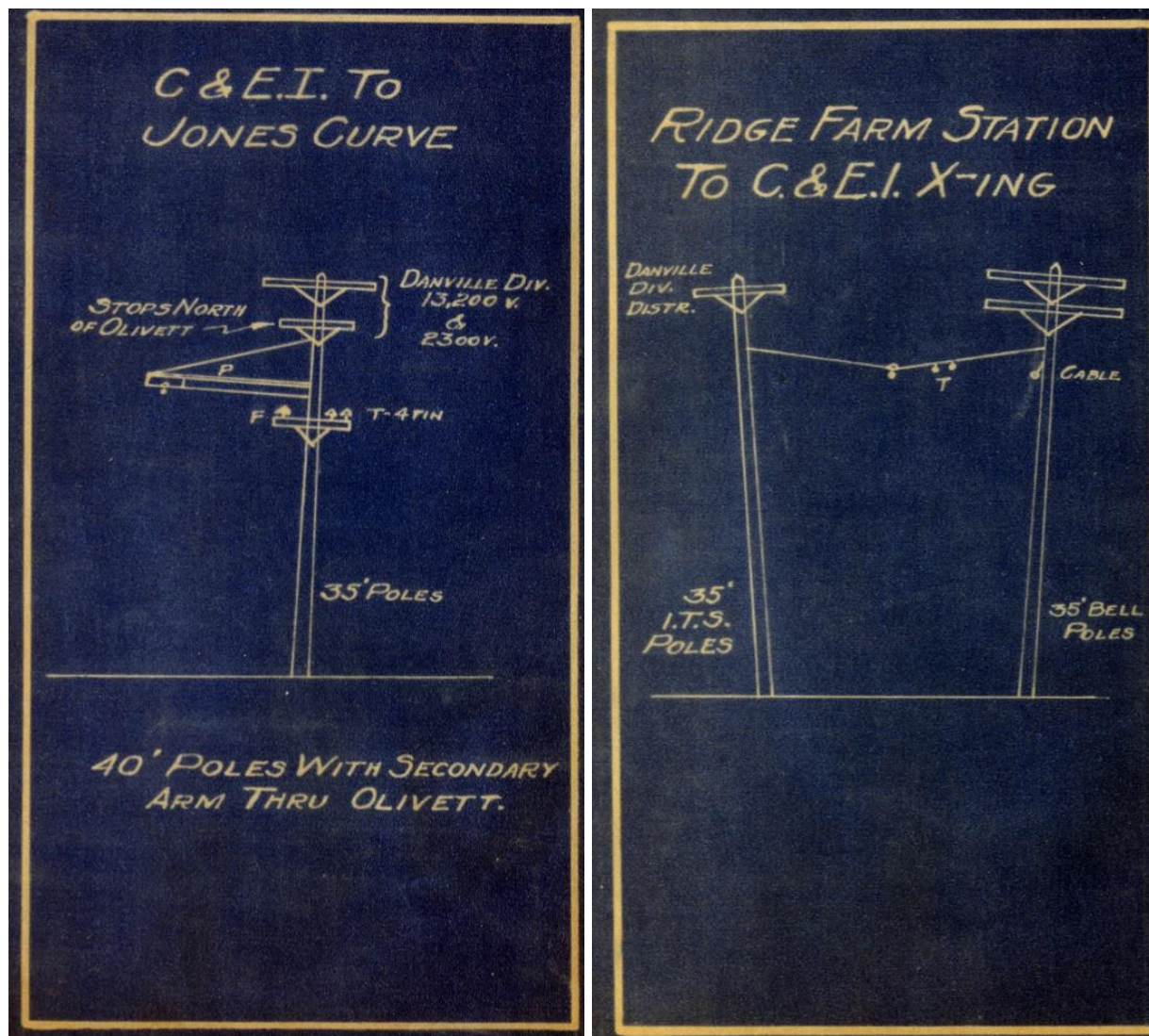
TROLLEY ON SPANS TO 35'
POLES ON CURVES

41.



DANVILLE TO RIDGE FARM LINE

OLIVETT (3.4 MILES NORTH OF RIDGE FARM) TO RIDGE FARM



BRIDGE CLEARANCE CHART 1930

486

TABLES OF CLEARANCES

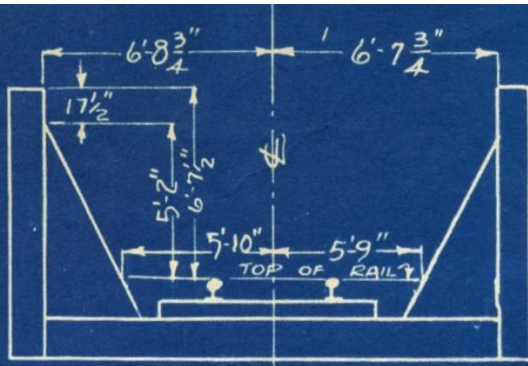
**Drawings**

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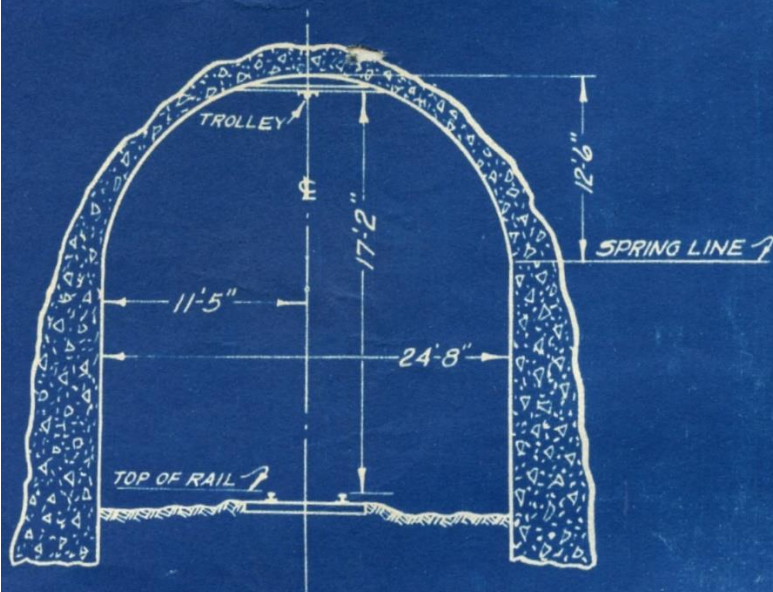
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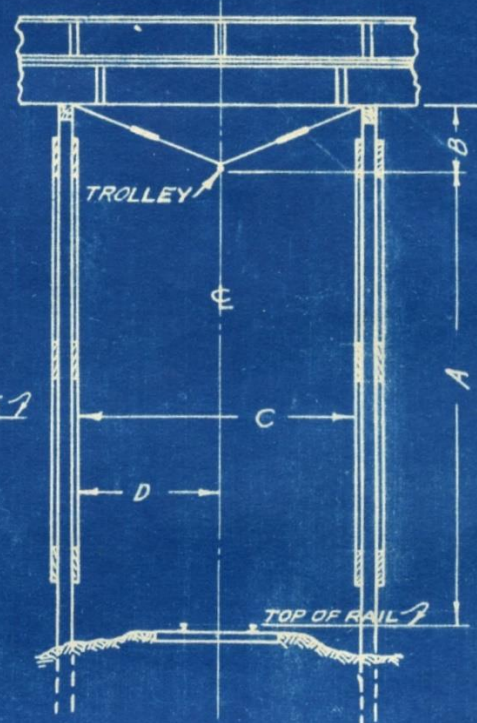
**DRAWINGS
THRU GIRDER
CCC&St.L SUBWAY
OVERHEAD BRIDGE**



WABASH THRU GIRDERS
BLUFF JUNC.

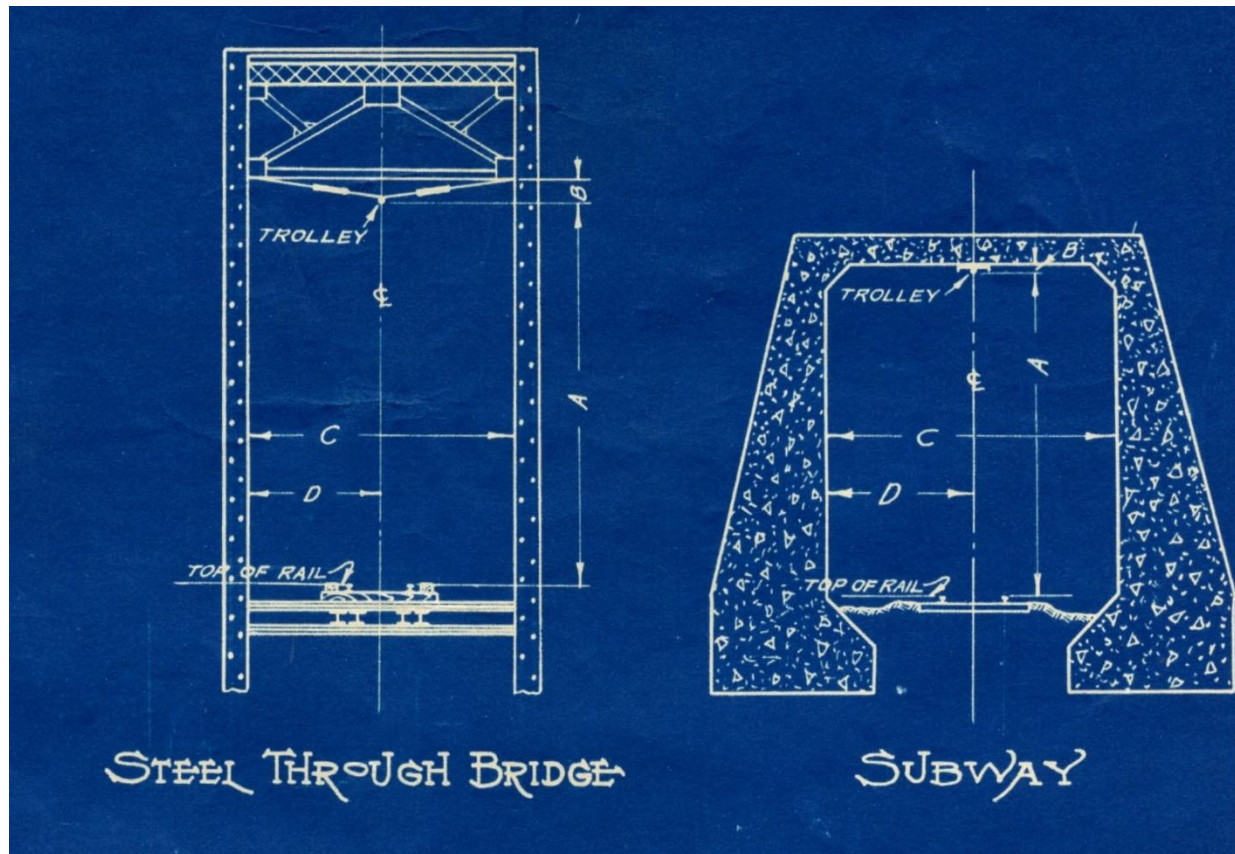


C.C.C. & ST. L. SUBWAY
SOUTH OF WORDEN



OVERHEAD BRIDGE

DRAWING
THROUGH STEEL BRIDGE
SUBWAY



**ST. LOUIS TO STAUNTON
STAUNTON TO HILLSBORO
STAUNTON TO ST. LOUIS**

ILLINOIS TRACTION, INC.							
ST. LOUIS TO STAUNTON							
NAME OF BRIDGE	DESCRIPTION	VICINITY	A	B	C	D	E
ST. LOUIS SUBWAY	SUBWAY	LUCAS TO CASS	18'-4 $\frac{1}{2}$ "			8'-6"	
" " ELEVATED	THRU. BR.	HOWARD * BRANCH	18'-2"			8'-2"	
MCKINLEY BR. APP'CH.	" "	BRANCH * MCKIN.B.	18'-2"			8'-2"	
MCKINLEY BRIDGE	" "	ST. LOUIS * VENICE	17'-10"			6'-10"	
CAHOKIA CREEK	" "	EDWARDSVILLE	16'-2 $\frac{3}{4}$ "		12'-8 $\frac{1}{2}$ "	6'-2 $\frac{1}{2}$ "	
HIGHWAY ROUTE "4	SUBWAY	MCGOWAN	19'-7"	1'-9"	31'-1"	8'-5"	
BLACK BR. I.T.R.R.	THRU. BR.	EDWARDSVILLE	16'-6 $\frac{1}{8}$ "		12'-8"	6'-3 $\frac{1}{2}$ "	
PRICKETT AVE.	OVERHEAD	"	17'-3 $\frac{3}{4}$ "		28'-10"	14'-2 $\frac{1}{2}$ "	
CLOVERLEAF RY.	SUBWAY	"	20'-4 $\frac{1}{4}$ "		16'-0"	8'-10 $\frac{1}{4}$ "	
C.C.C. & ST. L. R.R.	"	WORDEN	SEE	SKETCH			
WABASH RY.	"	"	16'-7"		27'-4"	10'-2 $\frac{3}{4}$ "	
STAUNTON TO HILLSBORO							
GRUBBS WAGON BR.	OVERHEAD	HILLSBORO	REMOVED 12/30/33				
STAUNTON TO SPRINGFIELD							
CAHOKIA CREEK	THRU. BR.	STAUNTON	16'-1 $\frac{3}{4}$ "		12'-8"	6'-2"	
MACOUPIN "	" "	CARLINVILLE	17'-0"		12'-8"	6'-3"	
C. & A. R. R.	SUBWAY	"	16'-3"		12'-10"	6'-2"	
SUGAR CREEK	THRU. BR.	THAYER	18'-3 $\frac{1}{2}$ "		16'-1 $\frac{1}{4}$ "	8'-0 $\frac{1}{2}$ "	
PANTHER "	" "	IRWIN'S PARK	18'-10"		14'-5"	7'-2 $\frac{1}{2}$ "	

STAUNTON TO SPRINGFIELD
 SPRINGFIELD TO MACKINAW JUNCTION
 MACKINAW JUNCTION TO PEORIA

ILLINOIS TRACTION, INC.							
STAUNTON TO SPRINGFIELD (CONT.)							
NAME OF BRIDGE	DESCRIPTION	VICINITY	A	B	C	D	E
LICK CREEK	THRU. BR.	WOODSIDE	17'-9"		14'-0½"	7'-0½"	
C. & A. R. R.	SUBWAY	SPRINGFIELD	15'-10¼"	0'-4"	24'-7½"	11'-5½"	
C. & A. R. R.	THRU. BR.	"	18'-1"		12'-10"	6'-5"	
FOX ROAD	OVERHEAD	"	17'-0"	1'-8"	58'-1"	23'-5"	
I. C. R. R.	SUBWAY	"	16'-7½"	0'-5½"	18'-1½"	8'-10"	
SPRINGFIELD TO MACKINAW JCT.							
SANGAMON RIVER	THRU. BR.	SHERMAN	17'-10¼"		14'-0½"	7'-0"	
KICKAPOO CREEK	" "	LINCOLN.	16'-8¾"		14'-0"	7'-0"	
SUGAR CREEK	" "	"	18'-10"		14'-1"	7'-0"	
HIGHWAY ROUTE 164	SUBWAY	SO. MACK. JCT.	16'-11½"	1'-7"	16'-11"	8'-5"	
C. C. C. & ST. L. R. R.	"	MACKINAW	16'-0"		18'-0"	8'-9½"	
VANDALIA R. R.	"	"	15'-11"		17'-8"	8'-9"	
MACKINAW JCT. TO PEORIA							
MACKINAW RIVER	THRU. BR.	MACKINAW	18'-6¾"		14'-0"	6'-9½"	
ILL. RIV. DRAW BR.	" "	PEORIA	17'-6½"		12'-1"	5'-11½"	
ILLINOIS RIVER	" "	"	18'-7½"		14'-6"	7'-2½"	
POWER HOUSE BR.	" "	"	18'-5"		14'-4"	6'-10"	

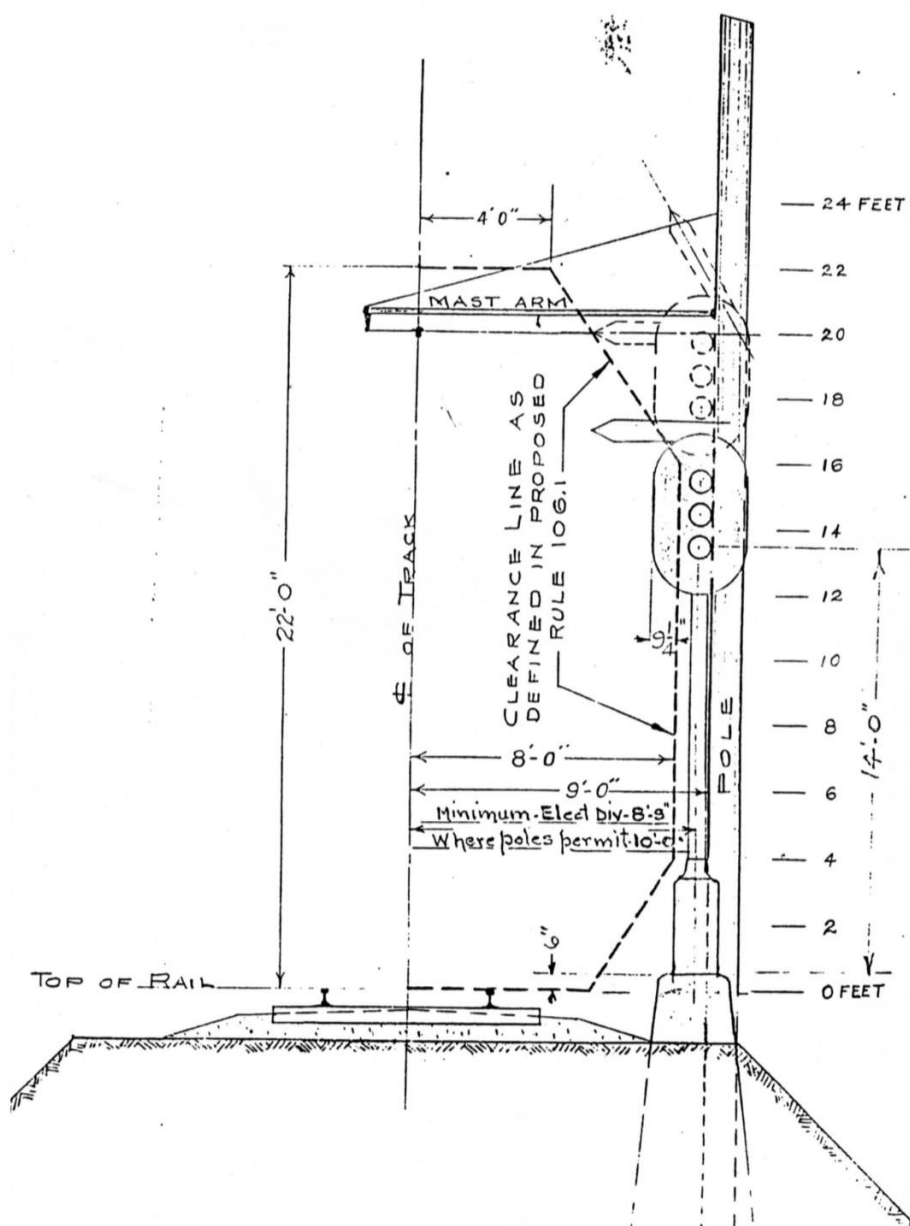
MACKINAW JUNCTION TO BLOOMINGTON
SPRINGFIELD TO DECATUR
DECATUR TO BLOOMINGTON
DECATUR TO DANVILLE

ILLINOIS TRACTION, INC.							
MACKINAW JCT. TO BLOOMINGTON							
NAME OF BRIDGE	DESCRIPTION	VICINITY	A	B	C	D	E
L. E. & W. RY.	SUBWAY	BLOOMINGTON	15'-3 $\frac{1}{4}$ "		40'-3"	13'-10"	
C. & A. R. R.	"	"	14'-9 $\frac{1}{2}$ "		33'-7"	13'-7"	
SPRINGFIELD TO DECATUR							
SANGAMON RIVER	THRU. BR.	RIVERTON	17'-4 $\frac{1}{2}$ "		16'-0"	8'-0"	
WABASH RY.	SUBWAY	DECATUR	16'-5 $\frac{1}{2}$ "		33'-5"	6'-7 $\frac{1}{2}$ "	
P. D. & E. R. R. I. C. R. R.	"	"	17'-2"		17'-10 $\frac{1}{2}$ "	8'-9 $\frac{1}{2}$ "	
I. C. R. R. & VAN. R. R.	"	"	16'-5"		18'-0"	8'-10 $\frac{1}{2}$ "	
DECATUR TO BLOOMINGTON							
VANDALIA R. R.	SUBWAY	MAROA	15'-10"		14'-6"	6'-3"	
SALT CREEK	THRU. BR.	CLINTON	16'-9"		14'-5"	7'-2"	
I. C. R. R.	SUBWAY	"	15'-10 $\frac{1}{4}$ "	0'-5"	16'-7 $\frac{1}{2}$ "	7'-10"	
NESBIT ROAD	OVERHEAD	HEYWORTH	15'-11 $\frac{1}{4}$ "		18'-6"	9'-0"	
DECATUR TO DANVILLE							
I. C. R. R. (PASS. CARS ONLY)	SUBWAY	CHAMPAIGN	14'-8 $\frac{1}{4}$ "		22'-4"	6'-9"	
STONE CREEK	THRU. BR.	MUNCIE	18'-1 $\frac{3}{4}$ "		14'-3"	7'-1 $\frac{1}{2}$ "	
WABASH R. R.	SUBWAY	STALEY PLANT	17'-7"		17'-6"	8'-0"	

**ST. LOUIS TROY & EASTERN RR
ILLINOIS TERMINAL RR
O'FALLON FREIGHT LINE**

ST. LOUIS, TROY AND EASTERN R. R. CO.							
NAME OF BRIDGE	DESCRIPTION	VICINITY	A	B	C	D	E
ST. L. & A. RY. CO.	OVERHEAD	McKINLEY JCT.	(REMOVED 6/27/36)				
VENICE HIGH-LINE	THRU. BR.	VENICE	18-8'			8-0'	
ILLINOIS TERMINAL CO.							
BIG FOUR R. R.	OVERHEAD	WANDA	21-0'			9'-6"	
STATE HIGHWAY	"	EDWARDSVILLE	21-3'			9'-8½"	
ST. L. & A. RY. CO.	"	"	23-3'			60'-0"	
ILL. TRACTION INC.	"	"	21-6'			40'-0"	
SEMAPHORE RACK	"	HENRY ST. ALTON	23-0'			19'-9'	
LEWIS & CLARK BR.	"	ALTON	30-0'			26-0'	
WABASH	THRU GIRDER	BLUFF JUNC.		SEE	SKETCH		
O'FALLON FREIGHT LINE							
WAGON BRIDGE	OVERHEAD	WEST OF O'FALLON	24-0'			7'-0"	

POLE-AND SIGNAL CLEARANCES 494



"YOURS IN ILLINOIS TERMINAL"

DALE JENKINS SPECIAL AGENT ITRR 1968-1981