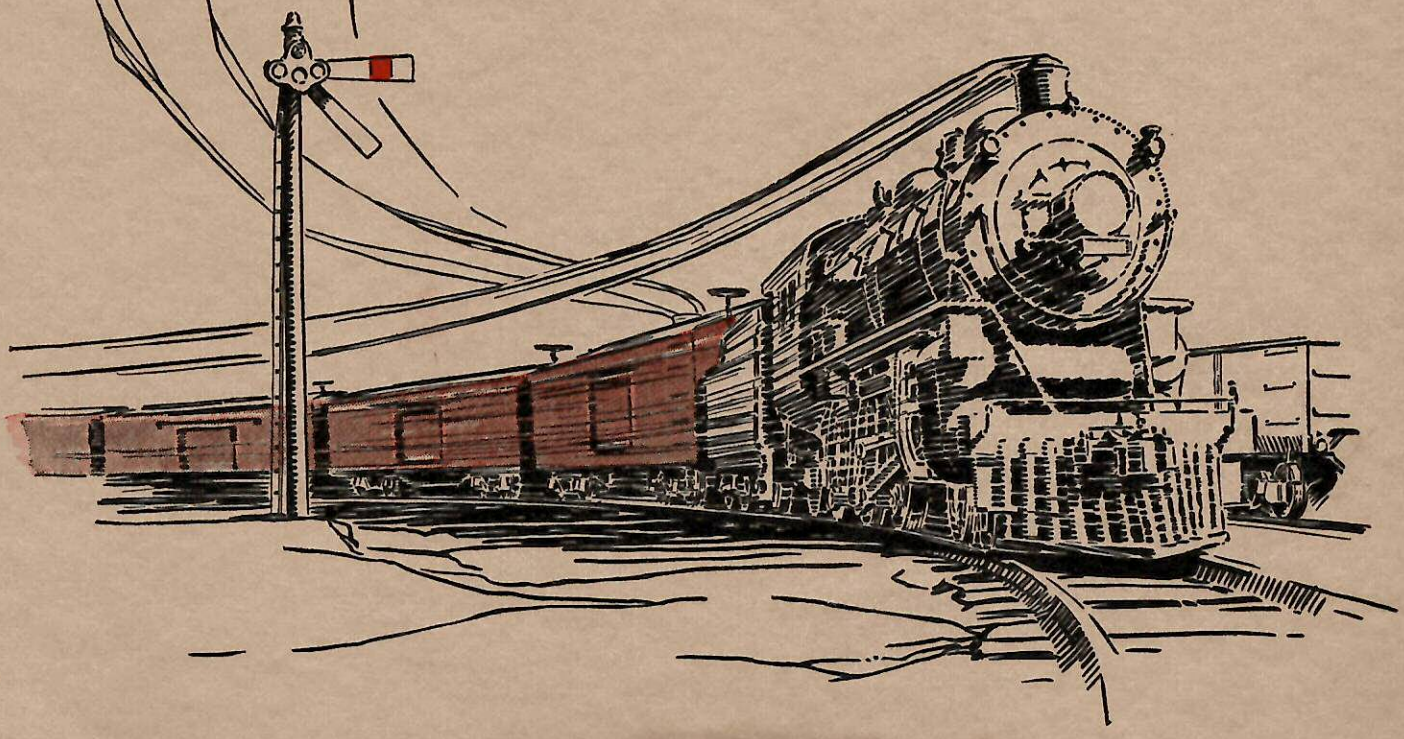
ILLINOIS TERMINAL RAILROAD

General Offices
ALTON, ILL.

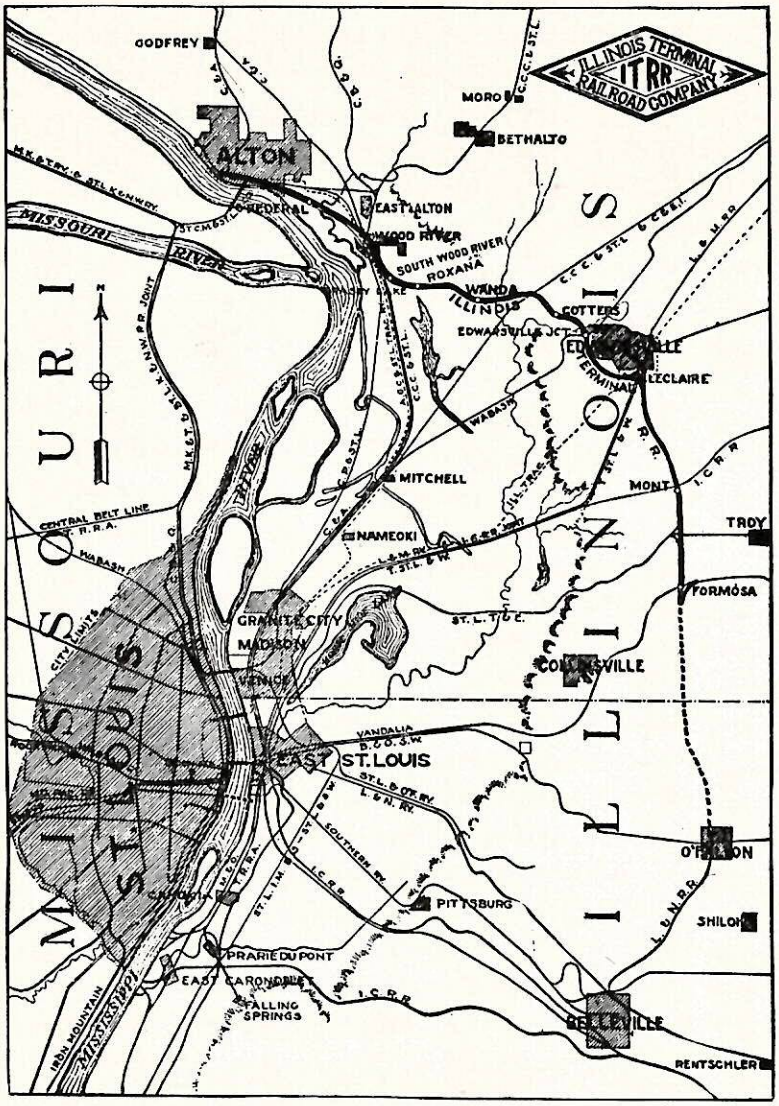


ILLINOIS TERMINAL RAILROAD COMPANY

H. H. FERGUSON, Vice-President and General Manager.
K. E. WILSON, Assistant to Vice-President.
H. S. BAKER, Secretary.
L. A. SCHLAFLY, Treasurer.
E. J. VERLIE, Attorney.

H. G. POWELL, Traffic Manager.
F. M. CAMPBELL, Auditor.
S. E. BEARS, Supervisor Main. of Way and Buildings.
G. W. PATTERSON, Superintendent Motive Power and Machinery.

GENERAL OFFICES—ALTON, ILL.



STATIONS

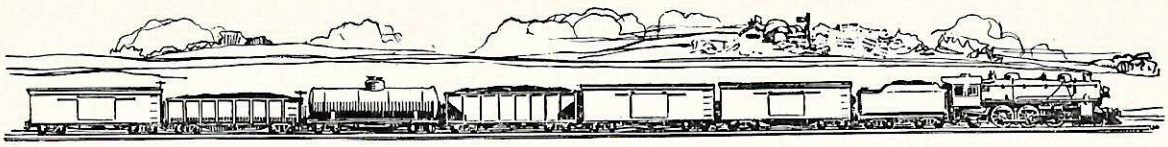
Alton
Federal
Wood River
South Wood River
Roxana
Wanda
Cotters
Bluffs Junction
Edwardsville Jn.
Edwardsville
Le Clair
Mont
Troy Junction
Formosa Jn.

CONNECTIONS

CHICAGO & ALTON R. R.—At Alton and South Wood River.
CHICAGO, BURLINGTON & QUINCY R. R. (Burlington Route).—At Alton and South Wood River.
CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RY. (New York Central Lines).—At Alton and South Wood River.
CHICAGO, PEORIA & ST. LOUIS R. R.—At Alton.
ILLINOIS CENTRAL R. R.—At Mont.
ILLINOIS TRACTION SYSTEM.—At Le Claire.
LITCHFIELD & MADISON RY.—At Le Claire.
MISSOURI & ILLINOIS BRIDGE & BELT R. R. (Alton Bridge).—At Alton.
MISSOURI, KANSAS & TEXAS RY.—At Alton.
PENNSYLVANIA RAILROAD.—At Formosa.
ST. LOUIS & ILLINOIS BELT R. R.—At Le Claire.
ST. LOUIS, TROY & EASTERN R. R.—At Troy Junction.
TOLEDO, ST. LOUIS & WESTERN R. R.—At Le Claire.
WABASH RY.—At Bluffs Junction.

THE ILLINOIS TERMINAL RAILROAD COMPANY operates a Belt Line of railroad twenty-five miles long connecting with various railroads reaching St. Louis, Mo., and East St. Louis, Ill., and presenting to the shipping public a most attractive route for the handling of freight; and to manufacturers ideal locations for industries and warehouses.

The map of this railroad and the list of its connections on Page 1 shows its geographical location, and the trunk lines, between which it forms a connecting link. Crossing the river through the Alton gateway, a junction point which enjoys the distinction of being absolutely free of all congestion and transportation obstacles, Trans-Mississippi River traffic particularly is assured of prompt service between such Eastern lines as the Pennsylvania Railroad, Toledo, St. Louis & Western Railroad, the Wabash Railway and such Western lines as the Burlington Route, Missouri, Kansas & Texas Railway and the Chicago & Alton Railroad.



The Illinois Terminal Railroad

A Few Facts Concerning This Railroad and a Brief Exposition on the Natural Industrial Facilities and Advantages of the Surrounding District

INDUSTRIAL ADVANTAGES

THE successful transformation of nature's resources into useful products requires a suitable location with necessary labor and power and proximity to raw material and consuming markets and, in these respects, the district served by the Illinois Terminal Railroad presents superior advantages.

LOCATION

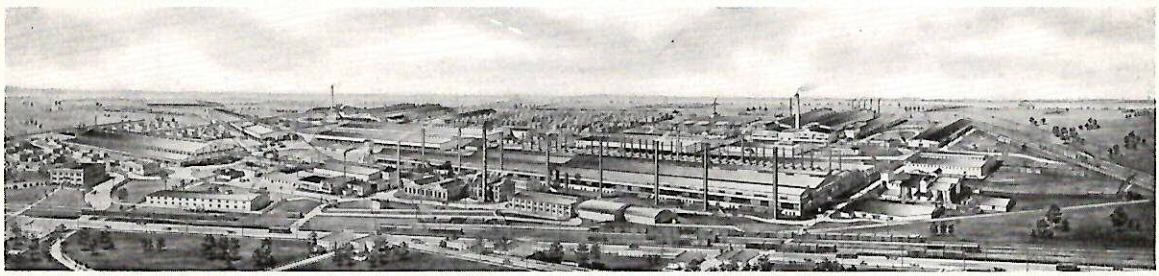
Topography—The district is triangular in shape, comprising approximately thirty-five square miles, the southwestern boundary being the Mississippi River, and the northern and eastern boundary a line of hills approximately two hundred feet higher than the river. The land in the area is very level, rising imperceptibly from the river to the hills, and affording innumerable locations for manufacturing enterprises, large or small. The natural slope towards the river provides excellent drainage a feature which is supplemented by Wood River, Indian and Cahokia creeks.

Real Estate—Much of the land is still devoted to agriculture and, consequently, is obtainable at farm land prices.

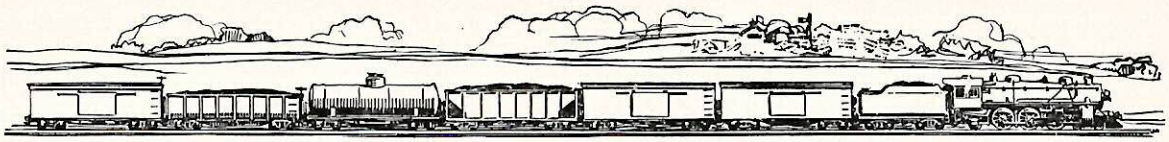
LABOR

Supply—Proximity to the large city of St. Louis insures an unfailing supply of labor, although the district itself has already reached a stage of development that renders it practically self-supporting in this respect.

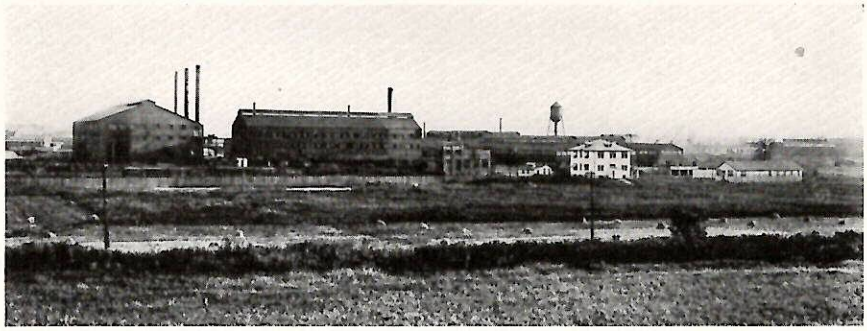
Conditions—The cities of Alton, Wood River and Edwardsville, which are located in the district, are modern in every respect and have city water, gas, electricity, sewerage, street car and telephone service. Electric interurban service throughout the district brings



The 80 acre plant of the Illinois Glass Company at Alton, Illinois, shows what this concern thinks about the advantages of this district.



the home within a few minutes of the factory, and the same service reaches St. Louis within thirty minutes to an hour. No more ideal situation could be devised to include work, recreation and the comforts of home.



The Laclede Steel Company of Federal, Illinois, is another of the big concerns in this district that has chosen its location with eyes wide open.

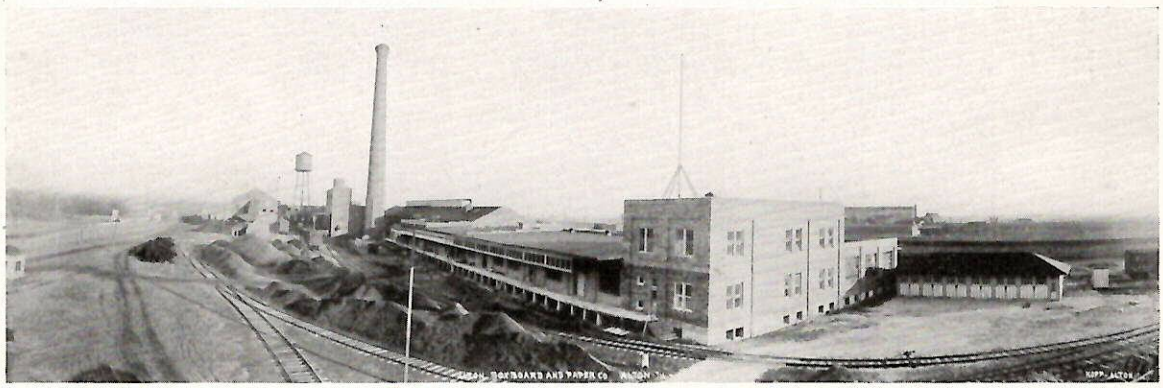
POWER, FUEL AND WATER

Power—The electric power lines of the Keokuk Hydraulic Power Plant and the McKinley System traverse the district and supply factories with electric current at low rates.

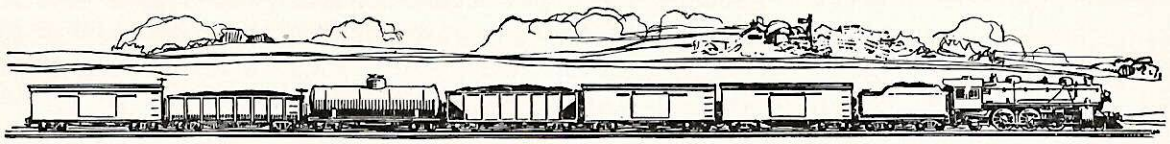
Coal—This district has long been noted for its cheap coal. Lying, as it does, on the western edge of the extensive Central Illinois bituminous coal fields, and connected with those fields by nine coal carrying railroads it presents to the manufacturer fuel facilities which are nowhere excelled. The following statistics, taken from Federal and State Government Bulletins, concerning the six Illinois counties immediately adjacent to and supplying this district, namely, Bond, Clinton, Macoupin, Madison, Montgomery and St. Clair, speak for themselves:—

	Tons
Total underlying coal tonnage..	22,088,842,156
Production for 33 years 1881–1913	243,092,620
Average annual production 1908–1913	15,448,179
Production for year 1918	26,103,155
Production for year 1917	20,610,182
Number of mines operating in 1919	129

This production represents almost 30% of the total coal production of the state of Illinois, and is mined by corporations having annual capacities from 3,000 to 3,000,000 tons.



This is the plant of the Alton Box Board and Paper Company at Federal, Illinois. Although the smoke stack in this picture looks as though it were about to fall, it really isn't. The photographer probably was standing on one foot when he took this picture.

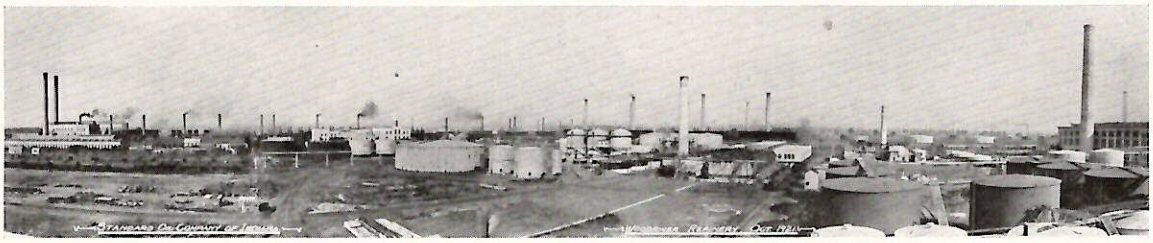


The freight rate from these mines to points on the Illinois Terminal Railroad is one of the lowest in the country. The movement of this coal from mines to factory is a matter of but one day's run, an important feature in obviating the necessity of a large coal storage.

Fuel Oil—A high grade of fuel oil is also produced by refineries in the district, and is another consideration of importance for certain classes of industry.

Water—Water for manufacturing purposes is obtained from wells sixty to one hundred and twenty feet deep, the water level varying from thirty to forty feet below the surface.

The supply is found in a coarse gravel strata which is overlaid with a fine sand and gravel formation providing ideal filtration. Chemical tests show, in every instance, the water to be pure, suitable for domestic use, and fit for boiler purposes without treating. Temperatures vary from 52 to 56 degrees the year round. Industries, using from one to thirteen million gallons daily, report an abundant supply and a fairly constant water lever under continuous pumping. Detailed analyses will be furnished upon application.



The Standard Oil Co., of Indiana, thought enough of this locality to build the big refinery you see at Wood River, Illinois.

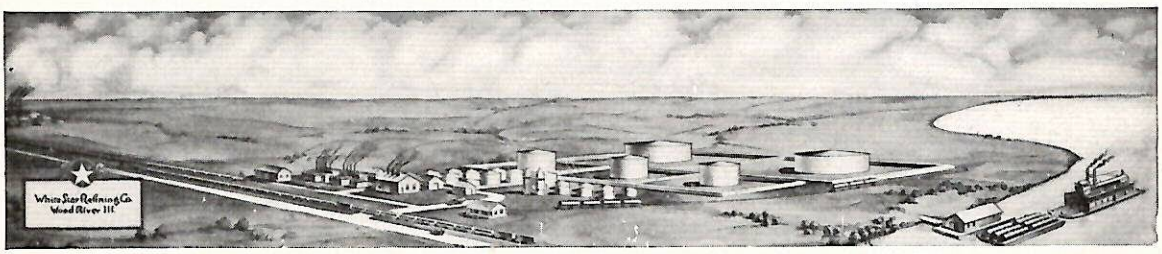
RAW MATERIALS

Sand—Existing plants in the district with an annual capacity of about 750,000 tons, produce a very clean sharp river sand which is used for building, moulding and locomotive purposes.

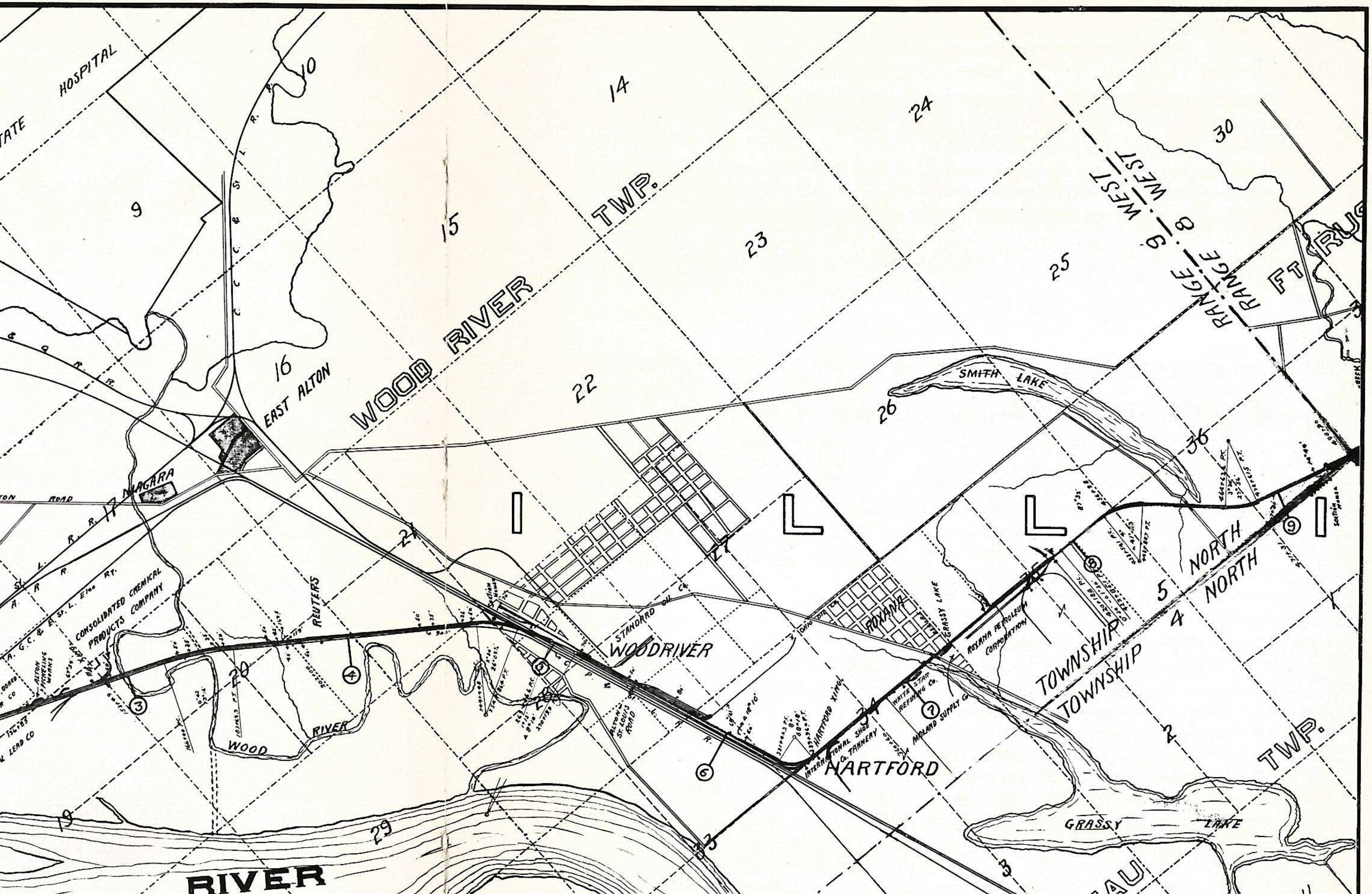
Stone—The district is noted as one of the largest producers of limestone in the State of Illinois, having an annual production of approximately 500,000 tons. The stone is of "High Calcium" quality, and is widely distributed for commercial, chemical and agricultural purposes.

Lime—A superior grade of high calcium hydrated lime is produced in the district and finds a ready market for building, manufacturing and agricultural purposes.

Clay—Clay suitable for brick, pipe and tile making is also abundant in several places in the district.



The White Star Refining Company at South Wood River, Illinois, is one of the big oil companies that has just naturally gravitated to this area.


HOSPITAL
9
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WOOD RIVER TWP.
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EAST ALTON
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26
36
SMITH LAKE
NIAGARA
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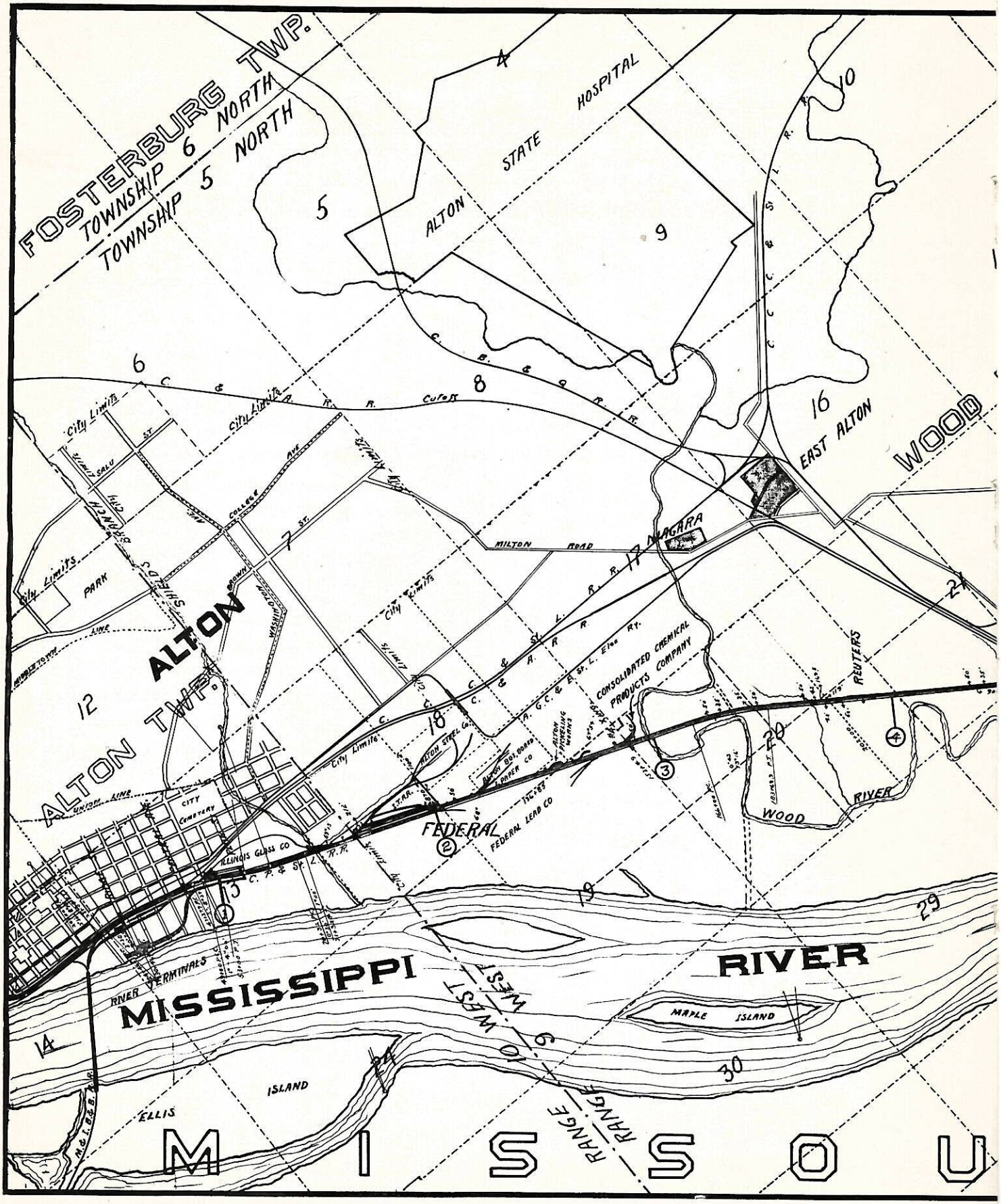
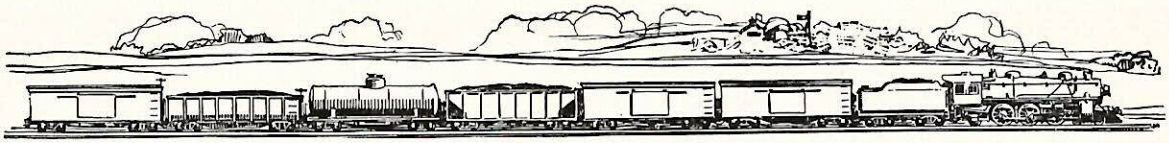
RANGE 9 WEST
RANGE 8 WEST
TOWNSHIP 5 NORTH
TOWNSHIP 4 NORTH
TWP.
WOODRIVER
STANDARD OIL CO.
ROXANA
GRASSY LAKE
ROXANA PETROLEUM CORPORATION
CONSOLIDATED CHEMICAL PRODUCTS COMPANY
REUTERS
WOOD RIVER
ALTON ST. LOUIS ROAD
HARTFORD
INTERNATIONAL SHOE CO. TANNERY
WHITE STAR REFINING CO.
MIDLAND SUPPLY CO.
GRASSY LAKE
RIVER



A GENERAL MAP



MARKETS

With the improvement of transportation there is no limit to the markets which the manufacturer may expect to reach. Another important consideration is always the home, or nearby territory, where the manufacturer naturally expects to gain as large a distribution of his product as possible. This district is industrially within the St. Louis Zone and the city of St. Louis presents such a market. Within a radius of thirty miles there is a population of approximately 1,500,000 people.

The district is located in the centre of the Mississippi Valley, practically the centre of the United States, and the various Trunk Line Railroads which connect with the Illinois Terminal Railroad, radiate in all directions. As a distributing centre for reaching all markets this district is unexcelled.

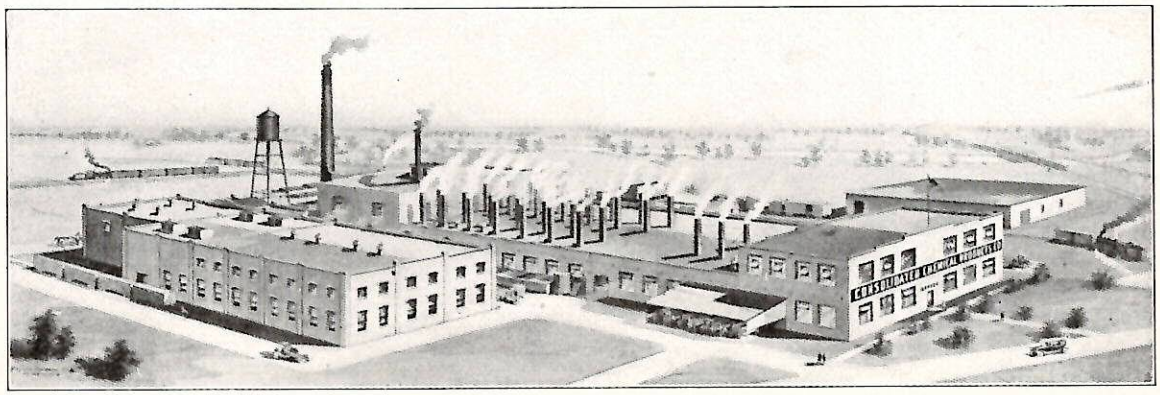
The extent of territory covered by these lines can be appreciated when it is considered that they reach New York and Philadelphia on the East; Denver, Colo., and Billings, Mont., on the West; St. Paul and Minneapolis on the North; and New Orleans and Galveston on the South.

The Roxana Petroleum Corporation, with its tanks and buildings spread out over a large area at Roxana, Illinois, gives ample evidence of its faith in this district.

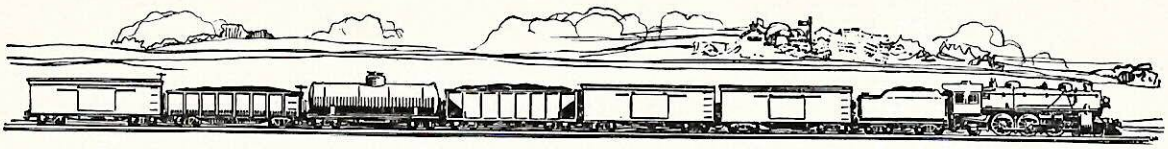
TRANSPORTATION

Rail—The Illinois Terminal Railroad has direct physical connections with the following lines or systems, having an aggregate mileage of nearly 50,000 miles:

Chicago & Alton Railroad
Chicago, Burlington & Quincy Railroad
Chicago, Peoria & St. Louis Railway
Illinois Central Railroad
Illinois Traction System
Litchfield & Madison Railway
Missouri & Illinois Bridge & Belt Railroad
Missouri, Kansas & Texas Railway
New York Central System
Pennsylvania System
Toledo, St. Louis & Western Railroad
St. Louis, Troy & Eastern Railroad
Wabash Railway



The Consolidated Chemical Products Company is a large manufacturer of chemicals, located at Federal, Illinois.



But distance commercially is more properly measured by hours than by miles. The following figures computed from the established freight train schedules of the connections of the Illinois Terminal Railroad show the distance from this district to a few important markets:

Chicago, Ill.	20 Hours
Cleveland, Ohio	48 Hours
Cincinnati, Ohio	24 Hours
Pittsburgh, Pa.	72 Hours
New York	132 Hours
New Orleans, La.	100 Hours
Dallas, Tex.	80 Hours
St. Paul, Minn.	60 Hours
Kansas City, Mo.	20 Hours
Denver, Colo.	70 Hours

Pipe Lines—Five pipe lines handle crude oil from producing fields to this district and present economical conditions for petroleum refining that are unequaled in any other part of the country.

River—Regular service is now maintained to and from all points on the Mississippi and Illinois rivers, and the Government Barge Line, operating on the lower Mississippi to and from New Orleans, receives and discharges freight at the Illinois Terminal Railroad River Terminal at Alton.

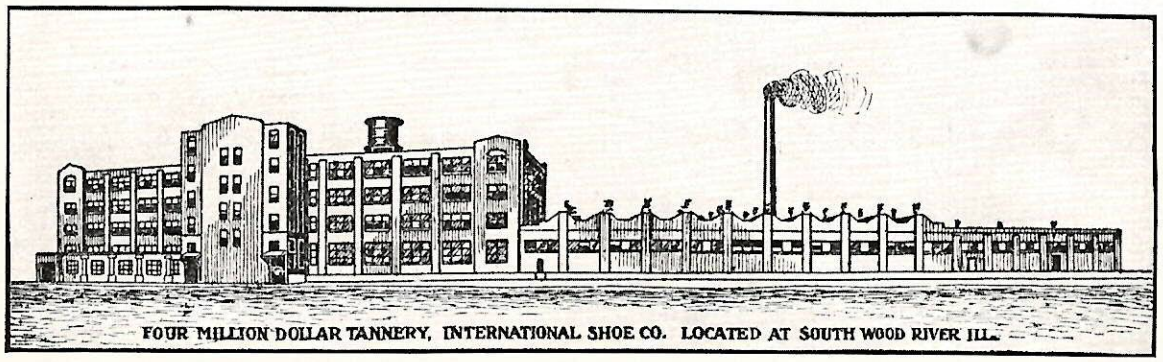
The further development of waterways, now authorized by the State of Illinois, will establish all water transportation between this district and Chicago and the Great Lakes.

Interurban—Electric Interurban service furnished by the Alton, Granite & St. Louis Traction Co., and by the McKinley System touches all points in this district and connects the district with St. Louis. Fifty-six trains are operated daily and limited cars make the run between St. Louis and the most distant point in the district in less than an hour.

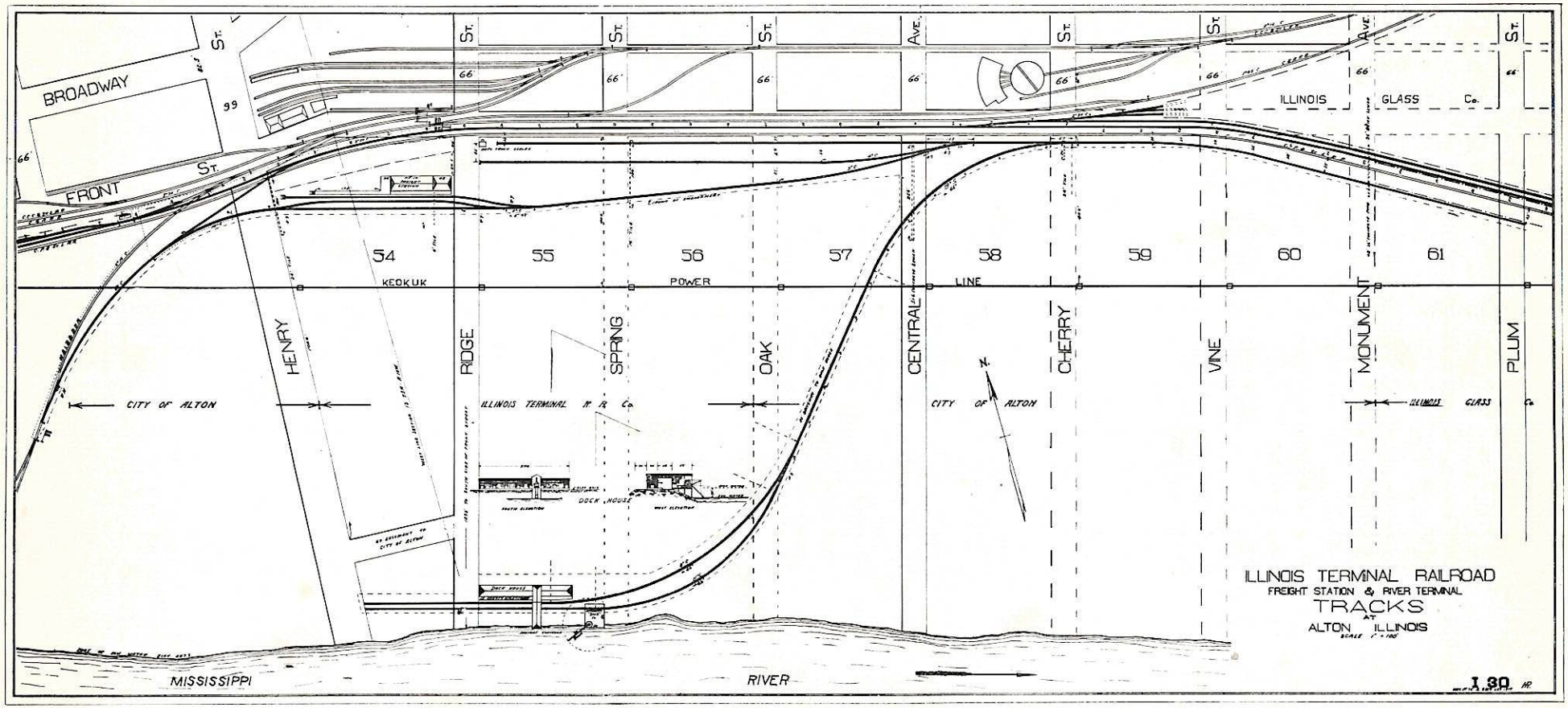
Freight Rates—All locations on the Illinois Terminal Railroad have the benefit of the freight rates on the St. Louis basis. This basis is recognized as the most advantageous possible to shippers. The rail rates in many important instances reflect the influence of the competition of river transportation which operates to maintain a low basis.

PROOFS

"The proof of the pudding is in the eating." The proof of the Industrial Advantages of this district is its existing prosperity. The past six years have been industrially a period of dislocation and change resulting in abnormal development of those districts which were favorably situated geographically for conducting war activities, and a consequent subnormal development of other parts of the country. Census figures clearly set this forth. The St. Louis Industrial Zone was not one of those favorably situated, and its census figures consequently do not reflect any abnormal industrial growth.



FOUR MILLION DOLLAR TANNERY, INTERNATIONAL SHOE CO. LOCATED AT SOUTH WOOD RIVER ILL.



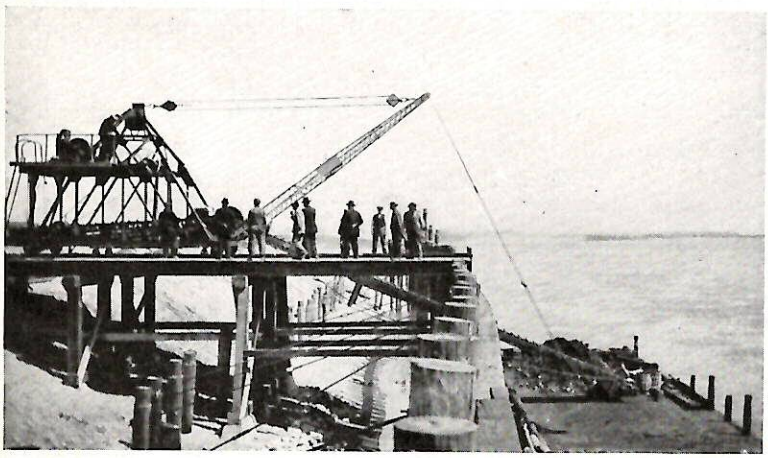
This map shows the River Terminals where freight can be handled in connection with the Mississippi - Warrior Service, (the Government controlled barge line operating to New Orleans). This district is afforded through water service via Mississippi River and Panama Canal to all Pacific Coast points, via Mississippi River through the Gulf of Mexico to all Atlantic Coast points and connections from Gulf, Atlantic and Pacific ports to all foreign countries. Large warehouse facilities available for storage of sugar, coffee, flour, machinery, etc.

The progress of the district served by the Illinois Terminal Railroad, although lacking the stimulus of war activities, is well illustrated by the following population increase percentage table for the decade ending in 1920 for the cities of Alton, East Alton and Wood River (the latter being the largest in the United States) as compared with other cities in the St. Louis Zone, viz.:

Alton	40.8%
East Alton	185.8%
Wood River	4038.1%
Granite City, Madison, Venice	26.7%
East St. Louis	13.9%
St. Louis	12.5%

The district now contains large industries engaged successfully in the production of glass, grain products, strawboard, petroleum products, iron and steel, lumber, chemicals, powder and ammunition, leather, vinegar, lime, brick, pipe, etc. The varied character of its industrial development illustrates its great advantages.

The Illinois Terminal Railroad Company maintains an organization to aid in industrial development and will cheerfully tender its services to manufacturers seeking desirable locations.

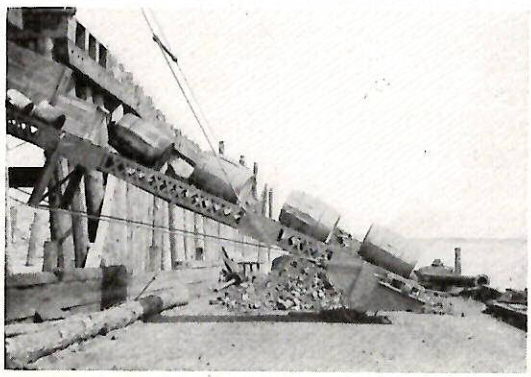


Portable barge unloader at the River Terminal, Alton, Illinois.

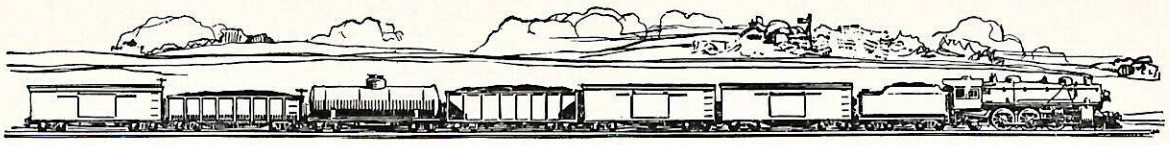
RIVER TERMINAL

With the agitation for the revival of transportation on inland waterways, one fact became patent, namely: that success would depend entirely upon the development of satisfactory facilities for the interchange of traffic between the river and rail lines. Realizing that the renaissance of the river would thus be accomplished, the Illinois Terminal Railroad Company proceeded to construct at Alton, Ill., a river terminal in connection with its rail lines, and it is now in a position to offer for public use a most modern plant of ample capacity equipped with the most economical labor saving machinery.

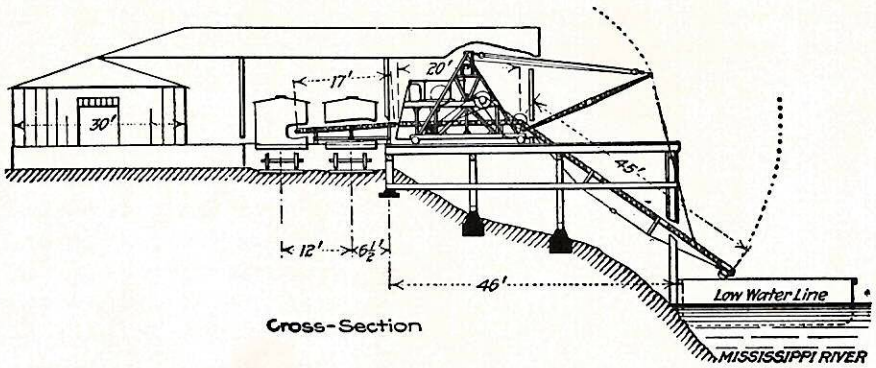
The River Terminal occupies a space of eight city blocks, about thirty-two acres, which was originally low, marshy land subject to overflow from the Mississippi River. This land was raised an average of eighteen feet by pumping sand from the river over it, a process which at the same time cut a forty foot channel along the proposed dock.



This portable conveyor makes the loading and unloading from barge to freight car and vice versa, a very easy matter.



The dock construction consists of a pile and timber wharf 330 feet long. At the low-water line is driven a row of round piles, spaced 3 feet on centers and having waling timbers on the outside.

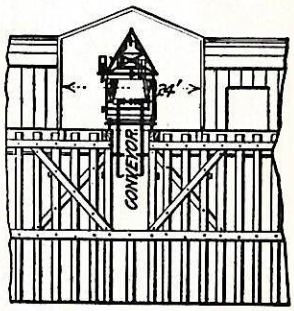


Cross-Section

Every third pile is attached to an anchor pile 20 feet in the rear by a tie rod which passes through the waling timber and both piles. The tie-rods are adjusted by means of turnbuckles. Pile clusters at the upstream end provide for the mooring of boats. Near the middle of this wharf, supported on piles and posts, is a platform which extends back to a pair of stub tracks and carries a freight handling conveyor. Beyond the tracks there is a warehouse 30x250 feet. The tracks are about 600 feet long and are connected with the main part of the railway terminal, which is some 1200 feet back from the dock wall.

About 2½ miles of track have been laid, and there is ample room for additional tracks and facilities when the volume of traffic warrants their construction. Ground is available also for industrial enterprises. Electric power from the Keokuk hydro-electric plant is furnished by a transmission line which crosses the property.

Handling of package freight is provided for by a Brown portable conveyor designed especially for the work. As shown in the illustration, it consists of a traveling carriage with three chain conveyors. The first section is mounted on a 45-foot frame, pivoted to the carriage and suspended from a boom, so that its outer end can be raised and lowered to suit the deck elevation of boats and barges. In the rear of this is a horizontal section 20 feet long, extending through the carriages. The third is an adjustable section 17 feet long which handles freight into and out of railway cars. This machine is operated by a 10 H. P. electric motor. Its conveyors run at the rate of 80 feet per minute and can handle packages up to 400 pounds in weight. A 5-ton stiffleg derrick with a 90-foot boom, mounted on the dock, handles bulk freight between cars and vessels, and also packages which are too heavy for the conveyor.



Part Elevation

SUMMARY.

This district offers desirable locations at reasonable prices, good transportation facilities, advantageous rate adjustments, cheap fuel, abundant water supply, nearby markets, good schools, churches of all denominations and ideal home locations.

There are need of the following factories at the present time: automobile factory, furniture factory, alfalfa feed mill, cement mill, agricultural implement factory, woolen mill, shoe factory, etc.

If you are seeking a location, tell us what you desire and we will be glad to assist you.