



ILLINOIS TRACTION SYSTEM

...an album

TOTAL TRACTION

SYSTEM

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Bulletin 98 is divided into four principal sec-

I. The Main Interurban System, covering the connected lines in central Illinois. Illinois Terminal Railroad Company of the present day is included in this section.

Beginning on page. 4

II. The Illinois Valley Lines, covering the
connected lines in northern Illinois

Beginning on page. 55 III. Other Railway Properties in Illinois, covering the independently operated city and interurban lines.

Beginning on page. 58
IV. Out-of-State Railway Properties, covering the lines in Iowa, Kansas,
Missouri and Nebraska.

Beginning on page. 77 Credits appear on page 82 facing rear cover. Bulletin 98
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CENTRAL ELECTRIC RAILFANS'ASSOCIATION
P. O. Box 503 Chicago 90, Illinois

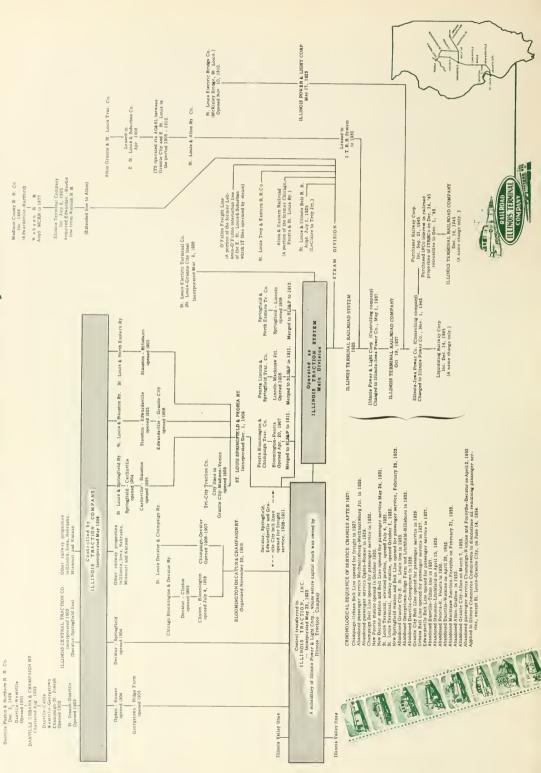
Illinois Terminal, and its predecessor, Illinois Traction System, with its many related electric railway properties formed a complicated, but fascinating utility empire. Everything in the transit field from single-truck bobbing birneys to 70-car rumbling freights appears within its history. Its story has been told in part in many previous CERA bulletins, no less than 16 references to its components being cited in the most recent (1951) CERA index. In compiling this bulletin, an album of Illinois Terminal material, items which appeared in earlier CERA issues have in general been omitted and the space has been devoted to other information.

The year 1954 was a difficult one for CERA and its difficulties are necessarily reflected in the limited size and late delivery of Bulletin 98. Unprecedented rains flooded our storage just as Bulletin 97 was delivered and replacement of that issue pretty well wiped out CERA financial resources accumulated from previous years. Economies of an emergency nature were immediately placed in effect by the Board, including a necessary limitation in budget for the 1954 printing. The Board is nevertheless determined that, even should the size of this Bulletin need to be reduced, its quality should not.

Appreciation is therefore extended to the many who contributed material and photos to make this bulletin possible. Gratitude is extended to all members for their patience with the Board during this time of trouble.

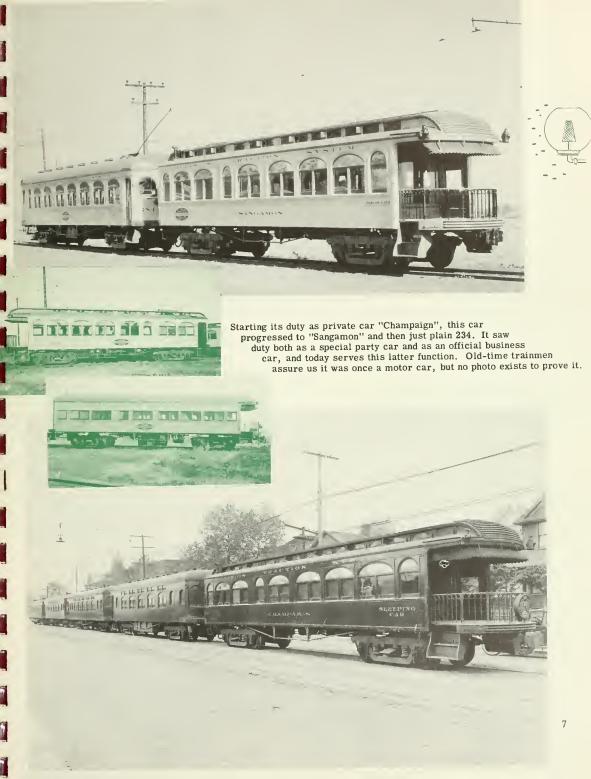


The Main Interurban System









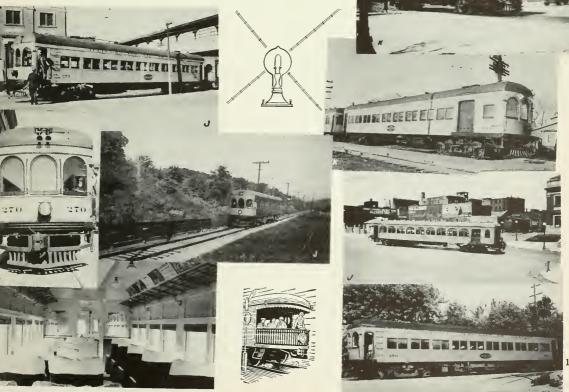


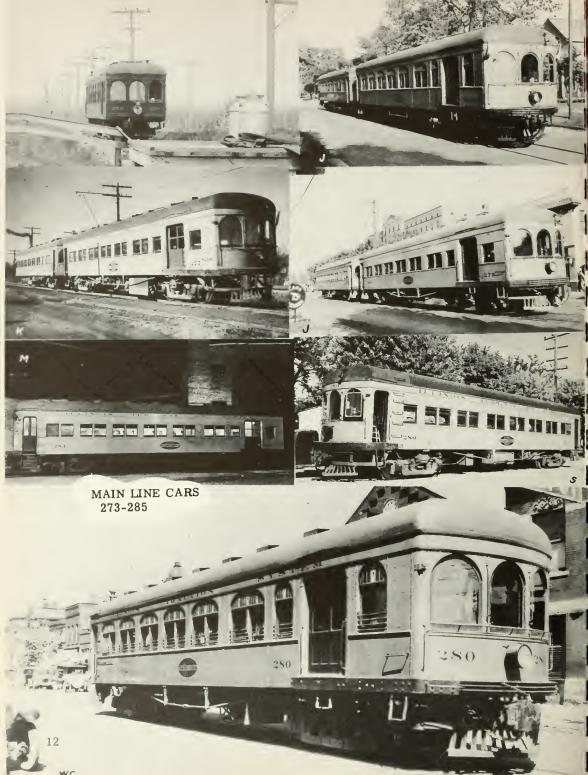






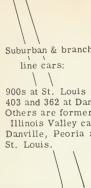
THE 270 and 271. Much has been written and said of these famous twins, which actually started life as a pair of longies for the Columbus, Delaware & Marion Railway.

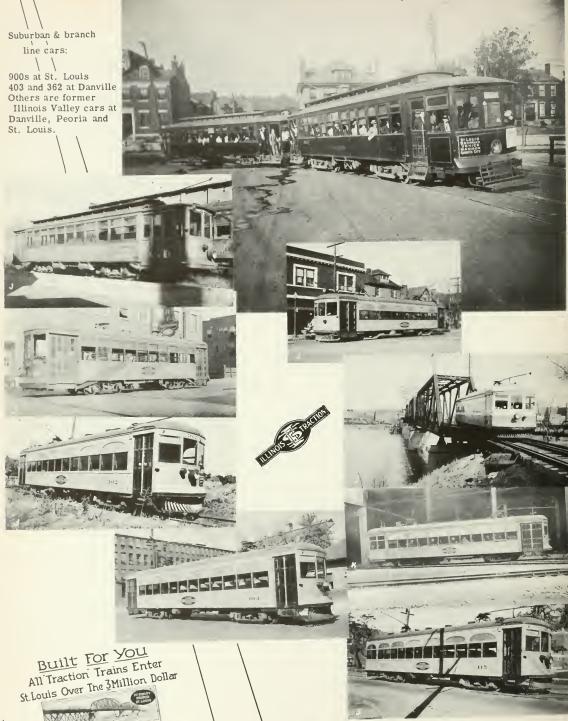






THE 300-CLASS. Nine of these cars graced ITS rails. They were most unusual for their lack of similarity to the distinctive ITS styling in car design, aitho pleasing enough on their own. Top: At Danville on Ridge Farm run. Center: At Litchfield, on Staunton run. Bottom: At Hillsboro Court House square.









Eight double-end PCCs link Illinois Terminal to modern street railway practice. Used in one or two-car trains in St. Louis-Granite City local service, they are supplemented by 470-class, which were originally 70-class St. Louis-Belleville limiteds. Lower right is a former Illinois Valley Division car crossing viaduct approaching Danville terminal from Tilton. 72 is shown on Eads bridge coming into St. Louis from Belleville before IT acquired the car. Note similarity of this type to Pacific Electric's 600s.







The "limited cars" --built for Alton, Granite & St. Louis Traction Company as the 60-class, the 100-class were light on their feet and as peppy cars as IT had.
Train operation in two-car lengths was fairly common.

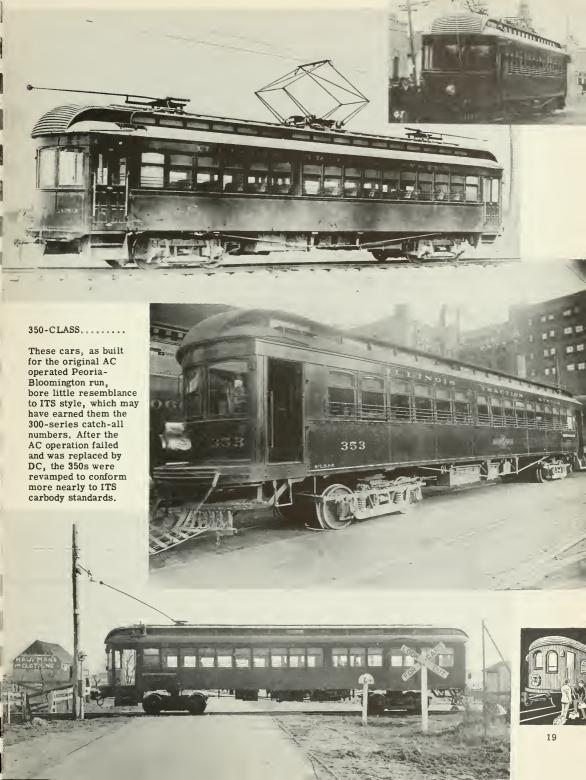


100 CLASS











Left: The Fort Creve Coeur pauses to report at Mackinaw Junction.





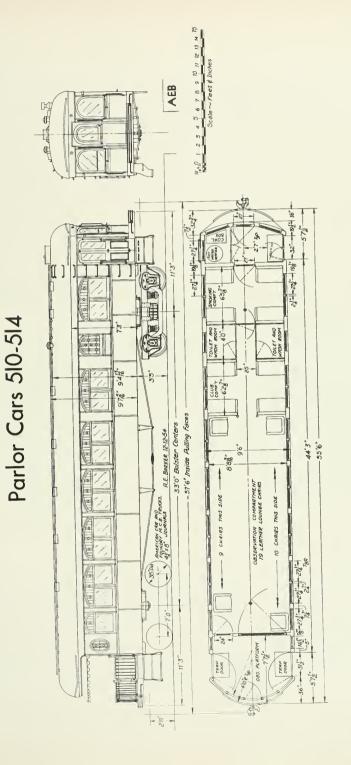




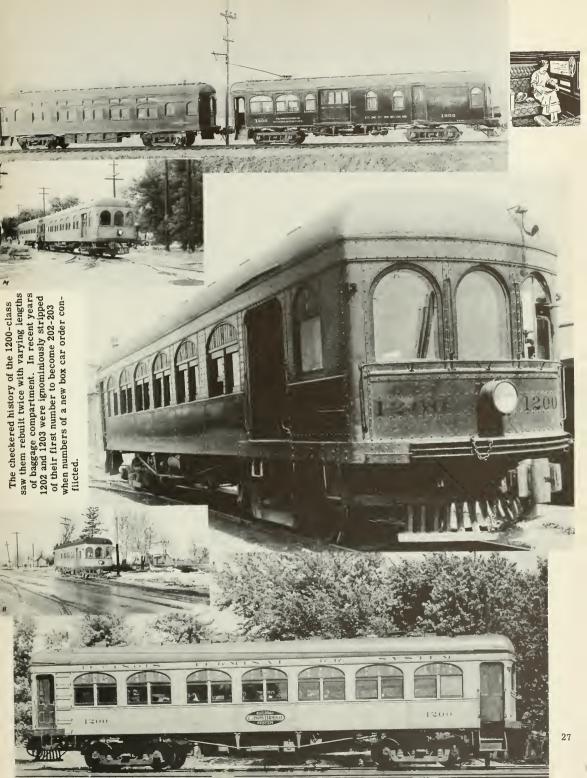










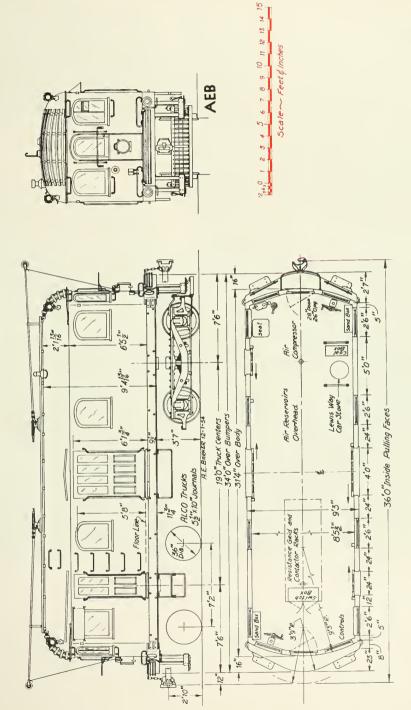








Class "B" Locomotives 1561-1578













OFFICIALS AND REPRESENTATIVES-Continued.

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Subject To Change Without Notice ON ALL DIVISIONS

"The Road of Good Service

TIME TABLES

Effective May 19, 1912

Hospital Association Chief Surgeon Parkening Depart H. I. Vanca Purchasing Depart H J VANCE, Purcha General W. Burrow, General Counsel
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MISCELLANEOUS INFORMATION

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EAST ST LOUIS

LOCATION OF PASSENGER STATIONS AT TERMINAL POINT

INDEX TO STATIONS

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E CHUBBUCK, Vice-Prez. Execut

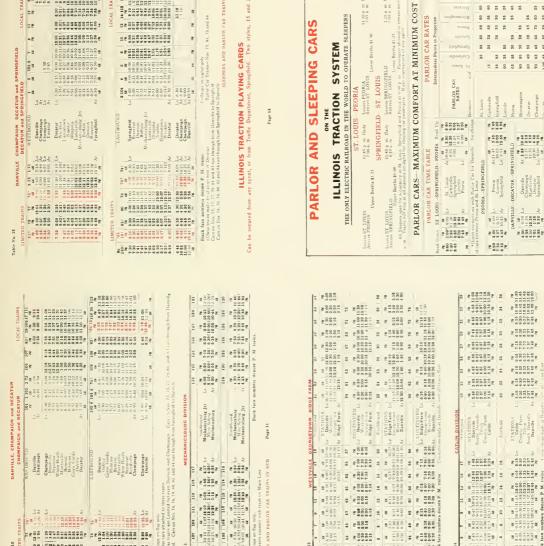
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SLEEPING CARS

EXTERIOR SLEEPING CAR

RAILROAD CONNECTIONS
See Figures in Time Table

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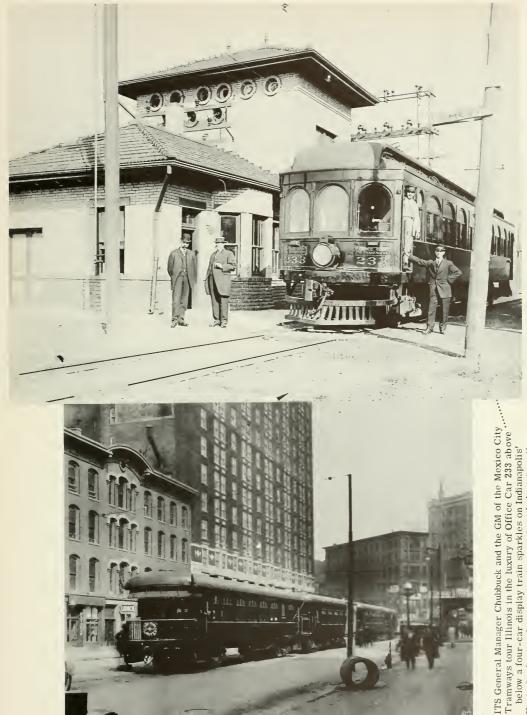
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"ESCAPE DIRT, DUST, SMOKE AND CINDERS"



ITS General Manager Chubbuck and the GM of the Mexico City ..... Tramways tour Illinois in the luxury of Office Car 233 above below a four-car display train sparkles on Indianapolis'. Kentucky Avenue for a convention meeting of electric railway men in 1923.



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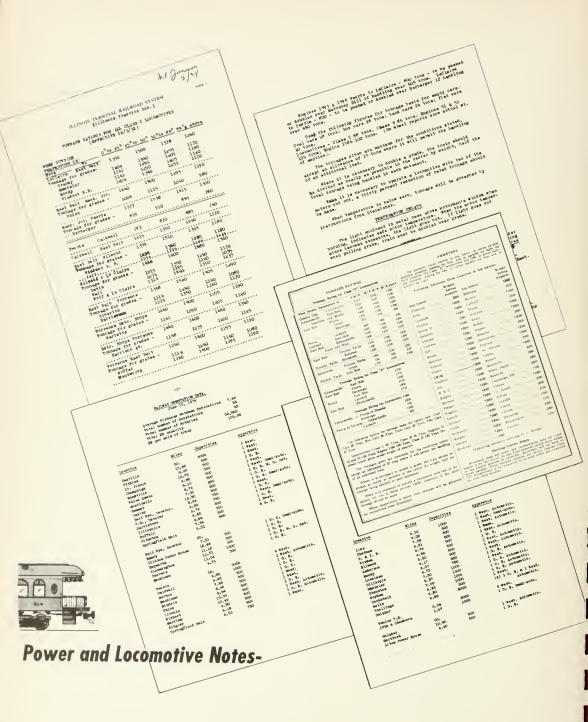
Timetable dated August 10, 1930, shortly after St. Louis & Alton Railway became part of the L. T. system. In 1931 both ends of Alton line were rerouted and limited train time reduced from one hour to 43 minutes. Small insert timetable shows shuttle service inaugurated on old street rouch between Alton and Wood River which was operated with the other Alton city car lines using ex-Calesburg Birneys which was operated with the other Alton route of the state of the Alton city car lines using ex-Calesburg Birneys.

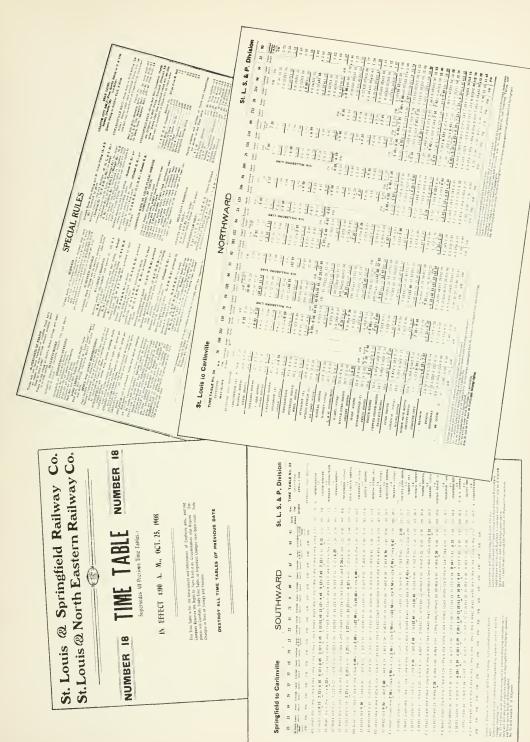
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503 (m) 504 (m) 505 (m) MEMBLE 6PEC/ 233 (m)	ST. L.  AL PA  EFFULT  NORFISCO	10 " 13 PT 109	"	"	" " " "	95,000	27	54'-0°	9:3"	12-103	'38 '39 '3/	28/46	NAME "PEDRIA" BECAME BUNK CAR OSS  NAME ST. LOUIST BECAME BUNK CAR OSS  OPENMALLE TOOM BREETE FAR MISSOUR!
503 (m) 504 (m) 505 (m) 4858 MUF	ST. L. AL PA	10 " 13 PT 109	Y OR BI BALDWIN	" US INE 4-6E205	" " " SE-M		27	54'-0°	9'.3"	*	'38 '39 '3/		NAME "PEDRIA" BECAME BUNK CAR OSS  NAME ST. LOUIS BECAME BUNK CAR OSS  OPENMALE TORN BREAME BUNK CAR OSS
503 (m) 504 (m) 505 (m) MEMBLE 6PEC/ 233 (m)	ST. L.  AL PA  EFFULT  NORFISCO	10 " 13 PT 109	Y OR BI BALDWIN	" US INE 4-6E205	" " " SE-M	95,000	27	54'-0°	9'.3"	12-103	'38 '39 '3/		NAME "PEDRIA" BECAME BUNK CAR OSS  NAME ST. LOUIST BECAME BUNK CAR OSS  OPENMALLE TOOM BREETE FAR MISSOUR!
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CAR	BUILDER	BUILT	* TRUCKS	* MOTORS	CONTRO	IGHT	CAPACIT	LENGTH	WIDTH	ROOF	DATE JUNIMED OR RENUMB'R'D	* 6EAR RATIO	REMARKS
CAR	=	빝	TRUCKS	* 01	INC	WEIG	PA	ENGT	WID	HEIGHT OVER RC	203	10 4	REMARKS
2	an an	DAT						70	* 6	1 8	13 8	* 6	
5T. L	OUIS	A	REA SU	BUR	BAN	CAK	5				1000 - 100		
100-102	AMERIY	17	COMM'W'LTH		DE-HLF	58 525	60			-	100,102	28/61	ORIGINALLY A 6.4 ST L. CHAIR CARS, ACO'D WITH STLBA.RY, Nos. 60-62.
103-104	"	24	"	4- "	"	"				-	103 IN '58	71/	OPIGINALLY A. G. & St. L. NOS 63-64
120-123		23	BALDWIN	-	DE- M	59 000	58				53	21/53	
140 (4)	"	-	BRILL MCB	4-6E201	= -		-	-		ļ	ABOUT 135	19/67	EDWARDSVILLE-WITCHELL
14/00/450	11 AMESDOOM	21	-	4-GE216	- F V/3		20	-			4375	13/14	FY-GALESBURG BIRNEYS, USED AT ALTON.
160-173	-	124	BRILL ST. L.		DE-K63	42,000	30 48	46-52	8'-8"	10-6"	30s 860 INVING IN 49.15	16/67	DRIGINALLY I.V. DIV. 60-76 SECUES.
404-415	27. 2.	4	37. 2.	4-65275	DE-K35 DE-M	57,260	64	40-72	0-0	ONER ROOF	JN 49. 7.27	22/50	ORIGINALLY E.ST.L. & S. 70-79 BELIEVILE LIMITED ACOD BY I.T.R.R. ABOUT 30
450.457	//	49	ST.L. PCC - B3		DE-PCC	3,200	55			t		7.17/	PCC CARS APPRINGED OF TRAIN OFFERTTO
900-912	BRILL	'09	BRILL-MKB	442019	SE-K	-	-	50'-0"	9:3"	12-1"	serget	15/61	ORGINAL MURINLEY BRIDGE CARS.
9/3-919	4/	W	~	4-W306C	"		_	"	4	"	"	15/69	" 4
950-959	"	N	"	NONE	NOVE	T	-	,, -	~	"	"		SINGLE END TRAILER FOR ABOVE
DAN	VILLE	- 4	REA SU	BURE	84N a	& BRA	1/4	5H L11	YE C	ARS.			
134	BRILL	01		2-6E216L	DE-H104	37,500	40				ABOUT		ALSO USED IN DANVILLE and PEDOLA CITY SERVICE
135			PECKHAM	w 69	DE-KI4			40-0"	8'-5"	12'-0"	98 FORE '30	18/66	FROM DANVILLE ST. RY.
136			BALDWIN		DE- M			51-5"	8-72	12-11"	"	2/53	*
137	ST. L.		-	4- "	DE-L4				"	"	"	741	BX-LBHIGH WALLEY TO: CO.
138	"			4GE57	0E-K14			45-7"	9-1"	12-9"	- "	24/6	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
139	"		PECHHAM	"				"		12-5%			
140-146			OF CLEAN	1000				101 0	0//-	17/10	SEE NOTE BEFORE	24/	PEONE WILL 35.
147			PECKHAM	4-6E57	DE-K14			48-3	8-72	12-6"	130	11	W 4
148				4-W69			-	48-5		12-1*		,	* "
152			57. L.	4.052/	DE-K14			40 5	8-6"	-	"	4	" "
200-203	ST. L.		CURTIS	4-6E/4	DE-M	70,000	46	48'0"	8-7"	12:72	"	34/65	ν
3024303	"	'24	57.4.		Surviva Aller	39.800	40	44-1120	848"	10'-6"	136	20/3	ORIGINALLY I.V. DIV. 60-76 SERIBS (67869184)
360-362		18	"		DE-K	20,000	70	77.112		Seeling, M. oody.	'34	13/24	PEORA 365-367. JUNKED 46.  80. BLOOMINGTON 81-83.
	DANVILLE				DE-H						Berope 35		# . BLOOMINGTON 81-83.
BOX.	MOTO	es											
1050-	5T.L.	06	CURTIS					51-00	8-6"	13-3"	BEFORE 35		
1060-	ACBF	08	BRILL					50'-10"	8'-6"	13:3"	"		
1063-	CUMMINES	10	BALDWIN	4-W303	DE-M	92,000		52!6"	9-3"	13-4"	"	2/56	
1500-			74 01 111	4-GE /3A	- 1/			43'-0°	8-5"	13:32	*	153	"PULL"CARS, RESEMBLING PASSISMER CARS TO COMPLY WITH ST. LOUS ORDINANCE PERFECTING FREIGHT OPERATION THEY GITY STREETS.
1521-1524			OF BRILL							ļ			PRESENT OFFICATION THE CITY STEERS.
BOY	75 011										-		
601-603	TRAVLA CINKUMUATI	130	STANDARD, LATER BALLAN				_				-		EX-CINCINNATI & LAKE SEE R.R. 642-644 ACQD SI
604-607	C/ACAMAA77	æ	LATER BALDINA	NONE.	NONE		-				-	-	EX- 1063-1067 BOX MOTOR.
1100 cases				,,	"					-	-		
1900 445	ACRE		AC & E (WOLF)	~	*		69,000 B	41-5	8'-8."	13'-12'			R.R. ROOF BAX TEAK WITH RADIAL COUPLER. 98 CAPS IN THIS GROUP R.R. BOOF REFLIGSTRATOR TRAIL WITH RADIAL COUPLER. 3 CARS THIS GROUP.
- COULTS			(NULT)				Ъ.	4/15	004	13.72			RAPIAL COUPLER. 9 CARS THIS GROUP.
ELEC	TRIC	10	COMOTI	VES:									
15-0-50										1		-	PLAT CAR WITH CENTER CAR
1550- 1552 1553- 1558	ST. EY 84	06-	BALDWIN	2-60 55 F 2-60 73	DE-M	74,240		32:7"	8'-7"	11-62	1550	16/13	BULLY AS CLASS REBUILT 1929 TO CLASS O"
1553-	DANVILLE	69	4	"	"	83,500	-	32'-7"	8-7"	11-62"	1554	4	BUYLT 46 CLASS "A". 1553/555-1558 SOLD TO ALL'S CHALMEDS IN "303; CONVERTED TO DESCI-BLEC.
1559	BUDWIN	'07	"	4	*	84,000		30'-0"	9-62	12:1"	1560 IN 1953	17/60	BUILT HIS CLASSIFE PERSON TO CLASS OF COMMING COLORS OF
1561-	SHOP	10-18	"	4-GE69	"	120,000		34-00	913"	13-0"	BEGUN 1016 '50	18/68	BUILT AS CLASS B.
1579-	"	30	(4) "	8-6873 - 68205	"	160,000						16/12	BUILT AS CLASS C: ISBE REBUILT WITH RIGHT HAND CAB AND 8-W 302 MOTORS IN 1930 MUFRIND
51-52	ST. L	30	LTDDE	4-4E285		187,000		Won	STRAG	TIT ELE	ETEIC)	6/65	BUILT HIS CLASS "C": 1886 RESULT WITH DWIT HAVE CAB AND B"-W ADD SHITDES IN 1880 METAND B" NO ER, NOOO - CAPES DAYBUAYTEN, BATTERY- TRADY, WITH HERE HE WITERY FAMILY BUILT BY RETTERY-TROLLEY, BATTERY RESPONDED,
61	SHOO	41	1.T.R.R. SHOP	4-6E285		196,400				-		6/52	DEVALUATIVE MADE DIE
70	"	39		e 11-		112,700		E = 1 = 1	2/ 11	10100		63/	ORGINALLY 1555, MARK DIESEL-ELA TROLLEY SOLD TO ALLE-CHANTERS (SPIND) IN '52. BOULT AS CLASS 'D'. BODY FROM 1580.
71	//	40	*	8-W571pm	DE-HLF	217,000		55-5"	9'-11"	15:2"		116	1 /58'.
72	"	+	7	*	9	-	-			7			, , , , , , , , , , , , , , , , , , , ,
73	*	1	7	-	,	,	-	1/	Ar	*	-		1 1679
74	4	42	,		*		-		"	- "		-	" /588.
		14							-				
SER	VICE		CARS:				-				ļ	-	
	DECATUR		BALDWIN	4:6E 73	DE- M	73,000					t	22/52	LINE CARS, REBUILT FROM 1000 SPECIES BUILT '03
019-020					DE-K35							15/4	SNOW SWEEPERS.
1707	DECATUR SHOP			4-GE70								24/64	
			1										



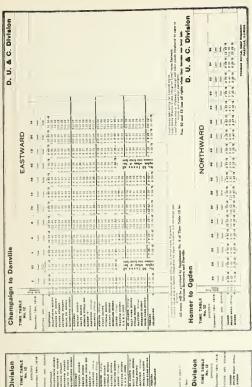


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i. C. T. Division		://-	2			1111	1	STATE OF THE STATE	de grande	7.	3	] [	imeeler,
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C. B. & O. DIVISION.	TIME TABLE NO. 1.		Lanced Local Land	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 1 1 2 00 1 5 21 45 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 17.25   0.36 S1 H	100000000000000000000000000000000000000	30 T # # 10 B # 10 B B B B B B B B B B B B B B B B B B	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M							
C. B. & C. Division.	YIME TABLE MO. 1.		Land Lincold Local Land	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 1 1 2 00 1 5 21 45 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 17.25   0.36 S1 H	100000000000000000000000000000000000000	30 T # # 10 B # 10 B B B B B B B B B B B B B B B B B B	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		Water	1 100				
C. B. & O. DIVISION.	TIME TABLE NO. 1.		Land Lincold Local Land	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 1 1 2 00 1 5 21 45 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 17.25   0.36 S1 H	100000000000000000000000000000000000000	30 T # # 10 B # 10 B B B B B B B B B B B B B B B B B B	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		used theory	to will be being to				
C. B. & D. Division.	TIME TABLE MO. 1.		Control of the contro	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 1 1 2 00 1 5 21 45 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 17.25   0.36 S1 H	100000000000000000000000000000000000000	30 T # # 10 B # 10 B B B B B B B B B B B B B B B B B B	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		and distributed passers	es mega ge bereiten to				
C. B. & C. Division.	YIME TABLE NO. 1.		Care of Statement Land Landed Local Land	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 1 1 2 00 1 5 21 45 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	00 17.25   0.36 S1 H	100000000000000000000000000000000000000	30 T # # 10 B # 10 B B B B B B B B B B B B B B B B B B	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		Unite Northwood to receive of distances passen	as Necthwesk and an agent to				
C. B. & C. Division.	TIME TABLE NO. 1.		Lange Car (Styles Land Land Cores Carl Carl Carl Carl Carl Carl Carl Carl	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 17 7 2 00 7 5 21 43 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12 05 11 25 10 00 1 2 2 3 10 0 1 7 3 1 1 0 3 6 51 m	12 12 13 13 14 14 17 10 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12.31 [12.54]. 10.00 [# 18.4]. 6.30 [ 7 56]. [# 18.1]. 7.0	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		Lassed Guide Nersbands.	ocal trans Nestiwes.6.  and other places designated by lagins to				
C. B. & O. DIVISION.	56-0		Land Land Co. (Street Land Lands Local Land Land Land	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 17 7 2 00 7 5 21 43 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	125 12 00 11 25 10 00 10 25 10 00 17 25 10 36 12 10 10 10 10 10 10 10 10 10 10 10 10 10	147 172 173 173 173 174 175 175 175 175 175 175 175 175 175 175	7 FAST- 11-20 [128 86- 10-00   FIST- 12-30 17 FEST-   FIST- 12-0	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		where the states of the second come because the second come of the sec	ang Ine Local trains Northwest. Crossings and sibet places designated by legits to				
C. B. & C. DIVISION.	56-0		London Lond Lanced Long Chapter Lond London	25 7 to tal 6 45 40 10 to tal 27 7 to		7.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02.00 02	7 17 7 2 00 7 5 21 43 4	1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2.09 125 12 00 1125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00 125 10 00	2.25 147 122 123 123 123 123 123 123 123 123 123	. 2.00 T \$550. 12.00 T \$550. 10.00 T \$450. 0.00 T \$550. 0.00 T \$500. 0.00	100	7 a 72 a 6 72 73 0	F # 25 F 0 25 74 P	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 6 05 M		for Lighted makes. Likely the Lik	taka adag lee Lecal trans Neckewal. Egyper Cerenaga and subst spicos designated by inguit to				
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17, OCTOBER 8, 1936

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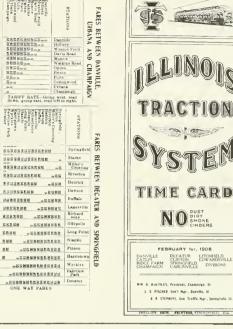
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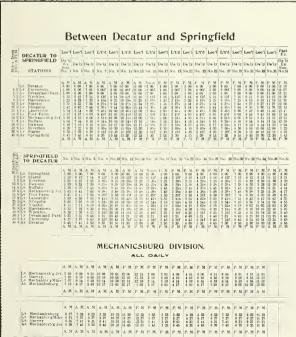
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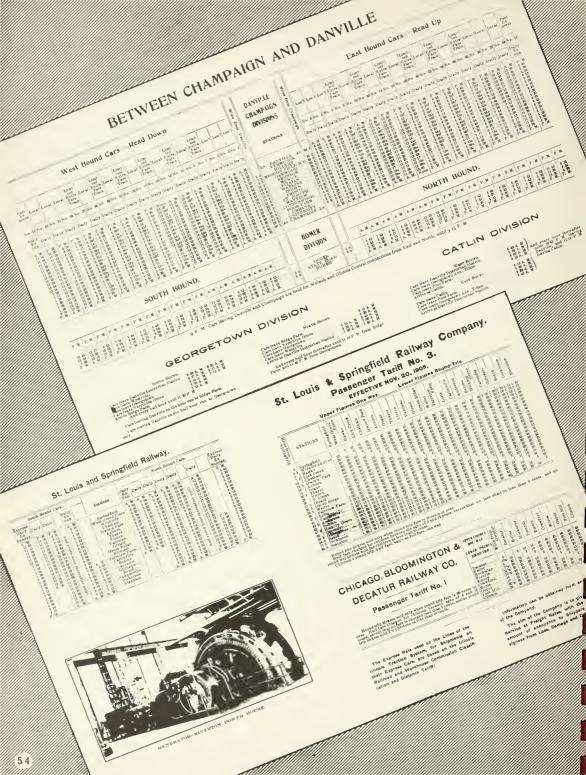
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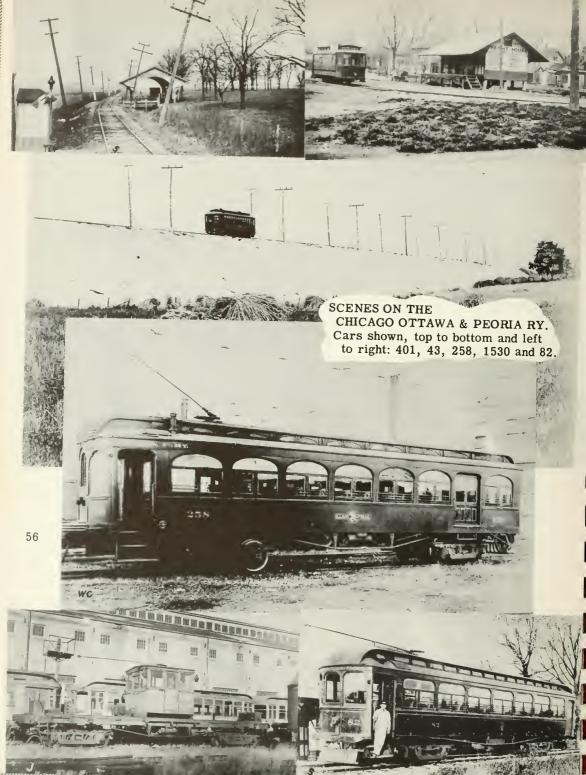
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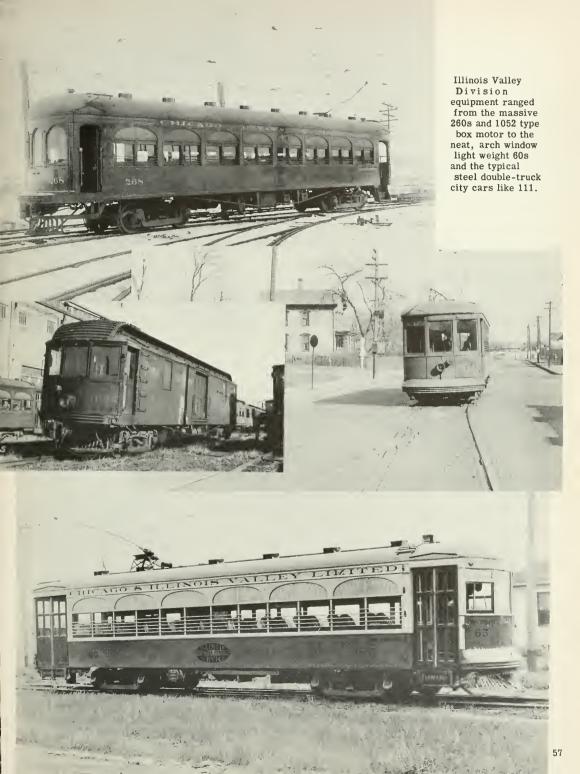
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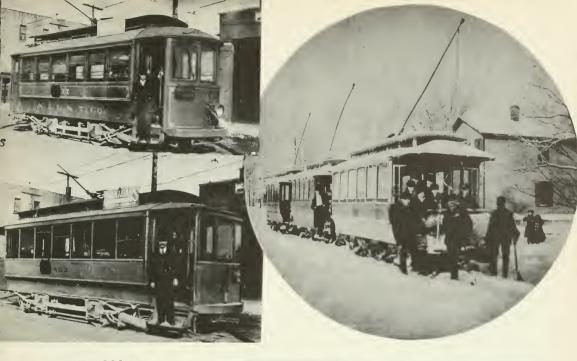
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### Illinois Valley Lines Illinois Valley Division Illinois Traction System Illinois Valley Traction Co. Dec. 27, 1901 (Ottawa - Utica - Ladd line) Through University of the American About on Figure 1 to Chicago about on Figure 0 to Figur Through Tickets to Chicago Ottawa Marseilles & Morris River R. R. Co. (Purchased in 1904) E. Ottawa - Marseilles line Illinois Valley Railway Co. July 1, 1904 Express and Baggage Express and Hagdage All Passonner Cassage Handled on Division at Low Rates. Marquette-Princeton Marseilles-Seneca Opened 1905-1906 Watch for the ILLINI TRAIL Orange Cars CHICAGO OTTAWA & PEORIA RAILWAY CO. Incorporated April 19, 1907 Leased Illinois Valley Ry. Co. June 1, 1907 and purchased it on April 15, 1908. BD&CRR DU&CRy Controlled by StLS& PRR WESTERN RAILWAYS & LIGHT CO. ICTCo Incorporated March 1907 Acquired by Ill. Tract. Co. 1913-16 Marquette Spring Valley & Northwestern R. R. Co. (Marquette-Spring Valley line) Purchased June 15, 1907 Peoria Streator & Ottawa Ry. Co. Incorporated in 1906 CO&PRy in 1908 purchased the Opened June 15, 1907 right-of-way and some material. (Ottawa - Streator line) Seneca-Morris Ottawa-Streator Opened 1909 Morris-Joliet Opened 1911-1912 Control transferred to ILLINOIS TRACTION, INC. Controlled in turn by the Chicago and Illinois Valley Railroad ILLINOIS POWER & LIGHT CO. "The Electric Way" Both inc. May 23, 1923, operated as ILLINOIS TRACTION SYSTEM | Through the Illinois River Valley | Illinois Valley Division ITS TIME TABLE Main Divn. Ahandoned Spring Valley-Ladd 1924 Passenger Service Abandoned Ottawa-Streator Electric Trains and Motor Coaches Jan. 9, 1929 BETWEEN Abandoned DePue-Princeton July 8, 1929 Morris Seneca Marseilles CHICAGO & ILLINOIS VALLEY R.R. Inc. Sept. 29, 1929 And Intermediate Points And intermediate Points EFFECTIVE DECEMBER 3, 1933 Ottawa Belt Line (Partly joint with Travel and Ship via CB&Q - CRI&P) Opened 1930 "The Electric Way" Abandoned Jollet-DePue May 13, 1934





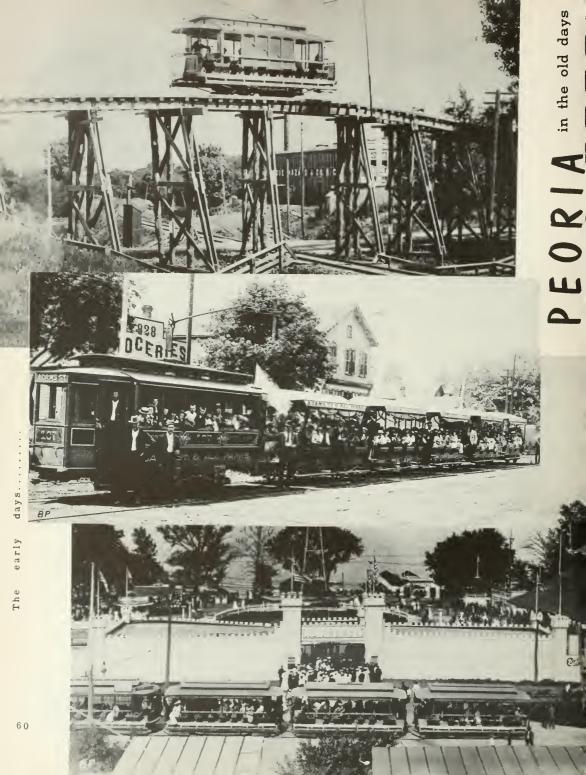


### OTTAWA

The Ottawa streetcars were first rolleys in Illinois beating Peoria n 1889 by a few months.

South Ottawa on route used by I. T. Streator Division.









PEORIA PROGRESSES (From the top)
146 - former Danville car.
East Peoria tripper line-up in 1929. At 116 - early single-trucker
Open car loaned its truck to a closed body during winter.

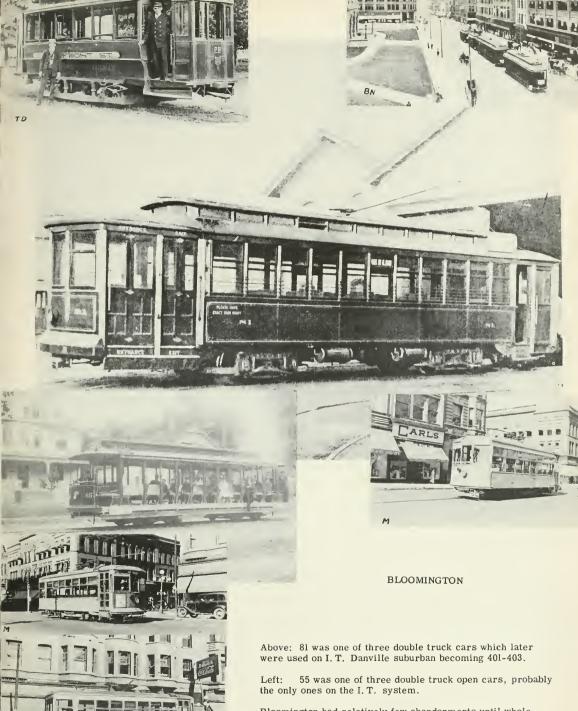
272 - also used in Galesburg.
An 800 on interurban trackage, E. Peoria.
North Adams Street barn lineup.
Trucks of this massive double-trucker,
#106, fairly burst its sides.



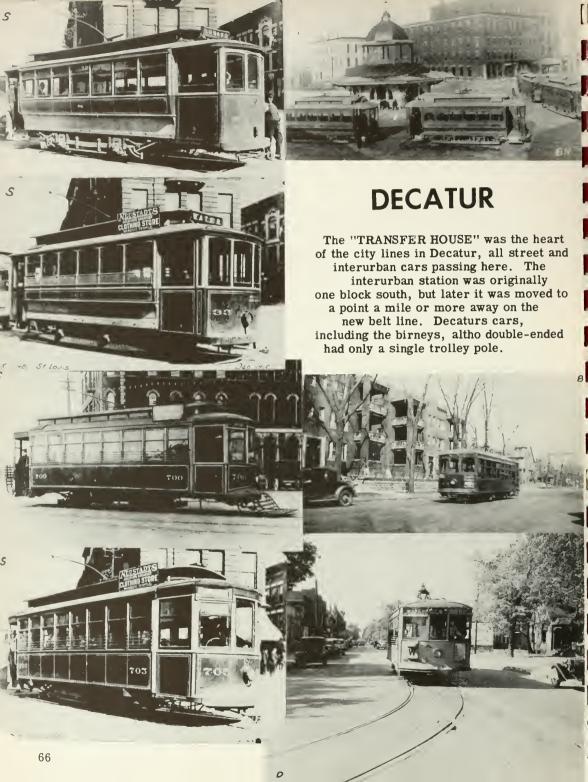




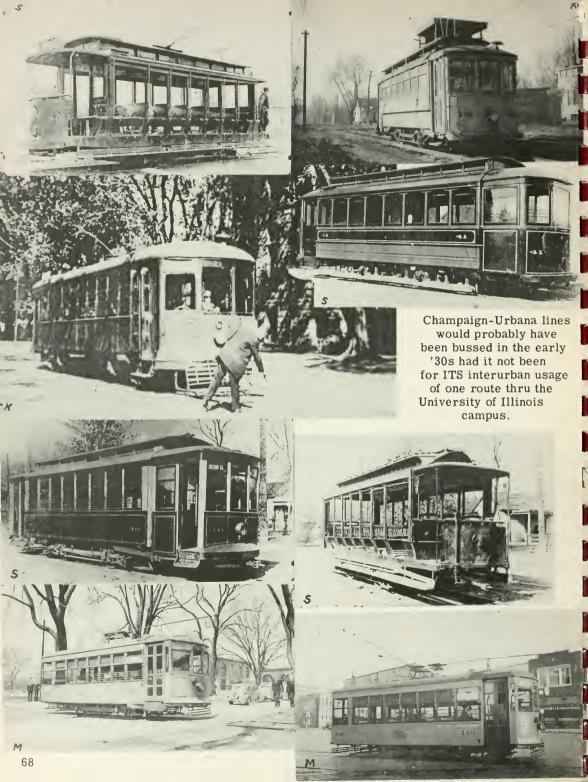




Bloomington had relatively few abandonments until whole system was discontinued in 1936.









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Interurben Time Table No. 10
In Effect June 1, 1919 Galesburg & Kewanee Electric Railway Co. Office Main and Third Sts. - Keaance, III. R. H. HAYWARD, General Manager Waiting Rooms and Ticket Offices:

KFWANTT~Cor, Main and Third Six GALVA~Hotel Heat.

Patrons are requested to report any poor, sireline, discourtesy of employres, etc., to the General Manager.

INTERURRAN STOPS

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Special Cars Furnished Prices on Application

Fast Freight Service From Peoria and Tri-Cities via Rock Island and Kewanee and Galya

We Welcome Your Constructive **Criticisms** 

There is no Substitute for the Electric Way

### Kewanee & Galva Railway Company

TIME TABLE Effective September 20, 1925

PASSENGER AND FREIGHT SERVICE

Ride the Electric Way and Save the Difference





In its later days the Kewanee-Galva system was under I. T. S. domination.

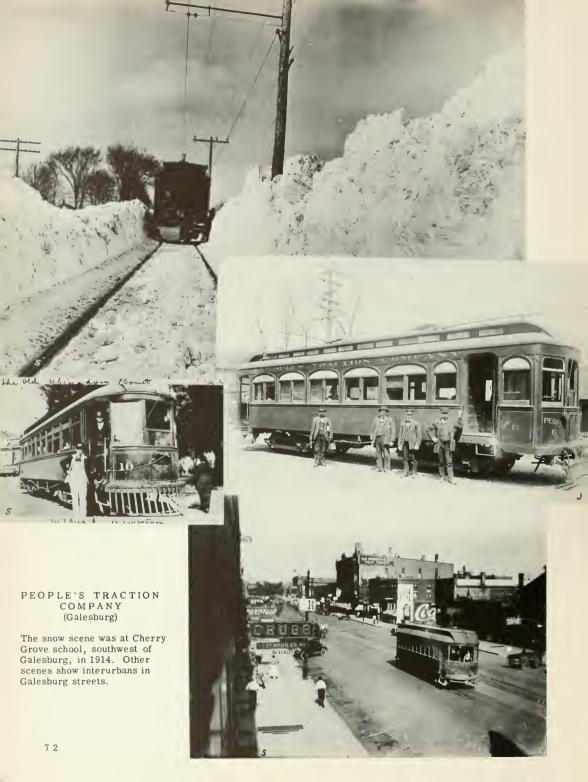
All photos RP unless otherwise credited.

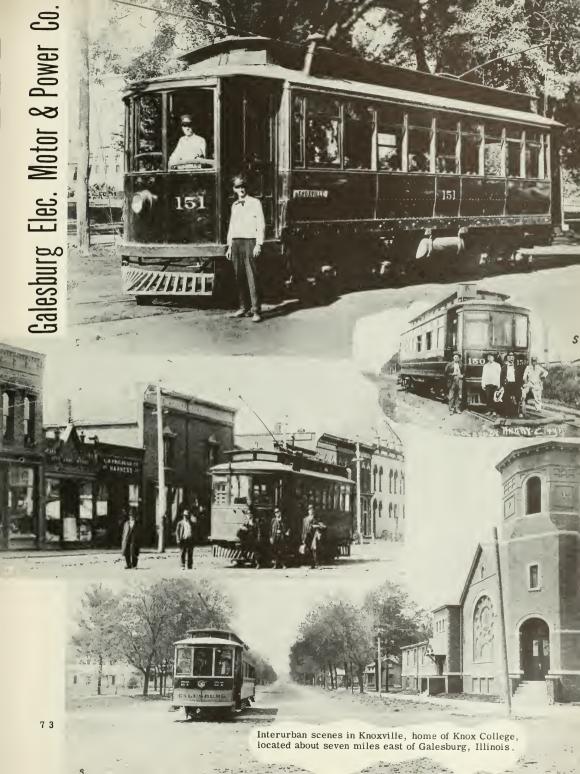
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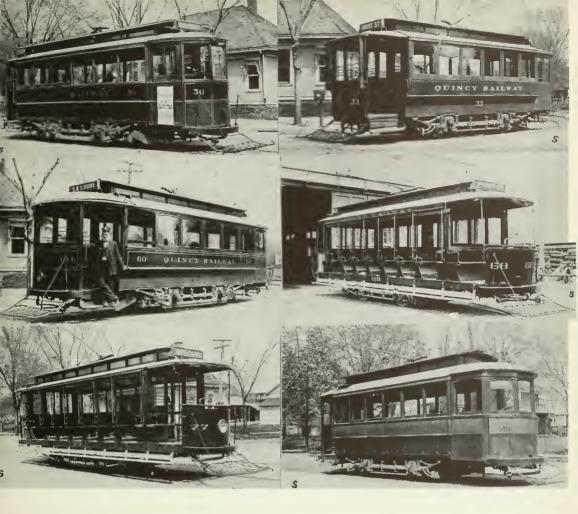








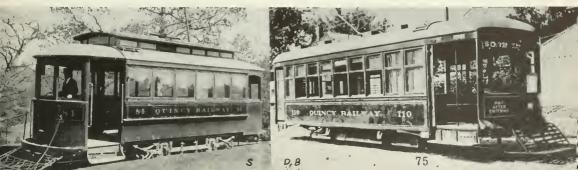




## QUINCY

With its track gage of 5'-0", Quincy had the only off-gage street car system in Illinois. As on almost all the others, Birneys were used at the end.

(All photos credit S)

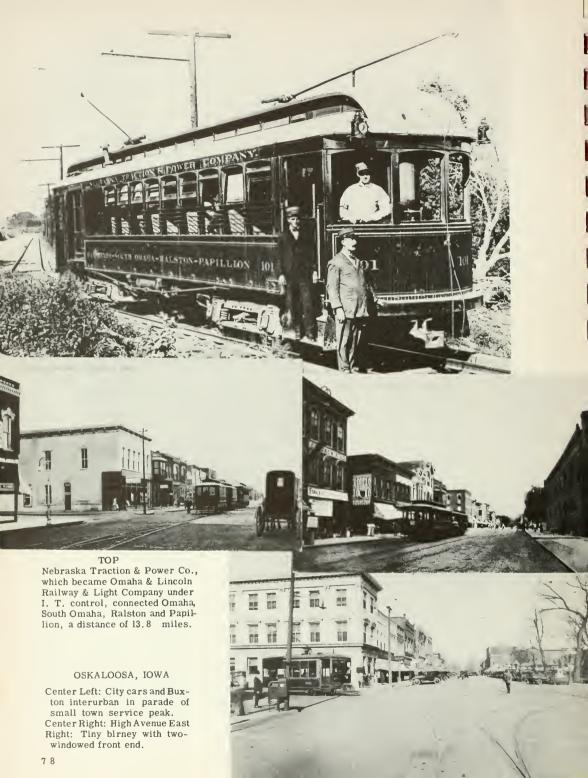






Main interurban system and other railway properties in Illinots Main interurban system and other railway properties in Illinois **OUT-OF-STATE RAILWAY PROPERTIES** Oskaloosa & Buxton Electric Ry. Co. Car lines abandoned 19?? Oskaloosa Traction & Light Co. ILLINOIS TRACTION COMPANY Organized May 1904 Iowa Power & Light Co. Organized in 1924 Omaha & Lincoln Railway & Lt. Co. Nebraska Traction & Power Co. Incorporated Sept. 26, 1908 Omaha-S. Omaha line opened S. Omaha-Papilion line opened Oct. 1, 1911 Car lines abandoned 19?? May 19, 1909 ILLINOIS POWER & LIGHT CORP. Kansas Power & Light Co. Organized 1924 Acq'd Topeka car lines 1927 Topeka lines abandoned July 17, 1937 Incorporated May 23, 1923 Absorbed Topeka & Vinewood Sold to Illinois Traction Co. Park Ry. Co. during 1903 Topeka Rapid Transit Co. - Topeka City Railway Co. The Topeka Railway Co. Inc. May 1, 1892 Mar. 1910 Chartered in July 1895 Acqd by Westn, Ry. & Lt. 1910 Atchison Ry, El. Lt. & Pwr. Co. Atchison Ry. Lt. & Pwr. Co. Car lines abandoned 19?? Controlled by
WESTERN RAILWAYS & LIGHT CO.
Incorporated March 1907
Acquired by Ill. Tract. Co. 1913-16 Wichita R. R. & Light Co. Chartered Apr. I, 1900 Missouri Power & Light Co. Organized in 1924 Car lines abandoned 19?? Jefferson City (Mo.) Bridge & Transit Co.

Car lines abandoned 19??



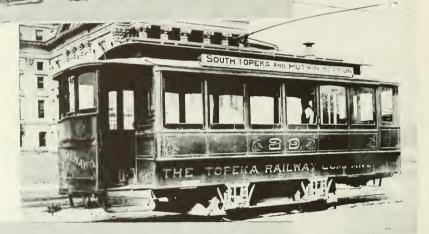


ABOVE: Atchison, Kansas, city operation.

BELOW: Topeka, Kansas, city lines. Car 203, a medium-weight interurban type was built for a projected line that would have connected via Kansas City Kaw Valley & Western R. R. for "K-C". The line was never built but the car was used in city service for peaks and special occasions, such as picnics.



The Tanka Railware



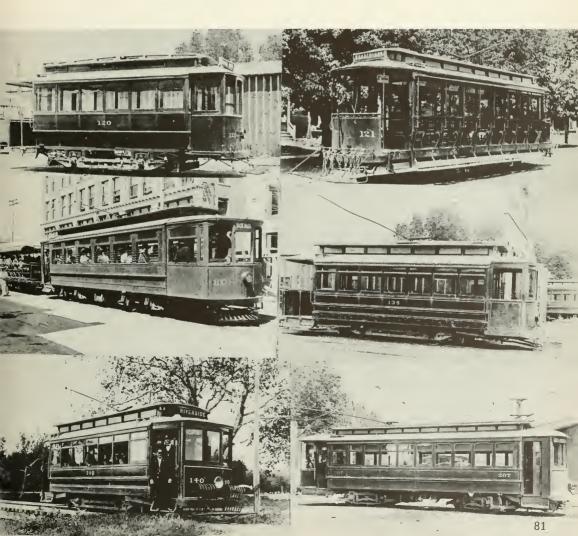


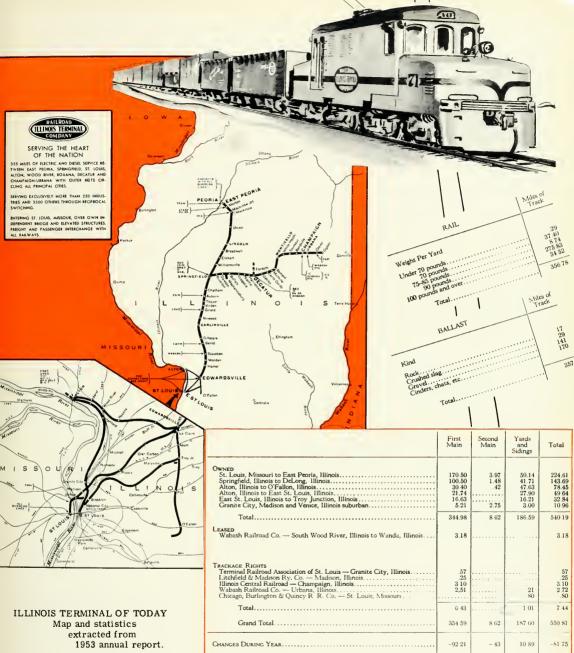
All Photos, credit H.



## WICHITA, Kansas

All photos, credit S.





OPERATED MILEAGE BY STATES
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