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Bulletin 98

November 1954

# *Trolley Sparks*

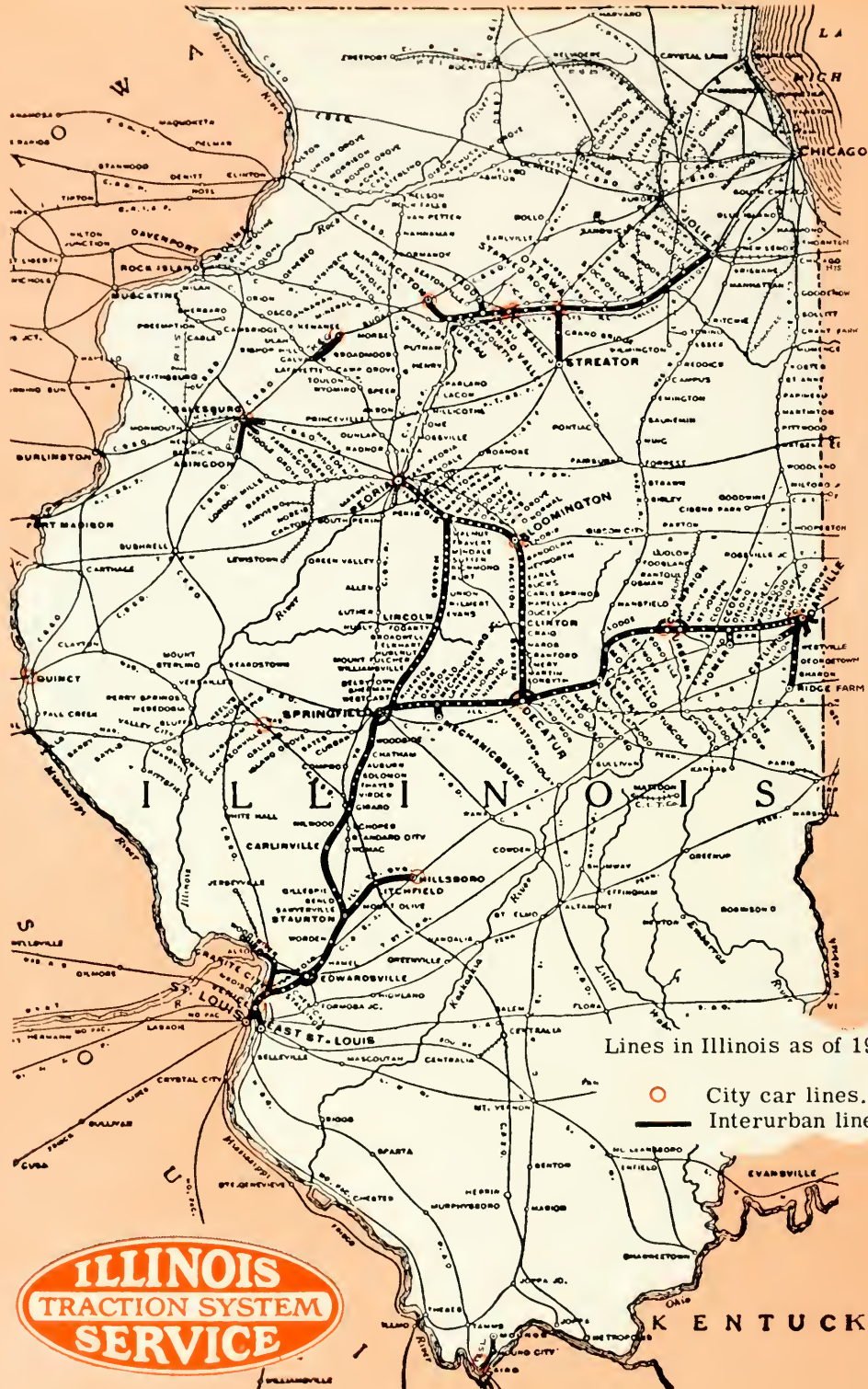
*Published by*

CENTRAL ELECTRIC RAILWAYS' ASSOCIATION  
CHICAGO, ILLINOIS



RAILROAD  
ILLINOIS TERMINAL  
COMPANY

# Illinois Traction System







# ILLINOIS TRACTION SYSTEM

...an album

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.

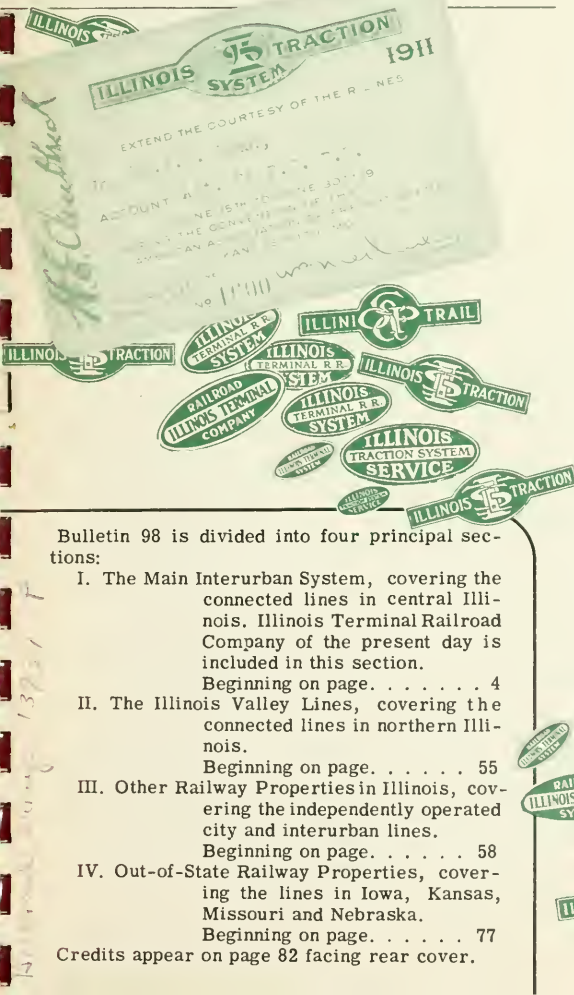
The year 1954 was a difficult one for CERA and its difficulties are necessarily reflected in the limited size and late delivery of Bulletin 98. Unprecedented rains flooded our storage just as Bulletin 97 was delivered and replacement of that issue pretty well wiped out CERA financial resources accumulated 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.

Bulletin 98 is divided into four principal sections:

- 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.





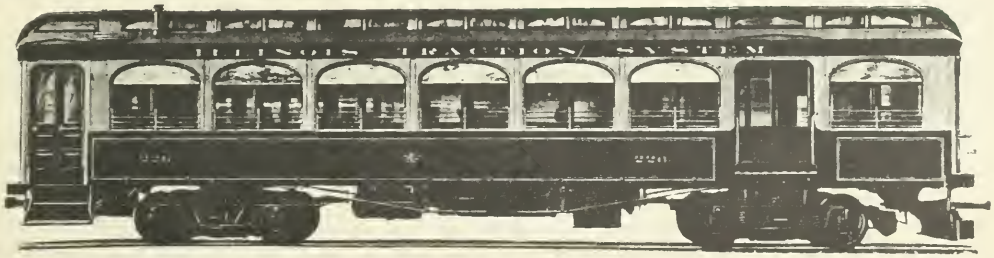




HH

ILLINOIS  
TRACTION  
SYSTEM

Above, 221-class motors and trailers;  
right, 202 at Mechanicsburg Junction;  
below, 143 near Ridge Farm.





233  
OFFICE CAR





Starting its duty as private car "Champaign", this car progressed to "Sangamon" and then just plain 234. It saw duty both as a special party car and as an official business car, and today serves this latter function. Old-time trainmen assure us it was once a motor car, but no photo exists to prove it.





240 Class





Master Mechanic Bosenbury's car architecture was taking shape when the 250's came along. Evidently renumbered, their design antedates the 240 class. 258 and 259 were rebuilt, as was 233, from three early limited cars, "Missouri", "Illinois" and "Indiana" operated under the name "Corn Belt Limited"





# 260 CLASS

For many years six of these cars  
were the standard unit for Illinois  
Valley trains, while the other  
four worked Danville-Springfield trains.



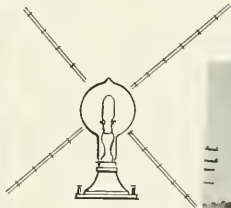
No railfan will ever forget the extremely  
short radius curve at Monticello on the  
line to Danville.





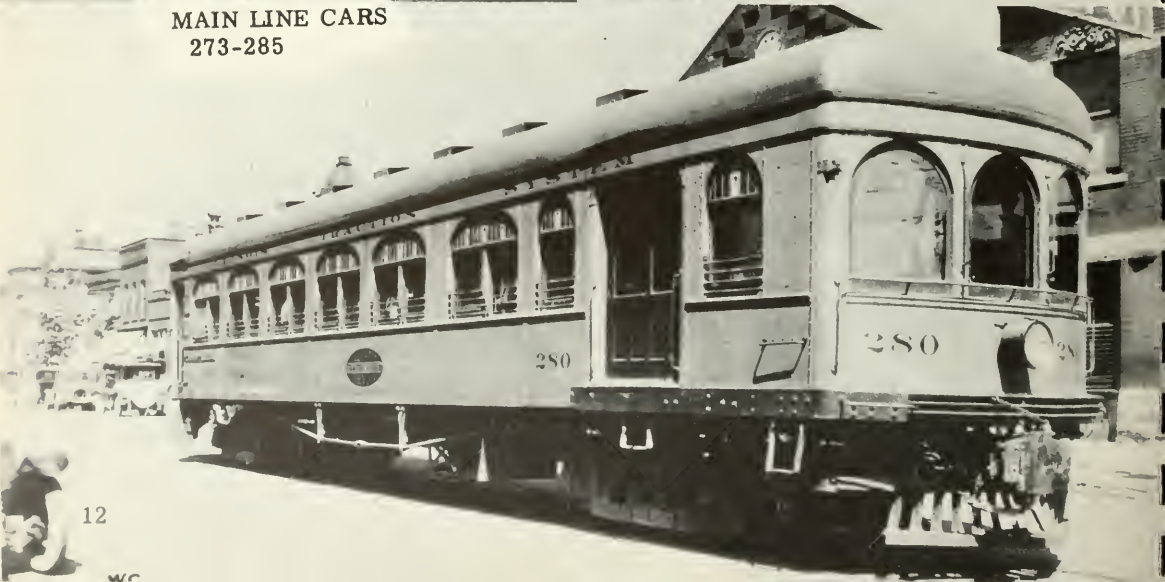


THE 270 and 271. Much has been written and said of these famous twins, which actually started life as a pair of longies for the Columbus, Delaware & Marion Railway.





MAIN LINE CARS  
273-285





ILLINOIS  
STREET RAIL  
SYSTEM

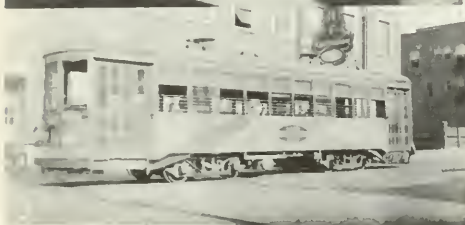


THE 300-CLASS. Nine of these cars graced ITS rails. They were most unusual for their lack of similarity to the distinctive ITS styling in car design, altho pleasing enough on their own. Top: At Danville on Ridge Farm run. Center: At Litchfield, on Staunton run. Bottom: At Hillsboro Court House square.

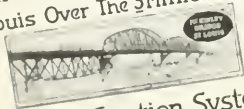


Suburban & branch  
line cars:

900s at St. Louis  
403 and 362 at Danville  
Others are former  
Illinois Valley cars at  
Danville, Peoria and  
St. Louis.



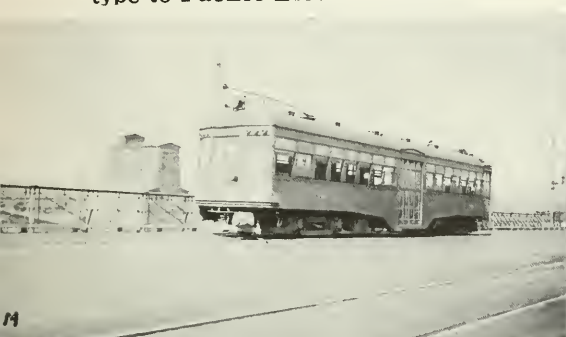
Built For You  
All Traction Trains Enter  
St. Louis Over The 3 Million Dollar



Illinois Traction System  
(MCKINLEY LINES)



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.







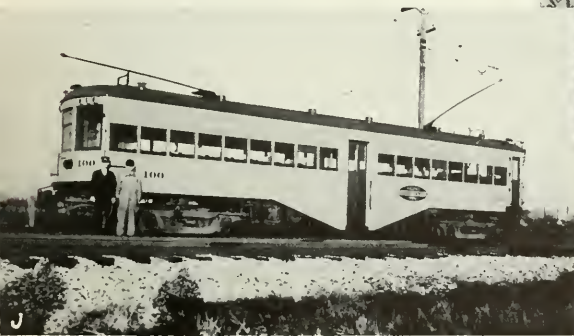
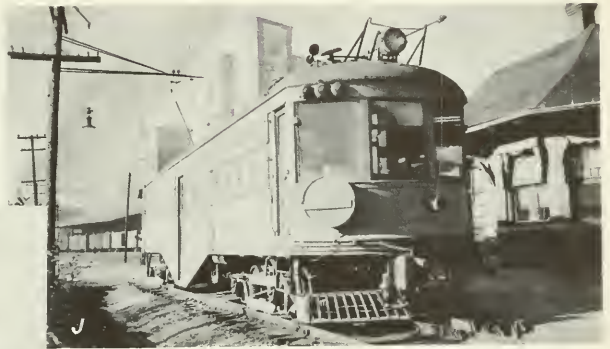
Early equipment of the Alton Granite & St. Louis Traction Company which was acquired by the E. St. Louis & Suburban but never by Illinois Terminal.





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

ALTON - WOOD RIVER CAR





### THE "LOCAL CARS"

used on St. Louis-Alton runs.  
Car 140 above was used briefly on  
Staunton-Hillsboro run. Below,  
122 is shown with low speed  
equipment in July 1932.

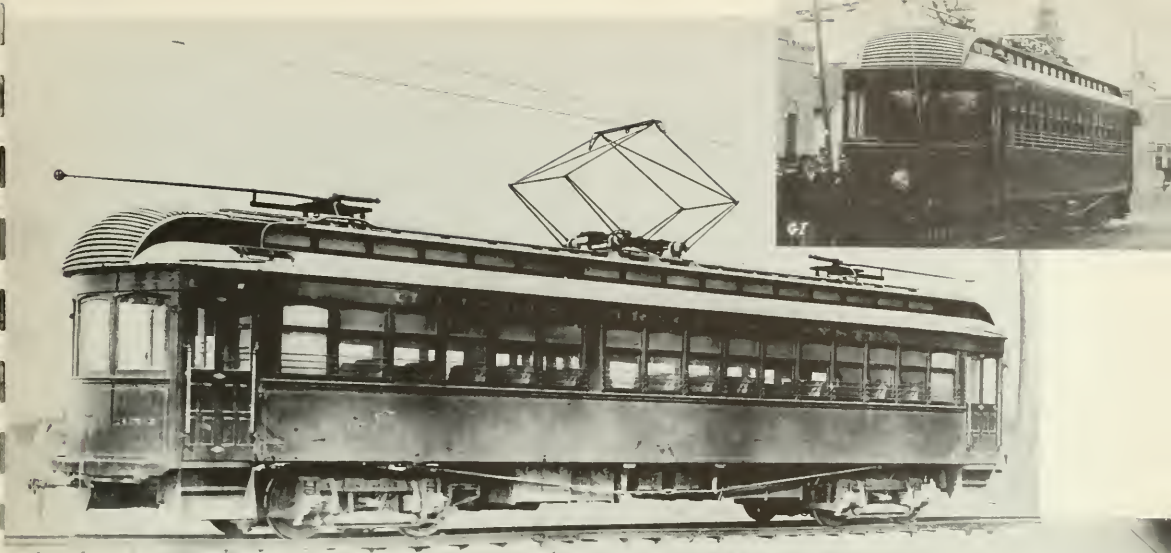


Below, at  
Ead's Bridge  
trolley station  
in 1931.



On Peoria-E. Peoria shuttle run  
which streamliners could not make  
due to curvature problem, 1949.





### 350-CLASS.....

These cars, as built for the original AC operated Peoria-Bloomington run, bore little resemblance to ITS style, which may have earned them the 300-series catch-all numbers. After the AC operation failed and was replaced by DC, the 350s were revamped to conform more nearly to ITS carbody standards.





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



# Traction Service

Below: The Mound City out of East Peoria heads for St. Louis.







# THE OWL NIGHTLY SLEEPING CAR SERVICE

BETWEEN  
ST. LOUIS-SPRINGFIELD-PEORIA

11:55 P. M.	Lv. ST. LOUIS	Ar.	8:20 A. M.
3:55 A. M.	Lv. SPRINGFIELD	Lv.	2:35 A. M.
6:15 A. M.	Ar. PEORIA	Lv.	11:50 P. M.

SLEEPERS MAY BE OCCUPIED UNTIL 8:30 A. M.

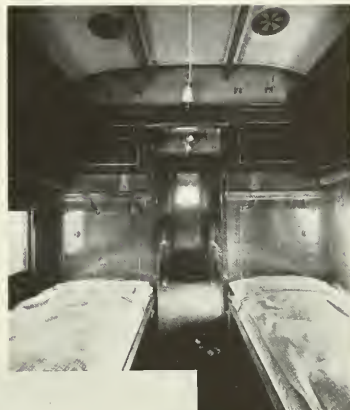
Sleeper service, inaugurated 1907 with the Holland car (right and below) between Springfield and E. St. Louis, was later offered from St. Louis to Champaign, Springfield and Peoria. The final service, using bedroom cars (above) on the Peoria-St. Louis ended August 31, 1940.





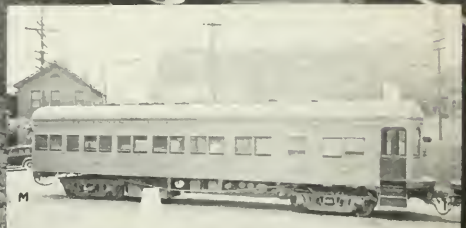
***Sleeping Car Train***  
 EXTRA LONG BERTHS,  
 WINDOWS IN UPPER,  
 NO SMOKE, NO CINDERS





A  
"Sleep-tight"  
Ride via  
Traction  
-Sleeper-  
(MCKINLEY LINES)





EASY PARLOR CHAIRS, LIBRARY  
OBSERVATION PLATFORM,  
MEALS A LA CARTE

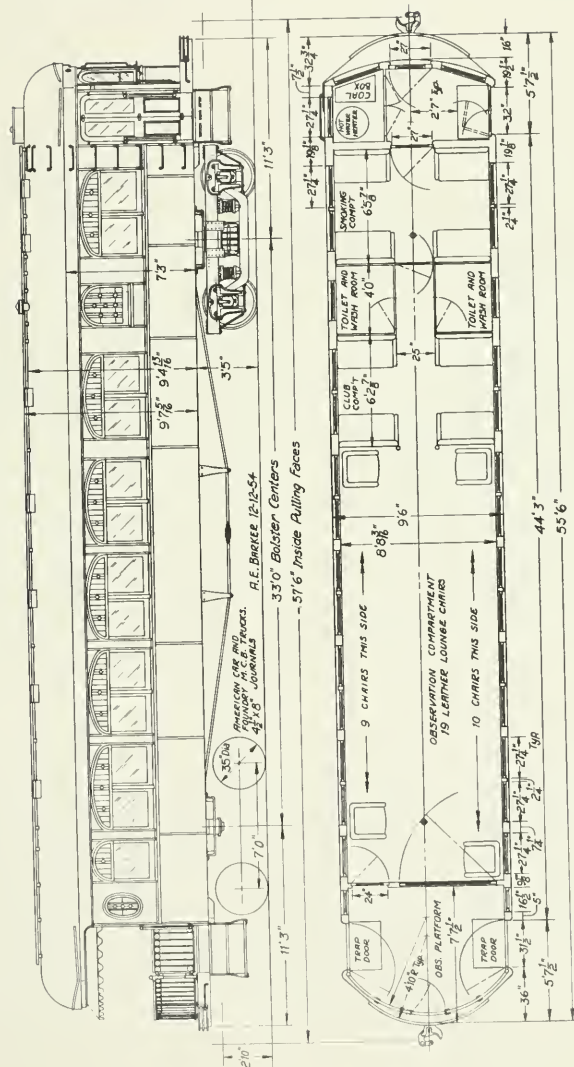
Before the advent of streamliners, the 510-class provided deluxe, extra-fare, parlor car accommodations to traction passengers. Beginning life as graceful, arch-windowed open "obs", they received a thorough reconditioning, block-off job and air-conditioning during 1936.



This technical drawing shows a longitudinal section of a ship's hull. It illustrates the internal structure, including the main hull space, a central compartment with a curved bottom, and various smaller spaces and bulkheads. The drawing is a black and white line drawing with detailed annotations and dimensions.

AEB

Scale ~ Feet & Inches



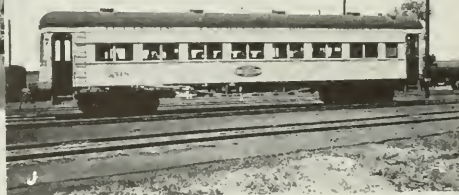
TRAILERS-----  
...some had two motors  
in later years.



New York "E1" cars  
lined up for service  
to Ordnance plant  
during World War II.



535, converted from a  
bedroom sleeper to coach







The checkered history of the 1200-class saw them rebuilt twice with varying lengths of baggage compartment. In recent years 1202 and 1203 were ignominiously stripped of their first number to become 202-203 when numbers of a new box car order conflicted.





The 1000's sometimes ran MU pulling freight trains on the Peoria - St. Louis line.



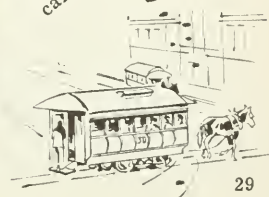
1063 was last box motor on system.



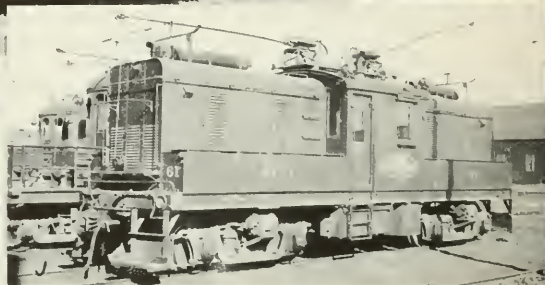




The IT roster included traction type refrigerator and express cars as well as standard box cars.



THE SMALLER  
LOCOMOTIVES  
Electric and  
multiple-power..





[illegible]



ITS pioneered in the development of the four-truck articulated locomotives of types C (above) and D (lower half of page).







## STEAM DIVISION

Now 100% dieselized, Illinois Terminal's St. Louis-Edwardsville-Alton steam lines once had an interesting array of light steam power. No. 1 worked the Alton-Grafton run with 520 class trailers until replaced in the 1930s by rail buses, like #204.





ILLINOIS  
TRACTION  
SYSTEM

(MCKINLEY LINES)



ILLINOIS  
TRACTION  
SYSTEM

(MCKINLEY LINES)

**TIME TABLES**  
Effective May 19, 1912  
***ON ALL DIVISIONS***  
Subject To Change Without Notice

**TIME TABLES**  
Effective May 19, 1912  
***ON ALL DIVISIONS***  
Subject To Change Without Notice

ILLINOIS TRACTION SYSTEM AND CONNECTIONS

THE ROAD OF GOOD SERVICE

THE AUTOMATIC FLAGMAN;

KANSAS TRACTION SYSTEM

COAST & EASTERN TRADING CO. CHICAGO, ILL.

EST. 1887

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[illegible]

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## OFFICIALS AND REPRESENTATIVES

[illegible]

## OFFICIALS AND REPRESENTATIVES—Continued.

<b>Legal Department</b>	<b>Penna. III.</b>	<b>Lead Department</b>	<b>Chambers II.</b>
GORDON W. BLISS, General Counsel		C. E. ANDERSON, Acting Lead Commissioner	
<b>Department of Publicity</b>	<b>Penna. III.</b>	Auditing Department	<b>Chambers III.</b>
F. G. BLISS, Manager		B. B. BRADLEY, General Auditor	
<b>Clim Department</b>	<b>Springfield III.</b>	Hospital Association	<b>Penn. I.</b>
S. W. REYNOLDS, General Clerk		Drs. H. M. BUCKNER, Chief Surgeon	
<b>Engineering Department</b>	<b>Penna. II.</b>	Purchasing Department	<b>Penn. VIa II.</b>
F. CANNON, Chief Engineer		H. J. VANCE, Purchasing Agent	

## MISCELLANEOUS INFORMATION

## RESTAURANTS.

[illegible]

## PEEPERS AND PARLOR CARS.

[illegible]

AST ST LOUIS

[illegible]

### LOCATION OF PASSENGER STATIONS AT TERMINAL POINTS

[illegible]

















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.







TOP: "BLOOMINGTON" on test run at Decatur Lake viaduct in 1909.  
BOTTOM: St. Louis terminal station yard about 1914.



42





Top to Bottom and L. to R. :

University of Illinois Test Car,  
scrapped about '42, spent much  
time on ITS lines... Handsome  
jackknife bridge over Illinois at  
Peoria... Typical line car...  
Decatur shop yard... Old down-  
town Springfield station shed...  
Special meeting freight near Morton

## ROSTER OF EQUIPMENT USED ON ILLINOIS TRACTION SYSTEM (MAIN DIV.)

CAR NUMBER	BUILDER	DATE BUILT	* TRUCKS	* MOTORS	CONTROL	WEIGHT	CAPACITY	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	DATE JUMBED NUMBERED	* GEAR RATIO	REMARKS
<b>MAIN LINE MOTOR CARS EQUIPPED WITH CONTROL CABS. [COACHES]</b>													
220-228	AMERIN	"	"	AMERICAN 4-GE73	DE-M	80,000	48	51'-4"	8'-7"	12'-10"	Before '30	27/33	BAGGAGE-PSSE (Slight End)
226-231	ST L	06	"	BALDWIN 4-GE73	SE-M	"	"	52'-7"	8'-10"	13'-2"	"	27/33	225 REBUILT SINGLE END
233-239	"	"	"	ST LOUIS	"	"	"	52'-6"	8'-10"	13'-0"	"	27/33	253 (N) SCRAPPED BEFORE '09
240-248	C&P ST. LOUIS	06	"	BALDWIN 4-GE205	"	85,000	47	53'-0"	8'-10"	13'-3"	33-50	27/33	ABOUT HALF WERE BUILT TO RUN ON EITHER BOUND. ONE BOUND AC 241 TO MUSEUM OF TRANSPORTATION, SC. PROBABLY RENUMBERED.
250-257	AMERIN	04	"	" 4-GE73	"	"	46	52'-7"	"	14'-0"	Before '30	27/33	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
258	ST L	06	"	"	"	84,000	60	62'-0"	"	13'-3"	"	50	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
259	"	"	"	"	"	"	"	"	"	"	"	29	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
260-269	DANVILLE	11	"	" 4-W303	SE-HL	102,300	56	55'-3"	9'-6"	13'-0"	26-53	27/33	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
270	NILES	06	"	" 4-GE222	SE-M	124,000	64	68'-18"	8'-5"	13'-3"	"	50	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
271	"	"	"	"	"	"	"	"	"	"	"	"	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
273-283	ST L	13	"	"	"	107,170	55	55'-10"	9'-8"	13'-0"	275-303	27/33	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
284	"	14	"	"	"	"	"	"	"	"	"	"	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
285	"	18	"	"	"	"	"	"	"	"	"	"	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
300-308	"	"	"	ST L	4-GE73	DE-M	"	56'-3"	8'-7"	12'-7"	Before '35	22/33	ORIGINALLY TOOK BELT END CAR "HINDOST" REBUILT IT SHED '10.
350-359	AMERIN	07	"	BELL 4-GE205	DE-M	85,000	60	53'-9"	8'-5"	13'-3"	"	27/33	ORIGINALLY BUILT TO RUN ON 300V AC - 600V DC REBUILT ABOUT 10 SINGLE END CARS FOR 600V DC ONLY.
1200-1203	AMERIN	10	"	BALDWIN 4-W303	SE-HL	97,000	50	52'-7"	9'-3"	13'-3"	1200-1203	27/33	ORIGINALLY BUILT WITH EXTRA LARGE BAGGAGE COMPARTMENT 1202-1203 RENUMBERED TO 202-203 IN '53
<b>MAIN LINE MOTOR &amp; TRAIL CARS WITHOUT CONTROL CABS. [COACHES]</b>													
500-509	AMERIN	04	"	BALDWIN	NONE	NONE	52	48'-1"	8'-10"	"	Before '30	"	TYPE 91 BODY MATCHING 260-269
502-509	DANVILLE	09	"	"	"	"	"	"	"	"	"	"	TYPE 91 BODY MATCHING 260-269. 503 WAS A PARLOR CAR REBUILT 500 TYPE BUILT.
516-527	ST L	11	"	ST L	"	"	"	57'-0"	9'-7"	13'-3"	25-53	"	527 BECAME SLIGHTLY MODIFIED 1201 TO 522 REBUILT INTO COMBINATION GRAFTRAIL CAR.
528-532	"	12	"	ST L BALDWIN	2-GE222	M	"	"	"	"	"	28/52	522 BECAME SLIGHTLY MODIFIED 1201 TO 522 REBUILT INTO COMBINATION GRAFTRAIL CAR.
533-535	"	12	"	ST L	NONE	NONE	"	"	"	"	"	30-33	533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765,

\* Trucks and motors were changed about on some cars thru the years



AND ILLINOIS TERMINAL RAILROAD (ELECTRIFIED LINES) 1910 - 1954

CAR NUMBER	BUILDER	DATE BUILT	* TRUCKS	* MOTORS	CONTROL	WEIGHT	CAPACITY	LENGTH OVERALL	WIDTH OVERALL	HEIGHT OVER ROOF	DATE JUNKED OR REPAIRS	* GEAR RATIO	REMARKS
ST. LOUIS AREA SUBURBAN CARS													
100-102	AMERIN	17	COMM WITH	4-W548	DE-HLF	58,525	60				100-102	28/16	ORIGINALLY A & B 3-L CHAIR CARS, ACQ'D WITH ST. LOUIS RY, Nos. 40-60.
103-104	"	24	"	4 "	"	"	"				103-104	28/16	ORIGINALLY A & B 3-L CHAIR CARS, ACQ'D WITH ST. LOUIS RY, Nos. 43-64.
120-123	W. L. BELL	23	BALDWIN	4-GE256	DE-M	59,000	58				120-123	21/53	ORIGINALLY ST. LOUIS-DANVILLE LEAVAN CARS KONTING 8 BOX TRAILERS & MOTORS REMOVED ABOUT '32.
140	"	"	BELL MCB	4-GE201	"	"	"				140	21/53	OF 2 ST. L. 8'S - 4-GE201 WITH ST. L. & A RY. SNOWSWEEPERS-NITZELL
141-145	"	"	"	4-GE206	"	"	"				141-145	21/53	" 4-45.
160-173	AMERIN	21	B. RILL	2-W508	DE-H33		30				160-173	21/53	FT. GALENBURG BLENDSYS. USED AT ALTON.
404-415	ST. L.	24	ST. L.	4-GE256	DE-H35	42,000	48	46'-5 1/2"	8'-5"	10'-6"	404-415	21/53	ORIGINALLY 1-V. DIV. 60-76 SERIES.
470-473	"	"	"	4-GE275	DE-M	57,260	64				470-473	21/53	ORIGINALLY 5 ST. L. 8'S TO 10'S RESERVEVILLE LIMITED ACQ'D BY I.T.R.R. ABOUT '32
450-459	"	49	ST. L. REC. B3	4-GE220M	DE-PCG		55				450-459	21/53	PC CARS REARRANGED FOR TRAIN OPERATION
900-913	B. RILL	109	B. RILL MCB	4-GE201	SE-M			50'-0"	9'-3"	12'-1"	900-913	21/53	ORIGINALLY NUTLEY BLENDS CARS.
913-919	"	"	"	4-W508	"						913-919	21/53	"
950-959	"	"	"	NONE	NONE						950-959	21/53	SINGLE END TRAILER FOR ABOVE.
DANVILLE AREA SUBURBAN & BRANCH LINE CARS:													
134	B. RILL	101		2-GE216	DE-H10	37,500	40				134	21/53	ALSO USED IN DANVILLE AND PROCTOR CITY SERVICE
135	"	"	PECKHAM	W 69	DE-H14			40'-0"	8'-5"	12'-0"	135	21/53	FROM DANVILLE ST. RY.
136	"	"	BALDWIN	4-GE73	DE-M			51'-5"	8'-7 1/2"	12'-11"	136	21/53	"
137	ST. L.	"	"	4 "	DE-L4			"	"	"	137	21/53	EX-LEVIN VALLEY TIE CO.
138	"	"	ST. L.	4-GE57	DE-H14			45'-7"	9'-1"	12'-9"	138	21/53	"
139	"	"	PECKHAM	"	"			"	"	12'-5 1/2"	139	21/53	"
140-146	"	"	"	"	"			"	"	"	140-146	21/53	"
147	"	"	PECKHAM	4-GE57	DE-H14			48'-3"	8'-7 1/2"	12'-6"	147	21/53	SEE NOTE BOX 30
148	"	"	"	4-W69	"			48'-5"	"	12'-1"	148	21/53	"
150	ST. L.	"	4-GE57	DE-H14	"			48'-3"	8'-6"	"	150	21/53	"
152	"	"	"	"	"			"	"	"	152	21/53	"
200-203	ST. L.	"	CURTIS	4-GE74	DE-M	70,000	46	48'-0"	8'-7"	12'-7 1/2"	200-203	21/53	"
300-303	"	24	ST. L.	4-GE256	DE-H35	39,800	40	44'-1 1/2"	8'-5"	10'-6"	300-303	21/53	ORIGINALLY 1-V. DIV. 60-76 SERIES (6700-7600)
360-362	"	18	"	4-GE256	DE-H35			"	"	"	360-362	21/53	FROM DANVILLE ST. RY. 160-163, IN 34 BECAME PECKHAM 245-247, JUNKED '46.
401-403	DANVILLE	"	"	4-GE256	DE-H			"	"	"	401-403	21/53	EX. BLOOMINGTON 81-83.
BOX MOTORS:													
1050	ST. L.	106	CURTIS					51'-0"	8'-6"	13'-3"	1050	21/53	BEFORE '30
1051	AC&F	08	B. RILL					50'-10"	8'-6"	13'-3"	1051	21/53	"
1063-1067	W. L. BELL	10	BALDWIN	4-W508	DE-M	92,000		52'-6"	9'-3"	13'-4"	1063-1067	21/53	BEFORE 561 AND 604-607.
1500	"	"	BALDWIN	4-GE73H	"			43'-0"	8'-5"	13'-3 1/2"	1500	21/53	"
1521-1526	"	"	BALDWIN	"	"			"	"	"	1521-1526	21/53	"
BOX TRAILERS:													
601-603	CINCINNATI	30	STANDARD LATER BALDWIN	NONE	NONE						601-603	21/53	EX-CINCINNATI LIKE BEE DE. 642-644 ACQ'D '39
604-607	"	"	"	"	"						604-607	21/53	EX-1063-1067 BOX MOTORS
1000-1005	AC&F	"	"	"	"						1000-1005	21/53	EX- ROOF BOX TRAIL WITH RADIAL COUPLER 3A CARS IN THIS GROUP
1000-1005	AC&F	"	AC&F (WOLF)	"	"	64,000		41'-5"	8'-8 1/2"	13'-1 1/2"	1000-1005	21/53	D.E. ROOF REFRIGERATOR TRAIL WITH RADIAL COUPLER. 3 CARS THIS GROUP
ELECTRIC LOCOMOTIVES:													
1500-1501	DANVILLE	08	BALDWIN	2-GE256	DE-M	74,240		32'-7"	8'-7"	11'-6 1/2"	1500-1501	21/53	FLAT CAR WITH CENTER CAB
1502	ST. L.	08	"	"	"			32'-7"	8'-7"	11'-6 1/2"	1502	21/53	BUILT AS CLASS 1029 REBUILT 1029 TO CLASS 102
1503	DANVILLE	09	"	"	"	83,500		32'-7"	8'-7"	11'-6 1/2"	1503	21/53	REBUILT SOLD TO ILL. POWER CO. IN '34
1505-1508	ST. L.	07	"	"	"	84,000		30'-0"	9'-6 1/2"	12'-1"	1505-1508	21/53	BUILT AS CLASS 1029, 1029, 1029, 1029 SOLD TO ALUS CHAMBERS IN 1941 CONVERTED TO DIESEL-ELC.
1509	BALDWIN	10	"	4-GE69	"	120,000		34'-0"	9'-3"	13'-0"	1509	21/53	BUILT FOR A.C. - D.C. SERVICE, BECAME 1029, REBUILT AS CLASS 1029 WHEN QUIT TO D.C. ONLY
1510	BALDWIN	10	"	4-GE69	"	160,000		"	"	"	1510	21/53	BUILT AS CLASS 1029
1511	ST. L.	30	"	4-GE256	"	187,000		"	"	"	1511	21/53	BUILT AS CLASS 1029, 1029 REBUILT WITH CHART
1512	ST. L.	30	"	4-GE256	"	187,000		"	"	"	1512	21/53	MADE CAR AND 4-WHEEL MOTORS IN 1930, REBUILT
53	PECKHAM	41	I.T.R.R. SHOP	4-GE256	"	196,400		"	"	"	53	21/53	EX- I.T.R.R. 1000-CLASS COMBINATION BATTERY-TRAILER, WITH DIESEL-ELC. BATTERY-CHASSIS
61	"	39	"	"	"	112,700		"	"	"	61	21/53	BUILT AS BATTERY-TRAILER BATTERY CHASSIS
70	"	40	"	8-W517M	DE-HLF	217,000		55'-5"	9'-11"	15'-2"	70	21/53	ORIGINALLY 1958, MADE DIESEL-ELC. TRAILER SOLD TO ALUS-CHAMBERS (CPD) IN '52.
71	"	"	"	"	"	"		"	"	"	71	21/53	BUILT AS CLASS 1029, BODY FROM 1580.
72	"	"	"	"	"	"		"	"	"	72	21/53	"
73	"	"	"	"	"	"		"	"	"	73	21/53	"
74	"	42	"	"	"	"		"	"	"	74	21/53	"
SERVICE CARS:													
1700-1704	PECKHAM	22	BALDWIN	4-GE73	DE-M	73,000					1700-1704	22/53	LINE CARS, REBUILT FROM 1000 SERIES BUILT '28
019-020	PECKHAM	"	"	4-GE26	DE-H35						019-020	22/53	"
1701	PECKHAM	"	"	4-GE70	"						1701	22/53	SNOW SWEEPERS.





## NUMBER 18

IN EFFECT 4:00 A. M., OCT. 25, 1908

### USE OF PREVIOUS DATA

much of France. No effort will be made to link the National Socialist movement to any particular political party or group, and its alleged massing in the 'black' districts is regarded as a gross distortion of the facts. The author's account of the French army's role in the battle of Dunkirk is also regarded as grossly exaggerated. The author's account of the German army's role in the battle of Dunkirk is also regarded as grossly exaggerated. The author's account of the German army's role in the battle of Dunkirk is also regarded as grossly exaggerated.

[illegible]TIME TABLE NO. 30  
to Carlville1[illegible]1

Time	Temp	Pressure	Flow	Conc	Time	Temp	Pressure	Flow	Conc
10:00	25.0	1.0	1.0	1.0	10:00	25.0	1.0	1.0	1.0
10:05	25.0	1.0	1.0	1.0	10:05	25.0	1.0	1.0	1.0
10:10	25.0	1.0	1.0	1.0	10:10	25.0	1.0	1.0	1.0
10:15	25.0	1.0	1.0	1.0	10:15	25.0	1.0	1.0	1.0
10:20	25.0	1.0	1.0	1.0	10:20	25.0	1.0	1.0	1.0
10:25	25.0	1.0	1.0	1.0	10:25	25.0	1.0	1.0	1.0
10:30	25.0	1.0	1.0	1.0	10:30	25.0	1.0	1.0	1.0
10:35	25.0	1.0	1.0	1.0	10:35	25.0	1.0	1.0	1.0
10:40	25.0	1.0	1.0	1.0	10:40	25.0	1.0	1.0	1.0
10:45	25.0	1.0	1.0	1.0	10:45	25.0	1.0	1.0	1.0
10:50	25.0	1.0	1.0	1.0	10:50	25.0	1.0	1.0	1.0
10:55	25.0	1.0	1.0	1.0	10:55	25.0	1.0	1.0	1.0
11:00	25.0	1.0	1.0	1.0	11:00	25.0	1.0	1.0	1.0
11:05	25.0	1.0	1.0	1.0	11:05	25.0	1.0	1.0	1.0
11:10	25.0	1.0	1.0	1.0	11:10	25.0	1.0	1.0	1.0
11:15	25.0	1.0	1.0	1.0	11:15	25.0	1.0	1.0	1.0
11:20	25.0	1.0	1.0	1.0	11:20	25.0	1.0	1.0	1.0
11:25	25.0	1.0	1.0	1.0	11:25	25.0	1.0	1.0	1.0
11:30	25.0	1.0	1.0	1.0	11:30	25.0	1.0	1.0	1.0
11:35	25.0	1.0	1.0	1.0	11:35	25.0	1.0	1.0	1.0
11:40	25.0	1.0	1.0	1.0	11:40	25.0	1.0	1.0	1.0
11:45	25.0	1.0	1.0	1.0	11:45	25.0	1.0	1.0	1.0
11:50	25.0	1.0	1.0	1.0	11:50	25.0	1.0	1.0	1.0
11:55	25.0	1.0	1.0	1.0	11:55	25.0	1.0	1.0	1.0
12:00	25.0	1.0	1.0	1.0	12:00	25.0	1.0	1.0	1.0

[illegible]

## Decatur to Springfield

## I. C. T. Division

## WESTWARD

[illegible]

**Local trains will make riding far simpler than ever.**

## Mechanicsburg Jct. to Mechanicsburg

### I. C. T. Division

## SOUTHWARD

Experiment no.	Temperature, °C	Time, min	pH	pH <sub>0</sub>	pH <sub>1</sub>	pH <sub>2</sub>	pH <sub>3</sub>	pH <sub>4</sub>	pH <sub>5</sub>	pH <sub>6</sub>	pH <sub>7</sub>	pH <sub>8</sub>	pH <sub>9</sub>	pH <sub>10</sub>	pH <sub>11</sub>	pH <sub>12</sub>	pH <sub>13</sub>	pH <sub>14</sub>	pH <sub>15</sub>	pH <sub>16</sub>	pH <sub>17</sub>	pH <sub>18</sub>	pH <sub>19</sub>	pH <sub>20</sub>	pH <sub>21</sub>	pH <sub>22</sub>	pH <sub>23</sub>	pH <sub>24</sub>	pH <sub>25</sub>	pH <sub>26</sub>	pH <sub>27</sub>	pH <sub>28</sub>	pH <sub>29</sub>	pH <sub>30</sub>	pH <sub>31</sub>	pH <sub>32</sub>	pH <sub>33</sub>	pH <sub>34</sub>	pH <sub>35</sub>	pH <sub>36</sub>	pH <sub>37</sub>	pH <sub>38</sub>	pH <sub>39</sub>	pH <sub>40</sub>	pH <sub>41</sub>	pH <sub>42</sub>	pH <sub>43</sub>	pH <sub>44</sub>	pH <sub>45</sub>	pH <sub>46</sub>	pH <sub>47</sub>	pH <sub>48</sub>	pH <sub>49</sub>	pH <sub>50</sub>	pH <sub>51</sub>	pH <sub>52</sub>	pH <sub>53</sub>	pH <sub>54</sub>	pH <sub>55</sub>	pH <sub>56</sub>	pH <sub>57</sub>	pH <sub>58</sub>	pH <sub>59</sub>	pH <sub>60</sub>	pH <sub>61</sub>	pH <sub>62</sub>	pH <sub>63</sub>	pH <sub>64</sub>	pH <sub>65</sub>	pH <sub>66</sub>	pH <sub>67</sub>	pH <sub>68</sub>	pH <sub>69</sub>	pH <sub>70</sub>	pH <sub>71</sub>	pH <sub>72</sub>	pH <sub>73</sub>	pH <sub>74</sub>	pH <sub>75</sub>	pH <sub>76</sub>	pH <sub>77</sub>	pH <sub>78</sub>	pH <sub>79</sub>	pH <sub>80</sub>	pH <sub>81</sub>	pH <sub>82</sub>	pH <sub>83</sub>	pH <sub>84</sub>	pH <sub>85</sub>	pH <sub>86</sub>	pH <sub>87</sub>	pH <sub>88</sub>	pH <sub>89</sub>	pH <sub>90</sub>	pH <sub>91</sub>	pH <sub>92</sub>	pH <sub>93</sub>	pH <sub>94</sub>	pH <sub>95</sub>	pH <sub>96</sub>	pH <sub>97</sub>	pH <sub>98</sub>	pH <sub>99</sub>	pH <sub>100</sub>	pH <sub>101</sub>	pH <sub>102</sub>	pH <sub>103</sub>	pH <sub>104</sub>	pH <sub>105</sub>	pH <sub>106</sub>	pH <sub>107</sub>	pH <sub>108</sub>	pH <sub>109</sub>	pH <sub>110</sub>	pH <sub>111</sub>	pH <sub>112</sub>	pH <sub>113</sub>	pH <sub>114</sub>	pH <sub>115</sub>	pH <sub>116</sub>	pH <sub>117</sub>	pH <sub>118</sub>	pH <sub>119</sub>	pH <sub>120</sub>	pH <sub>121</sub>	pH <sub>122</sub>	pH <sub>123</sub>	pH <sub>124</sub>	pH <sub>125</sub>	pH <sub>126</sub>	pH <sub>127</sub>	pH <sub>128</sub>	pH <sub>129</sub>	pH <sub>130</sub>	pH <sub>131</sub>	pH <sub>132</sub>	pH <sub>133</sub>	pH <sub>134</sub>	pH <sub>135</sub>	pH <sub>136</sub>	pH <sub>137</sub>	pH <sub>138</sub>	pH <sub>139</sub>	pH <sub>140</sub>	pH <sub>141</sub>	pH <sub>142</sub>	pH <sub>143</sub>	pH <sub>144</sub>	pH <sub>145</sub>	pH <sub>146</sub>	pH <sub>147</sub>	pH <sub>148</sub>	pH <sub>149</sub>	pH <sub>150</sub>	pH <sub>151</sub>	pH <sub>152</sub>	pH <sub>153</sub>	pH <sub>154</sub>	pH <sub>155</sub>	pH <sub>156</sub>	pH <sub>157</sub>	pH <sub>158</sub>	pH <sub>159</sub>	pH <sub>160</sub>	pH <sub>161</sub>	pH <sub>162</sub>	pH <sub>163</sub>	pH <sub>164</sub>	pH <sub>165</sub>	pH <sub>166</sub>	pH <sub>167</sub>	pH <sub>168</sub>	pH <sub>169</sub>	pH <sub>170</sub>	pH <sub>171</sub>	pH <sub>172</sub>	pH <sub>173</sub>	pH <sub>174</sub>	pH <sub>175</sub>	pH <sub>176</sub>	pH <sub>177</sub>	pH <sub>178</sub>	pH <sub>179</sub>	pH <sub>180</sub>	pH <sub>181</sub>	pH <sub>182</sub>	pH <sub>183</sub>	pH <sub>184</sub>	pH <sub>185</sub>	pH <sub>186</sub>	pH <sub>187</sub>	pH <sub>188</sub>	pH <sub>189</sub>	pH <sub>190</sub>	pH <sub>191</sub>	pH <sub>192</sub>	pH <sub>193</sub>	pH <sub>194</sub>	pH <sub>195</sub>	pH <sub>196</sub>	pH <sub>197</sub>	pH <sub>198</sub>	pH <sub>199</sub>	pH <sub>200</sub>	pH <sub>201</sub>	pH <sub>202</sub>	pH <sub>203</sub>	pH <sub>204</sub>	pH <sub>205</sub>	pH <sub>206</sub>	pH <sub>207</sub>	pH <sub>208</sub>	pH <sub>209</sub>	pH <sub>210</sub>	pH <sub>211</sub>	pH <sub>212</sub>	pH <sub>213</sub>	pH <sub>214</sub>	pH <sub>215</sub>	pH <sub>216</sub>	pH <sub>217</sub>	pH <sub>218</sub>	pH <sub>219</sub>	pH <sub>220</sub>	pH <sub>221</sub>	pH <sub>222</sub>	pH <sub>223</sub>	pH <sub>224</sub>	pH <sub>225</sub>	pH <sub>226</sub>	pH <sub>227</sub>	pH <sub>228</sub>	pH <sub>229</sub>	pH <sub>230</sub>	pH <sub>231</sub>	pH <sub>232</sub>	pH <sub>233</sub>	pH <sub>234</sub>	pH <sub>235</sub>	pH <sub>236</sub>	pH <sub>237</sub>	pH <sub>238</sub>	pH <sub>239</sub>	pH <sub>240</sub>	pH <sub>241</sub>	pH <sub>242</sub>	pH <sub>243</sub>	pH <sub>244</sub>	pH <sub>245</sub>	pH <sub>246</sub>	pH <sub>247</sub>	pH <sub>248</sub>	pH <sub>249</sub>	pH <sub>250</sub>	pH <sub>251</sub>	pH <sub>252</sub>	pH <sub>253</sub>	pH <sub>254</sub>	pH <sub>255</sub>	pH <sub>256</sub>	pH <sub>257</sub>	pH <sub>258</sub>	pH <sub>259</sub>	pH <sub>260</sub>	pH <sub>261</sub>	pH <sub>262</sub>	pH <sub>263</sub>	pH <sub>264</sub>	pH <sub>265</sub>	pH <sub>266</sub>	pH <sub>267</sub>	pH <sub>268</sub>	pH <sub>269</sub>	pH <sub>270</sub>	pH <sub>271</sub>	pH <sub>272</sub>	pH <sub>273</sub>	pH <sub>274</sub>	pH <sub>275</sub>	pH <sub>276</sub>	pH <sub>277</sub>	pH <sub>278</sub>	pH <sub>279</sub>	pH <sub>280</sub>	pH <sub>281</sub>	pH <sub>282</sub>	pH <sub>283</sub>	pH <sub>284</sub>	pH <sub>285</sub>	pH <sub>286</sub>	pH <sub>287</sub>	pH <sub>288</sub>	pH <sub>289</sub>	pH <sub>290</sub>	pH <sub>291</sub>	pH <sub>292</sub>	pH <sub>293</sub>	pH <sub>294</sub>	pH <sub>295</sub>	pH <sub>296</sub>	pH <sub>297</sub>	pH <sub>298</sub>	pH <sub>299</sub>	pH <sub>300</sub>	pH <sub>301</sub>	pH <sub>302</sub>	pH <sub>303</sub>	pH <sub>304</sub>	pH <sub>305</sub>	pH <sub>306</sub>	pH <sub>307</sub>	pH <sub>308</sub>	pH <sub>309</sub>	pH <sub>310</sub>	pH <sub>311</sub>	pH <sub>312</sub>	pH <sub>313</sub>	pH <sub>314</sub>	pH <sub>315</sub>	pH <sub>316</sub>	pH <sub>317</sub>	pH <sub>318</sub>	pH <sub>319</sub>	pH <sub>320</sub>	pH <sub>321</sub>	pH <sub>322</sub>	pH <sub>323</sub>	pH <sub>324</sub>	pH <sub>325</sub>	pH <sub>326</sub>	pH <sub>327</sub>	pH <sub>328</sub>	pH <sub>329</sub>	pH <sub>330</sub>	pH <sub>331</sub>	pH <sub>332</sub>	pH <sub>333</sub>	pH <sub>334</sub>	pH <sub>335</sub>	pH <sub>336</sub>	pH <sub>337</sub>	pH <sub>338</sub>	pH <sub>339</sub>	pH <sub>340</sub>	pH <sub>341</sub>	pH <sub>342</sub>	pH <sub>343</sub>	pH <sub>344</sub>	pH <sub>345</sub>	pH <sub>346</sub>	pH <sub>347</sub>	pH <sub>348</sub>	pH <sub>349</sub>	pH <sub>350</sub>	pH <sub>351</sub>	pH <sub>352</sub>	pH <sub>353</sub>	pH <sub>354</sub>	pH <sub>355</sub>	pH <sub>356</sub>	pH <sub>357</sub>	pH <sub>358</sub>	pH <sub>359</sub>	pH <sub>360</sub>	pH <sub>361</sub>	pH <sub>362</sub>	pH <sub>363</sub>	pH <sub>364</sub>	pH <sub>365</sub>	pH <sub>366</sub>	pH <sub>367</sub>	pH <sub>368</sub>	pH <sub>369</sub>	pH <sub>370</sub>	pH <sub>371</sub>	pH <sub>372</sub>	pH <sub>373</sub>	pH <sub>374</sub>	pH <sub>375</sub>	pH <sub>376</sub>	pH <sub>377</sub>	pH <sub>378</sub>	pH <sub>379</sub>	pH <sub>380</sub>	pH <sub>381</sub>	pH <sub>382</sub>	pH <sub>383</sub>	pH <sub>384</sub>	pH <sub>385</sub>	pH <sub>386</sub>	pH <sub>387</sub>	pH <sub>388</sub>	pH <sub>389</sub>	pH <sub>390</sub>	pH <sub>391</sub>	pH <sub>392</sub>	pH <sub>393</sub>	pH <sub>394</sub>	pH <sub>395</sub>	pH <sub>396</sub>	pH <sub>397</sub>	pH <sub>398</sub>	pH <sub>399</sub>	pH <sub>400</sub>	pH <sub>401</sub>	pH <sub>402</sub>	pH <sub>403</sub>	pH <sub>404</sub>	pH <sub>405</sub>	pH <sub>406</sub>	pH <sub>407</sub>	pH <sub>408</sub>	pH <sub>409</sub>	pH <sub>410</sub>	pH <sub>411</sub>	pH <sub>412</sub>	pH <sub>413</sub>	pH <sub>414</sub>	pH <sub>415</sub>	pH <sub>416</sub>	pH <sub>417</sub>	pH <sub>418</sub>	pH <sub>419</sub>	pH <sub>420</sub>	pH <sub>421</sub>	pH <sub>422</sub>	pH <sub>423</sub>	pH <sub>424</sub>	pH <sub>425</sub>	pH <sub>426</sub>	pH <sub>427</sub>	pH <sub>428</sub>	pH <sub>429</sub>	pH <sub>430</sub>	pH <sub>431</sub>	pH <sub>432</sub>	pH <sub>433</sub>	pH <sub>434</sub>	pH <sub>435</sub>	pH <sub>436</sub>	pH <sub>437</sub>	pH <sub>438</sub>	pH <sub>439</sub>	pH <sub>440</sub>	pH <sub>441</sub>	pH <sub>442</sub>	pH <sub>443</sub>	pH <sub>444</sub>	pH <sub>445</sub>	pH <sub>446</sub>	pH <sub>447</sub>	pH <sub>448</sub>	pH <sub>449</sub>	pH <sub>450</sub>	pH <sub>451</sub>	pH <sub>452</sub>	pH <sub>453</sub>	pH <sub>454</sub>	pH <sub>455</sub>	pH <sub>456</sub>	pH <sub>457</sub>	pH <sub>458</sub>	pH <sub>459</sub>	pH <sub>460</sub>	pH <sub>461</sub>	pH <sub>462</sub>	pH <sub>463</sub>	pH <sub>464</sub>	pH <sub>465</sub>	pH <sub>466</sub>	pH <sub>467</sub>	pH <sub>468</sub>	pH <sub>469</sub>	pH <sub>470</sub>	pH <sub>471</sub>	pH <sub>472</sub>	pH <sub>473</sub>	pH <sub>474</sub>	pH <sub>475</sub>	pH <sub>476</sub>	pH <sub>477</sub>	pH <sub>478</sub>	pH <sub>479</sub>	pH <sub>480</sub>	pH <sub>481</sub>	pH <sub>482</sub>	pH <sub>483</sub>	pH <sub>484</sub>	pH <sub>485</sub>	pH <sub>486</sub>	pH <sub>487</sub>	pH <sub>488</sub>	pH <sub>489</sub>	pH <sub>490</sub>	pH <sub>491</sub>	pH <sub>492</sub>	pH <sub>493</sub>	pH <sub>494</sub>	pH <sub>495</sub>	pH <sub>496</sub>	pH <sub>497</sub>	pH <sub>498</sub>	pH <sub>499</sub>	pH <sub>500</sub>	pH <sub>501</sub>	pH <sub>502</sub>	pH <sub>503</sub>	pH <sub>504</sub>	pH <sub>505</sub>	pH <sub>506</sub>	pH <sub>507</sub>	pH <sub>508</sub>	pH <sub>509</sub>	pH <sub>510</sub>	pH <sub>511</sub>	pH <sub>512</sub>	pH <sub>513</sub>	pH <sub>514</sub>	pH <sub>515</sub>	pH <sub>516</sub>	pH <sub>517</sub>	pH <sub>518</sub>	pH <sub>519</sub>	pH <sub>520</sub>	pH <sub>521</sub>	pH <sub>522</sub>	pH <sub>523</sub>	pH <sub>524</sub>	pH <sub>525</sub>	pH <sub>526</sub>	pH <sub>527</sub>	pH <sub>528</sub>	pH <sub>529</sub>	pH <sub>530</sub>	pH <sub>531</sub>	pH <sub>532</sub>	pH <sub>533</sub>	pH <sub>534</sub>	pH <sub>535</sub>	pH <sub>536</sub>	pH <sub>537</sub>	pH <sub>538</sub>	pH <sub>539</sub>	pH <sub>540</sub>	pH <sub>541</sub>	pH <sub>542</sub>	pH <sub>543</sub>	pH <sub>544</sub>	pH <sub>545</sub>	pH <sub>546</sub>	pH <sub>547</sub>	pH <sub>548</sub>	pH <sub>549</sub>	pH <sub>550</sub>	pH <sub>551</sub>	pH <sub>552</sub>	pH <sub>553</sub>	pH <sub>554</sub>	pH <sub>555</sub>	pH <sub>556</sub>	pH <sub>557</sub>	pH <sub>558</sub>	pH <sub>559</sub>	pH <sub>560</sub>	pH <sub>561</sub>	pH <sub>562</sub>	pH <sub>563</sub>	pH <sub>564</sub>	pH <sub>565</sub>	pH <sub>566</sub>	pH <sub>567</sub>	pH <sub>568</sub>	pH <sub>569</sub>	pH <sub>570</sub>	pH <sub>571</sub>	pH <sub>572</sub>	pH <sub>573</sub>	pH <sub>574</sub>	pH <sub>575</sub>	pH <sub>576</sub>	pH <sub>577</sub>	pH <sub>578</sub>	pH <sub>579</sub>	pH <sub>580</sub>	pH <sub>581</sub>	pH <sub>582</sub>	pH <sub>583</sub>	pH <sub>584</sub>	pH <sub>585</sub>	pH <sub>586</sub>	pH <sub>587</sub>	pH <sub>588</sub>	pH <sub>589</sub>	pH <sub>590</sub>	pH <sub>591</sub>	pH <sub>592</sub>	pH <sub>593</sub>	pH <sub>594</sub>	pH <sub>595</sub>	pH <sub>596</sub>	pH <sub>597</sub>	pH <sub>598</sub>	pH <sub>599</sub>	pH <sub>600</sub>	pH <sub>601</sub>	pH <sub>602</sub>	pH <sub>603</sub>	pH <sub>604</sub>	pH <sub>605</sub>	pH <sub>606</sub>	pH <sub>607</sub>	pH <sub>608</sub>	pH <sub>609</sub>	pH <sub>610</sub>	pH <sub>611</sub>	pH <sub>612</sub>	pH <sub>613</sub>	pH <sub>614</sub>	pH <sub>615</sub>	pH <sub>616</sub>	pH <sub>617</sub>	pH <sub>618</sub>	pH <sub>619</sub>	pH <sub>620</sub>	pH <sub>621</sub>	pH <sub>622</sub>	pH <sub>623</sub>	pH <sub>624</sub>	pH <sub>625</sub>	pH <sub>626</sub>	pH <sub>627</sub>	pH <sub>628</sub>	pH <sub>629</sub>	pH <sub>630</sub>	pH <sub>631</sub>	pH <sub>632</sub>	pH <sub>633</sub>	pH <sub>634</sub>	pH <sub>635</sub>	pH <sub>636</sub>	pH <sub>637</sub>	pH <sub>638</sub>	pH <sub>639</sub>	pH <sub>640</sub>	pH <sub>641</sub>	pH <sub>642</sub>	pH <sub>643</sub>	pH <sub>644</sub>	pH <sub>645</sub>	pH <sub>646</sub>	pH <sub>647</sub>	pH <sub>648</sub>	pH <sub>649</sub>	pH <sub>650</sub>	pH <sub>651</sub>	pH <sub>652</sub>	pH <sub>653</sub>	pH <sub>654</sub>	pH <sub>655</sub>	pH <sub>656</sub>	pH <sub>657</sub>	pH <sub>658</sub>	pH <sub>659</sub>	pH <sub>660</sub>	pH <sub>661</sub>	pH <sub>662</sub>	pH <sub>663</sub>	pH <sub>664</sub>	pH <sub>665</sub>	pH <sub>666</sub>	pH <sub>667</sub>	pH <sub>668</sub>	pH <sub>669</sub>	pH <sub>670</sub>	pH <sub>671</sub>	pH <sub>672</sub>	pH <sub>673</sub>	pH <sub>674</sub>	pH <sub>675</sub>	pH <sub>676</sub>	pH <sub>677</sub>	pH <sub>678</sub>	pH <sub>679</sub>	pH <sub>680</sub>	pH <sub>681</sub>	pH <sub>682</sub>	pH <sub>683</sub>	pH <sub>684</sub>	pH <sub>685</sub>	pH <sub>686</sub>	pH <sub>687</sub>	pH <sub>688</sub>	pH <sub>689</sub>	pH <sub>690</sub>	pH <sub>691</sub>	pH <sub>692</sub>	pH <sub>693</sub>	pH <sub>694</sub>	pH <sub>695</sub>	pH <sub>696</sub>	pH <sub>697</sub>	pH <sub>698</sub>	pH <sub>699</sub>	pH <sub>700</sub>	pH <sub>701</sub>	pH <sub>702</sub>	pH <sub>703</sub>	pH <sub>704</sub>	pH <sub>705</sub>	pH <sub>706</sub>	pH <sub>707</sub>	pH <sub>708</sub>	pH <sub>709</sub>	pH <sub>710</sub>	pH <sub>711</sub>	pH <sub>712</sub>	pH <sub>713</sub>	pH <sub>714</sub>	pH <sub>715</sub>	pH <sub>716</sub>	pH <sub>717</sub>	pH <sub>718</sub>	pH <sub>719</sub>	pH <sub>720</sub>	pH <sub>721</sub>	pH <sub>722</sub>	pH <sub>723</sub>	pH <sub>724</sub>	pH <sub>725</sub>	pH <sub>726</sub>	pH <sub>727</sub>	pH <sub>728</sub>	pH <sub>729</sub>	pH <sub>730</sub>	pH <sub>731</sub>	pH <sub>732</sub>	pH <sub>733</sub>	pH <sub>734</sub>	pH <sub>735</sub>	pH <sub>736</sub>	pH <sub>737</sub>	pH <sub>738</sub>	pH <sub>739</sub>	pH <sub>740</sub>	pH <sub>741</sub>	pH <sub>742</sub>	pH <sub>743</sub>	pH <sub>744</sub>	pH <sub>745</sub>	pH <sub>746</sub>	pH <sub>747</sub>	pH <sub>748</sub>	pH <sub>749</sub>	pH <sub>750</sub>	pH <sub>751</sub>	pH <sub>752</sub>	pH <sub>753</sub>	pH <sub>754</sub>	pH <sub>755</sub>	pH <sub>756</sub>	pH <sub>757</sub>	pH <sub>758</sub>	pH <sub>759</sub>	pH <sub>760</sub>	pH <sub>761</sub>	pH <sub>762</sub>	pH <sub>763</sub>	pH <sub>764</sub>	pH <sub>765</sub>	pH <sub>766</sub>	pH <sub>767</sub>	pH <sub>768</sub>	pH <sub>769</sub>	pH <sub>770</sub>	pH <sub>771</sub>	pH <sub>772</sub>	pH <sub>773</sub>	pH <sub>774</sub>	pH <sub>775</sub>	pH <sub>776</sub>	pH <sub>777</sub>	pH <sub>778</sub>	pH <sub>779</sub>	pH <sub>780</sub>	pH <sub>781</sub>	pH <sub>782</sub>	pH <sub>783</sub>	pH <sub>784</sub>	pH <sub>785</sub>	pH <sub>786</sub>	pH <sub>787</sub>	pH <sub>788</sub>	pH <sub>789</sub>	pH <sub>790</sub>	pH <sub>791</sub>	pH <sub>792</sub>	pH <sub>793</sub>	pH <sub>794</sub>	pH <sub>795</sub>	pH <sub>796</sub>	pH <sub>797</sub>	pH <sub>798</sub>	pH <sub>799</sub>	pH <sub>800</sub>	pH <sub>801</sub>	pH <sub>802</sub>	pH <sub>803</sub>	pH <sub>804</sub>	pH <sub>805</sub>	pH <sub>806</sub>	pH <sub>807</sub>	pH <sub>808</sub>	pH <sub>809</sub>	pH <sub>810</sub>	pH <sub>811</sub>	pH <sub>812</sub>	pH <sub>813</sub>	pH <sub>814</sub>	pH <sub>815</sub>	pH <sub>816</sub>	pH <sub>817</sub>	pH <sub>818</sub>	pH <sub>819</sub>	pH <sub>820</sub>	pH <sub>821</sub>	pH <sub>822</sub>	pH <sub>823</sub>	pH <sub>824</sub>	pH <sub>825</sub>	pH <sub>826</sub>	pH <sub>827</sub>	pH <sub>828</sub>	pH <sub>829</sub>	pH <sub>830</sub>	pH <sub>831</sub>	pH <sub>832</sub>	pH <sub>833</sub>	pH <sub>834</sub>	pH <sub>835</sub>	pH <sub>836</sub>	pH <sub>837</sub>	pH <sub>838</sub>	pH <sub>839</sub>	pH <sub>840</sub>	pH <sub>841</sub>	pH <sub>842</sub>	pH <sub>843</sub>	pH <sub>844</sub>	pH <sub>845</sub>	pH <sub>846</sub>	pH <sub>847</sub>	pH <sub>848</sub>	pH <sub>849</sub>	pH <sub>850</sub>	pH <sub>851</sub>	pH <sub>852</sub>	pH <sub>853</sub>	pH <sub>854</sub>	pH <sub>855</sub>	pH <sub>856</sub>	pH <sub>857</sub>	pH <sub>858</sub>	pH <sub>859</sub>	pH <sub>860</sub>	pH <sub>861</sub>	pH <sub>862</sub>	pH <sub>863</sub>	pH <sub>864</sub>	pH <sub>865</sub>	pH <sub>866</sub>	pH <sub>867</sub>	pH <sub>868</sub>	pH <sub>869</sub>	pH <sub>870</sub>	pH <sub>871</sub>	pH <sub>872</sub>	pH <sub>873</sub>	pH <sub>874</sub>	pH <sub>875</sub>	pH <sub>876</sub>	pH <sub>877</sub>	pH <sub>878</sub>	pH <sub>879</sub>	pH <sub>880</sub>	pH <sub>881</sub>	pH <sub>882</sub>	pH <sub>883</sub>	pH <sub>884</sub>	pH <sub>885</sub>	pH <sub>886</sub>	pH <sub>887</sub>	pH <sub>888</sub>	pH <sub>889</sub>
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## Springfield to Decatur

## I. C. T. Division

## EASTWARD

*(The page contains faint, illegible markings or bleed-through from another document.)*

Lateral motion will take riding for limited train.  
Lateral motion will take riding for limited train.  
Lateral motion will take riding for limited train.  
Lateral motion will take riding for limited train.

## Mechanicsburg to Mechanicsburg Jct.

## I. C. I. Division

## NORTHWARD

[illegible]

Reference: P194 Study

## Champaign to Decatur

## B. D. &amp; C. Division

## WESTWARD

[illegible]

Local trains will take riding for Limited trains.

## Decatur to Campaign

## B. D. &amp; C. Division

## EASTWARD

EXPERIMENT		April 14, 1948		April 15, 1948		April 16, 1948		April 17, 1948		April 18, 1948		April 19, 1948		April 20, 1948		April 21, 1948		April 22, 1948		April 23, 1948		April 24, 1948		April 25, 1948		April 26, 1948		April 27, 1948		April 28, 1948		April 29, 1948		April 30, 1948		May 1, 1948		May 2, 1948		May 3, 1948		May 4, 1948		May 5, 1948		May 6, 1948		May 7, 1948		May 8, 1948		May 9, 1948		May 10, 1948		May 11, 1948		May 12, 1948		May 13, 1948		May 14, 1948		May 15, 1948		May 16, 1948		May 17, 1948		May 18, 1948		May 19, 1948		May 20, 1948		May 21, 1948		May 22, 1948		May 23, 1948		May 24, 1948		May 25, 1948		May 26, 1948		May 27, 1948		May 28, 1948		May 29, 1948		May 30, 1948		May 31, 1948		June 1, 1948		June 2, 1948		June 3, 1948		June 4, 1948		June 5, 1948		June 6, 1948		June 7, 1948		June 8, 1948		June 9, 1948		June 10, 1948		June 11, 1948		June 12, 1948		June 13, 1948		June 14, 1948		June 15, 1948		June 16, 1948		June 17, 1948		June 18, 1948		June 19, 1948		June 20, 1948		June 21, 1948		June 22, 1948		June 23, 1948		June 24, 1948		June 25, 1948		June 26, 1948		June 27, 1948		June 28, 1948		June 29, 1948		June 30, 1948		July 1, 1948		July 2, 1948		July 3, 1948		July 4, 1948		July 5, 1948		July 6, 1948		July 7, 1948		July 8, 1948		July 9, 1948		July 10, 1948		July 11, 1948		July 12, 1948		July 13, 1948		July 14, 1948		July 15, 1948		July 16, 1948		July 17, 1948		July 18, 1948		July 19, 1948		July 20, 1948		July 21, 1948		July 22, 1948		July 23, 1948		July 24, 1948		July 25, 1948		July 26, 1948		July 27, 1948		July 28, 1948		July 29, 1948		July 30, 1948		July 31, 1948		August 1, 1948		August 2, 1948		August 3, 1948		August 4, 1948		August 5, 1948		August 6, 1948		August 7, 1948		August 8, 1948		August 9, 1948		August 10, 1948		August 11, 1948		August 12, 1948		August 13, 1948		August 14, 1948		August 15, 1948		August 16, 1948		August 17, 1948		August 18, 1948		August 19, 1948		August 20, 1948		August 21, 1948		August 22, 1948		August 23, 1948		August 24, 1948		August 25, 1948		August 26, 1948		August 27, 1948		August 28, 1948		August 29, 1948		August 30, 1948		August 31, 1948		September 1, 1948		September 2, 1948		September 3, 1948		September 4, 1948		September 5, 1948		September 6, 1948		September 7, 1948		September 8, 1948		September 9, 1948		September 10, 1948		September 11, 1948		September 12, 1948		September 13, 1948		September 14, 1948		September 15, 1948		September 16, 1948		September 17, 1948		September 18, 1948		September 19, 1948		September 20, 1948		September 21, 1948		September 22, 1948		September 23, 1948		September 24, 1948		September 25, 1948		September 26, 1948		September 27, 1948		September 28, 1948		September 29, 1948		September 30, 1948		October 1, 1948		October 2, 1948		October 3, 1948		October 4, 1948		October 5, 1948		October 6, 1948		October 7, 1948		October 8, 1948		October 9, 1948		October 10, 1948		October 11, 1948		October 12, 1948		October 13, 1948		October 14, 1948		October 15, 1948		October 16, 1948		October 17, 1948		October 18, 1948		October 19, 1948		October 20, 1948		October 21, 1948		October 22, 1948		October 23, 1948		October 24, 1948		October 25, 1948		October 26, 1948		October 27, 1948		October 28, 1948		October 29, 1948		October 30, 1948		October 31, 1948		November 1, 1948		November 2, 1948		November 3, 1948		November 4, 1948		November 5, 1948		November 6, 1948		November 7, 1948		November 8, 1948		November 9, 1948		November 10, 1948		November 11, 1948		November 12, 1948		November 13, 1948		November 14, 1948		November 15, 1948		November 16, 1948		November 17, 1948		November 18, 1948		November 19, 1948		November 20, 1948		November 21, 1948		November 22, 1948		November 23, 1948		November 24, 1948		November 25, 1948		November 26, 1948		November 27, 1948		November 28, 1948		November 29, 1948		November 30, 1948		December 1, 1948		December 2, 1948		December 3, 1948		December 4, 1948		December 5, 1948		December 6, 1948		December 7, 1948		December 8, 1948		December 9, 1948		December 10, 1948		December 11, 1948		December 12, 1948		December 13, 1948		December 14, 1948		December 15, 1948		December 16, 1948		December 17, 1948		December 18, 1948		December 19, 1948		December 20, 1948		December 21, 1948		December 22, 1948		December 23, 1948		December 24, 1948		December 25, 1948		December 26, 1948		December 27, 1948		December 28, 1948		December 29, 1948		December 30, 1948		December 31, 1948	
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Local teams will be asked for financial returns  
 Loans from the state or to take action for  
 Local teams will stop at 10 days. Community and other teams requested to  
 receive and discuss the findings.









**TIME TABLE No. 8**  
**In Effect Sunday, September 30, 1923**  
**SUPERSEDING ALL PREVIOUS TIME TABLES**

## RIDGEFARM DIVISION

[illegible]

**CATLIN DIVISION**

[illegible]

Supplement No. 1 to Time Table No. 20  
IN EFFECT 4:00 A. M., SUNDAY, MARCH 7, 1926

All Westward Trains will report to Dispatcher at Millery  
All Westward Trains will report to Dispatcher at Danville

**VERMILION HEIGHTS LINE**

[illegible][illegible]

From the Department of Psychology, University of California, San Diego, La Jolla, California 92037

D. W. SNYDER, Jr.  
Alma-Paradise

A. S. BERGSCHNEIDER  
Superintendent of Transportation

M. CONNOR  
Superintendent

# ION SYSTEMS



and will revert to Olena

WESTWABO

EASTWARD





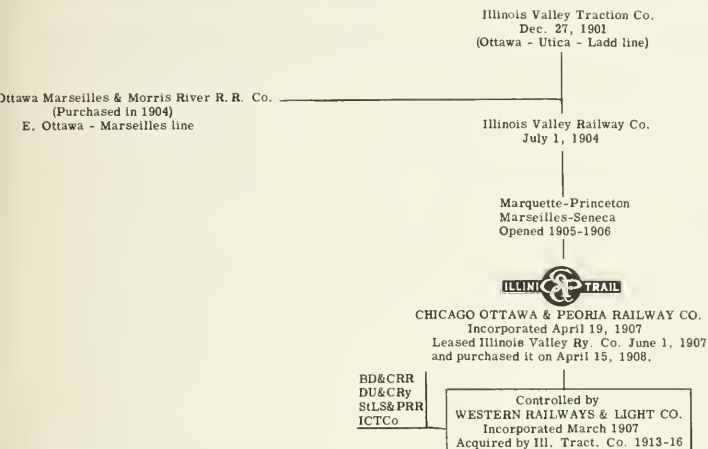








# Illinois Valley Lines



Peoria Streator & Ottawa Ry. Co.  
Incorporated in 1906  
CO&PRY in 1908 purchased the  
right-of-way and some material.  
(Ottawa - Streator line)

Marquette Spring Valley & Northwestern R. R. Co.  
(Marquette-Spring Valley line)  
Purchased June 15, 1907  
Opened June 15, 1907

Seneca-Morris  
Ottawa-Streator  
Opened 1909

Morris-Joliet  
Opened 1911-1912

Control transferred to  
ILLINOIS TRACTION, INC.  
Controlled in turn by the  
ILLINOIS POWER & LIGHT CO.  
Both inc. May 23, 1923,  
operated as  
ILLINOIS TRACTION SYSTEM  
Illinois Valley Division

ITS  
Main Divn.

Abandoned  
Spring Valley-Ladd  
1924

Abandoned  
Ottawa-Streator  
Jan. 9, 1929

Abandoned  
DePue-Princeton  
July 8, 1929

CHICAGO & ILLINOIS VALLEY R.R.  
Inc. Sept. 29, 1929

Ottawa Belt Line  
(Partly joint with  
CB&Q - CR&P)  
Opened 1930

Abandoned  
Joliet-DePue  
May 13, 1934

## Illinois Valley Division Illinois Traction System

D. W. Switzer, Jr., Vice President  
R. E. Foster, General Manager  
C. H. Allen, Superintendent  
W. F. Foster, Commercial Agt.

Springfield, Ill.  
Joliet, Ill.  
Ottawa, Ill.  
Ottawa, Ill.

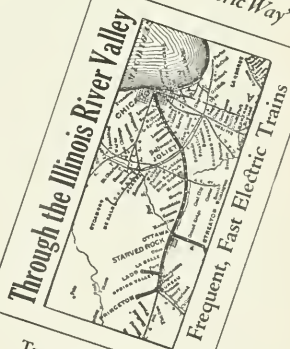
Through Tickets to Chicago  
about one-half those of other carriers  
between Chicago and Illinois Trac-  
tion System stations via Illinois Val-  
ley Division and Chicago and Joliet  
Electric Railway.

Express and Baggage  
All Passenger Cars of Illinois Valley  
Division at Low Rates.

Watch for the  
Orange Cars



## Chicago and Illinois Valley Railroad "The Electric Way"



Travel and Ship via  
"The Electric Way"

**CHICAGO ILLINOIS VALLEY RAILROAD**  
"Starved Rock Route"

**TIME TABLE**  
Containing Schedules of  
Passenger Service  
Electric Trains and  
Motor Coaches  
BETWEEN

Joliet  
Morris  
Seneca  
Marseilles  
Ottawa

Utica  
La Salle  
Pera  
Spring Valley  
De Pue

**CHICAGO**  
And Intermediate Points  
EFFECTIVE DECEMBER 3, 1933



SCENES ON THE  
CHICAGO OTTAWA & PEORIA RY.  
Cars shown, top to bottom and left  
to right: 401, 43, 258, 1530 and 82.



56







Illinois Valley  
Division  
equipment ranged  
from the massive  
260s and 1052 type  
box motor to the  
neat, arch window  
light weight 60s  
and the typical  
steel double-truck  
city cars like 111.







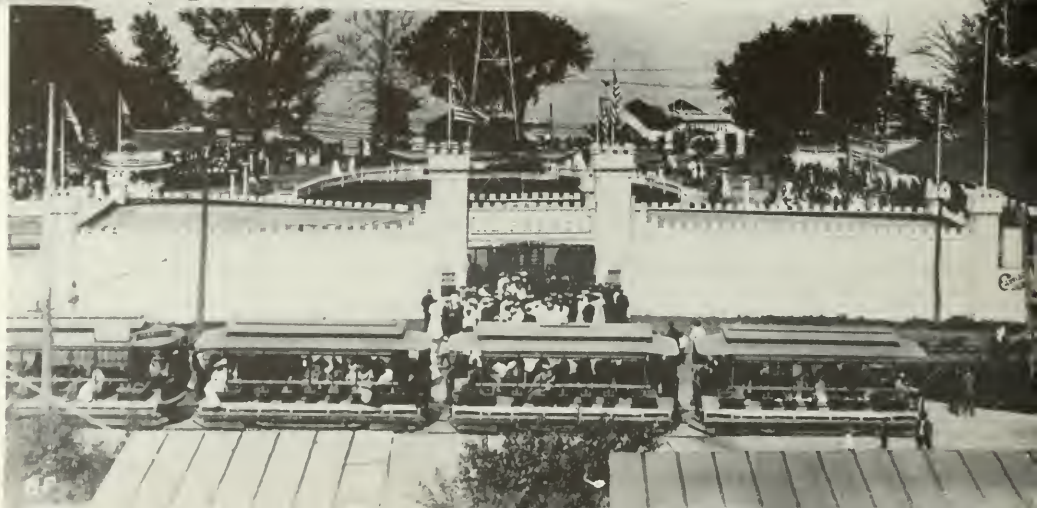
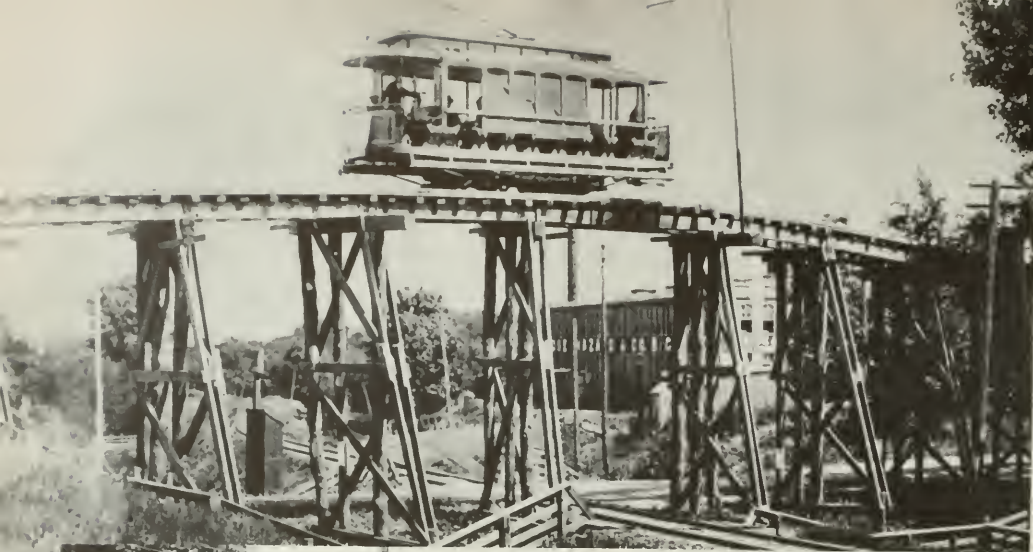


# OTTAWA

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

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





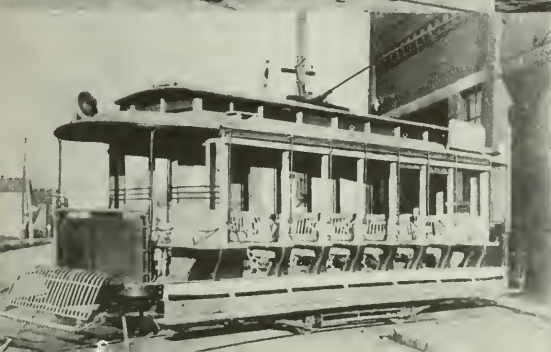




# **PEORIA PROGRESSES (From the top)**

146 - former Danville car.  
 East Peoria tripper line-up in 1929.  
 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.





Top: In pre-Birney days cars like 235 were the backbone of Peoria transportation on all but a few double truck lines. Center: Photo taken about 1924 when Peoria reduced car barns from four to one. Old street railway-owned Central Park was converted to a car storage yard after Birneys arrived. Car 56, near left, I. V. Division car, was in Peoria for seven years (1920-1926) after which it went back to LaSalle to become rush hour commuter "Westclox Special." Bottom left: One of 800-class cars taken on Sheridan (formerly Elizabeth) line. Bottom right: 134, in East Peoria service, was from Danville and once operated on I. T. Homer branch.



62



2972





Court house square in Peoria was once a center of city and interurban operations.



Most modern Peoria double-truckers came in two versions; those with maximum traction trucks also had four motors.



350-364 were 4-motor cars built in 1918. The series was expanded to 360-367 with the addition of I. T. 360-362 renumbered in 1934.





457 - Hurlburt line  
462 - End of Knoxville line

429 - Garden line  
462 - At Union Depot

352 - Junction Heights with  
Knoxville line

364 - End of Heights line

306 - At bus garage on Main  
Street.

363 - Country Club (Heights)  
line.

64







TD



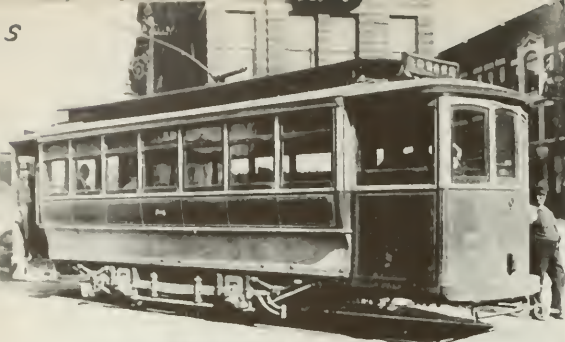
## BLOOMINGTON



Above: 81 was one of three double truck cars which later were used on I. T. Danville suburban becoming 401-403.

Left: 55 was one of three double truck open cars, probably the only ones on the I. T. system.

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



## DECATUR

The "TRANSFER HOUSE" was the heart of the city lines in Decatur, all street and interurban cars passing here. The

interurban station was originally one block south, but later it was moved to a point a mile or more away on the new belt line. Decatur's cars, including the birneys, altho double-ended had only a single trolley pole.

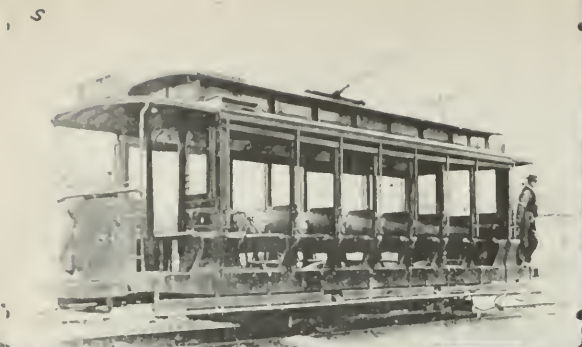




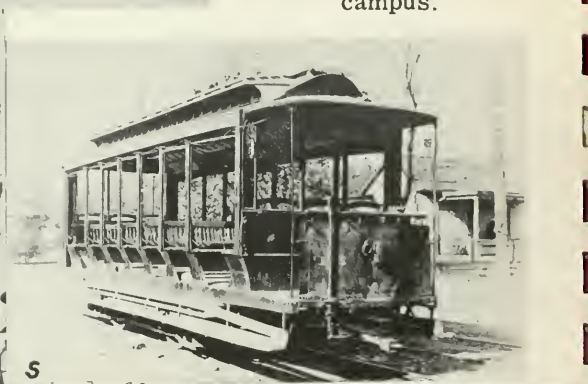


IP





Champaign-Urbana lines would probably have been bussed in the early '30s had it not been for ITS interurban usage of one route thru the University of Illinois campus.







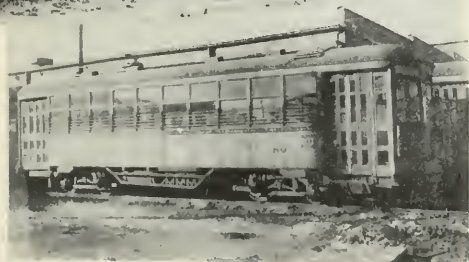
The Danville lines died away in 1936. 102 above is shown at Soldier's Home. This was the terminal of the last remaining line, altho of course all the quaint old-timers had given way to birneys by this time.



1903 Stephenson - Dec 1910

Former LVT  
100 Class

→ DANVILLE



Double-trucker 800 (above)  
moved to Decatur after its  
Danville career ended.

# CITY TIME TABLE

City cars leave starting For West End At 7:19, 31, 43, and 55 minutes after the hour on Sunday, when the last car leaves at 10:43 p. m., except Sunday, when the last car leaves at 11:00 p. m.

For East Weathersfield At 7:21, 33, 45, and 57 minutes after the hour on Sunday, when the last car leaves at 11:00 p. m.

For West Weathersfield At 7:31, 43, and 55 minutes after the hour, from 5:57 a. m., to 10:43 p. m., except Sunday, when the last car leaves at 11:00 p. m.

For East Weathersfield At 7:19, 31, 43, and 55 minutes after the hour, from 5:57 a. m., to 10:43 p. m., except Sunday, when the last car leaves at 11:00 p. m.

The interurban car makes all city stops between West Weathersfield and West End on first trip out and last trip in.

Interurban Time Table No. 10  
In Effect June 1, 1919

## Galesburg & Kewanee Electric Railway Co.

Office Main and Third Sts., - Kewanee, Ill.  
R. H. HAYWARD, General Manager

Waiting Rooms and Ticket Offices:

Kewanee - Cor. Main and Third Sts.  
GALVA - Hotel Best.

Patrons are requested to report any  
losses, etc., to the General Manager.

### INTERURBAN STOPS

West End Cars Stop in Kewanee  
to let passengers on ONLY at  
No. 1 Main and Third Streets  
No. 2 Tipton  
No. 3 Chestnut and Second  
No. 4 Rose and Grove  
No. 5 Franklin

Eastbound cars will stop at the  
above points to let passengers off  
ONLY.

All Cars Make Following Rural  
Stops to let passengers on or  
off.

- No. 6 Val's Crossing
- No. 7 Pine Street
- No. 8 Pace Street
- No. 9 Baldwin's Crossing
- No. 10 Midland
- No. 11 Butler's Crossing
- No. 12 Keweenaw's Crossing
- No. 13 Morrison's Crossing
- No. 14
- No. 15

All Cars Stop in Galva to let  
passengers on or off at  
No. 16 N. E. 2nd St.  
No. 17 S. E. 2nd Ave.  
No. 18 S. E. 1st Ave.  
No. 19 Exchange St.



Special Cars Furnished  
Prices on Application

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

We Welcome  
Your Constructive  
Criticism

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.

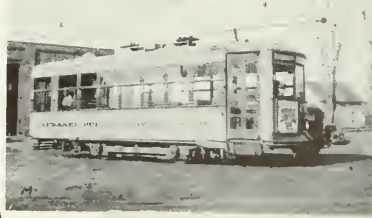
LEAVE KEWANEE	ARRIVE GALVA	LEAVE GALVA	ARRIVE KEWANEE
*5:43 a. m.	*6:13 a. m.	*6:18 a. m.	*6:48 a. m.
*6:48 a. m.	*7:18 a. m.	*7:18 a. m.	*7:48 a. m.
7:48 a. m.	8:18 a. m.	8:30 a. m.	9:00 a. m.
9:00 a. m.	9:30 a. m.	9:30 a. m.	10:00 a. m.
10:00 a. m.	10:30 a. m.	10:30 a. m.	11:00 a. m.
11:00 a. m.	11:30 a. m.	11:30 a. m.	12:00 a. m.
†12:05 p. m.	†12:33 p. m.	†12:33 p. m.	†1:00 p. m.
1:00 p. m.	1:30 p. m.	1:30 p. m.	2:00 p. m.
2:00 p. m.	2:30 p. m.	2:30 p. m.	3:00 p. m.
3:00 p. m.	3:30 p. m.	3:30 p. m.	4:00 p. m.
4:12 p. m.	4:42 p. m.	4:42 p. m.	5:12 p. m.
5:12 p. m.	5:42 p. m.	5:42 p. m.	6:12 p. m.
6:12 p. m.	6:42 p. m.	6:42 p. m.	7:12 p. m.
7:12 p. m.	7:42 p. m.	7:42 p. m.	8:12 p. m.
8:12 p. m.	8:42 p. m.	8:52 p. m.	9:24 p. m.
10:00 p. m.	10:30 p. m.	10:30 p. m.	11:00 p. m.
†11:00 p. m.	†11:30 p. m.	†11:30 p. m.	†12:00 p. m.

\*Daily except Sunday.  
†Saturday only.  
‡Saturday and Sunday only.

2M 2-27

**ROCK ISLAND CONNECTIONS  
AT GALVA**

To Peoria—5:23 a. m. and 6:23 p. m.  
To Rock Island—9:53 a. m. and 8:29 p. m.

[illegible][illegible]



PEOPLE'S TRACTION  
COMPANY  
(Galesburg)

The snow scene was at Cherry Grove school, southwest of Galesburg, in 1914. Other scenes show interurbans in Galesburg streets.



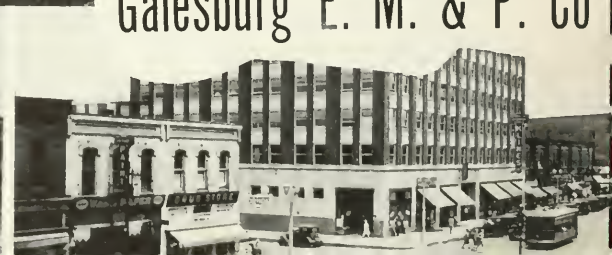




Interurban scenes in Knoxville, home of Knox College, located about seven miles east of Galesburg, Illinois.



Galesburg E. M. & P. Co







# 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)



S

D.B

75



Above: 52-34-200-45  
of Cairo system.  
Below: 23-?-33-32 of  
Jacksonville.





[illegible]



#### TOP

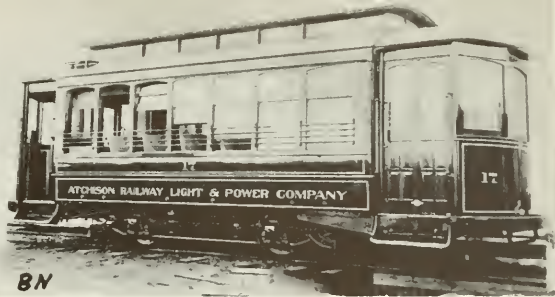
Nebraska Traction & Power Co., which became Omaha & Lincoln Railway & Light Company under I. T. control, connected Omaha, South Omaha, Ralston and Papillion, a distance of 13.8 miles.

#### OSKALOOSA, IOWA

Center Left: City cars and Buxton interurban in parade of small town service peak.  
Center Right: High Avenue East  
Right: Tiny blrney with two-windowed front end.





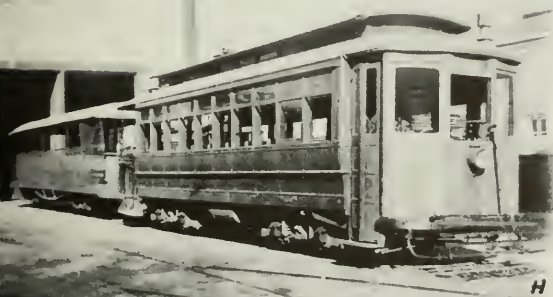


ABOVE: Atchison, Kansas, city operation.

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.



D. G.

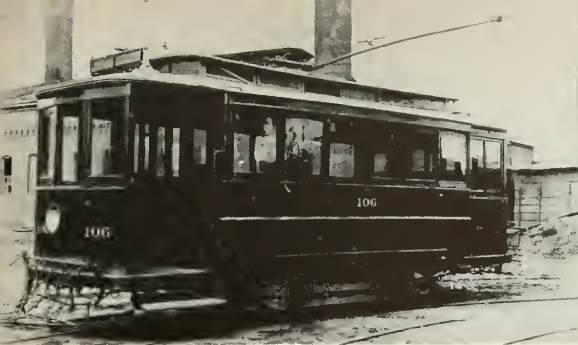


# The Topeka Railway



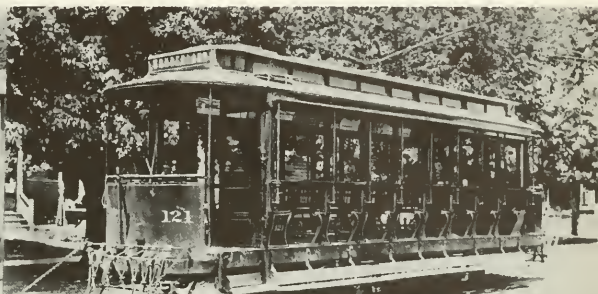
All photos, credit H.





# WICHITA, Kansas

All photos, credit S.



## MAIN DIVISION MATERIAL

Family tree history. . . . .	4
Interurban cars up to #226. . . . .	5
Office car #233. . . . .	6
Special party car #234 . . . . .	7
240-class cars. . . . .	8
250-class cars. . . . .	9
260-class cars. . . . .	10
Cars 270 and 271. . . . .	11
Cars 273 - 285. . . . .	12
300-class Interurbans, old . . . . .	13
St. Louis suburban and branch line cars . . . . .	14
350-class (old) Interurbans . . . . .	19
Streamlined passenger trains . . . . .	20
Sleeping cars. . . . .	21
Parlor-observation cars. . . . .	24
Passenger trailer coaches. . . . .	26
1200 (later 200) - class interurbans . . . . .	27
Box motor cars. . . . .	28
Box trailer cars . . . . .	29
Electric locomotives, class A, O, B and battery . . . . .	30
Electric locomotives, class C and D. . . . .	32
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In the interests of saving space thruout this publication, credits are indicated by symbols whose explanations are consolidated here. Basic acknowledgment is obviously due the subject railway: Illinois Terminal Railroad Company, and its managers and employes, past and present, who have made this whole fascinating study possible.

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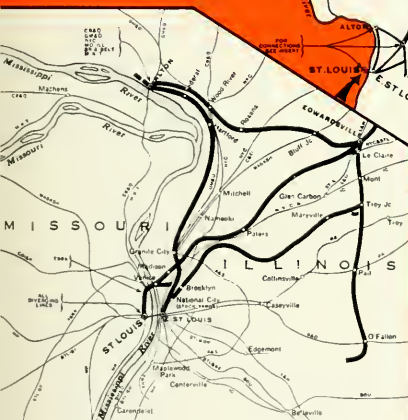
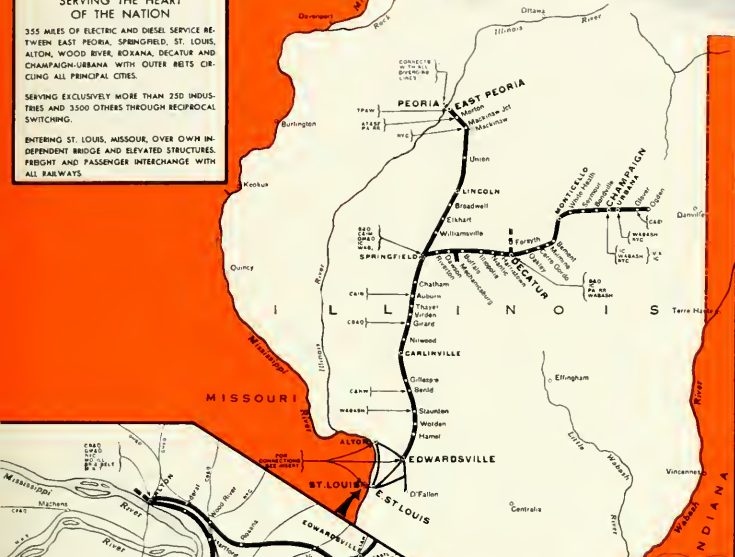


# SERVING THE HEART OF THE NATION

355 MILES OF ELECTRIC AND DIESEL SERVICE BETWEEN EAST PEORIA, SPRINGFIELD, ST. LOUIS, ALTON, WOOD RIVER, BOKANA, DECATUR AND CHAMPAIGN-URBANA. WITH OUTER BELTS CIRCULATING ALL PRINCIPAL CITIES.

SERVING EXCLUSIVELY MORE THAN 250 INDUSTRIES AND 3500 OTHERS THROUGH RECIPROCAL SWITCHING.

ENTERING ST. LOUIS, MISSOURI, OVER OWN INDEPENDENT BRIDGE AND ELEVATED STRUCTURES. FREIGHT AND PASSENGER INTERCHANGE WITH ALL RAILWAYS.



RAIL		Miles of Track
Weight Per Yard		
Under 70 pounds		29
70 pounds		37.40
75-85 pounds		87.4
90 pounds		275.83
100 pounds and over		34.52
Total		356.78

BALLAST		Miles of Track
Kind		
Rock		17
Crushed slag		29
Gravel		141
Cinders, chert, etc.		170
Total		357

## ILLINOIS TERMINAL OF TODAY Map and statistics extracted from 1953 annual report.

	First Main	Second Main	Yards and Sidings	Total
<b>OWNED</b>				
St. Louis, Missouri to East Peoria, Illinois	170.50	3.97	50.14	224.61
Springfield, Illinois to DeLong, Illinois	100.50	1.48	41.71	143.69
Alton, Illinois to O'Fallon, Illinois	30.40	.42	47.63	78.45
Alton, Illinois to East St. Louis, Illinois	21.74		27.90	49.64
East St. Louis, Illinois to Troy Junction, Illinois	16.63		16.21	32.84
Granite City, Madison and Venice, Illinois suburban	6.21	2.75	3.00	10.96
Total	344.98	8.62	186.59	540.19
<b>LEASED</b>				
Wabash Railroad Co. — South Wood River, Illinois to Wanda, Illinois	3.18			3.18
<b>TRACKAGE RIGHTS</b>				
Terminal Railroad Association of St. Louis — Granite City, Illinois	.57			.57
Litchfield & Madison Ry. Co. — Madison, Illinois	.25			.25
Illinois Central Railroad — Champaign, Illinois	3.10			3.10
Wabash Railroad Co. — Urbana, Illinois	2.51		21	2.72
Chicago, Burlington & Quincy R. R. Co. — St. Louis, Missouri			80	.80
Total	6.43		1.01	7.44
Grand Total	354.59	8.62	187.60	550.81
CHANGES DURING YEAR	-92.21	-43	10.89	-81.75
<b>OPERATED MILEAGE BY STATES</b>				
Illinois	351.87	6.08	178.52	536.47
Missouri	2.72	2.54	9.08	14.34
Total	354.59	8.62	187.60	550.81

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