

Register of Old Buildings
Macon County Historical Coordinating Council

Address: 780 E. Cerro Gordo
Norfolk and Western Railway

Date of original construction: 1901.

Name of original owner: Wabash Railroad.

History:

See these attachments:

1. Copy of pages 30,31 - Past and Present in Decatur and Macon County, Illinois, S. J. Clark Publishing Co., Chicago 1903.
2. Copy of pp 208-210 and 326-327 - Richmond, Mabel E., Centennial History of Decatur and Macon County, The Decatur Review, Decatur, 1930.
3. Sunday, March 10, 1968, Herald and Review, Illinois Sesquicentennial Column, Mergers, Consolidations Developed Railroads.
4. Sunday, October 5, 1969, Herald and Review, Otto R. Kyle's column, Decatur Used to Have 72 Passenger Trains.
5. February 3, 1924, Review, E. B. Hitchcock column, chapter 63, Railroad Era Begins.
6. February 4, 1924, Review, chapter 64, William H. Ennis - Railroader.
7. April 29, 1924, Review, E. T. Coleman column, chapter 149, Rich in Transportation.
8. June 14, 1901 Review, To Accept, Architect Link Comes Here.
9. June 16, 1901 Review - New Wabash Station.
10. June 17, 1901 Review - In the New Office.
11. June 18, 1901 Review - In The New Station.
12. June 18, 1901 - Herald - Is Opened Today.
13. June 19, 1901 - Review - Crowd at Opening.

Present owner: Norfolk & Western Railway Co.

History Cont'd.:

Attachments continued:

14. December 1, 1912 - Sunday Review - Greatest Railroad Shops of the County.
15. July 17, 1960 - Sunday Herald & Review - With Railroads Decatur's Growth Game Fast.
16. December 15, 1968 - Sunday Herald & Review - Old Santa Claus Used to Arrive in Style.
17. August 21, '51 - Sunday Herald & Review - Wabash Moves Into \$4 - Million Decatur Job.
18. December 21, 1953 - Review - Wabash Celebration Planned - 100th Anniversary in Spring.
19. January 7, 1954 - Herald - S. J. Bradfield Heads Wabash Centennial Committee.
20. July 21, 1954 - Editorial - Wabash Discontinues Sleeper Service to Chicago.
21. September 23, 1956 - Sunday Herald & Review - Last of Wabash Steam Engines on Scrap Pile.
22. March 27, 1960 - Review - City Will Protest Night Train Cut.
23. December 1, 1960 - Review - Wabash Involved in Merger of Norfolk and Western with Nickel Plate; To Be Leased.
24. January 20, 1962 - Review - Wabash to Rebuild 350 Cars.
25. Prior to July 9, 1969 - 2900's Become Extinct. (Library file)
26. April 21, 1971 - Decatur Tribune - The Wabash Cannonball, James Dedman.
27. December 15, 1975 - Herald - Times Change for Timepieces, Jeweler in N. & W. Depot Notes.

Wabash Depot



New Wabash Passenger Station

A description of the Wabash Depot as written by Bradford Cantrell, early 1976, follows:

The Wabash Depot is not true to an architectural style; however, it does have many classical details. The depot is composed of a central tower flanked by two-story wings which end in pediments. The wings are not identical; however, they do have an over-all balanced appearance. The depot is faced with brick and ornamented in terra cotta.

The various sections of the depot are unified by plinth, frieze, belt, cornice, quoins and a balustrade which runs around the whole roof. The main entranceway is encompassed by Ionic column and crowned with a classical pediment which forms the base of the three-story tower. The tower which is the main focal point of the building is not in character with its over-all style. However, its central location and classic details such as dentiled cornice, projecting balconies and columned belfry do not devalue the building's integrity.

The first story front windows are topped by molded architraves and set on bracketed sills while those of the upper and other facades do not have such ornamentation.

A fountain which was a feature of the original plan was never constructed.

lish gothic; the walls are frescoed, a very handsome tint being selected; the appointments both inside and out are modern and are arranged with a view to symmetry and convenience.

The road originally known as the Decatur, Monticello and Champaign is now part of the Illinois Central, making a convenient connection between the two original branches of the road.

The Vandalia Railroad.

The Terre Haute and Peoria division of the Vandalia passes through this city and joins the main line at Terre Haute. The Vandalia line with 700 miles of track is part of the Pennsylvania system which gives us direct communication with the eastern trunk lines. This was originally the Illinois Midland, which, until thrown into the hands of a receiver, who placed it on a paying basis, had a continued struggle for an existence.

The Indiana, Decatur and Western Railroad.

The Indiana, Decatur and Western terminates at Indianapolis on the east and Springfield on the west; the extension from Decatur to Springfield was completed in 1902. The entire length of the road is now about two hundred miles. The road is part of the Cincinnati, Hamilton and Dayton system. It carries large quantities of eastern merchandise and western farm products as well as being a very popular passenger route.

The Wabash Railroad.

To give a history of this railroad it becomes necessary to begin with the enactment of the legislature in 1835 and 1836, known as The Internal Improvement Scheme. In this scheme was included the Northern Cross Railroad extending from Quincy to Danville, chartered in 1837. The first locomotive engine in the state ran over

this road from Meredosia to Jacksonville, in 1839. The road was completed to Springfield in 1842. This road was constructed of wooden rails, faced with strips of strap-iron. The cars made three round trips per week from Springfield to the Illinois river. The track finally became so insecure that the engine was taken off and mules substituted for motive power. Eventually the road became so utterly dilapidated that the expense overran the income; the state then disposed of it for a mere song.

In 1854 the road was reconstructed and extended through Decatur and Danville, over the original route, to Toledo, under the name of the Great Western Railroad. The cars entered Decatur in 1854. The advent of the railroad gave new life and impetus to Decatur and the surrounding country. Instead of carrying goods to Chicago and St. Louis in the old-fashioned broad-tired wagon with the proverbial tar bucket swung beneath its axle, we received our consignments by freight, new and fresh, in a few days after ordering.

Much objection, that now seems peculiar, was urged against railroads when first proposed. Some argued that the horses would be so frightened by the cars that the lands near the roads could not be cultivated; that the ranges would be rendered useless and the poor people would be compelled to keep up their stock; that the game would all be driven away by the whistling of the engines.

The name of this road was soon after changed to The Toledo, Wabash and Western Railroad. In 1876 this road operated 473 miles of track between Toledo and Quincy; 110 miles between St. Louis and Decatur; the Keokuk branch of 41 miles and the Naples branch of 3 miles; a total of 627 miles.

In 1877 the name was changed to The Wabash Railroad, which name it still retains. This road now operates over two

*Past and Present in Decatur and Macon County, Illinois,
S. J. Clarke Publishing Co., Chicago, 1903, p. 30*

thousand miles of track and is a through line from Kansas City to Buffalo with through passenger trains to New York City. It has a line to Kansas City via Hannibal and Quincy; another via St. Louis, and a third to Chicago, a fourth to Detroit and the east.

Decatur is the central point through which all this enormous traffic must pass. It is an aggressive road, having recently acquired a large number of feeders, which penetrate some of the most remote regions of the middle west.

Decatur is the home of the Middle Division of the Wabash. Superintendent A. Robertson and the Middle Division officials reside here, the largest force of dispatchers in the country is located here; the car shops employ between 200 and 300 men; a branch of the locomotive shops employs a number of men; and most of the train men live here; not less than 1,200 men connected with the Wabash live in Decatur. The pay rolls approximate \$900,000 per year on the Middle Division.

The new Wabash station, just west of the north end of the Central station, with which its platform connects, is one of the handsomest stations on the Wabash system. It is 230 feet long, two stories high, built of yellow brick and trimmed with stone and terra cotta. The architecture is colonial, except the tower; the main portion is two stories, while the mail, baggage and express rooms are but one story. The interior is finished in tile floors, marble wainscoting, frescoed ceiling and walls; lending a charming effect. The cost of the building approximates seventy thousand dollars.

Black Hawk War.

Muster roll of ~~Captain Johnson's~~ company of mounted volunteers belonging to the Fifth Regiment, commanded by James Johnson of the brigade of mounted volun-

teers of Illinois Militia, commanded by Brigadier General Samuel Whiteside.

Mustered out of the service of the United States at the mouth of the Fox river, Illinois May 27, 1832. Date of enlistment, April 24, 1832; term of enlistment, 35 days.

James Johnson, captain, promoted to colonel May 16, 1832; William Warnick, first lieutenant, absent with leave; I. C. Pugh, second lieutenant, promoted to captain May 16, 1832; J. D. Wright, first sergeant, absent on extra duty; James A. Ward, second sergeant, promoted to second lieutenant; Walter Bowls, third sergeant, absent with leave; Joseph Hanks, fourth sergeant; Henry M. Gorin, first corporal; S. R. Shepard, second corporal; G. Coppenbarger, third corporal, absent with leave; James Milton, fourth corporal, killed in battle.

Privates—Asher Simpson, Abram Black, D. McCall, D. H. Stewart, Elisha Butler, G. D. Smallwood, John Hanks, Jacob Lane, John Henderson, James Querrey, James Miller, John Manley, James Ennis, John Clifton, Jesse Dickey, John Williams, John Murphey, John Black, James Herrod, Kinian Ingram, C. Hooper, Robert Smith, S. B. Dewees, S. Miller, S. Troxel, Thomas Devenport, William Hanks, William Adams, William Miller, William Hooper, William Cox, Joseph Clifton.

There was also a company of rangers organized during the summer of 1832, commanded by Captain William Warnick. They went as far as Kickapoo, a town on Big Vermilion river, but finding no Indians, soon returned.

Mexican War.

War was declared with Mexico in May, 1846. Under the call for volunteers Illinois was entitled to three regiments. Under proclamation of Governor Ford, the sheriff of Macon county calling for volunteers. Company C, afterwards forming part of the Fourth Regiment, was raised, consisting of

*Past and Present in Decatur and Macon County, Illinois,
S. J. Clarke Publishing Co., Chicago, 1903, p. 31*

CHAPTER XXXIX

THE RAILROADS COME

"H. LOOK, there it comes!"

Excited children danced up and down. Faces of little folks and big folks were turned in eager anticipation toward the west. Over the wrinkled countenances of the old spread looks of amazement. The puffing of a locomotive had been heard. With a rumble and a roar an engine pulled in.

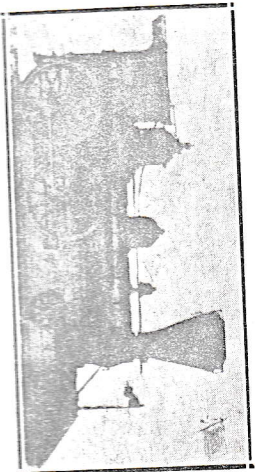
Decatur was out to welcome its first railroad train. With that first train came the beginning of the era of Decatur's prosperity, and the county's development. Nothing now could stand in the way. Decatur and Macon county had arrived!

That was a momentous day in April, 1854, when the Great Western Railroad company inaugurated train service into Decatur. It was something that for years had been longed for and worked for.¹ It was the culmination of hopes started back in the '30s.

The coming of the railroads brought more to Macon county than the wildest dreams ever fancied. Agricultural development was now assured. Industries started could find markets for their products. Material advancement could be made in any direction. The railroads brought more people. More people meant more business. The United States census figures tell the history of the county's increase in population. In 1850 there were only 3,998 people in the entire country. By 1870 that figure had risen to 26,481. In Decatur alone there were probably 1500 people before 1854. In 1860 there were 3,839. By 1870 the population was 7,161.

That first locomotive which made the trip into Decatur was called "The Frontier". It was well named, for the county might have been classed as frontier before that time.

When Decatur turned out enmasse that April day to greet its first train, it really had to go to the country.² Decatur then did not extend as far north as the Wabash track. It didn't take the city long to ex-



AN EARLY WABASH LOCOMOTIVE

*Richard, Mabel, Centennial History of
Decatur and Macon County, Decatur Review,
Decatur, Illinois, 1930*

pand that far, however, after the railroads came. Before the road was built, three surveys were made for the right of way. One came in through the old fair grounds and east over what is now Eldorado street. Another was almost the same as the one selected.

Sullivan Burgess, who afterwards was Decatur's city engineer at various times, was a busy man in the days of building railroads. He located the line from Springfield to Decatur, and from Decatur to Tolono, also, later on, the road from Decatur to East St. Louis, and was in charge of the construction work of the latter line from Decatur to Taylorville. He located railroads in various other sections of the country, also. Afterwards he was a partner in business with Charles A. Tuttle, who had been division engineer with the Illinois Central when its line was under construction.

The railroad track was finished between Springfield and Wyesles quite a while before it came on in to Decatur. The delay was caused by the long fill at Stevens creek. Work on the fill had to be done by man power, as there were no steam shovels. The men used picks to loosen the ground in cuts further west. Then the dirt was shoveled by hand into cars, and wheeled in to where the fill was being made.

It took large gangs of men and much time to make this fill. It was difficult to secure labor, and men employed were rather a rough class. Many were the tales told of troubles in the labor camps.

Two gangs were at work most of the time, one composed of Irish and the other of Germans, fresh from the old country. Disputes were inevitable.³

THE WABASH

The railroad company known as the Great Western, which brought Decatur its first road, later became a part of the Toledo, Wabash and Western, afterwards called the Wabash and Western, and reorganized in 1877 as the Wabash railway company. In 1879 it



JOHN DINNEEN

was consolidated with the St. Louis, Kansas City and Northern Railway company and became known as the Wabash, St. Louis and Pacific. In 1889 it was reorganized as the Wabash Railroad company. In 1915 the road was sold under foreclosure, and the reorganized company was incorporated as the Wabash Railway company. Two important additions which came into control of the road were the Missouri, Kansas and Texas line from Moberly to Hannibal, Mo., and the Ann Arbor Railroad company lines.

The Decatur and East St. Louis railroad was chartered in 1867, but the line from Decatur to St. Louis was built in 1869 under the management of the Toledo, Wabash and Western. The first Wabash roundhouse in Decatur was built in 1869. It was an eight-stall house.

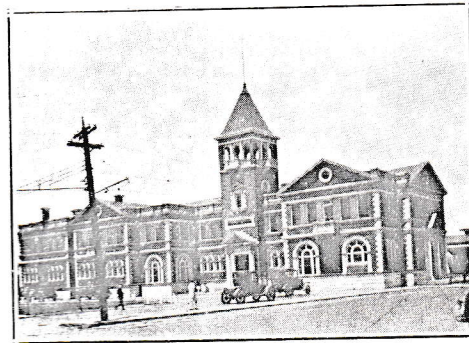
In the earliest days of the road oxen were used for switching cars. The first yardmaster in Decatur was John Dinneen, who began work in the early '60s, and remained with the Wabash until 1875. At first Dinneen drove the oxen and switched the cars for both the Wabash and Illinois Central. The first switch engine was not brought in until after the line to St. Louis had been constructed.

In 1884 the Wabash shops were moved from Peoria to Decatur. From that time on, Wabash interests in Decatur increased in size and importance. Millions of dollars have been spent on grounds, buildings, bridges and equipment. Some of the big projects have been the construction of the locomotive shops in 1913-14, and additions made later, miles of trackage in the yards, reclamation plant, concrete bridge east of Decatur, bridge over Sangamon on line to St. Louis, and innumerable buildings. Inside of Decatur alone the Wabash has thirty-seven miles of tracks. One year, in 1926, the Wabash spent more than \$7,500,000 in Decatur.

Decatur was the headquarters of the old Middle division, when the system had three divisions, eastern, middle and western. After the system was re-divided and more divisions were created, it remained headquarters for the Decatur division. It not only is the location of the division offices, but has some of the general offices, namely, the mechanical, telegraph and signal departments.

Thirty-three hundred persons in Decatur are employed by the

Wabash, and the annual payroll is estimated at \$5,000,000. Scores of trains pass through the city each day.



WABASH STATION

Rightly Decatur is called the "Hub" of the Wabash.

*Richmond, Mabel C., Centennial History of Decatur
and Macon County, The Decatur Review, Decatur
1930 p. 210*

Today the Wabash system covers nearly 3,000 miles, serving eight states of the United States and a province of Canada. According to its report for 1929, the earnings for that year were \$76,632,974.

CHAPTER LVIII

DECATUR IN THE '80s

DECATUR stepped out of the mud in the decade from 1880 to 1890. From that time on, she trod paved streets.

This was the period when the public square and down town business section changed from the country village to the modern city. The old square, which had been a mudhole since the beginning of the city, and which had been a bone of contention for many years because of its filthiness, finally was paved.

Up to that time, the only thing in Decatur that might have been called a pavement was the cobblestone block on Merchant street and East Prairie, from Main to Water, which had been put down in 1833, mostly at the expense of private citizens.

The paving of Lincoln square, which was of brick, was laid in 1844 as an experiment. Its cost was \$7,296.

The city council did not get this work done without opposition. Business men and others protested. "Kicks" were being made right and left. But after it was down, people began to realize the benefit. The opposition was expressed for future paving programs. The experiment was considered a success. Two years afterwards the city began a paving program, and since then hardly has a year gone by without seeing stretches of new paving laid.

In 1886 the council passed ordinance for the paving of nearly nine miles of streets at a cost of \$70,000. These streets included down town sections of North Main, Cerro Gordo, Franklin, Water, William, Logan, and Eldorado.

In the year 1888 2.4 miles of pavement was laid at a cost of \$10,000. The following year paving for 2.3 miles was laid at a cost of \$10,000.

In 1890 Decatur had spent \$300,000 on paving. This was all done during the regime of M. F. Kanan as mayor. All the first paving had here were of brick.

Official action was taken by the city council June 8, 1887, to name the old square "Lincoln Square."

Decatur had its first concrete sidewalks also in the early '80s. It also had its first passenger elevator. The elevator was installed in the Haworth building erected in 1883 at Water and North Park streets. The present site of the Citizens bank.

It was during the latter part of the decade from 1880 to 1890 that Decatur began to grow in earnest. During that period the population increased from 9,547 to 16,841, and most of that gain came during the last few years of the ten year period.

It was a period of civic activity, when extensive work in paving and sewer construction was done, when bigger and better buildings were erected, when much real estate development was brought about. New additions were laid out to the city, and were being built up.

Decatur was being widely advertised in those days. It was becoming known as a wide-awake, growing city. People were being attracted to it.

Another improvement which was fought vigorously at first was the sewer construction. In 1888 the ordinance was passed for the building of the Union street sewer. So great was the opposition that a mass meeting of citizens was called for Sept. 16 to make protest. In spite of that, however, the improvement went through. By 1890 the main sewers in the \$250,000 sewer project outlined were installed. The Union street sewer ended just below Decatur street and from there followed a natural ditch to the river. The Broadway sewer, likewise, ended at Wood street.

A paid city fire department was organized in 1884. In 1888 the Morgan street firehouse was erected.

Other improvements which came were enlarging of the water-works, and establishment of a city lighting system. Their stories are told in other chapters.

The Citizens Street Railway company was organized in 1883 and Decatur began getting real street car service. The old Priest line was discontinued. Free delivery of mail started in 1884.

Telephone service was being increased. In 1880 there had been just fifty-five telephones in use in the city. Lines were now being extended, however. In 1882 the line between Decatur and Springfield was installed.

Decatur had its first real city directory in 1883, and that brought about the beginning of the system of house numbering now in use. Decatur had had several city directories before this, but from the time C. O. Ebel came and compiled a directory in 1883, Decatur has had this record almost annually, a dependable volume which is a history of Decatur in itself.

In 1884 the Wabash railroad shops were moved to Decatur from Peoria. That was the beginning of the vast Wabash interests in Decatur today. That is our biggest industry.

Wabash Station only remnant

July 30, 1978

Decatur Sun. & Review

of busy rail era

By Leslie Roberts

Once a busy neighborhood, the 700 block of East Cerro Gordo Street is now quiet, with the exception, at least recently, of a few striking N&W clerks.

The old Wabash Station is the only remnant of the days when passenger trains brought throngs of people to railway stations on every major line.

It was 1854 when the Great Western Railroad (later the Wabash) first laid tracks in Decatur. Soon after, business justified the building of a passenger station.

In 1855, the Illinois Central Railroad was given five acres of land by B.H. Cassell, who specified the land was to be used only for a station site.

The Illinois Central built the Union Station at the southeast intersection of the Great Western and Illinois Central tracks.

Crowning the structure was an eight-sided tower with a men's smoking room.

The Illinois Central wing of the two-story station accommodated the dining room, telegraph office and baggage department. The Great Western wing included the men's and women's waiting rooms, baggage and express offices. Ticket windows separated the two compartments in the middle.

The second story housed the Central House Hotel, with 20 sleeping rooms. Dining services and hotel offices were on the first floor.

The Central House was well patronized, especially by soldiers during the Civil War.

The highlight of the original station's years is commemorated by a plaque in the current Wabash Station. It was placed there in remembrance of Abraham Lincoln's visit to Decatur on the Great Western while traveling to Washington, D.C., to assume the presidency.

Lincoln arrived in Decatur about 9:30 a.m. Feb. 11, 1861. History books claim people came by horse, foot and wagon from miles around to see the future president. Lincoln reportedly left the train briefly to shake hands with some of the well-wishers.

Hotel landlords included John Slaughter, O. McKenzie, Newell A. White, Colonel A.C. Waterhouse and Robert Taggart. Taggart was proprietor when the building was dismantled at the turn of the century.

In 1900, the Illinois Central had increased operations to include 14 passenger trains running through the area. Booming business prompted the building of a new Illinois Central Station on the Union Station site in 1903.

The building was in English Gothic style, with a tower rising in front 100 feet from ground to flagstaff.

White exterior walls were trimmed in yellow brick, with a tile roof. The station boasted 180 incandescent electric lights. Total building costs were about

Yet, by 1940, the station was largely in disuse, as most passenger service on the Illinois Central line had been discontinued. The building was closed in 1950 and torn down the next year. Remaining offices moved to Grand Avenue.

The Wabash system met with more success in its years, beginning with the announcement of plans for a new \$70,000 passenger station in April of 1900.

The new depot was staked out May 23, 1900, and the Wabash was said to be planning the most elaborate station in the state.

Architect Theodore Link designed a predominantly colonial exterior, with the main section rising two stories. An

80-foot tower adorned the south side of the 240-foot building.

A flat metal roof gave way to an exterior of yellow brick and terra-cotta trimmings. Grecian gables graced the exterior. A fountain proposed for the front lawn was never built.

Railroad offices were on the second floor, with much of the furniture purchased new, or sent to local shops for renovation. Rugs and carpets were purchased at the expense of the officials who would occupy the offices.

The lower level included all passenger facilities. The main waiting room, watch inspectors' office, baggage room and telegraph offices were located here.

In the south portion of the first floor were the ladies' "retiring room," toilet room, men's smoking room, men's toilet room, ticket office, newsstand, lunch room, kitchen, vestibule and hallway.

The main waiting room was furnished in "English antique style" with a Georgia marble floor, paneled ceiling and old oak trimming.

The women's toilet room was described as "elegantly furnished" with heavy porcelain wash bowls, plate glass mirrors and marble wainscot.

The dining car crews operated a lunch counter that ran the entire length of the room.

Ralph Taggart opened that lunch room at sunrise June 17, 1901. An estimated 500 visitors passed through the new station for formal opening ceremonies June 18.

The ceremonies included speeches by a number of city officials and the Wabash district superintendent. The Goodman Band entertained the crowd on the rainy day.

while many of the grand old train stations stand empty in deserted yards, waiting for that revival, steeped in the

Railway timetables in the daily paper most likely attracted some of the crowd, for the Wabash and Illinois Central both advertised a number of special fares with the openings of the new stations.

The Wabash offered round trip tickets to Danville for \$2.21, Springfield for \$1.16 and St. Louis for \$3.55. A round trip ticket to St. Louis was good from Saturday afternoon until return on any train by 9 a.m. Monday. A number of other local half-rate fares were offered every Sunday.

The Wabash also had a number of one way "settlers" rates to many western states. There were also special rates to the East. One round-trip to Buffalo, N.Y., good for ten days, was advertised at \$16.

The Illinois Central countered with a number of cut-rate fares, including a round trip via sleeper car to Denver, Colo., at \$24.

The passenger train decline for the Wabash began in the 1900s and 30s with the August, 1931, abolition of the day station master's post.

In 1936, a remodeling job was slated for the station which had suffered problems in upkeep that led to water leakage, loose plaster and generally dirty conditions.

The railroads suffered in the following years from competition with private autos and public transportation. Many depots were left deserted several hours of every day.

Changing times also brought the re-

moval of two balconies on the building's south side.

The balconies had fulfilled their original purpose only once, many years before, during a speech by Theodore Roosevelt before a crowd on the grassy lawns — now parking lots for the railroads' chief competitor.

In 1954, passenger train decline brought an end to two night sleeper service lines, followed by the removal of two more night trains from the timetables in 1960.

The merging of the Wabash with the Norfolk & Western Railway Co. in the early 60s saw a number of passenger trains come and go. The Cannon Ball, Banner Blue and City of St. Louis were all eventually discontinued.

The last of the streamliner passenger trains, the Blue Bird, made its final stop at the Wabash Station in December of 1972. The long era of passenger trains in Decatur had ended.

The station still stands at 780 E. Cerro Gordo St., with a few freight offices still using the building. The neighborhood restaurants which once thrived on the business that trains generated have all moved from the area, many ceasing to exist altogether.

Passenger service has all but died out

Wabash, Illinois Central Major Lines in Area

Mergers, Consolidations Developed Railroads

By Glenn A. Jory

Wabash, Illinois Central

There is the judge, the stable and the rest.

As the gliding, the road, back, through the hills and by the stream.

Lines especially close now if you care at all, for the one carrying Wabash (Green Hill) is about to be merged in the new shape of history.

The impending death of the Green Hill is but part, and part of a larger trend. The national state of rail passenger travel is, in general, attributable to the rise of other systems of mass transportation.

While the Green Hill is the most famous of the trains, in any line, it was not the first. Indeed, its owner, the Wabash Railroad Co., did not arrive on the scene officially until many years later.

First Railroads

The distinction of being first belongs to the Great Western Railroad, which chugged into Decatur in the spring of 1854. The Illinois Central made its appearance six months later.

But for most of the years since 1854, the dominant name in Decatur area railroad annals has been that of Wabash.

A history of the Wabash begins in 1834 when Gov. Joseph Duncan advocated a network of highways, canals and railroads for Illinois. Out of that proposal came the Internal Improvement Act of 1837, which appropriated \$20 million and plans for several projects, including railroads.

One of the railroads was the Northern Cross, which was to run from Quincy to Meredosia, then east through Jacksonville, Springfield, Decatur and Danville to the Indiana state line.

Construction Starts

Surveying for the line began in 1837 and construction in 1838, with tracks of strap iron, two inches wide and five-eighths of an inch thick, in 15 to 20 foot lengths nailed to wooden stringers.

The first railroad engine in the state was placed on the tracks at Meredosia. The line was completed to Jacksonville in 1839 and to Springfield in 1842.

Work was begun to reach Decatur and state continued to operate the line at a loss until 1847, when it sold out for \$21,100 and a corporation to the Sangamon & Morgan Railroad Co.

The road struggled along until 1853, when New York capital came to the rescue and the Great Western Railroad was born. By July, 1853, the line



'Old Green,' starting its last run from Decatur to Shelbyville in 1938, was representative of local service years.



The Illinois Central operated this motor car between Decatur and Mattoon in 1927.

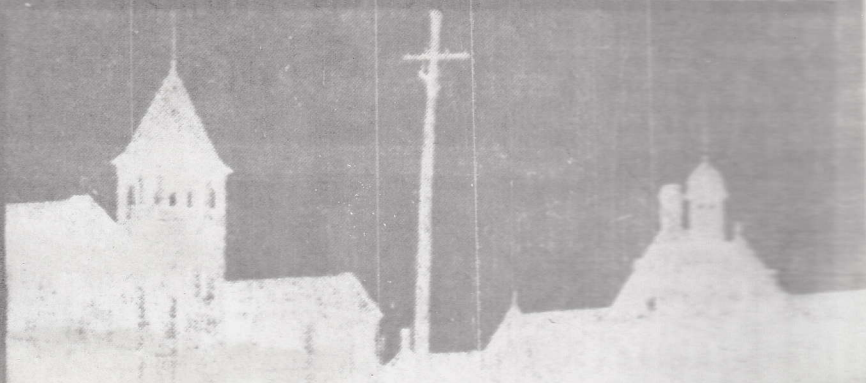
lines west of the Mississippi, chief of which was the St. Louis, Kansas City & Northern.

In 1881, the Wabash, St. Louis & Pacific purchased the Chicago & Paducah Railroad, which ran from Forrest through Bement to Altamont and Effingham.

A line from Butler, Ind., to Decatur was acquired in 1881 and the Wabash constructed its Chicago to Detroit run by 1890.

Other lines were bought, others sold and others leased. There were financial troubles, receiverships, reorganizations.

Finally, in 1889, 40 railroad lines were molded into The Wabash Railroad Co., a complex that was eventually to stretch as far as Omaha, Nebr. in the west to Buffalo, N.Y. in the east.



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from Springfield to Decatur was
finished to the Sangamon River,
where the bridge was almost
done.

Consolidations Continue

In 1853, two corporations, the
Toledo & Illinois Railroad in
Ohio and the Lake Erie, Wabash
& St. Louis in Indiana, were
organized. The latter finished
constructing the line from Ft.
Wayne, Ind., to the Indiana-Illi-
nois state line.

Three years later, the two
lines merged as the Toledo,
Wabash and Western Railroad,
and in 1858, after a sale and
reorganization, became the
Great Western.

From 1858 to 1859, The Quincy
& Toledo Railroad, extending
from Camp Point to Meredosia;
was completed and in 1865 it con-
solidated with the Illinois &
Southern Iowa operating from
Clayton to Keokuk, Iowa.

This line took the name Tol-
edo, Wabash & Western, the
main line, which leased the
Hannibal to Naples railroad in
1870. The TW&W went into re-
ceivership in 1875 and was
turned over to a new company,
the Wabash Railroad, in 1877.

Acquisitions and expansions
continued. The Decatur to East
St. Louis line was added, as was
the line from Butler to Logans-
port to Detroit.

Western Lines Added

In 1879, the Wabash, St. Louis
& Pacific Railroad Co. was or-
ganized and consolidated with

...of which was the St. Louis,
Kansas City & Northern.

In 1881, the Wabash, St. Louis
& Pacific purchased the Chicago
& Paducah Railroad, which ran
from Forrest through Bement to
Altamont and Effingham.

A line from Butler, Ind., to
Decatur was acquired in 1881
and the Wabash constructed its
Chicago to Detroit run by 1890.

Other lines were bought,
others sold and others leased.
There were financial troubles,
receiverships, reorganizations.

Finally, in 1889, 40 railroad
lines were molded into The Wa-
bash Railroad Co., a complex
that was eventually to stretch
as far as Omaha, Nebr. in the
west to Buffalo, N.Y. in the
east.

The bulk of the Wabash's
trackage, 1,930 miles, was avail-
able to the company in 1889. By
1964, when the Norfolk & West-
ern Railway Co. primarily an
Eastern carrier took it over,
the Wabash lines totaled 2,423
miles.

Stations Built

Passenger Traffic Heavy

Arrival of the Great Western
Railroad in Decatur in 1854
made necessary the construction
of the first passenger station.

A union station was started at
the intersection of the Great
Western and Illinois Central
tracks, in the southeast corner.
Part of the development was a
hotel, called the Central, which
had a dining room.

The station opened in July 1855,
a couple of months after the
Great Western's freight depot
burned down.

The station was used by the
two lines until the turn of the
century, when each began to
build its own.

In 1900, the Illinois Central
operated 14 local passenger
trains in Decatur covering coun-
try stations and larger towns
between Decatur and Peoria,
Mattoon, Centralia, Champaign
and Freeport. Four other pas-
senger trains were operated by

the Vandalia Railroad through
the IC station.

The Wabash had 25 passenger
trains going through Decatur
daily, about 18 of which were
through trains and the rest
local. In addition, the I.D. and
W. railroad operated four local
passenger trains, one daily and
the others daily except Sunday,
from the Wabash station.

The IC station style was En-
glish Gothic, with a tower at
the front about 100 feet from
the ground to the top of the
flagstaff. It had yellow brick
trimming, a tile roof, white in-
terior walls and 180 incandes-
cent electric lights.

By 1940, the IC station was
largely in disuse, passenger ser-
vice having been discontinued.
The building was closed in 1950
and torn down a year later.

The station was just east of
the present N&W depot, which
has also undergone a decrease
in activity.



The Illinois Central operated this motor car between Decatur and Mattoon in 1927.

The Wabash station, left, and the Illinois Central station once had heavy business.

Agencies Issued Bonds to Help Finance Lines

Macon County and some of
its townships, desperate for rail-
roads, went into railroad financ-
ing in the early 1870's, invest-
ing county and township funds
in bonds to support the early
lines.

Bonds were a speculative busi-
ness at best. Some of the rail-
roads never got on the ground.

In 1870, the county authorized
\$100,000 in bonds to aid con-
struction of the Decatur and St.
Louis Railroad. In 1871, \$100,000
went to the Peoria, Lincoln and
Decatur.

A year later, Mount Zion
Township issued \$20,000 and De-
catur Township \$25,000 to help
the Decatur to Mattoon line.
Maroa Township issued \$75,000
for the Illinois Midland.

The Decatur and Monticello
line received \$25,000 from the
county, \$25,000 from Decatur
Township and \$20,000 from
Friends Creek Township in 1873.

Interurban Er Terminal B

The Illinois Terminal
road came into existenc
Central and Southern I
near the turn of the cen
when interurban systems r
ed their height in many
of the East and Midwest

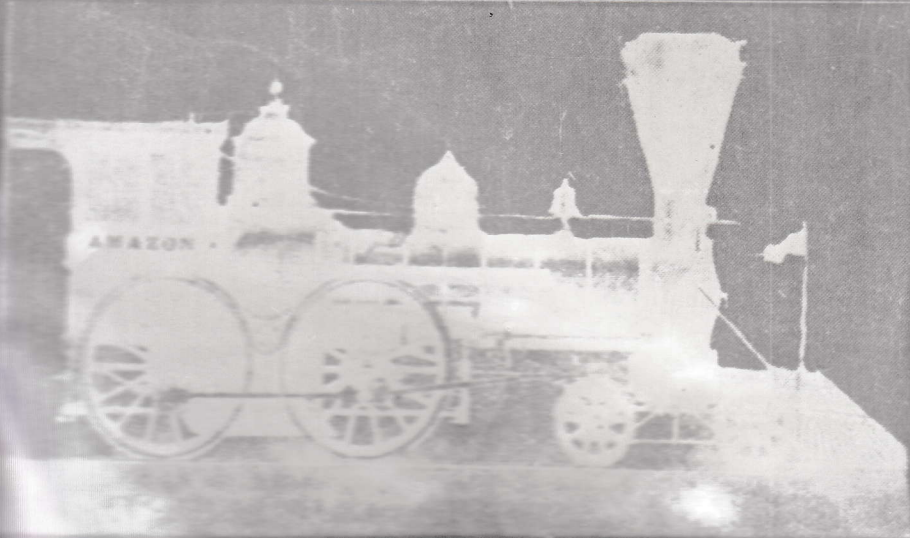
The Terminal b
Illinois Traction Sys
terurban transportation co
ny that used electric cars
hauled passengers only.

The Traction when comp
connected Decatur with Pe
Springfield, Alton, St. Louis
Champaign-Urbana.

The McKinley Syndicate
formed by William B. McK
and in 1900 bought a Da
interurban which ran to
ville.

In 1903 an interurban
built between Danville
Champaign, as a prelude
eventually connecting with
Louis.

The next section built
from Riverton to Auburn,



Central Major Lines in Area

Consolidations Developed Railroads



Many railroad companies have operated trains into Decatur since the first one came in 1854.

Today, five companies send trains in and out of Decatur. Only one, the Norfolk & Western, operates passenger service. The others, along with the N&W, handle freight.

These are the Illinois Central, Baltimore & Ohio (which has merged with the Chesapeake & Ohio), Pennsylvania and Illinois Terminal. Of these, the IC and the Terminal were the most important.

In 1850, Congress passed an Illinois land grant act, giving the state 2,595,000 acres of land to aid in the building of a railroad 705 miles long from Cairo to East Dubuque, with a branch line from Centralia to Chicago.

This land was given over to the Illinois Central the next year, after the company was incorporated. The Illinois Central had been chartered in 1856 but had several false starts before finally getting under way.

The route first surveyed through Macon County put the line six miles west of Decatur. Citizens immediately complained, however, and the road was routed through Decatur.

The building of the IC, as with other railroads, was accomplished mainly by James Asher, recruited from Pennsylvania to direct the New York and New Orleans Expedition. All the rail was supplied from England and local products that were transported largely from outside Illinois.

A contract for a line of 4 miles in 1858 was made. The line was completed in 1859. The line was completed in 1859. The line was completed in 1859.

The line was completed in 1859. The line was completed in 1859. The line was completed in 1859.

The line was completed in 1859. The line was completed in 1859. The line was completed in 1859.

The line was completed in 1859. The line was completed in 1859. The line was completed in 1859.

The line was completed in 1859. The line was completed in 1859. The line was completed in 1859.

'Green,' starting its last run from Decatur to Shelbyville in 1920, was representative of local service years.



The Illinois Central operated this motor car between Decatur and Mathias in 1927.



west of the Mississippi, of which was the St. Louis, City & Northern.

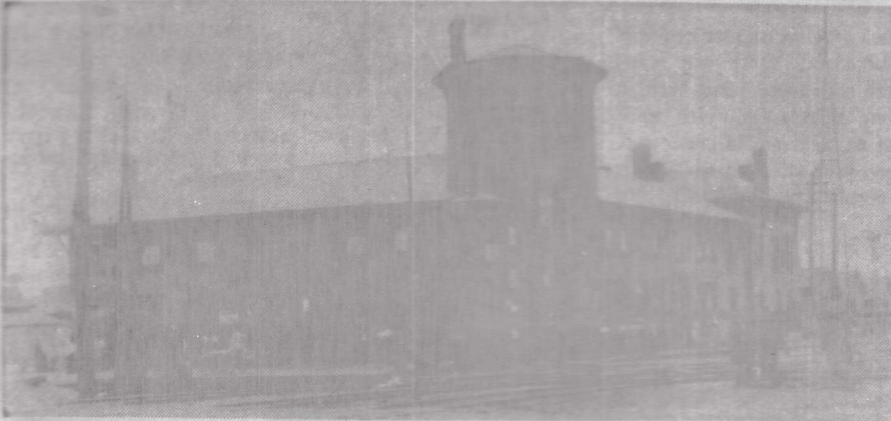
1851, the Wabash, St. Louis & Chicago purchased the Chicago & North Western Railroad, which ran from St. Louis through Bement to Effingham.

The line from Butler, Ind., to Decatur was acquired in 1881. The Wabash constructed its line to Detroit run by 1894. Other lines were bought, leased and others leased. Financial troubles, reorganizations, and consolidations of 40 railroad lines resulted into The Wabash & Chicago, a complete line eventually to stretch from St. Louis, Mo., in the west to New York in the east.

By

L

10



THE OLD Union Station handled a great volume of rail traffic.

Decatur Used to Have 72 Passenger Trains

By Otto R. Kyle

For the Herald and Review

Decatur recently has given considerable attention and effort to keep two passenger trains operating through the city, one to Detroit and the other to Chicago — with special emphasis on the Chicago service.

Back in the days of the old Union Station before the turn of the century, William Dodson was handling the mail of 26 passenger trains, transferring mail from train to train and between the railroad station and the post office.

Now take a look at a 1907 time card that shows 40 passenger trains daily (less four to six on Sunday) arriving and leaving Decatur plus 18 Illinois Traction electric interurban car trips between Decatur and Springfield and 14 electric interurban trips between Decatur and Bloomington.

The grand total in 1907 was 72 passenger carriers daily in and out of Decatur, and soon there was to be electric interurban service to Champaign.

In that heyday the Wabash was operating four passenger trains daily to Toledo and Detroit and a fifth train on week days from Springfield through Decatur to Lafayette, Ind.

It had four to Hannibal and Quincy, eight to St. Louis and four to Chicago. All of these were daily except four that did not operate on Sunday.

The Illinois Central had five operating north and five south on the main line. There were four to Peoria and four to Evansville, Ind. There were three so-called interurban trains between Champaign and Decatur on week days.

tension of the Wabash from Brunswick, Mo. Later he rebuilt the Northern Missouri line and followed with construction of the Jacksonville & Southeastern from Virden, Ill., to Litchfield. He had other railroad construction including ten miles of narrow gauge for the "Clover Leaf" at Donnellson.

John N. Fuller came to Illinois in 1852, stopping first at Clinton and then coming to Decatur, where he took a contract for building 15 miles of the Indiana, Decatur and Western (now B&O) eastward from Decatur. He became an important consultant in railroad construction for several companies.

Today Decatur has one passenger train to Chicago, one to Detroit and two to St. Louis daily. Total four.

Score: 72 to 4.

Notes:

Mrs. Earle Cruik of Dalton City writes that E. O. Smith, subject of an article in the Sept. 14 Sunday Herald and Review as a builder of Water Street, was her grandfather.

In the Sept. 7 article about Mount Gilead being the county seat of Macon County for several months, no mention of schools was made but this item was found in an 1893 history that includes an account about John Ward:

"He attended a private school in a log building and afterward went to high school in Mount Gilead and the Academy in Mount Zion." The Mount Zion Academy story is well known but this researcher never read or heard of a Mt. Gilead high school.

BIG SPENDERS Vienna (AP)

Tourists from the United States are the biggest spenders

Princess Irritated

(c) 1969 New York Times
CECIL RHODES AND THE PRINCESS. By Brian Roberts. 405 pages. Lippincott. \$6.95.

"Damn that woman!" Cecil Rhodes complained. "Can't she leave me alone?" The Princess Catherine Radziwill couldn't.

Brian Roberts's double biography traces the careers of a pair of titanic egotists who collided in 1900. Rhodes was a tired world-figure and a confirmed woman-hater. ("Oh! I don't think that can be so," said Queen Victoria, "he was so very civil to me.") The princess was an indomitable vamp of 42 with a taste for power, whose politics were neatly defined by a contemporary: "She is an active agent in the policy of getting things in a tangle."

Rhodes finally revenged himself for her meddling in his life, though the effort brought on the heart attack that killed him. Princess Radziwill landed in jail, but was unshakable. She made life so tough for the prison authorities that they shortened her two-year sentence, and she survived Rhodes by 40 years.

It isn't possible to like Cecil Rhodes. But Roberts, who gets off to a shaky start with glibness about the unlikelihood of Rhodes' qualifying for a Rhodes scholarship, tries to be fair to the vicar's sickly son who went out to Africa at 17 and at 19 willed his first fortune "to be used for the purpose of extending the British empire."

In his 20's, Rhodes commuted between his diamond mines and Oxford, where, Roberts remarks mildly, there was "a certain vulgarity" about his bringing a fistful of diamonds on a table to convince fellow-undergraduates of prospects in Africa. At 37, he was prime minister of the Cape colony, at

41 he had a country dead after him, and at 52 he was dead.

Roberts sketches the outlines of this career, devotes closer attention to Rhodes's personality and retinue of virile young lovers idled about his estate.

Numbly insensitive to what Rhodes was ill-prepared to do with the princess. Married at 15 to Prince Radziwill inducted into the stuffy life of Berlin, she had been pelled a decade later for a scandalous book, "The Society." In St. Petersburg was soon up to her ears in further musical-political intrigues. Unwed under Nicholas and Alexander she took to drifting Europe, separated from her husband.

Princess Sought Marriage

On meeting Rhodes in England, her first notion was to marry him. She pursued him to Cape Town, where she made stories that their wedding was imminent. These didn't frighten Rhodes so much as she had stolen so many of his papers. It soon developed that she had stolen so many of his papers.

The press called "Princess Razzledazzle" being flapped as a seductress tried to become a political helpmeet. She attempted to bankroll a nation by the many expedient of Rhodes's signature on missive notes that total pounds before she was in Rhodes's motive in visiting her, the prosecuting her, the argues, was not sex undergradients of prospects in political: He believes Africa. At 37, he was prime minister from Rhodes's minister of the Cape colony, at promising "missing tel

N. Y. Times Best Sellers

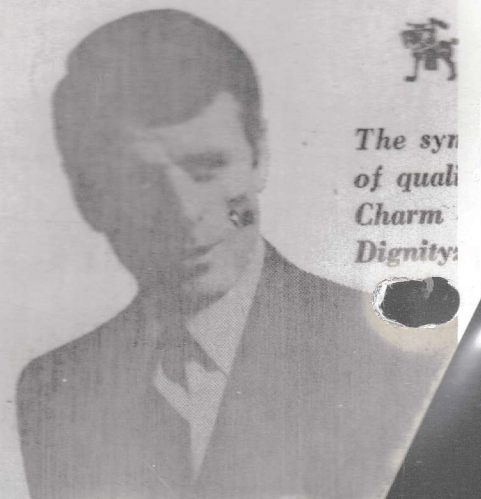
(c) 1969 New York Times
An analysis based on reports from more than 125 bookstores in 64 U.S. cities.

Fiction

1. THE GODFATHER — Puzo
2. THE LOVE MACHINE — Susann
3. THE ANDROMEDA STRAIN — Crichton
4. PORTNOY'S COMPLAINT — Roth
5. NAKED CAME THE STRANGER — Ashe
6. THE PRETENDERS — Davis
7. THE PROMISE — Potok
8. THE GOODBYE LOOK — MacDonald
9. A PLACE IN THE COUNTRY — Gainham
10. ADA, OR ARDOR: A Family Chronicle — Nabokov

General

1. THE PETER PRINCIPLE — Peter & Hull
2. THE MAKING OF THE PRESIDENT 1968 — White
3. THE KINGDOM AND THE POWER — Talese
4. MY LIFE WITH JACQUELINE KENNEDY — Gallagher
5. MY LIFE AND PROPHECIES — Dixon
6. BETWEEN PARENT AND TEENAGER — Ginott
7. CAPTIVE CITY — Demaris
8. AN UNFINISHED WOMAN: A Memoir — Hellman



The Story Of Decatur

By E. B. Hitchcock

CHAPTER 61.

WILLIAM H. ENNIS A RAILROADER.

He Came to Decatur in 1852, Married Miss Louie Harrison and Left 5,500 Acres of Land to Heirs.

Many people afterward prominent in Decatur business and social life came to Decatur with the railroads. One of these was William H. Ennis, who was a construction agent for the Illinois Central Railroad from Clinton to Vandalia. He had been living at Vandalia, having come to Illinois from New York. He paid his first visit to Decatur in 1852.

Before his coming, the Berrys had arrived in Decatur. That is, Mrs. Ann Harrison had come here, accompanied by her daughter, Louie Harrison, and Mrs. Harrison was a daughter of Elijah C. Berry. Mrs. Harrison built the house on East

Eldorado street long known as "The Old Tuttle House," where many other since prominent citizens first resided on coming here.

ASKED HER TO MARRY.

William H. Ennis and Miss Louie Harrison met at the home of the

house in the 90 block on North ... during the fall he asked her to ...

"If you will come over to my own

home I shall be only too happy to do so," said the young lady. Mr. Ennis went. And several years later, in 1859, after he had returned to Decatur from St. Paul, where he had been following his profession, the couple were married in the Harrison home on East Eldorado street.

BERRY A PUBLISHER.

Among the treasured possessions of William H. Ennis, formerly of Decatur, now living in Chicago, is a bound volume of old issues of the Argus of Western America, printed weekly at Frankfort, Kentucky, by Gerard and Berry, "Printers to the Commonwealth," in 1813. The Berry of this publishing firm was Mr. Ennis' great grandfather, E. C. Berry.

In the copies of the Argus preserved by Mr. Ennis are many items of interest to us of today. There were many advertisements of strayed horses picked up in that region, owing to the fact that but little of the land was fenced, and there were numerous notices of negro slaves who had been jailed by the authorities until their owners could be reached. One notice of a school of languages and sciences in Frankfort

ORIGINAL LAND GRANT

THE UNITED STATES OF AMERICA.

TO ALL WHOM THESE THINGS SHALL COME, GREETINGS.

Original land grant document with handwritten text and signatures.



Handwritten signature: Franklin Pierce

Handwritten signature: William H. Ennis

Large handwritten letter 'E'

West Folks
Edgar A. Carr

CHAPTER 81.
CIVIL WAR DECATUR.

The City and County Which Recruited the First Company of the First Illinois Regiment.

To properly understand the tremendously important part which Decatur and Macon county played in the Civil War a brief overview of the city at the beginning of the war will help.

The population of the city in 1860 according to the United States census was 3,839. From figures not quite so authoritative it appears that the county as a whole had 13,000 people. Decatur therefore numbered a little more than one-fourth of the population of the county.

SAVED BY RAILROADS.

The city had developed rapidly in the last half dozen years before the war, since the coming of the railroads. There was no future for it as a railroadless hamlet, far removed from any navigable water. Its growth, therefore, during the first twenty-five years of its existence was extremely slow despite the large area of rich farm land of which it was the center. But the railroads came in 1854, two of them, the main line of the Illinois Central north and south and the Great Western railway east and west. Since that time the city had grown like a weed.

With its 1860 population it was comparable to Monticello and Sullivan today, a little larger but infinitely cruder and absolutely lacking in the public improvements which are now to be found in any village of 500 people.

BURST ITS GARMENTS.

At the start of the Civil War Decatur had not outgrown the swaddling clothes cut out for it at its birth, the twenty acres of the original town of Decatur, but it had burst its garments on the east and pushed far beyond Water street. This refers to the development of the business section.

It is well to keep the boundaries of the original town in mind. It consisted of the four blocks cornering on Lincoln square and bounded by Wood, Water, Prairie and Church streets. Then there were two thin fractional blocks to the north of Prairie and three to the west of Church, making a total of nine blocks, four complete blocks and five fractional blocks.

FEW SOLID BLOCKS.

These original blocks were by no means solidly built up and at that a good many of the buildings were residences. Many additions had been laid out, new streets had been planned and original streets extended. Most of the residences were outside of the original town.

East Main street between Lincoln square and Water was occupied by substantial business buildings on the south side, the same buildings that are standing there today. Lincoln square was well built up, also North Water and North Main to Prairie and slightly beyond.

But business had crept beyond Water street on East Main and South Park to Franklin and up and down that street from East Prairie to East Main. The Revue House, then the leading hotel, stood on the corner of East Prairie and North Franklin on the present site of the Wain Cabell court. It was a social and political center.

TITLE OF THE SQUARES.

Lincoln square, the Old Square, the Court square, and the New

Square, now Central park, had created two business districts and between the two the rivalry was sometimes very bitter. Franklin and South Park then had rather the better of it and was then regarded as the chief business section.

The Oglesby house, now the St. Nicholas, occupied the present site of that hotel. The old brick court house occupied the southeast angle of the old square. This is a point to be kept in mind. From the balcony on the west side of the drug store building war bulletins were read to the crowd gathered about the court house.

Powers hall, which served as theater and general public hall, occupied the third floor of the building on East Main street the ground floor of which is now used by the Farmers State bank and the Wilson hardware store. This was an important Civil war center.

AIRPLANE VIEW.

If a modern airplane view of Decatur could have been had in 1860 it would have revealed a third business area about the Illinois Central passenger station, which was so completely removed from the original town as to appear a town of its own. The station itself, which stood on the opposite side of the tracks from the present station, was then comparatively new and the best in Illinois.

The hotel built in connection with the depot housed many distinguished guests during the war and the building looked down on many stirring scenes.

A wide stretch of open territory separated this from the uptown district. Strangers commonly mistook "the Levee" for Decatur and some of them went no further.

There was a considerable hill rising from the Illinois Central on Eldorado street, the crest of it about the intersection of Jackson street be-

Today the name of E. T. Coleman appears as the author of this history of Decatur and Macon county.

E. B. Hitchcock, who began it with such success, it will be remembered, was called away by the illness of a relative. He left several chapters, but now they all have been published, and Mr. Coleman has written new ones.

Mr. Coleman has for many years been writing historical as well as other articles for The Review. The county does not now nor never did have a better writer, or one better qualified to write "The Story of Decatur."

Though regretting the necessity for the change, The Review is sure the series will not lose interest, and is glad to have Mr. Coleman continue it.

ing crowned by some of the handsomest residences in the city. On that hill, too, was the Thorpe hotel, which later became part of St. Theresa's school.

INDUSTRIAL DISTRICT.

Franklin Priest's mill, tannery, distillery and bus barn were built about the intersection of Franklin street and Priest, now part of East Decatur street. His store stood on the hill a little south of the end of Water street. Between this and the river was a jungle.

West Main street was built up with residences as far west as Pine street and North Water and North Main to Grand avenue. Beyond that was farm land, much of which was covered a large part of the year with ponds.

HIGH AND LOW LIGHTS.

There you have some of the high lights of Decatur at the beginning of the Civil war. There were no paved streets, no public water supply, no electric lights, no telephones, no street cars, no adequate means of fighting fires. There were no public school buildings. Schools were conducted on rented second floors, the basements of churches and wherever space could be had. What sidewalks there were were built of boards.

What Decatur had that counted was its citizenry, a high class, high-minded, strong, forceful body of men and women. These it was who carried Decatur's burden through the great civil strife. Many of these have been mentioned in this narrative and they will be spoken of farther.

(To Be Continued.)

An army glad, as they race
To horn and drum
They boldly come,
And they tramp the grass
brown and bare
And the passers-by
With a careful eye
Must watch for the wagon
there.
Now many a house on this
prim
With a grass plot neat and
dows trim,
And a lovely sight
Is the garden bright,
But it's all too stern for
fight;
So the children go
To a place they know,
Where the maid won't fly
door and say:
"Get out in the street,
With your dirty feet!
Don't you know that I was
porch today?"
There is always a house
street


That is known, as the
the children meet.
You can pick it out
As you walk about,
For it's there, that the
laugh and shout;
And the grass is bare
And the toys are there
And the wire fence, sage
lads have swung,
And the paint is nicked
Where their feet have
And a window shows
was hung,
And I think as I walk on
street,

Let mine be the house,
children regret;
Let mine be the place
Where they romp and
I can open that door
ing face.
Let this army tramp
In my yard, and camp
So long as they will, the
roll on
And the day draws near
When the silence here
Will tell to the world that
have gone.

SHENANDOAH N
\$78,000 RE

Washington, Feb. 21.—
the straggle Shenandoah
ten weeks to complete and
600, according to a report
board of inquiry which is
the recent escape of the
from her mooring mast at
N. J. The question of re-
for the accident was not at
the board.

BEAUMAL
Topcoats of Crosstwist
Smart
Spring Models



TAYLORVILLE.

Rev. A. M. Duncavan died from the effects of paralysis at St. John's hospital in Springfield Monday afternoon. He was taken to the hospital about three weeks ago by his wife, who immediately left for California for her health. Rev. Duncavan has preached in this vicinity for about fifteen years. Besides his wife he leaves nine children.

The city council has granted David M. Sharp an electric railway franchise and adopted an ordinance giving right of way on certain streets. The road will run from Taylorville to Mt. Auburn.

The wedding of J. E. Harrison and Miss Clotilda Herdman occurred Wednesday evening at the Presbyterian church at 8:30.

John Montgomery, Sr., of Mt. Auburn died at his home Monday morning, June 14, at the advanced age of 84 years. He had been a resident of Mt. Auburn township for many years and was well known throughout the county.

The Sunday school county officers have arranged the date for township conventions to be held as follows: Mosquito township, June 9; Mt. Auburn, June 15; South Fork, June 16; Prairieton, June 16; Assumption, June 23; Locust, June 23; Johnson, June 23; King, June 30; May, July 7; Pana, July 7; Rosemond, July 14; Bear Creek, July 14; Greenwood, July 23; Taylorville Aug. 11. The dates for Stonington and Buckhart townships have not been fixed.

REAL ESTATE TRANSFERS.

Matilda E. Allen to B. F. Overton lot 12, blk 1, Kinney's add to Taylorville; \$75.

Caroline E. Cheney to Mildred A. Cheney, lot 12, blk 1, Barrett's add to Taylorville; \$1.

Harry J. Knowles to W. Frank Goodwin, 78 1/2, sec 1 and 12, Assumption tp; M.C.S.

G. W. Livergood to T. L. Hewitt, lots 1 and 2, blk 3, Foy & Sharp's add to Taylorville; \$400.

D. T. Michael to Augusta Bores, pt lot 12, blk 12, Taylorville; \$4,100.

George McKay to Anna M. Foy, lots 3 and 4, blk 12, Wilkinson & Johnson's add to Taylorville; \$150.

Benjamin Wilkinson to Amelia Cefakitts, pt lot 12, blk 12, Wilkinson's add to Taylorville; \$25.

Benjamin Wilkinson to Benjamin F. Wright, lot 4, blk 1, Wilkinson & Johnson's add to Taylorville; \$100.

Ellis J. Mosher to Citizen's S. L. and B. association, lot 1, blk 1, Hogan's add to Pana; \$5.

Master in chancery to Pana B. association, lot 1, blk 1, Moser's add to Pana; \$25.

D. J. Overton to Edvia Bream, lots 1 and 2, blk 1, Parker's add to Pana; \$500.

Michigan Committeeman.

Cleveland, O., June 14.—Senator Hanna today announced the appointment of John Hodgett of Grand Rapids, Mich., member of the Republican national committee to fill the vacancy caused by the recent death of William Elliott of Detroit.

NEW YORK GRAIN.

New York, June 14.—Wheat—Sept., 15 1/2c. Corn—Sept., 9 1/2c.

pref., 100%; Penn. Iron, 100%; Alton, 40%; R. I., 17%; St. P., 17 1/2%; Reading, 6%; Reading, pref., 7%; Sou. Ry., 3 1/2%; Atch., 17 1/2%; Atch., pref., 104; L. & N., 110%; U. P., 112 1/2%; Mo. P., 112 1/2%; So. Pac., 60%; Con. Tob., 6%; Leather, 11 1/2%; I. C., 14 1/2%; Penna., 12 1/2%; W. U., 5 1/2.

Daily Review
TO ACCEPT.
June 14, 1901

New Station Architect Link Comes Here.

Other News About Railroads and Men.

Theodore Link, architect of the Wabash station, was here today to inspect and accept the new station. Edward H. Menke, representing the Menke Stone & Lime company was over from Quincy to represent the builders. The last of the general contractors' work to be completed was the cement walk and this finished at noon.

WILL PAVE.

J. F. Wallace, assistant general manager of the Illinois Central, spent last night in Decatur, arriving from the south on a special train at 11 p. m., and leaving this morning at 7:30 for Champaign. He was on a tour of inspection of the Springfield division and was accompanied by Superintendent Bailey of the Springfield division.

Mr. Wallace stated that the next thing to be done for Decatur would be the paving of the space west of the Illinois Central station. This has been delayed on account of the proposed paving of Cerro Gordo street, but now that the Cerro Gordo street paving is to be started in a few days the Illinois Central paving will be commenced at once.

CARS OF TOOLS.

Five cars loaded with grading tools, horses and camping outfit for Katz & Callahan, the L. D. & W. extension contractors, were this morning unloaded at Decatur. From here they will be taken overland to Boody. The outfit came by the Illinois Central from LaSalle where it has been used on the canal.

J. H. Mallory of Clinton, claim agent for the Illinois Central, and B. T. Breckridge of Mattoon, traveling passenger agent for the Peoria division, were in the city this morning.

STATION MOVED.

The Wabash station at Sangamon was this week moved 625 feet farther west to a point near the double track junction. The object in changing the location was to place it near enough the junction to permit the agent to operate the switch and semaphore. A switch of the interlocker type with a pipe line to the station will be put in, so that the switch and semaphore can be operated from the station.

THEY DO NOT KNOW.

The claim checks issued by the transfer companies are a continual source of trouble to inexperienced travelers. A transfer wagon calls at the residence for a trunk and gives a claim check as a receipt for it and as a means of identifying the trunk at the baggage room. The passenger pockets the piece of brass and goes on to her destination, blissfully-unconscious that the trunk is not on the same train. The baggage agent at the destination informs her that the trunk

and the event will be celebrated with appropriate ceremonies.

At the Illinois Central baggage rooms eighty-three big sample trunks were handled yesterday afternoon from 2 to 5 o'clock.

Mal Transfer Clerk Weeden Smith returned to urban life this morning after dieting for thirty days on strawberries and cream amid the waving corn fields of Mt. Zion township. He is greatly refreshed and invigorated and will resume his work tomorrow morning. He says that the biggest fish he got while away on his vacation was the one that got away.

Charley Hubbell, night transfer clerk for the Pacific Express company, has been appointed extra messenger, the appointment to become effective with the new time card. John Hassett, at present extra messenger, has been appointed to a regular run between Chicago and Detroit on one of the new Wabash trains. The successor to Mr. Hubbell as night transfer clerk has not been named.

MINOR GRAINS.

Chicago, June 14.—Rye—6c.
Barley—46 1/2c.
Flax—21 1/2.
Timothy—52 1/2.
Clover—73 1/2.

Edward H. Menke - J. Menke Stone and Lumber Co

LOOK FOR THE CARDS.

Arrangements to Let the People Know.

"Hereafter whenever there is to be a band concert at Fairview park there will be cards on all the street cars," said W. L. Shellabarger. "People can always tell by looking at the cars whether or not there is to be a concert at Fairview park. If there is to be a concert there will be a card on each car, and if the concert has been called off there will be no cards at all. There will be a concert at the park Sunday afternoon, if the weather will permit, and also next Thursday night."

The Thursday night concert will be in the nature of an experiment and if the attendance is good there will probably be a number of evening concerts during the summer.

The Decatur Traction and Electric company is building a pavilion at the terminus of the line just outside the park entrance. This will be a substantial building in which the people can find shelter from the rain or sun while waiting for a car.

← at the rear of 275 Park Place

THE WEATHER.

Chicago, June 14.—The weather indications for Illinois are: Cloudy with local showers Saturday and south tonight.

LOCAL OBSERVATIONS.

The temperature for the twenty-four hours ending at noon today as recorded by Professor J. H. Coonradt, United States weather observer, was as follows:

7 p. m.	80
7 a. m.	73
Noon	87
Highest in 24 hours	87
Lowest in 24 hours	62

LIGHT LAMPS.

Light bicycle lamps

...day of June, A. D. ...
 ...
 ...

WASHBURNED ROOMS FOR
 ...
 ...

MISCELLANEOUS.
 ...
 ...

ADVERTISE-THAT ...
 ...
 ...

SHAMPOOING, MAN-
 ...
 ...

CLAIRVOYANT CONSULT
 ...
 ...

FLOOR PROPOSITIONS
 ...
 ...

EXCURSIONS-1ST & 2D
 ...
 ...

ENDING-PRACTICAL BOOK
 ...
 ...

WORKING OR SHIPPING FUR-
 ...
 ...

MONEY TO LOAN.
 ...
 ...

LOAN-IN ANY AMOUNT
 ...
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LOAN-ON REAL ESTATE
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LOAN MONEY ON HORSE-
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BASED ON WATCHES DIA-
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LEGAL NOTICES.
 ...
 ...

IN CHANCERY'S SALE
 ...
 ...

DEBT OF THIS DEALER
 ...
 ...

Railroad Time Tables
 ...
 ...

WABASH

TO CHICAGO.		FROM CHICAGO.	
12-Daily	1:00 a	12-Daily	2:15 a
13-Daily	2:25 a	2-Daily	4:35 a
26-Ex. Sun.	8:45 a	11-Lim. Dy.	1:25 p
14-Daily	11:45 a	17-Ex. Sun.	1:25 p
TO ST. LOUIS.		FROM ST. LOUIS.	
2-Daily	8:55 a	12-CM. Exp. D.	12:25 a
15-P. Am. Spe. D.	4:40 a	13-Daily	1:25 a
51-Accom. Dy.	7:10 a	4-F. M. & D.	1:25 a
9-K.C.M. Dy.	11:20 a	14-At. Exp. Dy.	1:25 a
11-Daily	4:40 p	4-Central Dy.	11:25 a
1-Contnl. Dy.	4:30 p	15-P. Am. Dy.	1:25 p
7-K.C. Exp. Dy.	5:15 p	20-Ex. Sun.	1:25 p
5-F. Mail. D.	11:26 p	13-Sun. only	1:25 p
TO EAST.		FROM EAST.	
3-Buff. Mail. D.	2:15 a	3-Lim. Dy.	1:25 a
5-P. Mail. Dy.	5:30 a	15-P. Am. spe. D.	1:25 a
26-Dan., ex. S.	8:45 a	31-Laf. ex. S.	1:25 a
21-Daily	10:10 a	9-K.C.M. D. H.	1:25 a
4-Contnl. Dy.	11:40 a	1-Contnl. D.	1:25 a
10-P. Am. Spe. D.	3:42 p	7-At. Ex. D.	1:25 a
50-Laf. ex. S.	3:58 p	5-F. Mail. D.	1:25 a
2-NY Lim. Dy.	11:21 p	FROM WEST.	
TO WEST.		3-Buff. M. D.	1:25 a
3-K.C. Xp. D.	4:45 a	26-Spd., ex. S.	1:25 a
19-Clayton. Dy.	7:20 a	4-Express. D.	1:25 a
51-J.ville, ex. S.	10:15 a	16-P. Am. Spe. D.	1:25 a
9-K.C.M. D. H.	11:25 a	2-Clayton. D.	1:25 a
1-Daily	4:30 p	1-Daily	11:25 p
17-Spd., ex. S.	1:00 p		

INDIANA, DECATUR & WESTERN

ARRIVES.		DEPARTS.	
1-Ex. Sun.	10:00 a	1-Ex. Sun.	1:25 a
2-Daily	4:30 a	2-Ex. Sun.	11:25 a
1-Ex. Sun.	2:25 p	10-Ex. Sun.	4:30 p
9-Fm. Tu. ex. S.	8:00 p	4-Daily	11:45 p

ILLINOIS CENTRAL

MAIN LINE.

NORTH BOUND.		SOUTH BOUND.	
No.		101-Ex. Sun.	9:15 a
132-Ex. Sun.	5:30a	123-Daily	4:00p
124-Daily	12:20p	131-Fr. ex. Sun.	7:45a
130-Ex. Sun.	2:57p	121-Ex. Sun (rup	
125-Ex. Sun.	5:50p		ends here) ... 5:45p

PEORIA DIVISION.

TO PEORIA.		FROM PEORIA.	
222-Ex. Sun.	5:20a	201-Daily	10:15a
223-Daily	8:30a	231-Ex. Sun.	1:25 p
225-Fr. ex. Sun.	10:08a	205-Daily	9:30 p
224-Daily	2:48p	FRM EVANSVILLE	
TO EVANSVILLE.		222-Ex. Sun.	5:20a
221-Daily	10:25a	223-Daily	8:30a
226-Daily	9:30p	224-Daily	2:48p
221-Ex. Sun.	3:35p		

VIA CHAMPAIGN LINE.

726-To Chicago, Daily, leaves...	7:35 am
722-Accom. ex. Sunday, leaves...	8:35 pm
725-Accom. ex. Sunday, arrives...	11:35 am
728-Fm Chicago, Daily, arrives...	11:00 pm

VANDALLIA LINE.

Westbound.		Arrives. Departs.	
7-Ex. Sunday	7:00 a		
85-Fri., Ex. Sun.	7:10 a		
19-Ex. Sunday	10:25 a	10:45 a	
82-Fri., Ex. Sun.	4:40 p		

EASTBOUND.

84-Fri., Ex. Sunday	5:20 a
4-Ex. Sunday	7:20 a
10-Ex. Sunday	2:45 p
1-Ex. Sunday	9:30 p

Don't be Fooled by the Hundreds of Cheap Imitations of

LEWIS' SINGLE BINDER CIGAR

Price to Dealer... \$36.06 per M. 3 Cents Straight SA

Made from best of leaf tobacco crops. No...
 Hand-Made. Absolutely pure and clean.

F. P. LEWIS, Manufacturer, PEORIA, Ill.

Distributor: The Peoria Dealer

preparation as a laxative that I have ever used. It is positive in its action, yet mild and soothing. There is no griping, no griping, but a thoroughly natural action following the use of this wonderful laxative, which is so pleasant to take as simple syrup.

Sick headache is usually caused by a constipated condition of the bowels. The sufferer lacks concentration, feels that every little task is a mountain and endures many untold agonies that **Re-Go-Tonic Laxative Syrup** would avert. A trial bottle will convince you. For sale by all good druggists.

25c., 50c., and \$1.00 bottles.

Manufactured by THE HARTS MEDICINE CO., Lincoln, Mo.

SOLD BY BELL, THE DRUGGIST, CORNER MAIN AND NORTH STS.

Decatur Review June 18, 1901

WABASH REDUCED RATES

Under this column will always be found announcements of the reduced rates to various points offered by the Wabash road. By looking over headlines each day you can see at a glance if you are interested and may often save money at the cost of a very little time.

SOUTH, SOUTHWEST AND WESTERN POINTS

One way sleeper tickets on sale first and third Tuesdays of each month to many points in the south at very low rates.

On the first and third Tuesdays of each month home-sweeper round trip tickets to principal points in—

Alabama, Florida, Georgia, Kentucky, Louisiana, Mississippi, North and South Carolina, Tennessee and Virginia. Home-sweeper round trip tickets to principal points, also to Atlanta, Arkansas, Colorado, Idaho, Indian Territory, Iowa, Kansas, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, Oregon, Texas, Utah, Wyoming, Colorado, northern Michigan and Wisconsin on first and third Tuesdays of each month good returning for twenty-one days. One fare plus 2 for the round trip.

SPECIAL RATES

Buffalo, N. Y., amount Peoria-Indiana excursion. Tickets sold daily at \$2.00, good returning until Oct. 2. Tickets sold daily good returning for fifteen days, \$1.50.

Buffalo, N. Y., amount Springfield, Ill. round trip. Tickets sold June 21 to 23, good returning until July 2.

SUNDAY RATES

On Sunday you can secure a ticket to many points at greatly reduced rates. You can go to Knoxville and return for \$2.10, to Springfield \$2.10, to Jacksonville \$2.10, to St. Louis \$2.50. Then St. Louis tickets are sold for Saturday afternoon trains and are good to return for 48 and including train leaving St. Louis 9 a. m. the following Monday. These are just half rates. Half rates in every case, other points are sold at proportionately low rates.

Mr. C. A. Pollock, passenger and ticket agent, Decatur, Ill., will be glad to have you call at the ticket office of the Wabash railroad, or your letter addressed to him will receive careful consideration and attention. Advertising matter on the above subjects now at the ticket office for distribution, or will be mailed to your address on application.

ILLINOIS CENTRAL EXCURSIONS.

California excursion sleeper leaves Chicago every Wednesday morning train leaving Decatur 9:25 a. m. makes close connection.

Through sleeper daily from Chicago to Nashville, Tenn., connecting with sleeper for Jacksonville, Fla.; train leaving Decatur at 9:30 p. m. makes direct connection.

Excellent camping grounds at Mackinaw Falls and Weldon Springs park. For further information apply to the undersigned.

Homesekers' excursions-1st and 2d Tuesdays.

A rate of \$28.40 to Denver, Colorado Springs and Pueblo June 18 to 30, July 10 to Aug. 31. Good returning until Oct. 2.

A rate of \$24.40 to Denver, Colorado Springs and Pueblo July 1 to 9, Sept. 1 to 10. Good returning until Oct. 31.

Corresponding low rates to Glenwood Springs, Colo., Ogden and Salt Lake, Utah; Hot Springs, S. D., St. Paul and Minneapolis on same dates.

The Illinois Central line to St. Louis in connection with the C. & A., Union Pacific, D., G., R., D. & R. G., R. G. W. and Southern Pacific, has been selected as the official route of the Epworth League to the annual convention at San Francisco July 15-21. Special sleeper will leave Decatur 2:30 p. m., July 8, arriving in St. Louis in time to connect with the special Epworth League train on the C. & A. Reservations in this sleeper can be made by either calling on or addressing R. C. Augustine, 12 North Water street, or E. W. Lyman, passenger agent, I. C. R., Central Station, Decatur, Ill., tickets at very low rates.

Special excursions will be on sale July 8 to 15 inclusive, good to St. Louis, \$2.50 to \$3.00, good to Chicago, \$3.00 to \$3.50, good to St. Paul, \$3.50 to \$4.00, good to Denver, \$4.00 to \$4.50, good to Colorado Springs, \$4.50 to \$5.00, good to Pueblo, \$5.00 to \$5.50, good to Jacksonville, \$5.50 to \$6.00, good to Nashville, \$6.00 to \$6.50, good to Knoxville, \$6.50 to \$7.00, good to Memphis, \$7.00 to \$7.50, good to New Orleans, \$7.50 to \$8.00, good to Mobile, \$8.00 to \$8.50, good to Savannah, \$8.50 to \$9.00, good to Charleston, \$9.00 to \$9.50, good to Richmond, \$9.50 to \$10.00, good to Washington, \$10.00 to \$10.50, good to Baltimore, \$10.50 to \$11.00, good to Philadelphia, \$11.00 to \$11.50, good to New York, \$11.50 to \$12.00, good to Boston, \$12.00 to \$12.50, good to Providence, \$12.50 to \$13.00, good to Worcester, \$13.00 to \$13.50, good to Springfield, \$13.50 to \$14.00, good to Hartford, \$14.00 to \$14.50, good to Albany, \$14.50 to \$15.00, good to New Haven, \$15.00 to \$15.50, good to Bridgeport, \$15.50 to \$16.00, good to Stamford, \$16.00 to \$16.50, good to Westchester, \$16.50 to \$17.00, good to Putnam, \$17.00 to \$17.50, good to Dutchess, \$17.50 to \$18.00, good to Sullivan, \$18.00 to \$18.50, good to Ulster, \$18.50 to \$19.00, good to Warren, \$19.00 to \$19.50, good to Rensselaer, \$19.50 to \$20.00, good to Albany, \$20.00 to \$20.50, good to Schenectady, \$20.50 to \$21.00, good to Saratoga, \$21.00 to \$21.50, good to Schoharie, \$21.50 to \$22.00, good to Hamilton, \$22.00 to \$22.50, good to Westchester, \$22.50 to \$23.00, good to Dutchess, \$23.00 to \$23.50, good to Sullivan, \$23.50 to \$24.00, good to Ulster, \$24.00 to \$24.50, good to Warren, \$24.50 to \$25.00, good to Rensselaer, \$25.00 to \$25.50, good to Albany, \$25.50 to \$26.00, good to Schenectady, \$26.00 to \$26.50, good to Saratoga, \$26.50 to \$27.00, good to Schoharie, \$27.00 to \$27.50, good to Hamilton, \$27.50 to \$28.00, good 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Dutchess, \$67.00 to \$67.50, good to Sullivan, \$67.50 to \$68.00, good to Ulster, \$68.00 to \$68.50, good to Warren, \$68.50 to \$69.00, good to Rensselaer, \$69.00 to \$69.50, good to Albany, \$69.50 to \$70.00, good to Schenectady, \$70.00 to \$70.50, good to Saratoga, \$70.50 to \$71.00, good to Schoharie, \$71.00 to \$71.50, good to Hamilton, \$71.50 to \$72.00, good to Westchester, \$72.00 to \$72.50, good to Dutchess, \$72.50 to \$73.00, good to Sullivan, \$73.00 to \$73.50, good to Ulster, \$73.50 to \$74.00, good to Warren, \$74.00 to \$74.50, good to Rensselaer, \$74.50 to \$75.00, good to Albany, \$75.00 to \$75.50, good to Schenectady, \$75.50 to \$76.00, good to Saratoga, \$76.00 to \$76.50, good to Schoharie, \$76.50 to \$77.00, good to Hamilton, \$77.00 to \$77.50, good to Westchester, \$77.50 to \$78.00, good to Dutchess, \$78.00 to \$78.50, good to Sullivan, \$78.50 to \$79.00, good to Ulster, \$79.00 to \$79.50, good to Warren, \$79.50 to \$80.00, good to 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WABASH STATION

Be Put Into Use Monday Morning

IT IS ONE OF THE FINEST.

Description of the Offices and Headquarters.

The handsome new Wabash station which will be opened for business tomorrow makes the second new passenger station for Decatur within a year. Decatur, which for many years was compelled to blush with shame whenever it had occasion to refer to its passenger depot, may now well feel proud over its passenger station. No city in the state has a handsomer station.

The use of the building begins tomorrow, but the formal opening exercises will be Tuesday night.

So much has been said in the way of description of the Wabash station from the time when the plans were brought to Decatur until the building was finished, and the people of Decatur are so familiar with at least the outside appearance of

the structure that no extended description need be given here. It is sufficient to say that it is an all-around more than the Wabash station and the most critical can not find a fault in the plan planned with it.

The style of architecture is Colonial. The interior is a masterpiece of arrangement and the building has been furnished with the most modern appliances. The

As a station, the entire length of the building is 242 feet and the width of the water portions is 22 feet. The lower story is devoted to the waiting room, baggage room and ticket office and the upper story contains headquarters of the station.

The arrangement of the waiting part is on the plan of the big city stations. During the lower floor lengthwise as nearly as possible, the north half is given by the main waiting room, the watch inspector's office, the baggage room and the telegraph office. In the south half are the ticket office, the men's waiting room, the smoking room, the ladies' waiting room, the men's toilet room, the ladies' toilet room, the men's waiting room, the ladies' waiting room and the baggage room.

MAIN WAITING ROOM.

The main waiting room has a length of 110 feet and a width of 22 feet. It is finished in the Colonial style with antique oak trimmings and paneled ceilings. The floor is of handsome tile and the walls are of Georgia marble. The room is furnished with six double seats holding ten persons each and three wall benches that will seat eleven persons each.

At the west of the main entrance is the ticket window which swells slightly into the waiting room. Three large double doors open from the waiting room to the train platform.

OTHER WAITING ROOMS.

Opening from the south end of the main waiting room is the men's smoking room and from the north end the women's retiring room and from each of these rooms a toilet room. The women's waiting room is 14 by 21 feet and is furnished with cushioned seats for fourteen persons. The woodwork is painted white and the walls a light cream color. The room is separated from the main waiting room by swinging gates, barred as to permit a partial view of the waiting room and trains beyond.

The toilet room is elegantly furnished, with heavy porcelain stationary wash bowls, plate glass mirrors, marble wainscot, etc.

The men's smoking room and toilet room are duplicates of those on the women's side except as to decorations.

DINING ROOM.

Occupying the southwest corner of the building is the dining room and kitchen. The dining room opens to the west end of the waiting room. This room is 14 feet wide by 27 feet long with the lunch counter running the entire length of the room. The furnishing and equipping of this room has been under the direct supervision of the dining car department which will operate it and extreme care has been taken to make it equal to the best lunch room in the country. The kitchen, too, is furnished with the best of kitchen devices, and is as complete, although of course not so large as the kitchens of the best hotels.

FIRST FLOOR OFFICES.

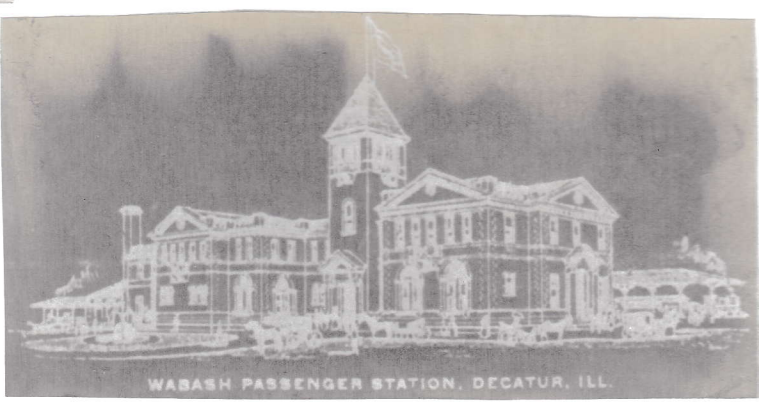
The telegraph office is at the northwest corner of the waiting room with a grated window on the south side. One operator only will be in this office. Here the conductors will register trains and receive their orders.

The baggage room is in the west end of the building, occupying the entire width at that point. The room has an elevated platform at one end so that one man can load or unload trunks.

The general watch inspector with his division watch inspector occupies the room in the northeast corner. A grated window opens into the entry through which trains and engine men and others required to carry standard watches transact their business with the inspector.

The news stand is on the opposite side of the main entrance from the ticket office and is a structure in line of the office.

The entrance for employes is through a door in the west end of the building into a hallway. From this hallway rises the stairway to the second floor.



WABASH PASSENGER STATION, DECATUR, ILL.

The express office is really separate from the main building and is connected with the baggage room by a shed. A number of new ideas as to arrangement have been employed in this office.

DIVISION HEADQUARTERS.

The division headquarters on the second floor are said by people who know to be the handsomest in the state and the dispatchers' office is the best in the country.

The second floor is divided by an eight-foot hallway running east and west. The partitions separating the hallway from the offices on either side are of cathedral glass and the woodwork is antique oak. There are fourteen offices on this floor.

DIRECTORY.

The superintendent of telegraph occupies with his clerks, rooms 1 and 2 at the head of the stairway on the south side. Other rooms on the south side are occupied as follows: Room 3, resident engineer; rooms 4 and 5, superintendent's clerks; room 6, lobby of superintendent's office; room 7, superintendent's private office.

P.O. DISPATCHERS.

The dispatching and telegraph force occupies a suite of three rooms. The dispatchers are at the west end of the building. It is impossible to see into the room outside. It is large, well ventilated and well lighted. From the telegraph office, the superintendent can communicate with the telegraph office in three directions.

The dispatchers' offices are arranged in the building in a tier so that the dispatchers have direct access to the waiting room from the center. The office is reached only by a door opening from the chief

dispatcher's office. The chief dispatcher's office is next on the east. The chief dispatcher can communicate with the dispatchers' office through a window if he prefers, and with the telegraph office on the other side in the same way.

Room 11 is the telegraph office, room 12, the general roadmaster's office, room 13, the offices of the trainmasters, the general engine dispatcher and the fuel inspector and room 14 is the private office of the trainmasters.

FURNISHINGS.

The furnishings of the new offices are in keeping with the building. Much of the furniture is new and such of the old furniture that will be used has been sent over to the car shops and made to look like new. The rugs and carpets which cover the floors of most of the offices have been purchased at the private expense of the officials who occupy the offices.

IN THE NEW OFFICES

Wabash People Feel Fully at Home.

MOVING IS ALL DONE.

Curiosity About the Watch Inspector.

The Wabash people were at home this morning in their new offices. Everybody was wearing his or her best clothes and sweetest smile and trying to look as if he was born to the luxury with which he is now surrounded. It is pleasant to record that while every one was happy to be in the new building, no one was puffed up with pride to the extent that he could not recognize his friends as heartily as when he did business in the old shack across the tracks and careful measurements with the micrometer did not show that the smallest boy's head was perceptibly swelled.

DISPATCHERS MOVE.

The dispatchers were slated to move last night at midnight, but after a way that dispatchers have, they altered the schedule and moved over at noon yesterday. The men on the day trick could not wait for the night men to take possession of the new quarters. The men who first lined up at the new tables were Safar, Lomson, Halstead, Kester and House. Frank J. Safar of the sixth district, Chicago division, had the honor of sending the first train order from the new office.

FINE FURNITURE.

The car department did itself proud in the furniture line. Two-thirds of the furniture used in the new building is old furniture that has been overhauled in the car shops and much of it is handsomer than the new furniture.

Some relics old enough to be called ancient were found among the pieces of furniture sent over to the car shops. One of these is a desk used by Russell Packard, tonnage clerk in the chief dispatcher's office. Mechanics say that judging from tools used in the construction of this desk it has seen at least fifty years' service. The desk was brought to this office from Forrest by Chief Dispatcher G. F. Clark in Superintendent Garrett's regime, but no one knows anything of its history before that time.

A DREAM.

Superintendent Robertson's office is a dream. The walls and ceiling were decorated by A. Hartman in the best skill of the artist. The prevailing tints are soft and pleasing, shading into terra cotta. The ceiling design is especially handsome. The carpet is a rich blue that is partly covered with a pattern of gold. The furniture is new throughout. A private bath and a private desk, almost the superintendent's

HERE FINE OVER.

Superintendent Klossman of the telegraph department has an office that calls forth many compliments on the taste and judgment used in the decorating and furnishing. The colorings of the walls are rich and harmonious. In Superintendent Klossman's office is a genuine Persian rug that cost dollars and the private desk of the superintendent is by

GETTING READY.

The lunch room force was on duty today getting ready for business although the men will not serve meals till tomorrow morning. Ralph Taggart of the Wabash dining car service is manager for the present. Miss Minnie Buford of Decatur and Miss Etta Hastings of Chicago will serve the lunch counter and Bettie Thomas is chef de cuisine, protem. Mrs. Buford will be in charge of the lunch room at night.

TO SAVE HIM.

The watch inspector is a never ceasing wonder to visitors, the watch inspector's office being on the ground floor with several windows opening to the platform. William Burness, the division watch inspector, being a modest man, has several times been stared out of countenance by the inquisitive crowds while the remarks and comments that have been made on a watchmaker's shop in a railroad station would fill a book. Grating will be put in the windows of the watch inspector's office. This will make the genial watch inspector look more like a caged lion but it will at least keep people from poking him with their canes and umbrellas.

RAILROAD GOSSIP.

Wabash switchmen yesterday afternoon derailed a car at Church street, blocking the track for some time.

James A. Birt, late of the Illinois Central depot telegraph office, is in charge of the Wabash down south telegraph office and handles the train orders.

L. M. Strain, son of Superintendent T. M. Strain of the Wabash bridge and building department, and Ned Owen of this city left with a party of Springfield friends for Hannibal for a week's fishing at the Hannibal club house.

The Wabash pay car will be here on the 1st, Friday of this week.

The brick work on the Illinois Central freight house has reached the top of the first story. The walls will be finished this week if the weather is favorable.

TO SELL IT.

Agent E. L. Kemp of the Illinois Central has been instructed to sell the old union depot. Mr. Kemp has not yet determined whether he will sell the building at public sale, but he is open for propositions for the whole or any part of the building.

Sleeper Goes July 9.

A large number from Decatur and vicinity will attend the International Epworth league convention at San Francisco. A special tourist sleeper will be brought here for the Decatur party and will leave at 2:35 p. m., July 9. The rate will be about \$48 for the round trip. The sleeper will be carried to St. Louis over the Central and will there be made a part of a special train to the coast, leaving St. Louis at 7:30 p. m., July 9. Four extra days of stop overs will be allowed. One stop over will be at Denver, another at Colorado Springs, and at Salt Lake Sunday and a part of Monday will be spent. Most of the berths in the tourist sleeper

Tues., June 18, 1901

IN THE NEW STATION

Business of Ticket Office Is Started.

L. D. & W. TRAINS GO IN.

Arrangements for the Opening Tonight.

Today was the formal opening of the new Wabash station, and 7 o'clock this morning, the hour announced for the opening, found the station the busiest place in town. The air of activity was maintained all day, partly on account of the hurrying to and fro of the various employes who were trying to get things in shape in their new quarters, and partly on account of the crowds which the excursion rates offered on account of the opening brought to town.

LAST ONE AT THE OLD.

Kirby Stahl, night ticket clerk, shut up shop over at the old station at 5:30 a. m., after No. 4 had gone east. The last transaction at the old office was the sale of mileage exchange ticket No. 85,998, to E. G. Burns, a Chicago traveling man. Mr. Stahl then took the card ticket case under his arm and marched over to the new ticket office.

THE MOVING.

The first train out of the new station was No. 2, which left at 7:30, and in the time between the last train from the old and the first from the new station a box of the most necessary articles were packed into the new office.

THE FIRST.

At 8:00 the ticket windows were put up and the new station was in use.

NEWS STAND.

The Union News company, which will operate the news and cigar stand in the waiting room, was busy all the forenoon in getting in shape for business. A. G. Itulle will have charge of the stand. He was assisted in getting ready by the manager and other help from St. Louis. The news company has the exclusive right to the sale of newspapers, books, cigars, tobacco, etc., on the Wabash property and other vendors will be barred.

L. D. & W. THERE TOO.

Contrary to announcement, the L. D. & W. trains began using the Wabash station from the start. One of the first things done after the old station was abandoned was to tear up the platform on the north side, and this left things in such a condition that about the only way that L. D. & W. trains could be reached on their old track was by a balloon. To give the L. D. & W. passengers a chance to get out of town train No. 2 was backed up to the new station.

CROWDS CAME.

About 600 visitors from neighboring towns arrived on the morning trains, attracted by the cut rates and the opening of the new station. Visitors spent much time in looking about and admiring the new building and then went up town. There were many expressions of approval of the new building.

OLD DEPOT.

Now Looks Like a Thing Long Dead.

The old union depot looks as if the breath of life had departed from it a decade ago instead of Tuesday morning. Every where is wreck, ruin, decay and soiled melancholy. Even the rats have deserted it and the ghosts refuse to linger in the silent, mouldy, unwholesome corridors. The only sign of recent life is a hand nailed over the ticket windows reading, "Rats, moved into the new station," and that speaks for the ghastly condition of a job unfinished in a long time.

A REMOVAL.

A notice headed on the wall by a new railroad sign in the old depot, has been taken down. The sign reads: "The L. D. & W. property will be sold to the highest bidder on the 1st day of July, 1901." The notice was posted by the L. D. & W. company and it is thought that a sale, either public or private, will be held for the depot.

Section Manager Martin Holger of the L. D. & W. was today engaged in rearranging the T. & W. exhibits preparing for the opening.

FOR A PARK.

James King says that he is instructed to sell the old building and have it removed as quickly as possible. The ground occupied by it is to be sold to and occupied by a park. There is no time limit on the removal of the old building but the company wants to dispose of it and complete the improvements this year.

OPENING TONIGHT.

Program of Exercises—Official Here.

The program for the formal opening of the new station will begin tonight at 7 o'clock. The exercises will consist of music by the Goodman band and short addresses by a number of citizens of Decatur and Wabash officials. If the weather permits the band will be stationed on doors at the north side of the station and the speaking will be from the small balcony opening off the superintendent's office.

Felix B. Tait, president of the B. M. A., will preside. The speakers from Decatur will be Mayor Shilling, Attorney I. A. Buckingham, Robert I. Hunt, Attorney John A. Brown and Dr. W. P. Calhoun.

The railroad company will be represented by Superintendent A. Robertson, General Superintendent Magee and other general and division officials. Besides General Superintendent Magee, who will arrive in the city on the Pan-American special this afternoon, it is not positively known yet what general officers will be here.

RECEPTION COMMITTEE.

The reception committee includes all of the local officials of the railroad company and a number from Springfield. The committee is as follows: Superintendent A. Robertson, Superintendent of Telegraph G. C. Kinsman, Treasurers J. W. Evans, J. J. Carter and J. E. Stumpf, Chief Dispatcher J. D. Welch, Post Inspector P. G. Leonard, Master Mechanic C. H. Dowler of Springfield, General Foreman C. E. Neathan, Superintendent of Bridge T. M. Smith of Springfield, Assistant Master Mechanic E. F. Neathan, Chief Clerk J. G. Sabinathan of the car department, Engine Dispatcher James E. Holliman, Division Freight Agent W. L. Swartz of Springfield, Freight Agent C. H. Lewis, Passenger Agent C. A. Pollock, Resident Engineer J. K. Stewart, Special Agent William Switzer, Chain Agent W. T. O'Connell, Assistant Chief Dispatcher L. W. Kirtley and J. A. Shepherd, Road Master E. M. Thompson, L. F. Ryan, general Division Engineer, W. E. Ryan, superintendent South Division company, Traveling Auditor A. H. Lyle and Chief Clerk W. F. Lyle.

THEIR BUSINESS.

The business of the reception committee is to meet their friends, give them the right hand of fellowship and show them through the new station. Visitors will be shown through the entire building from corner to foundation stone. This will probably be the only time when the offices on the second floor will be thrown open to the public, it will therefore, be the only opportunity the public will have to see the arrangement. All of the Wabash employes will be on dress parade this afternoon and evening. The operation of the railroad will not be stopped on account of the opening and a good many of the employes will necessarily be at work, but this is one occasion when they are also

there to be looked at and they will not feel embarrassed at the stares of the multitude. Visitors are warned, however, not to feed chewing gum and caramels to the girls or cigars to the men exhibited in the various offices.

IS OPENED TODAY

New Wabash Station Will Be Dedicated to Public Uses Today.

NEW STYLE OF TAIL LIGHTS

Bridge Burns of the Illinois Central—Will Build New Branch—General Railway News.

The Wabash division officers moved into their new quarters in the new station on Sunday and were ready for business there Monday morning. Every person who was able to make the change from old quarters were as well pleased as is a boy with his first pair of red-topped boots. They had reason to be for the offices are as handsome and convenient in every way as one could wish.

Miss Gertrude Elridge of the telegraph force had the privilege of being the first one to use the wires in the new station.

In the new station the operator who handled the train wire is on the ground floor and in addition to the train work will handle the Western Union business that is offered there. James Burt has that position in day and E. M. Harris at night.

Today the new building will be dedicated to public uses and to-night there will be a home warming. Several local speakers will have a few words to say and it is possible that some of the general officers from St. Louis will be present. During the ceremonies this evening the Goodman band will be stationed on the lawn in front of the station and give a concert.

UNION DEPOT TIME CARD

(Corrected to June 15, 1904.)

WABASH RAILROAD

TO CHICAGO
 No. 12—Daily 1:00 am
 No. 17—Daily 5:25 am
 No. 26—Daily, except Sunday 8:45 am
 No. 14—Daily 11:45 am

TO ST. LOUIS
 No. 3—Daily 8:55 am
 No. 61—St. Louis Accom. Daily 11:20 am
 No. 8—Kansas City Mail Daily 4:25 pm
 No. 11—Daily 4:30 am
 No. 23—Daily 4:30 pm
 No. 1—Continental Limited, Daily 4:30 pm
 No. 7—Kansas City Express, Daily 6:15 pm
 No. 5—Fast Mail, Daily 11:35 pm

TO EAST
 No. 15—Pan American, daily 4:40 am
 No. 5—Buffalo Mail, Daily 5:15 am
 No. 6—Fast Mail, Daily 4:30 am
 No. 25—Danville Ac, except Sunday, 10:45 am
 No. 24—Daily 10:50 am
 No. 4—Continental Limited, Daily 11:40 am
 No. 30—Lafayette Accom. ex Sunday 3:30 pm
 No. 2—N. Y. Limited, Daily 11:35 pm

TO WEST
 No. 9—K. C. Express, Daily 4:45 am
 No. 19—Clayton Accom. Daily 7:30 am
 No. 21—Chicago & Springfield, ex Sunday 10:15 am
 No. 3—Kansas City Mail, Daily 11:15 am
 No. 1—Daily 4:35 pm
 No. 11—To Springfield, except Sunday 8:40 pm

FROM CHICAGO
 No. 13—Daily 3:15 am
 No. 11—Limited, Daily 3:45 pm
 No. 2—Daily 4:35 am
 No. 17—Daily, except Sunday 1:30 pm

FROM ST. LOUIS
 No. 12—Chicago Express, Daily 12:30 am
 No. 6—Fast Mail, Daily 5:15 am
 No. 24—Atlantic Express, Daily 10:45 am
 No. 4—Continental Limited, Daily 11:30 am
 No. 10—St. Louis Accom. Daily 9:05 pm
 No. 7—N. Y. Limited, Daily 11:35 pm
 No. 15—Om. & Passengers Ex. Daily 5:15 am
 No. 14—Oak Limited, Daily 11:55 am
 No. 16—Pan American Express 8:25 pm

FROM EAST
 No. 5—Limited, Daily 5:45 am
 No. 21—Chicago & Springfield, ex Sunday 10:15 am
 No. 3—Kansas City Mail, Daily 11:15 am
 No. 1—Continental Limited, Daily 4:35 pm
 No. 7—St. Louis Express, Daily 6:15 pm
 No. 6—Fast Mail, Daily 11:35 pm

FROM WEST
 No. 9—Buffalo Mail, Daily 5:15 am
 No. 19—From Springfield, ex Sunday 10:15 am
 No. 4—Express, Daily 4:30 am
 No. 25—From Clayton, Daily 10:45 pm
 No. 3—From Kansas City, Daily 11:15 pm
 No. 2—Pan American special, Daily 8:30 pm

ILLINOIS CENTRAL

MAIN LINE NORTH
 No. 222—To Freeport, ex Sun 5:30 am
 No. 124—Daily 12:30 pm
 No. 125—To Chicago or Mendota, ex S. 2:45 pm
 No. 123—Centralia to Chicago, ex S. 9:55 pm

MAIN LINE SOUTH
 No. 223—To Centralia, ex Sun 9:15 am
 No. 126—To Cairo, Daily 4:00 pm
 No. 121—Local Freight ex Sun 7:45 am
 No. 120—Freeport to Decatur, ex S. 9:45 pm

VIA CHAMPAIGN LINE
 No. 226—To Chicago, Daily 1st 7:05 am
 No. 225—Accom. ex Sunday, 1st 8:45 pm
 No. 218—Accom. ex Sunday, 2nd 11:25 am
 No. 219—From Chicago, daily, at 11:05 am

PEORIA DIVISION
To Peoria.
 No. 221—Ex Sunday 5:45 am
 No. 220—Way Freight, ex Sun 10:10 am
 No. 224—Daily 2:45 pm
 No. 223—Daily 8:30 am

To Evansville.
 No. 201—Daily 10:35 am
 No. 200—Way Freight, ex Sun 3:35 pm
 No. 202—Daily 9:25 pm

From Peoria.
 No. 204—Daily 2:15 pm
 No. 203—Ex Sunday 7:25 pm
 No. 205—Way Freight, Ex Sun 4:05 pm
 No. 202—Daily 9:25 pm

From Evansville.
 No. 222—Ex Sunday 1:40 am
 No. 224—Daily 2:45 pm

To Mattoon.
 No. 231—Ex Sunday 8:35 pm

INDIANA, DECATUR & WESTERN

No.	ARRIVE	No.	DEPART
1 Pass	4:30 am	3 Accom	7:45 am
1 Accom	11:00 am	1 Pass	11:30 am
3 Pass	1:25 pm	10 Pass	7:40 pm
3 Fre	7:55 pm	4 Pass	11:30 pm

VANDALIA LINE

No.	DEPARTS EAST	No.	DEPARTS WEST
147	7:45 am	7 Ex Sun	7:00 am
4 Ex Sun	7:30 am	147	7:45 am
10 Ex Sun	7:55 pm	6 Ex Sun	7:00 pm

FROM MATTOON

1 Ex Sun	11:15 am	10 Ex Sun	7:40 pm
147	7:45 am	7 Ex Sun	7:00 am
4 Ex Sun	7:30 am	147	7:45 am

Wed., June 19, 1901 The Review

CROWD AT OPENING

Music and Speeches at New Wabash Station.

IT IS GIVEN TO DECATUR.

Visitors Get Their Only Chance to See Offices.

A blessing in disguise, perhaps, was the rain last night which from time to time interrupted the opening exercises at the new Wabash station. If the weather had been fine there would not have been vacant ground enough about the station to hold the crowd and the crush in the building would have been awful. As it was there were all the people present that could be comfortably handled and the program was carried out substantially as outlined. It was a little uncomfortable at times and occasionally the spasmodic showers drove the people to cover, but in spite of this the opening was an unqualified success.

THE CROWD.

Early in the evening, long before the hour for the exercises to begin, the people commenced to pour in on street cars, on foot and in carriages, giving some idea of the public appreciation of the new building. The attendance here had just commenced to be large when the rain came down for awhile and people in groups.

THE RAIN.

Looking like the flash of the opening exercises, there was an admission for the people to carriages but to go home and to those of others did otherwise. Others were in the rain. The new station was a most comfortable one, and an excellent meeting place for the general public. The heat from the street cars was not felt here.

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OTHER SPEECHES

Attorneys C. C. LeForgee of Decatur and C. F. Mansfield of Mansfield followed with appropriate talks.

Superintendent Robertson said that he wanted it well understood that the new station belonged to the people of Decatur and not to the Wabash and in return for the gift the Wabash asked only to see the smiling faces of the people of Decatur as they walked down the corridors towards the ticket offices to purchase a ticket to any point on earth.

FROM MR. CRANE.

Superintendent Robertson read the following interesting communication from C. S. Crane, general passenger agent of the Wabash railroad:

St. Louis, June 18.—A very important conference here today was partly arranged for several weeks ago and I did not receive a confirmation of it until last evening, hence I could not answer your letter earlier. I now find it will be impossible for me to be in Decatur, a circumstance which I regret very much. I fully appreciate the many obligations we are under as the citizens of Decatur for their excellent support of the passenger department of the Wabash in the past, and as pleasant as our relations have been I predict a closer relationship in the future. If the Wabash had a few more Decatur stations along the line here and there we would have double fare and a better trip on every line.

C. S. CRANE.

General Passenger Agent, Wabash Railroad, St. Louis, Mo.

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railway from Waterloo to Springfield, and considerable effort is being made to arrange the preliminaries.

Things have assumed a definite shape, however, and today the surveying of the proposed route was begun in this city.

Henry Rawls of Anderson, Ind., promoter of the line, and a force of five assistants, planted their first stake at Seventeenth street and Broadway, from whence they will survey to Springfield, a distance of ninety miles. The start was made at Seventeenth street, for at that point the electric line from Charleston will enter the city. It is already laid out.

The engineering corps will average five miles a day and they have already made an inspection trip over the proposed route, which will extend north to Cook's Mills, west to Sullivan, west to Moravia, then to Taylorville and from there to Springfield. Overlines are now under way to extend the line from Springfield to Decatur.

Rawls has visited every county through which the route passes and has been successful in securing the necessary co-operation to build the road. Operations are to be begun this summer.

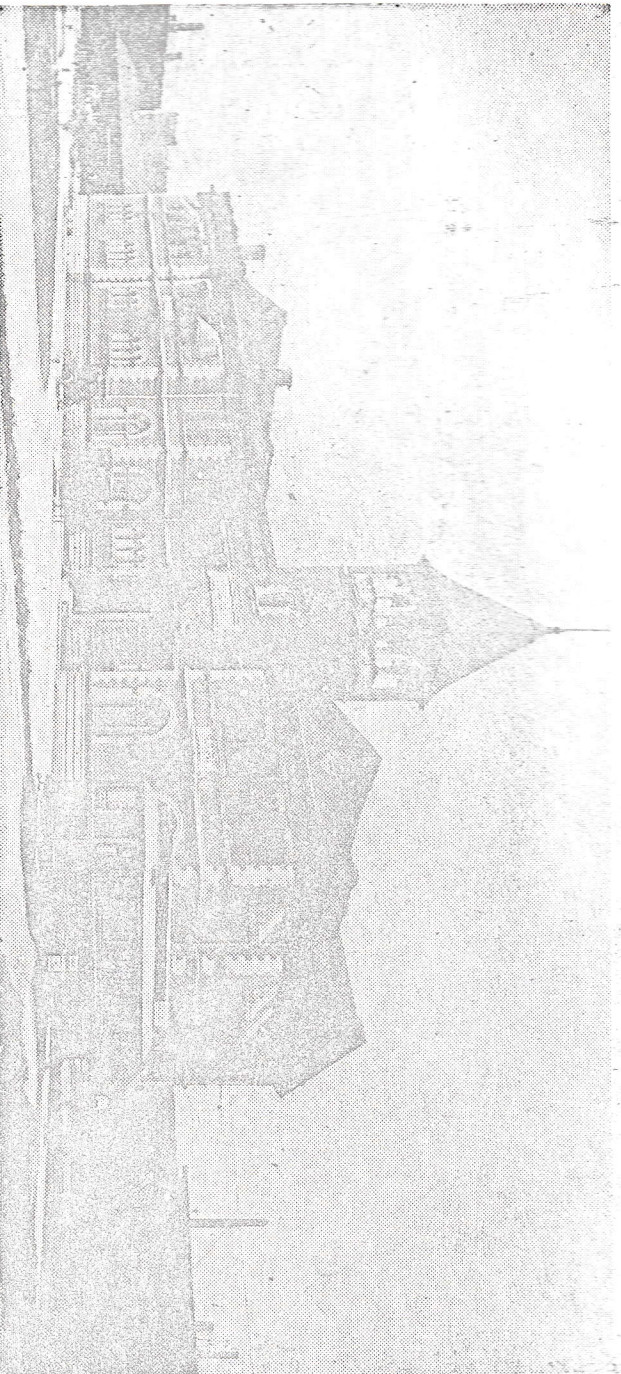
AS WATCHMEN

Officers Leech and Stober Stay at Work.

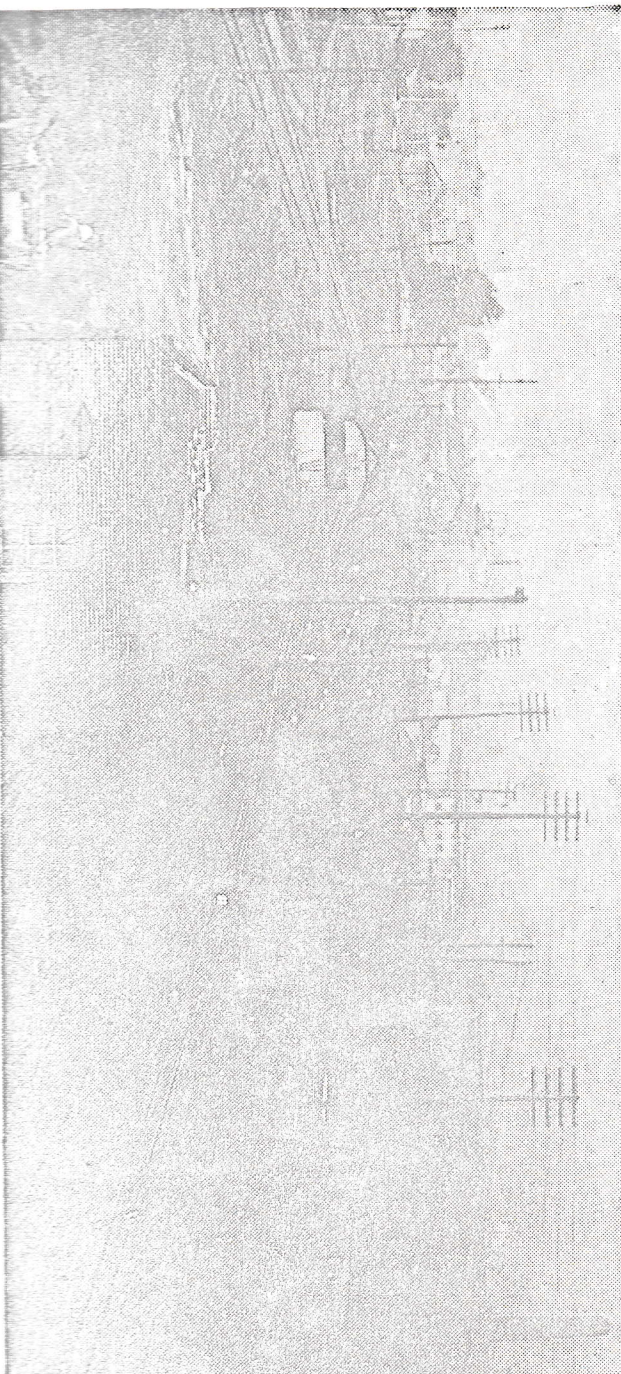
Ed Leech and George Stober, the night watchmen who had their police power taken from them, were still working last night. They each say that they intend to continue as night watchmen, regardless of the fact that they have been deprived of police power, stars, uniforms, or revolvers.

Neither Leech nor Stober is wearing brass buttons on his clothes and they each carry a cane instead of a billy. Without police power they have no right to carry a revolver any more than any other citizen.

Mr. Stober says that the weapon made no difference, anyway, as in thirteen years as a watchman he had not needed a revolver.



The Wabash Station, still in use, was opened to the public in June, 1901. Before 1901 the Wabash had used the old Union Station built in 1855. The Wabash station was a grand addition to the city of Decatur and in its early years served hundreds of people daily who traveled by train. Passenger business was so good in the early 1900's that the Wabash each day ran 13 trains each way to Danville, six trains each way to Springfield and back and 10 trains each way south to St. Louis.



This picture of the Wabash and the old Union Station was made in several large yard expansion projects keyed to the rapid growth of

...all winter and being...
...to their hall they were invited...
LOVINGTON.
...of the People's party...
...at the town hall Monday night for the...
...candidates for the coming vic...
...election was well attended and consid...

...under the impression...
...necessary to sue the company...
...to recover damages and now...
...company is paying the claims...
...resorting to the courts, the...
...widows are sorry they acted so hastily...
...in donating a portion of their money...
...to lawyers who have done nothing for...
...them except make promises.



Used the World over

No other article of human food has ever received such emphatic commendation for purity, usefulness and wholesomeness from the most eminent authorities.

ROYAL

BAKING POWDER

Royal has always received the highest award when exhibited or tested in competition



For the best results use
CYKO PAPER
and
HAMMER PLATES
If you have a film camera use
ANSO FILMS
for curling, non-halation and orthochro-

RY L. SCHALL
56 North Main Street.
Expert Repairing.

WABASH

WEEK END

EXCURSION

TO

ST. LOUIS

Rate \$1.50

Every Saturday and Sunday until further notice. Good going from 6:40 a. m. Saturday until 11:25 a. m. Sunday.

Good returning to leave St. Louis on all trains up to and including 11:40 p. m. Sunday.

S. A. HESS, T. A.

FLOUR

Reasonable in Price
HIGH IN QUALITY

Not Only a Pleasure,
Economy To Use It

Manufactured by American
Hominy Company.

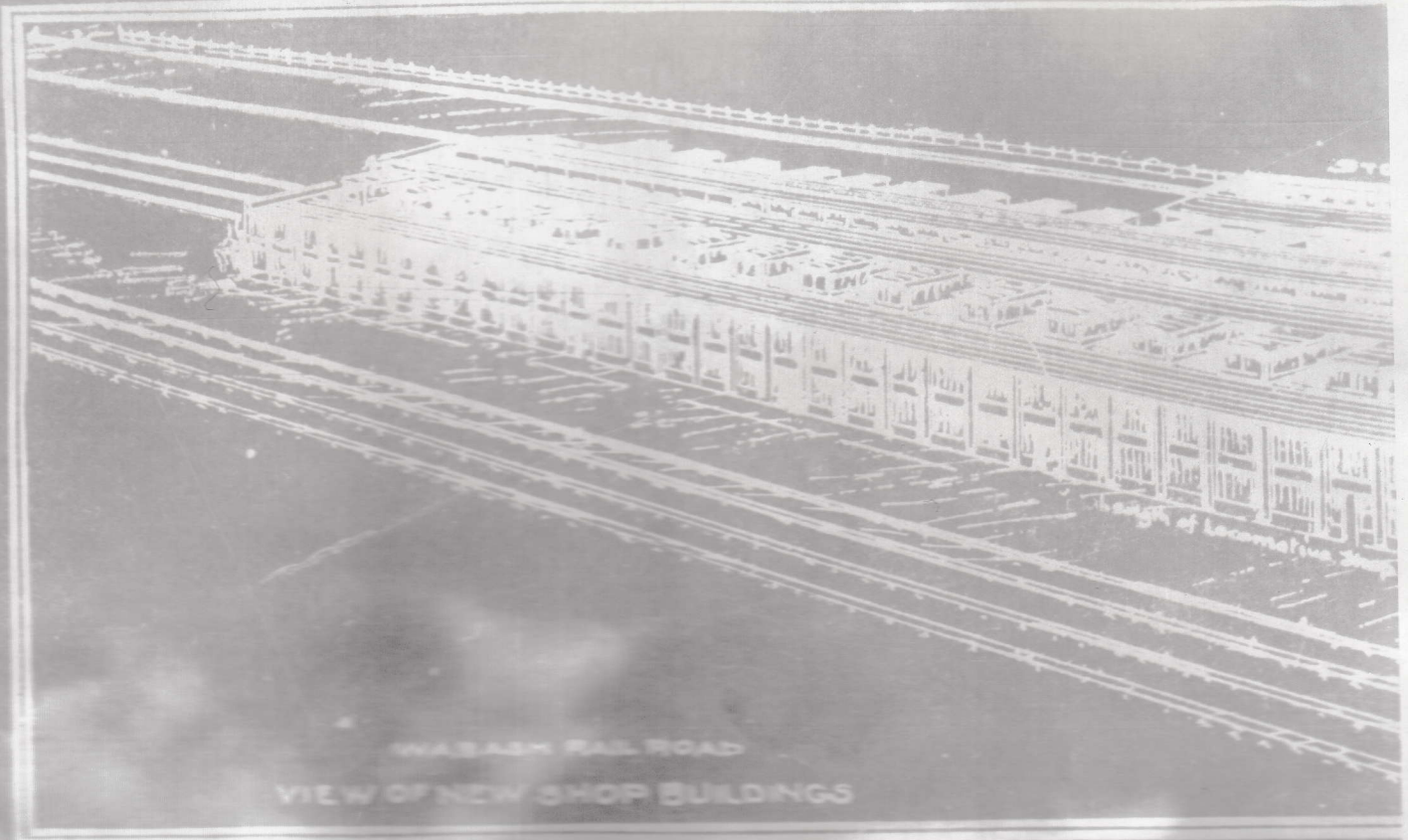
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CREATING

EXCIT



WASHBURN RAILROAD
VIEW OF NEW SHOP BUILDINGS

EXTERIOR OF MAIN BUILDING

Greatest Railroad Shops Of the Country

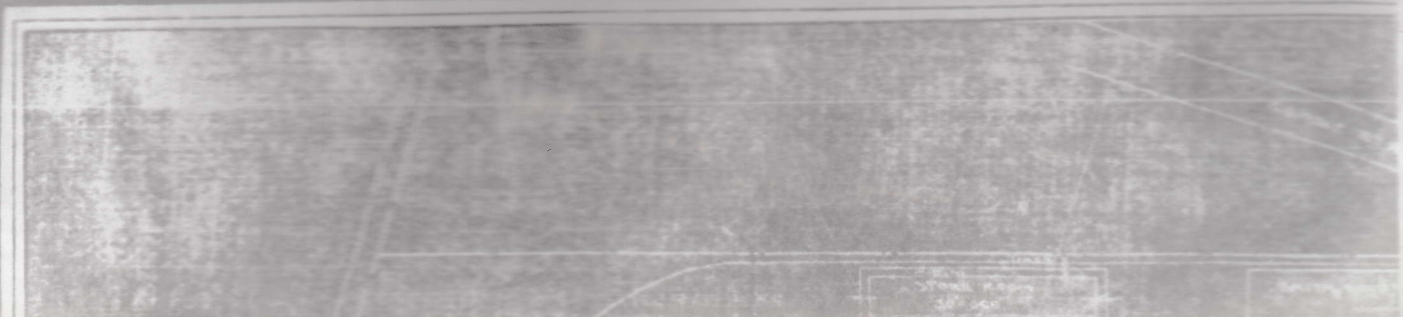
The Washburn will have at Denver one of the greatest railroad shops in the country. The car and locomotive shops will be operated centrally on one plant, representing an investment in land, buildings, equipment, and supplies more than \$2,000,000.

The shop grounds will be a mile long and a quarter of a mile wide.

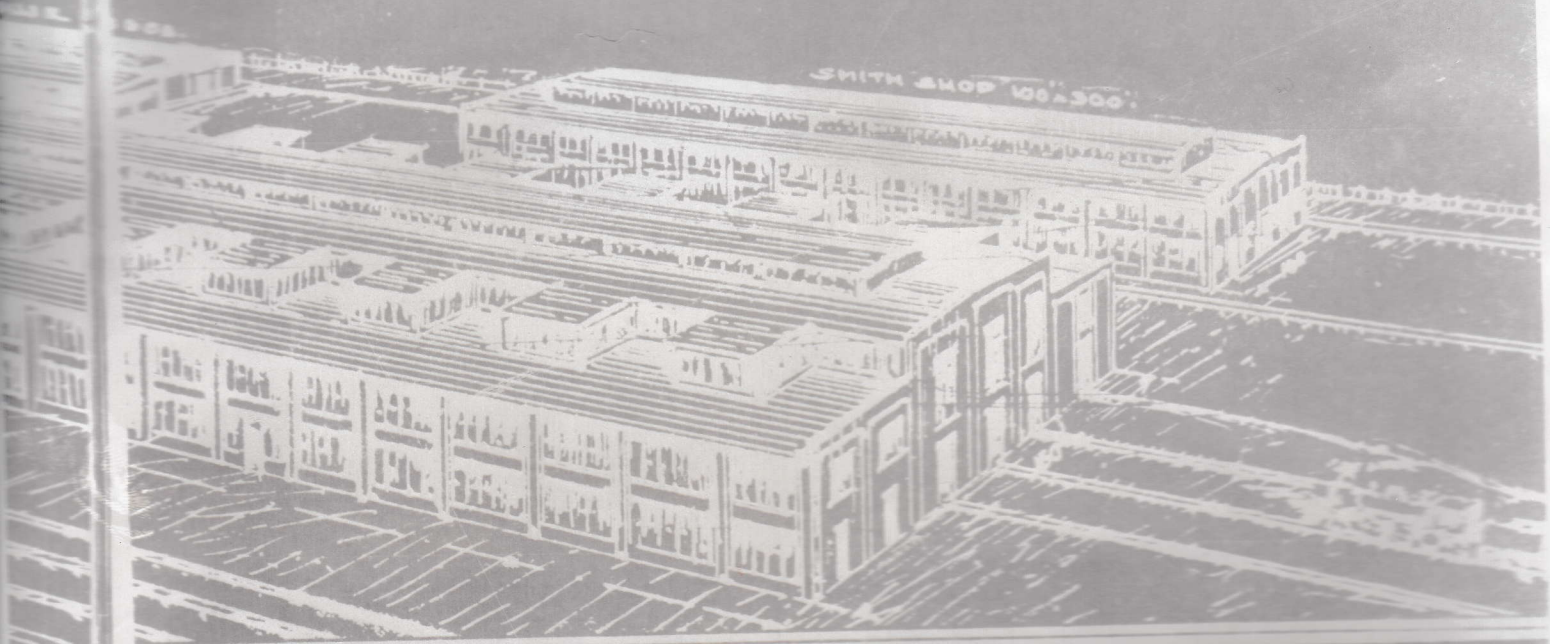
Over 2,000 employees will be at work.

Car and locomotives will be made and repaired for a thousand miles of one of the busiest railroads in the entire western hemisphere.

Of this great plant more than half will be up done as an accomplishment of the year 1912.



Dec. 1, 1912



OF WABASH LOCOMOTIVE SHOPS AS IT WILL BE WHEN FINISHED.



Site of New Wabash Locomotive shops when work of building started in October, 1912.



July 17, 1960

Short History of Macon County—Part 3

With Railroads Growth Came Fast

By Otto R. Kyle

The coming of the railroads in 1854 started a rapid and continuous growth in Decatur and Macon County.

The Great Western (Wabash) started operating into Decatur early in the year, and the Illinois Central started operating in the fall.

Farmers no longer had to drive their cattle and hogs overland to markets. Circuit riding days for lawyers were over. Stages no longer had to operate in any direction except southeast. Store commodities came by train. Factories came to life. Population increased rapidly.

Railroads provided the spark needed to stir the community into action.

The population of Macon County in 1840 was 3,233. An increase of 765 came in the next ten years to start the second half of the century. By 1870 the population was 26,481.

Decatur alone jumped from 1,500 in 1850 to 7,161 in 1870.

A brick courthouse, two stories high, had been built in the southeast corner of Lincoln Square and occupied in 1858.

People were beginning to talk about it being too small. The commissioners' court was abolished by the Legislature in 1849 and a county court was established. In December 1859, the county was divided into townships, and in the spring of 1860 a board of supervisors was elected.

There were only 14 townships at first. Illini township was added in 1864, Pleasant View in 1868 and Milan in 1869.

The several townships were settled and developed by men and families prominent in Macon County history.

Oxen in Yards

The railroads helped develop the townships. Oxen were used in the Decatur switch yards at first.

A union station was built by the Illinois Central in 1854. In the next 20 years railroads operated to East St. Louis, Pekin, Champaign, Terre Haute, Indianapolis and Paris in addition to those on the main lines of the Wabash and Illinois Central.

The story of Macon County's part in the Civil War would fill a book. The county furnished more than 2,500 men, among them five generals — Richard J. Oglesby, Isaac C. Pugh, Gus A. Smith, Jesse H. Moore and Herman Lieb.

The Grand Army of the Republic was organized in Decatur on April



Iron Horse Stirred Community Growth

Robert B. Stauber, Veteran Water Street Merchant, Retires Aug. 1

Robert B. Stauber, prominent in retail business in Decatur for 42 years, officially will retire on Aug. 1.

He is at present on vacation from Stauber's, Inc., the store which bears his name and of which he was general manager and president until illness made it necessary for him to relinquish these responsibilities 15 months ago.

"I'm not going to just sit in a chair nor am I planning to move from Decatur," Stauber added quickly after announcing his retirement. "Mrs. Stauber and I don't want to leave our friends and business associates in Decatur after all these years."

Stauber expects to remain on the Macon County Zoning Board of Appeals, and to be active in the Downtown Council. "I offered

some stock in the firm.

Eleven years later, during the depression, the store was occupied by Newman. He acquired some stock in the firm. Eleven years later, during the depression, the store was occupied by Newman. He acquired some stock in the firm.

When Gebhart-Gushard's was sold to Alden's in 1946 he became manager of the ready to wear department and assistant manager of that store.

Home-Owned Store

In 1947, Stauber and a large group of men and women who had been associated for some years at Gebhart-Gushard's left the Alden's store and in November 1947 created a new home-owned store which was named Stauber's, Inc.

Police Rules Replace Set 20 Years Old

A new set of rules and regulations setting forth the conduct expected of police officers both on and off duty has been issued by Chief James H. May.

The new rules, effective immediately, replace those adopted about 20 years ago by the old Board of Fire and Police Commissioners.

Here are the 19 rules, summarized in some cases:

1. Officers shall perform all duties and orders cheerfully, avoid conduct and speech which is subversive to good order or discipline and strive at all times to bring about the greatest harmony and cooperation.

2. Officers shall at all times be attentive to their duties and shall by their alertness and observation demonstrate their interest in their work. They shall not drink or engage while on duty in any activity except that which relates to their work, and shall not accept places of amusement while on duty except for police purposes.

3. Officers are required to speak the truth at all times, whether under oath or not. In case they are not advised by the department of a change of fact they shall say they are not permitted to discuss the subject. Promises or agreements, once made, must be kept at all costs.

4. Officers shall be civil, orderly, courteous and quiet in their conduct and Department and shall approach their work in an impartial and objective spirit, never allowing personal feelings to enter into their handling of a case. They shall deny themselves the luxury of being greedy or displaying signs of anger and shall, when requested, respectfully state their names and badge number.

5. Officers shall be civil and respectful of all superior officers, associates and citizens, whether on or off duty.

6. Officers shall be neat and clean in appearance when in public, whether in uniform or not in uniform, on or off duty.

No Political Activity

7. Officers shall not actively participate in politics. Officers are urged to vote at every election but their participation must be there.

8. Officers shall neither solicit nor sign petitions on public issues.

Youth Essay Entry Judging Underway

Entries are being judged in the "What's Right About American Youth" essay contest sponsored by The Herald and Review and the Gilbert Youth Survey.

Names of winners and winning essays will be printed in the Sunday Herald and Review July 24.

Deadline for entry was 5 p.m. July 17.

Prizes for the three essays signed best of those submitted.

The Herald and Review will give \$25, \$15 and \$10 respectively.

Winning essays will be entered in the national Gilbert competition where prizes are \$50 for first place and \$25 each for the next best 10 essays.

Approximately half the entries received by The Herald and Review were from Decatur.

Bride, Groom Launch Marriage On Lake Decatur

By Jim D'Esuard

The Herald and Review Staff Editor and Doc survived a try start on the sea of matrimony Saturday.

The honeymoon in which they sailed onto Lake Decatur to be joined gave a low initial rating, just before the 2:30 p.m. ceremony began.

The bride's passengers aboard apparently didn't sit tight enough. They got wet feet for their stirrups when the 8 by 16 foot craft had water as it bobbed and moved on the lake.

The 19-year-old newlyweds — Vera Hinton of 2433 E. North and Donald Satterfield of North City "wanted to get married an unusual way."

As things turned out, they made their wish come true.

From the start things didn't go as according to script under a broken blue sky and warm sun.

The record player which was to play "I Love You Truly" and "Because" wouldn't work what in the vibration. The arm kept jumping across the record grooves. One of the small lad attendants started going down the bank with a few hundred feet of rope approach to the County Bridge.

"There's a snake down there," someone said he went.

The officier, the owner of the boat, went off to find the snake.

The Grand Army of the Republic was organized in Decatur on April

July 17, 1960

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Oxen in Yards

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The story of Macon County's part in the Civil War would fill a book. The county furnished more than 2,500 men, among them five generals — Richard J. Oglesby, Isaac C. Pugh, Gus A. Smith, Jesse H. Moore and Herman Lieb.

The Grand Army of the Republic was organized in Decatur on April 6, 1866.

Macon County history sparkles with the lives of scores of men and families—Abraham Lincoln, Richard J. Oglesby, the Powers, Shelbourns, James Millikin and others who established factories and industries, developed farms, administered city and town governments and led schools, churches and welfare activities.

The period between 1850 and the turn of the century provided 50 years of development that made Decatur and Macon County outstanding in the state.

The first newspaper was published in Decatur in 1851. Maroa had a paper early in 1867 and later that year one was started in Macon. It was 1874 before Niantic got a paper.

In 1885 S. M. Ritchie established a newspaper in Warrensburg which also printed papers for Forsyth, Orea, Harristown and Mt. Zion.

All the early newspapers had a struggle to exist and there were frequent changes.

The community newspapers had

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He is at present on vacation from Stauber's, Inc., the store which bears his name and of which he was general manager and president until illness made it necessary for him to relinquish these responsibilities 15 months ago.

"I'm not going to just sit in a chair nor am I planning to move from Decatur," Stauber added quickly after announcing his retirement. "Mrs. Stauber and I don't want to leave our friends and business associates in Decatur after all these years."

Stauber expects to remain on the Macon County Zoning Board of Appeals, and to be active in the Downtown Council. "I offered to serve on the council's membership committee — and I rather imagine that the offer will be accepted."

Stauber didn't designate himself as "the dean of Water street merchants"—but he pointed out that in his 42 years with Decatur retail firms he has always been on Water street.

He came to Decatur in 1918 from Richmond, Ind., where he had always lived until then, and was associated with The Charlotte, a specialty store at 147 N. Water St.

In January 1921 he accepted a position as ready to wear buyer for the H. S. Gebhart Co. store, located on the southwest corner of N. Water and E. William, now occupied by Newman's. He acquired some stock in this firm.

Eleven years later, during the depression, the store was consolidated with Gushard's and the Gebhart-Gushard Co. was founded. The firm moved to the Gushard location north across William street, now Block & Kuhl. He took charge of the ready to wear department there.

When Gebhart-Gushard's was sold to Alden's in 1945 he became manager of the ready to wear department and assistant manager of that store.

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Home-Owned Store

In 1947, Stauber and a large group of men and women who had been associated for some years at Gebhart-Gushard's left the Alden's store and in November 1947 created a new home-owned store which was named Stauber's, Inc. It opened in the Standard building, at the southeast corner of Water and E. Main, a location which at one time was the heart of the city's retail district.

Stauber served as president and manager until early in 1959 when he was advised to be less active following a coronary.

At that time Robert Heuser was elected manager of Stauber's and Joseph H. Rebert was named president.

"The store has some fine young executives, and I've no reason to be concerned about their success. But I couldn't quit worrying about details as long as I was working every day," Mr. Stauber added.

He will retain a financial interest in the store for a few years.

A tall, mild-mannered and soft-spoken man, Stauber was both cordial and exacting. The customer is the most important factor in the makeup of a store, he always stressed.

Other community activities in which Stauber has engaged through the years include United Fund, Assn. of Commerce, Boy Scouts, and Westminster Presbyterian Church in which he is an elder.

He and Mrs. Stauber live at 3234 Fulton Rd.

"We'll probably leave Decatur during the cold months—perhaps from October to March — and spend our winters in California where we have two children."

Their children are: Mrs. Kenneth (Virginia) Davenport, executive secretary to the dean of the Graduate School, Purdue University, Lafayette, Ind.; Mrs. Morris (Georganna) Sampson; Santa Cruz, Calif.; Mrs. J. A. (Barbara) Welsh, Chicago; and Robert B. Stauber, Jr., Oceanside, Calif.

C. D. DE VORE NAMED AS CREDIT UNION SCHOOL AIDE

C. Dean De Vore, 1852 Baltimore St., has been appointed graduate assistant of the Credit Union National Assn. school at the Univer-

approach their work in an impartial and objective spirit, never allowing personal feelings to enter into their handling of a case. They shall deny themselves the luxury of being grouchy or displaying flares of temper and shall, when requested, respectfully show names and badge number.

5. Officers shall be civil and respectful of all superior officers, associates and citizens, whether on or off duty.

6. Officers shall be neat and clean in appearance when in public, whether in uniform or not, uniform, on or off duty.

No Political Activity

7. Officers shall not actively participate in politics. Officers are urged to vote at every election but their participation must end there.

8. Officers shall neither solicit nor sign petitions on public issues without previous consent of the chief of police.

9. Officers may be members of fraternal, benevolent, religious and other societies and organizations provided such membership does not interfere with their police duties.

10. Officers shall avoid expressing any opinions on religious, political or other questions, the nature of which is controversial.

11. Officers shall not publicly criticize nor privately gossip on the action of any member of the Department. Officers who take action against another shall take action through official channels.

12. Officers shall not interfere with the cases or work of other officers, except with their consent.

13. Officers in charge of police headquarters, or any part thereof, shall not permit loitering by persons not on business. Officers shall not congregate in the lobby or in any other police department office or space, other than the squad room.

Must Report Violations

14. Officers shall report to a superior officer any violation of rule or order, or any conduct of another officer or of a special officer which is of a nature to cause embarrassment to the department.

15. Officers shall pay all debts and meet all other obligations undertaken by them. No officer shall sign, endorse nor agree to secure the note or other obligation to pay off any other officer.

16. Officers shall not drink beer or intoxicating liquor either on duty or just before reporting on duty. They shall not become intoxicated whether on or off duty.

17. Officers shall not, in the view of the general public, be making a contact with a crowd, directing traffic, or otherwise dealing directly with the public.

Officers shall refrain

18. Officers shall refrain from the use of vile or profane language around the police station and their contact with the public.



Sunday Book

Harding

By Roger Jellin
(c) 1968 New York

THE SHADOW OF BLOOMING GROVE
G. Harding in his
Francis Russell, 68
McGraw-Hill, \$10 un
thereafter \$12.50

Why did Warren Harding become a mediocre conventional caricature of Francis Russell's admiral in Harding's administration has obscured the truth. The mediocre prevented historians from paying the serious attention owed to Harding. For he argues, was perhaps less honest than other presidents — probably he did not relish power, nor did he have the possibility, nor did he have the tension well. As a result he had five nervous breakdowns in eight years. In an elaborate biography Harding emerges as a very small-time man who slipped into an office position or care

Franklin's title, "The of Blooming Grove, suggests the author Harding's public Blooming Grove was a small village where one born in New

Public Library Books H

Health is life's most precious attribute. Good health can be finally won to keep books to encourage donor are available Decatur Public Library branches at bookstores.

"Vigor For Men Of Dr. Warren R. Guile Owen and Sammie sets up a philosophy of healthful, rewarding books shows how to combine them with eating into an energetic system of sound cures.

Though not all is known the body's need for Dr. Kenneth H. C research as recommended "Aerobics" makes a contribution by oxygen consumption



It was the real thing in 1917, as eight big reindeer line up with Santa in front of the Decatur Club.

Reindeer, Train, Helicopter

Old Santa Claus Used to Arrive in Style

By Ben Pomeroy

Of the Herald and Review

Decatur is no longer a "big Santa Claus" city with the Santa in Central Park, at least one shopping center, at least one downtown department store, plus others in a part time back.

If there is one thing Decatur children have always been able to depend on at Christmas, it is the appearance and presence of Santa Claus.

The manner in which Santa has arrived in the city for more than 50 years is a list of almost every conceivable means of transportation.

The pageantry of the first arrival of the jolly old elf has declined in more recent years until this year, for example, he just suddenly appeared downtown. But his arrival at the Bretwood Village Shopping Center was by helicopter.

In years past, however, Santa's method of transportation was not all that was varied. In 1917, for example, he was dressed in a World War I hat and coat and he carried an American flag.

Garb Fits Mood

During those war years, Santa's garb and his patriotic posture fit in with the mood of the time. On Christmas Eve, thousands of Decatur residents would gather in Central Park to hear prayers for peace.

In 1927, Santa Claus arrived by airplane for the first time, landing west of Decatur. He was welcomed by many

Santa Claus used a mode of transportation that children are sure to identify. In 1917, 1918 and 1919 the children's Christmas wish used a sleigh and live deer.

In World War I altered the annual arrival of Santa Claus in 1917, World War II had a similar effect in 1942. That year Santa was taken to his post in Central park by means of a military armored car.

In 1948, thousands of Decatur children and their parents greeted Santa Claus at a Christmas Village set up in Central Park. Santa arrived by helicopter that year for the first time, providing a real thrill to the assembled youngsters.

Arrival Varied

Through the years, Decatur Santa Clauses have arrived by train perhaps more than any other single way. It was always traditional, until the last three years, for Santa to be honored with a parade, regardless of how he entered the city limits.

Even the Christmas parade tradition is now a matter of history, it seems, and is not observed.

A good part of the answer may be that only in more recent years has there been more than one Santa Claus in Decatur. The one arriving with all the pomp and circumstance would be stationed somewhere downtown.

As Decatur has grown



For many years, Santa preferred the Wabash Blue Bird.

means of escape from bitter reality when there was not enough food on the table or wood on the fire.

Popular Present

In more recent years, when jobs were more plentiful and our society more affluent, Santa's popularity has not suf-

delivered to Central Park by fire truck. He may be the most popular present Decatur youngsters receive, regardless of the toys on Christmas morning.

It seems very possible the method of Santa's arrival means more to the adults than

dressed in a World War I hat and uniform, he carried an American flag.

Garb Fits Mood

During these war years, Santa's garb and his patriotic gesture fit in with the mood of the time. On Christmas Eve, thousands of Decatur residents would gather in Central Park to hear prayers for peace.

In 1957, Santa Claus arrived by airplane for the first time, landing west of Decatur. He was welcomed by more than 1,000 and as soon as the plane touched down, they rushed out, each trying to be the first to give Santa Claus a welcome.

There were several years that



Published in 1957

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A good part of the answer may be that only in more recent years has there been more than one Santa Claus in Decatur. The one arriving with all the pomp and circumstance would be stationed somewhere downtown.

As Decatur has grown, however, so have the number of Santa Clauses grown. Besides the one in Central Park there are Santa Clauses stationed at two of the major shopping centers, a discount center and part time at McDonald's and Sandy's drive-ins and a Decatur gas station.

Prior to the construction of shopping centers in Decatur, it was traditional to have only the one Santa arriving in some bizarre fashion downtown. Any attempt to increase the number was strongly discouraged.

Customers Grow

In reality, however, Decatur could not remain only a "one Santa Claus town" forever. The city has grown, and growing with it are the numbers of children, each wishing an opportunity to sit on Santa's knee.

Whether Santa Claus arrives by plane, train, horse and wagon, helicopter, sleigh or parade, makes little difference, just as long as he does arrive.

The true spirit of Christmas for many small children is their devotion to Santa Claus. Although they are not the proud to understand the true meaning of Christmas from a religious or historical view, they know all the same.

Through the years, the good will that has meant more than a gift of toys being handed down, Santa has stood as a symbol of peace, tranquility and goodwill. He has been a

For many years, Santa preferred the Wabash Blue Bird,

means of escape from bitter reality when there was not enough food on the table or wood on the fire.

Popular Present

In more recent years, when jobs were more plentiful and our society more affluent, Santa's popularity has not suffered.

Decatur may have had the right idea in 1959 when Santa Claus was in a giant package,

delivered to Central Park by fire truck. He may be the most popular present Decatur youngsters receive, regardless of the toys on Christmas morning.

It seems very possible the method of Santa's arrival means more to the adults than it does to the kids. To the children apparently, all that really matters is that Santa is here for Christmas.

Decatur Yesterdays

From the Files of the Herald & Review

Ten Years Ago — 1956

About 90 per cent of the 1,200 employes on the day shift reported for work this morning at the Decatur Caterpillar Co. plant after a 64-day strike.

About 3,000 persons attended the second annual Tri-High Vespers in Kintner Gymnasium last night. More than 400 students from Stephen Decatur, Eisenhower and MacArthur high schools took part in the program.

A campaign by state and local authorities to reduce the holiday traffic death toll began. The program opens with "traffic condition yellow" which continues until Dec. 24 when it will be replaced by "traffic condition red".

25 Years Ago — 1931

A program to continue a service office for the benefit of returning veterans of World War I in Macon County has been authorized by the newly elected Board of Supervisors.

Decatur transportation closed at 11 p.m. yesterday with passengers being given their last fare before the holiday season.

At a meeting of the board of fire and police commissioners last night, Roy Virgil Carr, state police patrolman, was appointed as a member of the Decatur police department.

Fifty Years Ago — 1918

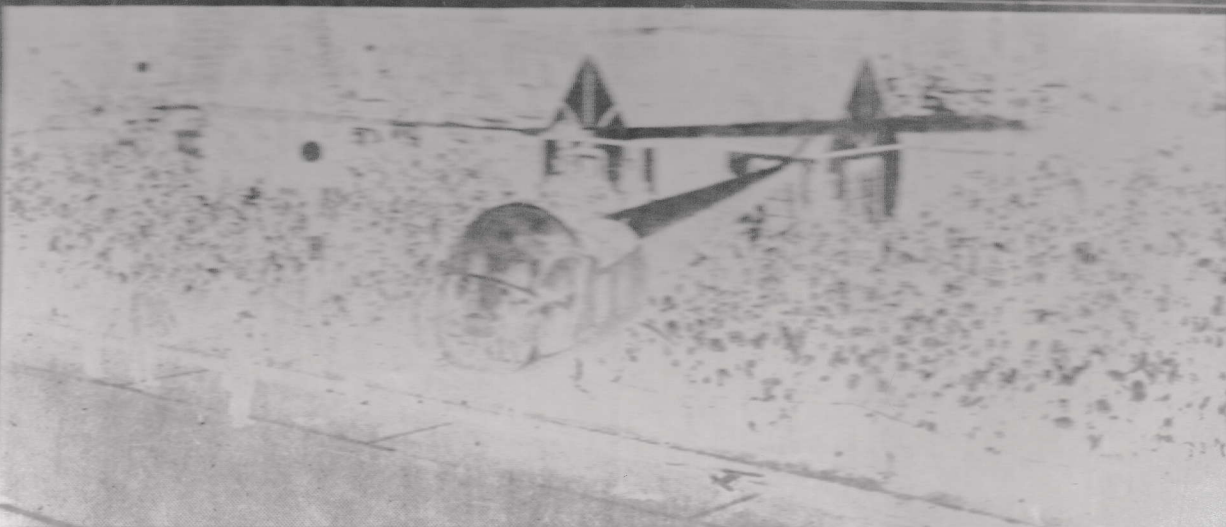
The Decatur Mfg. Co. has contracted with Fred Lyon of Fayette, former Decatur man, to manufacture his recently patented phonograph horn or sound amplifier.

The Lyon Business College has closed until after the holidays, due to so many of the students and faculty members being sick.

Up-to-date Decatur organizations had adopted 58 French war orphans.

Paul Robertson is announced as winner of The Review's annual prize story contest for high school students. Other winners were Laine Gantt, second; Sylvia McCallister, third; and Opal Jackson fourth.

The Red Cross "Over the Top" campaign has been discontinued. It has made \$1,000 for the Red Cross during the war.



Crowds along Water Street watched Santa make helicopter entrance in 1949. Christmas Village is in background.

sets up a philosophy beautiful, rewarding books shows how to train enjoyable exercises combine them with eating into an entire system of sound procedures.

Though not all is by the body's Dr. Kenneth research as rec "Aerobics" makes a contribution by oxygen consumption rate with various exercise and the vigor of each. All exercises have been measured for the energy it costs to perform them. These have been translated into points.

The beauty of the that it allows you your own form of secure in the knowledge you do enough exercise enough points — scientific basis for the medical benefits.

"The Doctor's Qu

N. Y. Times Best Seller

(c) 1968 New York

An analysis based from more than 225 in 64 U. S. communit

FICTION

1. THE SALTATION
2. A SMALL MANY — LE Carre
3. PRESERVE TEXT — Drury
4. AIRPORT — Ha
5. THE HURRICANE — Hawley
6. THE FIRST Schlenker
7. THE SENATOR
8. TELL ME I LOVE ME, JUNIE Kellgren
9. TESTIMONY MEN — Caldwell
10. COUPLES — U

GENERAL

1. MEMBERS: SIX ON THE FIRING Line
2. THE MONEY "Adam Smith" Kramer
3. INSTANT RICH
4. THE RICH AND POOR — Lundy
5. ON REFLECTION Hayes
6. BETWEEN PARENT AND CHILD — Ginott
7. ANTI-MEMOIRS Malraux
8. OF DIAMONDS LOMATS —
9. THE ADVENTURE — Ser
10. THE AFFAIR Manchester

August 21, 1951
A and R.

Wabash Moves Into \$4-Million Decatur Job

By BRUCE KIPP

Of The Herald and Review Staff

Most of the fill work has been completed and some track-laying begun on the Wabash railroad's four-million-dollar yard and terminal modernization at Decatur.

The program, which is slated to wind up in 1953, has been undertaken to speed up the clearing of freight through here and, incidentally, to make it easier to handle local business. Principal project is the enlarging of the East Decatur yard so the Wabash can handle 6,122 cars a day instead of the present 3,420, and store 1,110 cars a day instead of about 400.

(Another air photo-map of the Wabash yard program, showing the area from the passenger station west to the Staley viaduct, is on page 46 of this newspaper.)

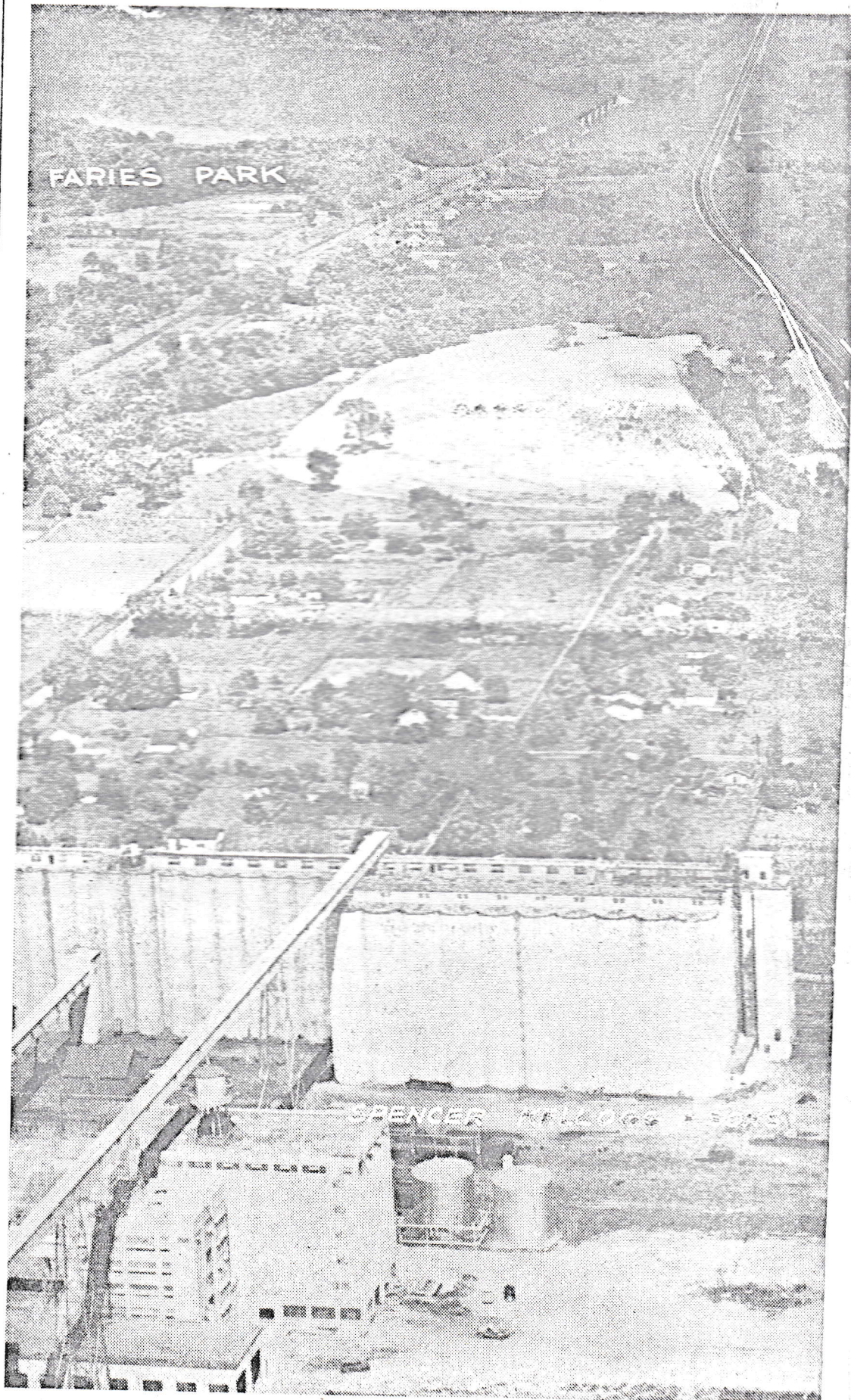
All work done so far has been in the east end of the East Decatur yards and amounts to spreading the yard area northward to make room for about 78 tracks—counting mains, run-around and all—instead of the present 30 or so at its widest point. The plan for this area, between the Staley viaduct and the Brush College road, is shown in the lower picture on this page.

INSTEAD OF having its yards spread from East Decatur clear down west of the passenger station, as now, the Wabash will have all its terminal and city classification facilities between Woodford street and Brush College road. The East Decatur yard will be, in effect, two separate yards, with one yardmaster handling east and north movements and another handling those west and south. The west and south yard will be located to the north of the through freight tracks, and the north and east yards to the south of that pair of main tracks.

The main line for passenger trains only will be a single track running along the south side of the Wabash property all the way from the Illinois Central crossing at the station to a point east of the Brush College road.

It will be unbroken from beginning to end except for three crossover points which will let the dispatcher switch cars to the A. E. Staley Mfg. Co. and to grain storage yards west of Staley's.

Additional service facilities will include a new diesel service shop west of the present locomotive shop, stock pens between Brush



Wabash Railroad To Locate Diesel Repair Shop Here

Expansion of Buildings Planned to Handle Big Engines

The Wabash management has decided to locate its diesel locomotive repair shops for the system in the south half of the south wing of the big locomotive shops in Decatur.

It is announced that this plan involves widening the south 71 feet of that wing by 100 feet in order to accommodate the big freight diesels which the road hopes to receive soon. These locomotives will probably be about 150 feet long, almost 50 feet longer than the present 2900 steam locomotives, largest on the Wabash.

Aside from the completed drawings and the decision to utilize this south wing, plans are in the preliminary stages and the management has made no decision on matters such as letting contracts for construction or other work that will be involved.

NOT ALL OF the additional 100 feet in width will be added on one side. There will be a 24-foot extension in the width on the west side and 76 feet on the east side. Then still east of this east extension but connected to it will be a 45 by 48 addition having two rooms, each 23 by 48 to be used as cleaning and reconditioning rooms.

At present there are seven tracks or stalls running east and west in the south wing. The south four of these tracks will be taken for the new diesel department and there will be a partition wall built through the wing but not entirely to the roof, separating the diesel from the steam department.

The south one of these four diesel tracks known as No. 1 will run straight through the shop and on outside. Nos. 2 and 3 tracks will be stubbed at the east end inside the shop and will be used for repairs on trucks, wheels and traction motors.

NO. 4 TRACK will, like No. 1 track, run on through and out of the building. Nos. 1 and 2 tracks will have drop tables while No. 3 will be equipped for what is termed an "escape." That is, trucks dropped from under the locomotives on the drop tables under the first two tracks can be moved over and taken out on the escape at No. 3 track.

E. R. Buck, general superintendent of motive power and equipment, said the new shop will be as modern and convenient as any in the United States. They will have

Wabash Buys Land Tracts Near Decatur

The Wabash Railroad Co., has purchased several tracts of land approximating between 35 and 40 acres lying west of Spencer Kellogg & Sons soybean mills, northeast of the city, according to deeds recorded in the last few days.

Local officials of the company stated definitely today that they did not know the management's purpose in buying the land.

THE PROPERTY as described in the deeds runs in a northerly direction from the Wabash tracks and yards and is somewhat irregular.

Several small pieces of property involving several acres extending north from the railroad right of way to Division street were purchased from E. J. Collins, Roy G. Melhorn and others.

North from Division street and extending all the way to Faries Parkway and the Illinois Terminal railroad, two tracts approximating close to 20 acres, were purchased from Raymond V. Albin and Jack Loeb, Arthur Shields and others.

It is understood several other pieces have been purchased but have not yet been recorded.

COMPANY officials in St. Louis could not be reached for a statement this morning.

It is known the railroad has been considering an enlargement of its present yards here but the direction of the land purchased away from the company's right-of-way would not indicate these purchases to be for yard purposes.

The company is planning construction of an additional track into the Spencer Kellogg property to some new buildings but the track would not require this amount of land.

Wabash Celebration Planned 100th Anniversary to Be Marked in Spring

The Association of Commerce board of directors is expected to name a committee next week to arrange observance of the Wabash Railroad's 100th anniversary in Decatur this spring.

The A of C was asked to sponsor the centennial observance in a session of the A of C meetings committee yesterday. Chairman Beryl F. Engleman said about 15 committee members, Wabash representatives, and individuals interested in seeing the early railroad history of Decatur recalled were present.

Elwood R. Buck, department superintendent, and Harvey P. Gardner, division passenger director,

were among Wabash representatives. They didn't participate in the discussion, but indicated the railroad would cooperate in the observance. Attorney Thomas Samuels, President Samuel J. Bradfield of the National Bank of Decatur, and Otto R. Kyle, editor of The Review editorial page and local historian, were among individuals interested in seeing the anniversary observed.

President Harold Pogue of the A of C indicated directors will assume responsibility for the observance in a meeting next Wednesday.

The Great Western Railroad, now the Wabash, sent its first train to Decatur in April, 1854 and started regular service May 8, 1854.

WABASH CELEBRATION DISCUSSED BY A OF C

Decatur may celebrate the Wabash Railroad's 100th anniversary here this spring under a proposal being considered by the Association of Commerce meetings committee.

Beryl F. Engleman, chairman of the A of C group, called a meeting at 4 p. m. today with Wabash, transportation and railroad history authorities invited.

The Great Western Railroad, now the Wabash, started regular train schedules into Decatur May 8, 1854. Historians think the railroad sent its first train into Decatur April, 1854.

Dec 9, 1953

Review

A of C to Back Wabash Fete

The Association of Commerce board of directors yesterday was asked to sponsor an observance of the Wabash Railroad's 100th anniversary in Decatur.

The request came from a group of transportation and railroad history authorities who were called together by the A of C to consider such an observance.

Harold Pogue, Association president, indicated that the board will assume the responsibility for an anniversary program in the spring.

Directors will consider the matter at their next meeting Jan. 6, he said.

The Great Western Railroad, now the Wabash, started regular train schedules into Decatur May 8,

Dec. 30, 1953

By the Way—1

ARRANGEMENTS will be made in the next couple of months to observe the one hundredth anniversary of the arrival of the first railroad train in Decatur.

Incidentally, it will also be the 125th anniversary of the founding of Decatur. The formation of Macon County with Decatur as the "seat of justice" was authorized by the state legislature and on July 7, 1829, the plat of the original town about Lincoln Square was approved.

Decatur didn't grow very fast between the time the first lots were sold and 25 years later when the Great Western built its tracks from Springfield into Decatur and sent its first train into town in April, 1854.

Decatur started to grow with the arrival of the railroad. The Great Western started on east with its line and the Illinois Central approaching from the north. October of the same year the Illinois Central was running trains into Decatur.

Previously practically all goods came in by wagon from St. Louis or Chicago. An effort had been made to use the Sangamon River for water transportation but it could be used only in the spring when there were flood waters. Naples, on the Illinois river, was a passenger and freight point.

In 1850 Decatur was a struggling community of 600 persons. Then came the railroads and in 1860 the census takers found Decatur had a population of 3,849. The population almost doubled in the next 10 years, the 1870 population of the town being 7,161.

Decatur was on its way. That's why the arrival of the railroads in 1854 is so significant. The Great Western is now the Wabash. A Wabash-Decatur observance this spring of the two anniversaries will come at a time when Decatur is surging ahead again and the railroads are again an important part of the big advance.

Jan. 11, 1954

PLAN WABASH FETE

A of C Members, Railroad Men To Meet Monday

An Association of Commerce committee and representatives of the Wabash Railroad from St. Louis will start planning Monday for an observance of the railroad's 100th anniversary in Decatur.

S. J. Bradfield, chairman of the special A of C group, said he has been notified that the Wabash will send representatives to Decatur for a Monday noon meeting on centennial plans.

Arrangements for the meeting are not complete, he said.

Wabash officials have indicated that the railroad will cooperate in the observance to be held in the spring.

Jan. 11, 1954

Banker Heads Wabash Fete

President S. J. Bradfield of the National Bank of Decatur will head the committee to arrange an observance this spring of the Wabash Railroad's 100th anniversary here.

Bradfield was named yesterday by the Association of Commerce board of directors which also adopted a recommendation that the A of C sponsor the Wabash Decatur centennial.

Wabash representatives have said the railroad will join in the anniversary celebration. The Great Western Railroad, predecessor of the Wabash, sent its first train to Decatur in April, 1854, and started regular service May 8, 1854.

Jan. 7, 1954

Wabash, A of C Leaders Meet On Centennial

Five representatives of the Wabash Railroad will meet with special Association of Commerce committee Monday noon to start planning for an observance of the railroad's 100th anniversary in Decatur this spring.

S. J. Bradfield, chairman of special A of C group, said L. Brown of St. Louis, Wabash public relations director, will be here for the meeting.

Wabash officials from Decatur who will join in the conference are:

E. R. Buck, general superintendent of motive power;

J. E. Nellis, Decatur division superintendent;

H. P. Gardner, division passenger agent;

J. E. Dooty, assistant general freight agent.

The purpose of the initial planning meeting will be to exchange ideas with railroad officials and set basic organization, Bradfield said with Wabash officials serving a sort of advisory committee.

Jan. 9, 1954

S. J. Bradfield Heads Committee To Plan Wabash Centennial Program

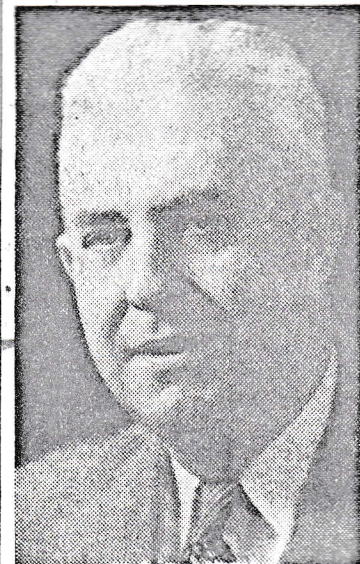
S. J. Bradfield, president of The National Bank of Decatur, yesterday was named chairman of a committee which will plan an observance of the Wabash Railroad's 100th anniversary in Decatur.

He was asked to head the group by the Association of Commerce board of directors, sponsor of the centennial observance.

Other committee members will be named soon by Bradfield.

Wabash representatives have indicated that the railroad will cooperate in the observance to be held in the spring.

The Great Western Railroad, now the Wabash, sent its first train to Decatur in April, 1854, and started regular service May 8, 1854.



S. J. Bradfield

Jan. 7, 1954 - Herald

Wabash Would Drop Sleeper

Wabash passenger officials called a meeting yesterday with several leading Decatur citizens to explain the railroad's desire to discontinue Pullman sleeper service between here and Chicago.

Glenn F. Welker, Decatur division passenger agent, and John A. Barrett, passenger traffic manager from St. Louis, called the meeting for the railroad. Representing Decatur were T. C. Burwell, vice president in charge of traffic for the A. E. Staley Mfg. Company, Jack Powers, owner of the Hotel Orlando, and Henry H. Bolz, secretary and general manager of the Association of Commerce.

An average of only six passengers have been traveling on the two "set-off sleepers" each day, according to the Wabash men, and the railroad lost \$31,000 by operating the service in July.

This service provides sleeping cars both here and in Chicago. Passengers can board the car at night, be asleep when their train picks the car up, and takes it to a siding at their destination, and not have to leave the car until 8 a.m. the next morning.

The service was established before World War II, but was discontinued when soldiers needed the Pullmans, Bolz said. It was started again four years ago in cooperation with the Association of Commerce and leading citizens.

The Decatur men suggested the schedule for the Banner Blue train from St. Louis to Chicago might be changed so that the train would leave Decatur at 4:25 p.m. instead of 2:20 p.m. (CST).

As things now stand, Henry Bolz said, Decatur has two trains leaving for Chicago only 2½ hours apart and not any leaving then for 12 hours or more. By having the Banner leave somewhat later in the afternoon, local residents would have better service to Chicago, he said.

This and other suggestions will be referred to A. K. Atkinson, Wabash president.

Burwell said his group took the position that the service should not be discontinued unless the Wabash can offer Decatur residents late afternoon service to Chicago.

It was suggested that the schedule for the Banner Blue train from St. Louis to Chicago might be changed so that the train would leave Decatur about 4:25 p.m. Under the present schedule, the train leaves Decatur at 2:20 p.m. (CST).

This and other suggestions will be referred to A. K. Atkinson, president of the Wabash, Burwell said.

The Wabash representatives reported that the railroad lost \$31,000 on the overnight sleeper service in July.

The service provides sleeping cars both here and in Chicago which are picked up by early morning trains between the two cities. Passengers may board the cars at night and retire and remain aboard until 8 a.m. the next morning.

The Wabash established the service in 1950 in cooperation with the Association of Commerce and leading citizens.

In 1942 a similar service was discontinued due to heavy losses.

July 21, 1954

Editorials: These Are Our Opinions

The Wabash Discontinues Sleeper Service to Chicago

SLEEPING car service on the Wabash between Decatur and Chicago will be discontinued next Saturday, Sept. 25.

At the same time the railroad will change the schedule for the Banner so that it will leave Decatur at 4:20 p.m. (CST) and arrive in Chicago at 7:30 p.m. (CST). The train now leaves at 2:20 p.m.

The presumption is that this change in schedule of the Banner will serve the residents of this community equally well and that the railroad will save \$31,000 a year as a result of discontinuing sleeper service.

For the record it ought to be said that the responsibility for the successful operation of the railroad rests on the president and board of directors. Many of the railroad ills have resulted from their vulnerability to capricious decisions by government regulatory bodies and by pressures from selfish groups more interested in their own ends than in the success of the railroad enterprise.

That said, it should also be pointed out that the arguments for

removing the Wabash sleeper service here were not convincingly presented. The proposal was presented to a committee made up of T. C. Burwell, himself a railroad official in addition to being vice-president in charge of traffic for the A. E. Staley Manufacturing Company; Jack Powers, owner and operator of Hotel Orlando at Decatur and former manager of the LaSalle Hotel in Chicago, who probably cannot understand how anybody in his right mind would be willing to sleep on a train if he could get to a hotel, and Henry Bolz, secretary of the Association of Commerce, who probably took no position under the circumstances.

The report that came out of this meeting was that the Wabash loss on the sleeper had been "\$31,000 in July". This figure, printed on Sept. 8 in both The Herald and The Review didn't seem to bother anybody for a week. On Sept. 15 in answer to an inquiry from the newspapers the figure was corrected to be \$31,000 for the year.

Also in response to the newspapers' inquiry, the Wabash said that the average use of the sleeper had been three berths each way.

Presumably this means three paid fares or about \$15 a trip, after taxes. The cost (based on the \$31,000 loss for a year for service each way 312 days a year) is about \$50 more than this, or a total of \$65 a trip.

A point that has not been explored is suggested by the observation of users of the sleeper that patronage seems to exceed three persons a trip. This may mean that it is heavily used by pass-holders, who in theory at least, have pullman accommodations available only when there is unsold space. And of course it is possible that pass-holders, including officials, wait until after midnight to find out whether or not they will go to Chicago on the sleeper.

In any case, sleeper service is to be discontinued this week and we hope that the new late hours for the Banner will prove to be as satisfactory as the Wabash officials think they will be. We hope that another time, when the Wabash wishes to change service for the Decatur public, that it either will do a little more convincing job of justifying its decision or that it will not try to justify it at all.

July 21, 1954

Last of Wabash Steam Engines on Scrap Pile

By Bob Fellows

Of The Herald & Review

The rule of steam locomotives that existed more than a century in Decatur, ended last Thursday.

Arthur K. Atkinson, president of the Wabash Railroad, made a symbolic slash in the front teeth of Locomotive No. 706—and the era of steam became cold as the old locomotive's boilers.

Professional welders will busily remove the last vestige of the great "steamers" next week.

A Decatur railroad veteran sentimentally explained that steam locomotives died like the dinosaur.

"The dinosaur was over-specialized, and that's why it couldn't survive," the railroader said. "The same thing is true of steam engines. There were so many built for special purposes, they couldn't compete with diesel locomotives, which can do just about everything."

The author of a history on steam locomotives explained the great change to diesel power as "revolution, meaning an entire change in the order of things to which we are accustomed."

Present Wabash officials say the peak of steam power in Decatur was just before and during the first part of the depression. Records for 1931 show the railroad had 703 steam locomotives listed on its books, including about 14 different types.

The Wabash presently has 243 diesel-electric locomotives. These include general purpose, passenger, freight and switch engines.

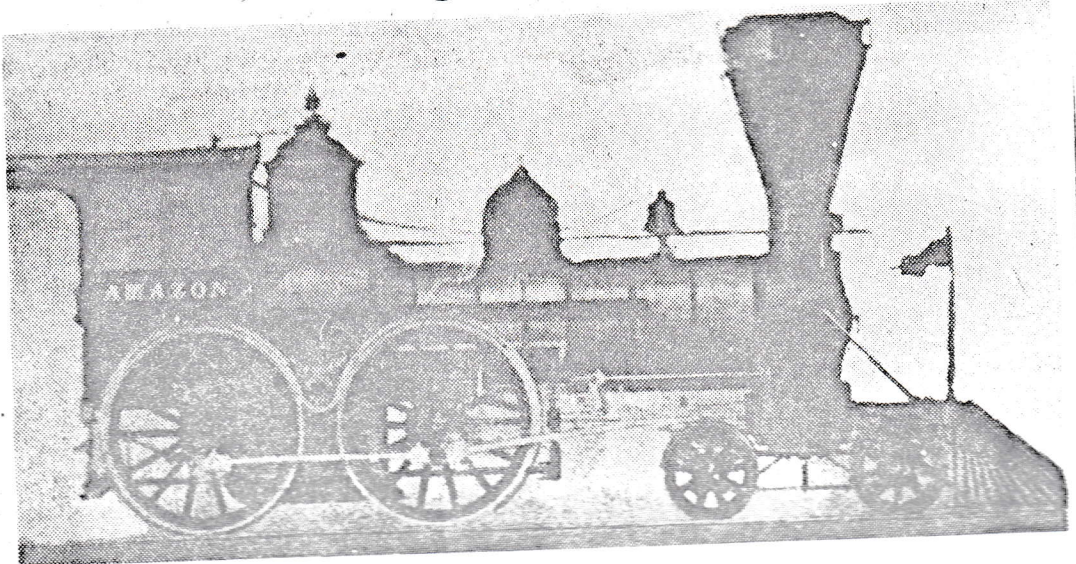
The 'Jeep' Took Over

The general purpose diesel, nicknamed the "Jeep," is probably the best example of why steam locomotives are lying on the scrap heap.

"Since they can be operated in multiple units, the 'Jeeps' could be used for any kind of service, if necessary," a Wabash official said. "They might not do the job quite as well as one of the specialized steam locomotives, but they do it well enough to get by."

The Wabash purchased their first diesel in April, 1939. Only 10 years later, the railroad was on its way to complete dieselization.

Water towers, turntables, sand-



ing facilities and coal chutes located at most intermediate points along the railroad are no longer needed, which delights economy-minded railroad officials.

However, the defunct "steamers" can take comfort in their rich history.

Many present Wabash engineers probably remember the Class E-3 passenger locomotives, built in 1903. With 84-inch driving wheels, it was capable of running 100 miles an hour. About 12 were used by the railroad, and the last one was scrapped in 1931.

2900s Were the Longest

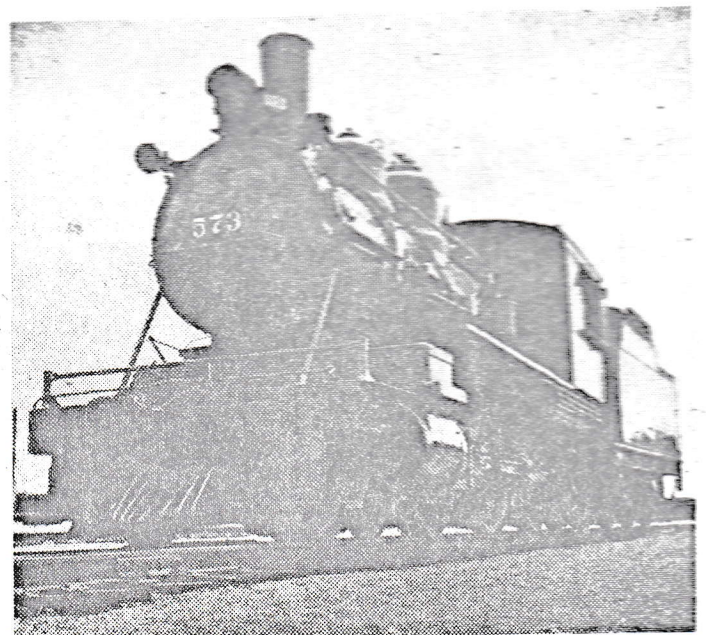
Probably the most impressive, were the 2900's, the largest locomotive ever used by the railroad. Loaded, they weighed about 750,000 pounds. The last ones were scrapped early this year.

According to Wabash historical files, the first locomotive in Illinois ran over the flat iron track of the Northern Cross Railroad, forerunner of the Wabash, on Nov. 8, 1838.

The first run started at Quincy, with "a most ceremonious fiesta in which the actual operation of the engine was threatened because conviviality was so intense that the mechanics did not function with their normal vigor."

The locomotive was made by Rogers, Grosvener & Ketchum, of Newark, N. J. It was brought up the Illinois river and landed at Quincy in the autumn of 1838.

It probably was in April, 1854, that the first locomotive entered



One of the first locomotives to run on the Wabash Railroad was the "Amazon," above, which was designed for beauty as well as utility. It was probably built about 1856. The last lo-

comotive to carry the banner of steam on the Wabash was No. 573. It was retired from service last summer, and now is in the Museum of Transportation, near St. Louis.

Decatur. Some time later, it was reported that a yoke of oxen were used to switch the few small cars around the two or three tracks located here.

Romantically named locomotives marched through the steam era as the railroads over the country continued their growth.

Railroad fans still talk of the various types of steam locomotives, and there were about 60 used on

main-line service over the country. Naming a few would include the Mogul, Consolidation, Decapod, Mastodon, Columbia, Atlantic, Prairie, Pacific, Mikado and others with numerical designations scattered through the dusty record books.

"Probably the reason we miss them," one veteran Wabash man explained, "is because they represent the good old days."

Sept. 23, 1956
Sunday Herald & Review

President Henry H. Pelver and the railroad "arrogant."

Charles W. Gallagher, chairman of the Decatur Lodge of the Brotherhood of Locomotive Enginemen and Firemen, backed Morey.

Other interested groups also spoke, all in favor of keeping the trains running. One man came from Taylorville to talk because he said the mayor there merely "shrugged his shoulders" at opposing the removals.

Morey and Gallagher both charged that the ICC examiner, Frank J. Dick, formed a premature opinion.

Morey charged Dick told a group during the first day of the hearing that the Wabash was losing \$1,000 a day on the trains. Gallagher agreed, although his version was that the statement was made the second day of the hearing.

Both Morey and Gallagher cited increased mail and passenger fare rates given the Wabash since the hearing. One is a 13 per cent hike in mail and the other is a 5 per cent fare increase.

Case "Prejudged"

Morey felt Dick "prejudged" the case and he told the Council he thought a "different attitude" would prevail if the matter came before the federal regulatory body.

Gallagher cited figures which he said showed that the passenger capacity was full 90 per cent of the time in the years from 1957 through 1959.

Gallagher charged the railroad is trying to discourage passenger patronage so trains can be removed.

He said this is the "first step" in removing all passenger service except one train daily to Chicago and one to Detroit.

A letter from the Wabash president about the future of passenger service displeased Morey and Colburn.

In it, Pelver said he could not give assurance about future service and that if trains lose money they must be discontinued.

Morey said he did not want to jeopardize the bond between the city and the Wabash, but he told the Council that failure to exhaust all legal remedies would mean we are showing a weak attitude."

Council Orders Action Seeking to Keep Two Night Trains Running

The City Council last night instructed its legal department to take action seeking to prevent the Wabash Railroad from discontinuing two midnight passenger trains.

The Wabash has received permission from the Illinois Commerce Commission to remove trains 117 and 118 this weekend.

But at the meeting last night, a Council member and a spokesman for a railroad brotherhood both charged that the hearing officer for the ICC was biased and unfair.

Feelings also were expressed that the Wabash feels "passenger service is doomed" and that the road plans to virtually discontinue passenger service to Decatur.

Councilman Harold A. Pogue was the only member who voted against legal action to halt the train removals.

Councilman Walter T. Morey, who was the attorney for objectors to the train abandonments before the ICC, led the action last night.

Morey argued that the trains, which travel between St. Louis and Chicago, should be regulated by the Interstate Commerce Commission, a federal agency, and not the state commerce commission.

Morey said the law gives the federal agency authority over "an operation or a line." He said he did not know how it would apply when narrowed down to individual trains, but he felt it was worth exploring.

Swift Action Urged

He urged action swiftly—this week if possible — and suggested Corporation Counsel Byron M. Merris seek a restraining order from a federal court. Merris, who had not had time to research the legal question, had no comment on the assignment.

Morey was strongly backed by Councilman Ralph M. Colburn who called the attitude of Wabash

*Herald
Nov. 2,*

City Will Protest Night Train Cut

The Decatur City Council last night agreed to protest a move by the Wabash Railroad to remove two night passenger trains from its schedule.

The council will also make an appeal to the Illinois Commerce Commission to hold the public hearing on the service cut here in Decatur.

The vote was 4 to 1, last night with Councilman Ellis B. Arnold voting against the protest.

Councilmen Robert W. Kopetz and Harold A. Pogue were absent.

At the last meeting of the council an attempt was made by local railroad union men to get the council to voice a protest.

At that time a motion by Councilman W. Ross Lloyd died for lack of a second.

Lloyd re-instituted the matter last night, saying he was not bringing up the protest to question the economic basis as raised by the railroad, but because of the "convenience and necessity" of the service given by the two trains.

Recently the Wabash filed a request with the Illinois Commerce Commission to discontinue the Midnights, two trains which run between St. Louis and Chicago.

The councilmen who voted in favor of the protest said they were willing to leave the economic question up to the Illinois Commerce and Interstate Commerce commissions.

Arnold commented that he was against the protest because he does not feel a third party should try to tell another to continue to lose money.

In its petition the railroad claims it has lost more than \$600,000 operating the trains the past two years.

Councilman Walter T. Morey said he felt Arnold was prejudging the case, which would be resolved by the commissions. Morey said he felt the city should protest the loss of service, however.

The discontinuance of the two trains is also being studied by an Assn. of Commerce committee.

The committee hasn't reached any decision, according to its chairman, Albert S. Luksey. He said a recommendation will probably be reached by early April.

The legislative committees of the operating railroad unions here are also each planning to lodge a protest against the cut.

Too Bad, But That's the Trend in Passenger Service

THE failure of the Decatur City Council to protest formally the plans of the Wabash Railroad to discontinue two Chicago - St. Louis passenger trains that now stop in Decatur in the very early morning hours must not be read as Council approval of a further reduction in Decatur's passenger rail service.

The Council's action was acceptance with regret, surely, of an economic fact of life, an unhappy fact.

Even though there may be quibbling over the railroads' bookkeeping methods and the posting of revenues and expenses, it is perfectly clear to anyone who rides, or reads, that more and more people who once traveled by rail are using other means of transportation. Some of them fly, some go by bus and many, many more drive their own automobiles, or ride with friends.

It is true that when weather grounds the planes or makes highway travel hazardous, or impossible, people are glad to take a train. And there are people, of course, who prefer the trains. But they are not numerous

enough to pay the increased expenses of operating all the passenger trains that were put in service in the years when railroads enjoyed a virtual monopoly in passenger transportation.

The Wabash has filed a petition with the Illinois Commerce Commission for permission to discontinue Trains 117 and 118, arguing that the railroad has suffered an out-of-pocket loss of \$325,567 during 1959 and \$372,276 during 1958 in operating these trains.

No date has been set for the ICC hearing. Ordinarily the state agency grants such petitions unless protesting communities and organizations prove a need for continuance of the service.

In the present instance the only formal protest, aired last week in the City Council meeting, was made by representatives of railroad employees. Discontinuing the two trains would mean, of course, the lay-off or re-assignment of members of the crews that operate the trains.

The representatives of the railroad brotherhoods have been through this before. They are now

circulating petitions to protest the discontinuance of the two night trains. Many Decatur residents who sign the petitions will do so out of sympathy for the railroad men, rather than with any real hope that the ICC will reject the Wabash petition.

Certainly Decatur regrets the action of the Wabash in petitioning for the discontinuance of two night trains that serve Decatur. While most Decatur residents who travel by rail to Chicago and St. Louis take the popular Banner Blue and the luxurious Bluebird, the night trains provided passenger service at the unusual, emergency hours. If the trains are discontinued, the Decatur post office must make new arrangements for transport of mail that now arrives here by rail in the early morning hours.

But the only way to retain any service, particularly a marginal service, is to make use of it so that it can pay its own way. Decatur and the communities along the Chicago-St. Louis line of the Wabash system no longer support the night train service which the railroad asks to discontinue.

March 27, 1960
Revised

March 26, 1960
H. and R.

Wabash Stock at Year's High as Lease Plan Told

December 1, 1960
Decatur Review

Wabash preferred stock closed on the New York Stock Exchange yesterday at a 1960 high of 78, up 3 and 1/2 on the day.

The jump came after plans were announced yesterday involving the leasing of the Wabash for 50 years in a proposed merger of the Norfolk & Western and Nickel Plate Railroads.

The Pennsylvania Railroad owns 62 per cent of the Wabash preferred stock and 99 per cent of Wabash common.

Under the lease with the Norfolk & Western Railroad, the N&W will pay a net annual rental of \$7,125,000 for the first six years of the lease with an increase based on any dividends in excess of \$5 a share on N&W common stock.

After six years, the lease will be an amount equal to the annual dividends on the 675,000 shares of N&W common stock.

The stock exchange would be mandatory at the end of the 50-year lease if not done earlier, railroad officials said.

The 2,400-mile Wabash has a main line running from Buffalo to Kansas City, serving Chicago, St. Louis, Decatur, Omaha and Des Moines.

The Nickel Plate (New York, Chicago and St. Louis), the third railroad in the proposed merger, has a main line running from Buffalo to Cleveland, Peoria and St. Louis with stops in Indianapolis, Pittsburg and Wheeling.

The Norfolk & Western operates from Norfolk and the Virginia coal fields to Cincinnati and Columbus.

North, South of Decatur

The Nickel Plate runs north of Decatur through Bloomington and south of Decatur through Neoga and Mode.

The lease arrangement with the Norfolk & Western includes all Wabash subsidiaries except the Ann Arbor Railroad and the Wabash stock interest in the Lehigh Valley Railroad and the Detroit, Toledo & Ironton Railroad.

Stuart T. Saunders, president of the N&W said at the end of six years, the N&W would have option to exchange 675,000 shares of common for the 598,186 shares of Wabash common.

The Nickel Plate and the Wabash are separate entities having



Herald and Review Photo

Wabash President Herman H. Pevler, center; talks with Merrill Lindsay, left, former president of the Assn. of Commerce and Roger Pogue, president of the association board meeting last night.

Decatur Would Gain

Pevler Tells Benefits

Decatur Review
Dec. 8, 1960

"As planned now, the proposed merger-lease plans involving the Wabash Railroad will not affect Decatur adversely," Herman H. Pevler, Wabash president said last night.

"On the contrary," he said, "Decatur should be benefited by the move."

Pevler was a guest at a meeting of the board of directors of the Decatur Assn. of Commerce.

The proposal would involve the merging of the Norfolk & Western Railway and the Nickel Plate, (New York, Chicago and St. Louis), with the leasing of the Wabash Railroad for 50 years.

The plan has already been approved by presidents of the railroads involved and is expected to be submitted to the Interstate Commerce Commission in less than two months.

Commission, as well as stockholder approval, must be obtained before the merger takes place.

parties involved in the transaction.

He said the merger-lease arrangement would create a "very strong railroad in terms of resources and earning power—probably the tops in the country."

Pevler said plans now would not affect the passenger service through Decatur and should increase the freight service by making available greater resources of equipment, manpower and track.

He denied that any study of possible changes in the Wabash cars shops in Decatur or of personnel changes is underway.

Exist as Corporation

Pevler said the Wabash will continue to exist as a corporation if the lease is approved but he did not know whether the Wabash name would remain on the cars.

The railroad created by the merger and the leasing of the Wabash would have a total of 7,400 miles of track.

way of the Sandusky line of the Pennsylvania.

Under the proposal the Wabash will be leased for 50 years by the N&W with an option to buy after six years and anytime after.

Under this transaction, the Pennsylvania, which owns 99 per cent of Wabash common stock could exchange stock with the N&W.

Pevler told the group that the headquarters of the N&W are in Roanoke, Va. However, he said, high officials will probably be located in St. Louis and Cleveland under the merger plans.

Dec 11, 1960
Decatur Review

Wabash Involved in Merger Of Norfolk & Western With Nickel Plate; To Be Leased

New Railway Net Covers 7,400 Miles

By Lawrence J. Peters
Of The Review Staff

Wabash Railroad will be included in a merger of the Norfolk & Western Railway and the Nickel Plate Railroad, it was announced today.

Directors of the three railroads said agreement has been reached on a merger proposal which would see the Wabash leased by the Norfolk & Western for 50 years with an option to buy after six years.

James M. Symes, chairman of the Pennsylvania; Felix S. Hayes, president of the Nickel Plate, and Herman H. Pevler, president of the Wabash, said the proposal "marks a great step forward in meeting the urgent need to strengthen the railroad industry in the public interest."

The Nickel Plate (New York, Chicago & St. Louis) will lose its identity as a railroad and the new combined road will go under the name of Norfolk & Western.

A Wabash spokesman in St. Louis today confirmed the fact that the Wabash is considered in the merger but could not elaborate on what effect the merger would have on the railroad.

7,400-Mile System

Consolidation of the three carriers would create a 7,400-mile rail system spreading throughout the Middle West and Southeast with annual revenues of about 520 million dollars based on 1959 results.

In addition to the Wabash leasing, the Norfolk & Western will pay 27 million dollars cash for the Sandusky line of the Pennsylvania Railroad, a 111-mile link in Ohio that would be used to connect the Norfolk & Western with

Dec. 11, 1960
Review

Wabash Moving Moberly Hospital Facilities Here

The Wabash Employees Hospital in Moberly, Mo. will be closed within 90 days.

William J. Feehan, vice president of the Russell M. Tolley & Associates, consulting firm of Indianapolis, said the hospital would be integrated with the 75-bed Wabash Employees Hospital in Decatur.

The order to close the facility was given by the Wabash Employees Assn. Board of Managers.

The board said "physical examination of the property, activities, method and cost of operation indicates that it is not actually sound to operate the facilities as a hospital."

Closing of the Moberly hospital was recommended by the Tolley firm, which has been studying the system's hospital operations since last March.

The board proposed the establishment of an out-patient facility for Wabash Railroad employees at Moberly and transfer equipment and supplies to the Wabash Hospital in Decatur, Feehan said.

He said in-patients from the Moberly area will be housed in the Decatur hospital.

The 60-bed hospital, opened in Moberly in 1890, will be leased or sold possibly to a national lodge or group interested in establishing a nursing home, the board said.

The Tolley firm is hired to continue its study of the hospital operations in an effort to improve office procedures and help the institution return to a better financial status.

The Wabash system also has a hospital in Peru, Ind. Feehan said today that that hospital would remain in operation.

Feehan said his firm will recommend an administrator for the Decatur hospital sometime within the next 90 days.

The hospital has been without a permanent administrator since the retirement Nov. 12 of Walter E. Gollings, who was superintendent at the hospital since 1931.

The Tolley firm is handing administration of the Decatur hospital until an appointment is made by the board of managers of the hospital association.

Dec. 12, 1960

Wabash to Rebuild 350 Cars; Plans to Spend \$4.5 Million On Additional Rolling Stock

Work Begins In Decatur On March 1

By Ken Starek
Of the Review Staff

Wabash Railroad announced today that the rebuilding of 350 general merchandise freight cars would begin March 1, in the Decatur car shops.

The announcement was made in connection with the expenditure of \$4.5 million by the railroad for additional rolling stock.

Herman H. Pevler, Wabash president, said this morning that the car rebuilding might result in an employment increase of about 40 or 50 employees.

Primarily, however, Pevler said, the work will result in the stabilizing of present employment.

He said this was in line with Wabash's policy of stabilizing work throughout the year.

Pevler estimated the rebuilding project would cost about \$1 million.

In recent months Wabash has been expanding repair facilities in Decatur.

The new equipment purchase includes:

One hundred 70-ton capacity covered hoppers from Pullman-Standard at Butler, Pa.

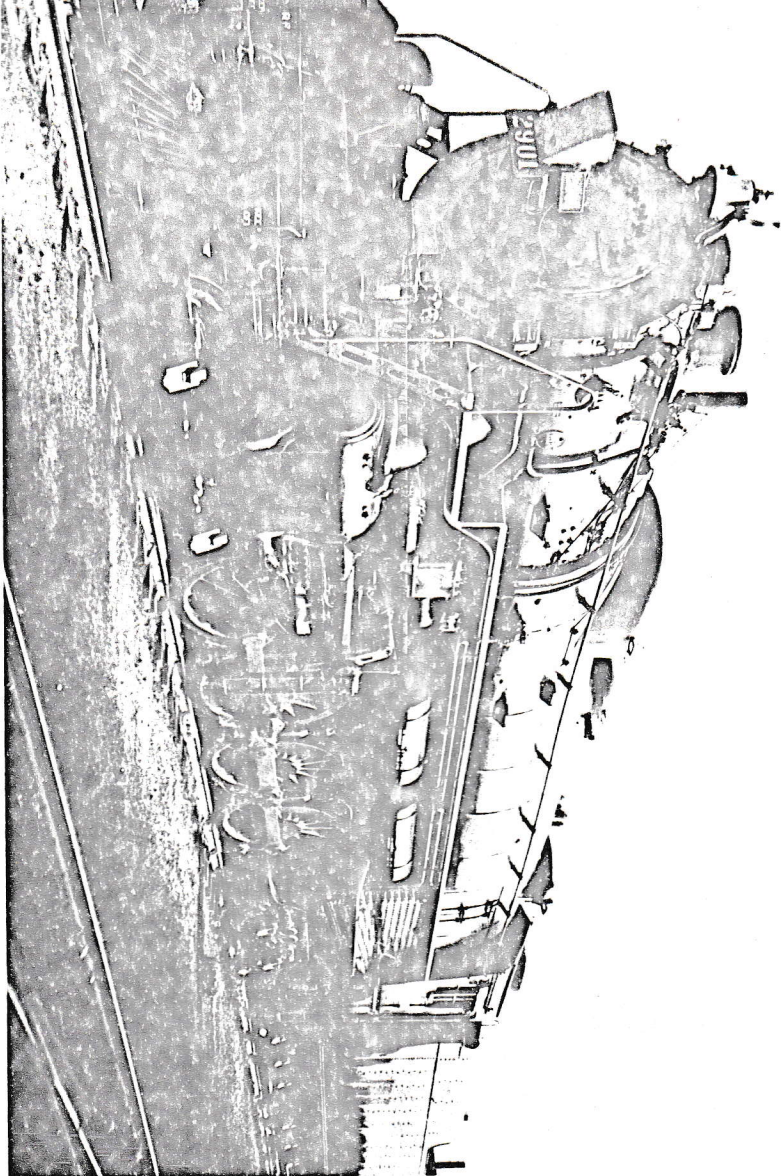
One hundred 70-ton Air-Slide hoppers from General American Transportation Co., East Chicago, Ind.

Fifty insulated 50-foot, 70-ton Hydro Cushion box cars from General American Transportation Co.

The hopper cars will come equipped with special pneumatic loading and unloading devices which facilitate the efficient handling of bulk commodities, the announcement said.

This will eliminate costly packaging as well as possible damage to contents.

Jan. 20, 1962
Review



2900s Become Extinct

Eleven monster steam locomotives like the one above left the limbo of the Wabash Locomotive Yards early this week for the graveyard of a St. Louis junk dealer. Called 2900's, the locomotives were the largest ever used on the Wabash. Engine and tender combined were about 100 feet long and weighed 590,000 pounds, unloded. The Wabash originally had 25 locomotives in the 2900 series, built in 1930-31. They were used to pull the heavy, through freights. The last one in service was retired several years ago. Only seven steam locomotives now remain in the Wabash yards, and these are the smaller, 700-series engines, formerly used in passenger service. The 2900's, like huge beasts, have become extinct.

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THE WABASH CANNONBALL

by James M. Dedman

"From the waves of the Atlantic to the wild Pacific shore," goes one version of the song, "The Wabash Cannonball."

This would pretty well bear out the observation of George Milburn, from his text in the "Hobo's Hornbook", that "the Wabash Cannonball is for the hobo what the spectral "Flying Dutchman" is for the sailor. It is a mythical train that runs everywhere, and the ballad about it consists largely of stanzas enumerating its stops."

To the people of Decatur, it will soon fade into the mythical category as the Wabash Cannonball makes its last run on April 30th.

From Clyde M. Betts, manager of the Elks Club, who lives at 723 1/2 W. William St., comes an interesting article from the Feb. 1947 Railroad Magazine giving a brief history of what we know here in Decatur as the Wabash Cannonball. It seems that in a Wabash folder dated April, 1884; there was a train operating between Chicago and Kansas City via Peoria, Jacksonville, Hannibal and Moberly, designated No. 1 westbound and No. 6 eastbound. This left Chicago at 12:30 p.m. and arrived at K. C. at 9 a.m. It is listed as "smoking car, elegant coaches, reclining chair car and Pullman Palace Sleeping Car."

In July 1885, these same schedules are listed with the expression "Cannonball Train" used for the first time.

Some oldtimers say that there was a train operating between Omaha and St. Louis known as the Cannonball.

The Quincy & Toledo Railroad was consolidated with the Illinois & Southern Iowa on July 1, 1865 under the new name of Toledo, Wabash & Western. In 1877, a new company was named as the Wabash Railroad Co. Due to the constant mergers of railroads, the name was again changed in 1879 to the Wabash, St. Louis & Pacific Railroad under a new organizational move. In May, 1889, there was another change and this produced the Wabash Railroad.

The Cannonball was taken out of service in 1898, but the name was revived in 1950 for the Detroit-St. Louis train.

"Casey Jones", another famous railroad song written in the early part of the 19th century, tells the sad story of the "brave engineer" who rode an Illinois Central train to his death near Vaughn, Miss., on April 29, 1900. It turns out that Casey's train was also called the Cannonball. This further bears out the theory that the Cannonball, revered in ballads surely did "run everywhere".

While the schedules of 1885 mention the Chicago to Kansas City as the Cannonball, an earlier timetable that Clyde Betts has, dated June 18, 1884, makes no mention of the Cannonball name, merely calling it the "new Wabash short line", and describing how the cars could be put on the Chicago run at Moberly, and continuing on to Dallas, Fort Worth and San Antonio.

Even though the train now known as the Wabash Cannonball may fade into history, the ballad will live on. "Wabash Cannonball" has been a favorite of country singers for years.

And even in the ballad, we have found at least three different versions. One starts out "We hear the merry jingle, the rumble and the roar", while another starts "From the waves of the Atlantic to the wild Pacific shore", while a third goes "From the the rocky-bound Atlantic, to the wild Pacific shore"....so take your pick.

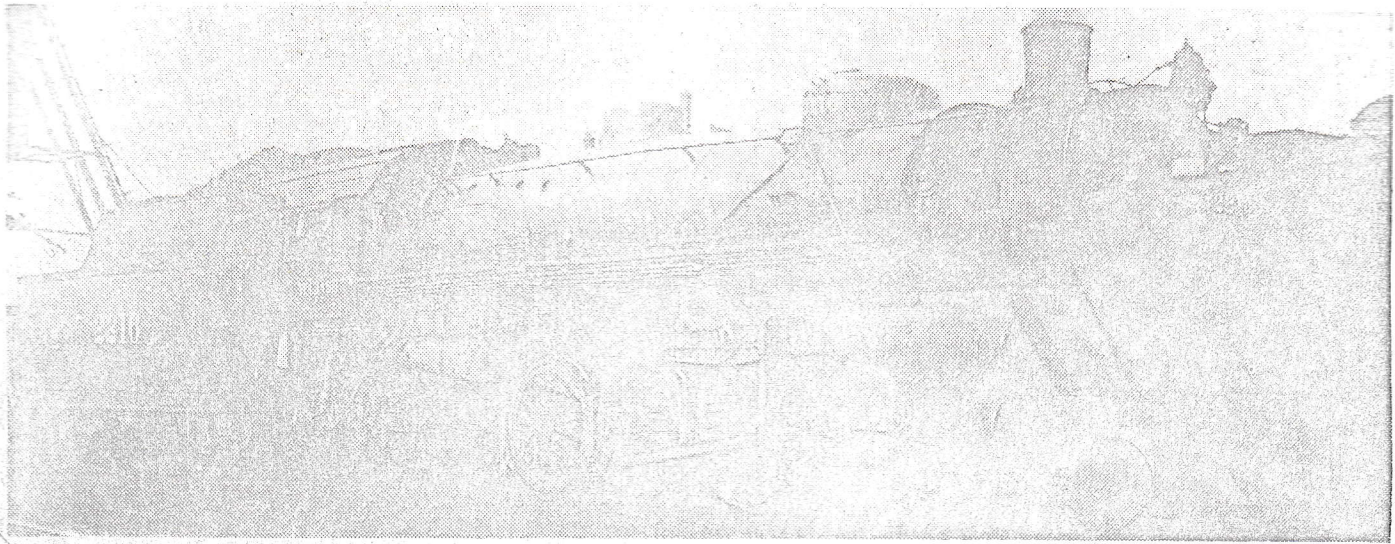
Each version mentions different towns which include Quincy, Monroe, Mexico, Kansas City, Denver, Chicago, St. Louis, Rock Island, Springfield, Decatur, Peoria, St. Paul, Minneapolis, Astabula, Kankakee, the "sunny southland" and the "ice-bound Labrador."

The roll of the hobo is mentioned as "catch a rod or breakbeam" which was a popular way for the Knights of the Road to travel undetected, even if highly dangerous. This could be why one version mentions a hobo's demise and that "We'll ship him off to hell on the Wabash Cannonball."

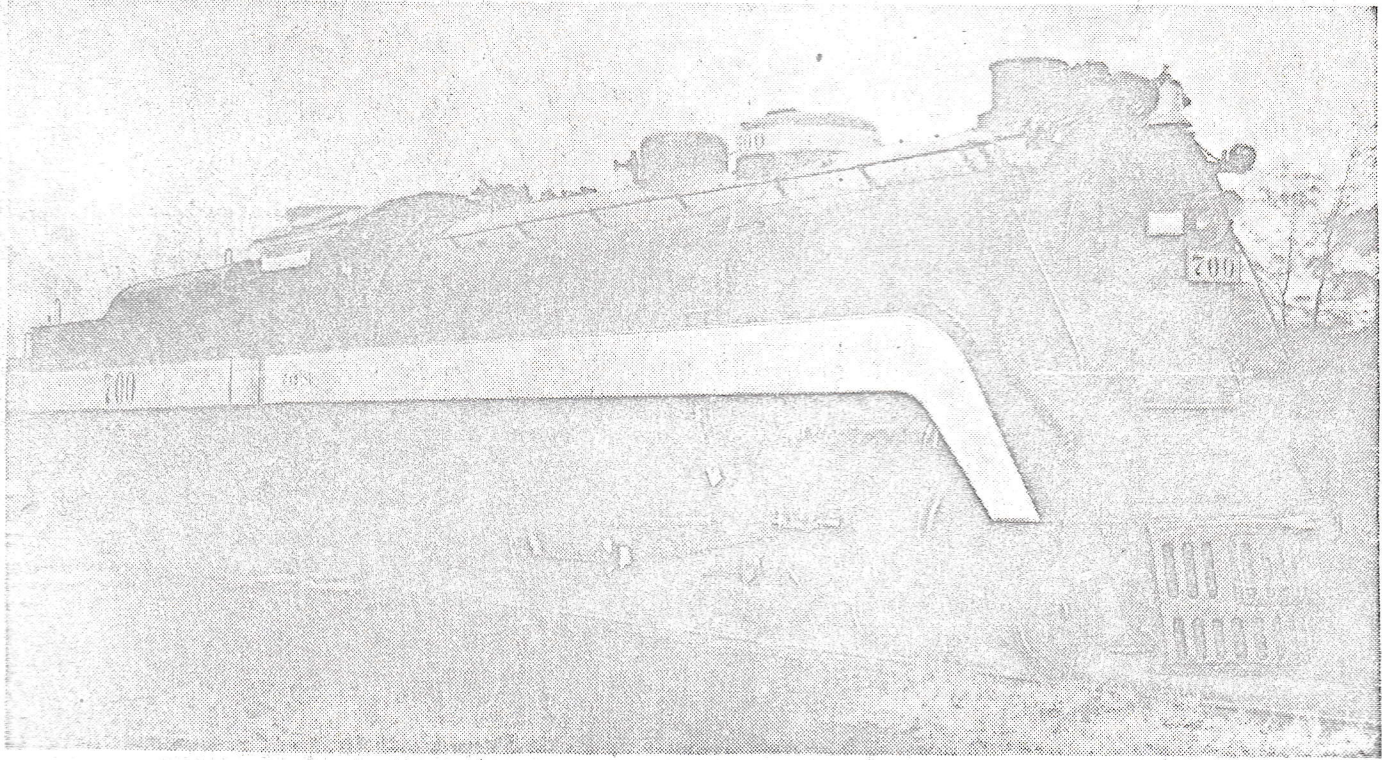
So regardless of what becomes of the actual train as it plows "through the woodland and comes creeping on the shore", much like the mythical Flying Dutchman, the ballad of the "Wabash Cannonball" is likely to go on forever.

COLLECTOR'S COPY

April 21, 1971
Decatur Tribune



As years passed, the cost of locomotives rose sharply. This one was built by the Schenectady Division of the American Locomotive Company in 1918 at a cost of \$49,645. The Wabash once operated about 25 of these freight engines.



This bright blue all roller bearing locomotive assembled in the Decatur Wabash Shops was put into passenger service in 1943. It was capable of pulling heavy passenger or freight loads at a speed up to 100 miles per hour.

Wood Burners to Diesel — 100 Years on Wabash

Times Change for Timepieces, Jeweler in N&W Depot Notes

Decatur Herald

Dec. 15,
1975

By Earl Merkel

Harry Coffey leans against the counter in his tiny jewelry store, and you can almost hear the gears mesh and the balance wheels spin as he ticks off the memories.

"Oh, there used to be lots and lots of railroad men coming in here with those watches," said Coffey, who runs a shop tucked away in a corner of the Norfolk & Western Railway Co. depot, 780 E. Cerro Gordo St.

"Such watches — some of them were really beautiful pieces of machinery."

Coffey turned and took a burnished gold pocket watch from a rack at his workbench.

"Some of them were like this one," he said, cupping it carefully. The watch is clean and new-looking, for all its years.

Coffey's fingers traced a railroad design on the case. "Twenty-one jewels, and lever-set," he said. "If the owner wanted to, he could sell this for at least \$200. I'd pay him that much."

The watch is what used to be called a "railroad watch."

There are still "railroad watches," but today, for the most part, they are worn on a wrist instead of in a watch pocket.

Coffey still sees pocket railroad watches, but not as many as he once did. For the most part, they are becoming a passing piece of history — relics of the days when men, not machines, routed the railroads.

"The railroad companies had pretty exact specifications for the watches their men used," Coffey said.

"It's all mechanized and computerized now, but they used to have men all along the tracks who worked the switches. If their watches weren't synchronized — and keeping the right time — you'd have some pretty bad messes when the trains were coming through."

To keep the rail schedules intact, a man needed a watch — not just a good watch, but the best and most reliable watch he could get.

"The rail companies used to issue the requirements, and the men would get watches that met them," Coffey said.

"It got so complicated that the railroads ended up just listing the brand names and models that had all the features the watch needed."

He twisted off the pocket watch's bezel ring and touched a small lever built into the case.

"One requirement was that it be lever-set," Coffey said. "That means you have to pull out this little lever in order to set the time. If it wasn't there, you know, pulling it out of a pocket all the time might pull the stem up and throw the watch off by a few seconds."

Many watch companies designed their top-of-the-line models to meet the stringent standards required by the railroads, and proudly marketed them as "railroad watches."

Elgin, Hamilton, Waltham and others — different brands that divided railroad men into sometimes-hostile camps of loyalty, much like the traditional "Ford-man" versus "Chevrolet-man" feuding among auto owners.

But times change, even for time pieces and one by one the companies passed away with the onset of mechanized railroad systems that needed

no man with a fine timepiece to keep the trains rolling.

"I guess they're collectors' items," Coffey said, replacing the watch on the work rack. "But there are men who still carry them every day."

Every two weeks, the men used to come to Coffey to have their watches checked and reset.

"The men still come in," Coffey laughed, "but mostly it's to buy something on deduction orders — they sign a form, and the railroad takes the cost out of their checks in installments."

But in small chests of narrow drawers around Coffey's workshop, some of the old days linger on. From one drawer he took out a large watch crystal.

"They make these out of plastic now, so they're supposed to be unbreakable," he said. "This is what the old ones were."

It was a wafer-thin oval of glass, so delicate that it seems the slightest touch could cause it to shatter.

"They'd be hard to come by if you had to buy them," he said, "but most of these have been here for years."

"A lot of things have changed," he smiled, almost wistfully. "All the old watch companies are out of business now. I guess it's kind of sad."

Dec 15, 1975

DECATUR HERALD



Staff Photo by Herb Slodounik

Memories and 'Railroad watches' both tick for Harry Coffey in his jewelry store

About Town

Oct. 28,
1938

WHAT OF THE SOUNDS that we hear in the night? Not just those of neighborhood disturbance; the love song of the alley cat or the lonesome whine of some boy's new pet tied in a strange and to him unknown garage because, "he makes so much noise when we keep him in the house that we cannot sleep."

Not the parting toot of some departing lover; not the whirr of cars passing and re-passing as men go to and from their places of employment; not the slow four four time of the milkman's horse.

All these sounds have a local significance and are understood in their smaller settings, but there are sounds which are city wide in their meaning and in their expressiveness.

FIRST THERE are the whistles of the trains; so often there are a number of them at the same time. They are sweet music to more people than they disturb.

Some there are who know by the sounds of those whistles the very crews that are in action. Some mechanic knows that just the turn of a thread, up or down, will make the whistles a little more melodious.

At first their sounds come to us from well out into the country, warning the late and sleepy driver along the country's unpaved roads. Then they seem to come together as if for a conference within the very heart of the city.

THREE TOOTS, and one is backing up. Five toots and a flagman is called in from his post. Two short toots and they have answered the wave of his lantern telling them that he is on the run and can make the caboose before they get under way.

The slow, heavy chug of the "Twenty-nine Hundreds," tell of a string of perhaps a hundred cars or more. With a parting warning they are off again into the night having spoken a language which has been understood by someone in every block in the city.

A SIREN is calling for a clear road ahead, just that and nothing more to the driver. All over the city lights begin to go on in the residence districts. Fathers and mothers and grandfathers and grandmothers step softly from room to room to see that those they love are in and quietly sleeping.

What they find brings a feeling of joy or worry which will never be known by those they love until they too have advanced to the honor of parenthood.

A FLOCK of wild geese calls, apparently only in answer to some direction from their leader. To heads resting upon pillows filled with feathers from former monarchs of the air, there comes the thought: "Winter is not far behind."
L. C. T.

About Town

Aug. 8,
1939

THE NOBILITY of labor in a roundhouse is the same as such nobility anywhere else. From our survey of the locomotive shows we went to the roundhouse. The first man we met was Paul Messmore, 245 South Creas street, assistant roundhouse foreman. To him we expressed our desire to learn just what a roundhouse was all about, if it would be done without interrupting the train service.

He introduced us to A. C. Crawley, the general foreman and to Earl Williams the roundhouse foreman. Among them they agreed that Paul was stuck with us and might as well stick to the job of showing us around.

The roundhouse is a place where engines come in for a general grooming while another one takes their place just the same as the pioneers used to change horses in the days of the stage coach. The roundhouse is so large that we seemed to be going straight ahead but before we knew it we came right back to the Banner Blue engine where he had started.

ON THE WAY AROUND we watched dozens of men, each with a job of his own that he was responsible for. Among them we came across Lester "Davy" Davidson, son of Professor Davidson who taught at least three generations of children in the Decatur public schools. Lester was just putting the finishing touches on one of the iron giants. Smoke was coming out of the stack but there was no sound to tell that there was 150 pounds of steam on it, as we found when we climbed up into the cab.

It was a real live engine, ready to go out on the road in about 30 minutes. Paul showed us how the fire doors opened and closed by a foot lever operated with compressed air. How the stokers pushed the coal up above the firebox and was distributed by steam jets to the different sections of it.

In the engines that we knew in our youth the reverse lever was one of the most conspicuous things in the cab and stood up beside the engineers seat. As we remember it he always used both hands to reverse the engine. In these new engines the reverse is up over head and not much larger than the throttle was in those days. The bell was rung and the whistle blown for our benefit, not by pulling a cord but by just touching a little lever with one finger. Compressed air we think they said did it.

TO US, these boys were real honest to goodness engineers, but when we expressed the sentiment that they could take an engine out on the road and run it Paul said, "Yes we could run it, but that would be about all there would be to it. It takes a real engineer to make the time and get efficient results on the road."

At this point a "2900" came in for inspection and grooming. We saw it turned on the turntable and then run into its stall by the man who had turned it. We would have liked to have gone around again and again, there was so much to see. We had been to a World's fair of our own right here in Decatur.

L. C. T.

V

Decatur Sunday Herald and Review Nov 30, 1975 47

N&W Depot Visit Recalled 'Good Ole Days'

To the Editor:

To those of us who were at the N&W depot, the word nostalgia was with us the better part of last Saturday, Nov. 15 but first let's give a great big thank you to the Norfolk & Western Railway for their efforts to make this one day a memorial one for those many children who had their first train ride, to say nothing of the adults who were just as thrilled, including myself to once again board a train at the Decatur depot. Yes it was a great day for all who participated. We just hope that this can be made an annual affair both for the toy pickup, and the thrill of a train ride.

I am sure that those who saw the freight train that preceded

ours with the four big Union Pacific diesels and a hundred or so cars with all kinds of merchandise, mostly new automobiles headed west for Kansas City then the West Coast, had something to talk about. Ever wonder what that one train was worth? Yes, you have got to see things like that first hand to realize the importance of the railroads to this country, and the economy as a whole in all kinds of weather.

To those of us whose life's work was with the railroad it brought back many memories of the passenger trains, the

Banner Blue, Blue Bird, Cannon Ball, City of St. Louis to name a few; No. 2 to Detroit from St. Louis, in here each evening around 9, at Christmas time, with a full mail car, three baggage, three or more coaches, two sleepers, dining car, etc. with one of those big blue 700 locomotives on the head end, what a train, what a piece of machinery that was practically built right here in the locomotive shop. Ah, yes, those were some of the good ole days.

John Day
Decatur