

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

ILLINOIS TRACTION SYSTEM/ILLINOIS TERMINAL RAILROAD

AND/OR COMMON

COMPANY DEPOT/SUBSTATION (Mackinaw, Illinois)

2 LOCATION

STREET & NUMBER

North Main Street

CITY, TOWN

Mackinaw

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Illinois

VICINITY OF
CODE

COUNTY

Tazewell

CODE

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Illinois Power Company

STREET & NUMBER

319 North Main Street

CITY, TOWN

Bloomington

VICINITY OF

STATE

Illinois

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

County Clerk, Tazewell County Courthouse

STREET & NUMBER

CITY, TOWN

Pekin

STATE

Illinois

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

In 1909-1910, when the P.B. & C. changed from the AC power system, it constructed a new depot/substation to replace the "original" buildings. The new structure, ITS Station #572, was built to standard McKinley Lines blueprints. (Note: See ITS Elkhart Depot/Substation drawings for similar architectural details--ITS/ITC Mackinaw Depot Floor Plans.) The Spanish-style Traction depot/substation was constructed of red brick, pitch-faced, nine courses high around the base of the building, buff brick walls to the roof line, and red Spanish tile (Ludowici) hip roof. To support the weight of the roof, steel trusses were utilized in the roof structures. The Mackinaw Depot/Substation (27' x 93') consisted of a waiting room/ticket office (25'3" x 16'6"); a machinery room or substation (53'4" x 25'3"); a freight room (18' x 24'); and a lineman's room (7'3" x 24'). The machinery room (substation) including the tower contained a General Electric 500 kilowatt six-ring rotary DC converter with three Westinghouse transformers with a primary field of 33,000 volts and a secondary field of 443 volts each. The entire depot/substation contained 2396 square feet of space. The interior walls were lath and plaster except for the freight and lineman's rooms which were of brick. The building was amply illuminated with standard wooden casement windows some of which were replaced in the machinery (substation) area with louvers for better circulation around the electrical equipment at a later date. The machinery tower contained circular ports (2'4" diameter) to allow for entrance and exit of the inter-urban power supply wires. Electricity for the depot proper was wired through conduits. Heat for the depot was provided from coal/wood stoves. The floors of the structure were made of five inch concrete. On the trackside of the structure there was a 11' x 109' passenger platform (north side). On the east end and southeast corner there was a concrete freight platform serving the freight room, lineman's room and the Mackinaw station track. The name of the depot, "Mackinaw," was prominently displayed on the east and west ends of the building as well as in the center of the machinery (substation) tower on the trackside (north). To the rear of the depot (south) was located Mackinaw siding track some five hundred fifty feet long with a capacity of ten cars. This track connected with the main track just to the east of the depot.

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

DESCRIPTION OF PRESENT PHYSICAL CONDITION OF THE ILLINOIS TERMINAL
DEPOT, MACKINAW, ILLINOIS

INTERIOR

Doors and Windows: Intermittent deterioration ranging from parts totally intact to absolute rotting of wood.

Interior Walls: Plaster falling in spots.

Floors: Baggage room floor - difficult to determine condition due to snow cover from holes in roof at the time the inspection was made. Machinery room and ticket-waiting room area - the floor appears to be structurally intact.

Wainscoating and Original Ticket Counter: Could be restored.

EXTERIOR

Brickwork: Needs major repairs or replacement in spots.

Guttering: Needs to be repaired. The guttering is galvanized and in remarkable shape considering the age of the building.

Soffit: Rotted, needs replacement.

Braces on roof line: Need replacement or repair.

Roof: Roof over baggage area is about 40% damaged. Roof directly over waiting room area is about 20% damaged.

Loading Dock: Concrete deteriorated; frost damage.

Station Platform: Satisfactory condition considering age.

Photographs of interior and exterior of the depot reveal detailed explanation of the building's deterioration and the location of that deterioration.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1909-1910 BUILDER/ARCHITECT Illinois Traction System
 Architect - unknown

STATEMENT OF SIGNIFICANCE
ITS/ITC - MACKINAW DEPOT PRESERVATION PROJECT

The Illinois Traction System (ITS)/Illinois Terminal Railroad Company (ITC), which was a five-hundred fifty route mile electrically operated interurban, constructed a large brick depot/substation located at Mackinaw, Illinois. The depot/substation is one of a few surviving examples of ITS/ITC (McKinley System) Spanish Style architecture in Illinois. It was constructed in 1909-1910 and utilized by the ITS/ITC from 1910 to 1953 as a passenger-freight agency station. A subsidiary, the Illinois Power and Light Company, from 1927 to 1955, used it as an electrical substation for conversion of alternating current (AC) to direct current (DC) which supplied power for operation of the interurban on that section of the system. Personnel operating the depot/substation were responsible as well for neighboring interurban properties at the Gravel Pit, Cash Siding, and Evan's Pit to the West and Porter Siding to the East. Seven-tenths of a mile west of the Mackinaw Depot, the ITS/ITC line from Bloomington to Peoria connected with its line to Lincoln, Springfield, and St. Louis. At that location, called Mackinaw Junction, offices were built for a dispatcher and superintendent to operate the Northern Division of the ITS/ITC. While the successor railroad corporation utilized the Peoria-Lincoln-Springfield segment until October of 1977, all of the Mackinaw Junction buildings have been torn down. Hence, the Mackinaw depot becomes significant as a remarkable example of the interurban period of our local, state and national development. The Mackinaw ITS/ITC depot/substation is a pristine survivor of William B. McKinley's Illinois Traction System and its successor corporation, the Illinois Terminal Railroad Company. The interurban, the building, and its personnel contributed to the development of Mackinaw, Taxewell County, and central Illinois, as well as the nation. The ITS/ITC provided transportation, employment, industry, and electricity for the local area. While a few other examples of this architectural style survive in the state, the Mackinaw Depot is the least altered from its primary function as an interurban depot/substation; and, deserves and needs recognition as a National Historical Place in order to guarantee its preservation and survival for future generations.

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CONTINUATION SHEET

ITEM NUMBER 10 PAGE 2

The real estate situated in the County of Tazewell, State of Illinois and described as follows, to-wit:

Beginning at a point 11.9 feet south of (measured at right angles to) the center line of the single main track of Grantor, as said track is now located and constructed over and across the Northwest Quarter of the Northwest Quarter of Section 17, Township 24 North, Range 2 West of the Third Principal Meridian, Tazewell County, Illinois, said point being 1110.9 feet East, measured along the center line of said main track, from the intersection of said center line with the West line of said Northwest Quarter of the Northwest Quarter of said Section 17; thence South at right angles to said center line of said track 30.5 feet; thence West at right angles 99.3 feet; thence North at right angles 30.5 feet; thence East, parallel to and 11.9 feet South of, said center line of said Track (measured at right angles thereto) a distance of 9913 feet to point of beginning.

Containing sixty-nine thousandths (.069) of an acre, more or less; all situated in said County of Tazewell, State of Illinois.

MAJOR BIBLIOGRAPHICAL REFERENCES

Illinois Terminal Railroad Company
 P. O. Box 7282
 St. Louis, Mo. 63177
 (AC 314) 231-3435

~~A. Gill Siepart, Assistant Professor of History, ITS/ITC Historical Research Project, Illinois Central College, East Peoria, Illinois~~

10 GEOGRAPHICAL DATA

61635 (AC309) 694-5309

ACREAGE OF NOMINATED PROPERTY Less than one acre (.069 of an acre)

QUADRANGLE NAME _____

QUADRANGLE SCALE _____

UTM REFERENCES

A
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

SEE ATTACHED SHEET - CONTINUATION ITEM #10, Page #2

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

- 1a. Peg Clark
 1b. Geraldine Naffziger
 2. A. Gill Siepert

ORGANIZATION (1a/b) Mackinaw Historical Society
 (2) Illinois Central College

DATE

(AC 309)

STREET & NUMBER (1a) 402 Juliana (1b) 100 S. Kruse
 (2) Illinois Central College

TELEPHONE

(1a) 359-3541

(2) 694-5309 (1b) 359-4511

CITY OR TOWN

STATE

(1a/b) Mackinaw, Illinois 61755 (2) East Peoria, Illinois 61635

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL _____

STATE _____

LOCAL _____

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE

DATE

FOR NPS USE ONLY

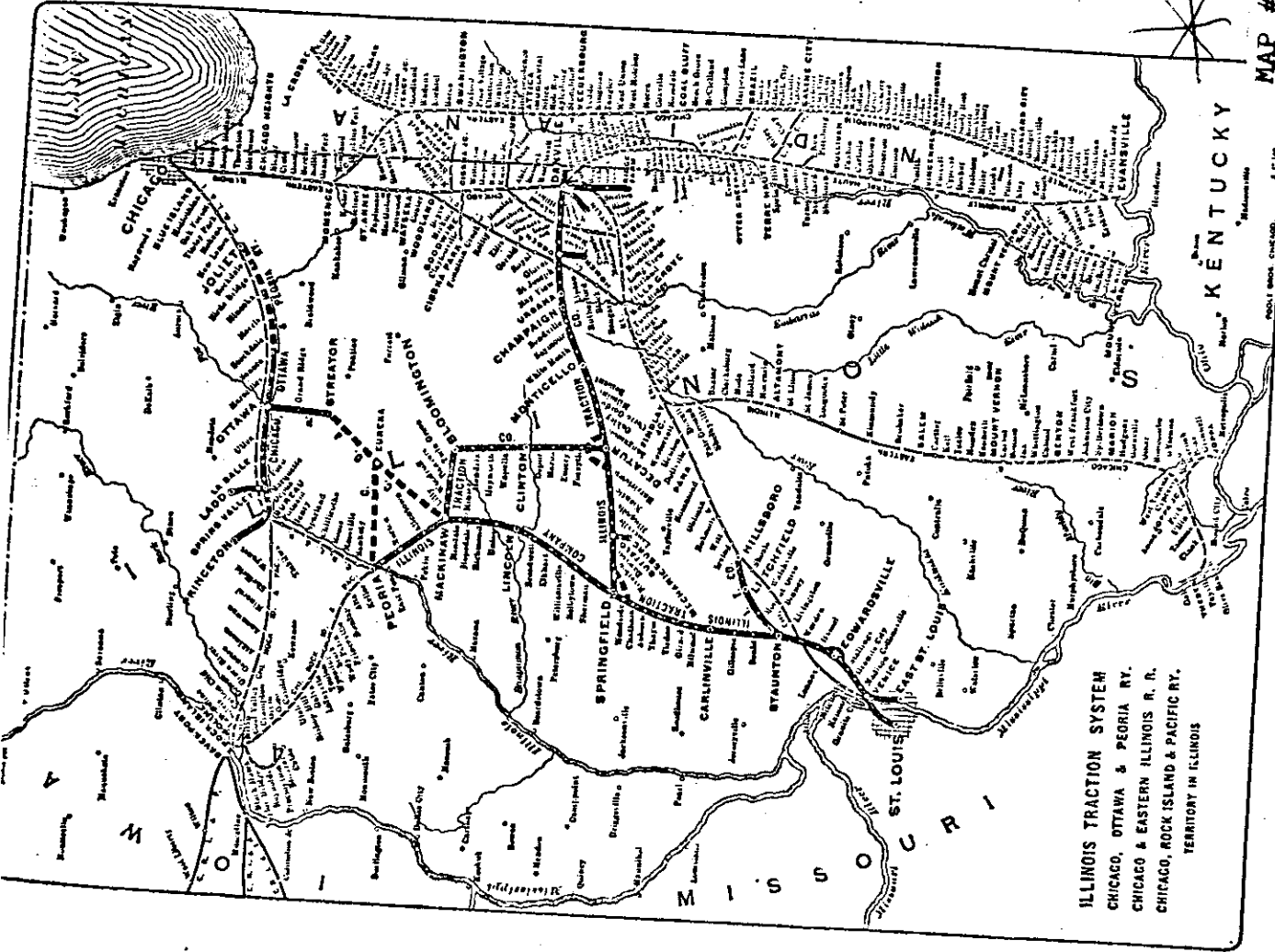
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION



MAP # 4 ITS/ITC Mackinaw
 Depot/Substation (Mackinaw, IL)
 ITS - Publicity Department
 ca. 1911
 Map of the Illinois Traction
 System - CA. 1909

1911 Oct. 11

5

BUREAU OF VALUATION

4/16/20
Illinois Terminal Railroad Co
Valuation Section 15-11

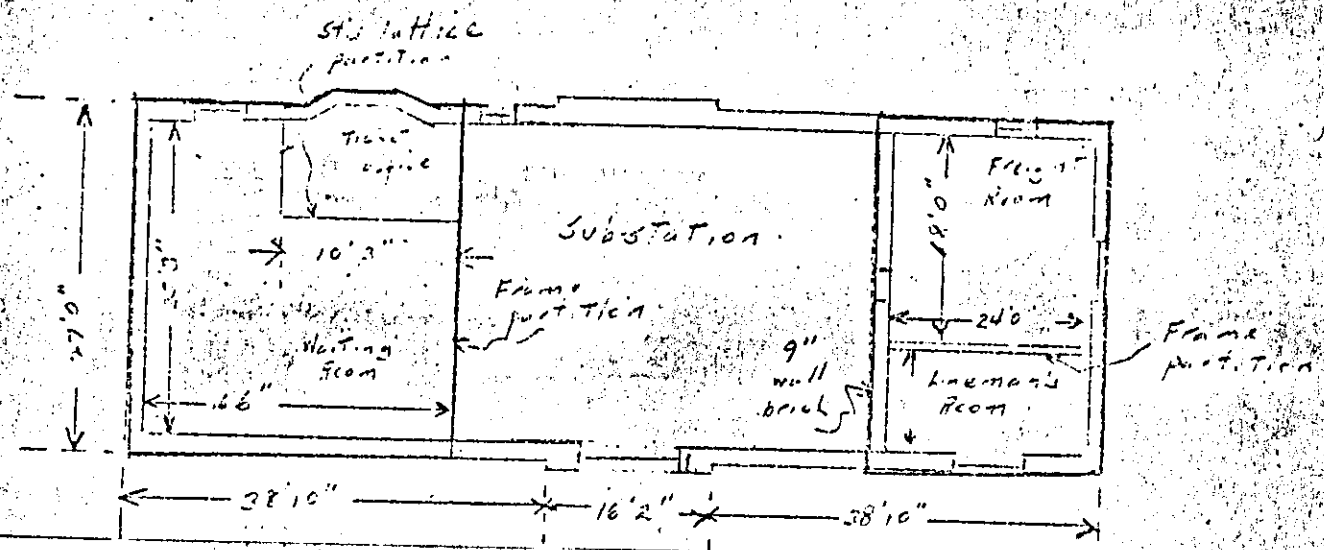
16

654

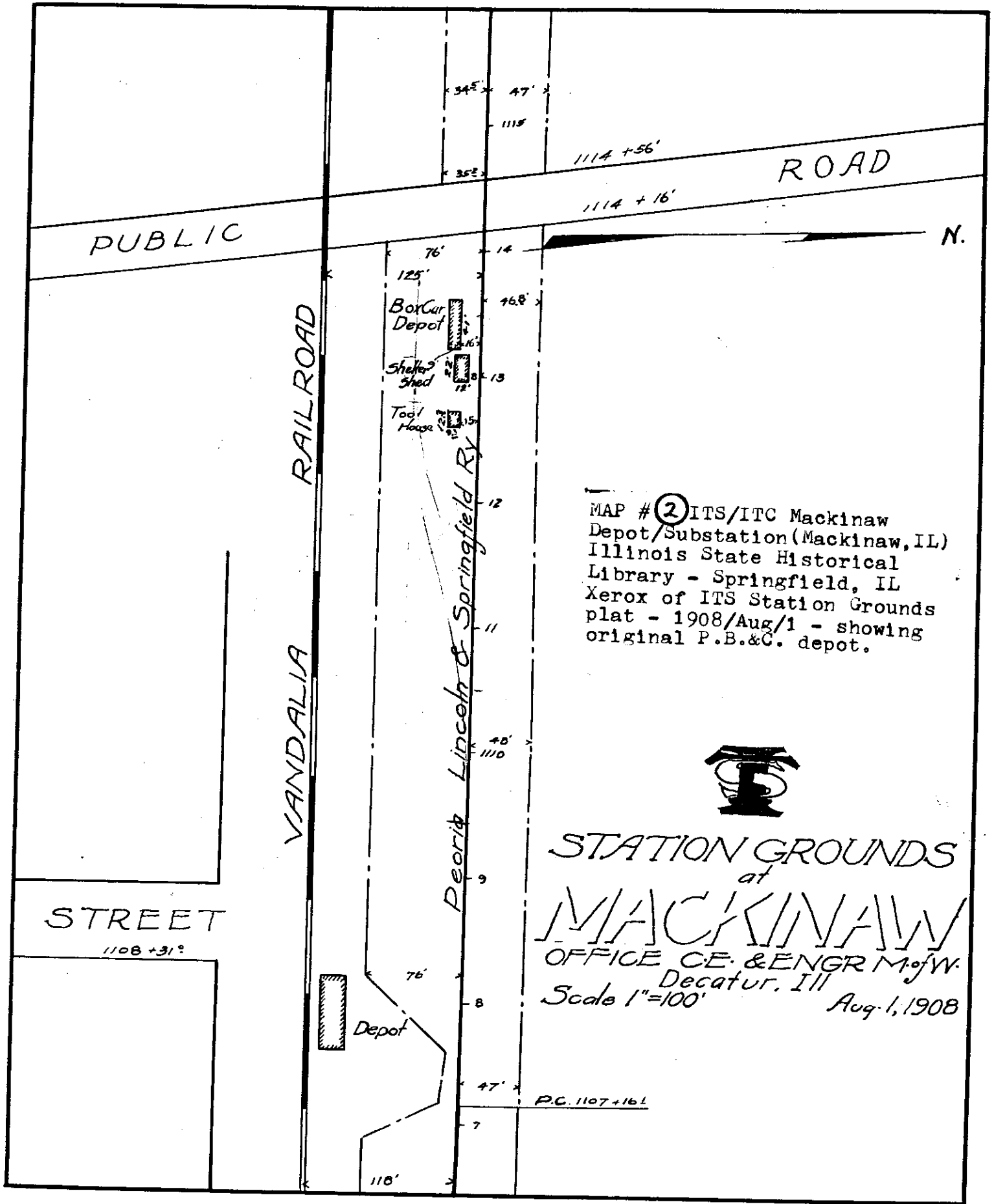
A. S. Yates
for L. C. C.

15

Mackinaw, Ill



DRAWING # 4 ITS/ITC
 Mackinaw Depot/Substation
 Mackinaw, IL
 Floor Plan Drawing of the
 Mackinaw Depot
 Illinois Terminal Railroad
 Co. - St. Louis, MO.
 (From ICC - Report - 1929)



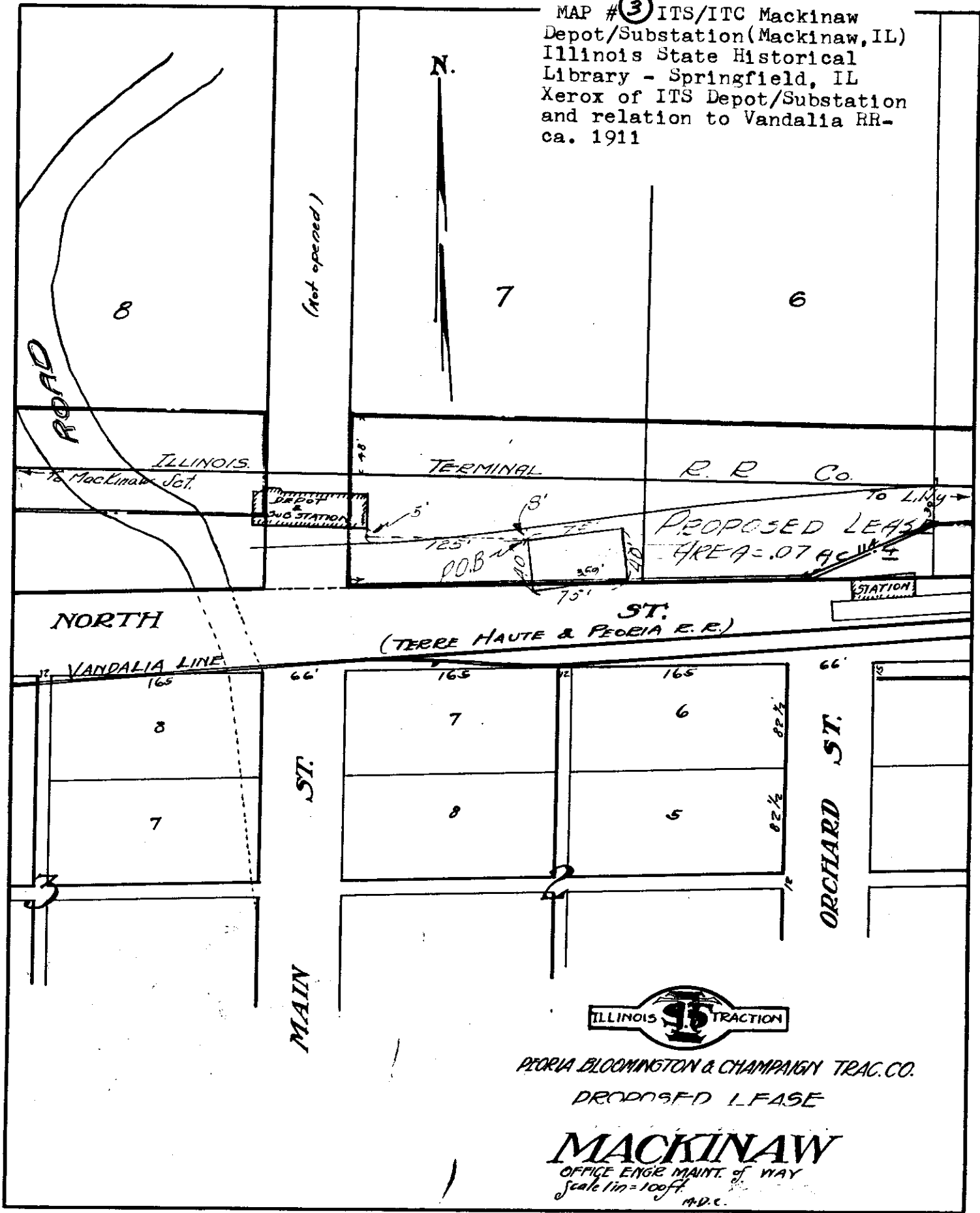
MAP # ② ITS/ITC Mackinaw
 Depot/Substation (Mackinaw, IL)
 Illinois State Historical
 Library - Springfield, IL
 Xerox of ITS Station Grounds
 plat - 1908/Aug/1 - showing
 original P.B.&C. depot.



STATION GROUNDS
 at
 MACKINAW
 OFFICE CE. & ENGR M. J. W.
 Decatur, Ill
 Scale 1"=100' Aug. 1, 1908

P.C. 1107+161

MAP # 3 ITS/ITC Mackinaw Depot/Substation (Mackinaw, IL) Illinois State Historical Library - Springfield, IL Xerox of ITS Depot/Substation and relation to Vandalia RR- ca. 1911



PEORIA BLOOMINGTON & CHAMPAIGN TRAC. CO.
 PROPOSED LEASE

MACKINAW
 OFFICE ENGR. MAINT. OF WAY
 Scale 1" = 100' ft.
 M.P.C.

Depot/Substation (Macknaw, IL)
 ITC Right-of-Way Map 1928
 Illinois Terminal Railroad Co.
 St. Louis, MO.
 R-of-W map shows the areas
 surrounding the Mackinaw
 Depot/Substation. (Map reduced
 from scale)

MAP # 4

10

