

HAER  
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ILLINOIS TRACTION SYSTEM,  
MORRIS PASSENGER STATION  
(Chicago, Ottawa, and Peoria Interurban Railroad,  
Morris Passenger Station)  
I&M Canal National Heritage Corridor  
Benton and Liberty streets  
Morris  
Grundy County  
Illinois

HAER No. IL-85

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD

ILLINOIS TRACTION SYSTEM, MORRIS PASSENGER SYSTEM  
(Chicago, Ottawa & Peoria Interurban  
Railroad, Morris Passenger Station)  
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**Location:** Southeast corner of Benton and Liberty  
Streets  
Morris, Grundy County, Illinois

UTM: 16 E.380880 N.4579900  
Quad: Morris

**Date of Construction:** ca. 1908

**Builder:** Illinois Traction System

**Present Owner:** Unknown

**Present Use:** Commercial

**Significance:** The Morris Passenger Station, built to a  
standard design, is one of three  
surviving interurban stations  
constructed by the Illinois Traction  
System.

**Project Information:** The Illinois and Michigan Canal was  
designated a National Heritage Corridor  
in 1984. The following year HABS/HAER  
embarked on an extensive inventory and  
documentation project of the 100 mile-  
long corridor. Field work for this  
project was concluded in 1988. Final  
editing of the documentation was  
completed in 1992.

**Historians:** David Kelliher and Timothy Whittaker,  
1986.

As with other passenger stations built by William McKinley's Illinois Traction System, the one in Morris was built according to a standard design. The design of the passenger station included an electric substation. Similar stations were also built in Ottawa, Marseilles, Seneca, Minooka and Rockdale. Only the Morris, Minooka, and Rockdale interurban stations remain standing.

Measuring 73'-4" x 22'-6", this former interurban railroad passenger station and electric substation has brick load-bearing walls and a concrete foundation. The exterior is painted yellow (not its original color) with rock-faced brick up to the window sill level and smooth-faced brick above the window-sill level. The smooth-faced brick was originally buff-colored. A projecting bay at the north elevation contains three windows. The low-pitched, hipped roof is covered with clay tile and decorative ridge tiles. The roof is supported by a steel truss that spans about 23 feet. There are also overhanging eaves, decorative brackets and cast iron molded gutters. A central tower with hipped roof is also covered with tile; the east and west walls contain six circular openings originally for receiving cables of the transmission line. This station was one of many substations in which electric power was converted from 33,000 volts to 600 volts for use on the traction system. The station name "MORRIS" is enameled on the north side of building. Two brick chimneys are on the south slope of the roof.

**SOURCES:**

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