



MCHS News

May 2013

Opening Doors to Madison County History

Vol. 1, No. 3

715 N Main Street
Edwardsville, IL
62025

Hours:

Wed-Fri 9 am - 4 pm
Sunday 1 pm - 4 pm
Group Tours Available

Free Admission

Museum Phone:

618-656-7562

Library Phone:

618-656-7569

Web Address:

MadCoHistory.org

E-mail:

info@MadCoHistory.org

About Us:

The MCHS museum complex consisting of a modern archival library, the 1836 Weir House Museum and the Helms Collection Center, is owned and operated by the non-profit Madison County Historical Society with assistance from Madison County.

The museum and library offer insight and resources for exploring the history and people of Madison County.

Members, Friends, and Volunteers

The existence of three separate groups at MCHS has led to some confusion over the years. The three overlapping groups, in addition to an excellent staff, each contribute to the success of the organization. There are people who belong to one and not the others, and some belong to all three organizations that are described below. New participants are always welcome!

Members:

Members of the historical society support the organization financially with their membership fees, and often by donating library and/or museum materials. They might also be MCHS Friends or Volunteers. Crucial to the financial viability of the organization, memberships are also a reflection of community approval for the organization's work.

Friends of the Museum:

This group is a separate 501(c)(3) not-for-profit organization founded in 1965 shortly after MCHS purchased the Weir House.

Continued on page 8

GETTING YOUR KICKS ON ROUTE 66... IN MADISON COUNTY

by Cheryl Eichar Jett

Route 66 was born in 1926, the result of the Good Roads Movement in the late 1800s, the establishment of the American Association of State Highway Officials (AASHO) in 1914, and the promotion, planning, and perseverance of Cyrus Avery, the "Father of Route 66."



In 1918, the Illinois State Legislature had authorized the State Bond Issue (SBI) to establish a state highway system. SBI Route 4 was constructed along the old Pontiac Trail and close to the Chicago and Alton Railroad Line, connecting the cities of Chicago, Springfield, and St. Louis. When Route 66 was designated through Illinois in 1926, the paved Illinois Route 4 was the obvious choice to serve as the new highway until newer roads could be built.

Several alignments eventually carried Route 66 through Madison County, most of them ending in a tangle of streets, roads, turns, and various bridges in St. Clair County, the multitude of alignments continuing across the

Continued on Page 4

MAY –JUNE CALENDAR

Sun, June 2, 2 pm

Getting Your Kicks on Route 66

Speaker: Cheryl Eichar Jett

MCHS Archival Library

Fri-Sat, June 7 - 8

MCHS at Route 66 Festival

Edwardsville City Park

Sun, June 23, 2 pm

200 Years of Madison County History

Speaker: Mary Westerhold

MCHS Archival Library

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Archival Research Asst.
Karen Stoeber
Archival Research Asst.
Jenn Walta
Curator

VOLUNTEERS

There are abundant and varied opportunities for volunteers at either the museum or the archival library. Please call if interested.

MEMBERSHIPS

Several membership levels are available to those interested in supporting the work of preserving Madison County history through an MCHS membership. Memberships run on the calendar year, Jan 1-Dec 31. Applications are available on our website, at the MCHS Museum or at the Archival Library.

PUBLICATIONS

MCHS NEWS

6 issues annually
Cindy Reinhardt, Editor

WEB SITE

MadCoHistory.org

ARCHIVAL LIBRARY SPOTLIGHT

By Mary Westerhold, Archival Research Manager

As I write this, the Mississippi and Illinois Rivers are both well above flood levels from April rains. Hopefully, by the time you read this, the rivers will be back to normal although cleanup in the flooded areas will take much longer.

Floods are nothing new in Madison County. While many of us remember the flood of 1993 (a mere twenty years ago), the recorded history of Madison County contains many instances of the devastation caused by floods.

The most notable of the early floods occurred in 1844. Much of Alton was flooded and all of the American Bottom, including twelve feet of water covering all of Venice Township. The next great flood was in 1903. On June 9 of that year, the river crested at Alton for the second worst flood event. From June 7-10, 1903, levees broke in Venice, Madison, and East St. Louis, flooding those towns and Granite City, leaving 20,000 people homeless.

While there were many smaller floods, the record high water levels from 1844 held in many places until 1973 when another record inundation occurred along the Mississippi.

In turn, the record levels of the Mississippi set in 1973 were topped again in 1993.

But rivers aren't the only culprit in floods. In 1915, the Cahokia, Indian, and Cantine creeks overflowed after 37 inches of rain fell from May 1 through August 19. On the evening of August 19, Edwardsville saw 6 inches fall in 3 hours, causing creeks to overflow and bottom ground areas to flood. While Edwardsville itself did not suffer much damage, the flood did wash out the Wabash railroad bridge and flood the depot.

In the collection of the Madison County Archival Library are photos of the 1903 flood, particularly in the Madison, Venice, and Granite City Area. The 1915 flood photos include the Wabash railroad tracks, suspended above Cahokia Creek with the flooded depot in the background.

Do you have any flood photos you'd like to share? We are always looking for photos to add to our collection, especially with a story attached! If you want to keep your original photos, we can scan them and write down your story. Remember- yesterday is history and we preserve it!

MUSEUM SPOTLIGHT

By Jenn Walta, Curator

It has been close to twenty years since the Mississippi River escaped its banks and wreaked havoc on neighboring communities.

In the city of Saint Louis, the water gauge topped 40 feet for 38 consecutive days. The river finally crested at the Gateway City on the first day of August at 49.58 feet and exceeded the previous record set in 1973 by 6.35 feet.



In Madison County, the Great Flood of 1993 devastated areas along the river like Alton. The water surpassed the city's 21 foot flood stage by a record 22 feet on August 1, 1993 (the new record holds at 42.7 feet). The old record of 36.7 feet was set on April 28, 1973. Groups of volunteers toiled

in hot, humid weather to fill enough sandbags to outline property near the riverfront in an attempt to minimize the damage to the town.

Eventually, the flood waters cut off the city's water supply. For more than three weeks, residents were provided bottled water. Anheuser-Busch bottled drinking water for the Saint Louis Metro area during the flood. The donors received multiple six-packs of the aluminum cans while flooding

interrupted water service.

These cans serve as a reminder of the unpredictability of Mother Nature and the enduring spirit of those who survive and thrive on the banks of the Mighty Mississippi.

RECENT MCHS NEWS

Thank You!

Thanks to all who participated in *Tube Sock Palooza!* Hundreds of subjects in photographs from the Dick Norrish Collection were identified. Your help was greatly appreciated!

Pardon Us!

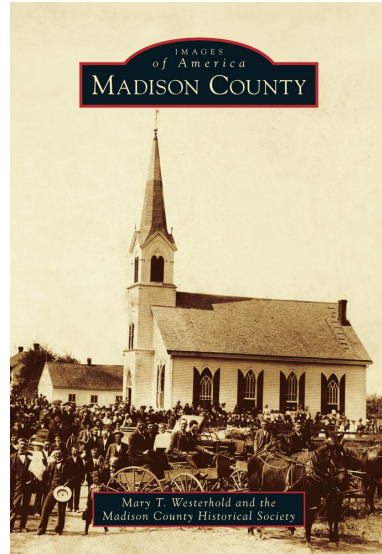
The new MCHS web site we announced earlier this year is just now being completed. You can find us at www.MadCoHistory.org. New information will be added on a regular basis.

Charlotte Johnson Honored

Charlotte Johnson, guest author of last month's "Emancipation and Slavery" issue of *MCHS News* and a former MCHS board member, was presented with the Community Humanitarian Award at SIUE's annual Martin Luther King, Jr. Luncheon in February. The award recognized her work as an educator, author and community service volunteer. She is the author of "20th Century African-American Leaders in Alton."

Madison County History Available May 27

MCHS's new pictorial history celebrating the bicentennial of Madison County has been assigned an "on sale" date of May 27th. Compiled by MCHS Archival Library Research Manager Mary Westerhold, the Arcadia Publishing *Images of America* title will be sold at the MCHS Museum and Archival Library and at the MCHS table at the Route 66 Festival.



It will also be available in local stores and on-line, but because the greatest benefit for the society

will come with purchases made at MCHS, we encourage members to purchase copies (at a 10% member discount), at the MCHS gift shop.

JUNE EVENTS

Route 66 in Madison County Sunday, June 2 2 pm MCHS Archival Library

Cheryl Eichar Jett, who contributed the Route 66 articles in this issue, will take visitors on a tour of Route 66 through pictures and with information about America's Mother Road. The program will kick-off a week of Route 66 related activities in Edwardsville that includes a Sock Hop (Thursday, June 6), and the 16th Annual Route 66 Festival on June 7-8 in City Park in Edwardsville.
(<http://www.edwardsvillerroute66.com/>)

Jett collected Route 66 photographs from many sources including MCHS in preparing her pictorial history of Route 66 in Madison County. Many of these will be featured in the slide show presentation. This event is free and open to the public.

Madison County: A Pictorial History Sunday, June 23 2 pm MCHS Archival Library

MCHS will celebrate the publication of a new pictorial history by Archival Library Research Manager Mary Westerhold reflecting 200 years of Madison County history.

Drawing from the MCHS collection of over 7,000 photographs, Westerhold has created a pictorial history that shows how small settlements like Edwardsville, Alton, Collinsville, Highland, Granite City, and many others became thriving communities. The new book was written for the Madison County Historical Society.

Come join us for an interesting afternoon of historical discovery and congratulate "our" Mary for a job well done!

This event is free and open to the public.

Coming in July -

Swimmin' Holes & Summer Resorts in Madison County

In the days before swimming pools and air conditioning, Madison County residents swarmed to favorite lakes, ponds and resorts for entertainment and to keep cool. If you have photographs or stories about these popular places, please call Cindy Reinhardt at 656-1294.

ROUTE 66 IN MADISON COUNTY

Following the Mother Road

1926 Route 66 Alignment

Worden
Hamel
Edwardsville
Mitchell
Granite City
Madison
Venice

1930s - 1940s Alignment

Williamson
Livingston
Hamel
Edwardsville
Mitchell
across the Chain of
Rocks Bridge

1950s - 1960s Bypass Alignment

Williamson
Livingston
Hamel
Edwardsville
Mitchell
across the Chain of
Rocks Bridge

Last Route 66 Alignment

Williamson
Livingston
Collinsville
Fairmont City
East St. Louis

Dates are approximate, representing the major changes. Alignments in various parts of the route were on-going.

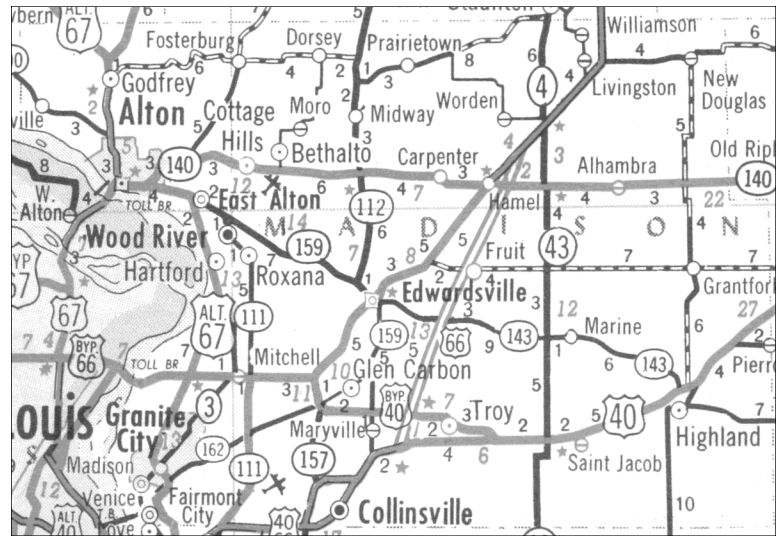
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river in St. Louis. The famous Chain of Rocks Bridge, however, with its 22-degree bend, was claimed by Madison County on the Illinois side of the Mississippi River. After the new Chain of Rocks Bridge was built to carry I-270, the old bridge fell into disrepair. It now serves to carry biking and walking trails and the occasional Route 66 Motor Tour. It was placed on the National Register of Historic Places in 2006.

Various communities in Madison County hosted Route 66 on their pavement at different times and on different alignments. Throughout this article you'll find brief summaries of the communities and a sampling of the businesses and landmarks on the routes, as well as short lists of the cities the alignments visited.

Although Route 66 was decommissioned in 1977, the groundswell of affection for the old route beginning in the 1990s has resulted in awareness and preservation for buildings, businesses, and sections of highway. Many of Madison County's Route 66 segments are alive and well and well-marked with contemporary signage. Drive Madison County's Route 66 and get your kicks!

Guest author Cheryl Eichar Jett, a freelance writer and historian, grew up in two Route 66 towns in Illinois and travelled the Mother Road with her parents as a child. She writes about Route 66 for numerous publications and is the author of four books from Arcadia Publishing: *Alton*, *Edwardsville*, *Route 66 in Springfield* and *Route 66 in Madison County*.



Section of 1956 highway map (Madison County)

The diagonal path of Route 66 across Madison County is shown on this 1956 Standard Oil Company Illinois highway map. Madison County claimed somewhere around 40 miles of the famous route, depending upon the alignment. This map shows the mid-1950s shift from the main route going through Edwardsville and Mitchell to the Chain of Rocks Bridge (afterwards known as Bypass 66) to the new route which extended from just above Hamel south to Collinsville and then west to cross the Mississippi River. (Author's collection.)



The Chain of Rocks Bridge is a cantilever through-trussed bridge, 5,353 feet long and 24 feet wide, that cost \$3 million to build in the late 1920s. It was named for the rocky rapids in that part of the river, which were difficult to navigate. Famous for the angle near the center of the bridge, the bend was added to make navigation easier through the dangerous stretch of water. The bridge was one of six that carried Route 66 travelers across the Mississippi River. Named to the National Register of Historic Places in 2006, the bridge is now used only by those hiking or biking across the river. (MCHS Collection)

NORTHERN COMMUNITIES

66 TRIVIA

Worden

The use of Illinois SBI Route 4 as part of Route 66's first route designation brought the highway south, between Williamson and Livingston to the east and Worden to the west. Service businesses started up at the "Worden Wye," including Schlecte's Service Station; the Worden Wye Club; Nearon's Tourist Cabins, Trailer Court and Tavern; and Frank & Harold's Cafe and Service Station. In the 1950s when the four-lane highway was built, the buildings were moved west.

The Nearon cabins and the Frank & Harold complex are long gone, but the Worden Wye Club is currently reincarnated as Digger's Dugout. The Schlecte Service Station has as of 2013 closed its doors and is listed for sale. (Anyone interested in a Route 66 service station?)

Williamson

The coal-mining village of Williamson found Route 66 coming right by its doors in the 1930s after the Illinois Division of Highways with Thomas Sheets at the helm moved Route 66 east to track through Farmersville, Litchfield, and Mt. Olive in neighboring Montgomery and Macoupin

Counties and then through the edge of Williamson and Livingston. Livingston boasted a small airport and flying service, named W.L.S. for the nearby towns of Williamson, Livingston, and Staunton.

Livingston

Livingston, another former coal-mining community, was also on the newer alignment of Route 66 when it was laid out along the east edge of town, near the high school. Sandrin Standard Station took advantage of traffic from its perch along the highway, and the high schoolers across the street frequented it as well.

When the four-lane highway was built, a new exit was created about a mile down the road from where Route 66 entered town. The service station moved to the new exit, and still exists today as Meyers Service.

The last graduation at the old Livingston High School was the Class of 2004, leaving the large brick school building temporarily empty. Today it houses the Pink Elephant Antique Mall and is a very popular photo stop with the Route 66 crowd who particularly enjoy their green UFO and muffler man.



Standard Station (Livingston)

Robert "Doc" Bowles and Richard Meyer opened the Bowles and Meyer Standard Oil Station on Livingston Avenue in Livingston in April 1956. It was just east of the Livingston High School and served as a teen hangout as well as service station to Route 66 traffic. This station was preceded in the same area by the Sandrin Standard Oil Station, built in 1936. When I-55 was constructed nearby, the highway entrance to Livingston Avenue was closed, and a new entrance was built via an overpass less than a mile away. But the station soon closed. Then, Richard Meyer purchased a parcel of land at the new Exit 37 at I-55 and opened a new, modern station in 1976.

(Courtesy of Livingston Centennial Committee.)

Occasional sightings of famous stars were reported in the Edwardsville area. In 1936, someone claimed to see Hollywood cowboy actor Tom Mix and his wife at Vandalia and Main Streets. In later decades, Bob Weiler recalled pumping gas for country-western singer Ferlin Husky. Country-western singer Brenda Lee was sighted at the A&W Root Beer Drive-In and one of the famous Gabor sisters was said to have stayed at the Merle Lawder Tourist Home on Hillsboro Road.

♦♦♦

The Jackson Service Station on Hillsboro Avenue/Route 66 in Edwardsville had a water supply that truckers could access. It was said that the truckers would increase the weight of cattle loads headed for the slaughterhouses in East St. Louis by hosing them down at the station. The smell of wet farm animals wafted from the trucks as they travelled through town.

♦♦♦

The Chain of Rocks Bridge with its 22-degree bend occasionally caused problems that would back up traffic for hours. This author recalls sitting with her parents in the family Nash Rambler for hours after a car pulling a camping trailer got "stuck" at the bend and could not make the turn until a

Continued on page 8

HAMEL AND EDWARDSVILLE

Hamel

In the early decades of the 1900s, George Cassens began to build his automobile business. As he constructed additional business buildings, he was well on his way to creating the legendary Cassens family of businesses that are still well-known in Madison County. One business he established was the Tourist Haven Restaurant for his wife Louise to operate. After numerous owners it is still in business as Weezy's. A new approximately eight-mile section of road was built between Hamel and Edwardsville in the 1930s expressly for Route 66. This section is now considered one of the best preserved examples and one of only five segments of Route 66 in Illinois deemed eligible for the National Register of Historic Places.

Edwardsville

Edwardsville's tenure as a Route 66 community lasted approximately three decades, from 1926 until the city was bypassed in the mid-1950s. From the run up Mooney Hill on the northeast side of town, to its descent down to the American Bottom on the southwest end of town, the community of Edwardsville adapted to provide additional services and lodging. Large private homes became tourist houses, cabins were built, cafes sprang up, and auto dealerships and garages found themselves not only with local clients but far-ranging customers.

Route 66 came right through town on Vandalia and St. Louis Streets, crossing Main Street just a block from the Madison County Court House. The route passed Edwardsville's Carnegie Library, City Park, the landmark Bohm Building, and the new high school. The high school became an issue with the Illinois Division of Highways in 1938, almost causing a change in the route through town which would have bypassed most of the businesses. Opposition to the change was voiced by the City Council and by a group of businessmen led by cafe owner George Cathcart. Edwardsville won the battle – the Division of Highways gave up on the route change – but lost the war when the city was bypassed in the mid-1950s. Heavy traffic hallmarked the route through Edwardsville, playing its part in numerous and various accidents.

Frank Catalano in front of his tavern at 463 Vandalia in Edwardsville, Illinois. The building dates to 1924 and was purchased by Catalano in 1934. He gave his new business the name Hi-Way Tavern. Catalano retired in 1959, but the name remained for many years. The building was expanded and bricked circa 1950. (Courtesy of the City of Edwardsville)



Green Gable Camp (Hamel-Edwardsville) Harry Baumgartner's intention when he opened it in 1931 was to make the Green Gable Camp the best tourist camp between Chicago and St. Louis. But sadly Baumgartner did not have a lot of time to fulfill his dream. Just eight years after opening his business between Hamel and Edwardsville, kerosene from a fire he was starting flashed up and burned him severely. His wife rushed him to St. Francis Hospital in Litchfield, but within a couple days Baumgartner died. In 1942, the camp reopened under new management. Today, none of the buildings remain and a private home stands on the lot just north of the old Klueter Brothers Concrete company. (Courtesy of Florence Nemnich.)



Cathcart's (Edwardsville) Across the street from the Hi-Way Tavern in Edwardsville stood Cathcart's Cafe (later Cathcart's Cafe and Deli) at the corner of Vandalia and Brown Street. George Cathcart had first purchased the large Hotz house next door, turned it into a tourist home, and set his wife to managing it. Meanwhile, George worked a couple years longer at his coal mining job and built an eleven-foot square hamburger stand. The restaurant business grew quickly due to Route 66 traffic and George's business sense and hard work. By 1938, Cathcart's Cafe employed about two dozen people, had been enlarged and re-equipped several times, and was billed (by Cathcart) as "known from coast to coast." By that time, he and his first wife were divorced and the tourist home sold to Fred and Jessie Goddard. (Courtesy of June Nealy.)

SOUTHERN COMMUNITIES

Mitchell

Mitchell was the location of a Route 66 split, with an early alignment headed south through Granite City, Madison, and Venice before crossing the Mississippi River, and the more well-known alignment headed west from Mitchell to the Chain of Rocks Bridge. This westward route became known as Bypass 66, as once in Missouri, motorists were able to bypass heavy city traffic in St. Louis. Mitchell's Luna Cafe was built in 1924 and so predates Route 66 by a couple years. It is still in operation and enjoyed the re-lighting of its famous neon sign in 2012. A few mom-and-pop motels remain to this day along the Mitchell strip, and the old Bel-Air Drive-In neon sign still stands guard over the empty lot where the drive-in once entertained customers.

Granite City

Route 66 was aligned through Granite City for only a short time. The road entered from Mitchell, then used Nameoki Road and Madison Avenue, running the famous highway past Granite City Steel, the former Niedringhaus brothers manufacturing complex. During those years the Granite City route led to Madison, and Venice then across the Mississippi River into St. Louis.

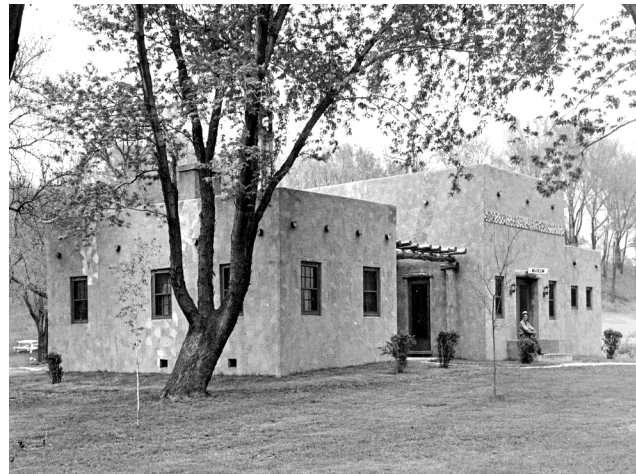
Collinsville

Collinsville became a Route 66 community a bit later in the general Route 66 scheme of things, when Edwardsville was bypassed. A 1950s Collinsville city map shows Route 66 entering the city on the north edge of town and coming south on Vandalia to what is now known as the Belt Line and turning west. At that time the Belt Line Road was also designated as both Route 40 and Route 66. The route headed west and then turned south on what we now know as Bluff Road/Route 157, where it continued south to Collinsville Road. There it came down from the bluffs and traveled west on Collinsville Road past Cahokia Mounds State Park (now Cahokia Mounds State Historic Site). The Collinsville area is still a highway hub and Cahokia Mounds is a UNESCO World Heritage site – the only one along any Route 66 alignment across the U.S. Also along this alignment is Fairmount Park Race Track.



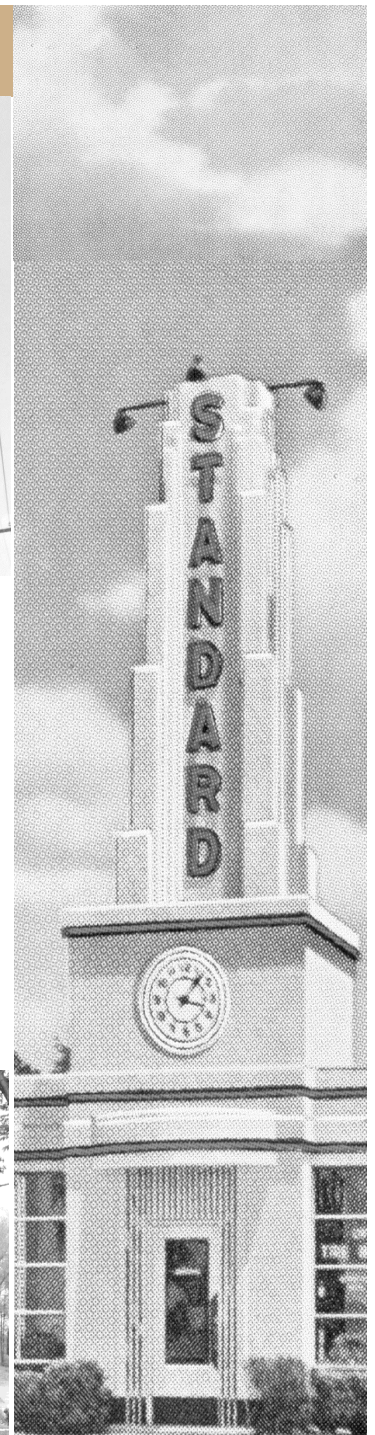
Luna Cafe (Mitchell)

The Luna Cafe was built in 1924, predating Route 66, and was said to be frequented by the likes of Al Capone and other gangsters. People said that law-abiding citizens could not afford to eat there. A gambling establishment was said to be operating in the basement and the upstairs was known as a house of prostitution. The rumor was that if the cherry in the martini glass on the neon sign was lit, the girls upstairs were available. Close to 90 years later, the girls are gone, but the Luna Cafe is still open for business under the same name. In June 2012, the neon sign was re-lit during the Illinois Route 66 Association Motor Tour. (Courtesy of Darren Snow.)



Cahokia Mounds State Park (Collinsville)

In 1925, the State of Illinois purchased 144 acres of the Ramey family land to establish Cahokia Mounds State Park. This Southwestern-style building was constructed to serve as the ranger's residence, with one room devoted to exhibits. In the early 1970s, the entire building was renovated for interpretive space. In 1989, at Cahokia Mounds State Historic Site, a world-class new interpretive center, was built and the old museum building was razed. The new building, on the south side of Old Collinsville Road, is in St. Clair County, while Monk's Mound is in Madison County. (Courtesy of Cahokia Mounds State Historic Site.)



This Art Deco tower was part of the Bluff View Super Service Station at the intersection of Collinsville Road and Route 157. This image, from an advertising postcard, called it the "best transient service in the Middlewest." The building was eventually expanded to house a restaurant. Today it is the home of Ramon's El Dorado Mexican Restaurant. (Courtesy of the Collinsville History Museum.)

MCHS Members New & Renewing

February

Tom & Donna Bardon, Edw
Collinsville Hist. Museum
Sid & Jane Denny, Edw
Gracie Koeller, Godfrey
Stephen Mudge &
Brenda Ludwig, Edw
Virginia McCall, Glen Carbon
Daniel McGuire, St. Louis
Missouri History Museum
Lois Poole, Woodside, CA
Marion Sperling, Edw

March

Mary Jo Anderson, Glen Carb
Shirley Blixen, Mascoutah
Bernice Brown, Glen Carbon
W. Scott Delicate, Goode, VA
Joan Evers, Edwardsville
Genevieve Cutler Fisher,
Belmont, MA
Edna Grench, Edwardsville
Jeanette Kampen, O'Fallon
Judith Leo, Wheaton, IL
Rowena McClinton, Edw
Linda Mizell, Edwardsville
SJ & Emily Morrison, Edw
JoAnn Nabe, Edwardsville
Roberta Mueller,
Carmichael, CA
Lois Noto, Edw
Nick & Cheri Petrillo,
Granite City
Marty Porter, Mascoutah
Robert & Sandra Schwartz,
Edwardsville
Beverly Williams, Livingston

Thank You!

ROUTE 66 TRIVIA *(continued from p 5)*

long line of traffic inched backward far enough for the vehicle and trailer to back up and make a new try at negotiating the bend.

♦♦♦

Southwest of Edwardsville on what is now known as Chain of Rocks Road stands two small duplex tourist cabins, one on either side of a small house, and at the front of the property still stands the “Town and Country Motel” sign. Look closely the next time you drive by it – the

“Town and Country” has faded sufficiently to reveal that it had a prior life with a Kaiser-Frazer automobile dealership.

♦♦♦

The gas station employees in Edwardsville recalled how Bypass 66 road signs were removed before a new Illinois map was issued. As a result attendants said they spent more time giving confused motorists directions than pumping gas.

♦♦♦

MEMBERS, FRIENDS AND VOLUNTEERS *(continued from p 1)*

Members of Friends of the Museum meet three times a year in April, July and October, and pay annual dues. In December, they “deck the halls” of the museum and library as well as plan and host the annual Holiday Open House. When founded, they served as the primary fund-raising arm of the organization, although much of that component has been taken over by the Board of Directors. The Friends still raise and donate much needed funds to help with MCHS expenses.

Volunteers:

Volunteers work in both the archival library and the museum. At the library, they work on projects that sometimes result in MCHS publications or index older records to make research easier for

patrons. A current project is transcribing the records of the Madison County Poor Farm. Museum volunteers often serve as docents or assist the curator with inventory.

Many volunteers are regulars who spend nearly as many hours at the library or museum as staff. They are an important part of the MCHS family.

Members, Friends and Volunteers:

If not already involved, why not consider joining one or more of the organizations that contribute to the preservation of our past?

MCHS opens doors to Madison County's history. Call 656-7569 to learn how you can help as a member, friend or volunteer.



Madison County
Historical Society

715 N. Main Street
Edwardsville, IL 62025