



REMEMBERING JOSEPH HELMS

Reprinted from the Edwardsville Intelligencer Aug. 9, 2025

Organizations like the Madison County Historical Society run well when they have the support of the community behind them. Fortunately, that is the case for MCHS. Two of the Society's most dedicated supporters over the past three decades have been Joseph Helms, and his wife, Sharon, who went beyond expectations, providing resources and a path to future success. We were saddened to hear of Joe's death last month.



Joseph Helms

When Sharon passed away in 2012, her obituary said, "She dedicated herself to the Madison County Historical Museum serving as president and later as a board member and volunteer." That makes her sound a bit ordinary, but that wasn't Sharon. She was the one who noticed the building at 707 N. Main St. was available for purchase and its potential for the Society. The Helms family purchased it for MCHS, and today it the Helms Collection Center. There are so many wonderful additions to the MCHS collections, the Probate files being just one example, which the Society could not have accepted without that storage space.

She and Joe had a vision that 707 N. Main St. would someday be torn down for parking after the library was expanded on the lot behind it on Second Street. Joe arranged for the Society to obtain the Second Street house, too. That building presently provides rental income from two apartments, but it will one day provide space for a library expansion which includes programming space and temperature-controlled storage for artifacts and documents.

They were also involved in getting F Street, a narrow block-long thoroughfare between the museum and library, vacated. Today it is a welcoming plaza used for outdoor events. Joe

Cont. on page 3

SEARCHING FOR THE MADISON COUNTY RAILROAD

By Jeffrey Pauk



Graphic used on Madison County Railroad bond certificates. (MCHS)

Using maps to find the story

One of the best resources for historical maps of Madison County is in the Madison County Maps and Plats Department. This office is part of the Madison County Assessor's office, and it houses various maps and records that are different from those in the Madison County Recorder's office. Among those records are the valuation maps of the railroads that crisscrossed Madison County.

Valuation maps were mandated by the federal government in the Valuation Act of 1913 for the Interstate Commerce Commission to be able to evaluate railroad property. This was essentially an inventory of all railroad property. These maps were created between 1915 and 1920 and were updated up until about 1960. The originals of these maps are housed with the National Archives Cartographic Branch and are among its most requested records.

The records show significant detail regarding tracks, crossings, buildings, right of way widths, drainage structures, adjacent land owner names, and much more. Reviewing maps of the same alignment from different years can show how railway use changed over that period of time. Railroad hobbyists, as well as land professionals, such as surveyors and title companies, can use these maps to reconstruct the railroad location from surviving evidence that is shown on these maps. Pairing this information with Geographic Information System (GIS) mapping platforms, as well as historic photography and movies, provides a powerful archival resource. The valuation maps in the Maps and Plats files were used to help develop the county's tax maps that were developed in the 1950s.

Cont. on page 4

Library Hours
Mon. - Fri., 9 a. m. - 4 p. m.
Sunday 1 p. m. - 4 p. m.
Call for Museum Hours

**Madison County History Museum
and Library**
801 N. Main Street
Edwardsville, IL 62025

Contact us:
Library: 618-656-7569
Society: 618-656-1294
Email: info@madcohistory.org

BEHIND THE SCENES

MCHS has an amazing board of directors, staff, and team of volunteers who accomplish much that goes unheralded. Below is just a taste of some of the recent work and planning which make it possible for MCHS to fulfill a demanding calendar while maintaining a campus of four buildings. All of this is in addition to the day-to-day core work of assisting patrons with email, phone or in-person queries, processing donations, installing exhibits, and much more.

Librarian Mary Z. Rose and educator Robert Daiber, a member of the MCHS Board of Directors, are working with SIUE Professors Julie Zimmerman and Greg Fields to present a Professional Teacher Development Workshop for the Edwardsville School District. The project is funded by the Edwardsville Community Foundation.

Last year's hailstorm provided the trigger needed to complete many updates to the MCHS campus. Volunteer labor made it possible to stretch the insurance settlement dollars to accomplish the following: Replaced the roof on all buildings, upgraded gutters on the Helms Center, and painted the museum porch and handrails, the rear wall of the library, and the clapboard addition of the museum. In addition, there were repairs and more painting on the rental house.

The Helms Center is currently being painted by MCHS President Fred Faust who does a lot of this work for the Society, often bringing his grandson along to help with the work before school started.

Volunteer Mike Reinhardt, who takes care of the MCHS grounds, also sometimes has a young assistant, his nephew Nolan Kunkel. Mike had to replant flowers multiple times this summer. The deer seem to think he is providing an all-you-can-eat buffet.

Edwardsville Garden Club volunteers have done a lot of work on the herb garden they maintain on the south side of the museum.

Thanks to a \$3,000 grant from the Edwardsville Community Foundation's Emergency Relief Program, emergency exit signs have been installed in the Weir House (museum) in four locations. Three new emergency exit doors, which will open outward with crash bars, will also be installed to allow patrons to exit quickly in case of emergency.



The Edwardsville Community Foundation (ECF) presented MCHS with this ceremonial big check! Pictured here from left are Stephen Hansen of the MCHS Board, Richard Walker of ECF, and MCHS President Fred Faust.

One of the air conditioners in the Helms Collection Center failed recently and had to be replaced (it was *only* 30 years old). Another will probably need to be replaced soon.

The Quilts and Stitchery exhibit closed after being seen by over 200 people. Feedback from visitors was all positive as they greatly admired the work of the artists whose work was featured, Donna Bisset, Mary Grosse, and Candace Ladd.

An MCHS ad hoc committee under the leadership of Steve Hansen is working on a plan to celebrate the 250th anniversary of the Declaration of Independence, otherwise known as the Semiquincentennial, with a week of activities in July 2026.

The Educational Outreach and Events Committee, chaired by Carol Manning, is always working on numerous projects at the same time. At the last meeting, on the agenda were the MCHS Trivia Night, Family History Walk, Living History Days, Dining in History, and Goshen Market appearances, all happening before the end of the year. Also on the agenda was planning for 2026. The committee hopes to have a tentative calendar laid out by next week. If you enjoy working on events, volunteers are always welcome.

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PUBLICATIONS

MCHS NEWS

Cindy Reinhardt, Editor
cindy.reinhardt@madcohistory.org
618-656-1294

VOLUNTEERS

There are abundant and varied opportunities for volunteers at either the Museum or the Library. If interested, please call 618-656-7569.

MEMBERSHIPS

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

The Madison County Historical Society is a 501(c)3 non-profit organization.

2025 MCHS SPEAKER SERIES - ONE FOR THE BOOKS!



The 2025 Speaker Series was a resounding success with a record number of attendees who learned more about Abraham Lincoln and Harriet Tubman, and also enjoyed a concert of parlor music appropriate to Lincoln's time. Pictured at left is the wonderful Kathryn Harris who portrayed Harriet Tubman at the June program. At right is Lincoln historian Stacy Lynn who returned to Edwardsville to share her knowledge and enthusiasm for her Mr. Lincoln.



Editor Cindy Reinhardt Explores Madison County

A new feature of the MCHS Facebook page is a description of excursions to historic sites or businesses in Madison County which make for a pleasant afternoon. I know there are banks, funeral homes, and even a tire shop (O'Brien's, circa 1906), but those aren't exactly my idea of a fun excursion! I decided to share my ramblings after going to the 9th Street Café in Highland (building circa 1881; great food), and Rosemary's Fabrics and Quilts next door where I visited with Rosemary, the 92-years-young proprietor.

My next exploration took me through Collinsville where I had never visited Kruta's Bakery. After posting about their history, more than 900 people responded! People LOVE Kruta's. The only negative comment was someone warning against getting a fudgie...because it will create an addiction. Now, I need to go back for a fudgie.

Last week I went to the magnificent Hayner Genealogy and Local History Library and Tab's Café across the street. Both are in historic buildings and both are very good at what they do. I think I may need to head to Grantfork next!

Check out our Facebook page (Madison County Historical Society) where someday soon we will have our 4,000th follower! It might be you! Madison County travel tips are welcome: cindy.reinhardt@madcohistory.org



Kruta family in front of their bakery at the original location in East St. Louis.

Helms Family (cont. from page 1)

bought bricks at the old stockyards in National City to pave the plaza, picked them up, and delivered them to MCHS. In a way, thanks to Joe, the plaza is another Madison County artifact.

One year, the Helms family hosted the Historical Society's Annual Meeting in their barn. It was so much fun! Sharon regularly attended meetings with Director Suzanne Dietrich at the courthouse when the County still provided funding for the museum. As president of the Society, she was very involved, dedicated as her obituary says, and Joe was right behind her. He continued to donate generously to the Society after Sharon's death.

The Helms family has left a lasting, visible legacy at the Madison County History Museum and Library. When visitors look at the MCHS plaza and the restored Weir House, or use some of the many collections available to researchers, the Helms family is partly responsible. And some day, after the museum is completed, the future library expansion will also become a reality, in no small part because of the generosity of Joseph and Sharon Helms.

Haller Donation

The family of Lynn Grace Haller, at her request, has donated all of her considerable genealogical records and resources to the Madison County Historical Society. It will take a while to get everything cataloged and available to the public, but if you have the following names on your family tree, you may want to check it out:

Haller, Knabel, Britt, Joho, Schauster, Werner, Ellerman, Zobrist, Eggen, Schmidt, Hug, Leder, Frey, or Dresch.

The above list includes many early Swiss families. The Haller collection also has many resources which will help researchers for generations to come.

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A RAILROAD IS CHARTERED - BUT FAILS

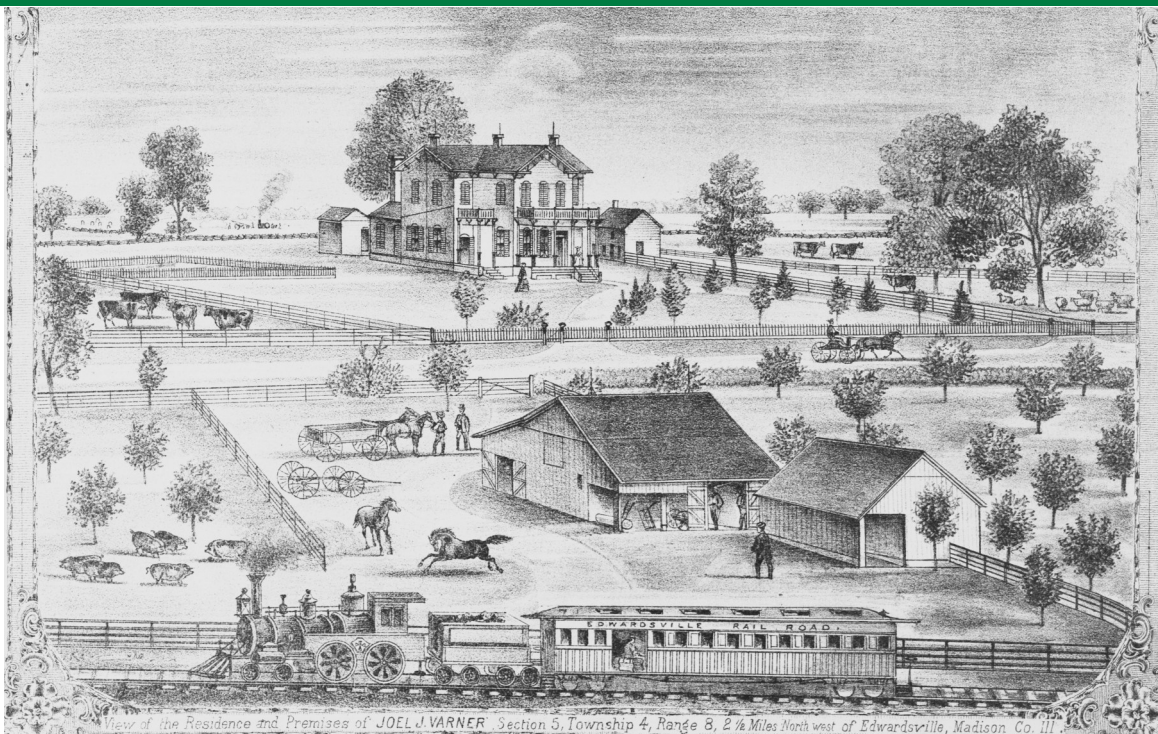
In the last decade or so, the maps were scanned to help minimize the wear and tear. Flash drives or online downloads are available for purchase or one can view them on the public computers in its office. Although these maps provide a great resource, they only provide a brief snapshot of the long history of railroads in Madison County.

A review of the valuation map of the Illinois Terminal Railroad (IT) shows the alignment beginning in Alton, running southeastwardly to Hartford, eastwardly to Edwardsville, southeastwardly to Troy, and southwesterly to the county line north of O'Fallon. Focusing on Page X 11 not only shows the IT, but also delineates information on the Cleveland, Cincinnati, Chicago, and St. Louis (CCC & STL) as well as an early branch of the Wabash Railroad. At the time the maps were produced, this portion of the Wabash is shown as a relatively small alignment that generally parallels the Illinois Terminal. In a 1930 *Edwardsville Intelligencer* article, the Wabash was in the process of removing the rails in Edwardsville for this line between Monroe Street and the Number 3 Mine (presently at the location of Joe's Market Basket). A curious part of the article mentions that in the early 1900s an attorney with the legal department of the Wabash had tried to clear up the title for the right of way and found that documentation of such was missing. The story of the Madison County Railroad is much older than the Wabash and goes back almost to the beginning of rail transportation in Illinois.

Beginnings of a Railroad

In 1837, the Illinois legislature passed, and Governor Joseph Duncan signed, "An Act to Establish and Maintain a General System of Internal Improvements," which caused the building of the Illinois and Michigan Canal as well as authorizing various railroads crossing the state. The goal was to build 1300 miles of track, estimated at more than \$10 million. One of the routes budgeted in the bill was the Southern Cross Railroad, which would later be known as the Alton and Mt. Carmel Railroad. The line was to commence at Alton, pass through Edwardsville, and continue eastwardly through Carlyle, Salem, and Mount Carmel to the Indiana border. Several early newspaper articles referred to an easterly terminus being either the northern bank of the Ohio River at Louisville or on to Cincinnati.

The advantage of this route is that it would cut through the heart of farmlands in Southern Illinois, allowing a means to ship agricultural products more quickly and cheaper than by rivers. It would also help to provide goods more easily



The 1873 depiction of the Joel Varner farm shows the Madison County Railroad in the foreground, although it says "Edwardsville Rail Road" on the passenger car. The Varner house is still standing today on Old Edwardsville Alton Road. The Varner property can be seen on the map on page 5. (MCHS)

for residents in farming communities. The purchase of right of way by the State of Illinois for the creation of the Alton and Mt. Carmel Railroad occurred between 1838 and 1840. The funds for the project were raised by the sale of bonds by the state. In those three years, 148 deeds were recorded in Madison County that transferred ownership of new railroad rights of way to the State of Illinois. A financial panic in 1837 made it difficult for the state to sell bonds for the endeavor and by late 1840, railroad construction largely came to a standstill. By the end of 1840, the Alton and Mt. Carmel Railroad had accrued \$353,599.67 in expenses contracted by the Board of Public Works, which included clearing the route, grading the line, and masonry work for culverts and bridge structures between Alton, Edwardsville, and Highland.

The latter part of the 1840s brought more prosperity nationally and regionally, which caused investment and progress to continue. The Alton and Sangamon Railroad was chartered in 1847 and completed in 1852. *The Alton Daily Courier* on Oct. 24, 1853, contains a detailed report by John H. Shipman, a civil engineer hired by the City of Alton, to review the condition of the Alton and Mt. Carmel Railroad. It described the route of the work conducted a decade earlier and determined the profitability of completing the railroad. The 11.54 mile route between Alton and Edwardsville was still in relatively good condition, with little damage done by erosion. The bridge structures and associated masonry did not fare as well and were in need of replacement.

The report goes on to review the 16.68 leg from Edwardsville to Highland in a similar manner. Shipman goes on to describe the remaining 12.77 miles as following a general southeasterly route from Highland across Looking Glass Prairie to Shoal Creek in Clinton County. He comments that no improvements or right of way had been

THE MADISON COUNTY RAILROAD - CHARTERED 1857

purchased for the last leg. The report goes on to advocate for Alton to support such an endeavor. He notes that east of Edwardsville, 75% of all agricultural commerce was transported to St. Louis. A rail line, as he described, would draw all commerce within 12 miles of each side of the alignment and had potential to be very profitable.

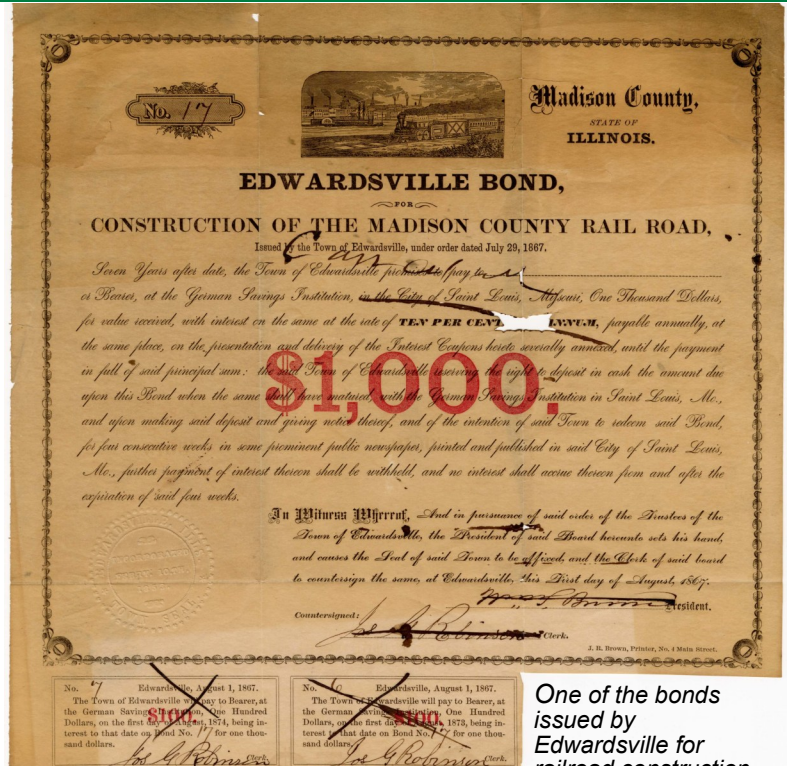
The Madison County Railroad Opens

The report caused excitement for both Alton and Edwardsville residents and businesses. In 1857, the State of Illinois granted the charter of the Madison County Railroad, which was to construct the initial stage of improvements over the location of the old Alton and Mt. Carmel right of way. The Town of Edwardsville was authorized by the state legislature in 1859 to purchase \$30,000 in stock in the Madison County Railroad. Voted on by residents, the measure passed 171-23. The cost of completing the railroad was estimated to be under \$100,000.

Unfortunately, construction was once again delayed with the outbreak of the Civil War. During the war, the importance of railroads became very evident to the entire country. After the war concluded, the building of the railroad once again became a priority and work began in 1867. The Jan. 24, 1868, edition of the *Alton Weekly Courier* quoted H.C. Swift, the engineer in charge of construction, saying that the tracks were laid to within one and a quarter miles of Edwardsville. Captain R.J. Tunstall, the President of the railroad, announced that a passenger car was purchased at Litchfield and that the trains will commence running within a week. On February 6, *The Alton Evening Telegraph* announced the completion of the line and the arrival of the first train in Edwardsville.

News reports over the following weeks noted updates on final construction details such as ballasting and leveling the track to make for a safer and smoother passage. An additional locomotive was purchased for the railroad in Chicago, and on April 23 the press made their first official trip on the new railroad. The train left Alton at 9 a.m. and arrived in Edwardsville slightly after 10 a.m. This shortened the time to travel between the two cities by two hours.

In May, a depot, turn table, and engine house were built in Edwardsville by Ferguson & Croft. They were on St.



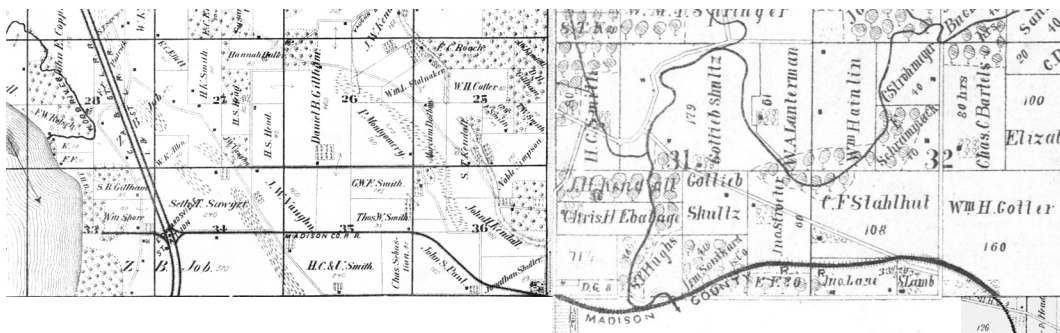
One of the bonds issued by Edwardsville for railroad construction. (MCHS)

Louis Street, a block from the courthouse. By the close of 1868, the railroad was making two trips per day between Alton and Edwardsville. Further refinement to the system led to the development of a crossing station. This was in present day Hartford and was an intersection of the Alton, Chicago, and St. Louis Railroad with the Madison County Railroad.

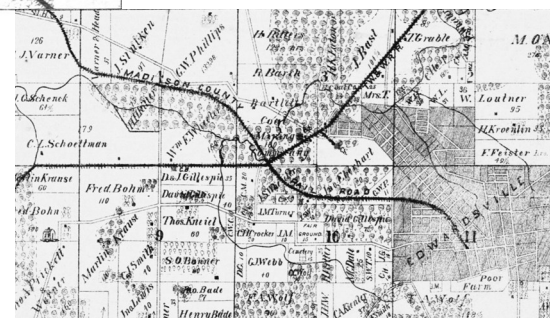
The Edwardsville Intelligencer, on March 3, 1870, described how valuable the line had become to Edwardsville. The new Madison County Jail received several carloads of iron for the construction of the jail cells. Thousands utilized the railroad to travel to see the St. Louis Fairgrounds for a round-trip fare of \$1.10.

Railroad Sold and Closed - Violence Threatened!

The communities were rocked by an announcement by Robert Barth, President of the German Savings Bank of St. Louis that the railroad was to be sold. German Savings Bank had held a trust deed to the railroad and decided to cash in their interest. On Feb. 27, 1871, the sale was held but none of the offers were suitable for Mr. Barth. The bank proceeded to close the railroad the next day. Keep in mind that for over two years, an increasing amount of



Combining pieces of plat maps of (from left) Wood River, Fort Russell, and Edwardsville Townships, provides an illustration of the entire length of the Madison County Railroad as it appeared in the 1873 Atlas of Madison County. It may not seem long or significant from today's perspective, but at the time it provided a way for mills and farmers to get their products to the Mississippi River in a much more practical way. It also created rail passenger service between Edwardsville and Alton or St. Louis. An article in the *Alton Telegraph* said a man could make the trip from Edwardsville to Alton in just two hours with the new service, half the usual time required by buggy. (MCHS)



A DOWNTOWN STATION



Dr. Joseph Robinson of Edwardsville was one of the buyers who eventually reopened the railroad. (MCHS)

Savings Association filed suit against Edwardsville in U.S. District Court in Springfield to force payment.

When the initial attempt to sell the railroad occurred, the highest bid was \$60,000. The German Savings institution held \$50,000 in debt. Mr. Barth stated on several occasions that he wanted to make

"100% profit" and was holding out for \$100,000. On July 5, Captain Tunstall (the former railroad president) visited Edwardsville and stated that he would return to Edwardsville and remove the rails from the line. In addition to work crews, he stated he would bring armed bodyguards and a thirty-six pounder (cannon) to enforce their party.

A subsequent announcement in the *Edwardsville Intelligencer* stated that a military company was being formed locally to drill and make preparations to defend the railroad. Soon afterward, Mr. Barth wrote a letter to the *Intelligencer* stating that Captain Tunstall was not a representative of the bank. Cooler heads eventually prevailed, and the Bank found new buyers of the railroad for \$65,000 in Joseph Robinson of Edwardsville and Hoiles & Son of Greenville.

In the meantime, the conflict served to cause a petty squabble between the *Edwardsville Intelligencer* and the *Alton Telegraph*. Some of those at the *Intelligencer* apparently felt that since Edwardsville citizens were investors, the City of Alton

goods were being transported over the line to and from Edwardsville. Rumors abounded about potential investors and on Saturday, April 1, 1871, the frustration reached a head. In what was described as the largest gathering that had ever been seen in Edwardsville, the purpose was to establish a board of trustees who would maintain the rights of the citizens of Edwardsville by refusing to pay the principal and interest on the bonds until the railroad was reopened. The vast majority advocated for the railroad to open at any cost, including armed action (if necessary). In June, the German



These men are standing in front of the Wabash Station located on the 200 block of St. Louis Street, east of the intersection of St. Louis and Vandalia Streets. Edwardsville had a second Wabash Station on the north side of town. This photo shows the Wabash Dinkey in 1895. From left are Engineer Dalton, working temporarily for A. Arrowsmith who was a longtime engineer, Fireman Clawson, Brakeman Thomas Dailey, Station Clerks William Berleman and George Hanser, and Telegraph Operator W. R. Kearney. (MCHS)

should have shown more effort in siding with Edwardsville against the bank. *The Telegraph* proclaimed that Alton wanted nothing more than for the railroad to reopen, but criticized some of the efforts by the citizens of Edwardsville to accomplish this. The result ended up with a series of snipes and backhanded compliments being exchanged by the two papers for over a year. *The Intelligencer* referred to Alton many times as a "limestone village" and accused citizens there of being apathetic in the matter. In turn, *The Telegraph* accused the *Intelligencer* of slandering the citizens and businesses of Alton.

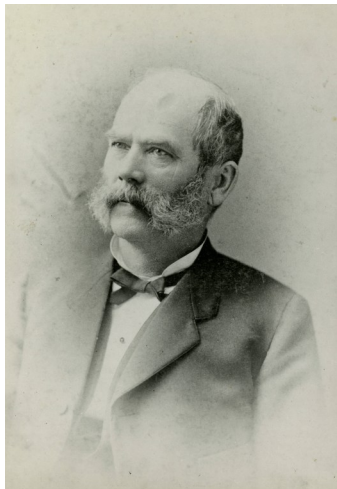
The Madison County Railroad Returns

By March 1872, the railroad was once again running and earning a profit. A new depot at Edwardsville Crossing was built in May. Discussions began on the plan to expand the line to Troy and beyond to connect with the Belleville & O'Fallon Railway. In August, *The Alton Telegraph* commented about the bumper crop of watermelon grown at Sand Ridge and that large quantities were shipped to Chicago from Gillham Station on the MCRR.

In March 1873, three trustees were elected to be in charge of the new locomotive being used on the railroad. The locomotive was to be purchased by the stockholders and was not owned by the railroad. The trustees were John A. Prickett, Alonzo Keller, and Judge William T. Brown. It was the job of the trustees to ensure that if the railroad ceased operation, the locomotive was to remain in local possession. The engine was purchased for \$8000.

Changing Hands

Robinson and Hoiles released the railroad to the German Savings Institution (who held their mortgage), who in turn sold it to the Wabash Company in August 1877. The Wabash already had a rail line that passed near the northwest side of Edwardsville and crossed the MCRR north of the current Watershed Nature Center. The Wabash



Two of the three 1873 trustees for the railroad are pictured here. Above, businessman, John A. Prickett, and, below, Judge William T. Brown. Both were prominent Edwardsville residents. (MCHS)



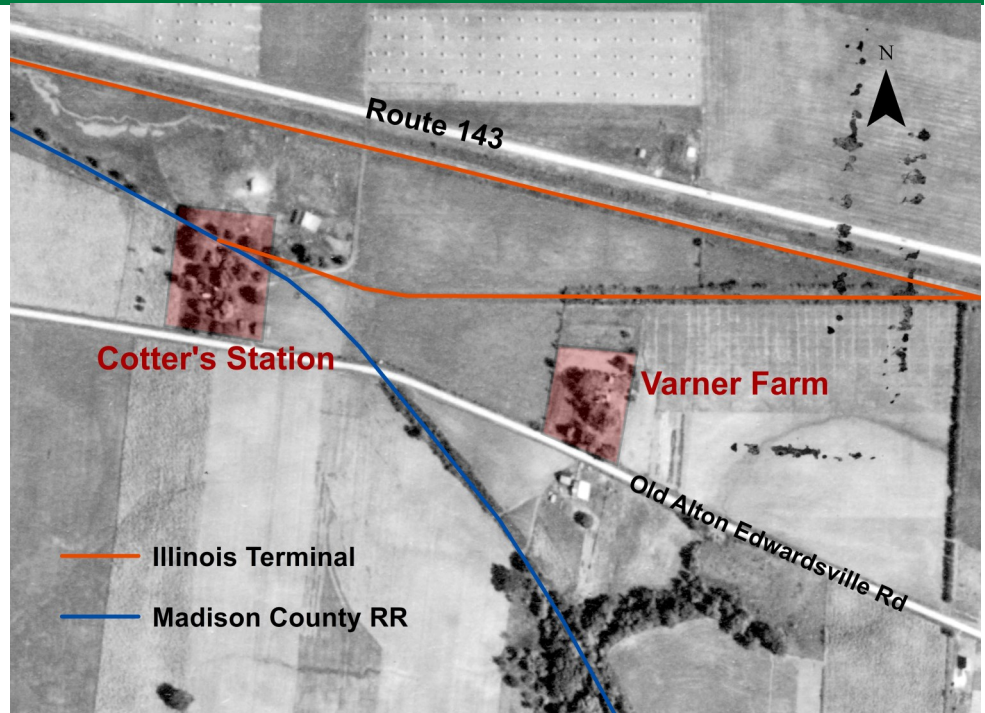
FINAL YEARS

improved the crossing so that trains could travel from one line to the other. Although owned by Wabash, the Madison County Railroad still operated under the same name.

In 1899, the Wabash leased the Madison County Railroad line to the Illinois Terminal (which was owned by Illinois Glass Company of Alton). The Illinois Terminal had been slowly expanding to consolidate the manufacturing resources of Alton. The Madison County Railroad line gave them a direct link to Leclaire and the N. O. Nelson Manufacturing Company. Further development of the railroad's freight business exceeded the abilities of the narrow and winding railway owned by the Wabash.

In 1901, the Illinois Terminal began rebuilding part of the line, replacing it with new steel rails, widening parts of the right of way, smoothing out the sharp turns, and levelling out the grades. By 1904, a new right of way from Cotter's Station to Leclaire was established, which was independently purchased by the Illinois Terminal and capable of servicing larger trains than the Wabash line. This new alignment, along with the acquisition of trackage agreements with the St. Louis & Illinois Belt Railroad between Leclaire and O'Fallon, resulted in the Illinois Terminal owning a new line that was no longer dependent on the Wabash line.

Slowly, the old railroad's use diminished. Other rail lines offered faster transportation which occurred more frequently. Granaries and mines that served the old line were closed and demolished. In 1930, the tracks between Mine Number 3 and Monroe Street in Edwardsville were re-



Aaron Greuel marked this 1941 aerial map with blue and red lines representing the various routes laid out for the Madison County Railroad, Wabash Railroad and Illinois Terminal. Notice Cotter's Station at the intersection.

moved. The remaining tracks between Park Street and the main Wabash line were removed circa 1978, closing the final chapter of the saga of the Madison County Railroad.

Those interested in exploring parts of the original Madison County Railroad right of way, can walk or ride the MCT Watershed Trail between downtown Edwardsville and the Watershed Nature Center.

CHAUTAUQUA 2025

SUNDAY, OCTOBER 5 - EDWARDSVILLE CITY PARK
Noon - 4 p.m.

10th Illinois Volunteer Cavalry Encampment

Food, Vendors, Exhibits, Book Sale

Entertainment from Etzkorn Bandstand:

- | | |
|-------------|---|
| 1:00 - 1:30 | St. Louis Osuwa Taiko Performers |
| 1:30 - 2:00 | President U. S. Grant Reminiscences
(Portrayed by Larry Werline) |
| 2:00 - 2:30 | EHS A Capella Singers
(Emily Ottwein, director) |
| 2:30 - 3:00 | Sarah Covington Reminiscences
(Portrayed by Diana Sussman) |
| 3:00 - 4:00 | Civil War Band performance |

Saturday, September 13



10 a.m. - West End Service Station
Corner of St. Louis and West Streets, Edwardsville

Take a stroll along historic St. Louis Street to
"Meet and Greet" some of its former residents

Parking available at First Baptist Church

A Free Event from MCHS



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MCHS CALENDAR

The Madison County Historical Society
invites you to join them for

A Celebration!

Wednesday, October 8, 4 - 6 p.m.

715 N. Main Street, Edwardsville, Illinois

Please join MCHS at a reception
to thank Illinois State Representatives

Katie Stuart and Jay Hoffman

for their support as we celebrate a newly
imagined Madison County History Museum.

Be the first to see the new exhibit designs
which will bring our unique history to life as a
crossroads of America.

Hors d'oeuvres and beverages will be served.



MADISON COUNTY
**Historical
Society**

RSVP before September 30 to Leslie at
leslie.bednar@madcohistory.org
or call 618-656-1294

MCHS TO CELEBRATE!

The MCHS Board is pleased to invite you to attend a celebration of news which will lead to the completion of a renovated Madison County History Museum. It has been a long time coming, but determination, hard work and dedication of the MCHS Board, staff, and members has made it possible. There will be a brief press conference followed by a reception. Details are in the blue invitation at left. Please RSVP.

FALL CALENDAR

**Family History Walk
Saturday, September 13
St. Louis Street National
Historic District**

**Living History Days
October 3 - 5
(see flier inside)**



**A Celebration Reception!
Wednesday, October 8**