



National Railway Historical Society
1990 Annual Convention
June 14 - 17 ✻ Saint Louis

Welcome

St. Louis, the nation's historic Gateway to the West, and one of the most important railroad centers in North America, welcomes you to the 1990 Convention of the National Railway Historical Society.

Union Station, a fitting symbol of our city's great rail transportation heritage, will be our headquarters for these four days as we together celebrate the railroad history of this area and the nation, learn together, and look forward to leading our Society into the 1990s.

Our Society's conventions have always been occasions to remember and recall, and to see and experience again in some small way that which we thought might have been lost only to memory. And so it is that this year, we are fortunate to have the opportunity to see together four operating steam locomotives from four different carriers. These locomotives come to St. Louis from railroads and regions as diverse as can be imagined. The services they performed ranged from speeding passengers across a West unified to the Pacific by rail, to powerfully lugging fast freight west over Appalachian grades; from streaking merchandise to Southwestern markets, to running the Ozark ridges meteorlike through the dark of night. They have never been together before, and indeed may never be seen together again. But they are gathered in St. Louis, outside the Union Station whose spaces are again throbbing with the commerce of life, and on whose tracks the travels of multitudes took them to the business of building their lives and families and nation. They are gathered now to remind us of the power with which the railroad helped to build our nation and our lives.

Fifty years ago this November, as the world edged toward war, A. C. Kalmbach improbably began publication of *Trains* magazine. Fifty years later, *Trains* celebrates its golden anniversary with us here in St. Louis at this convention. For all of the memorable articles and photos in its pages for the past fifty years from which we have grown in our knowledge and love of railroading; and yes, for those golden journeys with David P. Morgan, and the memorable prose they gave us; for all of this and more we celebrate here in St. Louis in 1990.

Your friends in the St. Louis Chapter warmly welcome you to St. Louis. We hope that your visit will be one that you will long remember.



ACKNOWLEDGEMENTS

A very special expression of appreciation goes to the Chief Executive Officers of these four corporations for permitting the operation and display of steam locomotives representing their respective company's rail motive power heritage.

Burlington Northern
Mr. Gerald Grinstein

**Southern Pacific -
St. Louis Southwestern**
Mr. Philip F. Anschutz

Norfolk Southern
Mr. Arnold B. McKinnon

Union Pacific
Mr. Drew Lewis

The following individuals were always generous and helpful liaisons on many details:

Union Pacific
**Southern Pacific -
St. Louis Southwestern**
Norfolk Southern
Burlington Northern
**Terminal Railroad Assoc. of
St. Louis**
Amtrak

Mr. Stephen Lee, Mr. Richard Armatage
Mr. Robert McClanahan (ret.) and
Mr. Rollin Bredenberg
Mr. Carl Jensen
Mr. James Schwinkendorf
Messrs. R. G. Weidner, B. O. Matthews,
D. C. Weitzman, and W. J. Gilbert
Mr. L. V. Shrbeny

A very special thanks to Kalmbach Publishing Co. for its generous support of the exhibition of the locomotives at St. Louis Union Station in celebration of the Fiftieth Anniversary of *Trains* Magazine:

Mr. Walter Mundschau
Mr. J. David Ingles Mr. Kevin P. Keefe Ms. Patricia Montbriand

For each locomotive, the following assisted in planning and operational matters:

St. Louis Steam Train Assoc. (Frisco 1522) Mr. Robert Meier,
Mr. Wellington Lazier
Union Pacific Railroad (UP 844) Mr. Stephen Lee
Norfolk Southern Corp. (N&W 1218) Mr. Carl Jensen
Cotton Belt Rail Historical Society Messrs. R. R. McClanahan,
(SLSW 819) J. T. Stone, and Bill Bailey

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Thanks also to the following individuals for their efforts in producing this guidebook: Frank Hackmann, Editorial Coordinator; Raymond B. George, Jr., Art Director; Brian McQuitty and Rick Sprung, Cartographers; Brian McQuitty, Rick Sprung, Jeff Schmid, Bill McKenzie and Mark Cedek, Contributing Research Authors.

Front Cover: Union Station, St. Louis, 1936. State Historical Society of Missouri.

St. Louis: Railroad Gateway to the West

A Brief History

St. Louis' interest in railroads first blossomed in the mid-1830s, when plans for regionally-oriented lines to central Missouri and the rich mineral belt of the Ozarks south of St. Louis competed for support with schemes for a railroad to Boston. At least two unconnected non-common-carrier lines served coal mines near the river bluffs in Illinois as early as 1836; a portion of one, the St. Clair Railroad & Coal Co., the earliest local antecedent of the Southern, was built in 1849. Little more of note occurred until the late 1840s, when St. Louis' dominance as outfitter of western explorers and settlers, and most of all, discovery of gold in California and agitation for its admission to the Union, sharply increased interest in a railroad to the Pacific.

In February, 1849, Missouri's Senator Thomas Hart Benton submitted his plan to Congress for a railroad to the Pacific from St. Louis on a route between the 38th and 39th parallels, between which are located both St. Louis and San Francisco. The Missouri legislature responded quickly on March 12, 1849, with a charter for the Pacific Railroad Co. of Missouri to build from St. Louis through Jefferson City to the Kansas border, "...with a view that the same may be continued hereafter westwardly to the Pacific Ocean." With the race to the Pacific on, St. Louisans acted to plan and promote a line from the City. On July 4, 1851, Mayor Luther Kennett broke ground for the Pacific Railroad near the later site of Union Station. The first locomotive, the Taunton-built *Pacific* arrived by steamboat in August, 1852, and on December 9, 1852, the first locomotive-hauled train in the trans-Mississippi West operated about five miles on the broad-gauge (5'6") line from St. Louis to Cheltenham. Shortly thereafter, the first common-carrier trunk line eastward, the Ohio & Mississippi (Later B&O, today CSX) began construction at Illinoistown (later East St. Louis) on February 7, 1852, and opened to Cincinnati in August, 1857. Others soon followed with routes that would reach Chicago, the Ozark mineral belt, southwestern Missouri, and the coalfields of Southern Illinois.

The Civil War proved to be a decisive factor for development of St. Louis' railroads. Lines in Missouri suffered heavy damage from Confederate raiders. Even more decisive was Congress' decision to make Omaha and Council Bluffs, well to the north of border

state troubles, the eastern terminus of the Pacific railroad. With Chicago at the head of the Great Lakes astride good corridors from the Plains and Rockies eastward (and nearly due east of Omaha), St. Louis, which had long valued what it regarded as its superior geographic location, had tough competition. By the end of the 1870s, Chicago had won the race as the nation's pre-eminent rail center.

Still, railroad development continued rather strongly after the war. The Pacific and its South-West Branch, among others, were reorganized amid scandal and controversy. Lines were built east to Terre Haute, Ind., north from Alton to northwestern Illinois, southeast to Evansville, Ind., and northeast to Decatur, Ill. The area's first narrow-gauge trunk line, the Cairo & St. Louis, built southeast.

The period from 1870 through 1890 was one of continued growth amid reorganization. Most significant was the construction of the city's first bridge over the Mississippi, the St. Louis Bridge (universally known as the Eads Bridge), opened amid great celebration on July 4, 1874. It was an engineering *tour de force* for its designer, James Buchanan Eads and his talented associate Henry Flad, and remains an engineering landmark today. The bridge's lower rail deck also promised, somewhat unsuccessfully, to reduce the tangle of terminals, yards and crossings on both banks of the river built to serve the ferries, with commensurate extra transloading expense for freight shipments, and inconvenience to passengers.

But the bridge was late in coming. Chicago-oriented interests had already bridged the Mississippi at Rock Island, Ill. in 1856, and later at Clinton, Ia. Eads' bridge also lacked good rail connections: in Illinois, only the Vandalia Line (later PRR) originally connected directly. In St. Louis trains had to use a nearly mile-long, smoke-filled tunnel west beneath Washington Ave. and south under Eighth St. to reach the existing rail complex in the Mill Creek valley just south of downtown. There St. Louis interests led by William Taussig in 1875 opened the city's original and undersized Union Depot near 12th & Poplar Sts. Ferry competition, and poor eastern bridge connections hurt



Eads Bridge (1874), the city's first, and the competing Merchants Bridge route trestle (1887-89) along the riverfront, June, 1936.

*Barriger Collection,
Mercantile Library.*

the bridge, as did the economic fallout of the Panic of 1873. In 1875, the Illinois & St. Louis Bridge Co. and the associated St. Louis Tunnel Railroad Co. were in default.

Morgan money, much of it European, had helped to build the bridge and tunnel, and by 1878 Morgan interests had reorganized the bridge and tunnel companies and their associated operating railroads. In late 1879, Jay Gould entered the picture, acquiring the Missouri Pacific and the North Missouri (to merge into the Wabash). Gould needed to connect his lines east and west of the river at St. Louis to provide a trans-Mississippi gateway with which he could outflank the Iowa lines to the north. St. Louisan William Taussig, who controlled the Wiggins Ferry and the Union Depot, sold out to Gould in 1886, giving him effective control of cross-river traffic. But motivated by the dream of a grand new Union Station, and desiring more equitable access by all lines to the St. Louis gateway, Taussig also suggested that a new terminal company be formed, with access by all trunk lines. On July 26, 1889, through the so-called "Jay Gould Agreement", the Terminal Railroad Association of St. Louis (TRRA) was formed, with the MoPac, Wabash, Ohio & Mississippi (B&O), L&N, and Big Four Route as owners. In October of 1889, the TRRA took over the Eads Bridge, Tunnel Railroad, associated railroads, and the Union Depot. Later it would gain the Wiggins Ferry. Virtually every major trunk line serving St. Louis would eventually be admitted to the TRRA.

In 1887, David R. Francis (later to head the 1904 World's Fair) and other associates from the Merchants Exchange, the city's powerful grain market, formed the St. Louis Merchants Bridge Terminal Railway Co. to build an alternative to the Eads Bridge route via a new rail-only Merchants Bridge (1889) north of downtown. Due to financial setbacks the Merchants line was sold to TRRA in 1893. With it and other lines, the TRRA gradually created from a vast patchwork the smoothly unified operational patterns and access that made possible William Taussig's grand dream: the construction of Union Station,

owned and operated by the TRRA. When opened on September 1, 1894, it was the world's largest and grandest terminal, and stood as a symbol of St. Louis near the zenith of its influence in railroad affairs.

In the meantime, the network of future trunk lines into St. Louis had neared completion. Only development of interchange routes and belt lines such as the Alton & Southern would follow thereafter. One last move would be made for an independent toll-free route across the Mississippi, this time by the City of St. Louis, which built the Municipal (today MacArthur) Bridge between 1910 and 1916. As with the Eads Bridge in its early days, the Municipal (wishfully nicknamed the "Free Bridge") lacked good connections when completed. Only years later would it achieve the heavy rail traffic levels that it carries today.

In the city and its suburbs, a remarkable streetcar system had grown up, a whole story in itself. In the electric interurban era, the many routes of the Illinois Terminal were most important, reaching a downtown subway terminal via the company's own McKinley Bridge over the river, and an impressive high-speed elevated line. Railroad equipment manufacturing was prominent, with major facilities and principal offices of St. Louis Car Co., American Car & Foundry, Commonwealth Steel, General Steel Castings, and American Steel Foundries. The Missouri Pacific, Wabash, Cotton Belt, Frisco, Katy, Illinois Terminal, Alton & Southern, and Terminal Railroad Association all had their headquarters in St. Louis at some time. Today only the TRRA and A&S remain headquartered in the area, both in Illinois.

It is with pride in this great railroad heritage, and its meaning for St. Louis and the nation, that the St. Louis Chapter welcomes you to the 1990 NRHS Convention.

— Mark J. Cedeck, St. Louis Chapter NRHS

PRR 1st No. 31, the *Spirit of St. Louis*, passes Relay Depot in East St. Louis, the Illinois operational hub for trains using Eads Bridge.

*Barriger Collection,
Mercantile Library.*



UNION PACIFIC 844 EXCURSION

Thursday June 14, 1990 • St. Louis to Findlay Junction, Illinois

The route of today's excursion across south central Illinois, via Union Pacific's Pana (pronounced Pay'-na) Subdivision and the Alton & Southern Railroad is the end result of many years of mergers and acquisitions, beginning in 1852 with the organization of the Terre Haute & Alton Railroad. Its backers believed that with a railroad to Indiana across coal-rich southern Illinois, the town of Alton, Illinois, located on the Mississippi River above St. Louis would gain dominance over St. Louis. The TH&A soon combined with the Belleville & Illinoistown Railroad to form the Terre Haute, Alton & St. Louis, which opened for traffic in October 1856, and after an 1861 reorganization emerged as the St. Louis, Alton & Terre Haute.

In 1867 the line was leased for 99 years by the Indianapolis & St. Louis Railroad, which was building between Indianapolis and Terre Haute. However, both lines came under the control of the Cleveland, Columbus, Cincinnati & Indianapolis (the Bee Line) in 1882. Seven years later, The Bee Line combined with the Vanderbilt-backed Cincinnati, Indianapolis, St. Louis & Chicago Railroad to form the Big Four Route: the Cleveland, Cincinnati, Chicago & St. Louis.

Meanwhile, control of the Chicago & Eastern Illinois was acquired by the expanding St. Louis — San Francisco in 1902. To connect with the Frisco at its closest point, the C&EI in 1904 built a 20-mile line from Findlay to Pana, with trackage rights on the Big Four Route to St. Louis.

In December of 1904 the Big Four completed a "cutoff" into St. Louis,



Lenox Tower at Mitchell, Ill., from the rear platform of NYC #12, the *Southwestern Limited*, on Sept. 9, 1936 as it enters the Big 4's 1904 cutoff. The original line is second track from the right. Ahead the Big 4, Alton (far right), and Wabash (far left out of view) pass beneath the IT's bridge. The A&S diverges to the left.

Barriger Collection, Mercantile Library.

diverging from the original line at Hillsboro and rejoining it at Mitchell. The cutoff was in places heavily engineered with cuts and fills; it did not take advantage of the existing topography as the old route had. The cutoff saved twelve miles and bypassed Alton, which by that time had lost the commerce race to St. Louis. The Big Four immediately rerouted fourteen of its daily passenger trains onto the cutoff, including the route's premier train, the **Southwestern Limited**, leaving only five passenger trains to serve the eleven stations on the old line until 1942, when service ended.

The Big Four Route operated semi-independently until 1930, when it was leased by the New York Central. The NYC's ill-fated merger with the Pennsylvania Railroad in 1968 brought the line under the control of the Penn Central. The Pennsy, however, had its own line into St. Louis, which left the PC with closely parallel routes across Illinois. This situation continued into the period of Conrail ownership beginning in April, 1976.

Later in 1976 the C&EI was merged into the MoPac. In April of 1982, Conrail sold the Pana Sub to the MoPac, opting for its ex-Pennsy line into St. Louis. The Mo-Pac single-tracked the Pana Sub and extensively rebuilt it into a 60 mile-per-hour, CTC-controlled railroad. Missouri Pacific's merger with the Union Pacific Railroad in 1982 finally completed the long list of owners. Today, the Pana Sub forms an important link in the Union Pacific System, and hosts about eight freight trains daily.

Of a different, yet in some ways similar character in today's operating environment, the Alton & Southern Railroad was incorporated as a switching and transfer road in 1913 under ownership of the Aluminum Ore Company (later Alcoa), and was primarily built to serve the company's reduction plant in East St. Louis. When economic factors led Alcoa to close the plant in 1958, the A&S was courted by several other railroads until 1968, when the ICC approved joint ownership by the Missouri Pacific and the Chicago & North Western. Later, in 1973, the C&NW sold its 50 percent share to the St. Louis Southwestern, or Cotton Belt. MoPac successor Union Pacific still holds the other 50 percent share.

The A&S forms an eastern "outer belt", playing an important role in one of the largest terminal districts in the nation. A&S today does comparatively little line switching and transfer work, instead serving increasingly as a belt line for terminating, connecting, and run-through trains of several roads. The line over which we'll travel is extremely "rare mileage" for the public, since the A&S has never had its own scheduled passenger service, and may have handled only occasional detours or inspection specials. Today Amtrak does use a small portion of the line to reach Norfolk Southern's line east to Centralia, Illinois. If there has ever been a public excursion on the A&S, it has not been documented.

— *Brian T. McQuitty, St. Louis Chapter NRHS*

UP Mile Post

290.0 (Pana Sub.)

0.5 (Sedalia Sub.) **St. Louis**

The trip begins heading east along the south side of the Mill Creek valley opposite Union Station, following the historic low-gradient east-west corridor for railroads in St. Louis on Union Pacific Sedalia Subdivision trackage, used also by Cotton Belt trains. The alignment we follow is close to that of the earliest line of the first railroad west of the Mississippi, the Pacific Railroad of Missouri. Near the 14th St. viaduct just east of Union Station, we will pass near the site where on July 4, 1851, St. Louis mayor Luther Kennett broke ground for construction of this, the earliest of western railroads in North America.

0.0 **Gratiot St. (Tower and MacArthur Bridge West Approach)**

This busy tower, operated by the Terminal Railroad Association of St. Louis (TRRA), controls all movements out of the east end of the Mill Creek Valley. Crossing the Mississippi River on the lower rail-only deck of the MacArthur Bridge (built 1910-1916), the spectacular south approach from the UP's ex-MP Lesperance Yard and the Anheuser-Busch-owned Manufacturers Railway is to the right. The bridge was built by the City of St. Louis to provide a competitive river crossing to the Eads and Merchants Bridges, both owned by the TRRA.

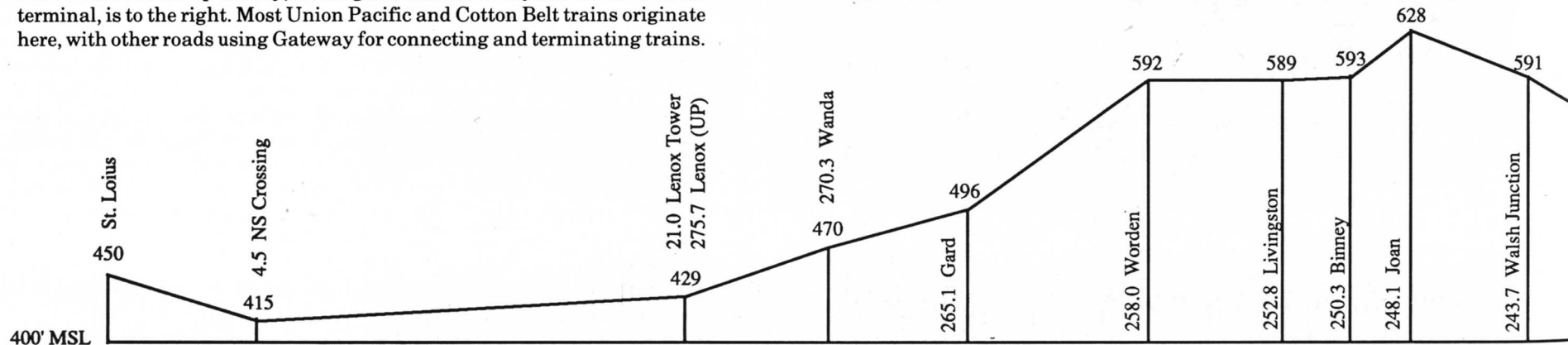
In 1989, the city swapped the MacArthur Bridge to the Terminal for its Eads Bridge, whose lower-level rail deck (closed since the mid-1970s) will be used by the soon-to-be-built **MetroLink** light rail system. Proceeding down the east approach of the bridge, the north approach down to the site of East St. Louis' now-demolished Relay Depot on the left.

A&S Mile Post

4.0 **Gateway Yard (North End)**

Alton & Southern trackage begins at the end of the bridge's east approach. A&S' vast dual-hump facility, the largest classification yard in the St. Louis terminal, is to the right. Most Union Pacific and Cotton Belt trains originate here, with other roads using Gateway for connecting and terminating trains.

4



4.5 **NS Crossing**

The Norfolk Southern (Southern Railway) line to Louisville, traversed before the Convention by the inbound **Independence Limited**, crosses here. Amtrak's **River Cities** leaves the A&S here enroute to Carbondale, Ill. and its **City of New Orleans** connection. From this point to the north end of the A&S at Mitchell, the route has never hosted scheduled passenger service.

6.8 **(L&N Crossing)**

This line was recently abandoned by CSX from East St. Louis to Belleville, eliminating the ruling grade on the western end of the former Louisville & Nashville as it climbed the bluffs to head east to Evansville, Indiana. CSX now routes all traffic over its former Baltimore & Ohio line from St. Louis.

9.8 **HN Cabin (Hanover)**

The A&S first crosses the CSX (ex-B&O) line to Vincennes and Cincinnati. The second crossing is with the Conrail's ex-Pennsylvania line to Indianapolis.

After crossing the diamonds at HN, watch to the east (right) for a glimpse of Monk's Mound, the largest man-made earthen structure of pre-Columbian origin in the nation. It was built by a civilization that occupied the area from about 800-1500 A.D., and may have had a peak population of 40,000. Designated a World Heritage Site by the United Nations, it is within Cahokia Mounds State Park, with a marvelous new museum.

10.5 **Long Siding**

The tracks soon curve westward, crossing Horseshoe Lake twice on causeways. This is an oxbow lake, a silted-off meander of the Mississippi.

13.6 **Double Track Jct.**

14.6 NKP Siding

14.7 **NS-CNW Crossing**

Crossing first of the former Nickel Plate, then the Chicago & North Western's ex-Litchfield & Madison line, before paralleling both. To the left are the blast furnaces of the Granite City Steel Division of National Steel Co.

16.7 AA Siding

The A&S was finally completed from here to Mitchell in 1926, about 13 years after completion of the rest of the road's main line.

20.7 Mitchell Yard

21.0 Lennox Tower

Here at Mitchell, Ill. the route crosses the Norfolk Southern (ex-Wabash) Detroit-St. Louis main and enters the Union Pacific Pana Sub. Tracks to the west (left) include the joint Cotton Belt-Gateway Western (ex-Chicago, Missouri & Western, nee-ICG and GM&O) line north, and Conrail's branch to East Alton. The latter is all that remains of the original Big Four Route to Hillsboro, most of which was abandoned in early 1966. Illinois Terminal's interurban route from Alton once crossed over the junction here. Two bridge piers from the IT still remain about 75 yards south of the tower.

UP Milepost

(Locations in parentheses are not listed UP timetable points; information and mileage derived from historic track charts and other documentation).

275.7 Lenox

UP location for Lenox Tower, 21.2 miles from St. Louis via A&S.

273.7 Vierling Jct.

The east end of what was the C&EI's principal yard in St. Louis. Leave UP St. Louis Division, enter Illinois Division.

(270.3) (Wanda)

At this point the line begins a gentle ascent up the Indian Creek valley from the Mississippi River flood plain, known locally as the American Bottoms, rising 130 feet over the next 12 miles. The line crosses the NS/N&W (nee-Illinois Terminal steam-operated belt) line from Edwardsville to Alton.

265.1 Gard

10,540 foot passing track. 31.8 miles from St. Louis.

(261.2) Carpenter

(258.0) (Worden)

Traversing a high fill built in the 1904 "cutoff" construction, the line here crosses over the NS/N&W (ex-Wabash) St. Louis-Detroit line, the C&NW's ex-L&M line, and the abandoned IT interurban line to Springfield.

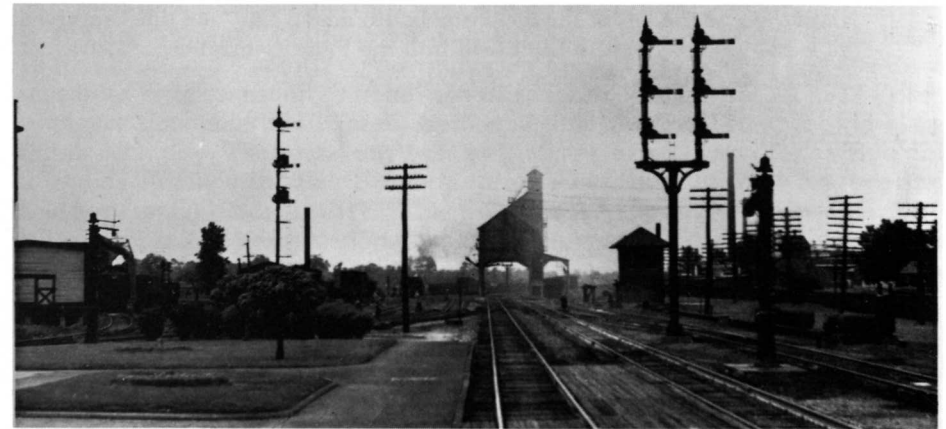
(252.8) (Livingston)

(250.3) (Binney)

Illinois Central's Chicago — Springfield — St. Louis line crossed overhead here. The bridge abutments are visible in a small cut.

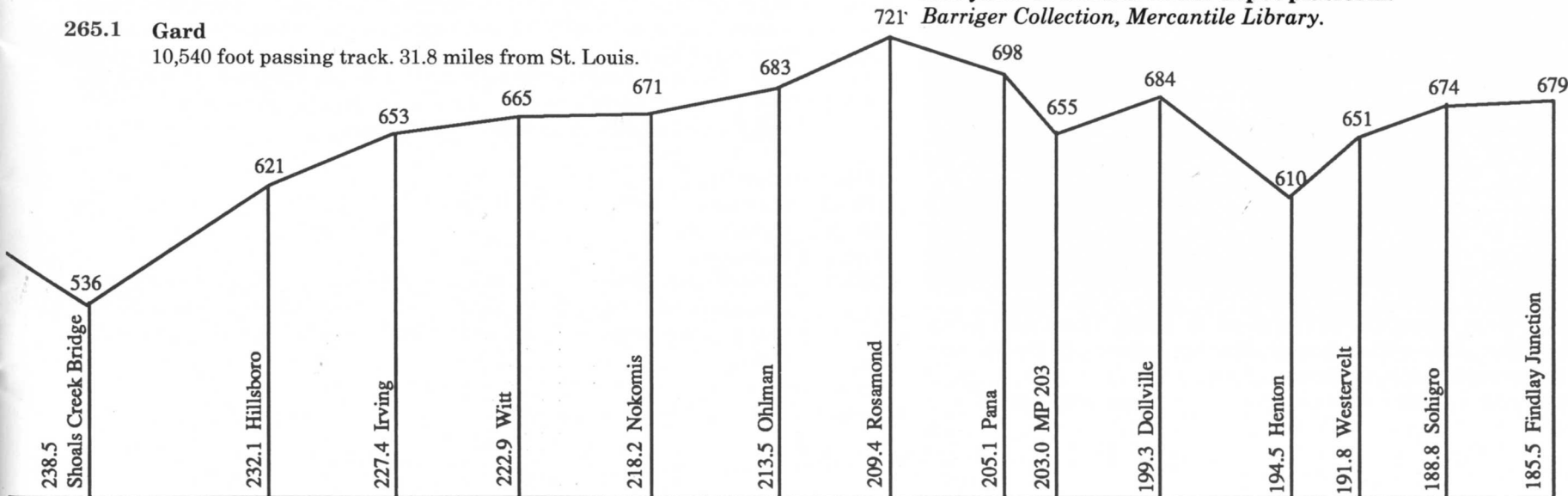
248.1 Joan

9,852 foot passing track. 48.8 miles from St. Louis.



Hillsboro, Ill. looking east, Sept. 6, 1936. The NYC/Big 4's original line joins to the left of the depot platform.

Barriger Collection, Mercantile Library.



243.7 Walsh Junction

Named Toland on the Burlington Northern's ex-CB&Q Galesburg to Metropolis, Illinois "Coal line", under which the UP passes. BN trains enter the Pana Sub here on trackage rights to St. Louis. 53.2 miles from St. Louis.

(232.1) Hillsboro

Pop. 4,408. Montgomery County seat. Nearby lies one of the largest known coal reserves in the country, unfortunately of a high sulphur content. Availability of fuel has sustained several industries that located here early in the century, such as glass and zinc products manufacturers. The woods here on a small knoll were settled in 1818 by families from Hillsboro, North Carolina. Abraham Lincoln spoke at the courthouse in 1844, and in 1858 debated Stephen A. Douglas at the fairgrounds. The original alignment of this route from Mitchell rejoins the line here in Hillsboro near the barely visible site to the left of the now-demolished depot. The "old line" survived as a 12.5 mile branch to Litchfield into the Penn Central era. 11,804 foot passing track. 64.8 miles from St. Louis.

227.4 Irving



Pana, Ill. looking west along the NYC, Sept. 6, 1936. The C&EI joins in the distance to the right of the tower. The IC crosses at the tower, marked by its home signal semaphores.

Barriger Collection, Mercantile Library

222.9 Witt

Pop. 1,205. Early settlers arrived here in the 1830s, and Witt grew when the Indianapolis & St. Louis came through in the 1860s. A coal mine opened nearby in 1894, and the village incorporated in 1898. Population eventually reached 5,000 with mines in the area employing 2,200 people. The Great Depression closed the mines and ended Witt's prosperity. Although industrially a ghost town, Witt is still a farm trade center, with its grain elevators being served by the Union Pacific.

(218.2) Nokomis

Pop. 2,656. Incorporated in 1867, and named for the storyteller of Longfellow's narrative poem *Hiawatha*. Industries here today produce crushed stone, agricultural lime and other minerals.

213.5 Ohlman

Pop. 178. 10,473 foot passing track. 83.4 miles from St. Louis.

209.4 Rosamond

The highest point on the route, elevation 721 feet above sea level.

205.1 Pana

Pop. 6,040. Sometimes called the City of Roses, Pana's major industry is hothouse floriculture, always suited for coal mining regions where abundant fuel produced steam cheaply. Several companies ship over 15 million cut roses annually; in years past, NYC and C&EI passenger trains handled the "rose traffic" to St. Louis, Chicago, and Indianapolis. Pana was incorporated in 1856, three years after construction of the Illinois Central's original "charter line" down the middle of Illinois brought the first settlers here. The north-south IC line was abandoned in mid-1982. The remainder of the former Big Four line from here to Terre Haute was abandoned by Conrail about the same time. The former B&O line running northwest to southeast through town was abandoned in 1986, after a short stint as the Prairie Trunk Railway. The restricted speed curve that our train passes through in Pana is part of the old C&EI-Big Four connection, from which point the train will be running on former C&EI trackage. Only the abandoned IC tower remains visible to the right at the site of this once-complex rail junction. 91.8 miles from St. Louis.

(199.3) (Dollville)

(194.5) (Henton)

191.8 Westervelt

188.8 Sohigro

185.5 Findlay Jct. Here the line joins with the UP's ex-C&EI Illinois Division Chicago Subdivision between Gorham, Illinois and Chicago. The train will turn on the wye connecting the two C&EI mains for its return trip to St. Louis.

FRISCO 1522 EXCURSION

Saturday June 16, 1990 • St. Louis to Newburg, Missouri

The route of today's excursion on the First Subdivision of Springfield Division of the Burlington Northern Railroad began its life as the South-West Branch of the Pacific Railroad, the first railroad west of the Mississippi. Chartered by the Missouri Legislature on March 12, 1849, to build a railroad from St. Louis to the Kansas border and on to the Pacific coast, the Pacific Railroad was completed to Kansas City in 1865. The South-West Branch was included in the Pacific's charter as a line to reach from St. Louis into rugged rural southwestern Missouri. More importantly, it was envisioned as a route to the proposed transcontinental railroad along the desolate 35th parallel to California.

Construction of the Pacific Railroad began in St. Louis on July 4th, 1851, when St. Louis mayor Luther Kennett broke ground just south and east of Union Station. By the next year, the Pacific had passenger service to Cheltenham, five miles west. Later that year it reached Franklin (now known as Pacific), 37 miles west. While the Pacific Railroad continued westward to Kansas City, the South-West Branch began building from Franklin in 1855. Financial problems plagued the project, and by 1859 only 61 miles of track had been laid on the South-West Branch. Finally in December of 1860, the same month that South Carolina seceded from the Union, the railroad reached the new town of Rolla. The first train steamed into town amidst great fanfare and expectation on January 1, 1861. However, construction beyond Rolla would not take place until after the Civil War.

The Civil War strained the Pacific Railroad both physically and financially, and it suffered heavy wartime damage. By the end of the war it was bankrupt, and in February of 1866 the State of Missouri, the largest bondholder, took possession of the road and the South-West Branch.

The state sold the South-West Branch to General John C. Fremont, a famous western explorer and son-in-law of Missouri's deceased Senator Thomas Hart Benton (an ardent antebellum proponent of a railroad to the Pacific coast), in June, 1866. Fremont's Southwest Pacific Railroad managed to lay only 12 miles of track beyond Rolla to Arlington before defaulting to the state in June of 1867, before later sale to the Atlantic and Pacific in 1870.

In 1876 with the A&P already in bankruptcy, the Missouri Division was sold at auction to the newly formed St. Louis and San Francisco Railroad Company. At this same time, the Pacific Railroad, which also had been under the control of the A&P, was sold to a separate entity from St. Louis, and reorganized as the Missouri Pacific Railroad. Thus, both parts of the original Pacific Railroad were separated permanently and their corporate names established for the next century. Separated from the Missouri Pacific, the new SL&SF (soon known as the Frisco) in 1883 built its own line into St. Louis

from Pacific, where the old South-West Branch had split off. Eventually the St. Louis and San Francisco Railway would reorganize in 1896 as the St. Louis and San Francisco *Railroad*, and again in 1916 to be the St. Louis-San Francisco Railway Company, as it would remain until it merged with the Burlington Northern in 1980.

The June 1916 *Official Guide* listed six passenger trains each way on the route between St. Louis and Newburg, with an additional train running between St. Louis and Cuba connecting with the Salem Branch. During World War II, the line averaged 42 trains per day. The August, 1943 *Official Guide* listed 12 first class and 8 second class trains over the line. By the 50s and 60s three scheduled freights usually ran in each direction, and the April 22, 1979 Frisco employee timetable listed three westbound and four eastbound second class trains each day. The route was host to the joint Frisco-Katy **Texas Special** to Dallas/Fort Worth, **The Bluebonnet** to Tulsa, and the **Will Rogers** and **Meteor** to Oklahoma City. The line's last passenger train was **The Oklahoman**. Created in 1965 when the **Meteor**, after 63 years of service, was discontinued, it replaced the **Will Rogers** on a daytime schedule. The last run of the **Oklahoman** was May 14, 1967.

— Rick Sprung and Jeff Schmid, St. Louis Chapter NRHS



The 1522's sister, Frisco 1520, steps quickly along an Ozark ridge near Sullivan with a healthy consist, probably the Bluebonnet.

Don Wirth Collection.

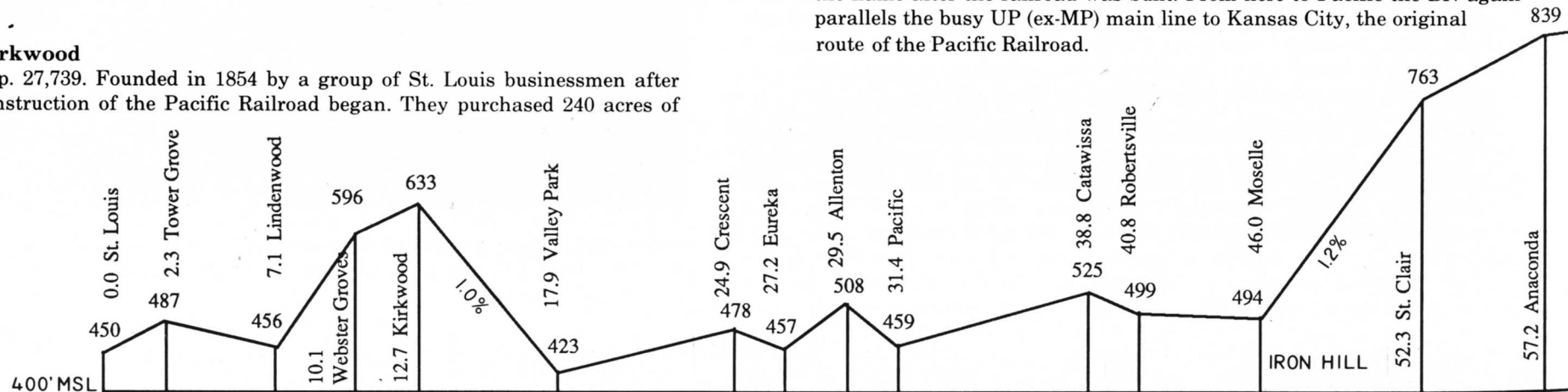
Mile Post

- 0.0 **St. Louis**
Frisco reached Union Station on Terminal Railroad Association of St. Louis (TRRA) from Grand Ave., 2.3 miles west of the station.
- 3.0 **Chouteau Yard**
Until the 1920s this was Frisco's main St. Louis yard. Leaving the yard, our entire train is on an ascending 1% grade.
- 3.3 **Tower Grove**
Site of a former MoPac-Frisco passenger station. The UP (ex-MP) De Soto Sub, used by Amtrak's **Texas Eagle**, now has trackage rights on the BN for 1.5 miles from Grand Ave., diverging to the left at UP's Iron Mountain Jct., the only ex-Frisco mileage covered by Amtrak.
- 7.1 **Lindenwood**
BN's busy St. Louis Intermodal Hub Center and principal yard are here. Built in the 1920s to replace Chouteau Yard, Lindenwood once had a 35-stall roundhouse. At Southeast Jct. at the west end of the yard, BN's Memphis Division diverges to the left, and the remains of the TRRA West Belt, on which new Frisco steam power was often delivered, diverge to the right. During World War II as many as 60 schedule train movements passed through Southeast Jct. each day. The line begins the 3-mile ascent from the River Des Peres watershed west of the junction.
- 13.0 **Webster Groves**
Pop. 23,097. The city's name comes from Webster University, founded before the Civil War and named for Daniel Webster. The Pacific Railroad established a station named Webster in the 1850's, and in 1884 the second part of the name was added. The depot on the north (right) side today houses the Big Bend Model Railroad Club's O-gauge layout.
- 11.9 **M.P. (Fairlawn)**
UP (ex-Missouri Pacific) Carondelet Branch crossing.
- 12.7 **Kirkwood**
Pop. 27,739. Founded in 1854 by a group of St. Louis businessmen after construction of the Pacific Railroad began. They purchased 240 acres of

land and platted a town as a suburban home for families "who desired pure air and to raise their family away from the contaminating influence of the large city." Incorporated in 1865, it is named for James P. Kirkwood, the chief engineer of the Pacific Railroad, who also built the Erie's famed Starucca Viaduct.

After crossing over I-270, the tracks pass the site of Meramec Highlands, a popular resort. The original stone station still stands to the north (right), near the location of Frisco's only tunnel in Missouri. It was bypassed in 1918 when the line was double tracked and relocated through a nearby open cut.

- 15.7 **Tree Court**
Industrial spur diverges to left as the line drops down the 5-mile grade to the Meramec River valley. Glimpses of the valley far below to the left, including Chrysler plants and other industries in the suburb of Fenton.
- 17.9 **Valley Park**
Pop. 3,232. Double track, at one time extending to Pacific, ends near the Meramec River bridge. The double track beyond here was removed in the 1950s when CTC was installed. The UP (ex-MP) mainline to Kansas City can be seen on the north (right) side on a high embankment.
- 18.3 **Chrysler Spur**
A wye to the east (left) leads to a large yard at the two side-by-side Chrysler assembly plants in Fenton.
- 24.9 **Crescent**
At MP 25, the line makes its second Meramec River crossing. The beautiful bluffs near here are known as the Meramec Palisades, and are popular location for the summer homes of St. Louisans.
- 27.2 **Eureka**
Pop. 3,862. Originally the site of a railroad construction camp, Eureka is said to have been named by a survey engineer who found a route through this valley that would eliminate many cuts and grades. The town retained the name after the railroad was built. From here to Pacific the BN again parallels the busy UP (ex-MP) main line to Kansas City, the original route of the Pacific Railroad.



29.5 Allenton

The Six Flags over Mid America amusement park is to the north (right).

31.4 Pacific

Pop. 4,410. Founded as Franklin in 1852 and renamed as Pacific in 1860. The South-West Branch diverged here from the route west to Kansas City. Missouri Pacific operated commuter service from Pacific to St. Louis into the early 1960s. Silica mines tunneling into the sandstone bluffs may be seen to the north (right). Near MP 36, the route will cross the Meramec River for the third time.

38.8 Catawissa

40.8 Robertsville

44.0 Rook

6,542-foot controlled siding.

46.0 Moselle

Pop. 110. Shortly before Moselle, the line makes its fourth crossing of the Meramec River. From here railroad gradually leaves the river as the Meramec slowly winds its way through the Ozarks to its source southeast of Salem. Iron Hill, the 4-mile 1.2% westbound ruling grade on the 1st Subdivision begins here, climbing 287 feet to St. Clair.

52.3 St. Clair

Pop. 8,662. Settled in 1843 by R. J. Inge, St. Clair was known as Traveler's Repose until residents tired of being mistaken for a pioneer cemetery or wayside tavern. The name was changed in 1859 to honor a resident engineer of the South-West Branch. From St. Clair, the line becomes a true "ridge-runner", staying close to the crest between the Meramec and Bourbeuse (Burr'-buss) River valleys.

57.2 Anaconda



Cuba, Mo. 3:25 PM, February 5, 1937, from the westbound Bluebonnet. No. 6, the eastbound local from Vinita, Okla., is graced with an observation car today.
Barriger Collection, Mercantile Library.

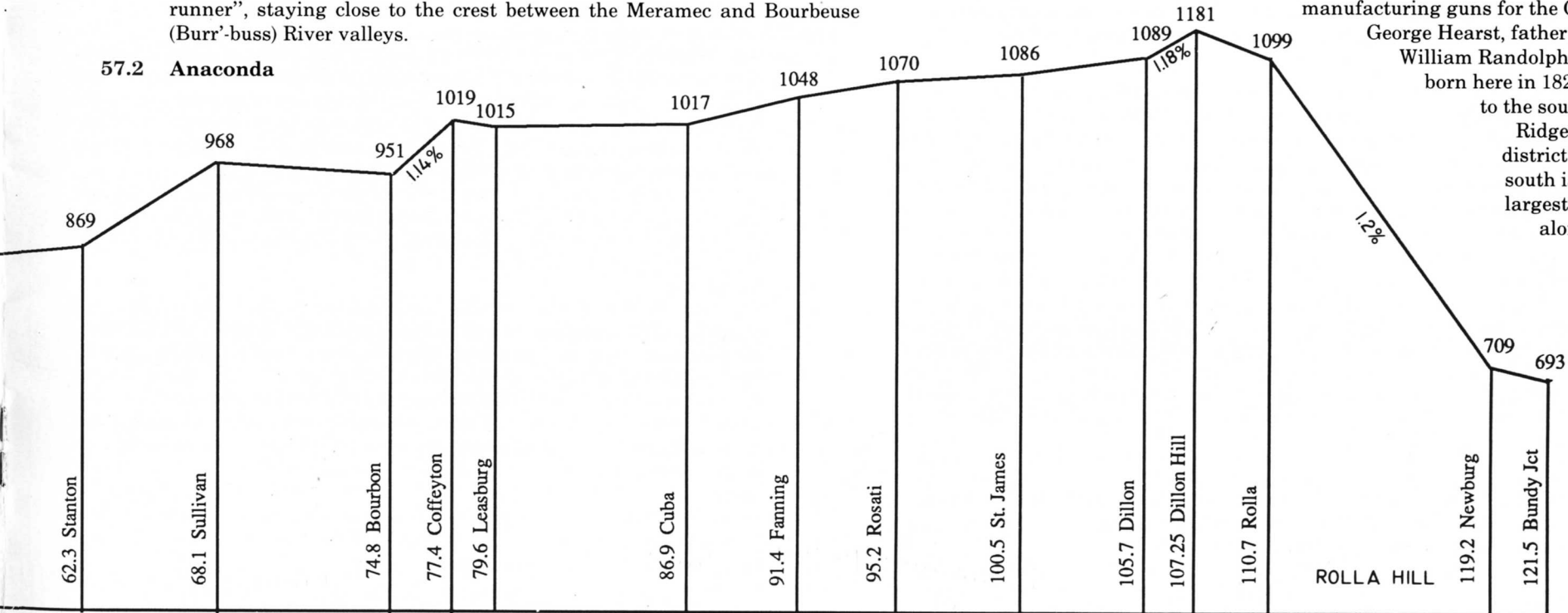
62.3 Stanton

Pop. 160. Named for Peter Stanton, who operated a powder mill in the vicinity in the 1850s. A coal and water stop in steam days, it is about halfway between St. Louis and Newburg. The spectacular Meramec Caverns are approximately 3 miles east of town near the Meramec River.

68.1 Sullivan

Pop. 7,434. Originally established as Mt. Helicon in 1856. Railroad officials changed the name in 1860 to honor Stephen Sullivan, who had donated the right-of-way through town. Mr. Sullivan made a fortune in tobacco, copper, and lead, but reputedly was executed by Federal troops for manufacturing guns for the Confederacy.

George Hearst, father of Publisher William Randolph Hearst, was born here in 1820. Ten miles to the south is the Pea Ridge iron mining district, and further south is the world's largest lead district along a rich ore vein, the Viburnum Trend.





Newburg, Mo., from the rear platform of the westbound *Bluebonnet*, Feb. 5, 1937.

Barriger Collection, Mercantile Library.

74.4 **Bourbon**

Pop. 1,259. The town's water towers are famous with motorists and journalists who wonder if they're really filled with whiskey.

77.2 **Coffeyton**

6,545-foot controlled siding.

79.6 **Leasburg**

Pop. 304. Onondaga Cave State Park, with one of the most spectacular caves in the nation, is located east of town on the Meramec River

86.8 **Cuba**

Pop. 2,120. Cuba began as a farming village and shipping point in 1857 in anticipation of the railroad. The BN 11th Subdivision to Steelville and lead mines in the Viburnum and Bixby area connects with the main line here. This line was originally built by the Sligo Furnace Co. as the St. Louis, Salem & Little Rock in 1873. It was sold to the Frisco in November of 1886 and operated as the St. Louis, Salem & Arkansas until 1897, when it was wholly absorbed by the Frisco. Several branch lines were acquired by the StLS&LR, including the Sligo Furnace Railroad (completed 1881, 5 miles) and the Dent & Phelps Railroad Co. (completed 1878, 3 miles.) The Sligo & Eastern, constructed in 1903 for 11.5 miles between Sligo and Dillard, remained independent until November 11, 1929, when it ceased operation. In the early 1960s the Frisco built a new 30-mile line to Buick from Lead Jct., 13.6 miles from Cuba, one of the few new rail lines built in the '60s. The line from Lead Jct. to Salem was abandoned in the early 1980s. West of Cuba, the original pavement of famed U.S. Highway 66 often parallels to the right.

95.2 **Rosati**

Pop. 106. Founded in 1990 by a group of 100 Italian families. The town is named after Joseph Rosati, first Catholic bishop of St. Louis. Rosati is known for its wineries and nearby vineyards.

100.5 **St. James**

Pop. 3,328. Platted as Scioto in 1859 by John Wood in anticipation of the South-West Branch. East of the city on State Hwy. 8 is the site of Maramec Iron Works, the first iron furnace in Missouri.

105.7 **Dillon**

7,129-foot controlled siding. At its west end is the foot of Dillon Hill, cresting at MP 107.25. At this point the railroad reaches its highest elevation between St. Louis and Newburg, 1181 feet.

110.7 **Rolla**

Pop. 13,303. County seat of Phelps County and home of the University of Missouri at Rolla, whose library holds the Frisco's corporate archives. Founded in 1855, and named in 1857 by George Coppedge after his native Raleigh, N.C. However, "Raleigh" was spelled as he pronounced it ("Rah-lah"), and the pronunciation stuck as Rolla's name. The 1522's sister, Frisco 1501, stands to the right on display in Schuman Park.

Leaving Rolla, the line begins the sharp descent of Rolla Hill at Coleman Cut, MP 111. For 6 miles, the line follows tributary valleys of Beaver Creek, Little Piney Creek, and the Gasconade River. The return trip up Rolla Hill will be a memorable challenge for the 1522.

119.2 **Newburg**

Pop. 743. Former Frisco division point. Settled in 1823, the village was platted in 1883 in anticipation of a change in the division point from Dixon, 15 miles west atop the line's most tortuous grade, 9-mile, 2.3% Dixon Hill. The roundhouse opened in 1884, and the shops in 1894. The Frisco is said to once have employed 800 people here, and the Houston House hotel was home to crews for almost 100 years. Newburg was the helper station for Rolla Hill and Dixon Hill, which the Frisco rebuilt in 1945, reducing the hill to 7.28 miles of 1.03% grade.

121.5 **Bundy Jct.**

The U.S. Military Railroad to Fort Leonard Wood, built in 1941, interchanges here with the BN. After turning on the wye, the train returns to Newburg for water and servicing before the return trip.

COTTON BELT 819 EXCURSION

Sunday, June 17, 1990 • St. Louis to Illmo, Missouri

The final excursion of the 1990 NRHS Convention will carry us along the Illinois side of the Mississippi River valley through historic country — the cradle of European civilization in the Mississippi Valley.

French missionaries founded the region's first community, Cahokia, Ill., in 1699. In 1703, they established another mission at Kaskaskia, which served as the territorial capital of Illinois from 1818 to 1820. A failed colonization scheme, John Law's Company of the West (later known as the Mississippi Bubble), established Prairie du Rocher ("field of the rock") in 1722.

Americans swarmed into Southern Illinois after 1780, and soon outnumbered the French-speaking Creole founders. Their settlement area on the flood plain opposite St. Louis became known as the American Bottoms. Southern Illinois became known as "Egypt" after its crops survived the harsh winter of 1830-31. Devastated farmers from northern Illinois who went south to buy corn to feed their livestock were likened to the biblical sons of Jacob who journey to ancient Egypt to buy grain during a drought. Several towns, such as Cairo (pronounced kay-ro locally), Karnak, and Thebes soon carried Egyptian place names.

The St. Louis, Iron Mountain & Southern, a Missouri Pacific subsidiary, built what is today Union Pacific's Chester Subdivision as a low gradient freight route to avoid its original line across the most rugged portion of the Missouri Ozarks south of St. Louis. In November 1901, the Iron Mountain with the Cotton Belt formed the Southern Illinois & Missouri Bridge Co. to build a bridge across the Mississippi at Thebes to connect with the new line. Then, using the 1901 charter of the St. Louis Valley Railway for a line from near East St. Louis to Cairo, the Iron Mountain completed construction to Thebes in November, 1903. The Thebes Bridge was not completed until May 25, 1905, and in the interim the Cotton Belt allowed the Iron Mountain to use its transfer ferry *Charles Merriam* at Gray's Point, Mo., and gained trackage rights on the Iron Mountain's Valley route for freight in 1903, and for passenger traffic in 1904. At Thebes, the Cotton Belt also connected with the Illinois Central and the Chicago & Eastern Illinois, which had completed its line into Thebes from the southeast in 1900.

At the site of the Thebes Bridge, the Mississippi passes through a gap 2,200 feet wide and 100 feet deep, the only location south of St. Louis where low hills close in on the river on both banks. Thebes Gap allowed engineers Ralph Modjeski and Alfred Noble to design a fixed-span bridge with low-grade approaches (0.5 percent), and good navigational clearances above the river. Bridge is double-tracked, and is 2,750 feet long, with five alternating through cantilever and anchor spans supported on six concrete piers. The eastern and

western approach viaducts stand on massive concrete arches reminiscent of a Roman aqueduct.



Cotton Belt's Lone Star, here at Camden, Ark. in May, 1935, operated from Illmo to St. Louis via the route of today's excursion.

Barriger Collection, Mercantile Library.

The owner of the Thebes Bridge, the Southern Illinois & Missouri Bridge Co., was itself originally owned one-fifth each by the MoPac, Iron Mountain, Cotton Belt, IC, and C&EI. It operates 4.58 miles of track over the bridge between Illmo, Mo. and its namesake station of Simbco, Ill. C&EI, once controlled by the Frisco, used the bridge until the 1950s to reach the Frisco at Chaffee, Mo. west of Illmo. IC used the bridge relatively little. The SI&MB Co. is today owned 60 percent by Union Pacific, and 40 percent by Cotton Belt.

Thebes Bridge remains an important freight traffic gateway, although its 30 or so daily trains are less than the 50 daily trains of the 1970s. Its rural location 128 miles south of St. Louis and 162 miles north of Memphis permits traffic to swiftly avoid those congested urban gateways. The Chester Sub and the bridge never saw much passenger traffic, with the Cotton Belt operating two daily trains in each direction, including the *Lone Star* and the *Morning Star* between St. Louis and Dallas, before decline to a single train, and discontinuance in December, 1959. MoPac never had more than one or two trains, which left the line at Gorham for the trip east into the coalfields to Marion. The IC and C&EI never operated passenger service over Thebes Bridge.

— *William H. McKenzie, St. Louis Chapter NRHS*

UP Milepost

(Locations in parentheses are not listed UP timetable points; information and mileage derived from historic track charts and other documentation.)

0.0 Valley Jct.

The trip begins just south of this junction of the joint UP/SSW line with the TRRA, A&S, IC, and new regional Gateway Western (ex-CM&W). Cotton Belt's Valley Yard is nearby, and A&S's Gateway Yard handles make-up of most Cotton Belt and UP trains on this route.

1.5 Airport

Downtown Parks Airport on the left.

1.9 Parks

St. Louis University's Parks College of Aeronautical Technology to the right. The line passes here through Cahokia (Pop. 18,904), site of the first French settlement in the Mississippi Valley, 1699.

4.4 North Dupo

Crossovers and north entrance to the old MoPac Dupo Yard, today an intermodal terminal. MoPac once called Dupo Yard, three miles long and with a 16-stall roundhouse, the largest flat switching yard in the nation.

6.2 Dupo

Pop. 3,039. Crossovers. The town's name is an abbreviation Prairie du Pont, a nearby French settlement of the 1760s. Dupo developed after the St. Louis Valley Railway built through here in 1901.

7.3 South Dupo

Crossovers. South end of Dupo Yard.

9.4 ICG

Crossovers. Former crossing at grade of the old GM&O line from St. Louis south to Cairo, now abandoned here. Known in the past as Bixby.

20.7 Val

Crossovers and control point.

22.5 Valmeyer

Population 898. Extensive limestone quarries in caves in the bluffs above town were later used as mushroom farms until closed in 1978. The bluffs to the left near here and for the next 25 miles are especially beautiful.

33.8 Fults

Crossovers and control point.

(37.45) (Renault)

Located atop the bluffs, it is named for Philippe Francois Renault, director-general of mining operations for John Law's failed "Mississippi Bubble" — the Company of the West. Renault left France in 1719 with 200 miners and purchased 500 slaves in Santo Domingo to work the proposed mines in what was then the French territory of Louisiana. The only mineral wealth, limestone, was not developed until the 19th century.

41.7 Prairie du Rocher

Pop. 701. Pioneer French settlement founded in 1722 by St. Theresa Langlois, the French officer who built nearby Fort de Chartres in 1720. Residents still celebrate traditional French holiday customs, and French was spoken here until 1900.

(45.8) (Modoc)

Site of the Modoc Rock Shelter, where nomadic Indians lived under the protective overhang of the bluffs 10,000 years ago.

47.7 Kidd

Crossovers and control point. Listed as FI Crossover in old timetables.

49.5 Flinton

The Missouri-Illinois Railroad, a former MoPac subsidiary, crossed here. At Kellogg, 3.39 miles to the west, the 3-track transfer boat *Ste. Genevieve* took the M-I across the Mississippi to Thomure, Mo., near Missouri's oldest settlement, Ste. Genevieve. When discontinued in 1960, M-I trains were rerouted via Thebes Bridge, then St. Louis. Today, Consolidation Coal Co. has a rail-to-barge transfer facility at Kellogg.

51.7 Cross Kaskaskia River

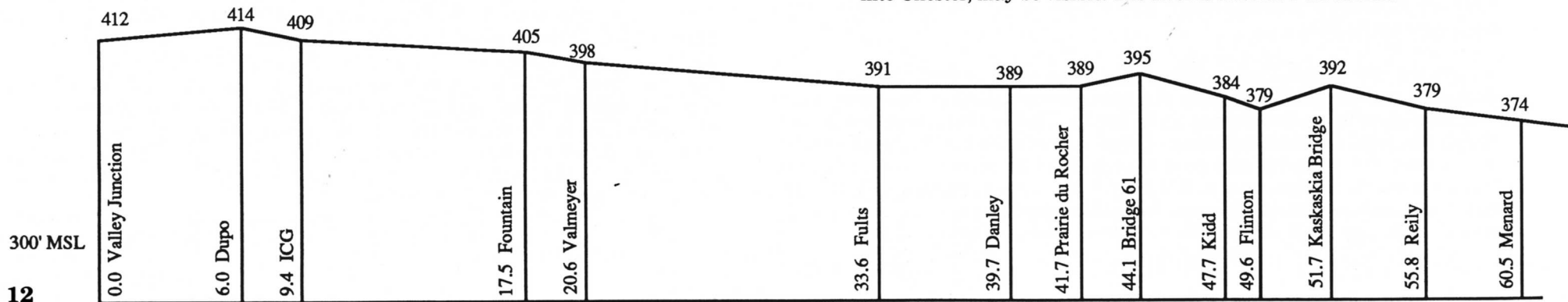
The line crosses the river here after traversing a long curving approach to the left on a high open fill. Another long curve to the right follows.

52.0 Gage Jct.

Crossovers and control point. The relocated Missouri-Illinois line northeast to Salem, Ill., now known as the Sparta Branch, joins here.

55.8 Reily

Formerly known as Reily Lake. To the left, the grade of the old M-I branch into Chester, may be visible. The river is close now on the left.

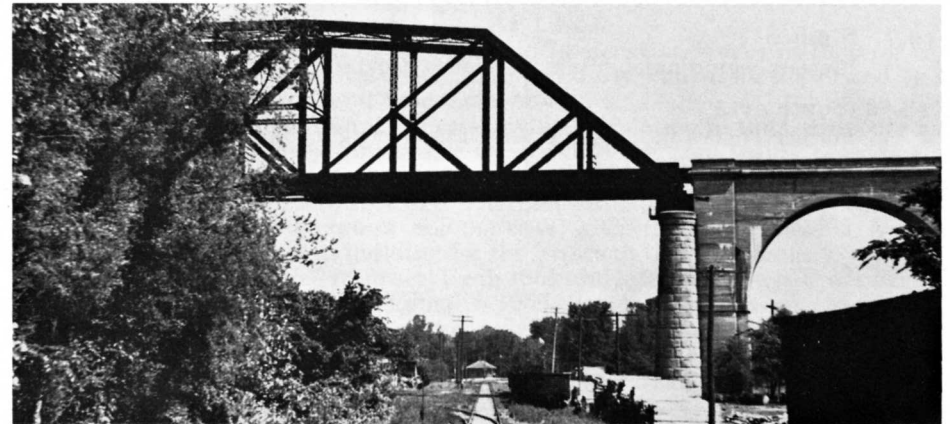


About one mile south of Reily, watch for the Pierre Menard home on the left. Menard, a merchant, fur trader, and the first lieutenant governor of Illinois, built it in 1802. It is the last remaining structure of old original Kaskaskia, swept away by flood in 1881. Fort Kaskaskia is above the house on the bluff.

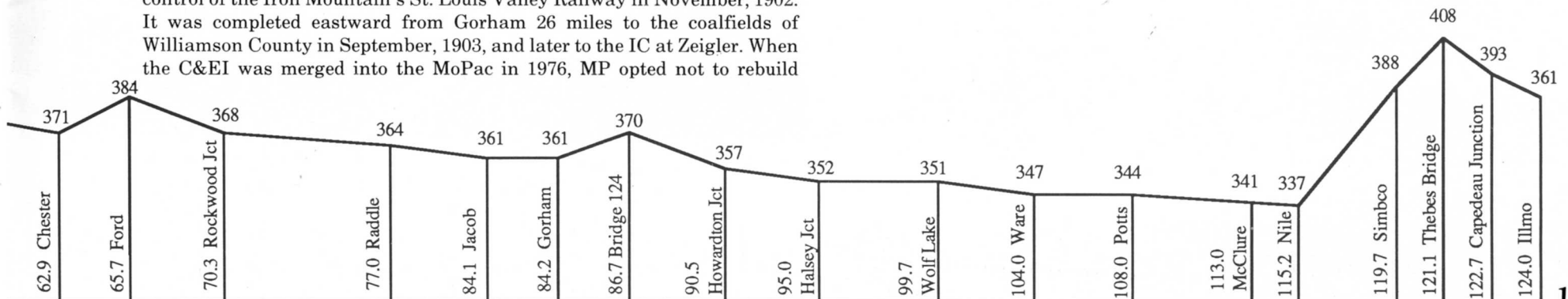
- 61.0 Menard Jct.**
Begin single track. The castle-like Menard State Prison is to the left.
- 62.9 Chester**
Pop. 8,401. Named after Chester, England, and founded in 1819 as a commercial rival to old Kaskaskia. Built on the bluffs and behind levees, is supplanted old Kaskaskia. Cotton Belt trains stopped here.
- 64.4 (Chester Wye) (Formerly MV Jct.)**
The UP's coal-hauling Pickneyville Sub to Mt. Vernon, Ill., the former Chester & Mt. Vernon RR, diverges to the east (left) at a wye.
- 65.7 Ford**
Two 6,000 foot passing tracks. Arch Mineral Corp. operates a rail-to-barge coal terminal here receiving two 55-car trainloads daily.
- 70.3 Rockwood Jct.**
Begin double track. The line will not come close to the river again until the crossing at Thebes. Old Rockwood was a famed timber market where steamboats halted to fuel up with wood.
- 72.4 Cora**
Barge loading facility served by a balloon loop track. Coal from the Zeigler No. 11 mine on the Sparta Branch is delivered here.
- 73.0 Cora Jct.**
End double track. Control point.
- 76.4 Raddle Jct.**
Begin double track. Control point.
- 81.4 Jacob**
Crossovers and control point.
- 84.2 Gorham**
Pop. 381. Large wye and junction with the former East & West Illinois Railway, chartered in March, 1902 to build across Southern Illinois from Mt. Carmel on the Wabash River to Thebes. The "East & West" came under control of the Iron Mountain's St. Louis Valley Railway in November, 1902. It was completed eastward from Gorham 26 miles to the coalfields of Williamson County in September, 1903, and later to the IC at Zeigler. When the C&EI was merged into the MoPac in 1976, MP opted not to rebuild

its southwestern branch from Joppa Jct. to the connection at Thebes. Instead, the MP routed trains off the C&EI proper to the "East & West" at Benton, Ill., and brought them onto the Chester Sub here at Gorham. Today, the "East & West" is the southwestern leg of UP's important line from Gorham to Chicago.

- 84.8 Chap**
Crossover just south of Gorham Wye named for former dispatcher C. F. Chappuis. The IC's now-abandoned branch from Carbondale to Mounds (near Cairo), via Grand Tower and Thebes, crossed here.
- 90.5 Howardton Jct.**
End of double track.
- 94.4 Big Muddy Bridge**
Cross Big Muddy River.
- 95.0 Halsey Jct.**
Begin double track.



Thebes Bridge in 1933, from the C&EI just south of the town of Thebes, looking north.
Barriger Collection, Mercantile Library.



- 99.7 (Wolf Lake)**
Site of Atlas Powder Co. plant. Abandoned IC Grand Tower-Gale Branch, paralleling since near Gorham, may be visible on the right. Near here, Cherokee Indians crossed the Mississippi on their sorrowful journey (the infamous "Trail of Tears") from their eastern mountain homelands to new reservation lands in Oklahoma.
- 108.1 Potts**
Crossovers and control point.
- 115.7 Nile**
Crossovers and control point.
- (117.5) (Gale)**
MP crew change point until 1949, with a three-track yard with watering and coaling facilities between the mains. IC also had a terminal here.
- 119.3 (North Jct.)**
Former beginning of Southern Illinois & Missouri Bridge Co. (SI&MB). Former location of IC & C&EI connection to SI&MB Co. trackage.
- 119.7 Simbco**
Present beginning of namesake SI&MB Co.
- (119.94)(South Jct.)**
Former Thebes Extension diverged here to right to provide access to town of Thebes, and C&EI interchange.

- 120.7 (Thebes Bridge Connection) (Cairo Jct.)**
Abandoned MP branch to Cairo diverged here at wye to left.

(121.0) (Thebes)
(Mile post is for now-abandoned Thebes Extension). Pop. 455. Originally Sparhawk's Landing, it was founded in 1844, and was the original seat of Alexander County. The old courthouse, built in 1848 and where Lincoln is said to have practiced law, sits halfway up the bluff. Dred Scott, the runaway slave who figured in the important Supreme Court decision upholding slavery, was imprisoned here in 1856. Both the IC and C&EI had small interchange yards for the Cotton Belt, whose ferry to Gray's Point, Mo. served the interchange before the bridge.

(121.15) (Thebes Bridge)
to Leave Illinois and enter Missouri about midstream.

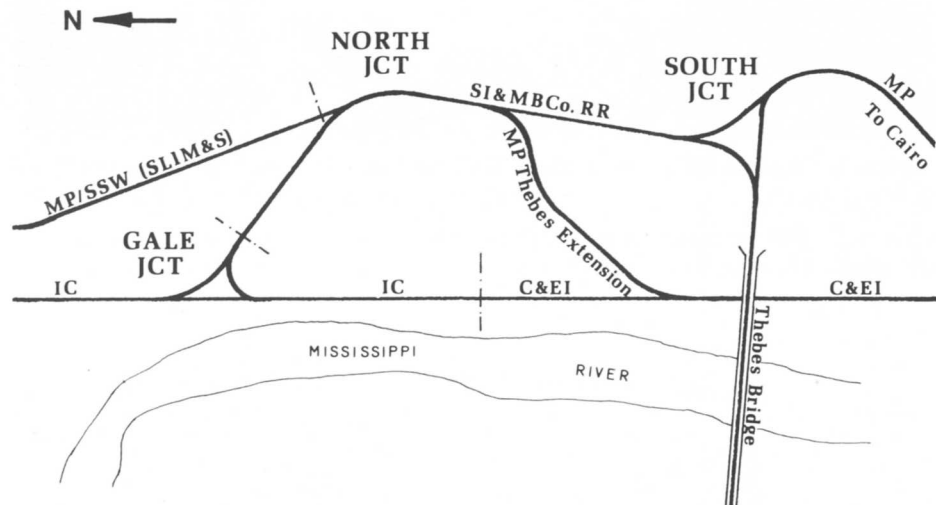
121.85

122.7 Capedeau Jct.

UP's 5.7-mile branch to Cape Girardeau and connection with the BN (ex-Frisco) diverges to the right.

123.7 Illmo (Scott City)

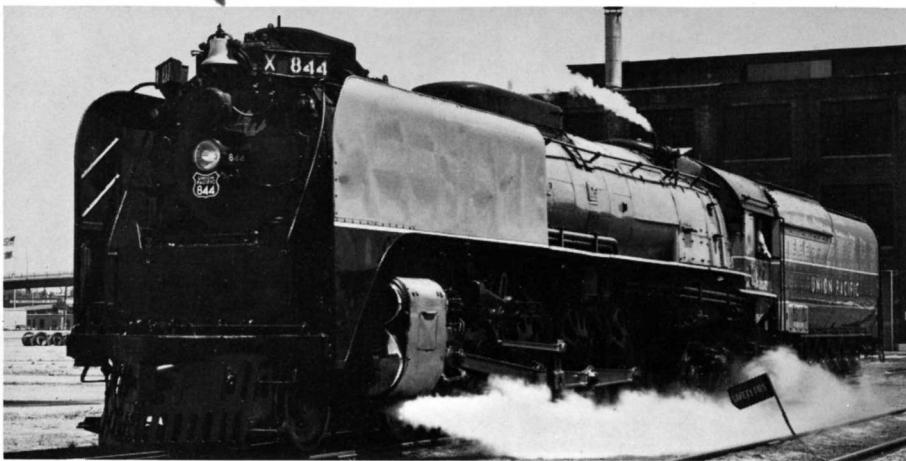
End of SI&MB Co. track. Begin St. Louis Southwestern (Cotton Belt) trackage. Historic Cotton Belt division point. End of excursion for NRHS-ticketed passengers, who will detrain here for return bus to St. Louis. Engine 819 continues homeward, arriving in Pine Bluff tonight.



Thebes Bridge Area circa 1934 —
Map by Rick Sprung, St. Louis Chapter NRHS



The track arrangement at Thebes gave good access to all of the bridge's owning roads. Only the main MP/SSW route via the SI&MB Co. exists today.
Barriger Collection, Mercantile Library



— A. J. Wolff photo

UNION PACIFIC 844

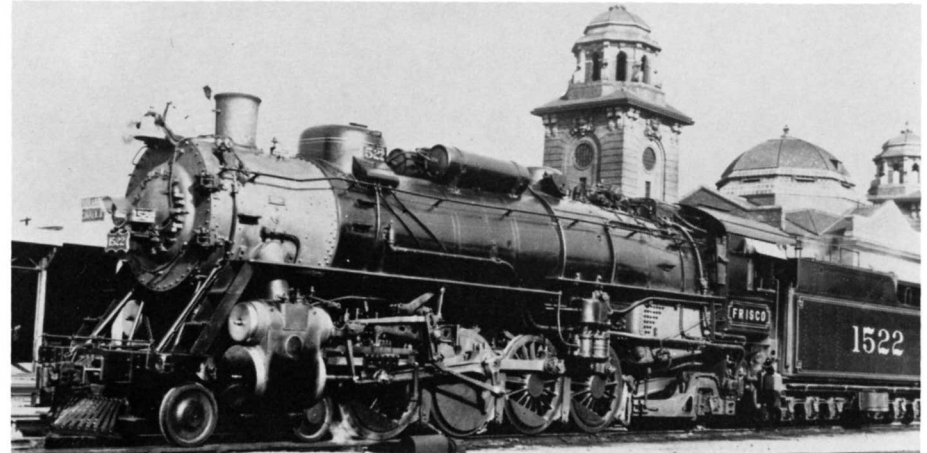
The Union Pacific 844, a 4-8-4 Northern locomotive, was the last steam locomotive built for the Union Pacific Railroad. It entered service in 1944. Designed and built by the American Locomotive Works, in close consultation with the Union Pacific, the 844 was designed for high speed passenger service, and could easily pull passenger trains at 100 MPH.

The 844 was designed to put out continuous maximum horsepower at 90 MPH, with a top design speed of 110 MPH. Originally built as a coal fired locomotive, it was converted to oil in 1945. In 1962 it was renumbered 8444, because a diesel had 844. The original 844 designation was reinstated in 1988.

The 844 originally pulled crack Union Pacific passenger trains such as the Overland Limited, Los Angeles Limited, Pacific Limited, Portland Rose and others. It was also used in priority freight service. Later it was used in freight service in Nebraska from 1957 to 1959 and then reserved in 1960 for special steam service. Unlike the other engines at the convention, the 844 has never been retired from active steam service.

The 844 was part of the third series of 800 class engines, numbers 835-844. The engines averaged mileages in excess of 14,000 miles per month. July, 1990 marks the 125th anniversary of active steam power on the Union Pacific railroad.

BUILDER	AMER. LOCO. WORKS, 1944
TYPE	4-8-4
ENGINE WEIGHT	486,340 POUNDS
WEIGHT ON DRIVERS	266,490 POUNDS
DRIVER DIAMETER	80 INCHES
FIRE BOX DIMENSIONS	12.5 FT. by 8.0 FT.
BOILER STEAM PRESSURE	300 P.S.I.G.
FUEL CAPACITY (OIL)	6,000 GALLONS
WATER CAPACITY	23,500 GALLONS
TRACTIVE EFFORT	63,800 POUNDS
CYLINDERS-DIAMETER/STROKE	25 INCHES X 32 INCHES
FEED WATER HEATER	SELLERS EXHAUST
VALVE GEAR	WALSCHAERTS
LENGTH-ENGINE AND TENDER	114.2 FEET
WEIGHT-ENGINE AND TENDER	907,890 POUNDS



— Mercantile Library Collection

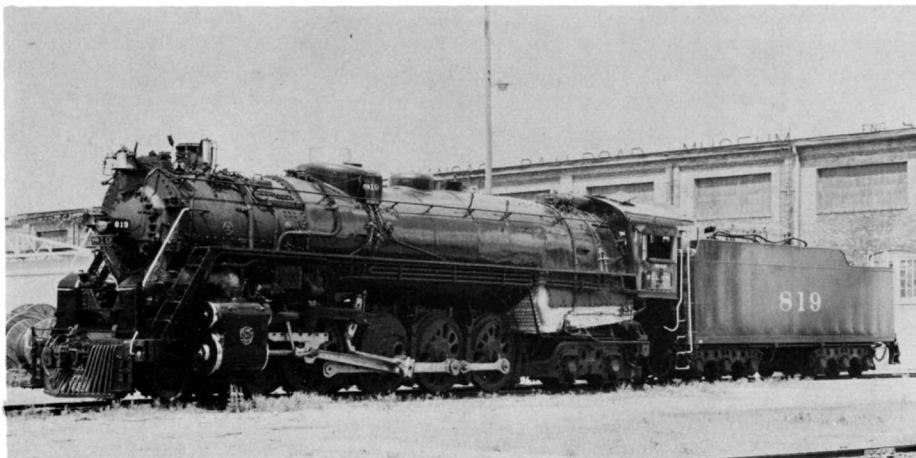
FRISCO 1522

The Frisco 1522, built by the Baldwin Locomotive Works in 1926 for the St. Louis-San Francisco Railroad, more popularly known as the Frisco, is a Mountain Class 4-8-2 fuel oil fired locomotive.

It is the only operational Mountain type locomotive in the United States. Designed for high speed passenger service on long haul trains such as the Meteor, the Texas Special and the Kansas City-Florida Special, the 1500 class engines performed admirably. To a large extent, the 1500 series passenger locomotives shared common components with the similar 2-8-2 freight locomotives Baldwin was building for the Frisco at the same time.

The 1522 was retired from service in 1951 and later donated to the National Museum of Transport in St. Louis in 1959. Restoration was started in 1985 by the St. Louis Steam Train Association, a private volunteer group formed to restore the 1522. The Museum of Transport, St. Louis County, and a number of private companies and individuals provided generous support. The restoration was completed in less than three years, a truly remarkable achievement. She made her initial excursions in Illinois and Wisconsin on the rails of the Wisconsin Central and Norfolk Southern in 1988. The 1990 NRHS Convention marks her return to the St. Louis San Francisco, now Burlington Northern, rails for which she was built.

BUILDER	BALDWIN, 1926
TYPE	4-8-2
ENGINE WEIGHT	342,200 POUNDS
WEIGHT ON DRIVERS	233,700 POUNDS
DRIVER DIAMETER	69.5 INCHES
FIRE BOX DIMENSIONS	10.0 FT. by 7.0 FT.
BOILER STEAM PRESSURE	210 P.S.I.G.
FUEL CAPACITY (OIL)	4,500 GALLONS
WATER CAPACITY	11,700 GALLONS
TRACTIVE EFFORT (W/O Booster)	56,800 POUNDS
CYLINDERS-DIAMETER/STROKE	28 INCHES X 28 INCHES
FEED WATER HEATER	NONE
VALVE GEAR	WALSCHAERTS
LENGTH-ENGINE AND TENDER	88.5 FEET
WEIGHT-ENGINE AND TENDER	598,890 POUNDS



— Barry Robinson photo

COTTON BELT 819

The Cotton Belt 819, a 4-8-4 oil fired locomotive, was designed and built by the St. Louis - Southwestern Railway ("Cotton Belt") in 1942 as one of five engines. It was designed for, and used primarily in, freight service. Earlier 800 class engines were built in the 1930;s, principally for freight.

The original Cotton Belt had two distinct parts to its route system. From St. Louis, MO to Pine Bluff, ARK the line was essentially a flat water level route. From Pine Bluff on into Texas, the line had fairly steep grades and curves. The 800 class engines were designed to function well in both types of terrain.

The 819 remained in service until 1955 when it was donated by the Cotton Belt to the city of Pine Bluff. The Cotton Belt Rail Historical Society, Inc. was formed to restore and operate the locomotive. The restoration was completed at the Pine Bluff Shops in 1986 with the assistance of the Southern Pacific Railroad, Cotton Belt Railway, local companies, local government and numerous volunteers. The Shops also house the Society museum.

These engines pulled freight for many years on what was then America's fastest scheduled freight run, the Cotton Belt Blue Streak between St. Louis and Dallas. The 819 represents the last series built by the Cotton Belt. The large steaming capacity and high tractive force of these engines made them particularly versatile. North of Pine Bluff, the 800 series had no tonnage restrictions.

BUILDER	PINE BLUFF SHOPS, 1942
TYPE	4-8-4
ENGINE WEIGHT	425,500 POUNDS
WEIGHT ON DRIVERS	248,000 POUNDS
DRIVER DIAMETER	70.0 INCHES
FIRE BOX DIMENSIONS	11.0 FT. by 8.0 FT.
BOILER STEAM PRESSURE	250 P.S.I.G.
FUEL CAPACITY (OIL)	5,000 GALLONS
WATER CAPACITY	15,000 GALLONS
TRACTIVE EFFORT	61,564 POUNDS
CYLINDERS-DIAMETER/STROKE	26 INCHES X 30 INCHES
FEED WATER HEATER	WORTHINGTON
VALVE GEAR	WALSCHAERTS
LENGTH-ENGINE AND TENDER	99.7 FEET
WEIGHT-ENGINE AND TENDER	737,500 POUNDS



— Kenneth L. Miller photo

NORFOLK & WESTERN 1218

The Norfolk and Western 1218, a 2-6 + 6-4 coal fired locomotive, was designed and built in Roanoke, Virginia by the Norfolk and Western Railroad at its famous Roanoke Shops. The N&W 1218 entered service in 1943 and was principally designed to haul heavy coal trains in the area east of Roanoke to Tidewater or west of Williamson, West Virginia.

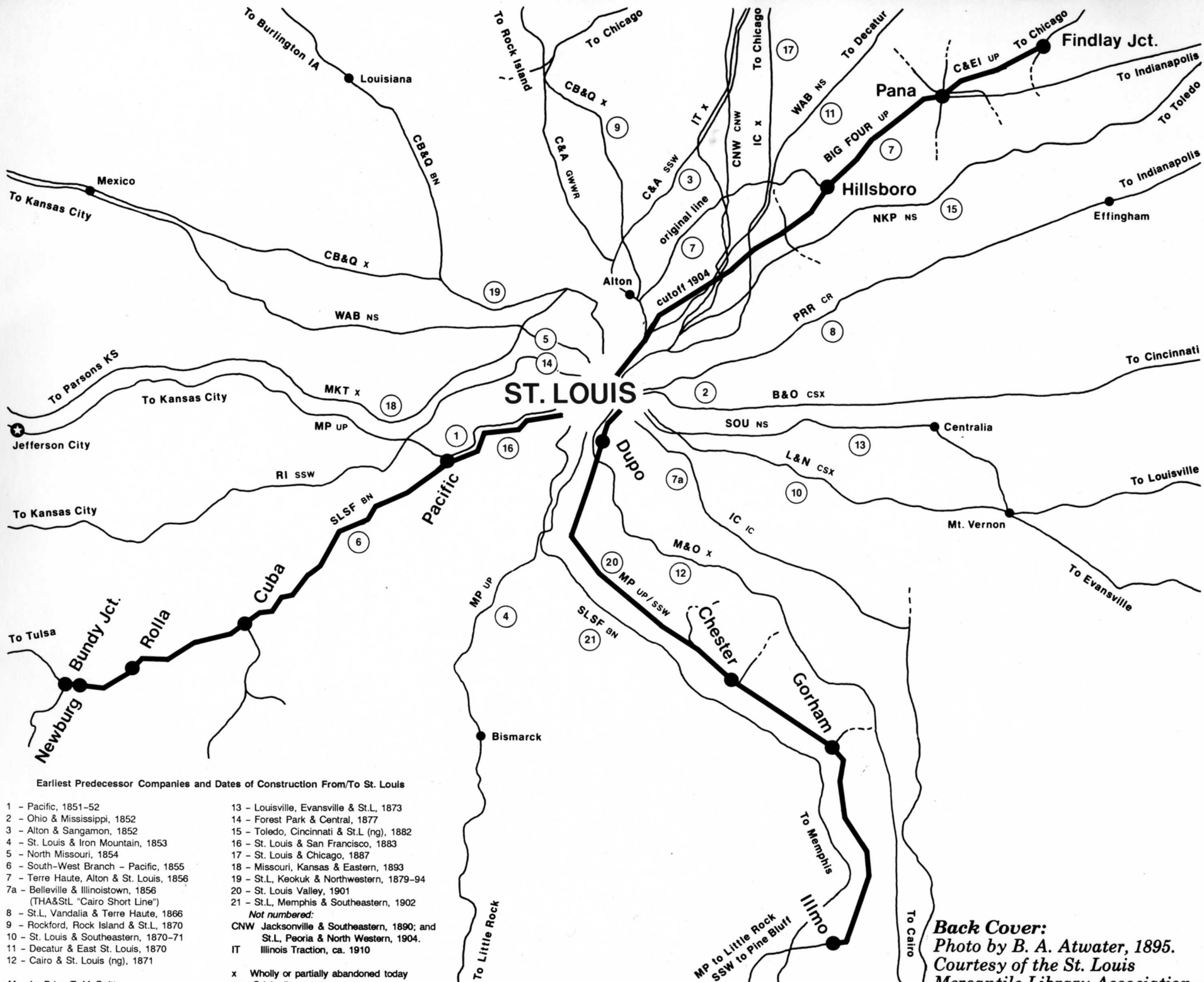
However, it was equally at home pulling time freights and occasionally, troop and passenger trains as equipment needs dictated. The 1218 combined tremendous pulling power with high speed capability. Its maximum rated horsepower was 6300 at 45 mph. It was an extremely reliable engine, averaging 7,500 miles monthly. Retired in 1959, it became a standby steam boiler for a Union Carbide plant, and was ultimately acquired by the Roanoke Transportation Museum in 1970 from Steamtown USA.

It was carefully restored by the Norfolk Southern at the Birmingham steam shops, and entered excursion service in 1987. Its whistle is uniquely reminiscent of the rails on which it traveled.

The 1218 routinely powered 150 car coal trains weighing 11,000 tons, and over a mile in length, along the 252 miles from Roanoke to Norfolk, with assistance only for the first few miles to the crest of the Blue Ridge Mountains. It represents an elegant match between power, speed and efficiency in steam locomotive design.

BUILDER	ROANOKE SHOPS, 1943
TYPE	2-6 + 6-4
ENGINE WEIGHT	573,000 POUNDS
WEIGHT ON DRIVERS	432,350
DRIVER DIAMETER	70 INCHES
FIRE BOX DIMENSIONS	13.8 FT. by 8.8 FT.
BOILER STEAM PRESSURE	300 P.S.I.G.
FUEL CAPACITY (COAL)	30 TONS
WATER CAPACITY	22,000 GALLONS
TRACTIVE EFFORT	114,000 POUNDS
CYLINDERS-DIAMETER/STROKE	24 INCHES X 30 INCHES
FEED WATER HEATER	WORTHINGTON
VALVE GEAR	BAKER
LENGTH-ENGINE AND TENDER	120.6 FEET
WEIGHT-ENGINE AND TENDER	951,600 POUNDS

— Information compiled by Frank H. Hackmann, St. Louis Chapter NRHS.



Earliest Predecessor Companies and Dates of Construction From/To St. Louis

- | | |
|--|---|
| 1 - Pacific, 1851-52 | 13 - Louisville, Evansville & St.L, 1873 |
| 2 - Ohio & Mississippi, 1852 | 14 - Forest Park & Central, 1877 |
| 3 - Alton & Sangamon, 1852 | 15 - Toledo, Cincinnati & St.L (ng), 1882 |
| 4 - St. Louis & Iron Mountain, 1853 | 16 - St. Louis & San Francisco, 1883 |
| 5 - North Missouri, 1854 | 17 - St. Louis & Chicago, 1887 |
| 6 - South-West Branch - Pacific, 1855 | 18 - Missouri, Kansas & Eastern, 1893 |
| 7 - Terre Haute, Alton & St. Louis, 1856 | 19 - St.L, Keokuk & Northwestern, 1879-94 |
| 7a - Belleville & Illinoistown, 1856
(THA&StL "Cairo Short Line") | 20 - St. Louis Valley, 1901 |
| 8 - St.L, Vandalia & Terre Haute, 1866 | 21 - St.L, Memphis & Southeastern, 1902 |
| 9 - Rockford, Rock Island & St.L, 1870 | |
| 10 - St. Louis & Southeastern, 1870-71 | |
| 11 - Decatur & East St. Louis, 1870 | |
| 12 - Cairo & St. Louis (ng), 1871 | |

Not numbered:
 CNW Jacksonville & Southeastern, 1890; and
 St.L, Peoria & North Western, 1904.
 IT Illinois Traction, ca. 1910

x Wholly or partially abandoned today
 ng Originally narrow gauge

Back Cover:
 Photo by B. A. Atwater, 1895.
 Courtesy of the St. Louis
 Mercantile Library Association.

