

# CENTRAL STATES

# Challenger

# SPECIAL

Sunday, July 25, 1993

Chicago

Villa Grove, Ill.

St. Louis

Sponsored by the St. Louis Chapter, National Railway Historical Society  
In Cooperation with Union Pacific Railroad

## Welcome Aboard!

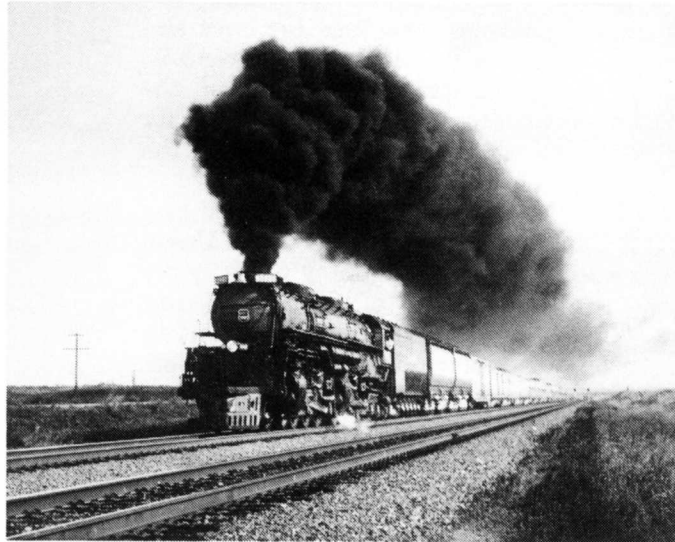
Your hosts in the St. Louis Chapter of the National Railway Historical Society (NRHS), along with members of the St. Louis Steam Train Association, and Union Pacific Railroad, welcome you aboard this special steam-powered excursion train.

Today's excursion is powered by the world's largest operating steam locomotive, Union Pacific 3985. Built in 1942 by the American Locomotive Company of Schenectady, N.Y. for the Union Pacific, the 3985 was a powerful workhorse pulling freight trains across the railroad's rugged territory in the West. This year the 3985 celebrates its fiftieth birthday with us and thousands of other friends along the route of its travels.

Our trip today is also part of the 1993 Union Pacific Steam Excursion Program, the nation's oldest continuous program of steam-

powered rail passenger excursions, celebrating its fortieth year of operation in 1993. Of all American railroads, only Union Pacific never fully retired its entire steam locomotive roster, maintaining its big Northern-type locomotive no. 844 (formerly 8444) in service without retirement to the present day. Later, the 3985, the world's only operating Challenger-type, was restored for service.

We are pleased and privileged to host this excursion, made possible as the 3985 and its train return from Chicago and the 1993 Annual Convention of the National Railway Historical Society. Our sincere thanks to the Chicago Chapter NRHS, and especially to the Union Pacific Railroad for its marvelously generous cooperation in making this very special excursion possible, particularly in light of the operating difficulties created by the recent disastrous flooding along its lines.



Union Pacific 3985 with a special excursion for the Union Pacific Historical Society convention in 1992. Photo courtesy Union Pacific Historical Museum.

## For Your Safety and Comfort

**Safety First!** These are the two most important words on the railroad, and they should be your two most important words today, too. For safety's sake:

- \* **Always watch your step!** Be especially careful...
- \* Getting on or off the train, or
- \* When walking about the train or between cars.
- \* At stops, watch your footing on uneven ground, gravel, and track ballast stone.
- \* Always step **over**, never on top of, a rail.
- \* Always **walk**, never run.
- \* Keep your head, hands and arms fully inside the train at all times!
- \* Please always follow the instructions of your car host or other NRHS or railroad crew members, especially at photo stops.

- \* If you get a wind-blown particle in your eye in a vestibule area or while in the baggage car, *do not rub the eye*. Let the eye's natural watering action remove the particle.
- \* A medical team is on board. *For medical assistance, contact any crew member.*
- \* Children should not play in the aisles.
- \* Packages, camera bags, suitcases etc. must be kept out of the aisles and off the seats. Please use the overhead baggage racks.
- \* Union Pacific does not permit coolers to be brought aboard the train. Your cooperation is appreciated.
- \* No sandals, thongs or bare feet permitted. We reserve the right to insist on appropriate, safe footwear.
- \* **Alcoholic beverages may not be brought aboard or consumed on the train or on railroad property.**

# THREE RAILROADS ACROSS THE PRAIRIES

Our trip today operates over a routing historically associated with five different railroads, but today operated by only three companies as the result of various mergers, consolidations and purchases. We begin in the Chicago area on a line built and operated by the former Chicago & Eastern Illinois and predecessors. This part of the route is today owned and operated by the Union Pacific Railroad. Then our train follows the line operated for many years by a former New York Central subsidiary, the Big Four Route. It is also today owned and operated by the Union Pacific.

Nearing St. Louis, we travel over the line built and still operated by the Alton & Southern Railway (A&S). Our train then briefly enters the trackage of the Terminal Railroad Association of St. Louis (TRRA) for the 1.25 mile trip across the Mississippi River into the City of St. Louis via the MacArthur Bridge.

For the final 3.4 miles of the trip, we return to Union Pacific rails which were operated for many years by the Missouri Pacific Railroad. Most of this track was constructed in 1851 by the Pacific Railroad of Missouri, the first locomotive-hauled common carrier railroad west of the Mississippi.

For some background, let's take a look at the history of three railroads, two of them predecessors of today's companies, whose tracks comprise all but about 1.25 miles of our route today.

## *The Chicago & Eastern Illinois Railway*

The Chicago & Eastern Illinois did not exist under its famous name until 1877. However, its predecessors date to as far back as 1849. From its origins, the railroad expanded from Evansville, on the Ohio River in southern Indiana, to the Mississippi and Ohio Rivers in Southern Illinois, and to Chicago and St. Louis.

The C&EI's earliest predecessor, the Evansville & Illinois Railroad, was chartered in 1849 to build a line north from Evansville on what would become the C&EI's southern end. By 1854 it had become the Evansville & Crawfordsville Railroad (E&C), and was operating the route from Evansville to Terre Haute, Ind.

At the northern end of what would become the C&EI, the Chicago, Danville & Vincennes Railroad (CD&V) was chartered in 1865. Its first tracks were laid from Dolton, near Chicago, to Momence, Ill., in 1869. Due to the effects of the Franco-Prussian War on the bond market, track work slowed, but construction was finally completed to Danville, Ill. in 1871. That same year, the Evansville, Terre Haute, & Chicago Railroad (ETH&C) completed track construction between Danville and Terre Haute, finishing a through route between Chicago and Evansville.

Financial difficulties hit the CD&V hard soon after reaching Danville, and as a result the railroad was foreclosed in 1875. The company was reorganized in 1877 as the Chicago & Eastern Illinois Railroad. That same year the E&C became the Evansville & Terre Haute Railroad (E&TH).

It did not take the new C&EI long to begin making acquisitions and setting goals. Among them was the lease of the ETH&C in 1880; purchase of 40 percent of the E&TH in 1881 (and eventually consolidation with the E&TH); and renewal of the efforts to build its own tracks into downtown Chicago, a goal that the CD&V was unable to achieve.



1894 logo

To reach Chicago from Dolton, both the CD&V and the C&EI had to pay a high rental fee to the Pittsburgh, Cincinnati & St. Louis Railroad (the Panhandle Route, later part of the mighty Pennsylvania Railroad). Efforts to build a separate route into Chicago encountered numerous problems.

The first effort to reach Chicago was made by the CD&V in 1873, but financial problems halted the initiative. The Chicago & Southern Railroad was then formed to complete the project. The C&S reached 26th Street in Chicago later that year on a roundabout routing from Thornton Jct. via Blue Island. But in 1877 the C&S was foreclosed, and then sold to a group that later formed the Grand Trunk Railway.

With the C&S route into Chicago no longer available, the C&EI decided to set up a subsidiary, the Chicago & Western Indiana Railroad, to construct and operate a new line from Dolton into downtown Chicago. Construction began in July 1879. An important junction at 22nd Street in Chicago was reached in April 1880, but the C&WI's ultimate goal was Van Buren Street, further to the north on the southern edge of Chicago's downtown area, the Loop.

Anytime the C&WI's construction crew approached another railroad, various delaying tactics were used to keep the C&WI from crossing. An example was its crossing of the Illinois Central. On September 10, 1880, the courts cleared the way so C&WI could proceed. Then on the night of September 15, the crew was able to lay track to northward 12th Street--but it required police protection to do so! Several more streets were crossed the next night.

However, due to the heavy congestion at nearby LaSalle Street Station, the C&WI altered its plans to reach Van Buren Street in late September, looking

instead to 14th Street. On November 12, 1880, the C&WI crew built over the Lake Shore Railroad (later the New York Central), again under police protection. Later that day, 14th Street was reached. At last, the C&WI was in operation from Dolton to 14th Street on the outer edge of downtown Chicago.

In 1883 the C&EI signed an agreement to permit joint ownership of the C&WI by five railroads. These were the C&EI; Erie; Grand Trunk Western; Chicago, Indianapolis & Louisville (Monon); and the Wabash. The first step for this "new" C&WI was the construction of a new passenger station for these roads (later joined by the Santa Fe) at Polk and Dearborn Streets on the south edge of the Loop: Dearborn Station, completed in 1885.

The C&EI slowly expanded into Southern Illinois via acquisitions and construction. Expansion occurred southwesterly from Danville to Findlay, then due south. The C&EI reached Thebes, on the Mississippi River, and Joppa, on the Ohio River, in 1900.

However, the C&EI's strongest desire was to reach St. Louis. This did not occur until after the railroad was acquired on October 1, 1902 by B.F. Yoakum, who already owned the St. Louis & San Francisco Railroad (Frisco). One month later, rather than constructing a line of its own into St. Louis, the C&EI signed an important agreement with the New York Central's Big Four Route. Pursuant to the agreement, the Big Four agreed to double-track its route from Pana to Hillsboro to Mitchell. The C&EI would then be granted trackage rights on the Big Four between Pana and East St. Louis. Both projects were completed by the Big Four in 1904. The only construction required of the C&EI in the agreement was the building of its own track from Findlay to Pana. This too was completed in 1904.

But the C&EI decided to go one step further. In order to bypass congestion at Danville, and to shorten the travel time between Chicago and St. Louis, a new 62-mile cutoff was constructed between Woodland Junction and Villa Grove. This cutoff, which we will travel over today, was also completed in 1904.



1934 logo

The Chicago, Rock Island & Pacific bought the Frisco, and thus the C&EI, from Yoakum in 1903. However, both were sold back Yoakum in 1909. Four years later, the Frisco and C&EI entered separate receiverships, putting an end to Frisco's influence on the C&EI.

The C&EI remained independent until two of the legendary railroad investors of this century, the brothers Oris Paxton and Mantis James Van Sweringen, of Cleveland, bought the C&EI in 1928. The Van Sweringens, who already controlled such railroads as the Nickel Plate, the Chesapeake & Ohio, and the Missouri

Pacific, did very little to integrate the C&EI with the rest of their empire. They lost the C&EI in 1940, after the Depression-era collapse of the shaky financial pyramid that supported their holdings.

In April of 1940, a new trademark was adopted by the C&EI: an oval with "Saturday Evening Post" lettering. The road's new leadership went on to improve its physical plant. This including installation of its first welded rail between Chicago Heights and Glenwood in 1952. Innovative freight and passenger services were also initiated, including trailer-on-flatcar (piggyback) freight service between Chicago and St. Louis in 1949.



1946 logo

traffic, which was increasingly being handled by barge instead of rail.

By 1959, the Missouri Pacific began to discuss merger with or purchase of the C&EI, but the Louisville & Nashville, New York Central and Southern Pacific were also interested. The NYC and SP subsequently dropped out of the bidding, leaving the MoPac and L&N both to purchase C&EI stock in 1961. These roads then petitioned the Interstate Commerce Commission for control of the C&EI.

In 1963, the ICC ruled in favor of the MP, but only on the condition that MoPac would agree to sell the line from Woodland Jct. to Evansville to the L&N. This occurred in 1969. The agreement further stipulated that both railroads would own 50 percent of the common track from Woodland Jct. to Dolton. The L&N also bought one-half of the C&EI's interest in the C&WI from Dolton to Chicago.

The remainder of the C&EI became a subsidiary of the MP. In 1976, the MoPac completely absorbed the C&EI. After 99 years of service, the Chicago & Eastern Illinois Railway existed no longer as a corporate entity.

Six years later, the MoPac's sections of the former C&EI became a part of the Union Pacific Railroad when the Interstate Commerce Commission approved the merger of the Missouri Pacific with the Union Pacific. This merger was formally consummated on December 22, 1982.

Since coal was always the C&EI's biggest commodity, large new electric power generating plants built along its lines near Clinton, Ind. and Joppa, Ill. were of great importance. Illinois and Indiana coal had always been shipped from C&EI-owned mines to power plants elsewhere. A rail-to-barge coal transfer was built at Joppa on the Ohio River in 1954 to keep a rail haul for some of this

Due to its relatively small size, the C&EI was primarily a bridge-route railroad. It handled freight and passenger trains between gateway junctions, such as Evansville, Thebes, Ill. (site of an important bridge over the Mississippi for traffic bound to and from the Southwest), Chicago and St. Louis. Most of the C&EI's passenger trains were extensions of L&N into Chicago. Most common were L&N's "Dixie" trains, including the **Dixie Flyer**, the **Dixie Mail**, and the **Dixie Flagler**. These trains all traveled south from Chicago to Florida and/or New Orleans via Terre Haute and Evansville on the C&EI, and Nashville, Tenn on the L&N. Only The **Dixie Flyer** remained by 1960. Two other L&N trains, the **Georgian** and the **Hummingbird** also served Chicago over the C&EI.

Passenger service between Chicago and St. Louis on the C&EI did not fare as well. This was due to tremendous competition from paralleling roads, including the Alton (later the Gulf, Mobile & Ohio), the Illinois Central, and the Wabash. In 1916 three trains were offered by the C&EI: the **Chicago-St. Louis Limited**, the **Chicago-St. Louis Special**, and the **Chicago-St. Louis Express**. The latter two traveled overnight; all bypassed Danville.

By World War II, the C&EI had changed its Chicago - St. Louis trains considerably. The **Zipper** was a day train which traveled via Danville. The only other train, the **Silent Knight**, travelled overnight bypassing Danville. By the end of the 1940s, competition from automobile and airplane had such an impact on the C&EI's passenger revenues that the company ran its last Chicago - St. Louis train on April 20, 1949. Service into Southern Illinois lasted until 1962 when the **Meadowlark** was discontinued.

Amtrak took over much of America's passenger train service in 1971. The only service then left on the C&EI was the **Chicago-Danville Flyer** between its namesake cities; it did not become part of the Amtrak network. Today, there is speculation that Amtrak might select the former C&EI's Evansville line if service between Chicago and Florida is restored.

- Dan Gassen, St. Louis Chapter NRHS

### The Big Four Route

The portion of today's excursion via Union Pacific's Pana (pronounced Pay'-nuh) Subdivision is the result of many years of mergers and acquisitions, beginning in 1852 with the organization of the Terre Haute & Alton Railroad. Its backers favored a railroad to Indiana across coal-rich Southern Illinois to bolster the trade of the town of Alton, Ill., located on the Mississippi River above St. Louis, in the hope that it 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 business in October, 1856. After an 1861 reorganization, this road emerged as the St. Louis, Alton & Terre Haute.



1888 logo

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 the St. Louis, Alton & Terre Haute and the Indianapolis & St. Louis came under the control of the Cleveland, Columbus, Cincinnati & Indianapolis Railroad (The Bee Line) in 1882. Seven years later, The Bee Line in turn combined with the Vanderbilt-backed Cincinnati, Indianapolis, St. Louis & Chicago Railroad to form the Big Four Route: the Cleveland, Cincinnati, Chicago & St. Louis Railroad.

In December of 1904, the Big Four completed a "cutoff" into St. Louis, diverging from the original line at Hillsboro, Ill. and rejoining it at Lenox Tower at Mitchell, Ill., northeast of St. Louis. The cutoff was in places heavily engineered with cuts and fills; it did not follow the existing topography as the old route had done over some surprisingly rugged countryside. The cutoff saved twelve miles and bypassed Alton, which by that time had lost the river 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 on the original route.



1895 logo

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

In April 1982 Conrail sold the Pana Subdivision to the Missouri Pacific Railroad, opting to use its ex-Pennsylvania line between St. Louis and Terre Haute, Ind. The MoPac extensively rebuilt the line into a 60 mile-per-hour railroad, with remote dispatching from North Little Rock, Ark. via Centralized Traffic Control (CTC). The Missouri Pacific's merger with the Union

Pacific Railroad in 1982 finally completed the long list of owners. Today, the Pana Subdivision forms an important link in the Union Pacific System, and hosts about eight freight trains daily.

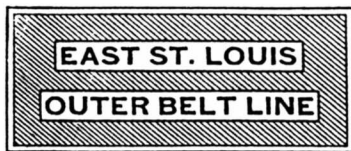
- Brian T. McQuitty, St. Louis Chapter NRHS

## The Alton & Southern Railway

The Alton & Southern Railway is a major switching and terminal railroad which serves the busy Illinois portion of the St. Louis terminal district. The railroad's main line forms a rough semi-circle around St. Louis' Metro-East area, with its northern terminal and interchange point located at Lenox Tower in Mitchell, Ill. Its main southern terminal and yard is Gateway Yard (formerly Davis Yard) in East St. Louis. From Gateway Yard a spur runs 2.5 miles southwest to Fox Terminal on the Mississippi River. In addition, the A&S has operating rights on the Union Pacific (formerly Missouri Pacific) for access to UP's ex-MP Dupo Yard on the Illinois side of the Mississippi southeast of downtown St. Louis. It also connects with the Burlington Northern and Manufacturers Railroad in St. Louis via the MacArthur Bridge. The length of the entire railroad is 21 miles. On the excursion today, we will be traversing the portion of the line between the MacArthur Bridge and Mitchell, Ill., which is nearly the entire main line of the railroad.

The Alton & Southern was incorporated in 1913, and was owned by the Aluminum Ore Company (later to become the Aluminum Company of America, or Alcoa). It served the company's large aluminum reduction plant at Alorton (an acronym for ALuminum ORe TOwn), near East St. Louis, Ill. In its heyday in the 1940s, the A&S served 53 other industrial and commercial customers in addition to Alcoa. In addition to the large number of industries served, the A&S interchanged freight with 20 different railroads.

The large number of on-line customers combined with its many interchange partners produced heavy traffic for the Alton & Southern. In the 1940s and '50s, the A&S classified 4500 cars daily. This traffic level generated an average of 50 trains of 40 cars per day entering, and 50 more trains leaving Davis Yard (today Gateway Yard). An additional 14 trains a day were forwarded to St. Louis via the MacArthur Bridge. This heavy traffic resulted in good income, and qualified the railroad for a Class I designation under the old Interstate Commerce Commission classification system.



1926 A&S logo

serve its customer's needs. In 1941 the A&S installed a "two-way talk-back speaker communication system" in Davis Yard. This system consisted of 31 speaker phones strategically located so yard workers could communicate with the yardmaster in the tower. This installation was the first of its kind in the country, and increased classification capacity by 20 percent. When dieselization swept the railroad industry, the A&S was an early player, receiving in 1947-48 fifteen of the first twenty 1500-horsepower RS-model locomotives produced by the American Locomotive Company (Alco). In 1948 the Alton & Southern installed two-way radios in all its locomotives making it a pioneer in the use of this technology as well. And in the 1950s and '60s, Davis Yard was greatly expanded to become today's vast Gateway Yard, the largest classification yard in the St. Louis terminal district.

Today's Alton & Southern has evolved from its earlier days. Many of the industries it once served have closed, significantly reducing large portions of its traffic. In 1958 Alcoa closed its plant at Alorton, and began looking for a buyer for the railroad. Ten years later, in 1968, the Interstate Commerce Commission approved the sale of the A&S to the Missouri Pacific and the Chicago & North Western. In 1973, the C&NW sold its half to the St. Louis Southwestern, or Cotton Belt. In 1982, the MoPac merged with the Union Pacific, giving the UP the MoPac's interest. Thus the A&S is today jointly owned by the Union Pacific and Southern Pacific's Cotton Belt subsidiary.



1984 logo

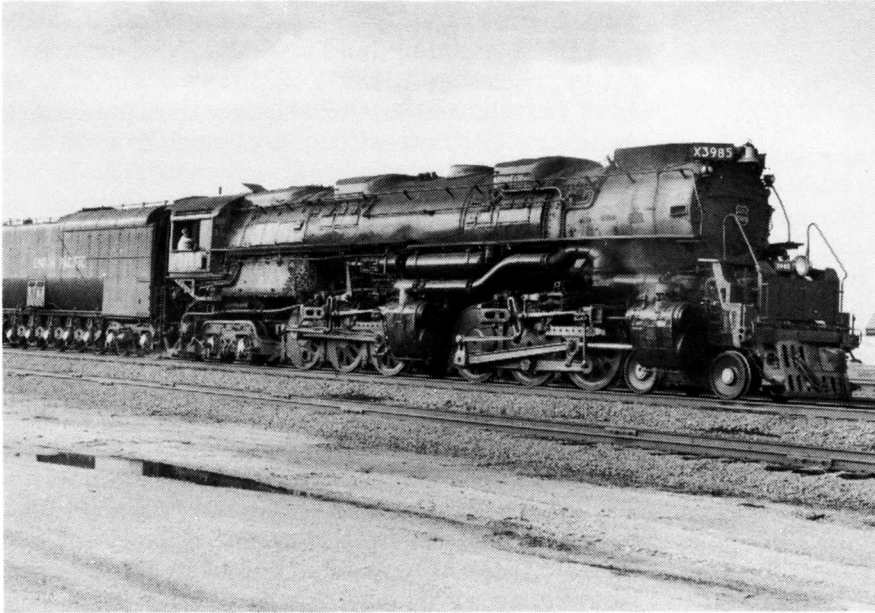
Due to abandonments and mergers, the number of other railroads with which the A&S interchanges has been reduced by almost half compared to earlier years. A major portion of today's business derives from interchange traffic between various roads and A&S-owners Cotton Belt and Union Pacific.

The Alton & Southern has never had scheduled passenger service, although Amtrak traverses a small portion of the line from the MacArthur Bridge to NS Crossing to reach the Norfolk Southern line to Centralia, Ill. In June of 1990 the St. Louis Chapter NRHS sponsored a Union Pacific steam excursion for the NRHS Convention in St. Louis which followed the same route over the A&S as today's trip.

- Matt Taylor, St. Louis Chapter NRHS

As times changed, the Alton & Southern adapted to

# THE WORLD'S LARGEST OPERATING STEAM LOCOMOTIVE



The steam locomotive powering our train today, Union Pacific 3985, was built in 1943 by the American Locomotive Company (Alco) of Schenectady, N.Y. based on designs developed by Union Pacific.

The design was known as the "Challenger" type, having a 4-6-6-4 wheel arrangement. At the front of the locomotive, a four-wheel pilot truck guides the engine into curves. Six coupled driving wheels, with their massive connecting side rods, are powered from a forward pair of steam cylinders. Another set of

six coupled driving wheels follows, powered from a second set of steam cylinders in the middle of the locomotive. Finally, a four-wheel trailing truck supports the rear of the locomotive, including the cab and the enormous firebox. The 3985 is the only operating Challenger-type in the world today, and it is also the largest steam locomotive currently in operation anywhere.

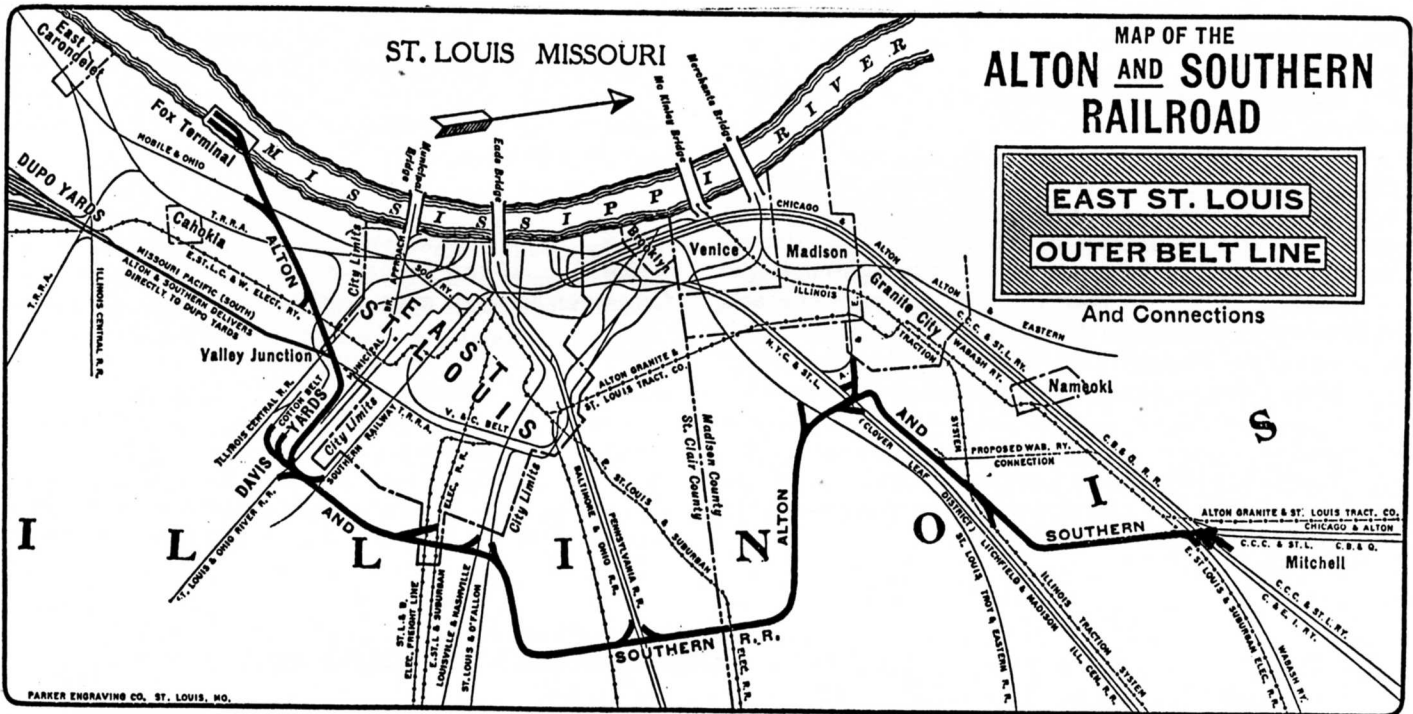
The 3985's twelve driving wheels offer tremendous pulling power. But the long wheelbase (over 24 feet) would, if rigid, severely limit the engine's ability to operate on any but straight track and the gentlest curves. To gain the efficiencies of more driving wheels on the rail (and thus more pulling power), but to avoid excessive wheelbase length, locomotive designers turned to *articulation* to allow them to effectively break the long wheelbase in two. A specially hinged frame allows the two sets of driving wheels to rotate on independent axes, in effect permitting the locomotive to "bend in the middle."

With twelve driving wheels, the 3985 can support an enormous boiler for the production of steam, and it can use that extra volume of steam to provide more pulling power. Union Pacific designed the Challenger-type for fast freight service on the company's rugged operating profiles in the West, especially over its crest of the Rockies at Sherman Hill in Wyoming. The company purchased 105 Challengers from 1936 to 1943. Used mostly in freight service, they did sometimes pull passenger trains. After a distinguished career, including hustling freight during World War II and the Korean War, the 3985 was retired in 1962.

Upon retirement the engine was stored in the roundhouse at its home terminal of Cheyenne, Wyoming. Later it was placed on display near the Cheyenne depot. A group of volunteer employees restored the engine to service in 1981. In 1990 it was converted from coal to fuel oil, and it began more regular excursion service. The trip today is one of a series of movements ferrying the locomotive and its train to and from Chicago, where it will attend the 1993 Annual Convention of the National Railway Historical Society (NRHS). Our sincere thanks go to Union Pacific for allowing us the opportunity to experience this marvelous machine on our trip today.

Some vital statistics on the Union Pacific 3985 :

<b>Built</b>	American Locomotive Co., 1943
<b>Total Engine Weight</b>	627,900 pounds, in working order
<b>Weight on Drivers</b>	404,000 pounds, in working order
<b>Tender Weight</b>	441,900 pounds, loaded
<b>Main Driving Wheels</b>	69-inch diameters
<b>Fire Box Dimensions</b>	15.58 feet x 9 feet
<b>Tender Fuel Capacity</b>	5,945 gallons fuel oil
<b>Tender Water Capacity</b>	25,000 gallons
<b>Boiler Pressure</b>	280 pounds per square inch
<b>Cylinders - Bore/Stroke</b>	21 inches x 32 inches
<b>Length, Engine &amp; Tender</b>	121 feet 10 inches
<b>Weight, Engine &amp; Tender</b>	1,069,800 pounds
<b>Tractive Effort</b>	97,350 pounds (pulling power)
<b>Length, Engine &amp; Tender</b>	121 feet 10 inches
<b>Weight, Engine &amp; Tender</b>	1,069,800 pounds



1926 Map of the Alton & Southern

# Along the Way: A Guide to the Route

## Union Pacific Railroad – St. Louis Division Chicago and Pana Subdivisions and the Alton & Southern Railway

Former stations (named locations in railroad operating timetables) no longer in service are indicated by brackets [ ]. Other non-station locations of interest are indicated by an asterisk \*.

### Milepost (MP) and station name or point of interest

#### Union Pacific Chicago Subdivision Milepost

##### 18.0 Dolton (Yard Center)

Population 23,930. We begin our 278.9 mile trip at or near Yard Center, Union Pacific Railroad's Chicago area classification yard in the south Chicago suburb of Dolton (pronounced Dahl-ton). This yard was built by the Chicago & Eastern Illinois Railroad (C&EI), and improved in the 1970s by its two successors, the Missouri Pacific Railroad (MoPac, and today part of the Union Pacific) and the Louisville & Nashville Railroad (today CSX Transportation).

This community was first settled by the four Dolton brothers, who moved south from Chicago during the financial panic of 1837 to farm the rich alluvial soil near Lake Calumet. George Dolton built a house, and later a tavern and toll bridge across the Little Calumet River. He became the first postmaster in 1866. In 1857 the Illinois Central became the first railroad to build through the settlement. C&EI predecessor Danville & Vincennes, and the Pittsburgh, Cincinnati & St. Louis ("Panhandle Route", later part of the Pennsylvania Railroad) followed in 1872. In 1890 the Indiana Harbor Belt connected them to other lines radiating out from Chicago. Early industries included brickmaking, lumber milling and alcohol distilling from sugar beets. The village was incorporated in 1892. Dolton is today an industrial and residential community in the inner ring of Chicago's south suburbs.

Dolton is served by some 40 daily freight trains of six railroads: Union Pacific, CSX Transportation, Indiana Harbor Belt, Conrail, Soo Line and Grand Trunk Western.

The first 64 miles of our route today is not only traversed by trains of the Union Pacific but also by those of CSX and Soo Line. This results from the sale in 1969 of the former C&EI to the Missouri Pacific and the Louisville & Nashville. The line between Yard Center and Woodland Jct. was jointly purchased by the MoPac and the L&N, with both railroads operating their trains between Yard Center and Woodland Jct. The line southeastward from Woodland Jct. to Evansville, Ind. was purchased by the L&N, and is today owned and operated by CSX. The line southwestward from Woodland Jct. to Gorham, Thebes and St. Louis was purchased by the MoPac, and is today operated by the Union Pacific.

Soo Line trains use the former C&EI from near Chicago to Woodland Jct., and from Woodland Jct. to near Terre Haute, Ind. under trackage rights agreements with both UP and CSX. This arrangement permitted abandonment of a parallel and underutilized Chicago to Terre Haute line built by Soo predecessor Milwaukee Road.

##### 18.1 Sibley Blvd. (147th St.)

##### 19.4 159th Street

##### 19.8 162nd Street

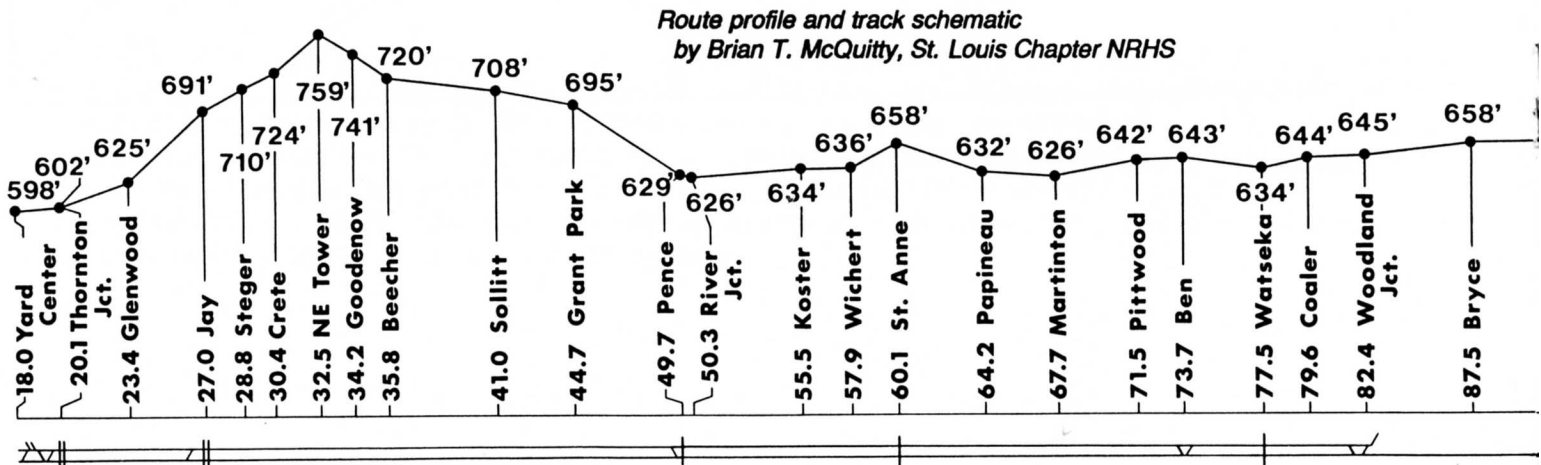
Crossover between main tracks.

##### 20.1 Thornton Junction

Grand Trunk Western crossing.

##### 21.7 Thornton

Population 2,778. Thornton's founders were mainly of German descent, having come from Indiana. Although city records were lost in a fire, it is widely thought that the





town was incorporated in the early 1860s. Thornton has one of the largest stone quarries in existence, operated by the Material Service Corporation. It may be seen to the west (right) of the train. Its dolomitic limestone forms is one of the most important sources for crushed rock for construction use in the Chicago region. The quarry is split into two sections, subdivided by the Tri-State Tollway (I-294), Chicago's belt expressway. On the south side of town is Thorn Woods, one of the units of the Forest Preserve District of Cook County. Its various preserves form a broad, green belt around Chicago.

**[23.4 Glenwood]**

**25.9 Twelfth Street**

Crossover between main tracks.

**27.0 Jay**

The Elgin, Joliet and Eastern Railroad, the "Outer Belt" railroad around Chicago, is crossed here.

**27.8 Chicago Heights**

Population 33,072. A crossroads of two of the most important roads in earliest Illinois history: the east-west Sauk Trail between Detroit and Rock Island, and the north-south Chicago - Vincennes Trace. The first settler, Absalom Wells, built a log cabin on Thorn Creek in 1833. He was followed by an influx of German immigrants escaping a failed revolution in their homeland in 1848. The settling of the prairies and the 1849 California gold rush brought a steady stream of pack horses and covered wagons over the Sauk Trail, which followed a low ridge of the Valparaiso Moraine through low, flat, often swampy, glacial lake-bottom land of southern Cook County. Chicago Heights was the birthplace of Inland Steel in 1893, before its present larger plants were built at Indiana Harbor near East Chicago, Indiana. Charles H. Wacker, George H. Jones and other Chicago industrialists descended upon the small town during the 1890s, forming a land company and building factories for various firms they controlled. Chicago Heights remains a residential and industrial community.

**28.8 Steger**

Population 8,584. The village was platted in 1891 as Columbia Heights by James Keeney, a Chicago promoter who organized excursions by train from Chicago to sell his townsite. John V. Steger started a piano factory here in

1892. In 1897, when the town incorporated as Steger, it was known as "the Piano Center of America." Two other piano manufacturers were located here but both sold out to Steger in 1900. The peak years of piano sales were from 1920 to 1922, before radio became popular. By 1925 Steger Piano had closed its doors. Steger straddles the line between Cook and Will Counties.

**[30.4 Crete]**

Population 6,773. Incorporated in 1880, it was named by its founder, William I. Wood, who arrived from Vermont with his wife and child in 1836. He built a log cabin and staked a claim to 80 acres. When a post office was established in 1838, Wood is said to have opened his Bible at random and picked the name Crete to replace Wood's Corners, the name by which the settlement had been known. The earliest settlers were from New England, but in the 1840s large numbers of German immigrants arrived, soon dominating the makeup of the village. Samuel Cushing ran a "station" on the "underground railroad" here until he was arrested and indicted by a grand jury in 1843 for harboring runaway slaves. He was never convicted: the prosecuting attorney was not ready on trial day, and Cushing was released.

**[32.5 NE Tower]**

The highest point on our route between Chicago and St. Louis at 759 feet above sea level. In 1926 Lincoln Fields Race Track, now known as Balmoral Park Race Track, opened just east of here. At one time this was also the location of NE Tower, with a crossover between the two main tracks. A spur track served the race course.

**[34.2 Goodenow]**

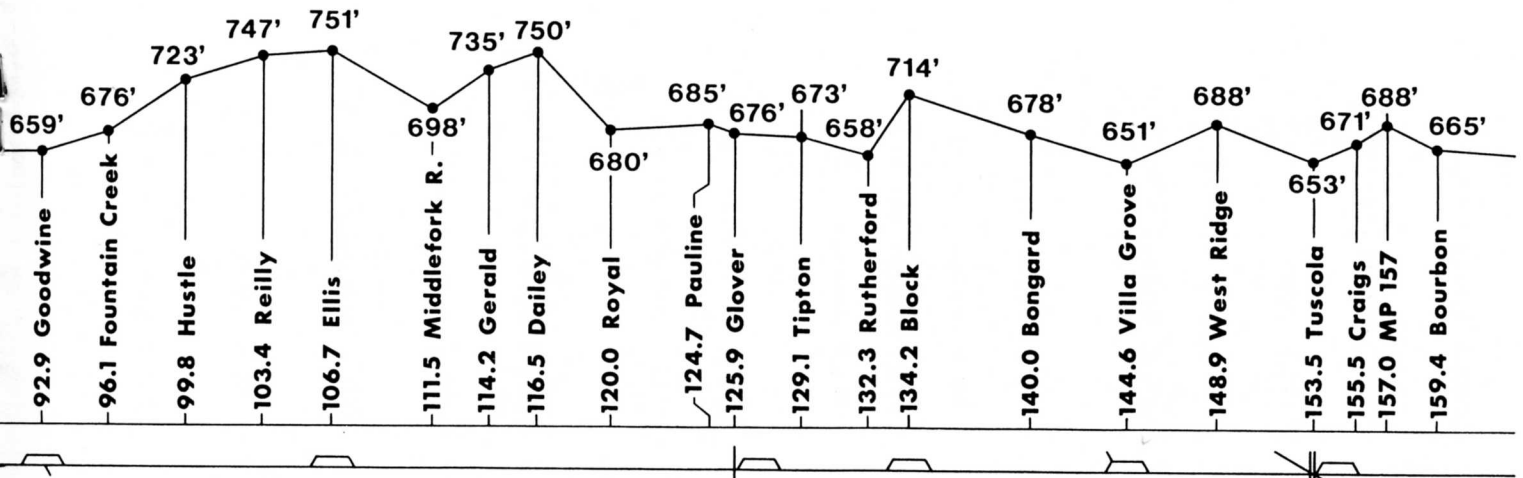
The town was laid out by George W. Goodenow in 1872, a direct result of the construction of C&EI's predecessor.

**35.8 Beecher**

Business track location.

**[37.6 Beecher]**

Population 2,032. Milepost location for the town. Beecher is named for Henry Ward Beecher, a famous preacher and abolitionist of the mid 19th century. T.L. Miller, a local stockman who named the town, had George Dolton lay out the town in 1870 after Miller learned of the building of



C&EI predecessor Danville & Vincennes and secured a station on the line. Incorporated in 1885.

**[41.0 Sollitt]**  
Former business track location.

**44.7 Grant Park**  
Population 1,024.

**49.7 Pence**  
Within the corporate limits of Momence, and site of the former MG Tower. Previously, two railroads crossed the C&EI here. Today, our train crosses the only Conrail's ex-New York Central Kankakee Belt. This line runs from Elkhart, Ind. to a connection with the Santa Fe at Streator, Ill. It has long been an important bypass route around the congested Chicago terminal area. The other line which previously crossed here was a Milwaukee Road branch to Joliet, built as a portion of the Illinois, Iowa & Minnesota in 1905. That branch left the Milwaukee's ex-Chicago, Terre Haute & Southeastern line to southern Indiana a few miles east of town at Delmar Jct. The branch was abandoned west of here in 1978, while the track east of Momence was abandoned with some of the Indiana line in 1979.

**49.9 Momence**  
Population 2,968; 247 miles from St. Louis. Located on the Kankakee River, the city was platted in 1844 by Dr. Hiram Todd and rumored to be named for Momenza, a Potawatomi chief. Gurdon Hubbard, an early Chicago trader, and Noel LaVasseur built a trading post here in 1826 when it was a ford of the river on the Hubbard Trail, and later the Chicago - Vincennes Trace.

**[50.3 River Junction]**  
The former C&EI State Line branch, abandoned in the 1940s, left the main line here to head southeast.

**[55.5 Koster]**  
Former business track location.

**57.9 Wichert**  
Business track location.

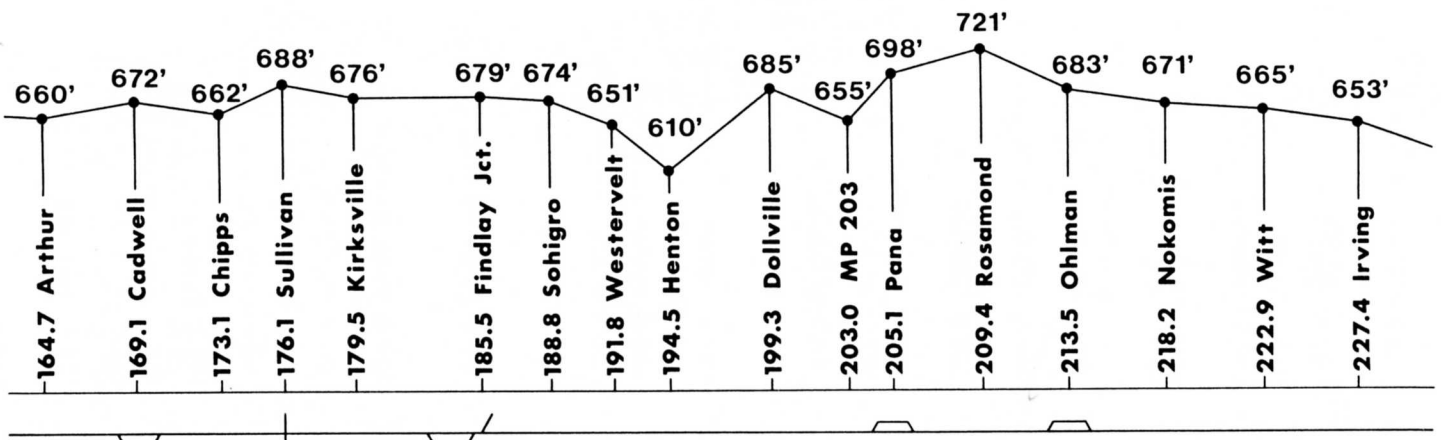
**60.1 St. Anne**  
Population 1,153. Located on the Chicago - Vincennes Trace, the town was founded by Father Charles Chiniquy. Suspended from his pastorate in nearby Bourbonnais, he came here in 1852, accompanied by most of his French-Canadian parishioners. Fr. Chiniquy was excommunicated in 1856, and many of his congregation again followed him in organizing a new church, which he named Christian Catholic, and which later became the French Presbyterian Church. The first post office, with horseback service to Kankakee, was established in 1854. After the arrival of the railroad in 1872 St. Anne became an agricultural center.

On July 26, Ste. Anne's Day, people assemble here to venerate a relic of *le bonne Sainte Anne*. The relic is believed by the devout to be a fragment of a finger bone of Ste. Anne, mother of the Virgin Mary. Miraculous cures have been attributed to the relic and its shrine. The bone, in a glass case, was sent here by the archbishop of Quebec from among those at the Shrine of Ste. Anne de Beaupre near the city of Quebec. His purpose was to rally the congregation around a new pastor after the excommunication of Fr. Chiniquy.

Our train crosses the tracks of an ex-New York Central line from Kankakee to Indianapolis, now the Kankakee, Beaverville & Southern. The KB&S' historically interesting motive power roster consists entirely of diesel locomotives built by the former American Locomotive Co. (Alco). Alco locomotives are increasingly rare.

**64.2 Papineau**  
In the early 1840s when the area was first settled by Dutch immigrants, who called the settlement Weygandt for a huge family who lived here. Around 1850 French Canadians, still bitter over losses to Britain in the war of 1837-1838, began to settle around Weygandt. With them came the change of the name of the settlement from Weygandt, to Papineau, after the general who had led them against the British.

**67.7 Martinton**  
Population 299. The village, named for the township it is located in, was laid out in 1871 when the railroad was built on the land of Adam Wamba. Following custom, Mr. Wamba conveyed the land to the railroad so a depot could



be established there. The railroad deeded the land to John L. Donovan to plat the village. Incorporated in 1875.

**71.5 Pittwood**  
Business track location.

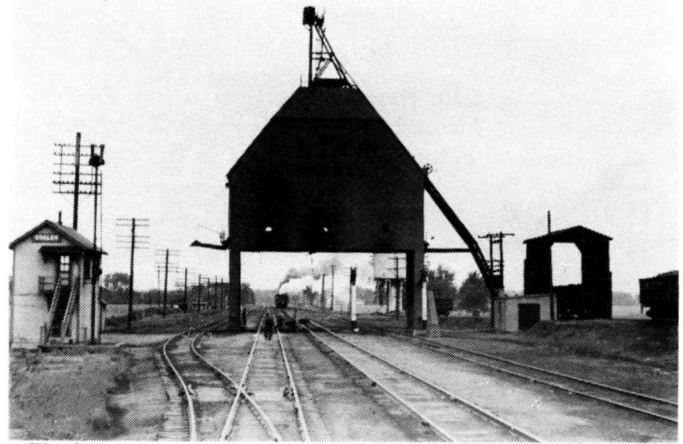
**73.7 Ben**  
Crossovers between main tracks.

**77.5 Watseka**  
Population 5,424. Platted in 1860 as South Middleport, it was renamed in 1865 in honor of Watch-e-kee (meaning "pretty woman"), Potawatomi wife of Gurdon Hubbard. Hubbard arrived in the region in 1818 in the employ of the American Fur Company, and subsequently established trade relations with the Potawatomi. He married 15-year-old Watch-e-kee, niece of Chief Tamin, more for a business advantage than for love. Two years later the marriage ended, according to Hubbard, as a "mutual agreement because I was about to get out of the Indian trade." Watch-e-kee died in 1878 on the Potawatomi Indian Reservation in Kansas.

Watseska became the seat of Iroquois County and incorporated in 1867. Here our train crosses the Toledo, Peoria & Western, built in 1860. It was acquired jointly by the Santa Fe and the Pennsylvania Railroad in the late 1950s. In 1983 the Santa Fe bought Pennsylvania successor Conrail's half and absorbed the TP&W. The line was sold in 1989, and today is once again an independent railroad, running a fleet of ex-Santa Fe GP20 locomotives.

**79.6 Coaler**  
A large concrete coaling tower spanned both tracks here. It allowed steam locomotives to make a quick stop for coal while remaining coupled to their trains.

**[81.8 Woodland]**  
Population 350. Platted in 1876 and incorporated about 1896. In the mid-to-late 1800s, the Woodland Clay Company was known for producing clay tile to drain the marshy areas in the region for agricultural use. The demand for clay pipe dropped when most usable land had been drained. In response, in the 1920s the company began producing clay building block. However, increased use of concrete block for construction forced it to close.



The large concrete coaling tower at Coaler was a landmark on the north end of the C&EI. Barriger Railroad Collection, St. Louis Mercantile Library.

**82.4 Woodland Junction**  
214.5 miles from St. Louis. Here the former C&EI lines split. The line southeastward to Evansville, Ind. is owned by CSX Transportation. The lines southwestward, which we will use, is owned by the Union Pacific.

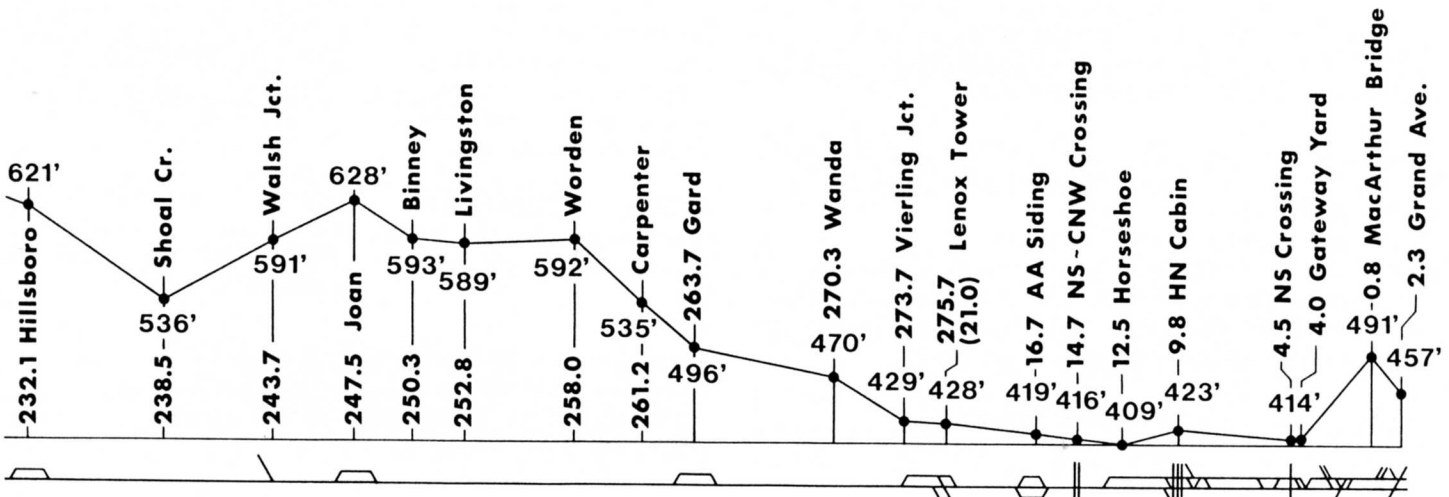
**87.5 Bryce**  
Business track location.

**92.9 Goodwine**  
The 5.9-mile Cissna Park Industrial Lead diverges to the west (right). 10,136-foot passing track.

**96.1 Fountain Creek**  
Business track location.

**[99.8 Hustle]**  
Former crossing of the Norfolk & Western (ex-Nickel Plate) line between Peoria, Illinois and Lafayette, Indiana. The N&W line was abandoned in the 1980s.

**103.4 Reilly**  
Business track location.



**106.7 Ellis**  
9,308-foot passing track.

**111.5 Middle Fork Vermilion River Bridge \***  
The track here formerly passed over an IC branch line from Rantoul to Potomac, abandoned in the early 1980s.

**[114.2 Gerald]**  
Originally founded as Griffith, the town's name was changed after the railroad was built.

**116.5 Dailey**  
Business track location.

**120.0 Royal**  
Originally settled in 1882, the town was moved to its present location in 1904. It has the distinction of being the last town to be established in Champaign County.

**125.9 Glover**  
The track crosses the Conrail (ex-New York Central) Pekin Secondary line between Pekin and Danville, Ill. This line operated as the Peoria & Eastern for many years as part of the New York Central. 8,174-foot passing track.

**[129.1 Tipton]**  
Former business track location.

**[132.3 Rutherford]**  
The track passes beneath the Norfolk Southern (ex-Norfolk & Western, nee-Wabash) Lafayette District between Decatur and Danville, Ill. The town just to the west (right) is Sidney.

**134.2 Block**  
12,111-foot passing track. Watch for the large, elaborate home garden next to the track on the east (left) side.

**140.0 Bongard**  
Business track location.

**144.6 Villa Grove**  
Population 2,734. 152.3 miles from St. Louis. A division point on the old C&EI, Villa Grove was also a major maintenance point, complete with repair shops and a roundhouse. Today it is a crew change point for the Union Pacific. The 42-mile Westville Industrial Lead to Danville, part of the original C&EI main line via Danville, diverges to the east (left). The Villa Grove to Woodland Jct. trackage was built in 1904 to create a more direct Chicago to St. Louis route, by-passing Danville. Today it is the location of a 10,537-foot passing track.

Villa Grove is our scheduled intermediate stop. If you are leaving us here, thank you for riding with us today. If you are continuing on to St. Louis, the engine will be serviced here during the stop. Operating conditions permitting, you may be able to briefly leave the train. Your car host will inform you if this is possible, and give you instructions. Please be back on board well before the scheduled departure time announced by your car host.

**144.8 Embarrass River Bridge \***  
This river is pronounced "em-baraw" locally.

**[148.9 West Ridge]**  
Former business track location.

**153.5 Tuscola**  
Population 4,155. Douglas County seat. 9,587-foot passing track. Crossing with both the CSX (ex-B&O) Decatur to Indianapolis line, and Illinois Central's busy Chicago to New Orleans main line at an interlocking tower. To reduce the number of diamonds (crossings) at the interlocking, UP and CSX now share a single track to cross the IC. The tower is still manned.

**[155.5 Craigs]**  
Former business track location.

**159.4 Bourbon**  
Business track location.

**160.6 Kaskaskia River Bridge \***  
**164.7 Arthur**

Population 2,112. This is the trading center for a large colony of Amish, who settled the surrounding farms in 1864 after migrating from Germany and Switzerland. Skilled agriculturalists, their many products and fine crafts may be purchased here, and in nearby Arcola.

Here the line crosses the former Conrail (ex-Penn Central, nee-Pennsylvania) line from Terre Haute, Ind., to Decatur, Ill., which was abandoned in 1985 after operating briefly as the Prairie Central Railway.

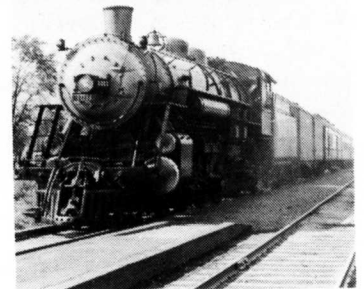
**169.1 Cadwell**  
9,989-foot passing track. A post office from 1891 until recent years, its name change to Fairbanks lasted only a month in 1892. The depot has been moved and is visible on the west (right) side of the tracks at the highway crossing.

**173.1 Chipps**  
Business track location.

**176.1 Sullivan**  
Population 4,354. The seat of Moultrie County was established in 1843 and honors Sullivan's Island, site of Colonel William Moultrie's victory over the British fleet in Charleston Harbor, S.C. during the Revolutionary War. The city was incorporated in 1872. South of town our route crosses the Illinois Central's Peoria line.

**[179.5 Kirksville]**  
The town had a post office from 1895 into the 1930s.

**181.8 Lake Shelbyville Viaduct \***  
The lake was created in 1970 when the Kaskaskia River was dammed at Shelbyville, about 10 miles to the south. The line here crosses an arm of the lake which is the



*C&EI's passenger trains to St. Louis were short, and powered by smaller engines. Here, a light Pacific leads near Sullivan in 1936. Barriger Railroad Collection.*

flooded Okaw River valley. The impressive concrete arch viaduct formerly had two tracks. Local railfans and railroaders sometimes call the structure "Little Tunkhannock", for its resemblance on a smaller scale to the huge Tunkhannock Creek Viaduct, the world's largest concrete arch structure, located on the former Delaware, Lackawanna & Western Railroad at Nicholson, Pa.



The viaduct over the Okaw River north of Findlay as it appeared in 1936 before the impoundment of Lake Shelbyville. Barriger Collection, Mercantile Library.

**183.1 Findlay**

East end of an 11,361-foot passing track.

**185.2 Findlay**

Population 787. Milepost location of the town, a small agricultural community also serving visitors to nearby Lake Shelbyville. The town's post office has been in existence since 1884, while Findlay itself has most likely been here since the days of railroad construction.

**185.5 Findlay Junction**

Here, 111.4 miles from St. Louis, the Pana Subdivision to St. Louis leaves Union Pacific's Chicago Subdivision south to Mt. Vernon and Gorham, Ill. Last Wednesday's Union Pacific excursion train for the NRHS convention turned on the wye track here before returning to Dolton.

*Union Pacific Pana Subdivision Milepost*

**188.8 Sohigro**

Business track location.

**191.8 Westervelt**

Business track. Post office established in 1904.

**[194.5 Henton]**

Named for the first postmaster, Isaiah Henton.

**[199.3 Dollville]**

Former siding location.

**205.7 Pana**

Population 6,040; 91.2 miles from St. Louis. 7,734-foot passing track. Pronounced "pay'-nuh". Formerly known as the City of Roses for its once-thriving hothouse floriculture industry, which grew in this coal mining region where

abundant fuel produced cheap steam for heating the hothouses in winter. In its heyday, Pana shipped over 15 million cut roses annually, with New York Central and C&EI passenger trains handling 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. This IC line was abandoned here in mid-1982. Two other railroads, the Baltimore & Ohio and the Cleveland, Cincinnati, Chicago & St. Louis (Big Four Route), long a part of the New York Central System, crossed the IC here at a complex junction. The former B&O line between Beardstown, Ill. and Shawneetown, Ill. via Springfield, Pana and Flora was abandoned in 1986, after a short stint as the Prairie Trunk Railway. The Big Four line from Pana east to Terre Haute was abandoned by successor Conrail about 1982; the line west of Pana is still in use, and is our route today. Only the abandoned IC tower remains visible to the left at the site of this junction.

The restricted speed curve our train passes through near the tower is part of the old connection between the C&EI proper, which we leave at this point, and the former Big Four Route line between St. Louis and Indianapolis. From this curve in Pana to Lenox, near St. Louis, we will be operating on former Big Four trackage used for many years by the C&EI under a trackage rights agreement.

**209.4 Rosamond**

Originally named Rosemond, the post office opened under the current (mis)spelling in 1923.

**213.5 Ohlman**

Population 178. 10,442-foot passing track.

**218.2 Nokomis**

Population 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.

**222.9 Witt**

Population 1,205. Early settlers arrived here in the 1830s. Witt grew when Big Four predecessor Indianapolis & St. Louis came through in the 1860s. A coal mine opened nearby in 1894, and the village incorporated in 1898. The town's 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.

**227.4 Irving**

Population 516. A post office has been here since 1856. The village was incorporated in 1869.

**231.4 Hillsboro**

East end of an 11,736-foot siding.

**[232.1 Hillsboro]**

Population 4,408; 64.8 miles from St. Louis. Milepost location of the town of Hillsboro, seat of Montgomery County. Nearby lies one of the largest coal reserves in the country, unfortunately of a high sulfur content. The

community was settled in 1818 by families from Hillsboro, N.C. Abraham Lincoln spoke at the courthouse in 1844, and in 1858 debated Stephen A. Douglas here.

West of Hillsboro, our train uses a 'cut-off' route built by the Big Four in 1904 between Hillsboro and Lenox to achieve a shorter and more efficient route west to St. Louis. The original alignment via Litchfield and East Alton diverged here to the right near the barely-visible site of the now-demolished depot. The "old line" survived as a branch from Lenox to Litchfield until 1966.

**234.4 Taylor Springs**  
Business track location on the west side of Hillsboro.

**238.6 Shoal Creek Bridge \***  
**243.7 Walsh Junction**

Named Toland on the Burlington Northern's ex-Chicago, Burlington & Quincy line from Galesburg to Metropolis, Ill., under which the UP passes. BN trains enter the Pana Subdivision here on trackage rights to reach St. Louis.

**248.1 Joan**  
9,809-foot passing track.

**[250.3 Binney]**  
Named for the town's first postmaster, Walter P. Binney, who opened the post office in 1898. It closed in 1906. Illinois Central's now-abandoned Chicago - Springfield - St. Louis line crossed overhead here. That line was abandoned in the early 1980s, roughly 10 years after the IC and the Gulf, Mobile & Ohio merged to form the Illinois Central Gulf, which moved Chicago-St. Louis traffic to the former GM&O main line via Alton. The bridge abutments are visible in a small cut.

**[252.8 Livingston]**  
Population 928. Incorporated in 1905.

**[258.0 Worden]**  
Traversing a high fill built in the 1904 "cutoff" construction, the line here crosses over the Norfolk Southern (ex-Norfolk & Western, nee-Wabash St. Louis-Detroit line); the Chicago & North Western's ex-Litchfield & Madison line to Pekin; and the abandoned Illinois Terminal line to Springfield. The line here also begins the gentle descent down the Indian Creek valley to the Mississippi River flood plain, known locally as the American Bottoms, dropping 130 feet in 12 miles.

**[261.2 Carpenter]**  
Known as Nobody's Switch in the 1880s after the railroad was built. Carpenter had a post office from 1877 to sometime in the 1930s.

**265.1 Gard**  
10,540-foot passing track.

**[270.3 Wanda]**  
The line crosses the abandoned Edwardsville Terminal Co. line (ex-Norfolk Southern, nee-Norfolk & Western and nee-Illinois Terminal) line from Edwardsville to Alton.

**273.7 Vierling Junction**  
East end of the C&EI's former switching yard for the St. Louis area, now only a weed-grown expanse.

**275.7 Lenox**  
Junction with manned interlocking tower located at Mitchell, Ill. It is adjacent to I-270, the St. Louis area's belt expressway. Our train here leaves UP's ex-Big Four Pana Subdivision, switching to the rails of the Alton & Southern Railroad. In doing so, we cross the Norfolk Southern (ex-Norfolk & Western, nee-Wabash) Detroit-St. Louis main line. Tracks to the west (right) include the joint SPCSL-Gateway Western line to Chicago and Roodhouse (ex-Chicago, Missouri & Western, nee-Illinois Central Gulf and Gulf, Mobile & Ohio, nee-Alton); and Conrail's branch to East Alton. The latter is all that remains of the original Big Four line to Hillsboro, most of which was abandoned in early 1966. Illinois Terminal's electric 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.



*An Illinois Terminal interurban car southbound from Alton crosses over the interlocking plant at Lenox on April 13, 1952. Courtesy of the TRRA Historical & Technical Society.*

### *Alton & Southern Railway Milepost*

**21.0 Lenox Tower**  
Alton & Southern location for Lenox. We will travel the next 17 of the final 21.2 miles to St. Louis on the A&S. From this point south to A&S Jct., this route has never hosted scheduled passenger service. Our train today is only the fifth public passenger train known to have operated over the northern part of this line from Lenox to NS Crossing. All of them have been UP steam excursions sponsored by the St. Louis Chapter NRHS.

**20.7 Mitchell Yard**  
The next four miles of track to AA Siding was the final segment of the A&S. It was finished in 1926, about 13 years after completion of the rest of the road's main line.

**16.7 AA Siding**  
The line begins to parallel both the Chicago & North Western's ex-Litchfield & Madison line (nearest track), and Norfolk Southern's ex-Nickel Plate line before crossing both at NS-CNW Crossing. The line soon also passes the enormous blast furnaces of the Granite City

Steel Division of National Steel Company, to the north (right) of the train.

**14.7 NS-CNW Crossing**  
Crossing first of the paralleling C&NW, then NS.

**14.6 NKP Siding**  
Just beyond this point, the track crosses Horseshoe Lake for the first time on a causeway. This is an oxbow lake, a silted-off meander of the Mississippi River.

**13.6 Double Track Junction**  
**12.5 Horseshoe**  
The lowest point on our Chicago - St. Louis route at 409 feet above sea level. Second crossing of Horseshoe Lake.

**10.5 Long Siding**  
As the tracks then curve south (right), watch to the east (left) 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 which occupied the area from about 800 to 1500 A.D., and may have had a peak population of 40,000. Designated a World Heritage Site by the United Nations. Within Cahokia Mounds State Park.

**9.8 HN Cabin (Hanover)**  
Three tracks of two railroads are crossed in quick succession: the first two tracks are Conrail's ex-Pennsylvania Railroad line to Indianapolis, and the third track is CSX's ex-B&O line to Cincinnati.

**[6.8 L&N Crossing]**  
Abandoned crossing with the former Louisville & Nashville. This line was abandoned by successor CSX in 1989 from East St. Louis to Belleville, eliminating the ruling grade on the western end of the former L&N as it climbed the bluffs to head east to Evansville, Ind. CSX now routes all traffic in and out of St. Louis over its former B&O line, which we crossed at HN Cabin.

**4.5 NS Crossing**  
Norfolk Southern's ex-Southern Railway line to Louisville crosses here. Amtrak's *River Cities* enters the A&S here en route to St. Louis and Kansas City from Carbondale, Ill. and its *City of New Orleans* connection.

**4.0 Gateway Yard (North End) and MacArthur Bridge East Approach**  
Alton & Southern trackage ends at the beginning of the east approach to the MacArthur Bridge near the A&S' office building. There we enter track of the Terminal Railroad Assn. of St. Louis (TRRA) for the river crossing.

To the left is the A&S' vast Gateway Yard, the St. Louis area's largest classification yard. Here thousands of freight cars are switched, or classified, by the A&S daily for several major railroads, including Union Pacific, CSX, Southern Pacific and Conrail. The yard has two *humps*, small manmade hills. Switch engines push groups of cars up one side of each hump. At the top of the hump, cars are uncoupled and allowed to roll by gravity down the other side of the hump. They are braked by computer-controlled *retarders* located in the track to roll at a safe coupling speed. As the cars roll down into the vast multi-track yard, track switches are remotely set by computer to direct each car into the proper track for its outgoing train.

Proceeding up the east approach of the MacArthur Bridge (built 1910-1916), the north approach to the former Relay Depot at downtown East St. Louis joins on the right. Continuing across the river on the rail-only lower deck, the south approach from the UP's ex-Missouri Pacific Lesperance Street Yard and the Anheuser-Busch-owned Manufacturers Railway, both on the Missouri side of the river, diverges to the left at the end of the main spans. 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 TRRA swapped the Eads Bridge to the city for the MacArthur, to enable the Eads' lower rail deck to serve the new MetroLink light rail system, which opens in just six days on July 31.

The dramatic skyline of downtown St. Louis is visible to the right as we cross the bridge. Above it all is the magnificent stainless steel-clad Gateway Arch, 630 feet tall, designed by noted architect Eero Saarinen. The Gateway Arch symbolizes St. Louis' historic role as the gateway to the exploration, settlement and development of the West in the 19th century, a role made possible by Thomas Jefferson's purchase of the vast Louisiana Territory from France. The Arch and its surrounding park and museum, operated by the National Park Service as the Jefferson National Expansion Memorial, commemorate this watershed event in our nation's history.

#### *Union Pacific Sedalia Subdivision Milepost*

**0.0 Gratiot St. (Tower and MacArthur West Approach)**  
This busy tower, operated by the TRRA, controls all movements in and out of the east end of the Mill Creek valley. Here we re-enter Union Pacific trackage.

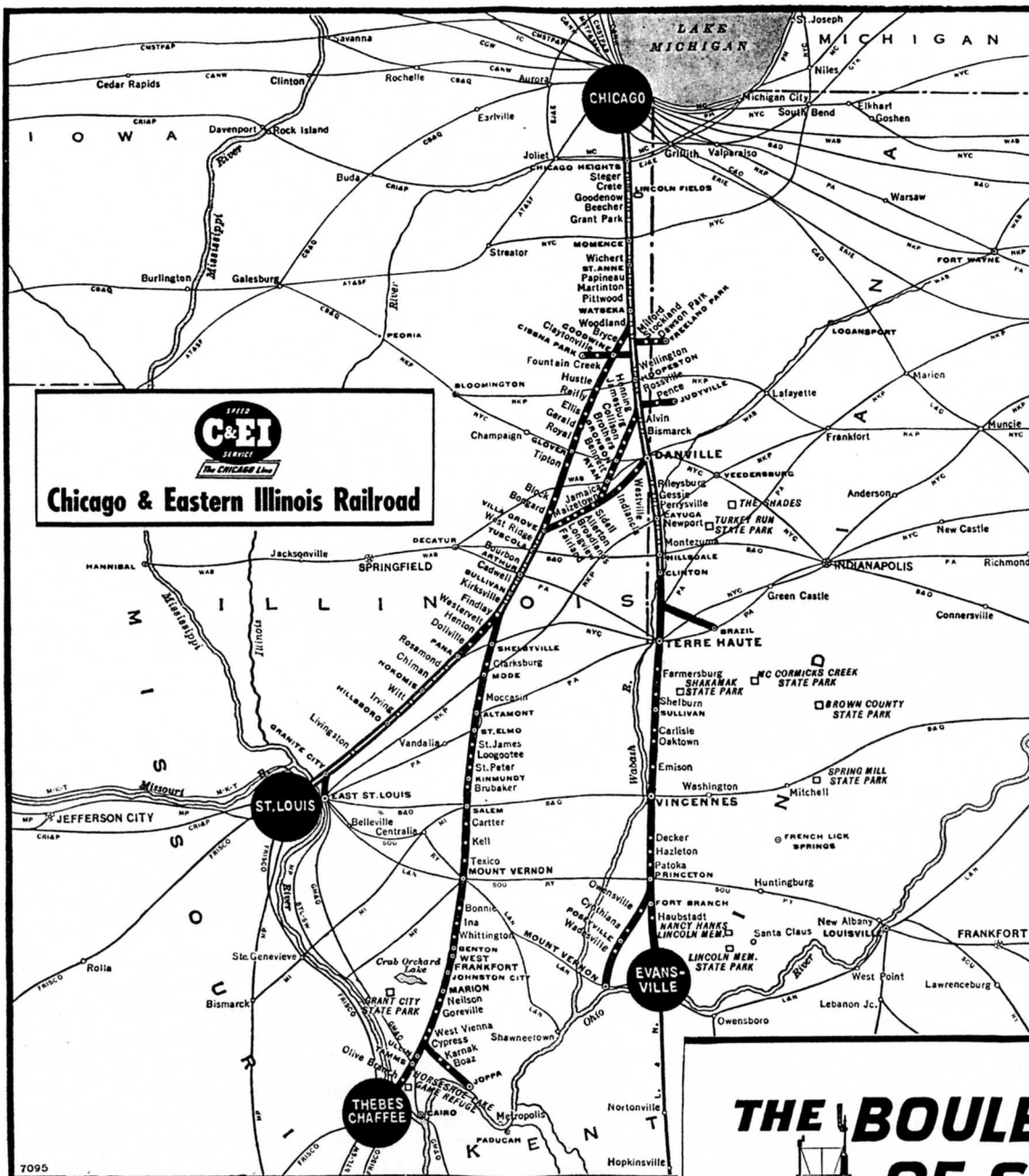
**0.5 St. Louis (Milepost 290.0 on Pana Subdivision)**  
Our train continues west along the south side of the Mill Creek valley opposite Union Station, following the Union Pacific's former Missouri Pacific line, the historic low-gradient east-west corridor for railroads in St. Louis. The alignment we 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 Street viaduct, we will pass near the site where on July 4, 1851 St. Louis' mayor Luther Kennett broke ground for the construction of this, the earliest of western railroads in North America.

**2.3 Grand Avenue**  
Junction with the Burlington Northern (ex-St. Louis - San Francisco Railway, or Frisco Lines) and the TRRA. The new MetroLink light rail line is visible just to the north (right) of the train following the former TRRA right-of-way on the north side of the valley.

**3.4 Compress Track \***  
This siding in central St. Louis is named for its location near the site of the former St. Louis Cotton Compress Company. Today's excursion ends here on the Union Pacific's Sedalia Subdivision line to Kansas City.

Thank you for traveling with us! We hope that you have enjoyed your trip, and we look forward to seeing again.

- Rick Sprung, St. Louis Chapter NRHS



1948 Map of the Chicago & Eastern Illinois

This brochure was edited by Mark Cedeck of the St. Louis Chapter NRHS. Maps, logos and other graphics from the collections of the Barriger Railroad Library, St. Louis Mercantile Library.

# THE BOULEVARD OF STEEL

## LINKING CHICAGO and ST. LOUIS

—provides a splendid service for discriminating travelers

<p>MODERN TRAINS</p> <ul style="list-style-type: none"> <li>Air-Conditioned</li> <li>Radio</li> <li>Cafe-Lounge Cars</li> <li>Dining Cars</li> <li>Pullmans —</li> <li>Drawing Rooms</li> <li>Compartments</li> <li>Open Sections</li> <li>Private Bedrooms</li> <li>Parlor Cars</li> <li>Chair Cars</li> <li>Coaches</li> </ul>	<p><b>Schedules</b></p> <p>All schedules are shown in Central Standard Time</p> <p><b>CENTURY OF PROGRESS</b></p> <p>Lv. Chicago ... 11:30 AM    Lv. St. Louis ... 12:07 PM          Ar. St. Louis ... 5:00 PM    Ar. Chicago ... 5:37 PM</p> <p><b>SPIRIT OF PROGRESS</b></p> <p>Lv. Chicago ... 11:55 PM    Lv. St. Louis ... 12:00 Mid.          Ar. St. Louis ... 7:14 AM    Ar. Chicago ... 6:55 AM</p> <p>•••••</p> <p><b>CONNECTIONS AT ST. LOUIS UNION STATION</b>          with fast trains to and from Texas and the Southwest          including Hot Springs</p> <p>•••••</p> <p>All C &amp; E I trains depart from and arrive at DEARBORN STATION (Polk and Dearborn Streets) in Chicago</p>	<p>DOUBLE TRACK HIGHWAY</p> <ul style="list-style-type: none"> <li>Smooth Heavy Rails</li> <li>Automatic Train Control</li> <li>•••</li> <li>It's The Noiseless Route</li> <li>—through Quiet and Picturesque Illinois Farm Country</li> </ul>
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