CENTRAL STATES *Challenger* SPECIAL

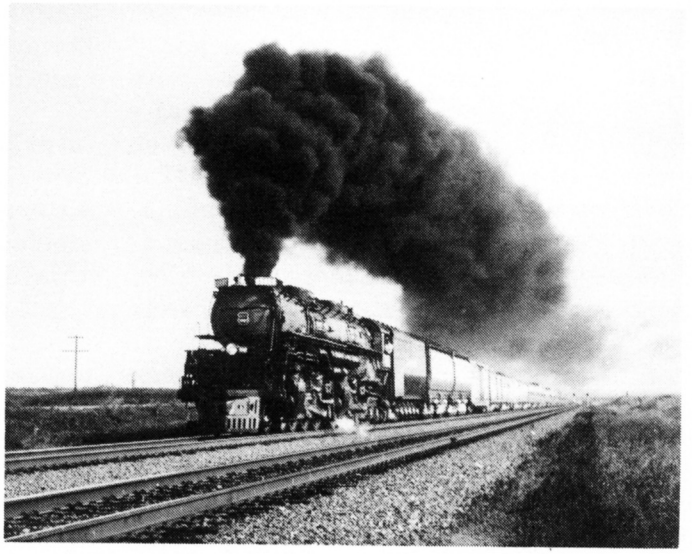
Monday, July 26, 1993

St. Louis — Jefferson City, Mo. — Boonville, Mo. — Kansas City

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.

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.**

THE FIRST RAILROAD WEST OF THE MISSISSIPPI

1897 logo

Your trip today on the Union Pacific Railroad's Sedalia and River Subdivisions will take you over one of the most historic rail routes in North America: part of the oldest operating locomotive-hauled common carrier railroad west of the Mississippi River. Railroading, so crucial to the settlement and development of the American West, began on part of the route we will travel today.

To the Pacific!

The year 1848 brought two events which were crucial to western expansion and railroad development: the annexation of California by the United States from Mexico as a result of the treaty between the two countries concluding the Mexican War; and the discovery of gold in California. Pressure mounted to find an easier and faster way west. Settlers headed to California in 1849, who would come to be known as 49ers, wanted a fast route to the gold fields; farmers and ranchers had their eyes on the rich prairie soils and vast grasslands. Most importantly, the government wanted to tie the developing country together, lest it split in two. Until this time the main transportation choices to the Pacific coast were a long sea voyage around South America, Atlantic and Pacific voyages combined with a gruelling and dangerous trek across the Central American isthmus, or the long overland journey across the new lands west of the Mississippi.

Business and civic leaders in St. Louis concluded they could provide a vital service, make a profit, and promote the city by building a railroad westward. Accordingly, in February of 1848 Missouri's Senator Thomas Hart Benton submitted a plan to Congress for a railroad to the Pacific from St. Louis. It was only one of a number of such plans at the time, and was in fact one of the least practical. Benton had become smitten with the idea that a line directly west from St. Louis across the Rocky Mountains and on to the Pacific coast was the most desirable. While the line across Missouri and Kansas was not particularly problematical, Benton's proposed route would have taken the line across some of the most rugged sections of Rockies in Colorado, rather than skirting them to the north or south, as in other plans.

Nonetheless, the Missouri Legislature, focusing as much on local needs within the state as the broader goals of a railroad to the Pacific coast, chartered the Pacific Railroad of Missouri on March 12, 1849. Thomas Allen, an energetic St. Louis businessman, was named president of the road. Its charter was to build from St. Louis west to Jefferson City and on to near Kansas City, with an ultimate goal of reaching the Pacific coast.

Early Development

On July 4, 1851, amid a great celebration that included parades, fireworks and speeches, St. Louis Mayor Luther Kennett broke ground for the Pacific Railroad just south and east of the present-day St. Louis Union Station. Actual construction got underway very quickly, and within a year more than five miles of track had been laid west to Cheltenham. The common wisdom of the time held that the mighty Mississippi River would never be bridged, so James Kirkwood, chief engineer of the Pacific, envisioned a completely independent railroad with no connection to the railroads of the east. Based upon this presumption, he recommended that the track be laid with a gauge of 5 feet 6 inches instead of the soon-to-be "standard gauge" of 4 feet 8½ inches.

On August 20, 1852, the first locomotive of the Pacific Railroad arrived at St. Louis by steamboat. It was appropriately named the *Pacific*, and assigned the number 3. History was made on December 9, 1852 when the locomotive pulled two coaches over the first five miles to Cheltenham – the first locomotive-hauled train west of the Mississippi River.

Further work progressed quickly. Less than a year after the first operation, the rails had been pushed almost 30 miles to Franklin, today known as Pacific. Railroad operations between Franklin and St. Louis began immediately. However, in reaching Franklin the railroad made a serious mistake which affects operations even today.

The Route West From St. Louis

The original route survey approved by chief engineer Kirkwood took the line northwest out of

St. Louis along Deer Creek, through the present-day communities of Ladue and Creve Coeur, past Creve Coeur Lake, and then along the Missouri River west to Jefferson City. Under pressure from landowners and hoping for a more direct route, the Pacific's management decided instead to build the line westward from St. Louis over the divide between the River Des Peres and Meramec River valleys to what is today the city of Kirkwood. From there, the line dropped down into the Meramec River valley to Franklin, where it then left the Meramec valley to cross another divide to reach the Missouri River. This route, shorter in mileage but harder to build and operate, resulted in two steep grades and operating conditions which would hamper the railroad to the present day.

The more notable of these two grades is Kirkwood Hill, crossing the ridge between the River Des Peres and Meramec River watersheds. Halfway down the western side of the hill, two tunnels were constructed at Barretts, the present site of the Museum of Transportation. These tunnels, the first built west of the Mississippi, still exist today on the museum grounds. Due to their early date of construction, they were soon undersized as locomotives and cars grew in size, and they restricted the size of locomotives on the line.

Construction over the other divide, between the Meramec and the Missouri River valleys at Gray Summit, also required heavy grades. As a result, construction between Franklin and Washington, Mo., a distance of 17 miles, took 19 months to complete. The rails finally reached Washington on February 11, 1855. Construction along the Missouri River, where a low water-level gradient made work much easier, moved along handsomely. Progress was so rapid that by November 1855 the tracks had reached Jefferson City, the state capital.

The Gasconade Disaster

The haste to run the first train to the capital city led to miscalculation and the Pacific Railroad's first major tragedy. On the morning of November 1, 1855 locomotive no. 8, the *Missouri*, was coupled to fourteen coaches and left Hermann for Jefferson City. The train was filled with St. Louis civic leaders and other prominent people traveling to ceremonies at Jefferson City. The main span of the Gasconade River bridge had been completed, but the approach spans had not. In order to meet the deadline for the special train, temporary trestles were hastily built. As the *Missouri* entered the east approach span, the temporary trestle failed. The locomotive made it over the first section, but the first eight coaches did not, pulling the locomotive backwards and into the river. In all, 31 people were killed, and another 70 injured. Among the fatalities were Thomas O'Sullivan, James Kirkwood's successor as chief engineer; prominent St. Louis businessmen Henry Chouteau and E.C. Yost; and several state legislators. The injured included St. Louis Mayor Washington King, then-Congressman Luther Kennett, and Hudson Bridge, president of the Pacific Railroad. Clean-up after the accident and the subsequent rebuilding of the bridge approaches delayed the arrival of the first train in Jefferson City until March 13, 1856.

The Impact of the Civil War

The Missouri River turns to the northwest at Jefferson City, but to achieve a more direct route to Kansas City the Pacific built straight west across Missouri's great rolling western prairie. By May 14, 1858 the rails extended 25 miles to California, Mo. Tipton was reached on July 26, and by August 1 had reached another six miles to Syracuse, 168 miles from St. Louis. Sedalia was attained by February 1, 1861 and Dresden became the western terminus on May 10.

But progress soon slowed due to the Civil War. The Pacific passed through a part of the state active with raids by Confederate forces. For this reason the track beyond Tipton was rarely used, and Tipton was considered the end of the line. In 1861 forces led by pro-Confederate Missouri governor Claiborne Jackson partially destroyed the Osage and Gasconade River bridges, and tore up track west of Jefferson City. Despite Union troops guarding the line, Confederate guerrillas staged a number of raids against the road and its trains. In the last raid, Confederate troops under General Sterling Price destroyed tracks, bridges, depots and equipment worth more than a million dollars.

Completion Across Missouri

When the war ended repairs were made to the line and westward construction continued. The line reached Pleasant Hill on July 26, 1865. Equipment was then sent to Kansas City in order to begin building eastward. Finally, in September 1865 the last spike was driven at Little Blue, near Independence, and the railroad between St Louis and Kansas City was complete.

The first through train to traverse the entire original route left Kansas City at 3:00 a.m. on September 2, 1865, arriving in St. Louis some 14 hours later. At the same time, a mail and passenger train was initiated, taking 18 hours to complete its trip, including 44 scheduled stops. The first scheduled through freight train required 28 hours from terminal to terminal.

Our train today will follow the original route of the Pacific Railroad for the first half of the trip between St. Louis and Jefferson City. This is today the Union Pacific's Sedalia Subdivision. Between River Jct. near Jefferson City and Kansas City, we will use a different route built by the Missouri Pacific and predecessors in segments between 1872 and 1902. This is today the Union Pacific's River Subdivision. It closely follows the Missouri River east from Kansas City via Lexington and Boonville to near Jefferson City instead of heading overland, as did the Pacific Railroad's original line via Sedalia and Tipton.

A Strategy to Head West

During the construction of the Pacific Railroad, Kansas City was not nearly as large as St. Louis. In the early years of construction, Kansas City was seen mainly as a temporary goal on the way to the Pacific coast. As time passed, Kansas City became more significant as terminal in its own right due to construction of the Kansas Pacific Railroad westward from Kansas City to Colorado. The decision by the federal government to make Omaha the starting point of the first "transcontinental railroad", which would become the original line of the Union Pacific Railroad, was also important. Management increasingly realized that the Pacific Railroad's role would most likely be as a bridge line between the eastern roads and western lines, such as the Kansas Pacific and Union Pacific. As a result, to compliment the Kansas Pacific line, and to reach the Union Pacific at Omaha, the company in 1869 leased the Leavenworth, Atchison & Northwestern Railroad, which ran north from Kansas City toward Omaha.

In that same year James Buchanan Eads began work on his bridge over the Mississippi River at St. Louis, the city's first. The Eads Bridge opened on July 4, 1874. In anticipation of this connection to the railroads east of the Mississippi, and the growing importance of the western connections, the Pacific's management decided to change the gauge of the railroad from 5 feet 6 inches to the more common 4 feet 8½ inches. This was accomplished on July 18, 1869, in the amazing time of only 18 hours. When the day was over, the entire line from St. Louis to Leavenworth, Kans. had been converted without the cancellation of any regular train.

In 1872 the Pacific Railroad of Missouri was leased to the Atlantic & Pacific for 999 years. This allowed $4,000,000 in bonds to be executed, backed by a third mortgage resulting from the lease. But by late 1876, the A&P had defaulted on the bonds. In October 1876 the Pacific Railroad was sold to the newly organized Missouri Pacific Railway Company, which had been created for the sole purpose of the purchase.

The Gould Era of Development

After creation of the Missouri Pacific, legendary rail baron Jay Gould entered the scene, and dramatically changed the road's history. By 1879 Gould had control of the Union Pacific, and had as his goal the creation of a "Southwestern System" of railroads. His strategy was to buy competing railroads where he could, and to interfere with those he couldn't buy. He gained control of the Kansas Pacific in part to interfere with the Missouri Pacific as it looked westward across Kansas to Colorado and California.

1884 Gould System logo

But by November 1879, Gould had found a better way to deal with the Missouri Pacific--he bought controlling interest in it. He then strongly encouraged the construction of its lines to enlarge his "Southwest System", and to ultimately connect the MoPac at Pueblo, Colo. with the routes of his Denver & Rio Grande into and across the Rockies.

In 1892 Jay Gould died, and his son George took over his interests. Under George Gould, expansion of the system continued. But the Panic of 1907 put an end to the expansion, and the fortunes of George Gould took a turn for the worse. As the younger Gould lost control

of his empire, the financial situation of its companies deteriorated. By August 19, 1915 the Missouri Pacific was forced into receivership. On May 12, 1917, the Missouri Pacific Railway was reorganized and combined with the St. Louis, Iron Mountain and Southern to form the Missouri Pacific Railroad Company.

Conquering the Hills

Due to heavy traffic and traffic-impeding grades, it was decided in 1927 to double-track the eastern half of the line from Jefferson City to St. Louis, and to realign it to reduce curves and gradients. As a part of this major reconstruction, the cuts and tunnels at Labadie and Gray Summit were constructed in 1929, reducing the crest of the historically troublesome grade by nearly 400 feet. The line was then realigned along the Meramec River from Eureka eastward for seven miles in 1930. This resulted in some major new cuts and fills to level the grade, and two new bridges over the Meramec River. In 1944 another major realignment was completed at Barretts; the line was double-tracked and deep new cuts were excavated to bypass the old restrictive tunnels which had caused so many operating problems on the west side of Kirkwood Hill.

The Van Sweringen Legacy

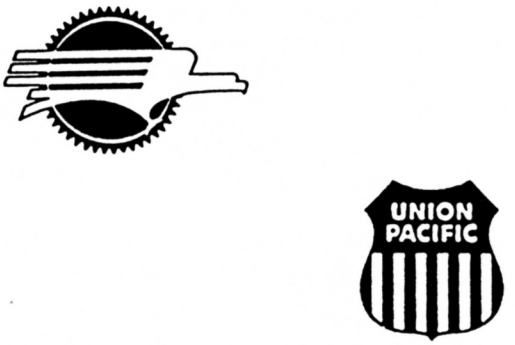
1929 logo

As the Missouri Pacific had once attracted Jay Gould, in 1930 it lured two equally notable railroad investors of this century, Oris Paxton Van Sweringen and his brother Mantis James Van Sweringen. "The Vans", as they were known, formed the Alleghany Corp. in 1929 as a holding company for their vast railway interests. In 1930 the brothers bought a controlling interest in the MoPac for $100 million. But their financial empire, a hollow pyramid supported by increasingly worthless securities as the nation plunged into the Great Depression, soon collapsed. In 1933 the MoPac became the first major railroad to file for bankruptcy under the new Section 77 of the Bankruptcy Act. It did not emerge from receivership until 1956. Even then it was hampered by a difficult division of stock ownership into two classes which would constrain management as the modern era of large-scale mergers began in the 1960s.

But under the capable financial oversight of the somewhat flamboyant William Marbury, and the steady operating management of its president, Downing B. Jenks, the MoPac still managed a remarkable turnaround and physical revitalization. In 1974 the troublesome Class "B" stock was bought back, and the MoPac was fully free to seek its destiny with little encumbrance.

To the Pacific - At Last!

It found that destiny with one of the two railroads which had completed the nation's first line to the Pacific coast, the Union Pacific. On April 18, 1980, the stockholders of both the Missouri Pacific and Union Pacific Railroads approved a merger which would make the MoPac a wholly-owned subsidiary of Union Pacific Corporation. The merger was approved by the Interstate Commerce Commission on October 20, 1982, and went into effect on December 22 the same year. The Missouri Pacific Railroad became part of the 22,000-mile Union Pacific Railroad, finally reaching its goal of the Pacific coast.



1974 MP and 1983 UP logos

Today the line over which we travel is a vital link in the Union Pacific system. It is maintained to very high standards, and carries a large amount of freight traffic and two Amtrak trains in each direction daily between St. Louis and Kansas City. The line also carries trains of Southern Pacific subsidiary St. Louis Southwestern (Cotton Belt), which operate between Kansas City and St. Louis under a trackage rights agreement.

- Matt Taylor, St. Louis Chapter NRHS

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.

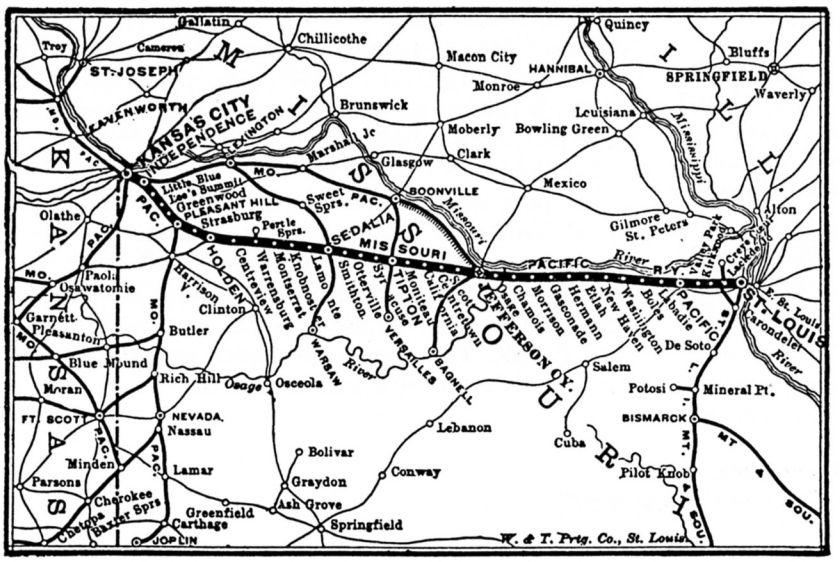
The 3985's twelve driving wheels offer tremendous pulling power. But the long wheelbase (over 24 feet) would, if rigid, severely limit the engine's ability to operate on any but straight track and the gentlest curves. To gain the efficiencies of more driving wheels on the rail (and thus more pulling 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 :

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



This 1897 map shows the route of the main line of the Pacific Railroad across the state. Our route today west of Jefferson City via Boonville, Marshall Jct. and Lexington is shown by the lighter line, cross–hatched from Jefferson City to Boonville. From the Mercantile Library's Barriger Railroad Collection.

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

ALONG THE WAY: A GUIDE TO THE ROUTE

Union Pacific Railroad

St. Louis, Midwest and Kansas City Divisions
Sedalia, River and KCT Subdivisions

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

Derived mileages computed for certain locations from timetables are indicated in braces { }.

Milepost (MP) and station name or location of interest

St. Louis Division
Sedalia Subdivision Milepost

3.4 Compress Track *
This siding in central St. Louis near Chouteau and Vandeventer Avenues is named for its location near the site of former St. Louis Cotton Compress Company. Today's excursion begins here.

[3.6 Tower Grove]
Site of the former Tower Grove station of the MoPac at the overhead viaduct intersection of Tower Grove and Vandeventer Avenues. This station was once a popular location for St. Louisans to board Missouri Pacific passenger trains away from the bustle of Union Station.

West of Tower Grove, our train passes through the construction site for the new Kingshighway viaduct, and soon begins to parallel Manchester Avenue, seen on the north (right.)

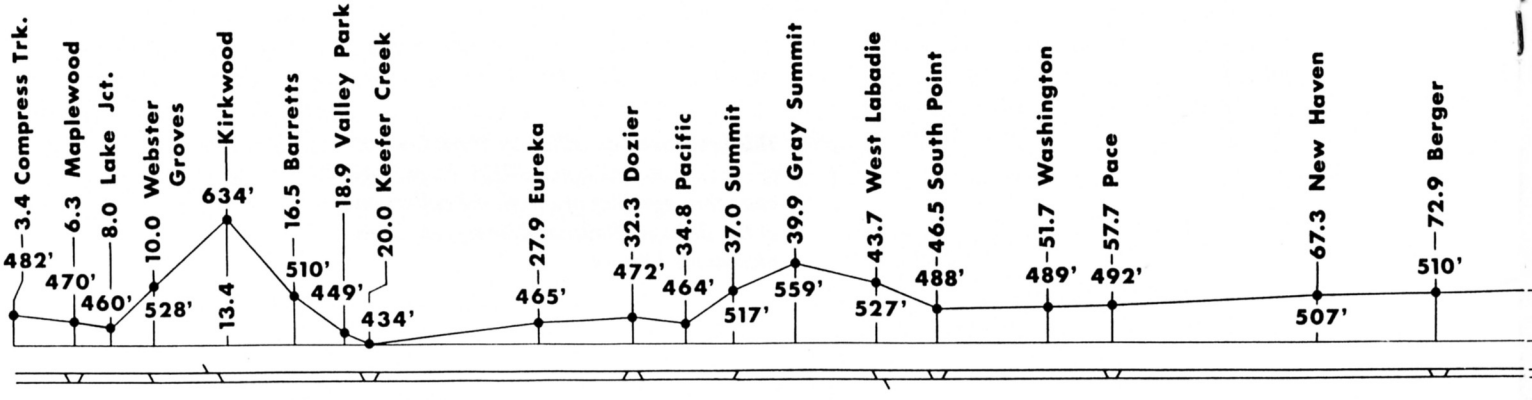
[5.2 Cheltenham]
Here, opposite the Central Hardware store on Manchester Avenue, and close to the present-day intersection of Manchester and Sulphur just east of the Hampton Avenue viaduct, the first train of the Pacific Railroad completed its gala inaugural trip on December 9, 1852. This was the first locomotive-hauled train to operate west of the Mississippi.

As the line swings to the south away from Manchester Avenue, it passes behind a new shopping center built on the site of the former Scullin Steel Co. works. This line relocations along the banks of the River Des Peres was completed by the Union Pacific in the last year.

6.8 Maplewood
Crossovers between main tracks. Named for the suburban community of Maplewood, it was originally part of a large land grant made by the Spanish government to Charles Gratiot in 1785. The area was first known as Sutton after James Sutton, who bought part of the grant in 1825. In 1890 the Maplewood Realty Co. purchased land from Sutton's heirs for development. The community was incorporated in 1908.

After passing through Maplewood, the line crosses Big Bend Road, then Hanley Road, and enters Webster Groves. Over the next 10 miles were formerly a number of stations, each about one-half mile apart, which were served by Missouri Pacific commuter trains between Union Station and Pacific. Three of these depots still stand at Webster Groves, Tuxedo Park and Kirkwood.

Route profile and track schematic
by Brian T. McQuitty, St. Louis Chapter NRHS



[8.5 Lake Junction]
Formerly Laclede Junction. The MoPac's Chapman Branch, which formerly cut northwest along Deer Creek through Ladue and Creve Coeur to near Creve Coeur Lake, diverged here to the north (right.) The route of the branch was one of the favored routes for the Pacific Railroad surveyed by James Kirkwood, but never was developed as a main line. The line is in service today only as an industrial spur north into Rock Hill. The abandoned Terminal Association of St. Louis (TRRA) West Belt is crossed nearby on an overhead bridge at MP 7.8. This line is being held for possible use as a corridor for future development of the Metro Link light rail system, which will begin service in St. Louis in only five days on July 31.

Just west of Lake Junction is the beginning of Kirkwood Hill. The line here leaves the River des Peres valley and crosses a dividing ridge to the Meramec River watershed, reached at Valley Park. Kirkwood Hill is a grueling five-mile grade averaging .54 percent with considerable curvature, and with a brief stretch of up to .89 percent gradient near Tuxedo Park. From the earliest days of the Pacific Railroad, it was a challenge to operations.

[9.4 Tuxedo Park]
The attractive rustic stone depot, today owned by the Webster Groves Historical Society, is to the south (left.)

10.0 Webster Groves
The city's name comes from Webster College, an earlier predecessor of today's Webster University, founded in 1853. The Pacific Railroad established a station named Webster in the 1850s, and in 1884 the second part of the name was added when the post office was established. The restored Webster Groves depot, built in 1908 and today used as a retail establishment, is on the south (left) side at the Gore Avenue crossing.

10.8 Webster
Crossover between main tracks. Lockwood Avenue parallels to the left.

13.2 Kirk Junction
Crossover between main tracks, and crest of Kirkwood Hill. The 5.7-mile downgrade on the west side of the hill begins here, continuing to near Valley Park. Its gradient averages .54 percent, with maximum of 1.23 percent near the Kirkwood depot. At Kirk Jct., the former Carondelet Branch joins from the south (right).

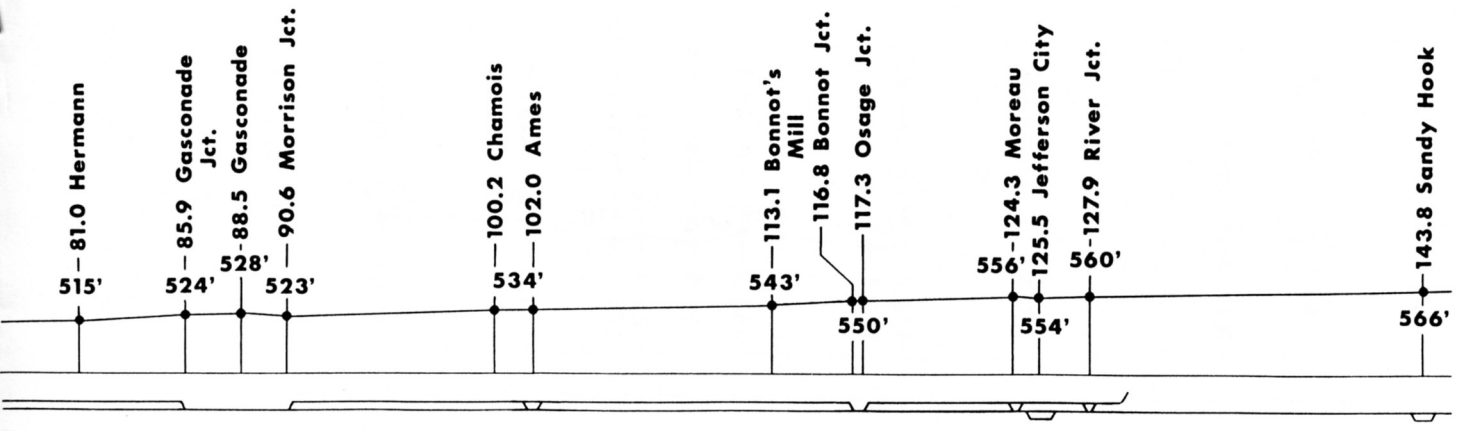
13.4 Kirkwood
Founded in 1854 by a group of St. Louis businessmen after construction of the Pacific Railroad began. They purchased 240 acres of land and platted a town as a suburban home for families "who desired pure air and to raise their family away from the contaminating influence of the large city." Incorporated in 1865, it is named for James P. Kirkwood, the chief engineer of the Pacific Railroad, who also oversaw construction of the Erie Railroad's famed Starucca Viaduct at Lanesboro, Pa. The lovely former Missouri Pacific depot, used daily by Amtrak, is on the right at the Kirkwood Road crossing.

Midwest Division
Sedalia Subdivision Milepost

16.5 Barretts
At this point, about halfway down the west side of Kirkwood Hill, the original single-track line passed through the first two railroad tunnels built west of the Mississippi, at about former milepost 16.3 and 16.8, just to the north (right) of the present alignment. They were bypassed during double-tracking of the line in 1945, when deep cuts were made through the hills. Both tunnels still exist on property of the Museum of Transportation, visible to the right, along with the old Barretts depot.

18.9 Valley Park
End of the grade on the west side of Kirkwood Hill. The Burlington Northern's ex-Frisco Railway line to Springfield, Mo. may be seen on the south (left) side.

20.0 Keefer Creek
Crossovers between main tracks, recently installed at this location, and replacing former crossovers at Boyd, MP 23.4.



[24.1 J.B. Junction]
The original alignment, following the north bank of the Meramec River on its broad bend to the northwest through Yeatman and Glencoe, diverged here to the north (right). Our route, part of the massive re-engineering of this part of the line in 1929, cuts to the left. It crosses the Meramec River, cuts through the Crescent Hills in deep cuts, then rejoins the original alignment near Eureka. The original alignment is now in part the one-foot-gauge Wabash, Frisco & Pacific live-steam railway, operating every Sunday afternoon from May to October at nearby Glencoe.

27.9 Eureka
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 to eliminate many cuts through and grades over the adjacent hills. Our route parallels the Burlington Northern's ex-Frisco Railway line (on the left) for the next seven miles to Pacific.

32.3 Dozier
Crossovers between main tracks. To the north (right) of the train is the Eastern Missouri Correctional Institution.

34.8 Pacific
Founded as Franklin in 1852 and renamed Pacific in 1860. The South-West Branch of the Pacific Railroad diverged here from the Kansas City route, later becoming the St. Louis-San Francisco Railway, or Frisco. The Missouri Pacific operated commuter service from St. Louis to here into the early 1960s. Silica mines tunneling into the St. Peter sandstone bluffs are to the right as the train passes again into the Meramec River valley.

Just west of Pacific, the line turns away from the Meramec River to cross a rugged divide separating the Missouri and Meramec River valleys. The line in this area was extensively rebuilt in 1929, with heavily engineered cuts, fills, tall bridges over valleys, and two major tunnels.

[35.1 K. Tower]
Site of former tower at which the original main line diverged to the north (right) to go over the hills prior to the 1929 realignment and construction of the Labadie and Gray Summit tunnels.

37.0 Summit
Crossover between main tracks.

39.4 Gray Summit Tunnel *
1,580 feet in length, with a .3 percent ascending grade, built 1929. The tunnel carries the line beneath the town of Gray Summit and Missouri Highway 100.

39.9 Gray Summit
Named in part for Daniel Gray, who settled here in 1845, and in part because it is the highest point on the line in this area. On the crest between the Meramec and Missouri River valleys, it is located where two of Missouri's oldest roads crossed: the Wagon Road to the southwest (later U.S. 66 and Interstate 44), and the State Road (later Highway 100) to Jefferson City.

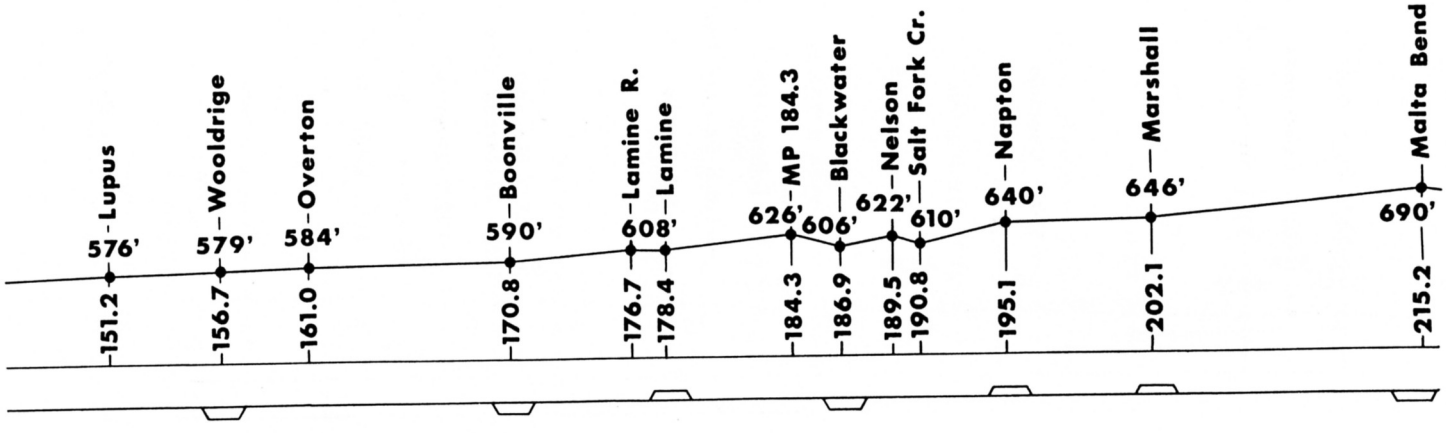
[41.8 Labadie]
The former Rock Island's St. Louis-Kansas City line (today St. Louis Southwestern, or Cotton Belt) is crossed on an overhead bridge just east of Labadie Tunnel.

43.0 Labadie Tunnel *
552 feet long with a .3 percent descending grade, built in 1929.

43.7 West Labadie
Crossover between main tracks. The spur to Union Electric's coal-fired Labadie Plant diverges to the north (right). Coal for the plant is delivered by UP in unit trains of about 100 cars. Most of the coal used came from at the Kerr-McGee Coal Co.'s Galatia Mine near Galatia, Ill., but increasingly includes lower-sulfur western coal.

[44.7 Boles]
The line here emerges from the hills and enters the Missouri River valley.

46.5 South Point
Crossovers between tracks. Here the line reaches the Missouri River. Appropriately named, this bend is the southernmost point reached by the Missouri River, which here turns to the north and east here to reach its mighty confluence with the Mississippi above St. Louis.



51.7 Washington
Platted in 1828 by William G. Owens, the town's German influence began after twelve families from Hanover, Germany arrived by boat from St. Louis in October, 1833. During the 1850s they were joined by other German families, developing a social and cultural life centered around the *Theaterverein,* or dramatic society and later the *Turnverein,* or athletic societies. Washington is famous for the production of corn cob pipes, known as Missouri Meerschaums. The Missouri Meerschaum Co. factory, the nation's only producer of such pipes, may be seen to the left opposite the former freight and passenger depots.

Milepost Equation: MP 51.8 = MP 54.8

57.7 Pace
Crossovers between tracks.

67.3 New Haven
Originally named Blishs Mills when the Post Office was established in 1850. In 1855, after the arrival of the Pacific Railroad, it was renamed Millers Landing. In 1860, for reasons unknown, it became New Haven.

[70.9 Etlah]
Site of a former depot, and east end of a former center passing siding between the main tracks.

72.9 Berger
Crossovers between tracks. Another of the German communities of the region, Berger was established as a settlement in April 1856.

81.0 Hermann
Founded and planned in 1837 by the German Settlement Society of Philadelphia, with four squares to be used as recreation areas. The town separated from the society in 1839. The first vineyards were started in 1844, and Hermann gained fame in 1853 when its Catawba wine was judged at the New York State Fair as the best made west of the Mississippi River. River trade also flourished. Hermann retains its German heritage and is a leading producer of fine Missouri wines. The German festivals of Maifest and Oktoberfest are celebrated here each year.

85.9 Gasconade Junction
Beginning of single track for almost five miles for the crossing of the Gasconade River on a single track bridge.

88.5 Gasconade
Named for the crossing here of the Gasconade River on an 817-foot bridge. On November 1, 1855, the Pacific Railroad's first train to Jefferson City, carrying dignitaries including the railroad's president and chief engineer plunged into the river here when the first bridge at the site collapsed. A 5,577-foot center passing siding between the main tracks formerly began here west of the bridge, extending to Morrison Junction.

90.9 Morrison Junction
Double track resumes.

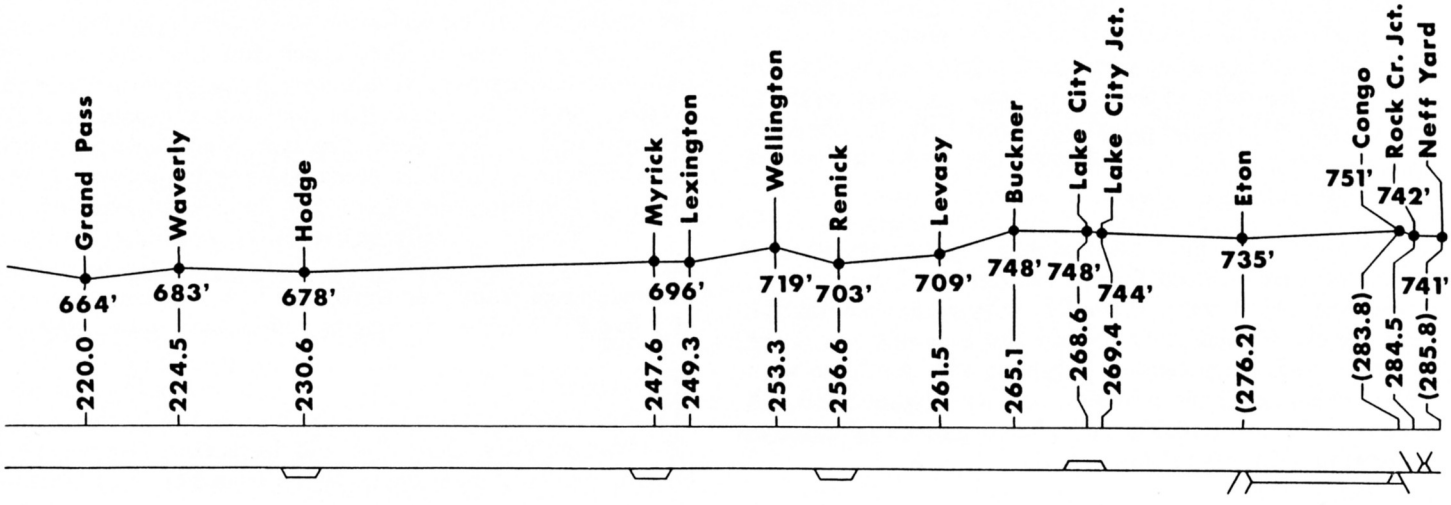
[92.9 Morrison]
100.2 Chamois
Named for a goat-like animal of the lofty peaks of Europe and Western Asia by one Morgan Harbor, an early settler. It is thought that the name may have been inspired by the bluffs and hills surrounding the town. Established in 1856, a year after the Pacific Railroad built through the area, Chamois was a division point on the railroad, where train crews changed, from 1873 to 1896. At that time, the division headquarters was moved to Jefferson City. The wide area between the tracks for about a mile east of Chamois was occupied by a 5,277-foot center passing siding between the tracks.

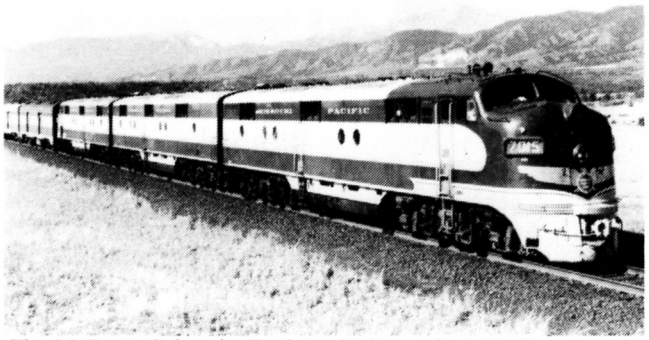
102.0 Ames
Crossovers between main tracks.

113.1 Bonnot's Mill
Originally called Dauphine, it is named for Felix Bonnot, who platted the town and built a grist mill here in 1852.

116.7 Bonnot Junction
Begin .5 miles of single track for the single track bridge crossing of the Osage River. Formerly called C.N. Junction.

117.3 Osage Junction
Double track resumes west of the bridge in the community of Osage City.





The MoPac's Colorado Eagle, *which ran from St. Louis on the Sedalia Subdivision, poses near its destination at Colorado Springs. St. Louis Mercantile Library.*

[118.5 Algoa Farms]
The Algoa State Prison is on the north (right.)

124.3 Moreau
Crossovers between main tracks. Near here we cross the Moreau River and enter Cole County, the first of the seven county Boonslick (sometimes also cited as Boon's Lick) region of central Missouri consisting of Callaway, Cole, Boone, Moniteau, Howard, Cooper and Saline Counties. As early as 1807, Daniel Boone's sons had discovered the salt springs and licks in Howard County on the north bank of the Missouri opposite Boonville for which this historic region is named. It is also closely associated with the career of Missouri's great nineteenth- century painter of frontier life and character, George Caleb Bingham.

125.5 Jefferson City
The State Capitol is prominent atop the bluff to the south (left) of the train. The city was selected to be the seat of state government in 1821, and Major Elias Bancroft platted the site in 1822. The town incorporated in 1825 and the General Assembly moved here from St. Charles, the first capital, in 1826. The original Capitol burned in 1837, and a new $175,000 structure was completed in 1842 on the site of the present Capitol. The present Capitol, one of the most beautiful in the nation, was completed in 1917. The Pacific Railroad reached Jefferson City in 1855, but the Gasconade River bridge disaster delayed train service until 1856.

During our stop here, the steam locomotive will be lubricated and serviced for the remainder of the journey, a necessity about every 100 miles with steam power. The main tender immediately behind the locomotive and the two yellow auxiliary tenders behind it will be refilled with water. From St. Louis to Jefferson City, engine 3985 will evaporate between 10,000 and 15,000 gallons of water to make steam for propulsion.

If you are leaving us here, thank you for traveling with us today. If you are continuing on to Kansas City, you may be able to briefly leave the train, operating conditions permitting. 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.

Immediately west of the Amtrak station and the State Capitol, the Bagnell spur leaves the main line through the paved parking lot on the south (left) side of the tracks. The spur was originally built south to Cooper as the Jefferson City, Lebanon & Southwestern Railway, sold to the MoPac in 1883, and completed to Bagnell 1884. It was heavily used from 1929 to 1931 in the construction of Bagnell Dam, which impounds the Lake of the Ozarks. The line was abandoned beyond Jefferson City in the early 1960s.

127.9 River Junction
Formerly named Cole Junction. Crossovers between main tracks and junction with the River Subdivision. The single track River Subdivision, following the Missouri River to Kansas City, here diverges to the north (right) from the Sedalia Subdivision, which continues west overland and away from the river through Sedalia, Warrensburg and Lee's Summit en route to Kansas City.

Our train is planned to follow the River Subdivision, a route seldom traveled by passenger trains even during the heyday of rail passenger service. Today, Amtrak trains use the western half of the Sedalia Subdivision west of Jefferson City, as did most Missouri Pacific trains of the past. Amtrak today uses the River Sub only for detours. The River Subdivision is generally used by eastbound freight trains, which favor its lower-gradient water-level line along the Missouri River to the hill-and-dale route over the Sedalia Subdivision and a stiff climb out of the Missouri River valley near Kansas City, known as Independence Hill.

What is now the River Subdivision had its origins as early as 1872, but was not fully completed until 1902. It was built in three unrelated phases. The first began with the charter of the Wyandotte, Kansas City & Northwestern Railway Co. in June 1872. This company, led by Kansas City entrepreneurs, built about 43 miles of narrow gauge line eastward from Kansas City through Independence to Lexington, beginning operation to Lexington on August 4, 1876. Its goal was to first reach the new coalfields of Lafayette County near Wellington, but also to continue on to Boonville and St. Louis. The company collapsed in 1877 and was sold to New York investors who reconstituted it into the Kansas City & Eastern Railway in January 1878. Late in 1879 they sold the road to Jay Gould, who leased it to his Missouri Pacific before fully merging it into the MP in September 1880. The line's original three-foot narrow gauge track was converted to the standard gauge of 4 feet 8 1/2 inches in just two days in August 1882.

The second phase involved the construction by the Missouri Pacific of the rest of the line east of Lexington as its Jefferson City, Boonville and Lexington Branch. The branch was built in three sections: from Marshall west to

Myrick (completed April 1888); from Marshall Junction east to Boonville (completed July 1888); and from Boonville to Cole Junction (today River Junction, completed June 1902).

The final phase, the construction of the Lake City Branch, is discussed below in the description for Eton Jct., MP 276.2. This Lake City Branch's completion in 1902 simultaneous with the completion of the Boonville to Cole Jct. segment fully completed the River Subdivision as it is today.

[134.2 McKinney]
Here the line rejoins the Missouri River.

141.2 Moniteau Creek Bridge *
Leave Cole County and enter the second of the Boonslick region counties we'll visit en route, Moniteau County.

143.8 Sandy Hook
9,495-foot passing siding. A former steamboat landing, the town is named for a frequently silted bend in the Missouri River.

[151.2 Lupus]
Before the railroad arrived here, John B. Wolfe operated a general store and steamboat landing here known as Wolf's Point. When the post office was established, it was given the name Lupus, the Latin word for wolf. Near this town are former mines for barite, also known as tiff. Barite is used principally to make high-density mud for oil and gas drilling.

153.9 Petite Saline Creek Bridge *
156.7 Wooldridge
9,140-foot passing siding. Enter Cooper County. Founded in 1900, the town is named for Hercules Wooldridge, a local landowner who contributed land for the railroad's right-of-way in return for the establishment of a depot.

[161.0 Overton]
Near here the line passes beneath Interstate 70. On the opposite bank of the river is Rocheport, a quaint old river town on the right-of-way of the former Missouri-Kansas-Texas Railroad, or Katy. That right-of-way is today the Katy Trail, a hiking and bicycling trail maintained by the State of Missouri.

170.8 Boonville
6,562-foot passing siding. Seat of Cooper County, it is named for explorer Daniel Boone, who maintained a winter hunting encampment here for several years about 1800. The town was settled in 1810 when a widow, Hannah Cole, built a small cabin. The townsite on the bluffs was expanded and fortified during the War of 1812.

For many years Boonville served as a major river port for trade into southwestern Missouri. Its importance as such was recognized at the beginning of the Civil War by Missouri Governor Claiborne Jackson, a supporter of the Confederacy. In early June 1861, after calling for 50,000 volunteers to fill the ranks of the rebel State Guard, he left Jefferson City for Boonville with a small group of sympathizers and his military commander, former governor Sterling Price. At Boonville they made encampment south of town. On the morning of June 17, 1861, Gen. Nathaniel Lyon with a small Union force of about 1,500 engaged and routed Jackson's and Price's force. The Confederates fled into southwestern Missouri, but continued to raid northward toward the Missouri valley for most of the rest of the war. Lyon's victory at Boonville, however, helped to maintain relative control of the Missouri River valley for the Union through the rest of war.

176.7 Lamine River Bridge *
2,300 feet in length. The line now closely parallels the Lamine River, on the left for about the next 6.5 miles.

178.4 Lamine
12,830-foot passing siding.

186.9 Blackwater
8,215-foot passing siding. Just west of town, the line crosses the Blackwater River, for which the town is named, on a 264-foot long bridge. The line follows this river for about three miles, then follows the Salt Fork Creek valley for about 12 miles to near Marshall.

[189.6 Nelson]
Business track location. Five miles to the northeast is the small community of Arrow Rock, one of the most historic early trading towns on the Missouri River, and the head of the Santa Fe Trail.

195.0 Napton
6,635-foot passing. The town's name honors William B. Napton, a judge of the Missouri Supreme Court. Napton was the original county seat of Saline County until the government moved to Marshall in 1839. The railroad reached the town in 1887. The deep fertile loam of the area provides farmers with some of the richest soil in the state.

202.1 Marshall
6,528-foot passing siding. This point was formerly called Marshall Jct., and was the site of the MoPac's small depot for the community of Marshall. The Marshall Lead, a connecting track into Marshall, diverges to the left.

Marshall itself is the seat of Saline County. It was settled in 1839 by emigrants from Virginia, Tennessee and Kentucky, and is named for John Marshall, noted Chief Justice of the United States. During the Civil War, Marshall was almost continuously occupied by Union troops attempting to end raids in west central Missouri by Confederate troops.

209.5 Stanhope
Business track location.

211.0 Bloser
Business track location.

215.2 Malta Bend
9,184-foot passing siding. The town is named for a bend on the Missouri River north of town where the steamboat **Malta**, carrying a load of furs downriver to St. Louis, sank in August 1841.

217.5 Grand Pass Lake *
This lake, a silted-off former oxbow bend in the Missouri River, is to the north of the track (right.)

[220.0 Grand Pass]
Named for a broad sandbar which would appear in the Missouri River at times of low water. It enabled an easy crossing of the river by early settlers. The bend eventually silted up, and the Grand Pass became fertile farmland.

221.0 Gilham Lake *
Another lake formed as a silted-off oxbow bend of the Missouri River.

[224.5 Waverly]
Here the line rejoins the south bank of the Missouri River. Once an important landing on the Missouri River for steamboat traffic, the town was platted in 1845 as Middletown, and acquired its present name in 1848. Abolitionist John Brown is believed in local tradition to have stopped here while en route to Kansas. One of Brown's children is said to have died while the family was in Waverly. Brown is reputed to have later returned to disinter the child's remains, being unwilling to allow any of his family to remain in a slave-holding state.

The railroad reached Waverly in 1888. By 1891 the town was the site of substantial coal mining operations.

230.6 Hodge
9,616-foot passing siding.

247.6 Myrick
[247.8 Myrick Jct.]
Former junction with branch line to Sedalia which diverges to the south (left.)

[249.3 Lexington]
Named for Lexington, Ky., the home of many of the community's original settlers. Like many river towns, Lexington grew up at the site of a ferry, William Jack's Ferry, established in 1819. The town is the site of Wentworth Military Academy. In April, 1852, Lexington was the site of the explosion of the sidewheeler steamboat **Saluda** in which over 100 Mormons en route to Salt Lake lost their lives.

In an important Civil War battle here in September 1861, Confederate troops under Sterling Price laid siege to Lexington, which was occupied by Union troops. The Confederates finally advanced toward the Union troops along the bluff's edge, moving behind wetted-down hemp bales which they pushed before them as shields. The Confederates gradually forcing the Union soldiers back toward the river and surrender. Buoyed by the victory at Lexington, new recruits flocked to Price. Governor Claiborne Jackson, a Confederate sympathizer emboldened by Price's victory, soon met with a remnant of the General Assembly at Neosho to pass an ordinance of secession.

[253.5 Wellington]
[256.2 Waterloo]
256.6 Renick
7,778-foot passing siding.

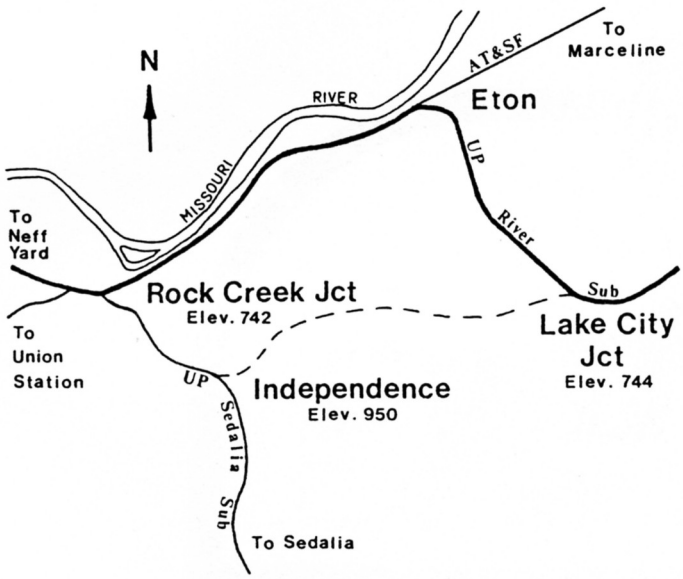
[258.0 Napoleon]
Local legend suggests that the names of Wellington, Waterloo and Napoleon date to the founding of Napoleon as Poston's Landing on the south bank of the Missouri River in 1836. The small community later changed its name to Lisbon before becoming embroiled in a land dispute with nearby Wellington, platted in 1837. Town fathers of the two communities met in the community of Waterloo midway between them to resolve the problem. The Wellington residents won the dispute, and the residents of Lisbon went home to change the name of their town to Napoleon, having suffered defeat on the "battlefield" at Waterloo.

The River Subdivision along the Missouri River near Myrick, 1936. Barriger Railroad Collection, St. Louis Mercantile Library.

[261.5 Levasy]
Named for William W. Livesay, a local landowner and trailmaster on the Santa Fe Trail, who donated land for the community's first depot. His name was misspelled by the railroad agents who named the station. Here the line swings away from the Missouri River, crossing the broad flood plain.

[265.1 Buckner]
Platted in 1875, the town is named for Simon Buckner, a local real estate promoter. About five miles to the north (right) is the site of Fort Osage at Sibley Landing, one of the most important early trading forts on the Missouri.

[268.6 Lake City]
9,204-foot passing siding.



Construction of the two-part Lake City Branch by the Missouri Pacific in 1902 enabled River Subdivision trains to operate via the Santa Fe on a low-gradient route in the river valley between Lake City Jct. and Rock Creek Jct. This avoided a climb of 200 feet to Independence before dropping back down into the valley again. Map by Rick Sprung, St. Louis Chapter NRHS.

[269.4 Lake City Jct.]
The line of the River Subdivision originally diverged here to the south (left) to a junction with the Sedalia Subdivision at Independence. The present route of the River Subdivision west from this point through Ripley and to a connection with the Santa Fe Railway at Eton was built in 1902. The old route to Independence was then abandoned except for a short section near Independence.

274.2 Ripley
Business track location.

Atchison, Topeka & Santa Fe Railway
Union Pacific River Subdivision Milepost

276.2 Eton Junction
Santa Fe Railway milepost 436.5 (miles from Chicago). For the next 7.8 miles, our train operates over the line of the Santa Fe, which Union Pacific trains use under a trackage rights agreement between Eton and Congo. Missouri Pacific secured the right to operate its trains via this route through agreement with the Santa Fe in 1902. Doing so permitted completion of a continuous low-gradient freight route along the river from Jefferson City to Kansas City. The previous line had diverged at Lake City Jct. to climb some 300 feet out of the Missouri River valley to a junction with the Sedalia Subdivision at Independence, only then to drop back down 300 feet to the river valley at Rock Creek Junction. Operation over the Santa Fe allowed MoPac trains to avoid this climb over Independence Hill, and to keep to the low-gradient routing in the Missouri River valley.

{279.8} Courtney
Santa Fe station at its MP 439.4.

{282.0} Sugar Creek
Santa Fe station at its MP 442.6. Site of the former Sugar Creek refinery of Standard Oil Co. of Indiana.

283.8 Congo
Santa Fe MP 444.2. Here Union Pacific's own rails leave the Santa Fe to the right to take trains into Neff Yard.

Kansas City Division
KCT Subdivision Milepost

276.9 Rock Creek Jct.
At this busy junction, tracks of the Kansas City Terminal Railway to downtown Kansas City diverge to the left.

278.2 Southwest Junction
Our train crosses over the area of this junction with UP's Leeds and Coffeyville lines, and the Kansas City Southern. On a recently constructed bridge, we also cross the Big Blue River. This bridge allows trains for Neff Yard to avoid the old grade-level junction.

278.9 Neff Yard
Our rail excursion ends here at the Union Pacific's large ex-MP main classification yard for the Kansas City area. It is named for Paul Neff, a former president of the MoPac.

{290.9} Kansas City
290.9 rail miles, downtown to downtown, via UP's Sedalia, River and KCT Subdivisions. Situated at the great bend where the Missouri River turns sharply north and the Kaw River joins from the west, Kansas City's origins are rooted in a succession of small communities in the area associated with the fur trade, missionary activity and Western commerce. Most significant of these was Westport, a small settlement and trading center on the Missouri – Kansas border about four miles south of the river confluence. Westport itself had no river access, so its merchants used a landing near a fur trading post established by Francois Chouteau of St. Louis. When the owner of the landing, Gabriel Prudhomme, was killed, the landing was sold in November 1838 through the local court to a group, mainly from Westport, called the Town of Kansas Company.

Under the impetus of emigrants headed westward, Westport and the Town of Kansas. Becoming first the City of Kansas, and then Kansas City, it overtook Westport. Kansas City's position as Missouri's great western metropolis was sealed when the first bridge over the Missouri River, the Hannibal & St. Joseph Railroad bridge, was completed in 1869. Kansas City's position on the eastern rim of the great plains, and its aggressive stance in favor of railroad development, ensured its economic growth. It is today the nation's greatest agribusiness center, and has surpassed St. Louis as the second largest rail center in the nation.

Upon arrival at Neff Yard, buses will take passengers to designated parking lots and hotels. Thank you for traveling with us. We hope that you have enjoyed your trip, and we look forward to having you on board again.

– Rick Sprung and Mark Cedeck,
St. Louis Chapter NRHS

Along the Way: A Guide to the Route

Special Flood Edition – Jefferson City to Kansas City

We regret that due to the major flooding along the Missouri River, we will not be able to operate this trip as planned on the River Subdivision via Boonville and Lexington. The River Subdivision has been severely affected by the flooding in several locations, and is out of service to all trains.

Instead of following the river from Kansas City to Jefferson City, we will head overland on the Union Pacific's Sedalia Subdivision via Sedalia, Warrensburg and Independence. This route has many attractions of its own, including the stiff climb up out of the Missouri River valley west of Jefferson City. This will allow you an opportunity to really see locomotive 3985 at its best as it lifts our heavy train out of the Missouri valley.

With the River Sub as well as many other lines operated by UP and other railroads out of service due to the flooding, many trains are being diverted over our route today on the Sedalia Sub. We are likely to meet, pass, and be passed by many freight trains of the UP and other railroads which may be detouring on this route. If you have an interest in railroading, this day will probably be quite a memorable experience. But at the same time, with the line's capacity stretched by this extra traffic, it is quite possible that we will encounter delays en route. This may result in some modification of schedule and planned activities.

Please be assured that we will do all that we can to stay as close to schedule as reasonably possible given the exceptional conditions. And we will work to make this trip as enjoyable and memorable as you wish it to be. We will also do our best to keep you posted on conditions as they affect our schedule and activities throughout the day. Please bear with us and UP personnel as we together deal with these extraordinary conditions. Your patience and understanding is sincerely appreciated.

Finally, we wish to acknowledge our deepest appreciation to the Union Pacific Railroad for its decision to operate this trip in the face of such difficult and exceptional conditions.

– The St. Louis Chapter, National Railway Historical Society

*Former stations no longer in service indicated by brackets [ ]. Other non–station locations of interest indicated by asterisk *.*

Milepost (MP) and station name or location of interest

See main route guide for the first half of the trip from St. Louis to Jefferson City and River Junction.

Midwest Division
Sedalia Subdivision Milepost

125.5 Jefferson City
127.9 River Junction
140.2 Centertown
8,363–foot passing siding. Originally known as Look Out Grove, the town changed its name to Centertown in 1915. It is halfway between Kansas City and St. Louis.
Kansas City Division

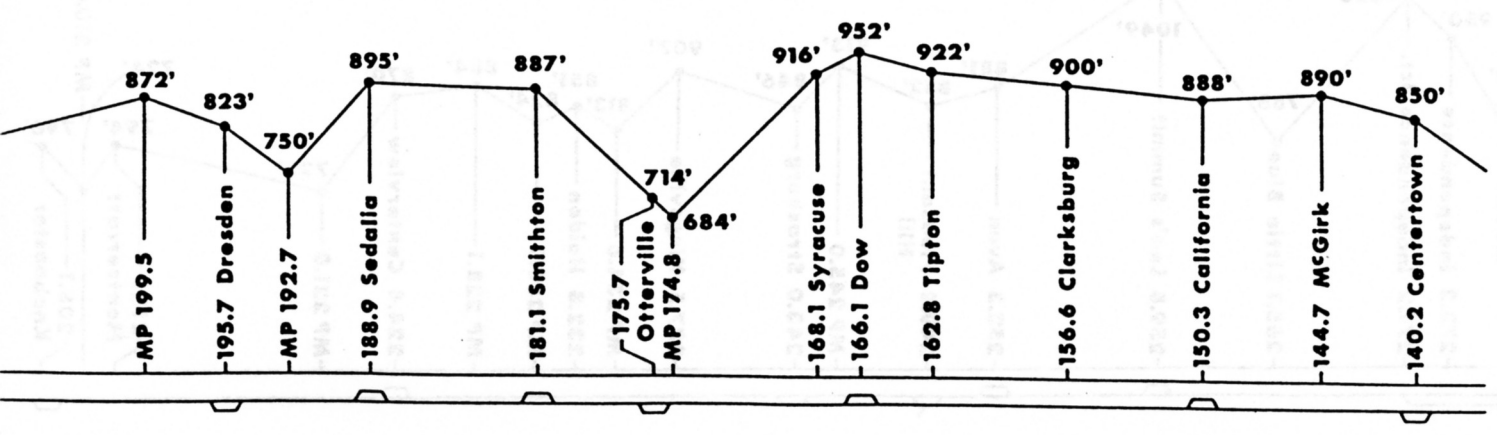
144.7 McGirk
150.3 California
4,061–foot passing siding. Originally named Boonetown when Moniteau County was formed in 1845. One tradition holds that it was renamed California in 1847 after one "California" Wilson, who purportedly donated a demijohn of liquor to each voter who cast a ballot to perpetuate his nickname.

156.6 Clarksburg
162.8 Tipton
The earliest western terminus of the Pacific Railroad, and the starting point for the Overland Mail in 1858.

166.1 Dow
8,548–foot passing siding.

168.1 Syracuse
174.5 Lamine River Bridge *
175.7 Otterville
1,244–foot siding. Near here at MP 173.9, a point known as Jesse James Cut, the James gang held up a Pacific Railroad train on July 1, 1876.

Route profile and track schematic
by Brian T. McQuitty, St. Louis Chapter NRHS



181.1 Smithton
2,760-foot siding.

188.9 Sedalia
4,719-foot passing siding. Home of the Missouri State Fair. Sedalia was founded by George R. Smith, who in 1852 tried without success to interest the citizens of nearby Georgetown in diverting the Pacific Railroad from its proposed course to their town. In November, 1857, after being appointed to the railroad's board of directors, he purchased and platted the town of Sedville, named after his daughter Sed. In October of 1860 he filed a second plat, including the original Sedville, and called it Sedalia.

The Missouri Pacific built its steam locomotive shops here. Its buildings, today Union Pacific's signal shop, may be seen to the north (right). The depot of the former Missouri-Kansas-Texas, or Katy may be seen on the south (left).

195.7 Dresden
7,488-foot passing siding.

208.1 Knobnoster
6,167-foot passing siding. Founded in 1858 by Samuel Workman. Knobnoster, a combination of English and Latin meaning "our knobs", was named by a school teacher. Three miles south of town is Whiteman Air Force Base.

211.5 Montserratt
218.4 Warrensburg
One of the oldest towns on Missouri's western prairie, it dates to 1833 when Martin Warren, a Revolutionary War veteran from Kentucky, settled here. During the Civil War both Union and Confederate troops drilled here, despite the town's being the home of Francis Cockrell, leader of "Cockrell's Brigade," a legendary Confederate unit. Site of Central Missouri State University, founded in 1871.

224.4 Centerview
9,015-foot passing siding.

232.8 Holden
For several years the home of prohibitionist Carrie Nation.

243.0 Strasburg
4,164-foot passing siding.

249.2 Pleasant Hill
9,700-foot passing siding. The lovely former MoPac depot may be seen to the north (right).

252.3 Avon
4,164-foot passing siding.

259.8 Lees Summit
7,932-foot passing siding. Named for Dr. Pleasant Lea who was kidnapped and murdered here during the Civil War. When the town was platted in October, 1865, the railroad is said to have provided a boxcar for a depot. Painted on its side was "Lees Summit" in honor of Dr. Lea and the town's location at the highest point on the line. The misspelling was never corrected.

265.1 Little Blue
The final spike of the Pacific Railroad was driven here in 1865 as the line from St. Louis was joined to a small section built from near Kansas City.

271.2 Independence Jct.
End of double track from Rock Creek Jct.

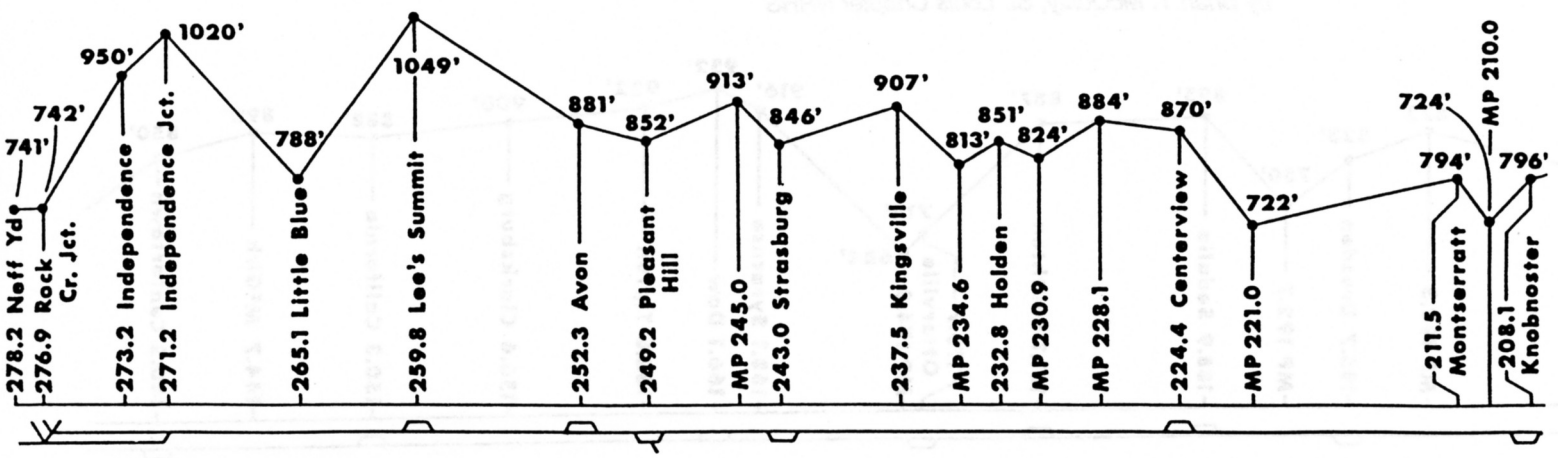
273.2 Independence
The first non-Indian settlers arrived here in 1825, and the town was platted as the Jackson County seat in 1827. In 1831 Joseph Smith and other Mormon leaders announced that the area had been revealed as the promised land of the Mormons, and bought 40 acres of land on which to build a temple. By 1834 persecution and mob violence forced the Mormons, by then numbering 1,500, to flee Jackson County.

The first overland mail stagecoach route started at Independence for Santa Fe in 1846. With the gold rush of 1849 Independence become the focal point for assembling wagon trains to California. The city was home to President Harry S. Truman, and is the site of the Truman Library.
The track curving away from the main line to the north (right) at the Independence depot is the original line of what is now the River Subdivision line to Jefferson City (see map in main route guide adjacent to Lake City Jct., MP 269.4).

KCT Subdivision Milepost
(for these stations see main route guide)

276.8 Rock Creek Junction
278.2 Southwest Junction
278.9 Neff Yard

– Rick Sprung, St. Louis Chapter NRHS



The beautiful passenger cars in which you are traveling today were built for the Union Pacific Railroad in the mid–1950s by the American Car & Foundry Co. (ACF) at St. Charles, Mo., near St. Louis. They were assigned to the Union Pacific's fleet of Streamliner *and* Domeliner *trains between the Midwest and the Pacific coast. These included the famous "City" fleet of trains listed in this 1951 advertisement.*

In the last several years, the Union Pacific has gathered many cars which formerly operated in its famous passenger train fleet, and has extensively rebuilt them to the prime condition you enjoy today, a condition which substantially replicates the luxury that these cars brought to rail passenger service in the 1950s. Many features popular on Union Pacific Domeliners in the past, such as the angled loveseats in the dome coaches and the dome dining cars, were restored to original condition, with updated upholstery and carpeting to reflect today's tastes. The rebuilding program also included completely new electrical and climate control systems, and extensive mechanical work. These cars are now quite simply the finest passenger cars in public excursion service anywhere in North America.

Recently Union Pacific obtained several of its former dome cars from Transcisco Rail Services, which had operated them on the west coast. These cars have been repainted on their exteriors to the original UP color scheme, but they currently retain the blue and white upholstery and dark wood interior scheme which Transcisco had installed in them. This trip is one of the first public trips for these new former Transcisco cars.

The cars are named for famous passenger trains of the past of the present Union Pacific Railroad and other companies now part of its system. These include City of Salina, City of Los Angeles, City of Portland *and* City of St. Louis, Challenger *and* City of San Francisco *from the Union Pacific itself;* Sunshine Special, Colorado Eagle *and* Missouri River Eagle *from the Missouri Pacific; and* Katy Flyer *and* Texas Special *from the former Missouri–Kansas–Texas (Katy). We invite you to take a look at the framed exhibits decorating many cars which depict advertising art for these trains, and the features of these and other great trains in the former fleets of Union Pacific's constituent companies.*

And be sure not to miss the outstanding exhibits on the history of the Union Pacific system in the museum car Promontory, *near the head end of the train. These include displays of dining car china and silver, and many artifacts and photographs interpreting the history of today's Union Pacific Railroad.*