

The Ste. Genevieve Special

St. Louis to Ste. Genevieve, Missouri and Return

Saturday and Sunday, November 1 and 2, 2003

Sponsored by the St. Louis Chapter, National Railway Historical Society
In Cooperation the Burlington Northern & Santa Fe Railroad and Amtrak



Welcome Aboard!

Your hosts in the St. Louis Chapter of the National Railway Historical Society (NRHS) along with Amtrak welcome you aboard this special excursion train over the line of the former St. Louis - San Francisco Railway, or Frisco Lines.

Our train will journey from St. Louis, heading through the South County suburbs of Affton and Oakville to the Meramec River. After crossing the river we will wind our way through the Mississippi River bluffs of Jefferson County for some 22 miles to Crystal City, where we enter the Mississippi River Valley. From there our train follows the Father of Waters for the final 23 miles to Ste. Genevieve.

This year is the 100th anniversary of our route. The rail line was built from Memphis to St. Louis by the St. Louis, Memphis and Southeastern Railroad and was completed in 1903, in time for the 1904 Worlds Fair. The Frisco acquired it soon after completion and owned it until it merged with the Burlington Northern Railroad in 1980. Today the line is owned by the Burlington Northern & Santa Fe Railroad, formed by the merger of the Burlington Northern and the Atchison, Topeka & Santa Fe, better known as the Santa Fe Railway, in 1995.

Today's excursion is operated by Amtrak using a train set of privately-owned rail cars. The Amtrak locomotives pulling our train are the latest in passenger train technology, built in the late 1990s, while our train is made up of cars from the streamlined era of railroading. The oldest cars were built in 1948 while the newest was built in 1964. All have been extensive rebuilt mechanically to Amtrak standards while the interiors are still reflective of railroading in the 1940s through 60s.



Photo by David G. Graham

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
 - When walking about the train or passing between cars
- At stops, watch your footing on uneven ground, gravel and track ballast stone.
- Always step over, never on top of, the rail.
- Always walk, never run.
- Please *always* follow the instructions of your car host or other NRHS or railroad crew member. They are there to assist you, and to assure that you and your fellow passengers will have a safe and enjoyable experience.

Other Information:

- There is a medical team on board. **For medical assistance, contact any crew member.**
- Children should not play in the aisles.
- Packages, camera bags, backpacks, etc., must be kept out of the aisles and off the seats. Please use the overhead baggage racks where available.
- No sandals, thongs or bare feet are permitted. We reserve the right to insist on appropriate, safe footwear.
- If you have a scanner radio, AM/FM radio or tape/CD player, please use an earphone or headphones out of consideration for your fellow passengers.
- **Alcoholic beverages may not be brought aboard or consumed on the train, nor anywhere else on railroad property.**

New Orleans or Bust!

The History of the Rail Line for Today's Trip, The Frisco River Division



The railroad we will travel over today was built as the middle link of a proposed Chicago to New Orleans main

line, which never made it to Crescent City. Named the St. Louis, Memphis & Southeastern Railroad it was incorporated on January 8, 1902 in Missouri by capitalists and bankers who were associated with the St. Louis and San Francisco Railroad.

As originally projected, the road would begin at Crystal City, Mo., and run 30 miles southward, or about five miles beyond Ste. Genevieve, Mo. The new railroad planned to take over several short lines that were already completed or under construction. Newman Erb, along with F. H. Prince and Co. of Boston organized the Missouri and Southeastern Construction Company to acquire and construct property for the new railroad.

The Chicago – New Orleans main line was the brainchild of the Frisco's ambitious, empire-building president, Benjamin Franklin Yoakum, who was born in Texas in 1859. He was elected vice-president in 1897, a year after it had emerged from receivership. In 1900 he was elected president.

Yoakum began his railroad career as a rod man and chain bearer of a railroad surveying gang. He was promoted to boss and surveyed new routes all over the West. Later, he became an immigration agent for Jay Gould's railroad lines. By age 25, he was traffic manager of the San Antonio & Arkansas Pass Railway.

The St. Louis and San Francisco was originally organized with transcontinental ambitions. It once controlled the Atlantic & Pacific Railroad; a line chartered by Congress in 1866, and awarded a right of way and millions of acres of government land from the western boundary of Missouri to California. In the 1880s, the Atchison, Topeka & Santa Fe began buying up blocks of Frisco stock, and by 1890 had majority control. In the meantime, the two lines shared construction costs for the Atlantic & Pacific main line from Albuquerque, N. M., west to the Colorado River. By contract, they were to share the earnings of this extension. However, by 1893, both the Frisco and Santa Fe lines were bankrupt. They had overextended and could not meet the interest payments on their bonded indebtedness. When the Santa Fe was reorganized, its management chose to retain the Atlantic & Pacific, which provided its main line across New Mexico and Arizona, but not the Frisco.

The St. Louis and San Francisco Railroad emerged from its own bankruptcy stripped of its holdings in the Atlantic & Pacific and was never reimbursed for its investment in Atlantic & Pacific construction costs. With its transcontinental ambitions thwarted, Frisco's management, under Yoakum's leadership, refocused its energies and resources on developing viable lines in the Midwest and Southwest, and eventually to the southeast of St. Louis.

The newly reorganized Frisco Railroad came out of receivership in 1896 with 990 miles of lines. By June 30, 1897, this mileage had increased to 1,162 miles. The Frisco then extended lines to Oklahoma City, and from Sapulpa, Okla. to Denison, Tex. It acquired the Kansas City, Clinton & Springfield in 1898, giving it a direct route from Kansas City to Springfield. Its most important acquisition was Kansas City, Fort Scott & Memphis, which Frisco leased in 1901 for 99 years. The KCFS&M extended from Memphis to Birmingham and Bessemer, Ala. The Ft. Scott line and the Birmingham line were connected to Memphis by a bridge built in 1892. Together they comprised 1,117 miles of railroad.

By 1902, Frisco totaled 3,252 miles of railroad, more than 3½ times the mileage it started with in 1896, and was poised for even more dramatic expansion.

ON TO NEW ORLEANS

Yoakum's first goal was to develop a new route from Chicago to New Orleans. He pursued this plan despite the fact the Illinois Central Railroad had been operating a successful Chicago – New Orleans main line for many years. However, much of the railroad development of the late 19th and early 20th centuries was duplication to the point of redundancy developing new routes between major centers by acquiring and consolidating existing short and medium sized railroads and connecting them with new construction where necessary.

The major building blocks of Frisco's St. Louis, Memphis & Southeastern were the Southern Missouri & Arkansas, the St. Louis & Memphis and the Chester, Perryville & Ste. Genevieve.

The Southern Missouri & Arkansas Railroad was acquired February 1, 1902. It originally had been incorporated in May 1899 by Newman Erb to take over the St. Louis, Cape Girardeau & Ft. Smith Railway, a 93-mile line he had acquired in a foreclosure sale. At the time of its sale to the Southeastern, the Southern Missouri had plans for 175 miles of track of which 125 miles were completed and were in operation. Only the first 8 miles of its line, from Cape Girardeau to Shepley, became part

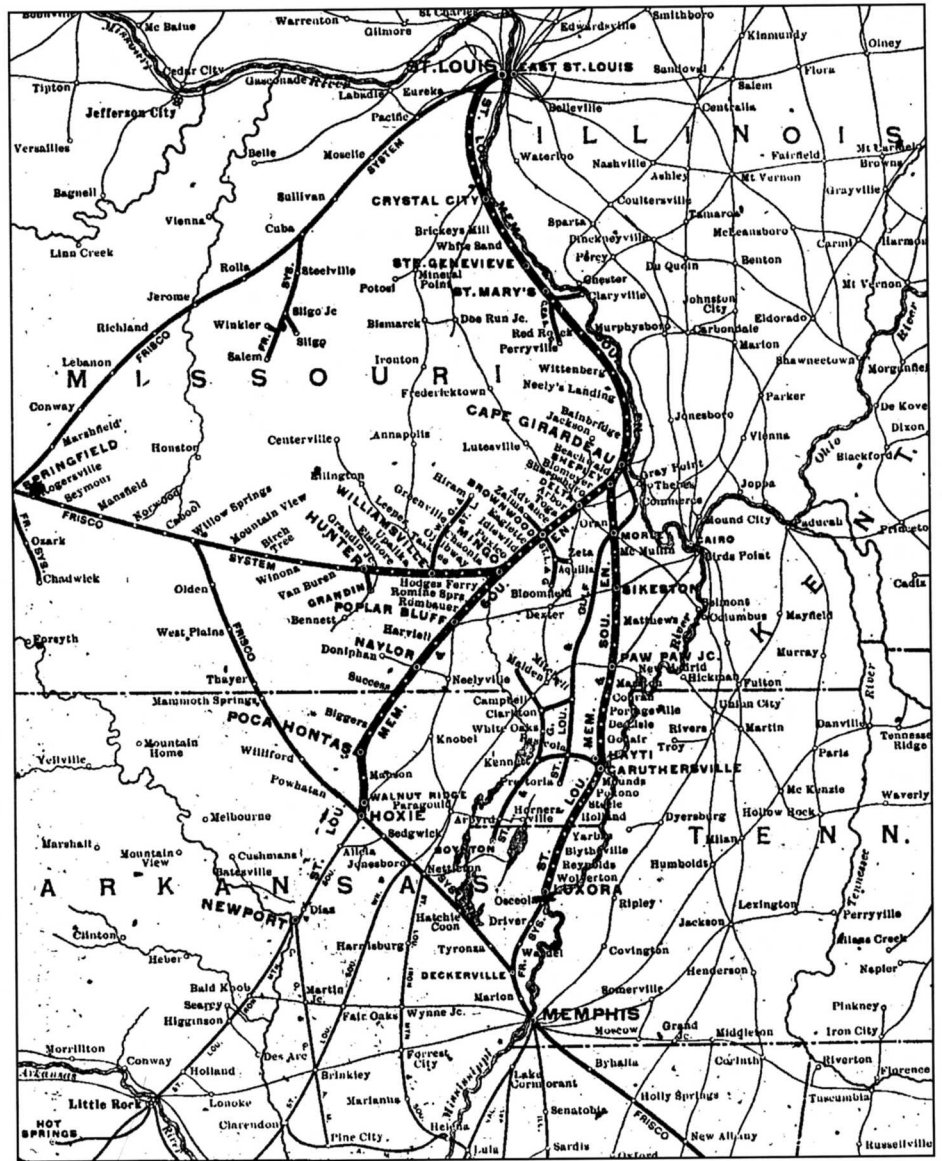
of the main line to Memphis. The remainder of the Southern Missouri main line extended southwest to Mingo, Mo., then westward to Hunter, Mo., where it joined the line of the Current River Railroad. The southwest fork of the Southern Missouri line extended from Mingo, through Poplar Bluff, Mo., and was still under construction at the time of the sale. It was completed to Pochontas, Ark., in April of 1902.

The St. Louis & Memphis Railway was a 74-mile line that represented a consolidation of three short lines. It proceeded southward through Hayti and Caruthersville, Mo., and Blytheville, Ark., to Luxora, where it joined the 28-mile Deckerville-Luxora branch of the Kansas City, Ft. Scott & Memphis Railroad. It was sold to the St. LM&SE for \$648,000, on March 1, 1902.

The St. LM&SE purchased 11 miles of the Chester, Perryville & Ste. Genevieve Railway between Ste. Genevieve and Perryville Junction on February 1, 1902, for \$140,000. Prior to the sale the Perryville road had discontinued operations and removed rails, fastenings, and ties, so the Southeastern had to rebuild the line.

One of the earliest ancestors of the St. Louis Memphis & Southeastern was the Crystal City Railway, incorporated in 1878, and sold two years later to a successor line, the Crystal Railway. These lines were subsidiaries of the Crystal Plate Glass Company, and that company's successor the Pittsburgh Plate Glass Company. The Crystal City Railway was constructed as a narrow gauge line extending from Crystal Station, Mo., on the St. Louis, Iron Mountain & Southern Railway, to Crystal City, a distance of 3 miles. In late 1880, it was converted to standard gauge (4' 8½" between the rails). Since its charter did not authorize standard gauge operation, it was conveyed to the newly organized Crystal Railway, January 5, 1881. The Pittsburgh Plate Glass Company sold the Crystal Railway to the St. Louis, Memphis & Southeastern on May 1, 1902 for \$60,000.

Soon after its incorporation in January 1902, the St. LM&SE awarded a construction contract for the first 30 miles south of Crystal City to Johnston Brothers Construction Company of St. Elmo, Il. On January 31, 1902, Vice President E. F. Blomeyor announced in *Railway Age* the route of the new line. He said it would begin at a junction with the St. Louis and San Francisco



Map of the St. Louis, Memphis & Southeastern Railroad from 1904

Collection of William McKenzie

mainline near St. Louis and run 125 miles to Cape Girardeau, passing through Crystal City, Ste. Genevieve, and Wittenberg. He said surveying had been completed from Cape Girardeau north to Wittenberg, 35 miles, and from Ste. Genevieve to Crystal City, 25 miles. Surveying was underway on the rest of the route.

Blomeyor said the line would have a maximum grade of 0.4% and maximum curvature of 4 degrees. It would be laid with steel rails weighing 75 pounds to the yard.

In March 1902, the Southeastern's Board of Directors authorized construction of a line south from Shepley, near Cape Girardeau, to Paw Paw Junction, 47 miles. This route would provide a link between the northern lines then being surveyed, and the St. Louis & Memphis Railroad between Paw Paw and Luxora, Ark., which was largely complete.

ACQUIRING THE CHICAGO LINK

The next step in Yoakum's grand scheme was to acquire a Chicago connection. He set his sights on the 738-mile Chicago & Eastern Illinois Railroad. In a circular addressed to C&EI stockholders, dated August 7, 1902, the St. Louis and San Francisco offered to purchase their shares at the premium price of \$150 per share for preferred stock and \$250 per share of common. For most of them, it was an offer they couldn't refuse. By December of 1902, Frisco had purchased about 60% of C&EI preferred stock at a cost of \$6,083,850, and 92% of C&EI common stock at a cost of \$16,555,250. However, these securities were not paid for in cash. C&EI stockholders who sold out exchanged their shares for Frisco's preferred and common stock trust certificates.

The C&EI ran from Chicago to Danville, Ill., where one branch split off to Evansville, Ind., and the main line continued southwest to Findlay, and then south through Salem, Mt. Vernon, and Benton to Thebes, Ill., where a great new bridge was under construction just south of Cape Girardeau. While the bridge was being built, C&EI used a transfer boat to ferry its cars across the river and on to Chaffee, Mo., where it interchanged cars with the St. Louis Memphis and Southeastern.

CONSTRUCTION BEGINS

Johnston Brothers began construction on the 47-mile link between Paw Paw Junction (Lilbourne) and Shepley, Mo., south of Cape Girardeau during the summer of 1902. This territory was relatively flat and presented no unusual construction challenges. There were only 11 curves. Track laying on this section began Oct. 10, and rails were being put down at a rate of two miles a day.

In September 1902, the Southeastern's Board of Directors awarded a contract for construction of the north end of the main line between the St. Louis city limits and Crystal City to McArthur Brothers Construction Company of Chicago. The heaviest and most challenging work would be required for this 33-mile section.

Johnston Brothers and McArthur Brothers did the actual construction work in the field. So what role did the Missouri and Southeastern Construction Company play in the building of the railroad?

The Missouri and Southeastern Construction Company, which was organized by officials of the railroad, was the fundraising arm of the enterprise. The St.LM&SE issued \$12.5 million capital stock and \$8,530,000 first mortgage bonds and delivered these securities to the Missouri and Southeastern Construction Company for building the road. The construction company in turn sold the stocks and bonds to generate a cash flow to finance actual construction. An underwriting syndicate composed of the St. Louis Union Trust Co., of St. Louis, Newman Erb of New York, and F. H. Prince of Boston agreed to pur-

chase \$5 million first mortgage bonds and \$2,500,000 of the capital stock. The parent corporation, the Frisco Railroad also made cash advances to the construction company totaling \$3,708,500.

Stocks and bonds were sold at discounts. While the line was being built, the construction company raised \$8,211,437 from the sale of Frisco, St.LM&SE and subsidiary companies stocks and bonds. The construction company spent \$7,432,601 on the building of new lines and \$708,000 for acquisition of existing lines, for a total investment of \$8,204,438.

That amount was almost equal to the authorized mortgage bond issues of \$8,530,000, reflecting a common trend in financing of new railroad projects throughout the country during the period from 1900 to 1915. Most of them were built with borrowed money. Little of the railroad expansion was financed by risk capital. Certainly, stock was issued and subscribed to by investors. The St.LM&SE authorized capital stock totaling \$12,500,000, but it was largely worthless. It represented little real value, except for control of the property. The heavy reliance on bonded debt placed an increasing burden of interest payments on the carriers. By 1915, many of them, including the Frisco system, were drowning in debt.

On November 17, 1902, the long anticipated sale of the St.LM&SE to the St. Louis and San Francisco Railroad was consummated. Earlier the Frisco had been acquiring shares of Southeastern stock on the open market for \$30 per share (\$100 par value). In November, Frisco purchased the remaining shares of the \$12,500,000 stock issue for \$47 per share.

About the same time, the railroads implemented an agreement giving the Southeastern use of the Frisco terminals in St. Louis and Memphis for 50 years. Frisco obtained trackage rights over the completed southern portion of the Southeastern from Luxora, Ark. to Cape Girardeau, Mo., where it would connect with the Chicago & Eastern Illinois line crossing the Mississippi River from Thebes, Ill.

The northern terminus of the line was a point called Southeastern Junction, located at the west end of Frisco's Lindenwood Yard, in southwest St. Louis, about 7 miles from St. Louis Union Station. From Southeastern Junction to Cape Girardeau, the track distance is 124.1 miles. Since it follows almost every bend of the Mississippi River, the alignment is quite irregular, with 317 curves and an aggregate length of 35.2 miles of curved line. Grading began in January 1903.

The first 30 miles from Southeastern Junction traversed rolling and sometimes rugged hills. There were numerous tributary streams to cross, requiring 164 timber trestles. The most important bridge was the crossing of

the Meramec River near Arnold. This structure featured three through steel truss spans, each 150 feet long, mounted on piers containing 3,300 cubic yards of concrete. Completion of this bridge was delayed by spring flooding, which washed away the falsework.

The line followed a saw-tooth profile between Southeastern Junction and Crystal City with ruling grades of 52 feet per mile (1 percent). From Crystal City to the Meramec River, 22.5 miles, earthwork quantities averaged 37,000 cubic yards of excavation, and 46,000 cubic yards of embankment per mile. There were numerous cuts through the hills and bluffs. The largest cut, 4½ miles south of the Meramec River, was a half-mile long and up to 60 feet deep. Some 116,000 cubic yards of material had to be removed, of which 70% was solid rock, and 30% was loose rock and earth. Excavation began in April 1903 and was completed in April 1904.

Track laying began in Cape Girardeau on January 16, 1903, and proceeded northward at the rate of 1,800 feet a day. End of track reached Red Rock Landing, 41 miles by August 16, 1903; Crystal City, 91 miles north, was reached by February 8, 1904. The line was laid with steel rails weighing 75 pounds per yard on white oak ties; averaging 3,100 per mile.

On the northern section, a Holman track-laying machine began laying railroad ties southward from Southeastern Junction. On February 16, the track-laying machine reached the big rock cut, 16 miles south of Southeastern Junction, and there work ceased because the excavation was not yet complete.

The tracklayers working north from Crystal City resumed work in mid-February. The northern and the southern sections of the line were joined at the rock cut on March 17, 1904. The line was no sooner completed than floods on the Mississippi caused extensive damage to the freshly graded embankments. Repairing the flood damage delayed the official opening of the short line to Memphis by several months. Circulars were published July 1, 1904 announcing the St.LM&SE was open for business.

On June 1, 1904, the St.LM&SE purchased a parallel railroad, the St. Louis & Gulf Railroad, which had been acquired in November 1902, by the Frisco. The St.L&G opened a 122-mile main line from Cape Girardeau to Caruthersville, Mo., and various branch lines in the Missouri Bootheel region – a system totaling 257 miles. Its acquisition by the Frisco may have been a defensive purchase to prevent it from falling into the hands of a rival railroad, such as the St. Louis Iron Mountain & Southern. When fully completed, the St.LM&SE totaled 682 miles, of which 509 miles were purchased, and 173 miles were new construction. In 1906, two branches totaling 16 miles were abandoned because they represented dupli-

cate construction by the acquired short lines. The total mileage of the Southeastern was reduced to 666 miles.

About the same time the Southeastern Line was completed, it and the Frisco gained a new direct connection to Chicago. The Cleveland, Cincinnati, Chicago & St. Louis Railroad (Big Four Route), a subsidiary of the New York Central System, completed a new double-track main line between East St. Louis and Pana, Ill., 85 miles. Under an agreement signed by the Frisco and the C&E

ST. LOUIS, MEMPHIS AND BIRMINGHAM AND THE SOUTHEAST														
		805-105 Mem- phian Daily		807-107 The Sun- land Daily		Miles	TABLE 3				108- 808 The Sun- land Daily		106- 806 Mem- phian Daily	
		PM	AM	PM	AM		PM	AM	PM	AM	PM	AM	PM	AM
		11.30	8.45	0.0		Ar	(St. Louis, Mo., A, B, I, 4, 5, 11, 13, 15, 20, 25, 28)	Ar	5.30	7.30				
		11.39	8.53	3.3		Ar	Tower Grove, A, B, I, 4	Ar	5.17	7.18				
			9.07	11.0		Ar	Gravois	Ar	5.00	p				
			9.30	28.5		Ar	Imperial	Ar	4.38					
			9.33	28.6		Ar	Barnhart	Ar	4.38					
			9.47	39.0		Ar	Festus	Ar	4.18					
		12.36	9.55	40.0		Ar	Crystal City	Ar	4.15	6.15				
			10.05	46.8		Ar	Rush Tower	Ar	3.58					
			10.14	53.2		Ar	Brikey's	Ar	3.48					
		1.13	10.34	65.1		Ar	Sta. Genevieve	Ar	3.29	6.37				
		1.26	10.50	74.3		Ar	St. Marys	Ar	3.15	6.23				
			11.02	80.7		Ar	McBride	Ar	3.04					
			11.14	88.3		Ar	Menfro	Ar	2.54					
			11.24	95.5		Ar	Seventy-Six	Ar	2.42					
			ry	97.8		Ar	Starland	Ar	np.					
873	875		11.35	103.0		Ar	Wittenberg	Ar	2.28				876	874
Sun.	Ex.			109.3		Ar	Gerler	Ar					Sun.	Sun.
only	only		11.52	114.9		Ar	Neelys	Ar	2.10				only	only
AM	AM	2.48	12.22	131.5		Ar	Cape Girardeau, B, 13, 15	Ar	1.45	3.53			AM	AM
5.00	7.00	2.48	12.22	131.5		Ar	Cape Girardeau, B, 13, 15	Ar	1.45	3.53			4.45	3.20
5.07	7.20			134.1		Ar	Marquette, 15	Ar					4.15	3.11
5.17	7.30			139.3		Ar	Nash, 15	Ar	4.05				4.05	3.03
			12.38	141.7		Ar	Rookview	Ar	1.24					
		3.10	12.42	143.8		Ar	Chaffee	Ar	1.20	3.25				
		3.16	12.49	143.8		Ar	Chaffee	Ar	1.10	3.16				
			12.59	150.8		Ar	Oran	Ar	12.99					
			1.11	155.1		Ar	Brooks Junction, 15	Ar	12.49					
			1.18	160.0		Ar	McMullin	Ar	12.43					
		3.51	1.28	165.7		Ar	Sikeston, B	Ar	12.33	2.41				
			1.39	173.8		Ar	Matthews	Ar	12.23					
			1.47	179.8		Ar	Kewanee	Ar	12.13					
		4.17	1.57	185.9		Ar	Lilbourn	Ar	12.03	2.16				
			2.06	191.2		Ar	Marston	Ar	11.52					
			2.10	194.2		Ar	Conran	Ar	11.47					
881			2.18	199.1		Ar	Portageville	Ar	11.38	np.			882	
Motor			1.11	155.1		Ar	Swift	Ar	11.27				Motor	
Car			2.29	206.5		Ar	Netherlands	Ar	11.23				Car	
Daily	821		2.32	208.1		Ar	Hayti, 15	Ar	11.15	1.30			Daily	822
Daily	Daily	5.01	2.40	212.9		Ar	Hayti, 15	Ar	11.15	1.30			Daily	Daily
PM	AM					Ar	Kennett, 15, 14, 18	Ar					PM	AM
5.20	AM					Ar	Bragg City, 15	Ar					7.50	PM
5.39						Ar	Hayti, 15	Ar	11.07				7.25	
6.00	6.05		2.45	212.9		Ar	Cunningham, 15	Ar					7.00	6.40
6.10	6.13			217.4		Ar	Caruthersville, 15	Ar	10.52				6.37	
6.20	6.20		3.02	220.3		Ar	Caruthersville, 15	Ar	10.52				6.30	6.25
			3.21	218.7		Ar	Grassy Bayou	Ar	10.34					
			3.30	224.6		Ar	Steele	Ar	10.26					
			3.38	227.5		Ar	Holland	Ar	10.22					
				230.9		Ar	Hermondale, Mo.	Ar						
			3.43	233.2		Ar	Yarbo, Ark	Ar	11.14					
		5.38	3.53	237.3		Ar	Blytheville, B, 16, 37	Ar	10.03	12.52				
			4.03	244.6		Ar	Burdette	Ar	9.55					
			4.10	249.2		Ar	Luxora	Ar	9.48					
			4.20	253.7		Ar	Osceola	Ar	9.38	np.				
			4.28	258.3		Ar	Gridler	Ar	9.30					
			4.30	260.9		Ar	Driver	Ar	9.26					
			4.43	264.6		Ar	Wilson, 19	Ar	9.17	np.				
			4.50	269.7		Ar	Bassett	Ar	9.09					
			4.55	272.0		Ar	Joiner	Ar	9.04					
			5.01	275.5		Ar	Frenchmen's Bayou	Ar	8.58					
			5.15	283.3		Ar	Turrell, 8	Ar	8.45	np.				
			5.21	287.8		Ar	Clarkdale, 8	Ar						
				289.2		Ar	Jericho	Ar						
			5.28	294.6		Ar	Marion, 8	Ar						
				302.3		Ar	Bridge Junction, Ark, 8	Ar						
			5.55	305.4		Ar	Memphis, Tenn, B, 8, 20	Ar	8.05	11.20				
			8.00	305.4		Ar	Memphis, Tenn, B, 8, 20	Ar	6.50	7.00				
			7.00	558.5		Ar	Birmingham, Ala, B, 8	Ar	10.35	12.15				
			8.10	0.0		Ar	Birmingham, (S. A. L.)	Ar	8.38	12.10				
			12.45	166.5		Ar	Atlanta, Ga.	Ar	4.00	7.50				
			7.15	0.0		Ar	Birmingham, (Sou. Ry.)	Ar	8.18	11.45				
			7.49	11.50		Ar	Atlanta, Ga., (C. T.)	Ar	3.40	7.10				
			6.05	519.7		Ar	Jacksonville, Fla., (E. T.)	Ar		9.05				
			7.30	0.0		Ar	Jacksonville, (F. E. C.)	Ar					6.30	
			3.00	366.0		Ar	Miami	Ar		10.00				
			9.10	0.0		Ar	Jacksonville, (S. A. L.)	Ar	8.10					
			4.00	266.0		Ar	St. Petersburg	Ar	11.05					

Passenger timetable for the Frisco's River Subdivision from 1938
Collection of Tony Marchiando

railroads in 1902, these railroads would have trackage rights over the new Big Four main line for 999 years. In January 1904, the C&EI began construction of a 20-mile link between Findlay and Pana.

The Southeastern lasted only three more years. On June 30, 1907, the corporation was dissolved and consolidated with the St. Louis and San Francisco Railroad. During the three years it operated as a separate subsidiary, the Southeastern was not profitable. Perhaps the failure to complete the third link in the Chicago-New Orleans route was part of the problem.

TO NEW ORLEANS AND MEXICO

Several scenarios had been floated for closing the gap between Memphis and New Orleans. The preferred option was for the Frisco to build its own line, and indeed it surveyed a route between Marion, Ark., about 11 miles west of Memphis, to Baton Rouge, down the west bank of the Mississippi River, a distance of 365 miles.

On December 30, 1904, the Frisco announced that it would operate freight service over the Mobile & Ohio Railroad from Tupelo, Miss., and over the New Orleans & Northeastern at the southern end of the route, beginning in January 1905. Frisco and the Southern Railway were developing a terminal operation in New Orleans through the 16-mile New Orleans Terminal Railway, which they jointly owned.

The Mobile & Ohio trackage rights arrangements were considered a temporary arrangement until the Frisco could build its own line. That never happened. Instead, the Frisco leapfrogged the New Orleans gap and began building a new system of subsidiaries in Louisiana and Texas. First was the New Orleans, Texas & Mexico, operating from New Orleans via Baton Rouge and Eunice, La. to Beaumont, Tex. Next was the Beaumont, Sour Lake & Western, from Beaumont to Houston. The St. Louis, Brownsville & Mexico ran from Houston to Brownsville, on the Mexican border. It had branches to Victoria, Austwell, Port O'Connor, Port Isabel, and Corpus Cristi, and a Rio Grande Valley branch serving rich agricultural regions around Edinburg, Harlingen, and San Fordyce. Collectively, these lines from New Orleans south to the border were known as the Gulf Coast Lines, and they eventually totaled 977 miles.

During the period from 1903 to 1909, the Frisco was controlled by the Chicago, Rock Island & Pacific Railroad through majority stock ownership. However, it still retained its separate identity. At its peak, the Rock Island - Frisco system controlled 17,000 miles of railroad.

This arrangement was not to last. Both the Frisco and Rock Island were over extended with debt. They came to a parting of the ways. The Rock Island sold its interests in the Frisco to a group headed by Yoakum and Edwin Hawley.

The crunch came in 1912, when the Frisco System reported only \$177,398 net income. There was nothing to pay dividends to the stockholders. However, even this figure was inaccurate, because it did not reflect the earnings and expenses of the New Orleans, Texas & Mexico, which were carried in a separate account.

That subsidiary's total income of \$904,244 was about half of what was required to pay its fixed charges: interest, track rentals, and equipment rentals. This deficit was charged to the profit and loss account of the Frisco System. In 1913, the deficit increased to \$1,219,293.

The year 1912 was marred by devastating floods in the Mississippi River valley. The water was five feet above previous flood levels. It broke levees near Portageville, Mo., about 67 miles south of Cape Girardeau, on March 24. Subsequent breaks between there and Memphis put 153 miles of line in Missouri and Arkansas out of commission. All train service between St. Louis and Memphis and Kansas City and Memphis was shut down until May 10. Repair costs totaled \$274,008 and loss of earnings during the flood exceeded \$500,000.

The Frisco had no sooner repaired its lines in Missouri and Arkansas than floods topped levees in Louisiana, interrupting traffic on the New Orleans, Texas & Mexico, and submerging 46 miles of its tracks.

The Gulf Coast Lines were projected in the hope of developing a lucrative freight interchange with the Mexican railroads. A series of revolutions in Mexico after 1910 destroyed the tracks south of the border and cut interchange to a trickle.

FINANCIAL MELTDOWN

In May 27, 1913, the Frisco went into receivership. The Chicago & Eastern Illinois followed soon afterward.

The Frisco's reorganization committee decided to spin off the C&EI, the New Orleans Texas and Mexico, and the Gulf Coast Lines. Frisco's financial problems were attributed to the failure of the C&EI and the NOT&M to earn their fixed charges, which Frisco assumed when it took over these companies. The Gulf Coast Lines were eventually acquired by the Missouri Pacific.

The Interstate Commerce Commission had another take on the cause of the Frisco's collapse: It attributed Frisco's failure to the purchase of unprofitable mileage in the Southwest, the payment of extravagant commissions to banks and bankers, and to the unjustified payment of dividends upon preferred stock issues at a time when standards of maintenance of the road and of equipment were being reduced. Construction companies in which Yoakum and other prominent officials of the railroad were deeply involved built most of the Frisco's mileage. These lines were sold to the Frisco at greatly enhanced values. Nine of these roads were sold to the Frisco for

over \$26,500,000, at a profit of almost \$8,500,000. In the construction of one of these lines, Yoakum obtained a profit of 75%. Today, we would call this action a conflict of interest. Yoakum justified these transactions on the grounds that it was difficult to finance pioneering enterprises. He noted that public opinion had changed concerning what are proper corporate acts.

OPERATIONS ON THE SOUTHEASTERN

In the early 1900s, when the St. Louis, Memphis and Southeastern first opened for business, it operated two through passenger trains each way daily, between St. Louis and Memphis. No. 801, a day train was a local, and stopped at virtually every station. It departed St. Louis at 8:01 a.m., reached Ste. Genevieve at 10:25 a.m. and completed the 305-mile run to Memphis at 8:05 p.m. The overnight train, No. 805 left St. Louis at 8:30 p.m. With fewer stops, it made the run in 11 hours, arriving in Memphis at 7:30 a.m. Additional local trains plied the line between Chaffee, Mo. and St. Louis.

Northbound, No. 804 left Chaffee at 3:10 a.m. and arrived in St. Louis at 9:05 a.m. Its southbound counterpart, No. 803, left St. Louis at 5:29 p.m., and arrived in Chaffee at 11:00 p.m. This service allowed residents of the small towns enroute the opportunity to travel to St. Louis for a day of shopping or for business.

On the River Division, the Frisco experimented with lengthening the runs of locomotives between servicing stops. Around 1913, the Frisco began running its passenger locomotives the full 305-mile distance between St. Louis and Memphis without changing them at the intermediate terminal at Chaffee. Its goal was to increase the earning capacity of each unit of motive power. The practice was so successful, that by 1928, it became standard operating procedure system-wide. The company was able to make reductions in work force



The Frisco's *Sunnyland* arriving at St. Louis in June 1956. By this date the consist is just mail cars and two coaches pulled by a single diesel locomotive.

Collection of Steve Beleck

and closed seven intermediate engine terminals, including Lawton, Okla., Fort Scott, Kan., Newburg, Mo, and Chaffee, for a cost savings of \$250,000 a year.

By the 1930's, improved track and more powerful locomotives enabled the Frisco to speed up its schedules. Train No. 807-107, the *Sunnyland*, departed St. Louis at 8:45 a.m., reached Ste. Genevieve at 10:34 a.m., and arrived in Memphis at 5:55 p.m., 9 hours and 10 minutes after departure. The *Memphian* made the overnight run from St. Louis to Memphis in 8 hours flat, departing Union Station at 11:40 p.m., and arriving in Memphis at 7:40 a.m. A typical consist for the *Memphian* was a mail car, three baggage cars, a coach, a chair car, a club car, and two sleepers; altogether, weighing 597 tons. On the fast track between Chaffee and Memphis, 161.6 miles, the train averaged 42.4 miles an hour, with 3 regular stops and 2 flag stops.

By the 1950s and 1960s, competition with the private automobile and the airplane was killing off the passenger train. Wholesale train discontinuances followed and the St. Louis to Memphis passenger service was no exception. The last passenger trains running were No. 807 and No. 808, the four-car remnant of the *Sunnyland*, the day trains between St. Louis and Memphis. On September 17, 1965, No. 2002, the passenger unit known as "Big Red" pulled the last southbound train through Chaffee, Mo. It pulled six cars, two more than usual, to accommodate the locals and the rail fans who wanted to experience the historic last run.

In 1980 the Frisco was merged into the Burlington Northern Railroad. In 1995 the Burlington Northern merged with the Atchison, Topeka & Santa Fe Railway to create the Burlington Northern & Santa Fe Railroad.

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



The Ste. Genevieve Special Route Guide and History



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Along The Way: A Guide To The Route

Terminal Railroad Association of St. Louis
Burlington Northern and Santa Fe Railroad

Chicago and Springfield Divisions, Hannibal, Cuba and River Subdivisions

Former Stations are indicated by brackets []. Other non-station locations of interest are indicated by an asterisk *.

Milepost (MP) and station name or location of interest

Terminal Railroad Association of St. Louis

0.0 St. Louis Amtrak Station

Our trip today departs from the St. Louis Amtrak station, in the vicinity of the 109-year-old St. Louis Union Station. All St. Louis-San Francisco Railway (Frisco) passenger trains reached Union Station via the Terminal Railway Association of St. Louis (TRRA) from Grand Avenue, 2.3 miles to the west. As we leave the Amtrak station we will proceed westbound on the TRRA, with the MetroLink light rail line paralleling our track on the right. The MetroLink runs on the former TRRA right-of-way on the north side of the Mill Creek valley; as part of the project the TRRA line was realigned through the sites of former Wabash and Frisco yards.

2.3 Grand Avenue

Junction between the Union Pacific (UP), Burlington Northern & Santa Fe (BNSF) and TRRA railroads. Our train enters the BNSF from the TRRA. To the right is the MetroLink Grand Avenue station.

BNSF Illinois Division, Hannibal Subdivision

3.0 Chouteau Yard

Until the 1920s this was the main St. Louis yard for the Frisco. It is now used for interchange by the BNSF and UP as well as for unloading lumber from rail cars.

[3.3 Tower Grove]

Site of the former MoPac-Frisco station serving the

western neighborhoods of St. Louis. The UP (ex-Missouri Pacific or MoPac) DeSoto Subdivision, used by Amtrak's *Texas Eagle*, now has trackage rights on the BNSF for 1.5 miles from Grand Avenue, diverging to the left at UP's Iron Mountain Junction. This is the only ex-Frisco trackage used by Amtrak.

7.1 Lindenwood

BNSF's busy St. Louis Intermodal Hub Center and principal yard are here. Frisco's engine facility was here, built in the 1920s and used by Frisco successor Burlington Northern until the mid 1980s. Built to replace the Chouteau Yard facilities, Lindenwood once had a 35-stall roundhouse. Our train leaves the BNSF Hannibal Subdivision and enters the Cuba Subdivision.

BNSF Springfield Division, Cuba Subdivision

7.3 SE Jct. (Southeast Junction)

Our train enters the BNSF River Subdivision. The Cuba Subdivision to Springfield, Mo., diverges to the left.

BNSF Springfield Division, River Subdivision

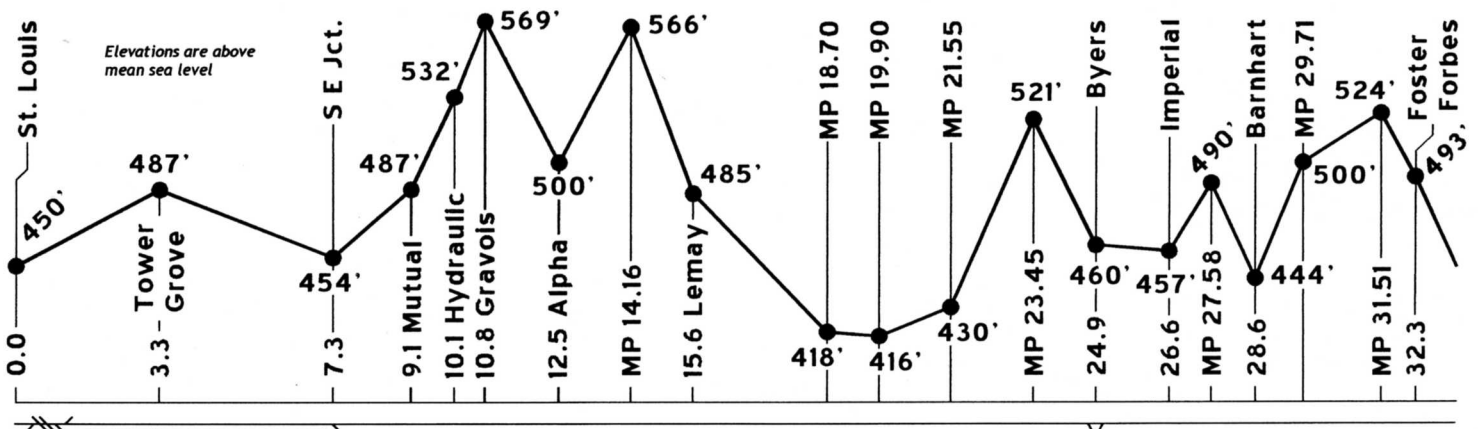
9.1 Mutual

[9.8 Koberman]

Business track location.

10.1 Hydraulic

Business track location. Named for the St. Louis Hydraulic Pressed Brick Company, a business that was located here. In the last part of the 19th century Hydraulic Pressed Brick was famous for its hardness and resistance to fire. The clay used for the bricks, found only in St. Louis and a few other places, was excavated from pits near the Hill neighborhood.



[10.8 Gravois]

Our train passes over Gravois Road. At one time the Frisco served a collection of businesses here.

12.5 Alpha

Control point named for the Alpha Portland Cement Company, who operated a large quarry and cement plant located to the right of the tracks. Here our train crosses a 547-foot trestle over Gravois Creek and Grant's Trail, which follows the right-of-way of the former Missouri Pacific Carondelet branch.

14.8 I-270 Overpass *

[15.6 Lemay]

Former business track location. The train makes the first of three crossings of Interstate 55. Miles away from Lemay proper, located in South St. Louis County along the River Des Peres, the name for this location is taken from Lemay Ferry Road, which we also will pass over.

16.8 Crossland Tunnel Site *

The tunnel is located to the right and below the level of our tracks and is not readily visible from the train. Though not documented, one theory has it that the railroad, when rebuilding and raising the line, bypassed the tunnel built for the railroad and cut off the natural stream bed of Mattese Creek, forcing the creek to flow through the abandoned tunnel. Another theory is that it was built to reroute the creek and save the railroad from building two bridges.

19.9 Meramec River Bridge *

Our train crosses the river on a 316-foot long through-truss bridge as we leave St. Louis County and enter Jefferson County.

[20.8 Ten Brook]

A gentleman named Tenbrook donated a four-acre tract to the St. Louis, Memphis & Southeastern (StLM&SE) in order to get a depot and siding built here. A post office was established and Stadelman's Hotel built at about the same time the railroad established the station. It was a short-lived existence as the post office closed a few years later with the creation of Rural Free Delivery (RFD) routes and the hotel burned in the 1920s. Today Ten Brook is a part of the city of Arnold.

24.9 Byers

8,600-foot passing siding. Across Interstate 55 is Mastodon State Historic Site which, contains an important archaeological and paleontological site - the Kimmswick Bone Bed. Bones of mastodons and other now-extinct animals were first found here in the early 1800s. The area gained fame as one of the most extensive Pleistocene ice age deposits in the country and attracted scientific interest worldwide.

26.6 Imperial

Business track location. Founded by E. J. White in 1904 as West Kimmswick when he opened a store and saloon. When the St.LM&SE built through the area they did not build a station at this location. In order to get one, Mr. White agreed to build the grade and to supply the cross-ties for a siding. He served as the first ticket agent as well as postmaster for the town. The name was changed to Imperial sometime during World War I, purportedly after the Imperial Clock Works that was located on the northwest side of town.

28.7 Barnhart

Business track location. Founded as a station on the St.LM&SE Railroad in 1904. Mrs. C. L. Barnhart donated the land for the station and thus became the town's namesake. The first buildings constructed, besides the depot, were the Witte Brothers General Store and the post office. Later a flourmill was built along the railroad as well as a bank, canning factory and nut factory.

32.2 Foster Forbes

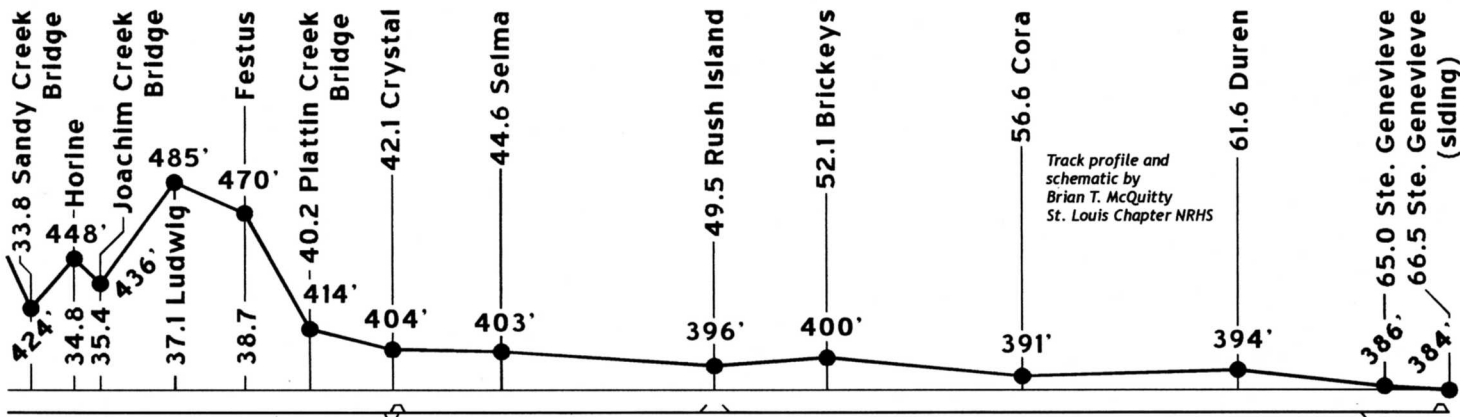
Business track location. Named for the Foster Forbes glass plant located here. It became Ball-Foster Glass in 1995 and since 2000 is known as Saint-Gobain Containers. The company produces glass packaging for the food and beverage industry.

32.4 I-55 Overpass *

33.8 Sandy Creek Bridge *

[34.8 Horine]

At one time the Frisco had an interchange track here with the Missouri Pacific Railroad (originally the St. Louis Iron Mountain & Southern, now the Union Pacific) that is just to the left of the train.



35.4 Joachim Creek Bridge *

Joachim Creek, a short but important watershed in the area, is crossed on a 354-foot bridge.

36.0 Union Pacific RR DeSoto Sub Underpass *

[37.1 Ludwig]

A large abandoned lime quarry can be seen on the left.

38.2 I-55 Overpass *

Our train passes under I-55 for the third and final time.

38.7 Festus

Population 9,660. Established in 1878 by entrepreneurs who established saloons outside of the limits of Crystal City, a dry company-owned town. Originally named Tanglefoot, reportedly for the saloon patrons and their stumbling attempts to return home after patronizing the taverns. As the settlement grew its inhabitants changed the name to one more reputable: Limitville. One legend has it that the name Festus was chosen by a Mrs. Herman Posch who opened a Bible and selected the first proper name she came across – Procius Festus, a procurator of Judea. Festus means "joyful." Regardless of the origin of the name, the city of Festus was incorporated in February 1887.

Since the closure of the glass plant at Crystal City the city's largest employer is Jefferson Memorial Hospital.

39.5 Union Pacific RR Underpass *

40.1 Jct. Union Pacific RR Crystal City Sub *

40.2 Plattin Creek Bridge *

42.1 Crystal City

Population 4,247. Known simply as Crystal on the railroad, with a 7,111-foot passing siding and yard office.

In 1843 Forrest Shepard discovered large deposits of extremely high quality silica sand along the banks of Plattin Creek. Twenty-five years later a claim was made by a Dr. Bidwell, who had two containers of the sand sent to England for evaluation, which found it to be excellent for glass making. In 1871 E. B. Ward bought the claim and started the American Plate Glass Company, building a small plant and town in 1872, which he named New Detroit. However, the local residents paid no attention to the name, instead referring to the settlement as Crystal City. Ward gave in the next year and renamed it Crystal City

Investment problems, off-colored glass and the death of a key official led to the failure of the company in the Panic of 1873. The facilities were sold to a new company, the Crystal Plate Glass Company for \$25,000. The new company flourished and by 1888 the Crystal City plant was the largest plate glass works in the country. The company owned the entire town, including homes,

services and a hospital. The Pittsburgh Plate Glass Company purchased the works in 1895 and in 1908 built a new factory run by electricity generated by their own steam-driven generators. Union Electric began supplying electricity to the plant in 1925.

Much of the glass was produced for mirrors, but in the late 30s the plant began making safety glass for automobiles and aircraft. However, by 1964 most safety glass production was moved to another plant, which, along with the development in the 1960s of the float glass process, a less expensive method of producing plate-quality glass, started the decline of the Crystal City plant. In 1985 it was announced that the plant would close, though it continued to produce until December of 1990. A year later the power was turned off and the plant was razed. The site of the plant, now a vacant field, can be seen to the right of the train as we enter the Mississippi River valley.

Today, Crystal City and Festus form the "Twin Cities" and are almost indistinguishable from each other. Both cities are rapidly becoming bedroom communities for people who commute to work in St. Louis.

44.6 Selma

Business track location. Settled in the 1820s at the end of the Selma Road, a major route for hauling lead from the Missouri mines west and south of here. Lead was hauled by wagon teams to be loaded on riverboats at the landing here. The opening of the St. Louis & Iron Mountain Railroad in the 1850s ended Selma's position as a moderate river port. In 1827 Luther Kennet, who would later become the mayor of St. Louis and go on to defeat Thomas Hart Benton for Congress in 1854, opened a post office. Kennet and his brother Ferdinand built a shot tower here, shipping many tons of lead shot to the arsenal at St. Louis. Kennet Castle, Ferdinand's home, was built in 1854 on the bluffs above Selma at a cost of \$125,000.

Today, the settlement of Selma is located inland a few miles, close to Highway 61. Selma Station, as it became known as, is now the location of large Mississippi River Cement and U.S. Agri-Chemical Company plants.

[46.8 Rush Tower]

Named for the shot tower located on the bluffs here in the 1800s, Rush Tower was a landing for riverboats on the Mississippi. At its height it was not much more than several houses, a post office and store, but in 1875 more wheat was shipped from this location than any other landing between Ste. Genevieve and St. Louis. Today only a few homes and the closed store building remain.

49.5 Rush Island

Location of a large coal-fired power plant operated by AmerenUE. The plant receives its coal by rail utilizing the "unit train" concept where one or more trains are dedicated to supplying the power plant. Each train is

made up of about 100 hopper cars and continuously shuttles between the mine and the plant. Trains are unloaded on a large balloon track – a circle of railroad track that turns the train while it is unloaded. Each individual car, equipped with a rotating coupler that connects it to the others, is tipped to unload its coal load.

49.7 Jefferson County – Ste. Gen County Line *

52.1 Brickeys

Named for John Compton Brickey, who in 1837 built a home, store and landing here. In 1869 he added a flour mill, but the landing never grew in size or importance to river traffic. His son Franklin took over operations in 1876 but as transportation in the area improved business at the landing dried up. The mill and store were closed in 1888 and in 1902, the same year the railroad came through, he sold the land. The arrival of the railroad spurred some modest growth with a depot being built and the Brickey home being converted to a boarding house and store. A post office was established in 1905 and a dance hall, saloon and barbershop opened. A quarry and limekiln were opened and in 1908 a school was built. However, prosperity only lasted about 20 years as the depot was closed in the 1930s, the school in 1949 and the post office in 1951. Today the only thing remaining is the quarry.

[56.6 Coral]

[61.6 Duren]



The Frisco depot in Ste. Genevieve as seen in the early 1970s. The track in the foreground is the Missouri Pacific. Collection of Steve Beleck

63.2 Jct. Union Pacific RR (ex MP, M&I) *

The Union Pacific Railroad's trackage rights, which began at Crystal City, end here. A car ferry landing is on the left. This location was known as Thomure on the Missouri-Illinois Railroad, predecessor to the Missouri Pacific and Union Pacific. The railroad operated a rail car ferry across the Mississippi here until July 18, 1961. Until the Missouri Pacific obtained trackage rights over the Frisco line in the 1960s, their trains reached Ste.

Genevieve via the M-I line from Flat River (now Park Hills) and Bismarck. The line is still in place but is used only when floods close the BNSF line.

[65.0 Ste. Genevieve]

Population 4,476. Our train will stop at the site of the Frisco depot, which was on the left side of the tracks. Across the tracks from it stood the Missouri-Illinois Railroad depot. The Frisco depot was torn down in the 1980s while the Missouri-Illinois depot was razed a few years ago.

All passengers must leave the train while it continues to the siding south of town. Your car host will give you instructions on departing the train and what time we will reboard. Please note that when you return your car will be in approximately the same location but the locomotives will be on the opposite end of the train.

-- Rick Sprung, St. Louis Chapter NRHS

FRISCO TO MEMPHIS AND THE BIRMINGHAM SOUTHEAST

THE Frisco has established its supremacy as the "weather-proof route" from St. Louis to the southeast... It is the shortest line to Memphis. The easy grades of the Mississippi Valley, the Frisco's heavy steel rails and superb roadbed combine to add smooth riding and sleep-inducing comfort to an unusually attractive scenic route along the west bank of the Mississippi River to Memphis... and then through the heart of Dixie to Birmingham and beyond... and to Pensacola.

The two daily trains are air-conditioned throughout. Unique and exclusive comfort features include chair-lounge cars with accommodations rivaling Pullman cars, but without the extra charge; the popular "Snack" car with all-day restaurant service at very low prices; elegantly appointed dining cars, and ultra-modern lounge cars with built-in fireplace.

On your next trip to the southeast select the Frisco and enjoy its many comforts and conveniences at no extra cost.

The Frisco is the only railroad from St. Louis serving both the Southeast and the Southwest with its own rails.

807 Sunny-land	805 Mem-phian	TABLE B For Equipment, see page 3		806 Mem-phian	808 Sunny-land
AM	PM	Frisco Lines		AM	PM
8:45	11:30	Lv. {Saint Louis, Mo., A, 1, 3, 4, 5, 11, 13, 15, 20, 25, 26...}	Ar.	7:30	5:30
8:53	11:39	Lv. Tower Grove, A, 1, 3, 4	Lv.	7:18	5:17
12:22	2:48	Lv. Cape Girardeau, 3, 13, 15	Lv.	3:53	1:45
1:28	3:51	Lv. Sikeston, 3	Lv.	2:41	12:33
3:53	5:38	Lv. Blytheville, 3, 16, 37	Lv.	12:52	10:03
10:45	8:00	Lv. Memphis, 2, 3, 20	Lv.	11:20	8:05
12:52	9:58	Lv. New Albany, 2	Lv.	4:54	4:43
1:40	10:35	Lv. Tupelo, 2	Lv.	4:16	4:02
2:25	11:13	Lv. Amory, 2, 20	Lv.	3:45	3:25
5:15	1:10	Lv. Jasper, 2	Lv.	1:35	12:15
7:00	2:40	Ar. Birmingham, 2, 3	Lv.	12:15	10:35
Southern Railway System					
7:15	3:00	Lv. Birmingham	Ar.	11:45	8:15
11:50	7:40	Ar. Atlanta	Lv.	7:10	3:40
.....	6:05	Ar. Jacksonville	Lv.	9:05
Florida East Coast Ry.					
.....	7:30	Lv. Jacksonville	Ar.	5:30
.....	1:17	Ar. West Palm Beach	Lv.	11:32
.....	3:00	Ar. Miami	Lv.	10:00
AM	PM			AM	PM

Convenient connections at Jacksonville to and from all points in Florida

223 - 207 Daily	To and From Pensacola, Fla.	208 - 108 Daily
PM 6:25	Lv. Memphis, 2, 3, 20	AM 6:50
9:00	Lv. New Albany, 2	4:43
9:48	Lv. Tupelo, 2	4:02
10:40	Lv. Amory, 2, 20	3:25
11:55	Lv. Columbus, 20	12:42
2:37	Lv. Demopolis, 20	10:10
8:15	Ar. Pensacola, 2, 20	4:40
AM		PM

Frisco St. Louis – Memphis – Birmingham Advertisement from 1938.

Collection of Tony Marchiando

History of the Cars Used on the *Ste. Genevieve Special*

Silver Larch – Coach

Built in 1948 by Budd for the Chicago, Burlington & Quincy Railroad as 16-section sleeper 401 *Silver Larch* for the *California Zephyr* train set. It was rebuilt as 48-seat coach 4743 in 1963, retaining its name. Sold to Amtrak in 1973 and numbered 4806, then renumbered 4740 after rebuilding in 1981. Its last service was on the *Lake Cities* between Chicago and Toledo in January of 1995. Sold to the St. Louis Chapter NRHS in September 1995, who rebuilt and returned it to service in March 2002.

Mohave – Coach

Built in 1953 by Budd for the Atchison, Topeka & Santa Fe Railway as coach 2826 for the all-coach *El Capitan* between Chicago and Los Angeles. After the re-equipping of the *El Capitan* in 1956 it saw service on the *Chief* and the *San Francisco Chief* as well as pool service. Sold to Amtrak in 1973 and numbered 4819, then renumbered 4725 after rebuilding in 1979. Acquired from Amtrak by Mid America Rail Car Leasing in 1994.

Echo Canyon -- Coach

Built in 1961 by Budd for the Union Pacific Railroad as coach 5512 for service on their Streamliner and Domeliner trains. Sold to Amtrak in 1972 and numbered 4444, then renumbered 4637 after rebuilding in 1980. Retired by Amtrak in 1995 and sold to Illinois Transit Assembly Corp., then to Mid America Railcar Leasing who rebuilt and returned it to service in 2000.

Golden Sand -- Coach

Built by Budd in 1950 for the Southern Pacific Railroad as coach 2378, *Golden Sand*, part of the *Golden State* train set. Sold to Amtrak in 1973 and numbered 4411, then renumbered to 4010 after rebuilding in 1980. Retired by Amtrak in 1995 and purchased by Illinois Transit Assembly Corp., then sold to Mid America Rail Car Leasing, who rebuilt it to Amtrak standards in 2002.

Henry Hudson – Buffet Diner

Built by Budd in 1952 for the Pennsylvania Railroad's *Senator* as 29-seat parlor-1 day drawing room car 7139 *Henry Hudson*. Penn Central-owned 1968-71. Day room replaced by galley. Acquired by Amtrak in 1971 who numbered it to 3639. Converted to galley-lounge in 1975 and renumbered 3320. Rebuilt as cafeteria car 8703 in 1983 for Amtrak's *Auto Train* between Virginia and Florida. Retired in 1997. Acquired by current owner Sunview Passenger Car Company in 2001.

City of Milwaukee -- Coach

Built in 1964 by St. Louis Car Company for the Union Pacific Railroad as coach 5534. Sold to Amtrak in 1973 and numbered 4574, then renumbered to 4621 after rebuilding in 1979. Retired by Amtrak in 1995. The car's body is made of aluminum to save weight.

Clinchfield – Coach

Built in 1954 by Pullman-Standard for the Florida East Coast Railroad and named the *St. Augustine*. Sold to the Seaboard Air Line Railroad in 1965 and numbered 6271, then renumbered as Seaboard Coast Line 5474 after the merger with the Atlantic Coast Line Railroad in 1967. The car was sold to Amtrak in 1973, retaining the number 5474. In 1981, Amtrak sold the car to a short line operation for tourist service in Virginia. The Watauga Valley Chapter NRHS purchased the car in 1986, rebuilt it and named it *Clinchfield*.

Powhatan Arrow – Coach

Built in 1949 for the Norfolk & Western Railroad by Pullman-Standard as coach 539 for the *Powhatan Arrow* and *Pocahontas* train sets. After the creation of Amtrak in 1971 the car was put into N&W Chicago commuter service, then retired and stored. In 1982 it was refurbished for service in the Norfolk Southern steam program, where it served until being acquired by the Watauga Valley Chapter NRHS in 1992, who rebuilt the car and named it *Powhatan Arrow*.

Cimarron River – 14 roomette-4 bedroom Sleeper

Built by Pullman-Standard in 1948 for the St. Louis – San Francisco Railroad, or the Frisco, as sleeper 1466 – *Cimarron River* for service on the *Meteor* between St. Louis and Oklahoma City. Sold to the Canadian National in 1965 and renamed *Rainbow Falls*. The car was sold to VIA Rail Canada who operated it from 1978 to 1981. Sold to current owner Meteor Rail of St. Louis in 1983 who restored the *Cimarron River* name.

Chouteau Club – Lounge/Diner

Built by Pullman-Standard in 1954 for the Canadian National Railway as parlor car *Lake St. Joseph*. It was rebuilt into several different configurations by the railroad, eventually being renamed *Hamilton Club*. Sold in 1976 to a private owner and purchased in 1987 by current owner Private Sleeping Cars of St. Louis who rebuilt it into the current lounge/diner configuration.

Royal Street – 5 Bedroom Sleeper/Lounge/Observation

Built by Pullman-Standard in 1950 for the Louisville & Nashville Railroad as car 3301, *Royal Street*, for the *Crescent*, which ran between New York and New Orleans over, among others, the L&N and the Southern Railway. Retired in 1970 and sold to private owner. The current owner, Crown Rail of St. Louis, acquired the car in 1992 and completely rebuilt it, returning it to service in the late 1990s.