
THE HANNIBAL ZEPHYR

ST. LOUIS

HANNIBAL

WEST QUINCY

Saturday, October 16, 1999

Sunday, October 17, 1999

Sponsored by the St. Louis Chapter, National Railway Historical Society
In Cooperation with Amtrak



Welcome Aboard!

Your hosts in the St. Louis Chapter of the National Railway Historical Society (NRHS) along with Amtrak welcome aboard this special excursion train up the valley of the Mississippi River to Hannibal, America's Hometown.

Our train today operates over a route that both hugs the banks of the Father of Waters and crosses its vast flood plains. It takes us beneath the Gateway Arch and past the port facilities of St. Louis; through historic river towns, many that once were landings for steamers and ferries; past lock and dam facilities that make the Mississippi River a navigable waterway for barge traffic and finally to the home of Samuel Clemens, the beloved Mark Twain of mid-1800 American literature.



Collection of J.L. Hunt

Upon our arrival in Hannibal the Autumn Historic Folklife Festival will be in full swing. Stroll along the river front streets where artisans will be demonstrating lifestyles and crafts of the mid-1800s. Enjoy the sounds of street musicians, storytellers and the smell and taste of food and beverages prepared over wood fires.

For those of you who are riding all the way to West Quincy, you'll see an important railway junction where lines of the Burlington Northern and Santa Fe Railroad converge from the four points of the compass. Our train will turn on the wye track, using parts of three of the main lines before changing crews and returning to Hannibal.

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
 - Going up or down the steps in the 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, suitcases, 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.**

CONNECTING WESTERN GATEWAYS: A HISTORY OF THE "K LINE"

The route of our trip today, which was completed by the St. Louis, Keokuk & Northwestern Railway, also known as the "K Line," figured prominently in the history of railroad development in Missouri and was responsible for much of the growth enjoyed by Hannibal, Missouri. In the middle of the 19th Century, railroad fever swept through the gate-way towns along the Mississippi River. Each major river city -- St. Louis and Hannibal, Mo., Quincy and Rock Island, Ill., and Burlington, Ia, aspired to be the Gateway to the West. Local business interests in each of these cities organized railroads on their own or lent financial support to lines which were already under construction and were building in their direction.

Among the first railroads to be chartered was the Hannibal and St. Joseph, by act of the Missouri Legislature in February 1847. Right of way surveys and fund raising activities were conducted during the late 1840s, but it was November 3, 1851, before this railroad turned the first shovel of earth for the ground-breaking ceremony in Hannibal.

Financing was slow and difficult to obtain. It was 1856 before the road completed its first 15 miles of track from Hannibal to the county seat at Palmyra. The 206-mile railroad celebrated its "golden spike" completion ceremony at Cream Ridge, near St. Joseph, Mo., on February 13, 1859.

The major claim to fame for the Hannibal and St. Joseph was that it carried the first Pony Express mail to St. Joseph in 1860, where it was turned over to the intrepid relay riders who carried it to the West Coast. It also pioneered the use of Railway Post Office cars in 1862, in which mail was sorted en route between stations.

The Civil War disrupted and delayed further railroad construction. But during the decade after the war, the Hannibal and St. Joseph expanded, extending lines to Kansas City, Mo., and Atchison, Kan., and a short extension northeast from Palmyra to Quincy, Ill. Five other railroads converged on Hannibal during that period. Among them was the St. Louis, Keokuk & Northwestern Railway.

The StLK&NW, or "K Line," was originally organized as the Mississippi Valley Railroad at Hannibal on June 9, 1871. About the same time, Clarksville businessmen incorporated the Clarksville & Western Railroad. In January of 1873, the two railroads were consolidated as the Mississippi Valley & Western. Its first segment of road between Keokuk and

Quincy, 40 miles, began operation January 1, 1874, followed by an extension from Hannibal to Mark, Mo., (four miles south of West Quincy) which opened for business March 9, 1874. It operated three trains daily each day between Quincy and Keokuk.

The road defaulted on its mortgage, however, and was sold under foreclosure early in 1875. The company emerged from reorganization on July 1, 1875, as the St. Louis, Keokuk & Northwestern Railroad.

On May 29, 1876, the line was completed to Louisiana, Mo., 25 miles south of Hannibal. It then had 85 miles of line in operation between Keokuk and Louisiana. The next link completed was to Clarksville, 10 miles, and then to Elsberry, 16 miles farther. The line was completed to St. Peters, Mo. on August 11, 1879, and opened for business along its entire 135-mile route a month later.

OPENED TO ST. LOUIS

At St. Peters, the line connected with the St. Louis Kansas City & Northern. Through this connection, the Keokuk line gained trackage rights to operate through to St. Louis, 30 miles farther east. The St. Louis to Keokuk line was open only a couple of months when the spindly iron bridge of the StLKC&N at St. Charles collapsed into the Missouri River, breaking the K Line's St. Louis connection for a number of months until the bridge could be replaced. On January 1, 1880, the StLKC&N was acquired by the Wabash Railroad and reorganized as the St. Louis, Wabash and Pacific, a part of Jay Gould's system of railroads.

Around 1881, the St. Louis Keokuk & Northwestern Railway leased the 49-mile Keokuk & Northwestern Railroad from Keokuk to Mount Pleasant, Iowa, where it joined Chicago Burlington & Quincy's east-west main line across Iowa. It then operated 185 miles.

ACQUIRED BY THE C B & Q

By 1882, after seven years of service, the road had been unable to earn enough surplus to pay the interest on its first mortgage and income bonds, secured to underwrite the investment for construction, let alone a return on the investment to the stockholders. Clearly, the K Line could not make it on its own. It did not generate enough local traffic to be a profitable enterprise. However, it could be viable if it became a part of a larger railroad system and could interchange traffic with that railroad. The Chicago Burlington & Quincy Railroad considered it an attractive investment because it would give the Burlington access to St. Louis and protect its territory from further encroachment by competing railroads. The CB&Q had been buying K Line securities for several years and in 1881 entered an agreement to lease it. The lease was

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ratified by Burlington stockholders in 1882. Combining that road with the Burlington Cedar Rapids and Northern which the CB&Q had acquired previously gave the Burlington system a through route from St. Louis to St. Paul, Minn. Although these lines were considered "proprietary lines" and were firmly in the control of the CB&Q, they maintained separate corporate identities until after 1900.

By the late 1880s, the Burlington was growing restive with its trackage rights agreement with the Wabash Railroad from St. Peters to St. Louis. It was at the mercy of the Wabash, from whom it was dependent on terminal facilities and which could limit its ability to develop its own network of shippers in St. Louis. The growing importance of traffic between St. Louis and Burlington's territory to the north and west made it incumbent on the CB&Q to develop its own entrance and terminals in St. Louis.

In June, 1887, Burlington began quietly buying property in St. Louis in the name of the St. Louis Keokuk and Northwestern. In 1889 it went public when it began construction of a freight house at Franklin Avenue, (now Martin Luther King Boulevard) near the river. It acquired 15 acres of land at Mound Street for a freight yard and erected a small passenger station there. Farther north, it purchased 500 acres of land between Hall Street and the river and built a roundhouse and enough track to hold 3,000 cars.

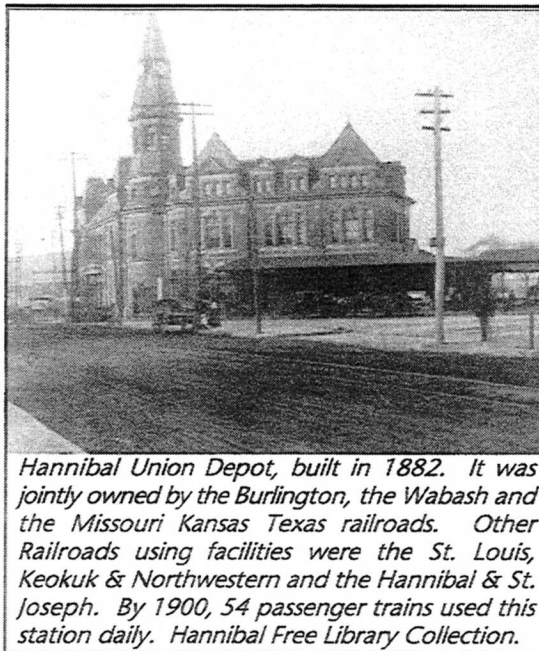
THE BELLEFONTAINE BRIDGE

In the meantime, the Burlington sent engineering parties in the field to survey a route into north St. Louis under the direction of George S. Morison, chief engineer. They surveyed a route across the bottom land between the Mississippi and Missouri Rivers in St. Charles County. Construction began on this 48-mile extension to St. Louis in April of 1892 from Cuivre Junction, about 10 miles north of St. Peters. This route would require bridging of the Missouri River into St. Louis County. Morison examined the west river bluff from the confluence of the two rivers northward and westward, finally settling on Jamestown Landing, 8.2 miles from the Missouri River's mouth, for his river crossing. This site, just opposite Alton, Ill., was where the cargo of the wrecked steamboat Jamestown had been unloaded many years before.

An Act of Congress passed February 17, 1888, gave authority to construct this bridge. Test bores were made

of the rock formations at the site in April of 1889, and plans for the bridge were approved by the War Department in December 1889. Work began in April 1892 with clearing of timber from the right of way. B. L. Crosby, who had been developing the new terminal in north St. Louis for the Burlington, was reassigned as resident engineer for the bridge project.

Excavation for the south abutment on the Bellefontaine Bluffs began July 4, 1892. Four additional piers were built in the river. Foundations for the piers were set by



Hannibal Union Depot, built in 1882. It was jointly owned by the Burlington, the Wabash and the Missouri Kansas Texas railroads. Other Railroads using facilities were the St. Louis, Keokuk & Northwestern and the Hannibal & St. Joseph. By 1900, 54 passenger trains used this station daily. Hannibal Free Library Collection.

building caissons -- timber structures 70 feet long, 30 feet wide and 16 feet wide with cutting edges. They were constructed one by one on the north bank of the river (St. Charles County side), launched on ways and towed into place by the steamer John Bertram. Each caisson in turn was sunk to the bottom of the river and compressed air was pumped in by pneumatic machinery on board the Bertram. The compressed air prevented the caisson from collapsing from the water pressure and prevented water from seeping in from the bottom. Laborers called "sandhogs" undertook dangerous work inside the caisson excavating rock, mud and sand from the bottom. Crib work was built atop the caisson and filled with concrete. The caisson was

eventually sunk to bedrock. When the excavation reached bedrock, the hollow caisson was filled with concrete also. Foundations consisting of caissons and cement-filled crib work extended from 40 feet below the water surface for Pier II to 80 feet below water level on Pier V at the north end of the bridge. Atop these sunken foundations, stone masons built massive piers of Indiana limestone. The piers were completed for Bellefontaine Bridge in the spring of 1893, and then steel gangs began erecting the truss work.

The Bellefontaine Bridge was completed for a total cost of \$1,322,719, and opened for business March 4, 1894. During 1892-93, another bridge was constructed by the St. Clair, Madison & St. Louis Belt Railroad across the Mississippi River at Alton. The bridge line from Alton and the St. Louis Keokuk & Northwestern met at West Alton, Mo., about three miles from Alton, giving the Burlington system another eastern connection.

THE ST. LOUIS-KANSAS CITY EXTENSION

In 1901, the CB&Q completed purchase of the K Line and dissolved the corporation, completing its consolidation with the parent company.

The next major expansion in K Line territory was a 63-mile branch from Old Monroe, Mo., to Francis, near Mexico, Mo., where connection was made with the Chicago & Alton line between Louisiana, Mo., and Kansas City.

Construction of the new westward extension began in the summer of 1903, was completed in August of 1904 and opened for business Sept 1, 1904.

By using trackage rights over the C&A, the Burlington gained a shorter line from St. Louis to Kansas City, saving about 60 miles over its roundabout 348-mile route between these two cities which ran via Hannibal, Macon and Cameron Junction.

From the turn of the century until the 1920s, the railroad situation in the Hannibal area remained stable. During the 1920s and 1930s, however, trucks and automobiles began to make inroads into the railroads' freight and passenger business. This trend was especially exacerbated during the Great Depression of the 1930s when many of the nation's major railroads went bankrupt.

THE COMING OF THE ZEPHYRS

Despite diminished earnings, the Burlington remained solvent and fought back to retain its passenger business, introducing the first long distance diesel-powered, streamlined passenger trains. The new train, named the *Zephyr*, marked a radical departure from traditional passenger trains. It consisted of three stainless steel aero-dynamically styled passenger cars, designed and built by the E. G. Budd Manufacturing Co. in Philadelphia, PA. The lead unit with its distinctive shovel front nose doubled as a locomotive and a baggage car and was powered by a 600 HP Model 201A diesel engine built by Electro-Motive Division of General Motors.

The first train set was built in 1934. On May 26, 1934, it made a dawn to dusk nonstop run from Denver to Chicago -- 1,034 miles -- in 14 hours and 4 minutes. It attained a top speed of 112.5 miles an hour and proved the ability of the new equipment to maintain high speeds for long distances at low operating costs.

During the next few years, the Budd Co. built several more *Zephyr* train sets for the Burlington. They went into service between Kansas City, Lincoln and Omaha, Neb.; and between Chicago and St. Paul-Minneapolis. The fourth train of the *Zephyr* fleet, appropriately named the *Mark Twain Zephyr*, was christened at Hannibal, Mo. on October 25, 1935 and entered regular service October 28 between St. Louis and Burlington, Iowa. The train you ride

today was named with this historical context in mind.

Soon afterward, the *General Pershing Zephyr*, jointly operated by the CB&Q and the Alton Railroad (successor to the Chicago & Alton) went into operation between St. Louis and Kansas City, via Bellefontaine Bridge, Old Monroe, Francis, and from there to its western terminal on the Alton route. The *General Pershing Zephyr* lacked the class of the other *Zephyr* trains, partly because the cash-strapped Alton Railroad never had enough money to buy its share of streamlined stainless steel cars. So the

typical *Pershing Zephyr* consisted of a mix of stainless steel cars and old fashioned Alton heavyweights. This passenger train was never able to compete successfully with the Wabash and Missouri Pacific for St. Louis-Kansas City passenger business, so it was discontinued in September 1948. The train is now displayed at the Museum of Transport in St. Louis. The overnight train, the *Nighthawk*, was discontinued a year later.

THE END OF PASSENGER SERVICE

While dieselization gave passenger trains a new lease on life for another 25 years, even the classic streamliners of the postwar years began to experience declines in ridership as more and more people turned to their private automobiles for intercity travel, and the network

of Interstate highways facilitated this trend. The coming of commercial jet airliners in the 1960s accelerated the decline in rail passenger travel.

By 1953, there were still three passenger trains each way daily on the St. Louis - Hannibal - Keokuk and Burlington route. March 1963 saw the beginning of big service reductions, which continued until April 8, 1967, when the remaining trains, No. 15 northbound and No. 8 southbound, made their last runs.

In 1970, the Chicago Burlington & Quincy Railroad was merged with the Northern Pacific, Great Northern, and Spokane Portland & Seattle railroads to form the Burlington Northern.

The Burlington Northern merged with the Atchison Topeka & Santa Fe in 1997 to form today's Burlington Northern & Santa Fe system. Except for infrequent charter passenger train operations like today's trip, there have been no regularly scheduled passenger trains to Hannibal since 1967.

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



Nina Gabrilowitsch (right), granddaughter of Mark Twain, helps dedicate the new Mark Twain Zephyr at Hannibal Union Station on October 25, 1935. Officiating at the dedication was Ralph Budd (center), president of the CB&Q Railroad. Braxton Pollard Collection, Hannibal Free Library.

Along the Way: A Guide to the Route

Burlington Northern Santa Fe Railroad

Illinois Division, Hannibal Subdivision
and the

Terminal Railroad Association of St. Louis

Former stations indicated by brackets [], and points of interest by asterisk *.

Terminal Railroad Association Milepost

1.6 St. Louis Amtrak Station

We start our trip at the Amtrak St. Louis station, built in 1978 as a temporary facility when Amtrak moved out of Union Station

[2.3 Gratiot St. Tower]

Until the tower was razed a few years ago, all rail movements in and out of the east end of the Mill Creek valley were controlled from this point. Here we diverge to the north (left) onto the Terminal Railroad Association (TRRA) Merchants route along the riverfront. After passing beneath the I-70/64/55 Poplar Street Bridge complex and through the three tunnels on the Gateway Arch grounds, our train passes beneath the west approach of the historic Eads Bridge. The first to span the Mississippi at St. Louis, it was completed in 1874.

3.9 Biddle Street

The tracks here curve to the left off the elevated structure along the riverfront and onto the low bluff just north of downtown. The Chicago, Burlington & Quincy's (CB&Q) Mound Street station, once located near here, became obsolete when St. Louis's new Union Station opened in 1894.

5.0 North Market

BNSF Hannibal Subdivision, St. Louis Terminal District Milepost

4.2 North Market

At this point our train leaves the TRRA and enters onto the Burlington Northern & Santa Fe ex-Burlington Northern, now CB&Q route along the Mississippi to Hannibal.

7.2 North St. Louis

This yard, at one time the main facility in town for the CB&Q and later the Burlington Northern, today serves several nearby industries and handles interchange traffic with the adjacent Norfolk Southern Railroad.

9.4 Baden

This is the point where the former Missouri-Kansas-Texas Railroad (MKT) line diverges to the west to what was their main yard in St. Louis. For the next 18 miles the tracks were jointly built and owned by the CB&Q and MKT. Upcoming on the left is the spur to the St. Louis Water

Works, which until a few years ago hosted the popular St. Louis & Chain of Rocks Railroad.

10.2 Prospect Hill

Business track location.

13.1 Larimore

Business track location.

14.9 Spanish Lake

8,924 foot passing siding.

[18.1 Fort Bellefontaine]

Former business track location, which served the cement plant and associated quarry. The name comes from the U.S. Army post established here, near the confluence of the Missouri and Mississippi rivers, shortly after the United States took possession of the Louisiana Territory in 1804.

18.8 Bellefontaine Bridge*

This magnificent bridge consists of four main through spans, each 440 feet long and 55 feet high and designed to carry a double track railroad. Its length is 1,760 feet over water. It has a total of 33 spans, resting on brick piers with pile foundations. Total length, including an 850-foot, 28-span iron viaduct at the north end of the structure, is 2,631 feet.

20.4 West Alton

10,620 foot passing siding. Originally the area was called Missouri Point, for this wedge-shaped piece of land between the two rivers. The post office, established as LaMotte in 1874, was changed to West Alton in 1895 at the request of the Missouri and Illinois Bridge and Belt Railroad. It was to the traveler's advantage to know they were on the opposite side of the new railroad bridge from Alton, Illinois.

Our train turns sharply to the west here, at the former junction with the line that led to the bridge and Alton. The bridge, with a swing span over the locks at the old Lock and Dam #26, fell victim to changing traffic patterns and was last used in the mid-1980s. It was demolished to make room for the new Clark Bridge and Melvin Price Dam project in the early 1990s.

[25.1 Union Electric]

Spur to the AmerenUE Portage Des Sioux Power Plant.

26.9 Machens

10,243 foot passing siding. This area was originally settled in the late 1790s by the Payne family, and Henry Ernst

Machens arrived here with his family from Germany in 1848. In 1874, however, Henry sold most of his holdings to his brother Andreas. When the CB&Q, building east from Cuivre Jct., and the MKT, extending its line from Franklin, Mo., converged here in July, 1893, it was named Texas Junction. The two-year-old post office was renamed Machens in 1894 in honor of the family. Most of the descendants of Andreas Machens still live in the area today.

In 1926, a young aviator was forced to land his plane here because of icy weather. He was flying the Chicago-St. Louis mail route, and thus had to gather up his mail bags and go to the Machens depot to await the evening train. This young man, Charles Lindbergh, made aviation history just a year later.

The MKT was abandoned in 1986, but leaves behind the 238-mile Katy Trail State Park, the largest rails-to-trails conversion in the United States.

BNSF Hannibal Subdivision.

[27.4 Whitecom]

At one time this was the station for the nearby community of Portage Des Sioux, on the Mississippi. The name, meaning portage of the Sioux, dates from an event that occurred around 1805. It seems large party of Sioux had attacked an Osage village some ways up the Missouri River, and were returning to their home, located up the Mississippi. A large force of Osage, furious and eager for revenge, were in pursuit. The two groups first caught sight of each other on a long, straight stretch of the Missouri. The Sioux, after rounding a sharp bend, dragged their canoes up into tall grass and quietly watched the Osage paddle by. They then carried their canoes north across this narrow strip of land, less than two miles, and put back in on the Mississippi. The Osage, left wondering how their intended victims had disappeared, were now unknowingly some 20 to 30 river miles farther behind in the chase.

[30.8 Wilkie]

33.4 Orchard Farm

Business track location. Named for the groves of apple trees that once covered the area, this farm shipping point sprang up around the railroad and the Trinity Lutheran Elementary School, which was built here in 1862.

[35.2 Blase]

37.3 Seeburger

Business track location.

[40.0 Kampville]

Long a destination for weekend getaways, Kampville was listed as a station as early as 1915. Today, largely summer homes and clubhouses dot the area.

[43.0 Peruque]

This community, mostly just present-day summer homes and trailers nearby, was an early station on the railroad. The depot had stood trackside for 100 years, but was

damaged in the Flood of 1993 and condemned.

In 1936, as part of a tour of the United States, Vatican Secretary of State Cardinal Eugeneo Pacelli visited Peruque. Three years later he became Pope Pius XII.

44.4 Gibbs

7,009 foot siding.

[46.3 Firma]

[48.6 Dolbow]

[51.0 Cuivre Jct.]

This is the point, just south of the Cuivre River bridge, where our line split away from the original route into St. Peters. This line was abandoned in 1907.

51.6 Old Monroe

7,335 foot siding. Population 242. Originally called Monroe when it was laid out in 1819, Old Monroe was just a common reference to the town in the 1880s; it was eventually adopted. The seat of Lincoln County from 1819 until 1829, Monroe then lost the honor to the more-centrally-located Troy. This caused a decline in which the town languished for several decades. The approach of the railroad from the north brought new life to the area, and the town was resurveyed as it exists now in 1880.

On the north end of town, the former Francis line can be seen diverging to the west. Although through passenger service to Kansas City ended on this line in 1949, successful through freight service persisted for a number of years. Changing traffic patterns brought about the demise of the line, however, and the last freight trains ran on February 20, 1974. It was dismantled soon afterward.

[53.7 Brevator]

This town was surveyed and laid out here in 1880, but never developed much beyond having a depot and post office in 1888.

57.0 Winfield

Population 672. Business track location. Federal Locks and Dam #25, on the Mississippi east of town, is a well known attraction in the region during the coldest winter weather. American bald eagles winter in the area, drawn to the ice that forms behind the dam for the easy fishing opportunities that it affords.

[59.5 Foley]

Population 209. This area was first settled by Frederick Dixon, an Indian scout, in 1802. Later, B. F. Robertson bought six acres of land here in the path of the railroad construction, and donated \$500 to the company in order to get the station built on his property. The town was laid out in 1879; additional land was donated by the administrator of the Foley estate, with the condition that the town be named in honor of Miss Mary Addison (Addie) Foley. Bur Oak, a village eight miles to the west and founded in 1875, lost most of its businesses to Foley by 1880.

[61.0 Kings Lake]

This station served the summer resort area at nearby Kings and Horseshoe lakes. Popular with the city gentry as far back as the 1880s, several generations of St. Louisans have come here to enjoy fishing and water sports.

[62.0 Oasis]

Listed as a station in 1915, undoubtedly serving the recreational area at nearby Oasis Lake.

[64.2 Apex]

This former station, at one time known as Hurricane, was located at the point where Hurricane Creek drains out of the bluffs and onto the river bottoms.

[67.3 Cannon]

A quarry and abandoned crushing and loading equipment are all that remain to mark this former station.

68.2 Elsberry

10,237 foot siding. Population 1,898. Elsberry was laid out in 1879 along the railroad on land belonging to Robert T. Elsberry.

[71.9 Dameron]

A former station, probably located on the land of the Dameron family. Two miles north of this point, the railroad approaches the base of Saltpeter Bluff, where area pioneers mined deposits of saltpeter for the manufacture of gunpowder.

75.3 Annada

Population 70. Business track location. The town was named for Ann and Ada Jamison, daughters of settler Carson Jamison.

[78.7 Kissenger]

Also spelled Kissinger. This station was located on the farm of James Henly Kissinger, a Pike County native born in 1840. A very successful stock breeder, the station served as a shipping point for stock and farm equipment. One mile north of this point is Forgey's Bluff Curve, where the railroad turns sharply around what is also known as Kissenger Hill.

[84.1 Clarksville]

Population 480. Named in honor of Territorial Governor William Clark, who wintered near this site, circa 1818, during his return to St. Louis. The railroad passes directly beside Mississippi River Lock and Dam 24, affording passengers a close-up view of operations.

86.4 Dundee

6,205 foot siding. Named for the large Dundee Cement plant here, now part of the Holnan Corporation.

[88.7 McIntosh]

William McIntosh was an early promoter of the railroad and, with a Mr. Carroll, bought a section of land along the intended route of construction.

93.0 Cosgrove

Business track location, where a long spur diverges to the west to serve two large chemical plants on the other side of Highway 79.

93.6 GWWR Crossing

Here our train crosses the Kansas City - East St. Louis main line of the Gateway Western Railroad, a property now of Kansas City Southern Industries. Immediately to the east, the line crosses the Mississippi on a 2,054-foot swing span bridge, built by the Chicago & Alton Railroad around 1898.

94.1 Louisiana

Population 3967. Former siding location. The oldest town in Pike County, Louisiana was originally settled in 1816 by John Bryson and John Walker, and was laid out in 1818 by Samuel K. Caldwell and Joel Shaw. The town was named for young Louisiana Bayse, daughter of resident John Walter Bayse. The girl had been born in St. Louis in 1804, the year the Louisiana Territory became a possession of the United States. Louisiana was the seat of Pike County until 1823.

[96.0 White Rock]

Listed as a station in 1915.

[99.8 Reading]

William Reading settled here on nearby Kagle Slough in 1819, and established a trading point. He eventually owned 2,000 acres in the area, and the station was named for him when the railroad built through here in 1876.

[101.9 Riverland]

Listed as station in 1915.

[104.3 Ashburn]

8,603 foot siding. The town was named for George T. Ashburn, a Virginian who emigrated here in 1819.

[105.8 La Motte]

Listed as station in 1915. An early factory town; the La Motte family had control of the Du Pont Powder Works here. Only a small cemetery marks the location today.

[106.9 Busch]

The station and post office that once stood here were named for Adolphus Busch of St. Louis brewery fame. The company once owned 1,200 acres in the area, and maintained a warehouse here for storing ice cut from the Mississippi River.

[111.5 Clemens]

[113.5 Saverton]

Former siding location. The area, dotted with brine springs, attracted French explorers interested in manufacturing salt around 1800. The land claim of Victorie La Goterie was purchased by Samuel Gilbert and his family

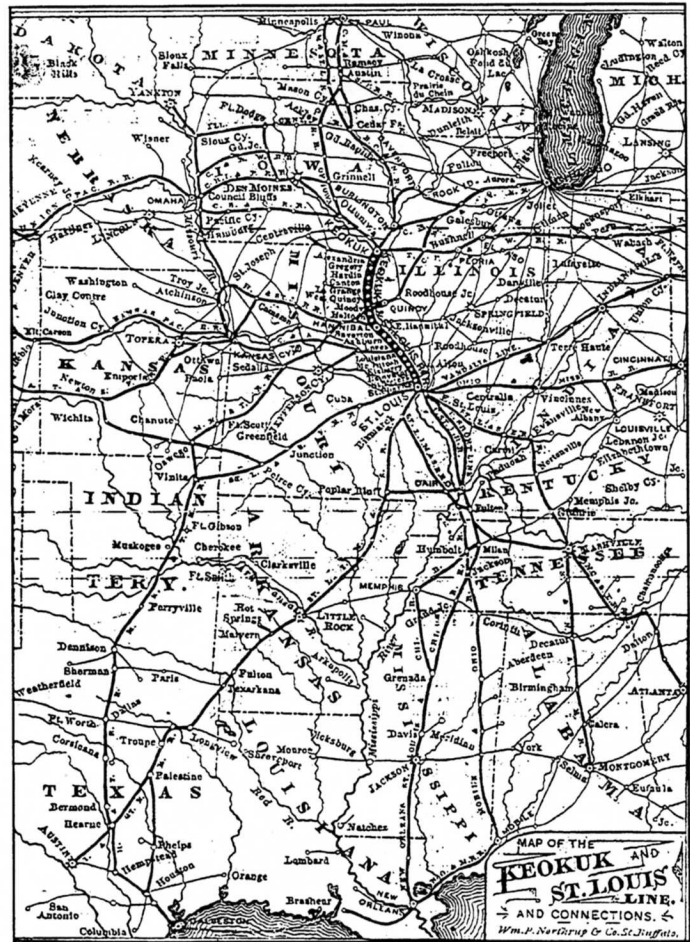
here in 1807. Though Ft. Madison was built here to protect them during the Indian uprisings and subsequent War of 1812, most settlers were withdrawn to St. Louis when it became too dangerous to remain. They returned a few years later, and Saverton was laid out in 1819 by Rufus Easton and Henry von Phul.

116.6 Ilasco

Business track location. The Universal Atlas Cement Company located a large cement operation here in 1900, having found in abundance all the raw materials necessary for production, and situated near the Mississippi River for easy transportation. Lacking a large local work-force, however, professional recruiters were sent to Europe to find hard-working young men who were seeking a better life. They were found in Slovakia, Romania and southern Italy. Thus, the company town of Ilasco (pronounced eye-LASS-co) was platted in 1903 and soon populated by 2,000 laborers who spoke no English. Earnings were carefully saved so that transportation could be arranged for wives and/or children to join them, often only one at a time. Cement manufactured here in the early years was used in the construction of the Panama Canal.

Very little of Ilasco remains to be seen today. Improvements to Highway 79 included a realignment through here that largely obliterated the environs of the town. The rail spur here is all that remains of the one-time Hannibal Connecting Railroad.

One of the more colorful town names in Missouri, Ilasco was contrived from the first letters of the ingredients of cement: iron, lime, aluminum, silica, calcium and oxxygen.



1879 Map of the St. Louis, Keokuk and Northwestern Railway showing strategic connections with other railroads.

[118.8 McBride]

119.7 Hannibal

9,300 foot siding. Population 18,004. The destination for most of our passengers, Hannibal is built on a site first visited by Europeans in 1687. A booming river town and a lumbering center, Hannibal later became a major railroad hub, when the CB&Q enlarged the Hannibal yards and built a new locomotive and car shop facility in 1900. After 1900, the shops employed more than 500 men. In that year, six railroads operated 54 passenger trains a day in and out of Hannibal.

120.8 NS Crossing

Here the Norfolk Southern line emerges from a tunnel in the river bluff, crosses our line and immediately crosses the Mississippi on a lift-span bridge. Completed in 1871 by predecessor railroad Hannibal & Naples, the original swing span was replaced recently to widen the barge channel.

[121.5 Lamb]

124.9 Mungers Switch

Former business track location.

125.6 Helton

Business track location.

{128.5 Huiskamp}

129.9 South River

Business track to the American Cyanamid Agrochemical plant, the largest employer in the Hannibal area. The plant is completely surrounded by a levee, which protected it from the Flood of 1993. Our train passes through this protected area via flood gates on the north and south side of the plant.

131.5 Falk

7,176 foot passing siding.

134.1 Mark

At this point, the BNSF Brookfield Subdivision connects from the west. All trains traveling between Kansas City and Galesburg, Ill., use the Hannibal Sub between this point and West Quincy.

136.9 West Quincy

7,500 foot siding and yard. Here the Brookfield Sub diverges to the east and crosses the Mississippi River. The Hannibal Sub continues north to Burlington, Iowa. Today, our train will be turned on the wye track that connects the two routes, in preparation for the return trip to St. Louis.

--Brian T. McQuitty, St. Louis Chapter NRHS