



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

Welcome

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

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

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

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

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



ACKNOWLEDGEMENTS

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

Burlington Northern
Mr. Gerald Grinstein

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

Norfolk Southern
Mr. Arnold B. McKinnon

Union Pacific
Mr. Drew Lewis

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

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

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

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

Mr. Walter Mundschau

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

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

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

Special thanks to the John W. Barriger III National Railroad Library, St. Louis Mercantile Library Association, for valuable research assistance in the production of this convention guidebook.

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

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

St. Louis: Railroad Gateway to the West

A Brief History

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

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

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

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

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

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

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



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

*Barriger Collection,
Mercantile Library.*

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

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

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

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

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

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

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

— Mark J. Cedeck, St. Louis Chapter NRHS

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

*Barriger Collection,
Mercantile Library.*



UNION PACIFIC 844 EXCURSION

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

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

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

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

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



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

Barriger Collection, Mercantile Library.

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

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

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

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

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

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

UP Mile Post

290.0 (Pana Sub.)

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

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

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

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

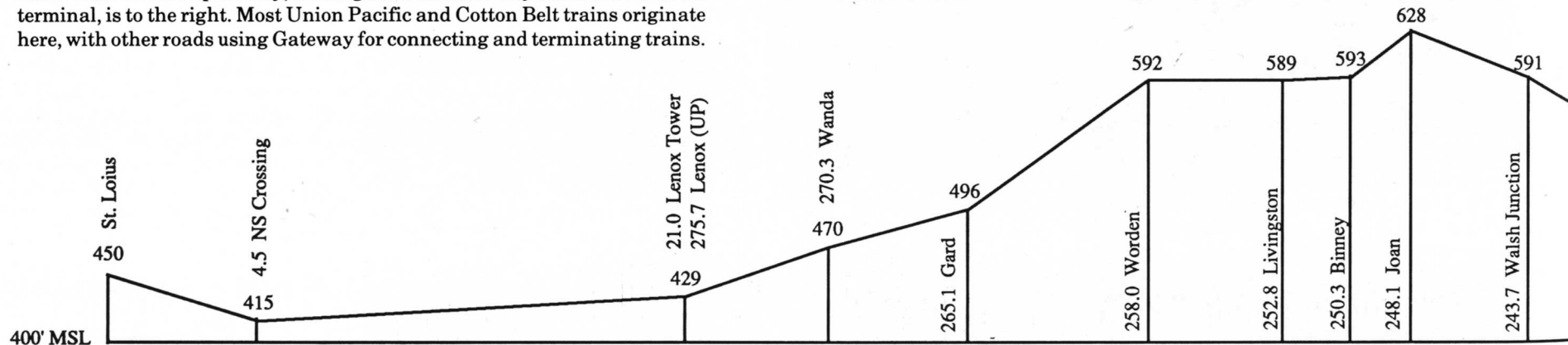
In 1989, the city swapped the MacArthur Bridge to the Terminal for its Eads Bridge, whose lower-level rail deck (closed since the mid-1970s) will be used by the soon-to-be-built **MetroLink** light rail system. Proceeding down the east approach of the bridge, the north approach down to the site of East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

A&S Mile Post

4.0 **Gateway Yard (North End)**

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

4



4.5 **NS Crossing**

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

6.8 **(L&N Crossing)**

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

9.8 **HN Cabin (Hanover)**

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

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

10.5 **Long Siding**

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

13.6 **Double Track Jct.**

14.6 NKP Siding

14.7 **NS-CNW Crossing**

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

16.7 **AA Siding**

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

20.7 **Mitchell Yard**

21.0 **Lennox Tower**

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

UP Milepost

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

275.7 **Lenox**

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

273.7 **Vierling Jct.**

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

(270.3) **(Wanda)**

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

265.1 **Gard**

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

(261.2) **Carpenter**

(258.0) **(Worden)**

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

(252.8) **(Livingston)**

(250.3) **(Binney)**

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

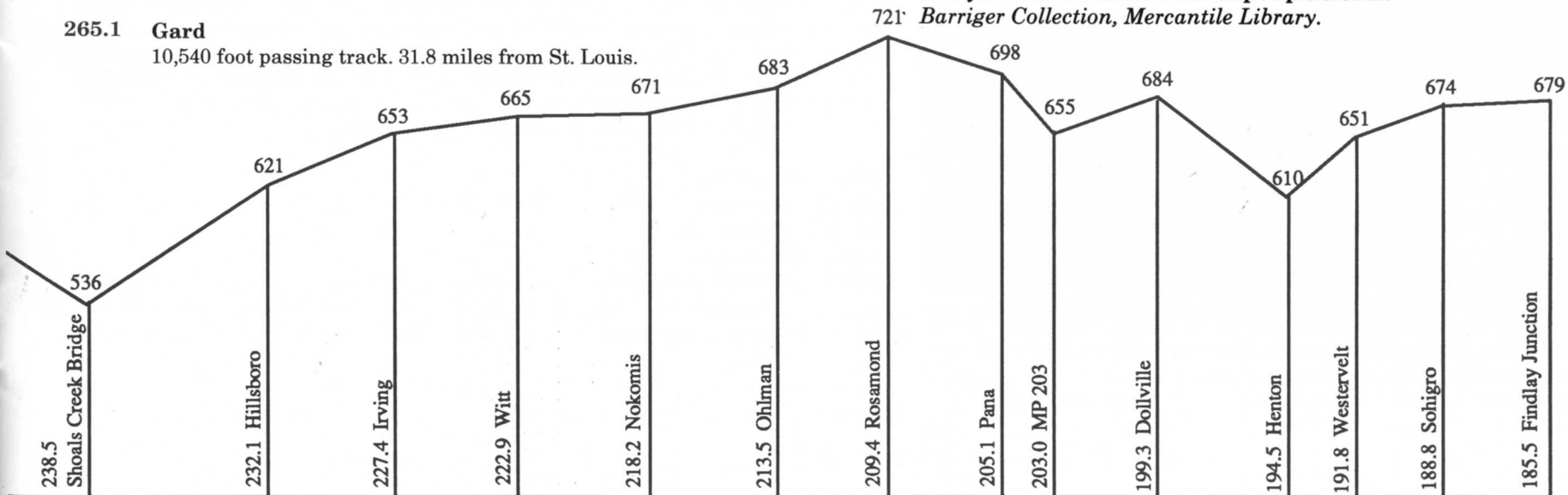
248.1 **Joan**

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



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

Barriger Collection, Mercantile Library.



243.7 Walsh Junction

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

(232.1) Hillsboro

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

227.4 Irving



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

Barriger Collection, Mercantile Library

222.9 Witt

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

(218.2) Nokomis

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

213.5 Ohlman

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

209.4 Rosamond

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

205.1 Pana

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

(199.3) (Dollville)

(194.5) (Henton)

191.8 Westervelt

188.8 Sohigro

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

