

# Land of Lincoln Limited

St. Louis  
Springfield  
South Pekin

Saturday, October 19, 1996      Sunday, October 20, 1996  
Sponsored by the St. Louis Chapter, National Railway Historical Society  
In Cooperation with Union Pacific Railroad



## Welcome Aboard!

Your hosts in the St. Louis Chapter of the National Railway Historical Society (NRHS), along with Union Pacific Railroad, welcome you aboard this special excursion train through the heart of Central Illinois.

Our train today operates along an interesting and little-traveled route through the historic central region of Illinois, across rich prairies and through beautiful autumnal woodlands which line the valleys of several rivers and large creeks.

The part of the route from St. Louis to near Springfield passes through an area which has historically been one of Illinois' most important coal mining regions. Many communities through which we pass, such as Edwardsville, Staunton, Benld and Gillespie trace much of their development to the many coal mines which once dotted the landscape.

Our train then passes near Springfield, crosses the historic Sangamon River, and rolls across the prairies and valleys not far from Petersburg and the historic village of New Salem. These communities and their surrounding area were closely associated with many events in the life of Abraham Lincoln during the years he spent in Illinois before leading our nation through the tumultuous and terrible period of the Civil War.



Union Pacific's beautiful E9 passenger diesel locomotives will lead our train today. They are seen here along the Missouri River near Hermann, Mo. Union Pacific Railroad photo.

## For Your Safety and Comfort

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

- **Always watch your step!** Be especially careful...
- Getting on or off the train, or
- When walking about the train or between cars.
- At stops, watch your footing on uneven ground, gravel, and track ballast stone.
- Always step **over**, never on top of, the rail.
- Always **walk**, never run.
- Keep your head, hands and arms fully inside the train at all times!
- Please *always* follow the instructions of your car host or other NRHS or railroad crew members, especially at photo stops. They are there to assist you, and to assure that you and your fellow passengers will have an enjoyable and safe experience.
- If you get a wind-blown particle in your eye while in a vestibule area, *do not rub the eye*. Let the eye's natural watering action help to remove the particle.
- A medical team is on board. **For medical assistance, contact any crew member.**
- Children should not play in the aisles.
- Packages, camera bags, suitcases etc. must be kept out of the aisles and off the seats. Please use the overhead baggage racks.
- Union Pacific does not permit large coolers to be brought aboard the train. Your cooperation is appreciated.
- 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 on railroad property.**

## Lincoln Land Coal Hauler A Railroad History of the Route

The history of the route of today's excursion on the Madison Subdivision of the Union Pacific Railroad is, by the standards of railroads on the St. Louis region and Central Illinois, an unusual one. Unlike most railroads in the region, it goes through few major towns or cities, and almost seems to avoid major population centers, such as the state's capital city, Springfield, by design. Also unlike many railroads of the region, this route has relatively few connections with other railroads to enable interchange of traffic between roads. Finally, the route of our trip developed in a decidedly checkered fashion. Most railroads in Central Illinois were developed in the manner which we commonly associate with the lore of railroad building, with construction of a continuous route in linear fashion. But much of our route came into being as the part of now long-defunct companies whose lines were carved up and sold off in pieces, with those pieces then being reassembled as the parts of new routes of other companies.

But in being somewhat different from other railroads of the territory which it traverses, our route is also quite like them in one respect: for generations, its primary traffic base consisted of one commodity — coal. Along with other railroads which parallel and cross it on the prairies of Central Illinois, this route once had many mines along its tracks, mines which provided thousands of carloads of 'black diamonds' each year. Today, however, there is only one operating mine along the route. But in that, the route bears more of a similarity than dissimilarity to other Illinois railroads today, which also once had many mines to service, and now have few, or none. Indeed, if our route has any distinction in the railroad history of Illinois today, it is in having a still productive mine on its trackage which continues to hold onto a market for its coal in an era when Illinois coal increasingly is losing market share in an ever more restrictive environmental climate.

To understand the history of this unusual route, let's examine it in several sections, and in the order that we will travel over them on the northbound trip today to Springfield and South Pekin.

### The St. Louis Terminal Area: the TRRA and A&S

Leaving St. Louis, our train travels over one of several routes using tracks of the Terminal Railroad Association of St. Louis (TRRA), or a route which utilizes the Alton & Southern Railroad (A&S). Both of these railroads are terminal and switching companies which provide through routes in the St. Louis terminal district for the intercity freight railroads, as well as local switching and yard classification services.

There are several possible routes that our train might take over these railroads depending upon rail traffic conditions. Each of the routes are described in the route guide section of this pamphlet, which follows this article.

### *The Terminal Railroad Association of St. Louis*

The Terminal Railroad Association of St. Louis (TRRA) was formed in 1889 under the aegis of the legendary railroad investor, Jay Gould. Gould at the time controlled two of the important systems serving St. Louis, the Missouri Pacific and the Wabash, as well as the Eads Bridge, the Wiggins Ferry across the Mississippi, the company operating St. Louis' first Union Depot, and the railway which operated the tracks across the Eads Bridge and through the tunnel in downtown St. Louis (today used by MetroLink) which served as the west approach to the bridge. For Gould, the formation of the TRRA was in part a means to provide a solid link between all of his properties, and particularly to ensure a neutral connection between his Wabash lines on the east and west banks of the river, and his Missouri Pacific on the west bank. But it also assured him and the major railroads who were initially admitted to joint ownership of the TRRA (others were admitted in later years) that none of the trunk line intercity railroads would come to dominate the St. Louis terminal district, and particularly the vital river crossings. Thus through its history the TRRA would own and operate most (and today, all) of the rail crossings of the Mississippi, and a vast complex of trackage, yards and servicing facilities which provided interconnections between the trunk line intercity railroads. TRRA would also in 1894 provide St. Louis with perhaps its greatest landmark until the construction of the Gateway Arch: the great St. Louis Union Station, throughout its history one of the largest, most magnificent, and busiest rail passenger terminals in the nation.



### *The Alton & Southern*



The Alton & Southern had a quite different beginning and original purpose, even though today it and the TRRA perform similar functions. The A&S was incorporated in 1913 by the Aluminum Ore Company (later Aluminum Company of America, or Alcoa), and was primarily built to serve the company's large reduction plant at Alorton (short for **Aluminum Ore Town**), located just outside of East St. Louis. When economic factors led Alcoa to close the plant in 1958, the A&S was courted by several railroads who valued its unique position in the rail network of the St. Louis region: a broad "outer belt" route around the congested East St. Louis - Granite City, Ill. area, connecting with most of the railroads coming into St. Louis from the east. In 1968 the Interstate Commerce Commission approved joint ownership of the A&S by the Missouri Pacific and the Chicago & North Western (C&NW). In 1973 C&NW sold its half interest to the St. Louis Southwestern, or Cotton Belt, a subsidiary of the Southern Pacific. Southern

Pacific / Cotton Belt and Missouri Pacific successor Union Pacific jointly owned the A&S thereafter.

#### **From Madison Northward:**

##### **The CP&StL, Litchfield & Madison, and C&NW**

After leaving the tracks of the TRRA at Madison, Ill, or those of the A&S at AA Siding near Granite City, Ill., we will travel on trackage from that point to South Pekin which was for many years was owned and operated by the Chicago & North Western (C&NW), and which became part of the Union Pacific after the merger of C&NW into the Union Pacific system in 1995.

North of Benld, our route today was always owned and operated by the Chicago & North Western or its subsidiaries. However, prior to its ownership by C&NW beginning in 1958, the south end of this line, between Madison and Benld, was owned and operated by the Litchfield & Madison (L&M), headquartered in the town of Edwardsville, Ill., though which our train will pass. Litchfield & Madison had one of the interesting and most complex corporate histories of any railroad in Illinois. To understand that history, and the origins of much of the route we will travel today, it is necessary to examine the history of the L&M's primary predecessor, the Chicago, Peoria & St. Louis (CP&StL). CP&StL's checkered history, in turn, directly sets the stage for the construction of the C&NW between Benld and South Pekin, and C&NW's eventual absorption of the L&M in 1958.

#### *Origins of the CP&StL*

The formation of the Chicago, Peoria & St. Louis (CP&StL) dates to 1887, and its creation from three small predecessor railroads in north central Illinois. Initially, the CP&StL operated south of Peoria on three routes: to Havana, located on the Illinois River south of Peoria; and on two lines which ran from Havana to Springfield, and from Havana to Litchfield, about 50 miles north of St. Louis. The latter was in part via the Jacksonville Southeastern Line (JSEL).

In late 1889 members of the Hook family of Jacksonville, Ill. along with their associates formed the Peoria, Springfield & St. Louis Railway (PS&StL) to create the final, southernmost link south of Litchfield for a continuous route from Peoria to St. Louis. The result of their efforts created a rail route which, although under the ownership of three companies, allowed a continuous line of operation between the two cities:

- From Peoria to Havana, the route was on the tracks of the CP&StL.
- From Havana through Jacksonville, Waverly and Girard to Litchfield, the route followed the tracks of the Hook investors' Jacksonville Southeastern Line (JSEL).

- South of Litchfield, the new Peoria, Springfield & St. Louis was built in 1889 and 1890 from Litchfield through Mount Olive, Staunton, the point which would later be known as DeCamp (a junction on our route today), Edwardsville and Glen Carbon (also both on our route today).

The line probably reached Glen Carbon in early 1890, and into the heart of the St. Louis terminal district via its own line and trackage rights over other companies' tracks in 1891. When the PS&StL was completed it was merged into its parent, the CP&StL. Thus by 1892 the CP&StL had a presence in St. Louis, and operated a continuous route between St. Louis and Peoria.



#### *Expansion and Contraction*

The Hook interests were, however, not entirely satisfied with this route system. Traffic prospects would be better, they realized, if the Peoria to St. Louis trains could travel through Springfield, rather than via the JSEL through the smaller communities of Jacksonville and Waverly west of Springfield. Thus the Hook syndicate leased the property of the North & South Railroad Company of Illinois, which ran between Springfield and Litchfield. With that action, two continuous routes existed south of Peoria and Havana: one via Jacksonville and Waverly to Litchfield and on the St. Louis, and one via Springfield to Litchfield and St. Louis.

The fortunes of the Hook family and their investors, however, soon soured during the financial panic of 1893. They lost control of the JSEL in 1894, taking away the Havana - Jacksonville - Waverly - Litchfield route. They then lost their lease of the North & South in 1895, eliminating the Springfield to Litchfield route. The result left the CP&StL a divided railroad with the middle part missing. On the north end was the line from Peoria to Havana and Springfield. On the south end was with the line from Litchfield to St. Louis. In the middle, between Springfield and Litchfield, there was nothing.

#### *The Bluff Line*

The now bifurcated but still resourceful CP&StL managed, however, to find another way to reach St. Louis. In early 1896 it concluded arrangements with the grandly named but not so grandly endowed St. Louis, Chicago & St. Paul, a small road operating southwestward from Springfield to the banks of the Mississippi River north of Alton. There it headed east along the river into Alton beneath the lovely bluffs which tower above the Father of Waters in that area, thus gaining its nickname, "The Bluff Line".

With the new routing worked out, CP&StL turned its trains onto the Bluff Line at Springfield, sending them southwestward through Waverly (and a crossing of its former JSEL route) and



on through Jerseyville, then into the Mississippi valley at Lock Haven, above Alton. CP&StL trains there turned east along the Bluff Line into Alton, Wood River and Granite City to a junction near East St. Louis. Somehow, the scenic but roundabout routing managed to work. Soon, the St. Louis,

Chicago & St. Paul was merged into CP&StL, and thereafter it was the CP&StL which would be known as "The Bluff Line".

#### *Providing for an Orphan: Litchfield & Madison Is Born*

With its through trains now running via the Bluff route and Alton, the CP&StL still had an orphaned branch to look after: the line from Litchfield south through Mount Olive, Staunton, Edwardsville, Glen Carbon and on to Madison and connections with other railroads serving St. Louis. This had been CP&StL's original main line into St. Louis before the Hooks' misfortune cut out the center of the route with the loss of the JSEL and North & South, and required rerouting via The Bluff Line.

Thus on March 1, 1900, the same day it absorbed the original Bluff Line, the CP&StL formed the Litchfield & Madison Railway Co. (L&M). The new company originally operated the L&M under lease, but soon found this undesirable. It then located a buyer in a new corporation, the Litchfield & Madison Railroad Co. That firm was owned by the Illinois Company, a New Jersey-based holding company which, in the Wall Street fashion of the day, was in turn held by still another holding company, the Utilities Power & Light Corp. For these holding companies, which had extensive electric utility and coal mining interests in the Midwest, the value of the L&M was clear: it served the heart of some of the richest coal fields in Central Illinois, and was close to the major population and industrial center of St. Louis, with its many railroad and river transportation connections.

#### *The C&NW Builds Southward*

The Chicago & North Western Railway (C&NW) also had its eye on the coal fields of Central Illinois south of Springfield. In 1901 it formed the first of several subsidiaries to build a railroad directly south from its main east-west line across Northern Illinois toward Peoria and the coal resources of the state's central region. Construction commenced in 1901 southward to near Peoria from the main line junction at Nelson, Ill. Then in 1904 a C&NW subsidiary, rather in the fashion of the

former CP&StL it would come to control, built a disconnected segment between Benld and Girard at the south end of the planned line, probably as a strategic move to forestall any competitor from building into or out of the Macoupin County



coal fields toward Peoria and Chicago. Finally, another subsidiary closed the gap in the middle between Girard and Peoria in 1913, providing C&NW with a continuous route from Nelson all the way to Benld.

For thirteen years, C&NW was content to tap the rich coal veins of Macoupin County near and north of Benld; indeed, the mines of the region were one of the North Western's principal sources of locomotive coal. But in 1926, its neighbor to the south, Litchfield & Madison, still controlled by the utility conglomerate, completed a short connection from DeCamp, on the old, orphaned section of the former CP&StL, up to the North



*Even well into the period of C&NW's control of the company, Litchfield & Madison, which called itself "The St. Louis Gateway Route" after the connection between DeCamp and Benld was completed, maintained its general offices at its depot in Edwardsville. Photo: Barriger Railroad Collection, St. Louis Mercantile Library.*

Western at Benld. This gave the L&M an important traffic outlet to the north via the C&NW as well as its existing connections with the Wabash, New York Central (Big Four) and Burlington at Litchfield. For the C&NW, it opened up a route into the St. Louis gateway.

#### *The North Western Takes Control*

As the L&M demonstrated its strategic importance, C&NW gradually accumulated stock in the company until it owned more than a 97 percent interest. Finally, on January 2, 1958, Litchfield & Madison was merged into the Chicago & North Western. The segments from Mount Olive to Litchfield, and from DeCamp to Mount Olive were both soon abandoned, and their status as the remnants of the orphaned south end of the Hooks' old CP&StL was forgotten. C&NW operated the route from Madison to Nelson, made up of so many pieces of the shattered dreams of railroad entrepreneurs, as one continuous route. Its successor, Union Pacific Railroad, into which C&NW was merged in 1995, continues to do so today.



# Along the Way: A Guide to the Route

## Union Pacific Railroad St. Louis Service Unit, Sedalia Subdivision and Iowa Service Unit, Madison Subdivision Alton & Southern Railroad and the Terminal Railroad Association of St. Louis

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

TRRA Milepost

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

#### Union Pacific Sedalia Subdivision Milepost

#### 3.4 Compress Track \*

This siding in central St. Louis is named for its location near the site of the former St. Louis Cotton Compress Company. Our excursion begins here on the Union Pacific's ex-Missouri Pacific Sedalia Subdivision, UP's busy line to Kansas City, of which we will cover only 3.4 miles today.

#### 2.3 Grand Avenue

Junction with the Burlington Northern (ex-St. Louis - San Francisco Railway, or Frisco Lines) and the Terminal Railroad Association of St. Louis (TRRA). The MetroLink light rail line, completed in 1993, is visible just to the north (left) of the train following the former TRRA and Norfolk & Western (ex-Wabash) right-of-way.

#### 1.9 Ewing Avenue \*

To the right (south) is the former diesel shop for Union Pacific predecessor Missouri Pacific. This facility serviced locomotives used in the St. Louis area as well as passenger engines for MoPac trains out of Union Station. A larger facility was located across the river at Dupo, Ill. The consolidation of diesel maintenance shops led to the closing of both facilities in the 1980s.

#### 0.5 St. Louis

Our train heads 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. Near the 14th Street 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 the construction of the Pacific Railroad of Missouri, the first railroad west of the Mississippi.

#### 0.0 Gratiot St. (Tower and MacArthur West Approach)

This busy tower, operated by TRRA, controls all movements in and out of the east end of the Mill Creek valley. Here we enter TRRA trackage for the trip across the Mississippi River on the rail-only lower deck of the MacArthur Bridge, or diverge to the north (left) onto the TRRA Merchants route north along the riverfront and the river crossing on the Merchants Bridge.

**There are two rail crossings of the Mississippi River at St. Louis. One is via the MacArthur Bridge downtown and the other via the Merchants Bridge, several miles north of downtown. Depending upon traffic conditions, our train today may use both bridges – one when leaving St. Louis and the other upon our return; or it may use only one of the two bridges on both the outbound and inbound trips.**

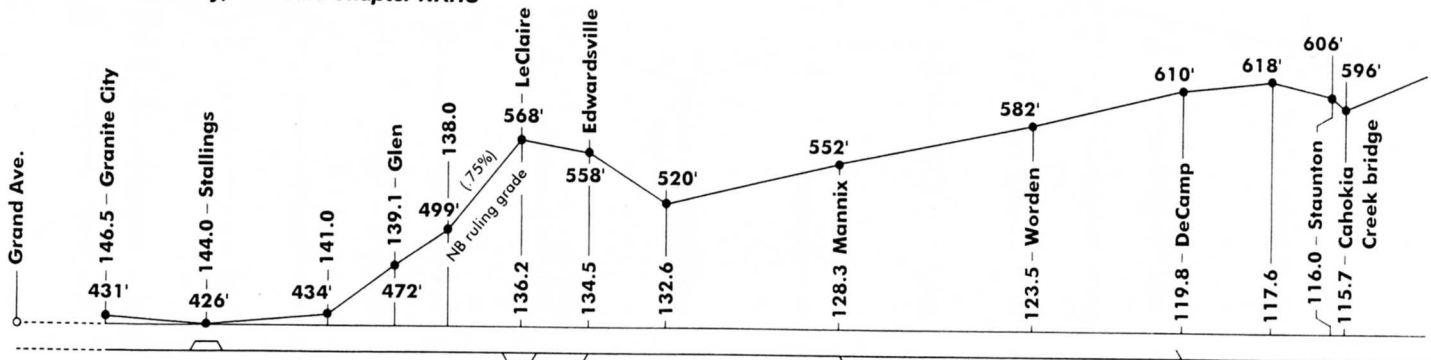
**The possible routings using these bridges are all described below. Your car host will announce the route to be taken once it is known from the railroad dispatcher and train crew to enable you to follow our progress and learn something about the rail transportation history and present day operations of these routes.**

**Routes A-1, A-2 and A-3 are via the MacArthur Bridge. Route B-1 is via the Merchants Bridge.**

#### Routes A-1, A-2 and A-3 VIA THE MAC ARTHUR BRIDGE

**If our train uses the MacArthur Bridge across the Mississippi River, there are three routes our train may take on the Illinois side. The first route, Route A-1, goes straight across the bridge, then follows the Alton & Southern Railroad on an outer belt route around East St. Louis and Granite City to a point near Granite City, Ill. The other two routes, Routes A-2**

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



and A-3, use the north approach from the bridge on the Illinois side, cross over Interstate 55/64/70, and traverse one of two routes on TRRA trackage through the east side to Madison, Ill.

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**Route A-1 – The Alton & Southern Route**

*TRRA Milepost*

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

Proceeding up the west approach of the MacArthur Bridge (built 1910-1916), the dramatic skyline of downtown St. Louis is visible to the north (left) while the south approach from the UP's ex-Missouri Pacific Lesperance Street Yard and the Anheuser-Busch-owned Manufacturers Railway joins from the right. At the east end of the main spans on the Illinois side, the north approach from the former Relay Depot at downtown East St. Louis diverges to the left. The MacArthur Bridge, originally called the Municipal Bridge, was built by the City of St. Louis to provide a competitive river crossing to the Eads and Merchants Bridges, then both owned by the TRRA. In 1989, the TRRA swapped the Eads Bridge to the city for the MacArthur Bridge to enable the Eads' lower rail deck to be utilized by the new MetroLink light rail transit system.

**1.0 Junction with North Approach\* ("Pennsylvania Switch")**

The north approach to the MacArthur Bridge diverges here to the left. The nickname "Pennsylvania Switch" used by railroaders had its origin on January 15, 1940, when the crack St. Louis to New York passenger train, the *Spirit of St. Louis*, of the former Pennsylvania Railroad (or PRR, or 'Penny', today part of Conrail) was the first regularly scheduled passenger train to use the MacArthur Bridge and its north approach between St. Louis and Relay Depot in East St. Louis, Ill.

**2.7 Junction with East Approach \***

The connection with the Union Pacific's Chester Subdivision to Chester, Ill., Poplar Bluff, Mo., and points in Arkansas and Texas curves off to the south (right).

*Alton & Southern Railroad Milepost*

**4.0 Gateway Yard (North End) and MacArthur Bridge East Approach \***

3.5 miles from Gratiot Street. To the right is the Alton & Southern Railroad's vast Gateway Yard, the St. Louis area's largest classification yard. Here thousands of freight cars are switched, or classified, by the A&S daily for several major

railroads, including Union Pacific, CSXT, Southern Pacific and Conrail. The yard has two "humps", or small manmade hills. Switch engines push groups of cars up one side of each hump. At the top of the hump the cars are uncoupled and allowed to roll by gravity down the other side of the hump. They are braked by computer-controlled retarders located in the tracks, which press against the wheels to slow the car to a safe coupling speed. As the cars roll down into the vast multi-track yard, track switches are also remotely set by computer to direct each car into the proper track for inclusion in its outgoing train.

**4.5 NS Crossing**

The Norfolk Southern (ex-Southern Railway) line to Louisville crosses here. From this point to the north end of the A&S at Lenox, the route has never hosted scheduled passenger service. For several years, Amtrak's *River Cities* bound for Centralia, Ill. used the A&S between Gratiot St. and this junction.

**[ 6.8 L&N Crossing]**

Abandoned crossing with the former Louisville & Nashville Railroad. This line was abandoned by CSX Transportation in 1989 from East St. Louis to Belleville. Part of the route is planned for use in part of the new extension of the MetroLink light rail transit system to the new Mid-America Airport at Scott Air Force Base, east of Belleville.

**8.1 I-64 Overpass \***

**9.8 HN Cabin (Hanover)**

Three tracks of two railroads are crossed in quick succession. The first track is the CSXT (ex-B&O) line to Vincennes and Cincinnati. The next two tracks are Conrail's ex-Pennsylvania Railroad line to Indianapolis.

**10.5 Long Siding**

The tracks here cross Horseshoe Lake twice on causeways. This is an oxbow lake, a silted-off meander of the Mississippi River. 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 to 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.

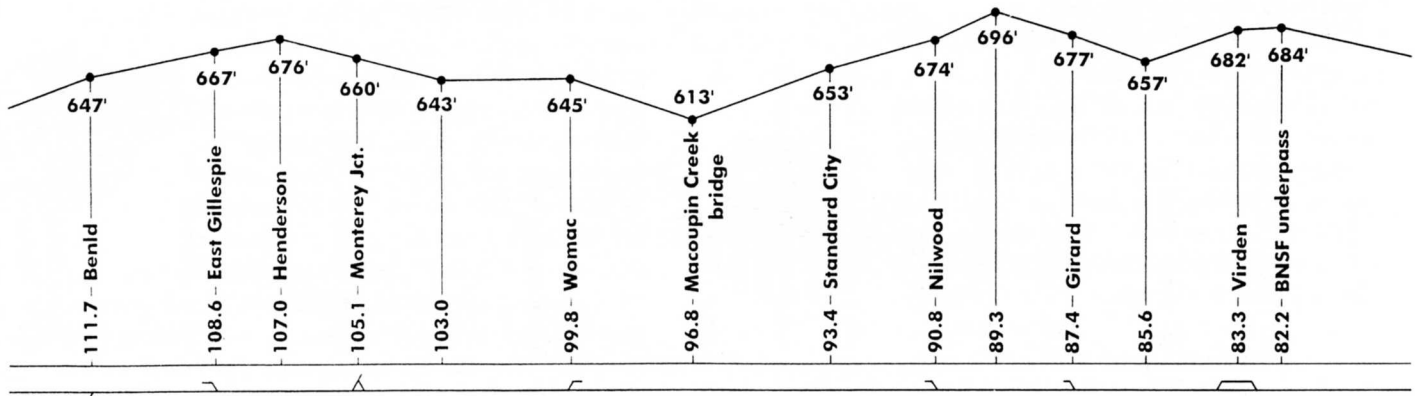
**11.0 I-55/I-70 Overpass \***

**12.5 Horseshoe**

The lowest point on our St. Louis - South Pekin route, 409 feet above sea level.

**13.6 Double Track Junction**

**14.6 NKP Siding**



### 14.7 NS-CNW Crossing

Our train first crosses the tracks of the former Nickel Plate, then the Union Pacific's Madison subdivision, formerly the Chicago & North Western. To the left are the blast furnaces of the Granite City Steel Division of National Steel Company.

### 16.7 AA Siding

This is the interchange track to the UP's former C&NW line, and is known as Granite City on UP's Madison Sub. Our train here takes the diverging switch to the right to cross over to the route which we will use for the rest of the trip to South Pekin.

*Guide continues on p. 10 from AA Siding / Granite City to South Pekin*

## Route A-2 – The Stockyards Route

### TRRA Milepost

#### 0.0 Gratiot St. (Tower and MacArthur West Approach)

Proceeding up the west approach of the MacArthur Bridge (built 1910-1916), the dramatic skyline of downtown St. Louis is visible to the north (left) while the south approach from the UP's ex-Missouri Pacific Lesperance Street Yard and the Anheuser-Busch-owned Manufacturers Railway joins from the right. At the east end of the main spans on the Illinois side, the north approach from the former Relay Depot at downtown East St. Louis diverges to the left. The MacArthur Bridge, originally called the Municipal Bridge, was built by the City of St. Louis to provide a competitive river crossing to the Eads and Merchants Bridges, then both owned by the TRRA. In 1989, the TRRA swapped the Eads Bridge to the city for the MacArthur Bridge to enable the Eads' lower rail deck to be utilized by the new MetroLink light rail transit system.

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### Relative TRRA Milepost

#### 2.0 Q Tower (Relay Junction)

This tower, visible to the left of our train, once controlled a complex maze of trackage at this location, also previously known as Relay Junction. The tower is no longer manned, and is mainly used today by TRRA as an equipment storage building. The site of the former Relay Depot, serving East St. Louis, may be seen to the right of the train.

After passing Q Tower, our train heads northeastward onto TRRA trackage built by its former subsidiary, the East St. Louis Belt Railroad. The large open area we soon pass through was the site of the TRRA's former Ranging Yard and CD (Central District) Yard. After crossing Illinois Highway 3, the track skirts the western edge of the National Stockyards complex.



*The Pennsylvania Railroad's westbound passenger train, the Spirit of St. Louis, pulls out of busy Relay Station, East St. Louis, in 1936, headed for Eads Bridge and St. Louis Union Station. The tracks to the lower left led to Eads Bridge; those to the lower right to routes south and the north approach of the MacArthur Bridge; and those ahead (toward the water tank and coaling tower) to Bridge Jct. and Brooklyn Jct. Q Tower is behind the photographer at this complex junction, a mere shadow of its former self today. The light towers in the distance are for TRRA's CD and Ranging Yards. Photo: Barriger Railroad Collection, St. Louis Mercantile Library.*

#### 3.6 Brooklyn Jct.

Here our train leaves TRRA trackage and enters Norfolk Southern trackage built by a predecessor of the Illinois Terminal Railroad, the St. Louis, Troy & Eastern. Union Pacific's predecessor company on this route, Chicago & North Western, gained trackage rights on the IT / StLT&E from here to Madison through its predecessors Litchfield & Madison, and Chicago, Peoria & St. Louis.

