

**Transportation Research Board**  
**Committee on Rail Freight Transportation AR040**

**Presents:**



**July 24 – 26, 2019**

**St. Louis, Missouri**

**RAIL BRIEFING BOOK**

**Pasi Lautala, PhD, PE**  
Chair, Committee on Rail Freight  
Transportation

**Forrest Van Schwartz**  
Meeting Chair  
*Summerail '19*



## **WELCOME TO SUMMERAIL '19..!**

We have a splendid program to share with you this year: timely and most interesting presentations and our terrific tour day, with the Amtrak ride on the *Missouri River Runner* and lunch in Washington, Missouri as our replacement for the river cruise, which was cancelled at the last minute due to high water levels and swift Mississippi River currents.

Many people and organizations came together to make *Summerail '19* happen.

We are most grateful to our sponsors:

**Genesee & Wyoming Railroad Services  
Global Transportation Consultancy, LLC  
Michigan Tech University  
National University Rail Center (NU Rail)  
University of Tennessee, Knoxville**

Also to our planning committee:

**David Clarke  
Cathy Hale  
Libby Ogard  
Mary Weber**

And to our host organizations;

**America's Central Port  
Sheraton Westport Plaza Hotel  
Amtrak  
Trainwreck Saloon  
Port Harbor Railroad**

Most of all, we are grateful to you for joining us.

Forrest Van Schwartz  
Summerail '19 Meeting Chair







**13<sup>th</sup> Annual SUMMERAIL '19 at St. Louis**  
**TRB Freight Rail Committee AR040**  
**Sheraton Westport Plaza Hotel**  
**Meeting Agenda**

**WEDNESDAY, JULY 25: "EAST A" MEETING ROOM**

7:30 AM	REGISTRATION DESK OPEN	EAST FOYER
8:00	WELCOME, SAFETY BRIEFING, ANNOUNCEMENTS	Forrest Van Schwartz Summerail '19 Meeting Chair
8:15	WELCOME: Scott Babcock, Sr. Program Officer, Pasi Lautala, PE PhD TRB Freight Rail Committee Chair	TRB, Washington DC Michigan Tech Univ. Houghton
8:20	TRB'S RAIL GROUP EXECUTIVE BOARD (RGEB) Member's, their mission and accomplishments	Avery Grime, PE PhD – Chair RGEB; Patriot Rail Corporation
8:45	The St. Louis Freightway	Mary Lamy, Executive Director St. Louis Freightway
9:15	The Terminal Railroad Association of St. Louis (TRRA)	Asim Raza, TRRA
9:45	Springfield, IL: Rail Corridor Improvements and Grade Crossing Closure Program	Kevin Seals Hanson Prof'l Services; Springfield, IL
10:15	Refreshment Break	<b>Rear of East A</b>
10:35	NU RAIL PRESENTATION: Moving Forest Products in the upper Midwest, are there benefits from increased rail movements?	Pasi Lautala PE PhD – Michigan Tech University
11:00	Grade Crossing Safety Programs, Section 130 Funding and New Ideas	Phil Maraz, Iowa DOT; Michael Stead, IL Commerce Commission
12:00 PM	<b>"All-American" Luncheon Buffet</b>	<b>PLAZA 2 &amp; 3</b>
1:15	Georgia Ports Authority: Rail-served inland port facilities (update from Summerail '18)	Wes Lanier, Georgia Ports Authority, Savanna
2:00	Chicago CREATE Program	Sam Tuck, IL DOT
2:30	Short Lines Make a Difference	David Riggs, WATCO Companies
3:00	NU RAIL PRESENTATION: Influence of Mainline Schedule Flexibility and Volume Variability on Railway Classification Yard Performance	Tyler Dick, University of Illinois, Urbana
3:30	<b>Break</b>	<b>Set up for AR040 meeting</b>
4:00	<b>TRB Freight Rail Committee AR040 Meeting</b>	open to all attendees
6:30	<b>INFORMAL RECEPTION: Train Wreck Saloon</b>	Walking distance from Sheraton address: 314 Westport Plaza





## **FRIDAY, JULY 27: "EAST A" MEETING ROOM**

8:30 AM	Cross interview with two RAIL INDUSTRY TITANS Back & forth questions & responses on current railroad Industry Issues	Don Phillips, Transport Journalist Jerry Vest, Genesee & Wyoming Railroads
9:15	NU RAIL PRESENTATION: Track bed research and AREMA "Railcats" activities at University of Kentucky	Jerry G. Rose PE PhD, University of Kentucky, Lexington
9:45	NU RAIL PRESENTATION: Building a GIS Rail Network with Attributes for the USA	Pankaj Dahal, University of Tennessee, Knoxville
10:15	Break	
10:30	CHASING THE SUN WEST: 150 year anniversary of the first transcontinental railroad; Council Bluffs to Sacramento	Forrest Van Schwartz, Global Transportation Consultancy, LLC
11:30	SPECIAL AWARD TO A VERY SPECIAL GENTLEMAN	David Clarke PE PhD University of Tennessee & Forrest Van Schwartz
11:59	ADJOURN <i>Summerail '19</i>	
	<b>Thank you for attending, have a safe trip home..!</b>	

### **Summerail's Silver Lantern Awards**

Every year many people and organizations assist our committee in the planning and execution of *Summerail*. Without their enthusiastic cooperation, these meetings would not have happened. We thought that an appropriate award should recognize those who do so much for us.

We selected an historic railroad item that represents our industry with class and elegance. Our silver lanterns are current day production models (not replicas) of the R. E. Dietz Company "*Model 50 Trainman*" oil lanterns used by most railroaders for decades. Dietz was founded in 1840, originally to provide a reliable and economical lantern for firemen and policemen. The *Model 50* is an offspring of that original design, constructed to withstand the daily rigors of railroad service. The Dietz Company is still very much in business; current manufacturing is done in Hong Kong by skilled craftsman using original tooling. We receive our lanterns through the W. T. Kirkman Lantern Company in Ramona, California.

Our lanterns are ingeniously mounted to a select grade northern white pine base. The base includes our annual logo pin produced in China by *Sundance Limited* of Portland, Oregon.

The first lanterns were presented at *Summerail '14* in Altoona, Pennsylvania to the more than one thousand employees of Norfolk Southern's Juniata Locomotive Shop and to the Railroaders Memorial Museum, also in Altoona. From 2014 through this year a total of 38 lanterns have been awarded.





## **THURSDAY JULY 25, TOUR DAY**

### **DAY AT A GLANCE SUMMARY (DETAILS on following page)**

**TO LAMBERT AIRPORT METRO STATION:** If staying at Sheraton: We may use the hotel shuttle to reach Lambert Terminal 1. Shuttle runs every 30 minutes. Other guests leaving on flights have priority over us. Wait for next shuttle or use ride share service.

**If staying at other than Sheraton:** Use ride-share service from your hotel to Lambert 1 or 2.

**LAMBERT TO UNION STATION:** On Metro platform, purchase ticket from Ticket Vending Machine (TVM) to **UNION STATION**. Follow signs to **GATEWAY TRANSPORT CENTER**.

At TRANSPORT CENTER locate AMTRAK station area, match up with TRB group.

**Amtrak Train #311** departs for the west at **9:15 AM**; arrives Washington, MO 10:21

We will enjoy a fine lunch at famous COWAN's Restaurant, a short block from the station

**Amtrak Train #314** departs for St. Louis at **12:31 PM** if on time; arrive St. Louis **1:55 PM**

We will monitor arrival of #314 with Amtrak and/or Union Pacific

**BUS FROM TRANSPORT CENTER TO AMERICA'S CENTRAL PORT:** **PROMPTLY** find and board CORPORATE TRANSPORT charter bus (or busses) in BUS AREA at station. .

**> BUS DEPARTS AT 2:20 PM SHARP (IF AMTRAK ON TIME) <**

**RETURN FROM PORT TO LAMBERT:** bus will take us to Metro Station in East St. Louis about 430 PM; purchase ticket @TVM, trains operates over **EADS BRIDGE** with great views of the River, Gateway Arch and downtown. Feel free to exit Metro at **LaCledes Landing**, first stop on west side of River, to visit the Arch, return to Lambert at your convenience.

Our Amtrak trains are named *Missouri River Runners*, a far better name than the *Missouri Mule*, which some genius at Amtrak thought up in the early days. There are two pairs of Amtrak trains daily. They operate on the former Missouri Pacific main line to Kansas City. MOPAC was merged into UP in 1980. Our route is known as the *Jefferson City Subdivision*. It's all double track CTC, controlled from the Harriman Center in Omaha. The railroad hugs the south bank of the Missouri River all the way from Labadie (site of a major coal-fired power plant) thru Washington to Jeff City.

Back when dinosaurs roamed the earth, there were five railroads with lines running west from St. Louis toward Kansas City. The M-K-T (Katy), Burlington and Rock Island lines were abandoned decades ago. The eastern portion of the Rock Island line survives as the Central Midland Railroad and enters St. Louis on trackage rights. The former WABASH survives today as Norfolk Southern's main line. Surviving UP and NS lines see about 20 trains a day each.



## TOUR DAY DETAILS

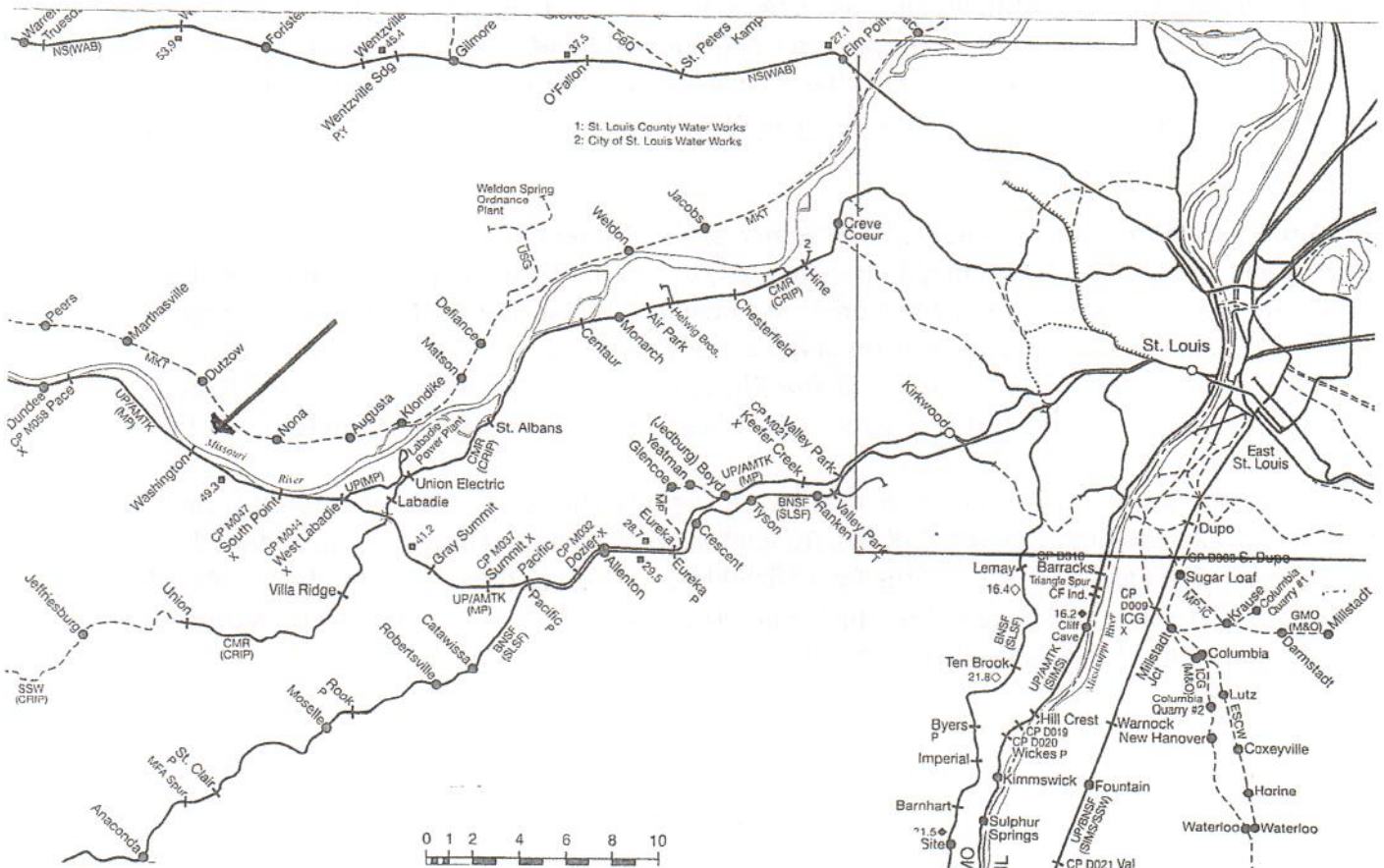
**1 – LEAVE EARLY, PLEASE DON'T RISK MISSING THE TRAIN...!** St. Louis is a “poster child” for hot, sticky weather in the summer. Dress cool and casual, wear a hat, use sunscreen.

**2 – METRO STATIONS** have TVMs that usually accept credit cards – don't risk it – have some cash to cover your fares both ways. **RED LINE TRAIN DEPARTURES FROM LAMBERT TERMINAL 1:** 0707...0719....0731...0743....0755...0807...0819...Running time LAMBERT 1 to UNION STATION = about 30 minutes; trains depart Lambert Terminal 2 two minutes after departing Terminal 1....  
FARE \$2.50 one way.

**3 – AMERICA'S CENTRAL PORT TOUR:** Arrive Port approx 2:45, about an hour for tour, bus will return us to Metro Station in E. St. Louis. Port is served by the Port Harbor Railroad, one of the Respondek Railroads, as is the new Illinois Terminal. Officials of Port Harbor, Illinois Terminal and Respondek have been invited to join us.

**4 – RETURN:** Feel free to spend more time around the Arch, it is truly an American icon. Leave the train at Laclede's station, and return to Lambert at your leisure on a later RED LINE train.

**YOU MUST WEAR YOUR SUMMERAIL BADGE TO BOARD AMTRAK...! YOUR BADGE HAS A SMALL RED DOT IN THE RIGHT LOWER CORNER TO INDICATE TRAIN TOUR. YOU'LL ALSO HAVE A GREEN OR ORANGE DOT IN THE LOWER LEFT CORNER. GREEN DOT = RIDE 28 PASSENGER BUS; ORANGE DOT = RIDE SMALL OVERFLOW MINI-BUS (IF OPERATED.)**





## Roster of Attendees:

+ = Presenter \* = AR040 Member \*\* = RGEB

ARBONA, JOE*	Genesee & Wyoming Railroads	Jacksonville, FL
ARDREY, Carl	Norfolk Southern (retired)	Florence, AL
BABCOCK, SCOTT	Transportation Research Board	Washington, DC
BARKAN, CHRISTOPHER PhD	University of Illinois	Urbana
CHAN, CHUNG LIN	University of Illinois	Urbana
CLARKE, DAVID PE PhD +	University of Tennessee	Knoxville
DAHAL, PANKAJ +	University of Tennessee	Knoxville
de RIVERA, ADRIAN DIAZ	University of Illinois	Urbana
DICK, TYLER PE PhD +	University of Illinois	Urbana
EDWARDS, RILEY PE PhD	University of Illinois	Urbana
GRIMES, AVERY PE PhD +**	Patriot Rail Corporation	Denver, CO
HOLMES, DANIEL	University of Illinois	Urbana
JOFFRION, LIZA *	Tennessee DOT	Nashville
KLAUMANN, ANTHONY PE	HDR, Inc.	Omaha, NE
KROUSE, AMY	American Shortline & Reg'l RR Assoc'n	Washington, DC
LAMY, MARY +	St. Louis Freightway	St. Louis
LANIER, WES +	Georgia Ports Authority	Savanna
LAUTALA, PASI PE PhD + * **	Michigan Tech University	Houghton
LIN, CHEN-YU	University of Illinois	Urbana
MARAZ, PHIL +	Iowa DOT	Ames
OGARD, LIBBY *	Prime Focus	Depere, WI
PERL, ANTHONY PhD **	Simon Fraser University	Vancouver, BC
PETRINO, JOHN	Georgia Ports Authority	Savanna



ROSTER OF ATTENDEES– PAGE 2

PHILLIPS, DON +	Transportation Journalist	Falls Church, VA
RAZA, ASIM +	Terminal Railroad Association (TRRA)	St. Louis
RIGGS , DAVID+	WATCO Companies	Pittsburg, KS
ROSE, JERRY PE PhD +	University of Kentucky	Lexington
SAKUMA, YU	University of Illinois (visiting scholar)	Urbana
SEALS, KEVIN +	Hanson Professional Services	Springfield, IL
SOULERETTE, REG PE PhD	University of Kentucky	Lexington
STEAD, MICHAEL +	Illinois Commerce Commission	Springfield
SWAN, PETER PhD *	Penn State University	Harrisburg
TUCK, SAM +	Illinois DOT	Chicago
VAN SCHWARTZ, FORREST +*	Global Transportation Consultancy, LLC	Madison, WI
VEST, JERRY +	Genesee & Wyoming Railroads	Pittsburgh, PA
WANG, BRANDON ZHAO	University of Illinois	Urbana
WEBER, MARY	Global Transportation Consultancy, LLC	Madison, WI
ZHAO, JIAXI	University of Illinois	Urbana

**A man who has never gone to  
school may steal from a freight car;  
but if he has a university education,  
he may steal the whole railroad.**

THEODORE ROOSEVELT

## Transportation Research Board Committee on Rail Freight AR040

### History of Summerail & Other Events

#### 2008, 2009, 2010 – TRB Annual Meeting, Washington

Private car "Hickory Creek" New York-Washington & return, on rear of Amtrak's "Crescent." Washington Union Station reception for TRB attendees and others. Presentations for Smithsonian Institution "Glory Days of American Passenger Trains" on Hickory Creek, NYC lounge #43, Norfolk Southern business cars Marco Polo (FDR's personal car) and West Virginia. Guests have included railroad CEOs, Senator Jay Rockefeller, Congressman Spencer Bacchus and many other dignitaries.

**2007 SUMMERAIL:** Evanston IL. Host school: Northwestern University, Kellogg Graduate School. Host railroad: Wisconsin & Southern, special train w/theater car, Chicago to Janesville, WI via Metra, CP, WSOR. Lunch and presentations in Janesville, charter bus to Fox Lake, Metra to Morton Grove.

**2008 SUMMERAIL:** Milwaukee, WI, Meeting directly followed SCORT. Host railroad: Wisconsin & Southern, special train w/theater car Milwaukee to Horicon, WI via CP, CN, WSOR. Horicon shop tour. Visit TRAINS and CLASSIC TRAINS magazine headquarters in Waukesha, WI.

**2009 SUMMERAIL:** Iowa City IA. Host schools: University of Iowa/Iowa State, Host railroad: Iowa Interstate, special train Iowa City to Newton & return on executive cars. Tour railroad shop at Newton, including two steam locomotives. Lunch on train.

**2010 SUMMERAIL:** Charlotte NC. Host school: University of North Carolina/Charlotte. Host railroad: Lancaster & Chester. Charter bus Charlotte to Lancaster, SC. Tour L&C museum and rail facilities, special train to Chester, SC, lunch on train.

**2011 SUMMERAIL:** Indianapolis IN. Host railroad: The Indiana Rail Road Co. (25<sup>th</sup> anniversary). Meetings at INRD conference room in replica Santa Fe Railroad depot. Lunch at depot, special train on INRD.

**2012 SUMMERAIL:** Nashville, TN. Host railroads: CSX and Music City Star (commuter). Tour CSX Radnor hump yard and Train Dispatching Center. Rode Music City Star commuter train Nashville to Franklin.

**2013 SUMMERAIL:** Louisville KY. Host School: University of Kentucky (KY Transportation Center) Joint with TRB Inland Waterway Committee. Meeting venue: The Brown Hotel. Tours to Kentucky Railroad Museum, US Corps of Engineers McAlpin Lock and Dam, dinner cruise on Ohio River, Jeffboat barge mfg plant, American Commercial Lines headquarters w/reception. **133 ATTENDEES**

**2014 SUMMERAIL:** Altoona PA. Host school Penn State Altoona; co-sponsors Norfolk Southern and Railroaders' Memorial Museum, Tour NS Juniata Locomotive Shop, Horseshoe Curve, Gallitzin Allegheny Summit Tunnels, New Portage Railway. Ride Amtrak Pennsylvanian Altoona to Johnstown. Guest speaker: Debra Butler, Executive VP, Norfolk Southern.

**2015 SUMMERAIL:** Urbana, IL. Host school University of Illinois-Urbana: Tour of RAILTEC Engineering Research Laboratory, GATX "Tank Trainer" program, student research presentations, dinner train at Monticello Railway Museum.



**2016 SUMMERAIL:** Council Bluffs, IA and Omaha, NB. Hosted by Union Pacific Railroad. Presentations by John Fenton, CEO Patriot Rail Corp, Ed Engel, IA DOT "Rail Tool Kit for shippers," Drake Hokanson, Winona State Univ'y, "Union Pacific Transcontinental Railroad Today," Reception on Union Pacific executive cars at Council Bluffs passenger shop, explore Omaha Transport Museum in former Union Pacific Omaha passenger station, tour of Union Pacific Harriman System Dispatching Center located in restored 1869 UP freight house.

**2017 SUMMERAIL:** Kalamazoo, MI; joint with Midwest Rail Conference, hosted by Michigan Tech University. Over 50 presentations, tour new Cargill grain loading facility, ride Amtrak "Wolverine Service" 110 mph passenger train Dowagiac to Battle Creek, steam powered special train on the Little River Railroad at Coldwater, MI.

**2018 SUMMERAIL:** Chattanooga, TN; hosted by University of Tennessee and Tennessee Valley Railroad Museum. History of TVRM and its subsidiary common carrier switching railroads. Georgia Ports Authority presentation on the state's four "inland port" rail served facilities. Day ride on the "Missionary Ridge Local," tour TVRM's locomotive and car shop. Tour Volkswagen America auto loading facility and other industries served by TVRM's switching railroads, TN Operation Lifesaver, NU Rail student/staff presentations, discussions by senior officials of Genesee & Wyoming Railroads.. Evening dinner train to Chicamagua, Georgia: on board presentation by National Park Service expert ranger on Civil War battles at Chicamagua, Missionary Ridge and Lookout Mountain.

**Smithsonian Tours:** The idea for these tours originated with a senior Amtrak officer. Hickory Creek, by itself, had insufficient space to host the usual tour group of 75 to 100. In 2009, we arranged to "borrow" New York Central full length lounge car #43, which had been totally restored by the United Railroad Museum in northern New Jersey. NYC 43 and its sister cars were built by Budd in 1950, and operated regularly in premier trains such as the *James Whitcomb Riley* and the *Twilight Limited*. In 2010 the Morristown & Erie Railroad graciously loaned us their restored observation-parlor car *Benjamin Franklin*, also built by Budd for the Pennsylvania Railroad's finest New York-Washington train: the *Congressional Limited* (known to railroaders as "the Congo." In 2010 we also were privileged to use Norfolk Southern business cars *Marco Polo* and *West Virginia*. *Marco Polo* was one of several Pullman-built heavyweight business cars assigned to U.S. Presidents. President Franklin D. Roosevelt used *Polo* occasionally, his usual car was sister *Ferdinand Magellan*. Pullman refitted *Magellan* with armor plating and bullet proof glass for the President. *Magellan* was known to railroaders as the "Battleship Car." The *Smithsonian Tour Group* hosted 85 guests each year. In 2009 the tour sold out in 3 days; in 2010 the tour sold out in less than 18 hours..! All proceeds were donated to the *Smithsonian*.



## St. Louis Union Station

By Leighton Slough

**CHICAGO** has always been considered the "Railroad Capital of the United States." But even with that lofty title, the city has had a "railroad problem," which continues to this very day. It didn't take long after Chicago's first railroad, the Galena & Chicago Union, completed its line (in 1848) between downtown Wells Street on the Chicago River and Turner Junction (now West Chicago) for railroad tracks to "bloom" almost everywhere and in all directions, except east. Early railroads established their own turf and ferociously defended it. Sooner or later, this growing labyrinth of tracks had to intersect and cross each other. As the city grew, people and horse-drawn vehicles were forced to interact with the railroads.

**It wasn't pretty.** People and horses regularly tangled with trains at grade crossings and almost always the train won. Citizens were outraged and Chicago newspapers had a field day reporting on and condemning the iron horse.

**The Great Chicago Fire of 1871** devastated the burgeoning city and with a clean slate to work with, city politicians and patricians saw the opportunity to fix the "railroad problem" by developing rail corridors and consolidating the multitude of passenger and freight stations under some type of cohesive plan.

**The railroads would have none of it.** Railroad tycoons saw the consolidation plan as a means to punish the lines for the mayhem they had created. Each railroad continued its turf wars and as the city grew, more and more stations were added, anywhere vacant land could be purchased. Some progress was made in the 1890s, when the City forced the railroads to elevate their tracks on fills or bridges to allow streets to pass beneath. This change surely helped, but the rat maze of tracks still existed. Real progress would start in the 1990s with the area's CREATE PROGRAM of rail consolidation, new engineering and new connections of lines.

**St. Louis, however, got it right almost from the git-go.** St. Louis Union Station opened on September 1, 1894 as a crown jewel of the city; and while now repurposed it remains an icon. The station was originally owned by the Terminal Railroad Association (TRRA) which of course still exists. The station was designed by Theodore Link and included three main areas: the Headhouse, Midway and the 11.5 acre Train Shed designed by civil engineer George Pegram. The Headhouse originally included a hotel, a restaurant, passenger waiting rooms and railroad ticketing offices. It featured gold-leafed Grand Hall, Romanesque arches, a 65-foot high barrel-vaulted ceiling and stained glass windows. The clock tower reached to 280 feet above street level. Link's design was inspired by the walled city of Carcassonne in southern France known for its feudal entrance and passageway. Union Station's headhouse and midway are constructed of Indiana limestone. The trainshed originally hovered over 42 tracks, stub-ended at the Midway's Grand Hall, which is about 75 by 125 feet. At its opening, the station was the world's largest and busiest; the trainshed sported the world's largest roof.



In 1903 Union Station was expanded to accommodate visitors to the 1904 St. Louis World's Fair. At its zenith, the station served 22 railroads, the most of any one terminal in the world. In the 1940s it handled 100,000 passengers a day. The famous photo of Harry S. Truman holding the erroneous *Chicago Tribune* headline "Dewey Defeats Truman" was taken at St. Louis Union Station. A 1940s expansion featured a new ticket counter and mural by Louis Grell depicting the history of St. Louis with steam trains, steamboats and the original Eads Bridge in the background.

The precipitous decline of rail passenger service in the 1950s and 60s doomed Union Station as a rail terminal. Fortunately, it did not succumb to the wrecker's ball, as did many other major rail stations across the country. Amtrak took over rail passenger service in 1971, with only a few trains to/from Chicago and the *National Limited* between New York and Kansas City. The last train to leave Union Station was the *Inter-American* to Chicago at 11:38 PM on October 31, 1978. Amtrak moved their few trains to an "Amshack" two blocks east. Expanding Amtrak service now is served from the Gateway Transportation Center, a block east of Union Station.

Hundreds of millions of dollars have since been poured in the rehabilitation and adaptive reuse of Union Station and it again is one of the most visited public places in the city. In August 2016, Lodging Hospitality Management announced plans to upgrade Union Station once again. A 120,000 square foot, \$45 million aquarium is expected to be completed by the end of 2019, and could draw over a million visitors a year to the venerable St. Louis Union Station.

**So, just how busy was St. Louis Union Station?** While the highest passenger counts came during WWII and a while afterward, I picked June, 1953, since it was near the height of the so-called "streamlined train era" and because I have a copy of *The Official Guide to the Railways, Airlines & Steamship Lines* for that month – it totals more than 1,400 pages. Thirteen railroads still ran passenger train to and from St. Louis Union Station plus interurban carrier Illinois Terminal, which had its own station downtown. Three Class I road had given up their St. Louis trains before this: the Rock Island, Chicago & Eastern Illinois and the Southern. Below is a tabulation by railroad of passenger trains to and from St. Louis for June, 1953.

TIME	TRAIN NUMBER	NAME (if any)	TO	FROM
<b><u>BALTIMORE &amp; OHIO</u></b>				
740 AM	11			WASHINGTON
1005 AM	2	NATIONAL LIMITED	WASHINGTON	
100 PM	1	NATIONAL LIMITED		WASHINGTON
120 PM	4	DIPLOMAT	WASHINGTON	
410 PM	3	DIPLOMAT		WASHINGTON
940 PM	7		CINCINNATI	
1130 PM	12			WASHINGTON

TIME	TRAIN NUMBER	NAME (if any)	TO	FROM
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**CHICAGO BURLINGTON & QUINCY**

735 AM	8	ZEPHYR ROCKET		MINNEAPOLIS
845 AM	43		VARIOUS	
904 AM	47		SAVANNA IL	
138 PM	12			VARIOUS
500 PM	15	ZEPHYR ROCKET	MINNEAPOLIS	
545 PM	48			SAVANNA IL
1008 PM	44			VARIOUS
1159 PM	1		VARIOUS	

**ST LOUIS – SAN FRANCISCO (FRISCO)**

735 AM	4	WILL ROGERS		WICHITA
740 AM	106	MEMPHIAN		MIAMI FL
745 AM	10	METEOR		OK CITY
810 AM	2	TEXAS SPECIAL		SAN ANTONIO
830 AM	6			NEWBURG
840 AM	807	SUNNYLAND	MEMPHIS	
335 PM	808	SUNNYLAND		MEMPHIS
430 PM	5		NEWBURG	
530 PM	1	TEXAS SPECIAL	SAN ANTONIO	
700 PM	9	METEOR	OK CITY	
1050 PM	7	WILL ROGERS	WICHITA	
1115 PM	805	MEMPHIAN	MIAMI FL	

**GULF MOBILE & OHIO**

115 AM	505	MAIL & EXPRESS		CHICAGO
705 AM	7	MIDNIGHT SPECIAL		CHICAGO
815 AM	16	GULF COAST REBEL		MOBILE
858 AM	2	ABRAHAM LINCOLN	CHICAGO	
1155 AM	4	ALTON LIMITED	CHICAGO	
1155 AM	5		CHICAGO	
145 PM	19	THE MAIL		CHICAGO
438 PM	18	ANN RUTLEDGE		CHICAGO
455 PM	1	ALTON LIMITED		CHICAGO
600 PM	15	GULF COAST REBEL	MOBILE	
950 PM	6	PRAIRIE STATE EXPRESS	CHICAGO	
1000 PM	3	ABRAHAM LINCOLN		CHICAGO
1145 PM	8	MIDNIGHT SPECIAL	CHICAGO	



TIME	TRAIN NUMBER	TRAIN NAME (if any)	TO	FROM
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### ILINOIS CENTRAL

715 AM	17	NIGHT DIAMOND		CHICAGO
733 AM	6	PANAMA LIMITED*		NEW ORLEANS
810 AM	53	CITY OF MIAMI	MIAMI	
900 AM	22	GREEN DIAMOND	CHICAGO	
1040 AM	10	SEMINOLE	FLORIDA	
324 PM	8			SHREVEPORT
400 PM	19	DAYLIGHT		CHICAGO
445 PM	20	DAYLIGHT	CHICAGO	
510 PM	9	SEMINOLE		FLORIDA
645 PM	5		SHREVEPORT	
1015 PM	21	GREEN DIAMOND		CHICAGO
1055 PM	52	CITY OF MIAMI	MIAMI	
1150 PM	18	NIGHT DIAMOND	CHICAGO	
940 AM	201	CITY OF NEW ORLEANS*	NEW ORLEANS	
320 PM	208	CREOLE*		NEW ORLEANS
645 PM	205	PANAMA LIMITED*	NEW ORLEANS	
900 PM	202	CITY OF NEW ORLEANS*		NEW ORLEANS
1117 PM	15	CHICKASAW*	NEW ORLEANS	

\* = CONNECTING TRAIN TO/FROM CARBONALE ILL

### LOUISVILLE & NASHVILLE

820 AM	56	HUMMING BIRD		NEW ORLEANS
830 AM	52	LOCAL		NASHVILLE
1220 PM	92	MAIL & EPRESS		NEW ORLEANS
435 PM	93	HUMMING BIRD		NEW ORLEANS
615 PM	52	LOCAL		NASHVILLE
1000 PM	53	MAIL & EXPRESS		NASHVILLE

### MISSOURI – KANSAS – TEXAS (KATY)

730 AM	6	KATY FLYER		SAN ANTONIO
1047 PM	5	KATY FLYER	SAN ANTONIO	

### MISSOURI PACIFIC

728 AM	10	MISSOURIAN		KANSAS CITY
750 AM	32			SHREVEPORT
805 AM	20	SUNFLOWER		KANSAS CITY
810 AM	2	TEXAS EAGLE		MEXICO CITY

TIME	TRAIN NUMBER	NAME (if any)	TO	FROM
<b><u>MISSOURI PACIFIC (cont'd)</u></b>				
850 AM	5	MISSOURI RIVER EAGLE	KC/LINCOLN	
1145 AM	7	SOUTHERNER		SAN ANTONIO
1201 PM	12	COLORADO EAGLE		DENVER
150 PM	15		KANSAS CITY	
200 PM	25	TEXAN		SAN ANTONIO
300 PM	26	TEXAN		LAREDO
400 PM	11	COLORADO EAGLE	DENVER	
500 PM	19	SUNFLOWER	KC/OMAHA	
515 PM	31		SHREVEPORT	
540 PM	6	MISSOURI RIVER EAGLE		KANSAS CITY
545 PM	1	TEXAS EAGLE	MEXICO CITY	
1005 PM	14			KANSAS CITY
1100 PM	8	SOUTHERNER		SAN ANTONIO
1150 PM	9	MISSOURIAN	KANSAS CITY	

**NEW YORK CENTRAL**

750 AM	427	GATEWAY		CLEVELAND & EAST
930 AM	12	SOUTHWESTERN LIMITED	NEW YORK	
1130 AM	41	KNICKERBOCKER		NEW YORK
100 PM	24	KNICKERBOCKER	NEW YORK/BOSTON	
420 PM	11	SOUTHWESTERN LIMITED		NEW YORK
600 PM	40	MISSOURIAN	CLEVELAND & EAST	
1000 PM	2 <sup>ND</sup> 40	SECOND 40	INDIANAPOLIS	
1030 PM	446	CLEVELAND-CINCINNATI SPECIAL	CLEVELAND	
1110 PM	407	CLEVELAND-CINCINNATI SPECIAL		CLEVELAND

**NICKEL PLATE ROAD**

645 AM	9			CLEVELAND
600 PM	10		CLEVELAND	

**COTTON BELT ROUTE (SSW)**

710 AM	8			DALLAS
902 PM	7		DALLAS	



TIME	TRAIN NUMBER	NAME (if any)	TO	FROM
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**PENNSYLVANIA RAILROAD**

720 AM	27	MAIL AND EXPRESS		PITTSBURG
730 AM	33	ST LOUISAN		NY/WASH DC
900 AM	66	AMERICAN	PITTSBURGH	
1015 AM	4	PENN – TEXAS	NEW YORK	
1245 PM	30	SPIRIT OF ST LOUIS	NEW YORK	
100 PM	31	SPIRIT OF ST LOUIS		NEW YORK
300 PM	3	PENN – TEXAS		NEW YORK
630 PM	67	AMERICAN		PITTSBURGH
630 PM	32	ST LOUISAN	NY/WASH	
1000 PM	11	MAIL & EXPRESS		PITTSBURGH
1105 PM	6	ALLEGHANY	PITTSBURGH	
1129 PM	12	MAIL & EXPRESS	PITTSBURGH	

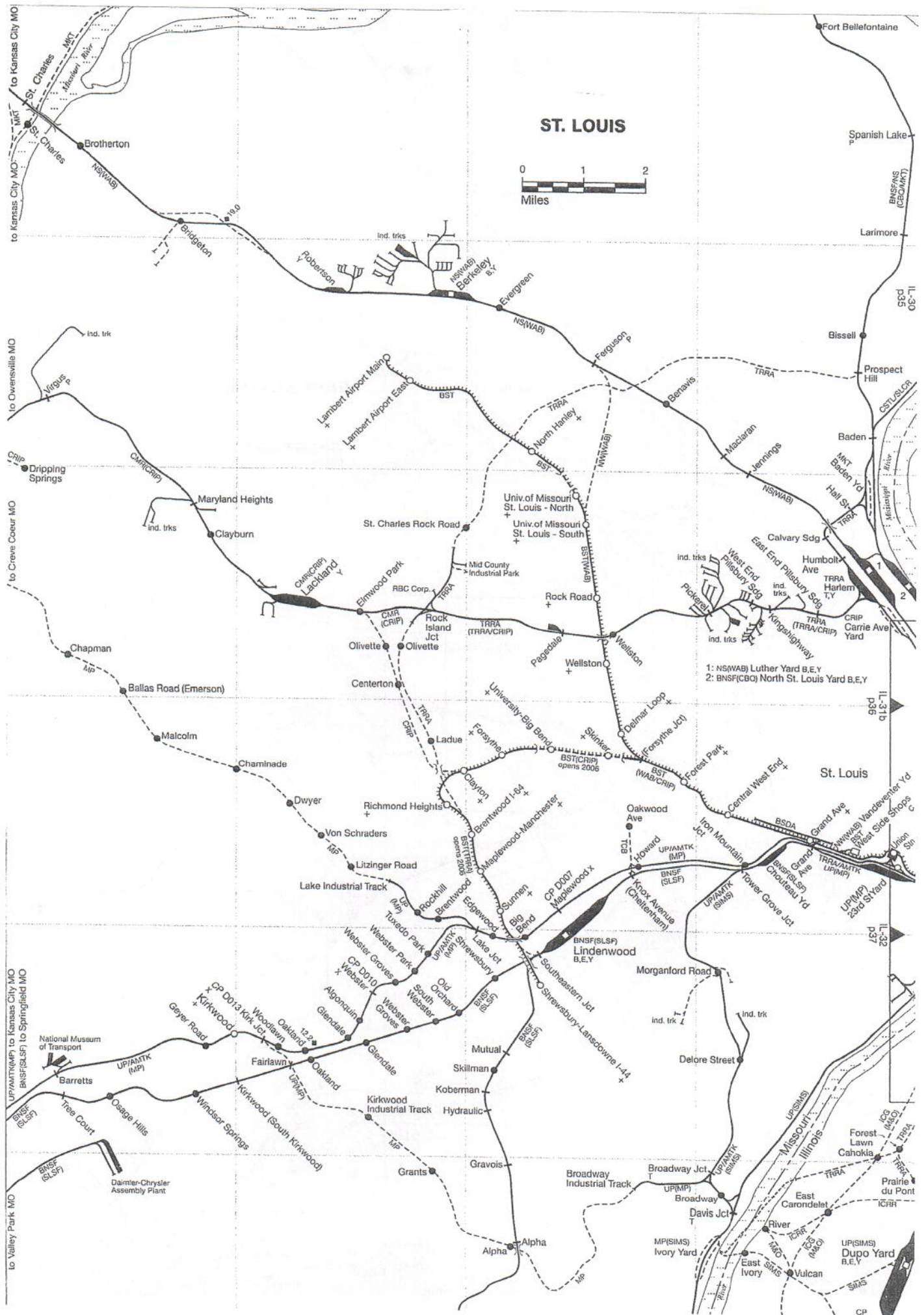
**WABASH RAILROAD**

655 AM	17	THE MIDNIGHT		CHICAGO
715 AM	3	ST LOUIS LIMITED		DETROIT
735 AM	18	PORTLAND ROSE		PORTLAND
830 AM	14	OMAHA/DES MOINES LIMITED		OMAHA
850 AM	3	CITY OF KANSAS CITY	KANSAS CITY	
855 AM	24	BLUE BIRD	CHICAGO	
900 AM	4	WABASH CANNON BALL	DETROIT	
1200 PM	10	BANNER BLUE	CHICAGO	
1229 PM	10	CITY OF ST LOUIS		LOS ANG
400 PM	9	CITY OF ST LOUIS	LOS ANGELES	
435 PM	11	BANNER BLUE		CHICAGO
505 PM	1	WABASH CANNON BALL		DETROIT
615 PM	2	DETROIT LIMITED	DETROIT	
745 PM	11	OMAHA LIMITED	OMAHA/DES MOINES	
955 PM	12	CITY OF KANSAS CITY		KANSAS CITY
1000 PM	21	BLUE BIRD		CHICAGO
1130 PM	18	THE MIDNIGHT	CHICAGO	
1140 PM	17	PORTLAND ROSE	PORTLAND	

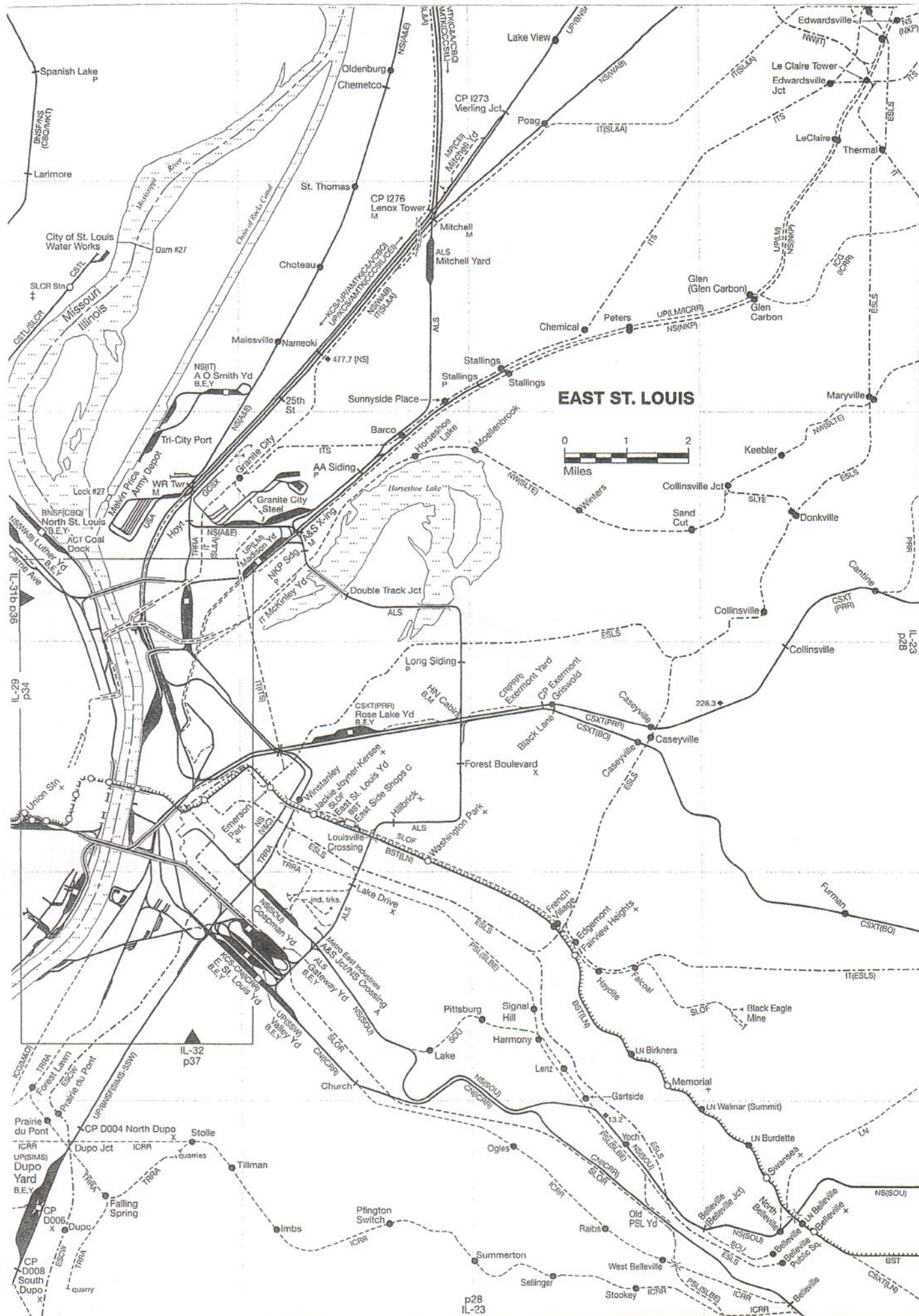
**ILLINOIS TERMINAL COMPANY – STATION AT 22<sup>ND</sup> & MONROE STREET**

4 DAILY ROUND TRIPS BETWEEN ST LOUIS AND EAST PEORIA  
1 DAILY ROUND TRIP BETWEEN ST LOUIS AND DECATUR

# ST. LOUIS







**EAST ST. LOUIS**





