

OF NOTE

Double PastPorts issue for the holidays

This edition of *PastPorts* is a double issue covering December and January. The next issue will appear in February 2016. Until then, we thank all of our loyal *PastPorts* readers and the many researchers who have visited the library over the past year. We wish you and yours a joyous holiday season and all the best for the New Year.

Library holiday schedule

- Christmas Eve, Thursday, Dec. 24: closed
- Christmas Day, Friday, Dec. 25: closed
- New Year's Eve, Thursday, Dec. 31: close at 5:00 p.m.
- New Year's Day, Friday, Jan. 1: closed
- Martin Luther King, Jr. Day, Monday, Jan. 18: closed

FOR THE RECORDS

A History of St. Louis Railroads, 1847–2015

Among the social forces of the modern world the railroad holds unquestionably the first place. There is not a single occupation or interest which it has not radically affected. Agriculture, manufacturers, commerce, city and country life, banking, finance, law, and even government itself, have all felt its influence.—Edward Howard, “A Railroad Study” in *Harper’s New Monthly Magazine*, Sept. 1877

All Eyes on the Mississippi

The railroad has become the backbone of North America, the primary means of transportation of goods and commodities, and was at one-time the primary means of inland transport for many early settlers. The rail network’s development directly correlates with the United States’ rise to power during the second half of the 19th century, and the management



Figure 1 | Alton was considered the most promising river access point for railroads in the 1850s and led to the establishment of the Chicago & Alton Railroad.

and upkeep of the network has sustained the United States during the 20th and into the 21st century.

The first rail system—the Baltimore and Ohio—was established only fifty years following the signing of the Declaration of Independence. By the


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mid-1840s, railroad construction was clamoring towards Illinois border towns like Terre Haute and Chicago with all eyes on the Mississippi River.

The metropolitan landscape of the 1850s was very different from that which we know today. When the Illinois legislature chartered the state's first railroad, Alton was considered the most promising river access point. In 1852, the Alton & Sangamon Railroad was constructed from Alton to Springfield, connecting by 1854 with the Chicago & Mississippi at Burlington, Iowa. In 1857, the two railroads reorganized as the St. Louis, Alton & Chicago, reorganizing again in 1862 as the Chicago & Alton Rail Road (Figure 1). For more about the forming of the Chicago & Alton Rail Road, see *The Chicago & Alton Railroad: The Only Way* by Gene V. Glendinning, R 385.0977 G558C.

Alton was not without competition. Other fur trading locations were of great interest to railroad investors. Illinoistown was already a bustling river port thanks to the early fur traders establishing a ferry crossing. Illinoistown's location—downstream from Alton—was more advantageous to river shippers and demand quickly grew as goods traveling up river were ported at Illinoistown. The first railroad to establish port access was the Belleville & Illinoistown in



Figure 2 | The North Missouri Railroad Company established a line from 2nd and North Market to the Missouri River opposite St. Charles.

1855. By 1856, it extended to Alton, where it connected with the Terre Haute and Alton Railroad.

As early as 1855, Alton & Sangamon owners realized the need for access to Illinoistown. The Illinois state legislature forbade any measure that might end with businesses leaving for St. Louis and denied their request. In order to provide passenger service, the Alton & Sangamon offered two boat trips a day from Alton to St. Louis. The legislature finally reversed itself in 1863, allowing the Chicago & Alton to extend its service. Illinoistown changed its name to East St. Louis on April 22, 1864.

Further north, competition was brewing. The Chicago and Aurora Railroad reached the Mississippi in 1856 at Burlington, Iowa, renaming itself the Chicago, Burlington, and Quincy (CB&Q). Burlington was another major fur trading city and quickly gave the CB&Q traction with river shippers seeking a more northern delivery point. Although it did not reach St. Louis in the 1850s, the CB&Q or “Burlington Route” would quickly emerge as a major influence on St. Louis railroad history.

Manifest Destiny

The 1840s were boom years for the river city of St. Louis as a large influx of German immigrants began to settle the west bank of the river. American sentiments towards manifest destiny were at an all time high when the Pacific Railroad was chartered on March 12, 1849. In four years, the Kansas-Nebraska act would open Kansas and Nebraska territories to white settlement. Construction of the first railroad west of the Mississippi began in 1851, running from 14th St. to Cheltenham (Dogtown). In 1852, the Pacific Railroad requested land grants for routes both west and southwest from a location 37 miles from 14th St. Here they established the town of Franklin and began work on a Southwest route. By July 1853, the Pacific Railroad completed the connection from Kirkwood (named after James P. Kirkwood, engineer) to Franklin.

By 1855, the western route of the Pacific Railroad connected St. Louis to Jefferson City. Its first competition came from the North Missouri Railroad Company, which opened 19 miles of track from 2nd St. and North Market to



Figure 3 | John C. Fremont entered the railroad business in 1866, when he purchased a failed line and opened the Southwest Pacific Railroad Company.

a ferry landing on the Missouri River opposite the city of St. Charles on August 2, 1855 (Figure 2). Construction continued on the west bank of the Missouri and by August 1857, track reached Warrenton. Crews worked diligently and by May 1858, the North Missouri Railroad Company covered 155 miles from St. Louis to Mexico, Mo. Macon City was reached in 1859 and remained the end of the line during the Civil War.

The Pacific Railroad continued to push further west, reaching Tipton, Missouri in 1858. Here the Pacific took over mail transportation from the Overland Mail Company. The junction at Franklin proved prosperous and many businesses were established: steel mills, flour mills, stockyards,

grain elevators, and even breweries. In 1859, Franklin honored the railroad by changing its name to Pacific.

A third competitor entered the race in 1865. The Union Pacific Railroad—Southern Branch was chartered and constructed from the outskirts of St. Louis with the goal of reaching Fort Riley, Kans.. A group of St. Louis area investors under the leadership of Judge Levi Parsons saw an opportunity in 1870 and purchased the 182-mile Union Pacific Railroad—Southern Branch. Parsons and investors chartered the Missouri, Kansas & Texas, known over the years as the M-K-T, or “The Katy.” Parsons quickly began expansion south, becoming the first railroad to reach Texas.

After the war, the North Missouri Railroad worked to create a non-stop passenger route to Kansas City. In 1865, it began planning for Missouri River bridges at Kansas City and St. Charles. On Sept. 14, 1868, the St. Charles Bridge Company under the leadership of James B. Eads began its first attempt at building a bridge across the Missouri River. Flooding in July 1869 wiped out everything the crews accomplished, and the flooding changed the course of the river on the St. Charles bank. Plans were redrawn to include three additional piers in order to reach the west bank. The bridge opened on May 29, 1871. For the first time, a passenger could catch a train at the Mississippi River and travel non-stop from St. Louis to Kansas City.

The financial hardships of the Southwest Pacific

As with any new technology, the challenges that emerge from implementation are often as problematic as those the technology was developed to resolve. Railroads were constructed with little concern for a future network. Industrious profiteers stretched themselves thin by building too much too quickly, with no foresight towards future usability, and with little concern for standardization. Such was the case with the Pacific Railroad’s Southwest Pacific Branch. Rail construction was expensive and produced no profit while roads were under construction. While the Pacific Railroad was able to establish mail services along its eastern route, the Southwest Pacific was slow to build and provided little cash flow. In 1866, the Pacific Railroad

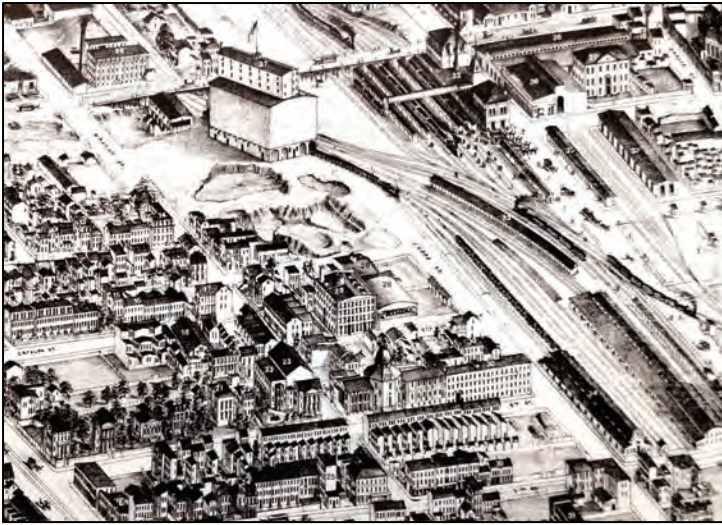


Figure 4 | Plate 23 of Dry and Compton's 1875 atlas showing the development of commercial structures built to take advantage of railroad access.

failed to pay off state issued bonds, and the state seized and sold off the Southwest Pacific. Famed western explorer John C. Fremont (Figure 3) purchased the track and re-named the branch the Southwest Pacific Railroad Co.

Fremont organized investors and established the Atlantic & Pacific Railroad. He was able to acquire land grants for the Atlantic & Pacific from Springfield, Mo. to the Pacific Ocean. But when the Southwest Pacific failed to produce a profit, and Fremont failed to make his second payment, the Southwest Pacific was seized by the state. The Southwest Pacific was purchased in 1867 by Clinton B. Fisk, a Civil War colonel and former assistant commissioner of the Freedman's Bureau. Fisk reorganized it as the South Pacific Railroad. In the purchase, he also obtained the Atlantic & Pacific Railroad and valuable land grants. In 1870, Fisk consolidated the South Pacific into the Atlantic & Pacific. In 1872, Fisk leased track running from Franklin to St. Louis from the reorganized Missouri Pacific.

Unfortunately, the Southwest Pacific route again failed to produce a profit. Fisk lost the Missouri Pacific lease in 1875 and the Atlantic & Pacific was placed into receivership in 1876. Investors who were not willing to give up on the failing road incorporated the St. Louis-San Francisco Railway, leasing the Atlantic & Pacific track. These investors identified the primary reason for Fisk's failure and pur-

chased land grants in St. Louis County and City, constructing a right-of-way to the Mississippi river. To pay for it, the investors entered into an agreement with the Atchison, Topeka, and Santa Fe Railroad (AT&SF) to purchase the valuable southwest land grants. The deal heavily favored the AT&SF, and in 1890 AT&SF purchased the St. Louis-San Francisco.

For three years, the AT&SF railroad had access to St. Louis. In 1893, however, over 500 banks and 15,000 companies—particularly in the western states—went bankrupt. Among them were the Union Pacific, the Northern Pacific, and the AT&SF. In order to reestablish western rail services, a great re-organization occurred. The AT&SF was split. The route from Chicago to San Bernardino went to a new AT&SF, while the Southwest Pacific became the property of a newly-established St. Louis & San Francisco Railroad, commonly known as the Frisco.

The Shaping of St. Louis

The establishment of the Pacific Railroad had a lasting effect on the geographical layout of St. Louis. The Pacific's original yards from 14th to Cheltenham centralized transport services to the region. By the 1870s, three railroads utilized this route (M-K-T, MoPac & A&P), establishing an environment of competitive pricing for any industry wishing to gain access to rail transport. This high



Figure 5 | Compton and Dry, Plate 69. Note the location of the baseball stadium for the Red Stockings.

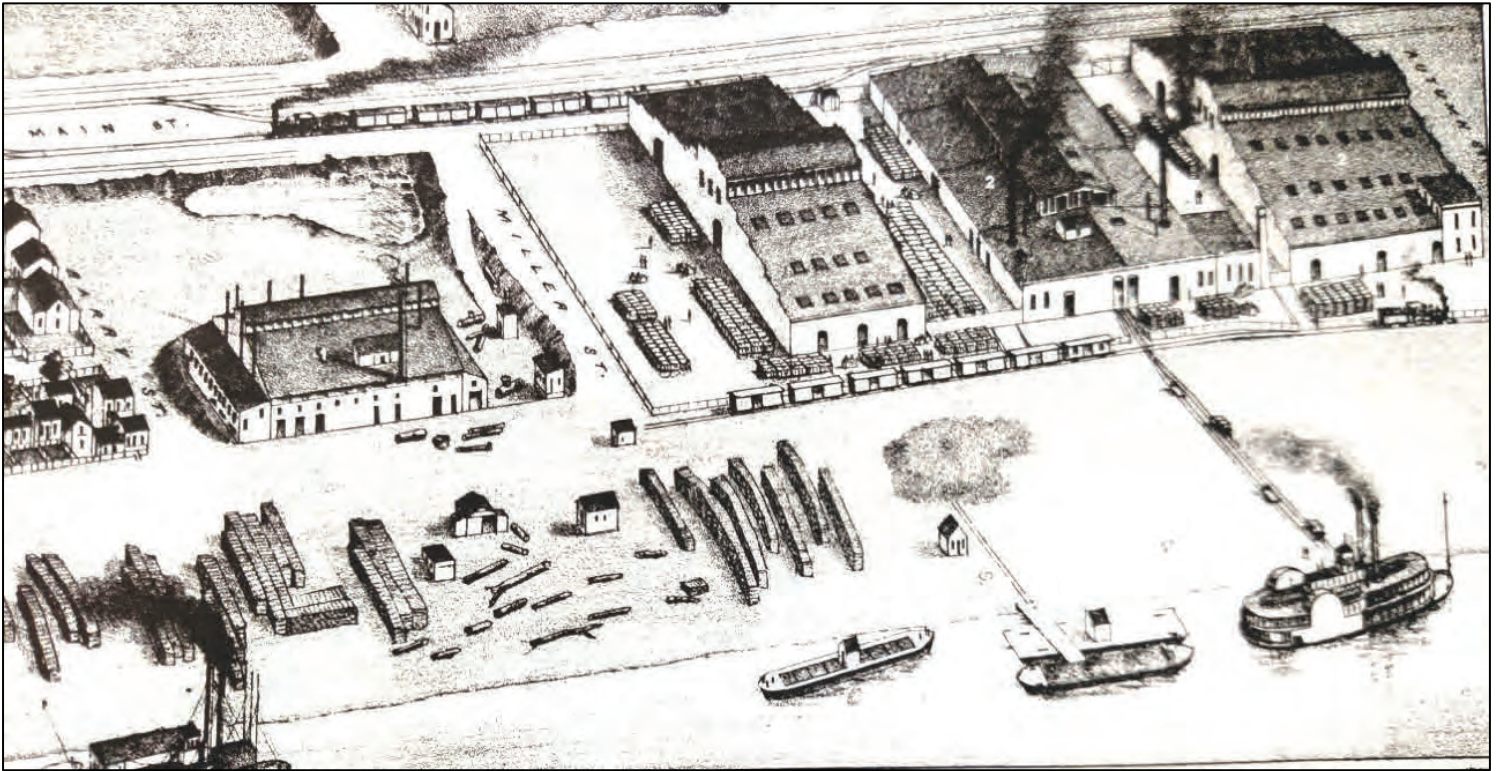


Figure 6 | Compton & Dry, Plate 18 shows the transfer of raw materials between the Iron Mountain Railway and river transports via a set of tracks built on the levee.

level of competition made railroad-accessible lots highly desirable for many manufacturing companies and those seeking a means of exporting agricultural and food related goods. These developments are clearly depicted in Compton & Dry's 1875 atlas of St. Louis (Figures 4–8).

Plate 23 of the atlas (Figure 4) shows the rail yards of the Atlantic & Pacific (#33), Missouri Pacific (#33), and the Missouri-Kansas-Texas (#34), which were located between 7th and 13th Streets. The growth of industry along the tracks by 1875 is incredible. Track-side industries include the Central Elevator of Latimore Co. (#27), Fritz & Wainwright's Brewery (#30), St. Louis Bagging Co. (#26), and Evans Brothers' Tobacco (#36). The railroad inspired other developments. Plate 69 (Figure 5) shows the construction of stockyards (#2), new housing, a hotel (#5), machine shops (#6), a railroad station (#1), and even a baseball park (#4) in the area along Atlantic St. between Compton and Grand.

Not every railroad in St. Louis was built to move goods

east to west. Commodities-based railroads established riverfront access. One such railroad, the St. Louis and Iron Mountain, established a line in 1874 to transport iron ore from Iron Mountain, Mo. to St. Louis. By 1880, the route extended from St. Louis to Texarkana and adopted the name St. Louis, Iron Mountain and Southern. In the 1880s, it could be seen hauling any number of raw commodities to and from the river. Plate 18 (Figure 6) of the atlas depicts the transfer of raw materials between the Iron Mountain and river transports. Tracks leading down the levee can be seen in the lower right where ferry boats and boxcars are prepared for loading or unloading.

Freight depots and track for the St. Louis, Kansas City & Northern (#14) and the Chicago & Alton (#10) are prominently featured in Plate 19 (Figure 7). The St. Louis, Kansas City, & Northern was the result of a purchase of the North Missouri Railroad Company on August 26, 1871 from foreclosure. Plate 19 also depicts a number of riverfront commodities businesses near the Wiggins Ferry

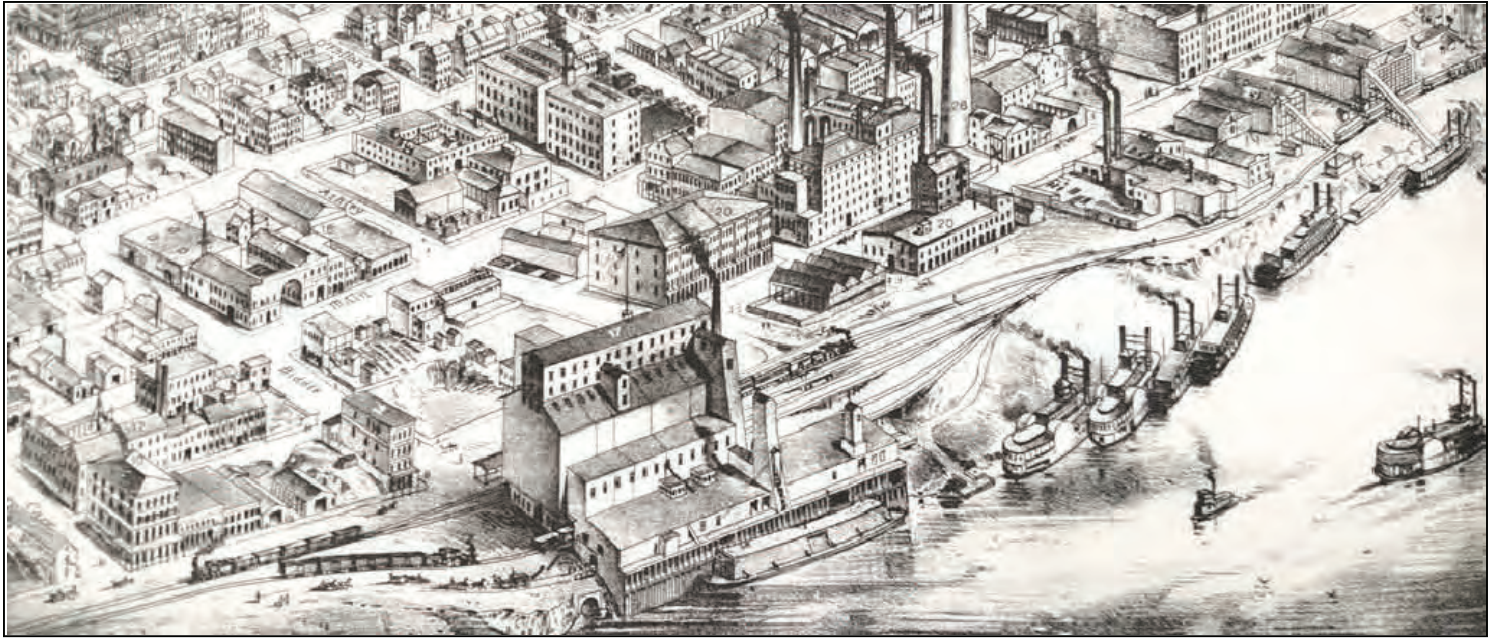


Figure 7 | Freight depots and tracks for the St. Louis, Kansas City & Northern Railroad feature prominently in Plate 19 of the Compton & Dry Atlas., (Dry, 1875)

Transfer Co., including the St. Louis Grain Elevator (#17), St. Louis Sugar Refinery (#20), the Mississippi Ice Co. (#29), and the Hugh Loomis Ice Houses (#30). The Wiggins Ferry Company began in 1832 as a transport service for fur traders. By the 1870s, Wiggins owned a monopoly on transport service for railcars across the river, and an extensive rail yard was constructed near Laclede's Landing.



Figure 8 | Compton & Dry, Plate 2 showing the Eads Bridge.

Commodities businesses took advantage of Wiggins's hold on river transport by constructing their businesses as close as possible to minimize costs. Members of the St. Louis Merchant's Exchange and other wealthy financiers determined that a bridge was needed to transport commodities across the river, resulting in construction of the Eads Bridge. For a comprehensive history of the construction of the St. Louis Bridge (Eads Bridge) consult *Rails across the Mississippi* by Robert W. Jackson, R 624.35 J13R.

The Eads Bridge opened in 1874 (Figure 8), resulting in significant financial strain for the Wiggins Ferry Company. The company faltered, and its properties were sold off and divided among seven railroad companies: the Missouri Pacific, the St. Louis, Iron Mountain & Southern, the Missouri-Kansas-Texas, the Louisville and Nashville, the Ohio and Mississippi, the Big Four, and the Chicago, Pacific & Rock Island. In 1889, six of the railroads (minus the Rock Island) under the leadership of financier Jay Gould and the Union Railway and Transit Company consolidated their stakes in the Wiggins properties into one jointly owned conglomerate: the Terminal Rail Road Association of St. Louis (TRRA). The resulting railroad allowed all the member roads to share in the cost of a single switching service.



Figure 9 | The Merchant's Bridge shown on the 1904 Geological Survey Map of St. Louis.

The construction of the Eads Bridge put significant financial pressure on the St. Louis Merchants Exchange. In 1889, the Exchange sold the Eads Bridge to the TRRA. The Merchant's Exchange afterwards determined that the TRRA's monopoly needed competition and established the St. Louis Merchant's Bridge Terminal Railway Company. The organization opened the Merchants Bridge in 1889, but in 1893, the TRRA acquired controlling stock in the Merchant's Bridge Terminal Railway and seized operation of the bridge and railway facilities. By 1903, ten additional railroads joined the TRRA, including the Rock Island – substantially increasing the TRRA's control of rail traffic into St. Louis.

The four metropolitan newspapers (Globe-Democrat, Post-Dispatch, St. Louis Republic, and Star Times) condemned the TRRA and launched a vociferous campaign against the Association. St. Louis mayor Rolla Wells urged citizens to vote for a 9 million dollar bond issue in 1905 to construct a free bridge. The initial bond issue failed, but in 1906, \$3.5 million was approved. The city of St. Louis began construction on the Municipal Bridge (Figure 9) in 1909 knowing they could not afford to complete it. Financial shortages and delays kept the Municipal Bridge from completion until 1917 when it was finally opened for car traffic. Rail was

added to the structure in 1928, and it was renamed the MacArthur Bridge in 1942. For more about the Municipal Bridge, consult *The St. Louis Municipal Bridge Railway*, R 977.866 S145.

The influence of the Robber Barons on St. Louis railroads

By the 1870s, the railroad had emerged as the major industry of the United States. Workers employed in shipping, construction, factories, agriculture, and natural resources were increasingly utilized in a manner connected with the construction and operation of a national system of freight transportation. As a result, the metropolitan landscape reshaped itself, particularly in the Midwest where the cities of Chicago, St. Louis, and Kansas City quickly emerged as major metropolitan areas due to their access to rail service.

The railroads, as with any new technology were struggling to understand themselves. Inconsistencies in track gauges, over-developed markets, indirect routes, and increasing wages for workers were all causing strain, particularly on older short lines with little or no access to a major city. Wealthy industrialists realized money could be made through acquisition and merger of railroads. Under the auspices of large financial holdings companies, they began acquiring larger rail systems and merging them with short lines. Among these industrialists were notable names such



Figure 10 | The Eads Bridge shown on the 1904 Geological Survey Map of St. Louis.

as Cornelius Vanderbilt, James Fisk, Jay Gould, E.H. Harriman, and John D. Rockefeller, men commonly identified today by the term “Robber Baron.”

Mergers and acquisitions were especially common on the east bank where the Robber Barons sought out highly-coveted access to St. Louis for their growing empires. East St. Louis became a necessary access point to utilize the Eads Bridge (Figure 10) and the TRRA. Railroad lines such as the Belleville & Illinoistown and Chicago & Alton became extremely attractive access routes. Meanwhile, East St. Louis was growing: rolling mills, steel, brass, malleable iron, glass works, grain elevators, flour mills, breweries, stock yards, and packing houses lined the east bank of the Mississippi. By 1927, twenty-two railroads maintained access to East St. Louis, making it a flourishing commercial and manufacturing center.

In 1873, the Belleville & Illinoistown railroad was the first major access route acquired, purchased by the Terre Haute & Alton Railroad Company and reorganized as the Terre Haute, Alton, & St. Louis Railroad. In 1882, the Terre Haute, Alton, & St. Louis was acquired by a holding company in ownership of a group of Indiana Railroads forming the Cincinnati, Indianapolis, St. Louis & Chicago. They merged in 1889 with the Cleveland, Columbus, Cincinnati, and Indianapolis to form “The Big Four”—the Cleveland, Cincinnati, Chicago, & St. Louis Railway (Figure 11). Three years later, the Big Four was purchased by the New York Central—providing uninterrupted rail service from New York to St. Louis. They officially merged as the New York Central in 1922.

In 1877, C.K. Garrison, owner of the Missouri Pacific, purchased controlling stock in the St. Louis, Kansas City, and Northern. He also acquired the Wabash Railroad in Illinois, Indiana and Ohio, merging it with the Chicago and Paducah. By 1880, a person could travel all over the Midwest on Garrison-owned railroads.

In 1879, financier Jay Gould began secretly buying up Wabash stock. C.K. Garrison at 70 years of age, agreed to sell his shares in the Wabash and to lease the St. Louis, Kansas City, and Northern to Gould. Gould established the



Figure 11 | Chicago, Peoria & St. Louis; Wabash; Chicago & Alton; and The Big Four as depicted on the 1904 Geological Survey Map of St. Louis.

Wabash, St. Louis, and Pacific Railway Company to operate on the leased right-of-way. It performed poorly and Gould leased his right-of-way to the St. Louis, Iron Mountain, and Southern in 1883. The Wabash line went bankrupt, and after a long court battle, Gould was able to maintain control of the eastern roads for the Wabash Railroad Company, a right-of-way that included the former North Missouri Railroad Co. rights in St. Louis.

The Louisville & Nashville (L&N) was an early beneficiary of railroad mergers. The St. Louis and Southeastern Railroad Company formed in March of 1869, the result of an acquisition of the Evansville and Southern Illinois Railroad Company and the Evansville, Carmi, and Paducah Railroad. By 1872, the St. Louis and Southeastern extended from East St. Louis to Evansville, Indiana. Access to St. Louis City was made possible in 1874 via the Eads Bridge. Realizing their opposition’s quick growth, the L&N began to acquire stock in their direct competitor. By late 1874, the L&N gained controlling interest in the St. Louis and Southeastern and consolidated them in May 1880.

Another important purchase was the 1899 acquisition of the Chicago & Alton, then the Alton Railroad Company, by the joint interests of the Chicago, Rock Island and Pacific Railway and the Union Pacific. The two companies jointly operated the line until 1929, when they sold the route to the



Figure 12 | Baltimore & Ohio and Pennsylvania System. 1904 Geological Survey Map of St. Louis.

Baltimore & Ohio, which was seeking a competitive route to the New York Central. Not to be outdone, the growing Pennsylvania Railroad made its own moves for access to St. Louis (Figure 12). The St. Louis, Vandalia, and Terre Haute, known as the Vandalia Railroad, was acquired by the Pennsylvania, and in 1917, the Pennsylvania merged it with the Pittsburgh, Cincinnati and St. Louis forming the Panhandle Route. The Pennsylvania Railroad officially leased the Panhandle Route in 1921.

In 1902, the Chicago, Burlington, and Quincy acquired the St. Louis, Keokuk, & Northwestern, which was itself a consolidation of short lines (Figure 13). This purchase gave the Burlington its first access to St. Louis along a west bank river route.

In 1917, the Missouri Pacific acquired the St. Louis, Iron Mountain and Southern, and in 1932, the Southern Pacific reached St. Louis by acquiring the St. Louis Southwestern. The Southern Pacific was a well-known railroad in St. Louis due to its eponymous “Cotton Belt Route” advertising.

1930 to present

The consolidations of the 1870s–1930s left many railroads in a good financial position in the years following the Great Depression. In 1936, the Railroad Retirement Board was established as a national retirement program for railroad workers. For St. Louis railroads, many of the pre-war consolidations proved successful and a number of railroads entered their Golden Eras, including the Burlington, Frisco,

Missouri Pacific, M-K-T, Pennsylvania, Louisville & Nashville, New York Central, and Baltimore & Ohio. This success coincided with the dieselization of the railroads, in which steam-powered locomotives were phased out and replaced with new diesel locomotives. The mostly stable period was not without its occasional change. In 1949, the Baltimore & Ohio sold its share of the Chicago & Alton to the Gulf and Mobile which reformed as the Gulf, Mobile & Ohio. Another odd occurrence was the extension of new rail lines to St. Louis accomplished by the Central & Eastern Illinois in 1954.

Dwindling profits from passenger service and increased competition over freight led to a sharp decline in railroad profits in the 1960s. Continued pressures of duplicated routes made mergers and acquisitions necessary to reduce competition. In 1960, the Missouri Pacific began buying shares in the Central & Eastern Illinois and merging the two in 1967. In 1968, the Pennsylvania Railroad and the New York Central, the two largest passenger operators in the northeast, merged to form the Penn Central, but by 1970, they were bankrupt. Plagued by dwindling profits, Congress established AMTRAK as the national passenger carrier in 1971. Congress also purchased the faltering Penn Central and formed Consolidated Rail (Conrail) in 1976.

Mergers saved many of the other railroads in the St. Louis area. The Chicago, Burlington and Quincy merged with the Great Northern, Northern Pacific, and the Spokane, Portland and Seattle in 1970 to form the Burlington Northern. In 1980, the Burlington Northern expanded its St. Louis



Figure 13 | St. Louis, Keokuk and Northwestern. 1904 Geological Survey.



Figure 14 | Terminal Railroad Association of St. Louis map showing location of rail lines in 2015.

presence by purchasing the Frisco. In 1964, Norfolk and Western Railway bought controlling interest in the Wabash, officially merging it in 1982, and reorganizing as the Norfolk Southern Railway.

The Missouri Pacific was among the more successful railroads in St. Louis. It already had acquired the Iron Mountain and C&I. In 1968, it obtained a joint interest in the Alton & Southern. In 1980, the MoPac was acquired by the Union Pacific and operated as an independent subsidiary for 17 years. In 1989, the MoPac acquired the Missouri-Kansas-Texas and retired many of the duplicate lines, some of which make up Missouri's Katy Trail State Park.

Merging failed the Gulf, Mobile & Ohio. In 1972, GM&O merged with the Illinois Central to form the Illinois Central Gulf. Facing economic instability, the ICG released the former Chicago & Alton as the Chicago, Missouri & Western (CM&W) in 1987. The CM&W was short lived, going bankrupt in 1989. The AT&SF had long coveted access to St. Louis and used the bankruptcy as its opportunity. It pur-

chased the CM&W and split it into two terminal associations: the Gateway Western and the Gateway Eastern.

The railroad in St. Louis today

The four years from 1995–1999 changed the railroad landscape across North America. The Interstate Commerce Commission was abolished in 1995. This government regulatory body had prevented numerous attempted railroad mergers in the 1980s. Following the decision, the Burlington Northern and the Santa Fe railroads merged into the Burlington Northern Santa Fe and renamed BNSF Railway in 2005. The BNSF merger reunited the original Atlantic & Pacific land grants under one railroad for the first time since the Panic of 1893. Kansas City Southern gained access to St. Louis through the purchase of the Gateway Western & Gateway Eastern from BNSF. The same year, the Union Pacific merged with the Southern Pacific and the following year, they consolidated the Missouri Pacific. In 1998, the Illinois Central Gulf was purchased by Canadian National. In 1999, the federal government split and sold Conrail, the New York Central going to CSX and the Penn-

sylvania going to Norfolk Southern. Suddenly the railroad landscape in the nation—and St. Louis—was completely changed. More than a century and a half of mergers and acquisitions had reduced the number of operating Class I railroads in North America to seven.

Six of North America's seven Class I railroads connect to St. Louis: BNSF, Union Pacific, CSX, Canadian National, Norfolk Southern, and Kansas City Southern. All six participate in the TRRA. The Kansas City Southern merged the Gateway Western but continues to operate the Gateway Eastern as a subsidiary. The Union Pacific owns the Alton & Southern which operates a switching service out of the Gateway hump yard on the east bank of the MacArthur Bridge.

In 1989, St. Louis City transferred ownership of the MacArthur Bridge to the TRRA, in exchange for the Eads Bridge. The Merchant's Bridge and MacArthur Bridge continue to be utilized for railroad service. The Eads Bridge was acquired by the city to allow the St. Louis Metrolink to operate an electric commuter train along the former Wabash Railroad right-of-way. The TRRA map in Figure 14 depicts the rail lines serving St. Louis in 2015.

While there may have been a decrease in operating railroads, the amount of commodities shipped on local roads has not decreased. Raw materials like coal, ore, and gas continue to be shipped on St. Louis rails. Other large size goods like plywood, telephone poles, automobiles, and automobile and airplane parts continue to be seen throughout the metropolitan area. Since 1985, intermodal freight has quickly grown as the primary rail-transport commodity. Large stack trains consisting of double-stacked shipping containers are often seen on both sides of the river.

Examples of intermodal trains can be viewed at BNSF's St. Louis intermodal facility at the Lindenwood yard, located in St. Louis City south of Arsenal between Ellendale Road and Interstate 44.

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A list of new railroad history titles in History & Genealogy appears on page 15.

Finding railroad records for family history research

Retirement records

The establishment of the Railroad Retirement Board in July 1936 is a key date for genealogical researchers. Railroad workers are not eligible for Social Security. Instead, they receive railroad retirement through the Railroad Retirement Board (RRB). The RRB is responsible for maintaining all active railroad retirement records. For a fee of \$27, its staff will research genealogical requests; however, the living individual must sign-off on the request. [More information is available at the Railroad Retirement Board website](http://www.rrb.gov/mep/genealogy.asp) <<http://www.rrb.gov/mep/genealogy.asp>>.

Inactive RRB records are owned by the National Archives and Records Administration and are currently housed at their Atlanta facility. NARA will perform a free search of the records. Because the records are not indexed, they require researchers to provide as much information as possible in order to assist in their search. This includes full name, birth date, death date, social security number, and railroad retirement board claim number. NARA charges 80 cents per page for copies. [To learn more, visit NARA's collection website](http://www.archives.gov/atlanta/public/railroad-retirement-board-records.html) <<http://www.archives.gov/atlanta/public/railroad-retirement-board-records.html>>.

Personnel records

Collections of railroad workers' personnel records are difficult to find prior to 1936. Railroads are businesses, and many railroads were not good about maintaining their records. Some railroads have placed significant restrictions on record access. Records are often difficult to locate and can even be spread out across a number of locations in North America. The extensive history of mergers, consolidations, and bankruptcies has left a difficult path for those interested in accessing their ancestors' personnel records. The search is often worth it, however.

Many record collections are available and offer substantial information. [Examples of St. Louis Railroad records include the personnel records of the Atchison, Topeka & Santa Fe Railroad at the Kansas State Historical Society](http://www.kshs.org/p/railroad-research/15983#AT&SF) <<http://www.kshs.org/p/railroad-research/15983#AT&SF>>, [the St. Louis and San Francisco \(Frisco\) at Springfield-Greene County Public Library](https://thelibrary.org/lochist/frisco/frisco.cfm) <<https://thelibrary.org/lochist/frisco/frisco.cfm>>, [The Gulf, Mobile & Ohio at the Mercantile Library](http://www.umsl.edu/mercantile/collections/barriger-library-special-collections/collections/b-005-hscollect.html) <<http://www.umsl.edu/mercantile/collections/barriger-library-special-collections/collections/b-005-hscollect.html>>, and [the Chicago, Burlington & Quincy at the Newberry Library](http://www.newberry.org/railroad-archives) <<http://www.newberry.org/railroad-archives>>.

Accidents investigations

In 1887, the Interstate Commerce Commission was established as a regulatory agency for railroads, and it conducted investigations of all major railroad accidents. The ICC was abolished in 1995 and merged into the Department of Transportation. [Records are available online from the De-](http://specialcollection.dotlibrary.dot.gov/Contents)

[partment of Transportation for all investigated railroad accidents occurring from 1911-1993](http://specialcollection.dotlibrary.dot.gov/Contents) <<http://specialcollection.dotlibrary.dot.gov/Contents>>. Since 1966, the National Transportation Safety Board has been involved in investigating railroad accidents. [Its reports from 1966 to present are also available online](http://www.nts.gov/investigations/AccidentReports/Pages/railroad.aspx) <<http://www.nts.gov/investigations/AccidentReports/Pages/railroad.aspx>> These records can be used in conjunction with regional newspapers to develop further historical information about an ancestor who was a railroad employee.

Employee publications

Many North American railroads, unions, and subsidiary companies published employee magazines. These can be valuable sources of retirement announcements, obituaries, promotions, incidents, and other information. Like personnel records, they were not always retained. Researching them may require contacting a number of different repositories. Publications of the Louisville & Nashville and Gulf, Mobile & Ohio Railroads can be obtained at the Mercantile Library at the University of Missouri—St. Louis. Publications related to St. Louis and San Francisco are available [online from the Springfield-Greene County Public Library](https://thelibrary.org/lochist/frisco/frisco.cfm) <<https://thelibrary.org/lochist/frisco/frisco.cfm>> .

Court records and regional newspapers

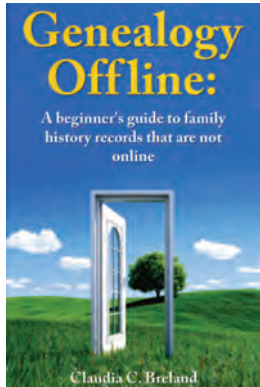
Information relating to railroad ancestors can sometimes be gleaned from county courthouse records. As railroads were developed, their interaction with local government was often documented in county and city courts. Items of interest might include elections of officials, reports of engineers, and land transfers. Regional newspapers are another source of information, as any railroad-related incidents were likely documented in the local press.

SAVE THE DATE!

St. Louis Genealogical Society General Membership Meeting

Saturday, Jan. 9, 10:00 a.m.
Headquarters Auditorium

NEW IN HISTORY & GENEALOGY



Genealogy Offline: A Beginner's Guide to Finding Family History Records That are not Online

By Claudia C. Breland

Claudia Breland, 2014

R 929.1 B835G

The side-by-side explosions of interest in family history and the increasing numbers of original documents that can be found online can make the casual or serious family history researcher believe that “that’s all there is.” However, professional genealogists, who research daily in county courthouses, state and national archives, public libraries and historical societies, know that the majority of genealogy records are *not* online. In family history, stories matter, details matter, and you will find those details in records that are not online.—*Excerpted from author’s introduction.*



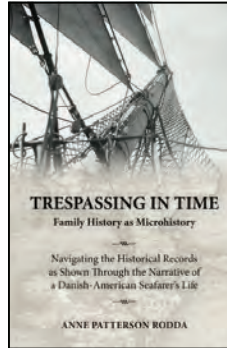
View this month's list of new books on the web

A list of new books received during the previous month is posted on the library's website. View the list by clicking on the graphic, left, or by typing the

URL into your browser: <<http://tinyurl.com/ktha6fr>>.

You can also download the list as a PDF from the library's website <<http://tinyurl.com/ps4o6zl>>.

For more information about viewing the new book list online, exporting records, and saving items to a customized list, call (314) 994-3300 or ask a librarian when visiting any St. Louis County Library branch.



Trespassing in Time: Family History as Microhistory

By Anne Patterson Rodda

Anne Patterson Rodda, 2014

929.1 R686T

Anne Patterson Rodda specializes in the family histories of emigrants to America from Europe. Tracing her own ancestors from Denmark, Germany, and Ireland led to stories of family groups and individuals that sparked her curiosity about the times and places of those stories. She began to investigate various methods of historical research and how they may be applied to genealogy. Anne turned her dissertation for her Doctor of Letters degree from Drew University in which she explored a number of approaches to historical research used over the centuries, as well as the most recent theories being discussed in the United States and Europe. Her exploration led to her belief that microhistory is the most useful method for genealogists. The discussion of theory is a prelude to a microhistory narrative spotlighting the experiences of Anne's grandfather who traveled the world through the late nineteenth and early twentieth centuries.—*Adapted from the publisher*



Becoming Old Stock: The Paradox of German-American Identity

By Russell A. Kazal

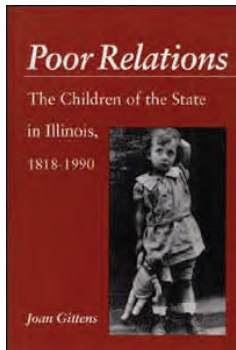
Princeton, 2004

R 305.83 K23B

More Americans trace their ancestry to Germany than to any other country.

Arguably, German Americans form America's largest ethnic group. Yet they have a remarkably low profile today, reflecting a dramatic, twentieth-century retreat from German-American identity. In this age of multiculturalism, why have German Americans gone into ethnic eclipse--and where have they ended up? *Becoming Old Stock* represents

the first in-depth exploration of that question. The book describes how German Philadelphians reinvented themselves in the early twentieth century, especially after World War I brought a nationwide anti-German backlash. Becoming Old Stock challenges historians to rethink the phenomenon of ethnic assimilation and to explore its complex relationship to American pluralism.—*Publisher*



Poor Relations: The Children of the State in Illinois, 1818-1990

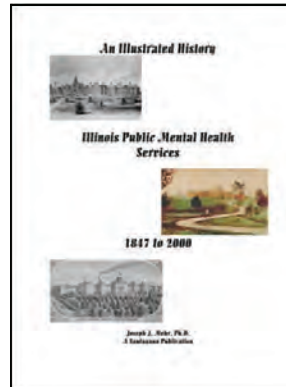
By Joan Gittens

**University of Illinois, 1994
R 977.3 G536P**

This comprehensive history traces the care of dependent, delinquent, and disabled children in Illinois from the

early nineteenth century to current times, focusing on the dilemmas raised by both public intervention and the lack of it. Joan Gittens explores the inadequacies of a system that

has allowed problems in the public care of children to recur regularly but at the same time insists that the state's own history makes it clear that the potential for improvements exists.—*Publisher*



An Illustrated History of Illinois Public Mental Health Service, 1847 to 2000

By Joseph J. Mehr

**Santayana Publications, 2002
R 977.3 M498I**

The story of a century and a half of mental health services in Illinois is told through narrative history and more than 600 rarely seen photographs. Includes information about trends in care and treatment and overviews of major institutions.

—*H&G Staff*

New railroad history titles

Solomon, Brian. *North American Railroad Family Trees: An Infographic History of the Industry's Mergers and Evolution*. Voyageur, 2013. R 385.0973 S689N

Hayes, Derek. *Historical Atlas of the North American Railroad*. University of California, 2010.

R 385.097 H417H

Grant, H. Roger. *Follow The Flag: A History of the Wabash Railroad Company*. Northern Illinois University, 2004. R 385.0977 G762F

Glendinning, Gene V. *The Chicago & Alton Railroad: The Only Way*. Northern Illinois University, 2002.

R 385.0977 G558C

Schult, Dain L. *Nashville, Chattanooga & St. Louis: A History of the Dixie Line*. TLC, 2002.

R 385.0975 S386N

Hilton, George W. *The Ma & Pa: A History of the Maryland & Pennsylvania Railroad*. Johns Hopkins, 1999.

R 385.065 H656M

Dilts, James D. *The Great Road: The Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853*. Stanford University, 1993. R 385.0973 D579G

Murray, Tom. *The Chicago & North Western Railway*. Voyageur, 2008. R 385.0973 M984C

PastPorts is published by History & Genealogy at St. Louis County Library, located on Tier 5 of the library headquarters.

[Current and past issues can be downloaded from the web](http://www.slcl.org/pastports) <<http://www.slcl.org/pastports>>.

Contact us:

History & Genealogy
St. Louis County Library
1640 S. Lindbergh Blvd
St. Louis, MO 63131

Phone: 314-994-3300, ext. 2070

Email: genealogy@slcl.org

Website: <http://www.slcl.org>

Tours

Tours of History & Genealogy are conducted on the first Wednesday and third Saturday of the month at 10:30 a.m. No registration is required. Group tours are gladly arranged with advance notice by calling 314-994-3300, ext. 2070.

Wolmar, Christian. *The Great Railroad Revolution: The History of Trains in America*. PubliAffairs, 2012.

R 385.0973 W865G

Hofsommer, Don L. *The Tootin' Louie: A History of the Minneapolis & St. Louis Railway*. Minneapolis:

University of Minnesota, 2005. R 385.0977 H713T

New Scottish genealogy titles

Bishop, Bruce. *The Lands and People of Moray: Population Listings for the Parish of Dallas, Morayshire, 1689 Claims for Recovery or Compensation, 1777 Heads of Households and Poot List, 1811 Census*. J&B Bishop, 2001. R 941.22 B622L

_____. *The Lands and People of Moray: Population Listings for the Parish of Knockando, Morayshire*.

J&B, 2005. R 941.22 B622L

_____. *The Lands and People of Moray...the Parish of Knockando, Miscellaneous Records*. J&B Bishop.

2008. R 941.22 B622L

_____. *Lands and People of Moray: Witchcraft Trials in Elgin, Morayshire...1560-1734*. J&B Bishop, 2001.

R 941.22 B622L

Dobson, David. *The People of Brechin, 1700-1799*. 2008.

R 941.26 D635P

_____. *The People of Cupar, 1600-1799*. 2009.

R 941.29 D635P

_____. *The People of Dundee, 1600-1699*. 2007.

R 941.27 D635P

_____. *The People of Dundee, 1700-1799*. 2008.

R 941.27 D635P

_____. *The People of Monifieth, 1600-1799*. 2009.

R 941.26 D635P

Farrell, Stuart. *Kinloss (Findhorn) Free Church Births & Baptisms, 1843-1856*. Fishertown Press, 2014. R

941.22 F245K

McCreadie, John. *PassPort Application, 1858-1889 and 1907-1914 at the Glasgow Office*. Glasgow and West of Scotland Family History Society, 2013. R 941.44

M132P

Muter, Robert. *The People of Kirkcudbright in 1786 and 1788: The Visitation Lists of the Rev. Robert Muter*.

Stewartry Museum, 2002. R 941.47 M992P

Stavert, Marion, ed. *The Perth Guildry Book, 1452-1601*.

Scottish Record Society, 1993. R 941.28 P468

New Ortssippenbücher

(Local family genealogical registers)

History & Genealogy has recently added many new Orts-sippenbücher to the collection. [See the updated list on the library's website](http://tinyurl.com/omw45vw) <<http://tinyurl.com/omw45vw>>.

New at Ancestry Library Edition

- Alabama, Revolutionary War Residents, 1776-1783
- Pennsylvania, WWI Veterans Service and Compensation Files, 1917-1919, 1934-1948
- Pennsylvania, Veteran Compensation Application Files, WWII, 1950-1966
- Many new databases for Jews during World War II

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