

ST. LOUIS RAILWAY ENTHUSIASTS CLUB
TOUR OF STRUCTURES OR SITES OF RAILROAD PASSENGER STATIONS
OF ST. LOUIS, MO.,
SEPTEMBER 23, 1951.
By J. Orville Spreen

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OLD ST. LOUIS COURTHOUSE

This tour begins at the Old St. Louis Courthouse, Broadway and Market St., for it was in the rotunda of that structure that a National Railroad Convention for a railroad to the Pacific Coast assembled at Noon on the 15th of October, 1849. Even though the Convention failed to endorse a direct route from St. Louis to the Pacific Coast, declaring itself in favor of a route to end at Council Bluffs, Iowa, with branches to Chicago, St. Louis and Memphis, it did create

a railroad-minded attitude that crystalized public opinion in favor of railroads from St. Louis to the West, Southwest and Northwest. There followed in the 1850s the construction of the Pacific R.R. (now the Missouri Pacific R.R.), the St. Louis, Iron Mountain and Southern R.R. (now also the Missouri Pacific R.R.), the North Missouri R.R. (now the Wabash R.R.) and the Southwest Branch of the Pacific R.R. (now the St. Louis-San Francisco Ry.). From this period date St. Louis' first railroad stations. At a somewhat later period the St. Louis, Keokuk and Northwestern R.R. - Burlington Route entered St. Louis, Mo., on its own line with suburban passenger trains on May 1, 1894 (previously and until March - 1895 using the Wabash R.R. from St. Peters, Mo. for road passenger trains), the Missouri, Kansas & Texas Ry. entered via its own line and the St. L. K. and N.W. - Burlington Route from Texas Jct. (Machens, Mo.) on April 1, 1894 (previously using the Missouri Pacific R.R. from Sedalia, Mo. to St. Louis) and the St. Louis, Kansas & Colorado R.R. (now the Chicago, Rock Island & Pacific R.R. - Rock Island) came to St. Louis in the mid-1880s.

The tour will leave the Old St. Louis Courthouse and move west on Market St. to

Eleventh St., south on Eleventh St. to Clark Ave., west on Clark Ave., to Fourteenth St. and south on Fourteenth St. to where the Fourteenth St. viaduct crosses Austin St. Here a stop will be made at the site of the first railroad passenger depot west of the Mississippi River on the west side of Fourteenth St. between Austin and Randolph Streets first used December 1, 1852, and which was continued as a station until the mid-1870s. The ground breaking ceremony at St. Louis for the Pacific R.R. (now Missouri Pacific R.R.), incorporated by the State of Missouri in 1849, was held on the Fourth of July, 1851, on the south side of Chouteau's Pond near Sixteenth St. Construction work progressed so that by Sept. 20, 1852, the railroad started laying rails and on Nov. 12th of that year the first locomotive "Pacific" ran to Manchester Road. On December 9, 1852, the road was completed to Cheltenham, Mo. (now the vicinity of Manchester & Sulphur Aves., St. Louis) and a depot at that point used for the first time on that date. A trip of celebration was made with two passenger cars from the depot at Fourteenth and Austin Streets, St. Louis.

The tour will then continue south on Fourteenth St. to Chouteau Ave., east on Chouteau Ave. to Eighth St., north on Eighth St. to Gratiot St., east on Gratiot St. to Seventh St., and north on Seventh St. to Poplar St. A stop will then be made to view the site of the Pacific R.R. - Missouri Pacific R.R. passenger station which was on the west side of Seventh St., just south of Poplar St. and passenger trains were started from here February 10, 1855. The site of this station is now occupied by the Missouri Pacific R.R. freight house. The Pacific R. R. - Missouri Pacific passenger station at Seventh and Poplar Sts. was used by that line until the opening of Old Union Depot at Twelfth and Poplar Streets.



SEVENTH & POPLAR PASSENGER STATION - ABOUT 1863

(An illustration showing the Fourteenth & Austin and Seventh & Poplar Stations and a map showing the location of the Fourteenth & Austin Station follow on the next sheet)

The tour will continue north on Seventh St. to Spruce St., and west on Spruce St. When moving west on Spruce St. it is interesting to relate something about Cupples Station even though it is a freight and not a passenger station. After the drainage of Chouteau

Pond in this area it became an undesirable neighborhood of lumber yards and a city dump. The large wholesale houses were near the riverfront on First and Second Streets and this proved a great inconvenience in handling goods after the development of the railroad. At the junction of the mouth of the tunnel to Eads Bridge (which is passed on the tour at Eighth & Spruce Sts.), Robert S. Brookings conceived the idea, and with Samuel Cupples his partner, in 1889 developed the plan of grouping large warehouses along the tracks of a railroad and eliminating drayage. Cupples Station was the first institution of its kind in the world for a comprehensive warehousing and distributing of wholesale goods. Later there developed such projects as the Bush Terminal in New York City, Pittsburgh Terminal Warehouse, Central Warehousing & Mfg. District in Chicago, et. al. In 1900, Messrs. Cupples and Brookings gave the Cupples Station properties to Washington University to aid in the support of that institution.



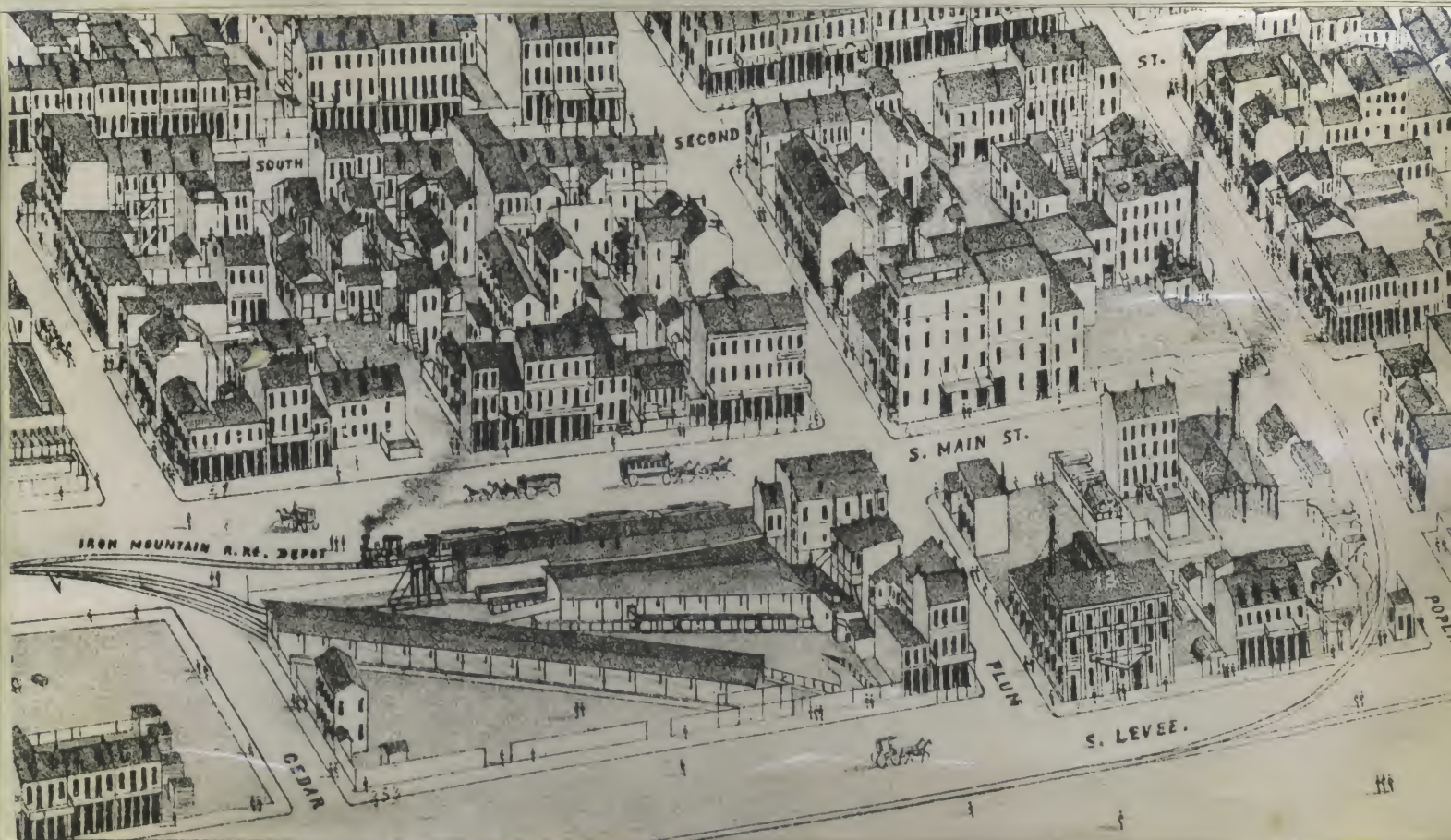
VIEW OF OLD UNION DEPOT, 12TH & POPLAR STS.
June 13, 1875. An historical marker in the window of the door to the freight office building gives the story of Old Union Depot. This was St. Louis' principal passenger terminal until the opening of the world famous Union Station at Eighteenth and Market Streets on September 1, 1894.

The tour will return north on Eleventh St. to Spruce St., east on Spruce St. to Fourth St., and south on Fourth St. to the Southeast Corner of Fourth and Chouteau Ave. The St. Louis, Iron Mountain & Southern R.R. maintained a suburban passenger station here from the early 1880s to the early 1900s which seems to continue in the recollection of many people. After a thorough search it has been impossible to find an illustration of this station building. However, this is not the most historic of the Iron Mountain

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At Eleventh St. and Spruce the tour will turn one block south on Eleventh St. A stop will be made here on Poplar St. between Twelfth Blvd. and Tenth St. at the location of the Old Union Depot now occupied by the Local Freight Office of the Terminal Railroad Association of St. Louis. At this location the Old Union Depot opened for through passenger traffic

stations. Stations were first used at Jefferson Barracks, Ivory St., Docks St., Robert Ave. or Carondelet, Meramec St. and Lami St. on October 6, 1856. Then at Hazel St. (now Chouteau Ave.) and Main (now First) St. a station was first used about October - 1857. Shortly after a station was opened at Soulard St. and at what became the early passenger terminal of the Iron Mountain Railroad in St. Louis at Plum and Main (now First) St. From Fourth and Chouteau Ave. the tour will continue east on Chouteau Ave. to Third St. and north on Third St. to Cedar St. As a matter of interest attention is called to the fact that on the west side of Third St., between Hazel (now Chouteau) and Lombard St. in the 1850s was located the Palm & Robertson Locomotive Works which was the first west of the Mississippi. Work was started in May, 1853, and in July of that year the first of fifty-four historic locomotives for the early railroads of the mid-western area were completed. The firm discontinued locomotive building in 1859. From Third and Cedar the tour moves east on Cedar to First St. and north one block to First and Plum where a stop will be made to view the site of the Iron Mountain station at that point.



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This station was used by the Iron Mountain passenger trains until June 28, 1879.

On that day the gauge was changed from 5'0" to 4'8½", and on June 29th passenger trains came up the Poplar St. track from Second St. to the Old Union Depot at Twelfth and Poplar Streets.

From First and Plum Sts. the tour will move north on First St. to Poplar St., and east on Poplar St. to the Wharf. It will follow the Wharf north to Locust St., turn west on Locust St. to Third St. and north on Third St. to Washington Ave. A stop will be made at the Site of the Eads Bridge Trolley Station which was located at the entrance to Eads Bridge at the Northeast Corner of Third and Washington Ave. On the right hand side of the following illustration is the early trolley station:



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The following illustrate the trolley station which was built in 1913 and razed in 1940 for the Jefferson National Expansion Memorial:



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Here terminated electric interurban cars of the East St. Louis & Suburban Railway,

the St. Louis & Belleville Railway, the Alton, Granite & St. Louis Traction Company, and the East St. Louis, Columbia & Waterloo R.R. Just before the structure was razed the interurban lines had discontinued using the trolley station and it was used as a bus depot.

The tour will proceed by foot on the sidewalk on the south side of the highway approach of Eads Bridge to the existing west tower of the bridge which was formerly used as the Washington Ave. Passenger Station of the Terminal Railroad Association of St. Louis.



WEST TOWER OF EADS BRIDGE TO LEFT CENTER IN PICTURE WHICH
WAS FORMERLY USED FOR WASHINGTON AVE. PASSENGER STATION

Also cross over to the north side of Eads Bridge to the present Washington Avenue Station and walk down through that station from the highway level of Eads Bridge, to the Eads Bridge railroad level, the elevated line level and the Wharf level. This station was erected in 1910-1911 and is on the site of the other west tower of Eads Bridge which was located on the north side of that structure. The Gulf, Mobile and Ohio R.R. - "The Alton Route" is now the only member road of the Terminal Railroad Association of St. Louis using Washington Avenue Station.

Illustrations of the Washington Avenue Passenger Station follow on the next sheet.

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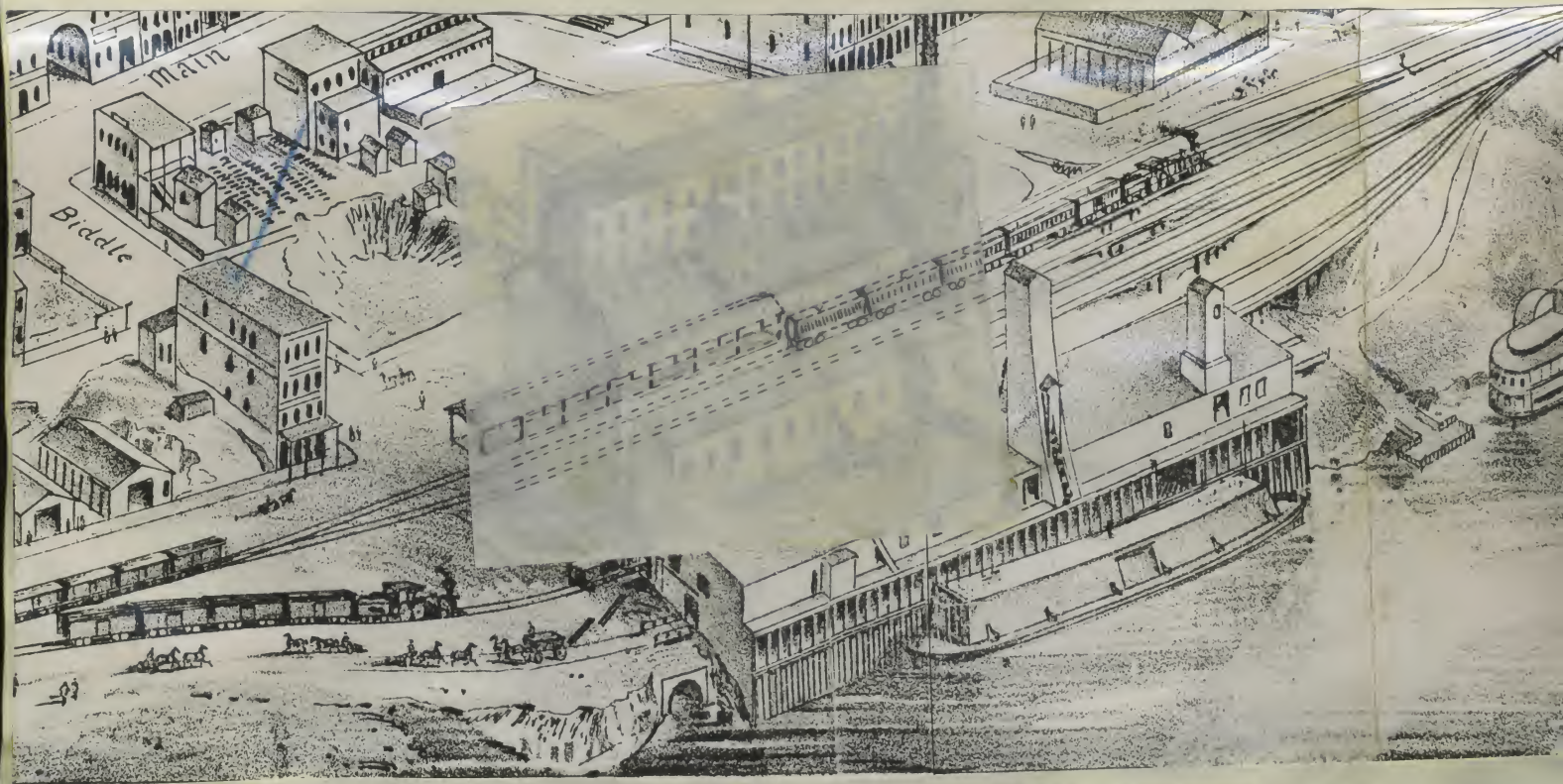


WASHINGTON AVENUE PASSENGER STATION, ERECTED 1910-1911

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The tour will then move north on the Wharf from the Wharf entrance to Washington Avenue Station to Biddle and Lewis Sts. where a stop will be made at the site of the North Missouri R.R. - St. Louis, Kansas & Northern R.R. (now Wabash R.R.) passenger terminal which was at that point from 1868, when the North Missouri R.R. (now Wabash) line was extended from Second and North Market Streets, to 1876 when a line of railroad was built July - 1875 to June 12, 1876 from Ferguson, Mo., through Northwest and West St. Louis to Tayon Ave. (now Eighteenth St.) and a connection into the Old Union Depot at Twelfth & Poplar Streets. The present Wabash R.R. east and west of the Mississippi had not developed and The Toledo, Wabash & Western Ry. used Eads Bridge from the East to enter Old Union Depot.



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SKETCH MADE IN 1875 OF ST. LOUIS, KANSAS CITY & NORTHERN RY. (NOW WABASH) PASSENGER STATION AT BIDDLE AND LEWIS, 1868-1876. ILLUSTRATED ARE THE STATION BUILDING INDICATED BY NO. 14 ON ITS ROOF AND THE TRAIN SHED.

The tour will later visit the site at the Northeast Corner of North Market and Second St. of the first St. Louis passenger station of the present Wabash Railroad which was that of its original line of railroad in St. Louis - the North Missouri Railroad which was incorporated by the State of Missouri in 1851 - and began operations from St. Louis to St. Charles, Mo. in August - 1855.

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THE BURLINGTON'S NEW SUBURBAN STATION.

Northeast Corner Second and Mullanphy Sts.
First used by the Missouri, Kansas & Texas Ry. for
their passenger trains, April 1, 1894.
Formally opened for suburban trains by the
St. Louis, Keokuk and Northwestern R.R. -
Burlington Route, May 1, 1894.

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ST. LOUIS, KEOKUK AND NORTHWESTERN R.R. - BURLINGTON ROUTE
PASSENGER STATION, SECOND AND MULLANPHY STS.
TODAY

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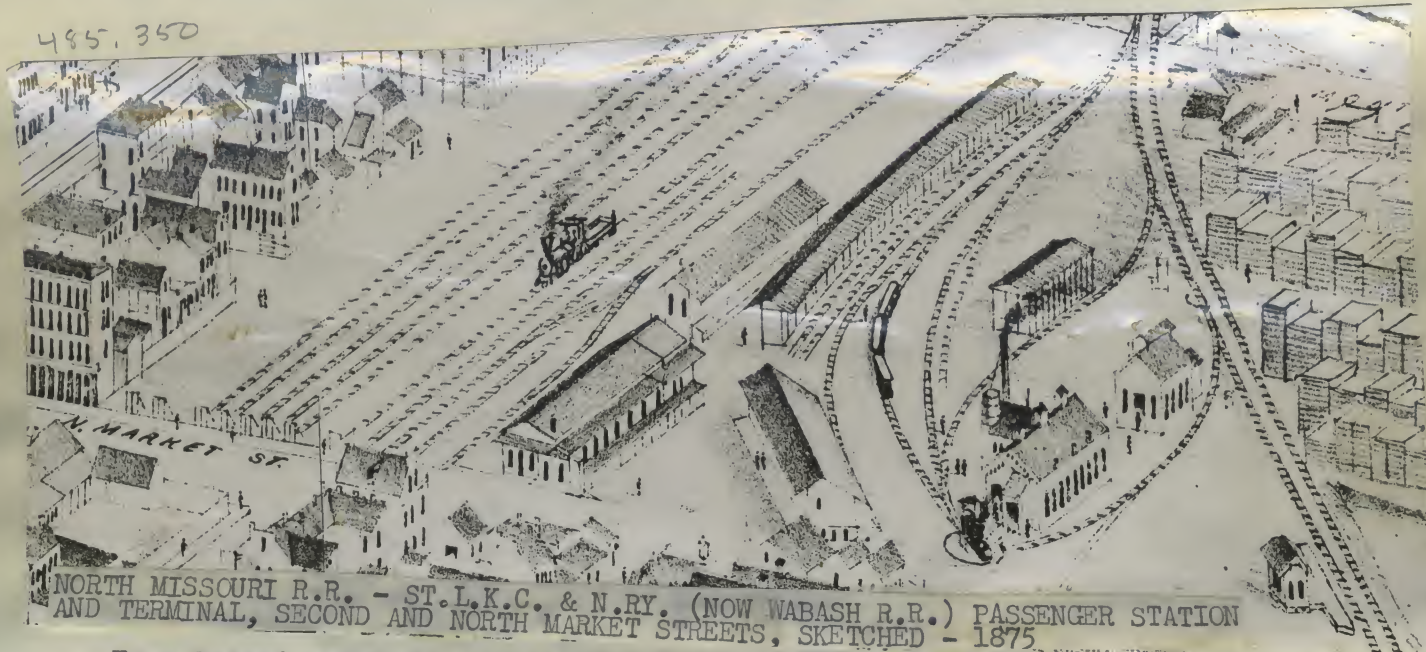
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ST. LOUIS, KEOKUK AND NORTHWESTERN R.R. - BURLINGTON ROUTE
PASSENGER STATION, SECOND AND MULLANPHY STS.
TODAY

Main line passenger trains of the St. L.K. & N.W. - Burlington Route operated into and out of Old Union Depot and Union Station via St. Peters, Mo. and the Wabash R.R. until March - 1895 when the elevated line was opened and Burlington Route trains then used their own line and that structure to and from Union Station. At the time of opening the elevated line In March - 1895, the Burlington Route discontinued the station at Second and Mullanphy Streets and operated suburban trains for several years into and out of Union Station.

The tour will then move west from Second and Mullanphy Streets west on Mullanphy St. to Broadway, north on Broadway to North Market Street and east on North Market St. to Second St. Here a stop is made at the site of the first passenger station of the North Missouri R.R. (now Wabash R.R.) at the Northeast Corner of Second and North Market Sts., opened August - 1855.



From Second and North Market St. the tour will continue west on North Market St. to Hadley St. (formerly Twelfth St.) and south on that street to Hadley and Delmar. Operating on Ninth St. from McKinley Bridge and a private right-of-way near Branch St. to Twelfth St. (now Hadley) this was the route followed by the surface car tracks of the old Illinois Traction System. From Howard St. to Cass Ave. the tracks of its successor, the Illinois Terminal R.R., are still on this street. The Illinois Traction tracks continued to Lucas & High St. (now Twelfth Blvd.) where their station was located and which was opened in 1910. At Franklin Ave. and Hadley (the station building a little east of Hadley on the north side of Franklin Ave.) a temporary station was located in 1929-1932 while a new station was being erected. From Hadley St. and Delmar Blvd. the tour moves west on Delmar Blvd. to Thirteenth St., south on Thirteenth to Linden St. and east on

Linden St. to Twelfth Blvd. A stop is made at Twelfth and Linden to view the Central Terminal Building, on the east side of Twelfth Blvd. between Delmar & Lucas Ave., which houses the passenger station (toured on a previous occasion) in St. Louis of the Illinois Terminal R.R. The site of the south end of this building (and some of Twelfth Blvd.) was the site of the Illinois Traction System passenger station. Illustrations of the Illinois Terminal follow:

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and on the same date, the St. Louis & Alton (electrically operated) and the "O'Fallon Freight" of the East St. Louis and Suburban Railway Co. was absorbed by lease. In 1929 a huge electric terminal improvement and warehouse building in St. Louis was started. This consisted of a new high-speed double track elevated and subway route from McKinley Bridge to the new Central Terminal Building at Twelfth and Delmar. The elevated portion of the new route was placed in operation on July 4, 1931, and the station and terminal building (which included the replacing of the old Illinois Traction System station building) on Oct. 1, 1932. Today the development just outlined maintains what is about the last survivor of the numerous electric interurban lines of the United States.

The tour continues south on Twelfth Blvd. to Market St. and west on Market St. to Eighteenth St. where a stop is made at Aloe Plaza to view the majesty of the greatest of union passenger stations - St. Louis Union Station - for it has been toured as to its many outstanding



features on other occasions. The first ground was broken for Union Station, April 1, 1892. The corner-stone was laid July 8, 1893, and the opening ceremonies occurred Sept. 1, 1894. It was enlarged in 1904 for the Louisiana Purchase Exposition and again enlarged in 1928. It was modernized in 1942. St. Louis Union Station is the nerve center of the second largest railroad terminal in the United States and stands today as the center of the crossroads of America used by more railroads than any other Union Station. Here are located the General Offices of the Terminal Railroad Association of St. Louis - the world's largest terminal operation.

The tour will continue from Aloe Plaza west on Market St. to Twenty-Second St., north on Twenty-Second St. to Pine St., west on Pine St. to Spring Ave., north on Spring Ave. to Enright Ave. (originally Hogan Ave.) and west on Enright Ave. to the entrance of the Hodiament car line right-of-way just west of Vandeventer Ave. The terminus of a steam interurban line - the West End Narrow Gauge Railroad which originated as the Central Railroad in July, 1872, and

485,354



became the St. Louis and Florissant Railroad in December of the same year, was between Olive St. Road (now Olive St.) and Washington Ave., just west of Grand Ave. The line entered Florissant, Mo., October 1, 1878. The route from the terminus was west to the present Culver Way and north to Hogan Ave. (now Enright Ave.) and the entrance to the present Hodiament car line right-of-way to Wellston, Mo., and the old Kirkwood-Ferguson line right-of-way to Kinloch, Mo., and the Florissant line into Florissant, Mo. In 1891 this became a section of the longest electrical railroad line in the U.S. which operated from Sixth and Olive Sts. in downtown St. Louis to Florissant, Mo.

The tour will return east on Enright Ave. to Vandeventer Ave. and south to the Wabash R.R. Vandeventer Station at Vandeventer and Market St. This station which was also used by the



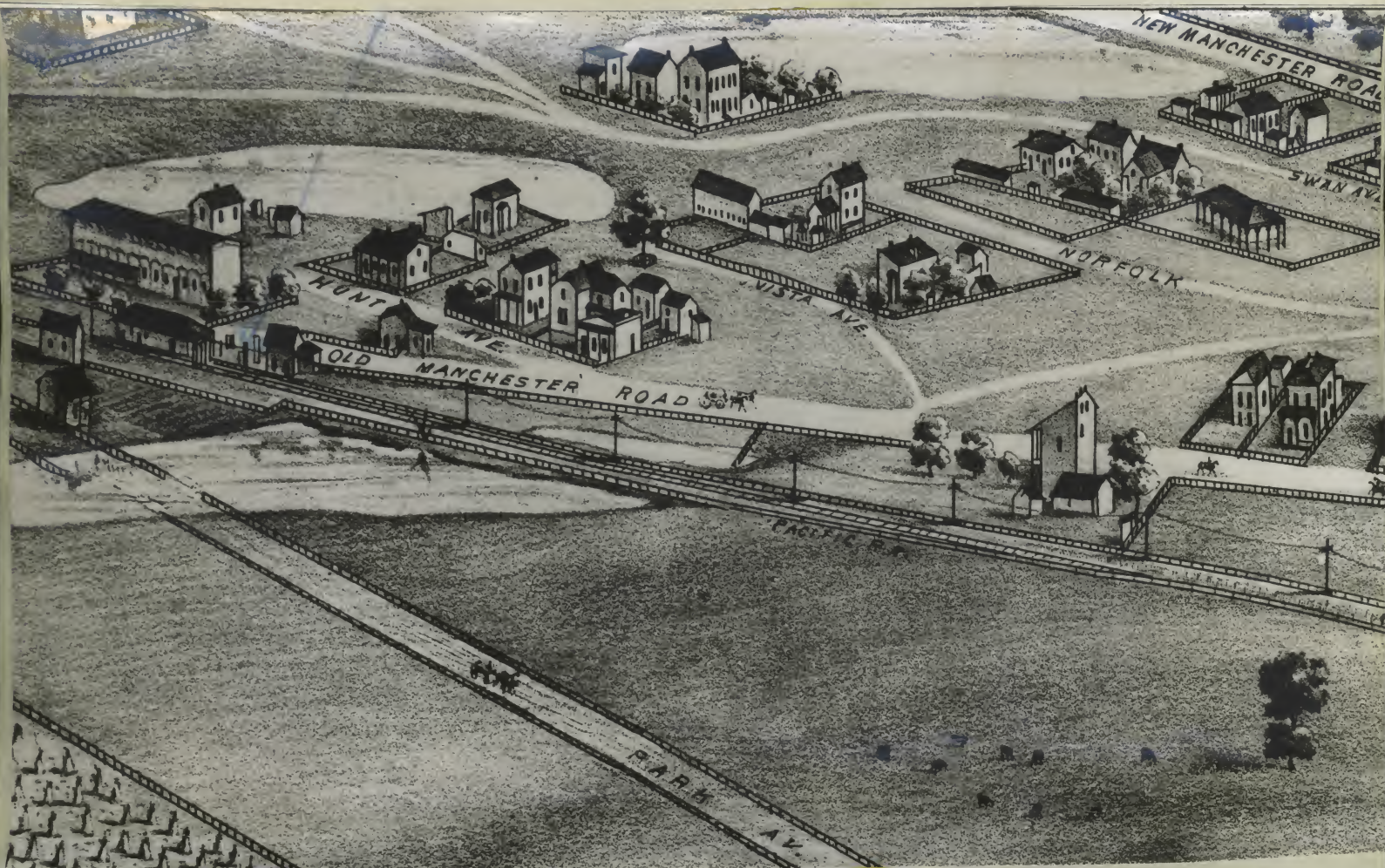
VANDEVENTER STATION OF WABASH RAILROAD

St. Louis, Kansas and Colorado R.R. (now C.R.I. & P. - Rock Island) was erected in 1898. It is now used by the Wabash R.R. as an employes service building.

Continuing southwest on Vandeventer Ave. the tour reaches the Missouri Pacific R.R. Tower Grove Station at Vandeventer and Race Course Aves. This station was erected in 1901 and then remodeled in connection with the construction of the Tower Grove Viaduct in 1913-1915. In 1840 land for "Shaw's Garden" was acquired by purchase by Henry Shaw from Thomas Jefferson Payne in the vicinity of the present Tower Grove Station. Payne had laid it out as a race-track, the center of which was in a grove of trees. In 1849, Shaw built his country house near this

grove, and, because it had a tower, he called his property "Tower Grove". Eventually this area became known as Tower Grove. The following is an illustration of the station and part of Tower Grove in 1875:

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Also an illustration of the present Missouri Pacific R.R. Tower Grove Station:



Just beyond the Missouri Pacific R.R. Tower Grove Station is the Frisco - St. Louis-San Francisco Ry. Tower Grove Station erected in 1903 at the corner of Tower Grove and Vandeventer Aves. The following are illustrations of the Frisco Tower Grove Station:

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Tower Grove Station, Frisco System. St. Louis. Mo.

BEFORE REMODELING FOR TOWER GROVE VIADUCT
CONSTRUCTION, 1913-1915

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FRISCO TOWER GROVE STATION AS IT APPEARS TODAY



The above are views of the area of the Tower Grove Stations before and after the

Turning north on Tower Grove Ave. to Swan Ave., west to Newstead and thence west on Manchester Ave. on the left at Macklind Ave. appears the Howard Station of the Missouri Pacific R.R. now used as a yard office;

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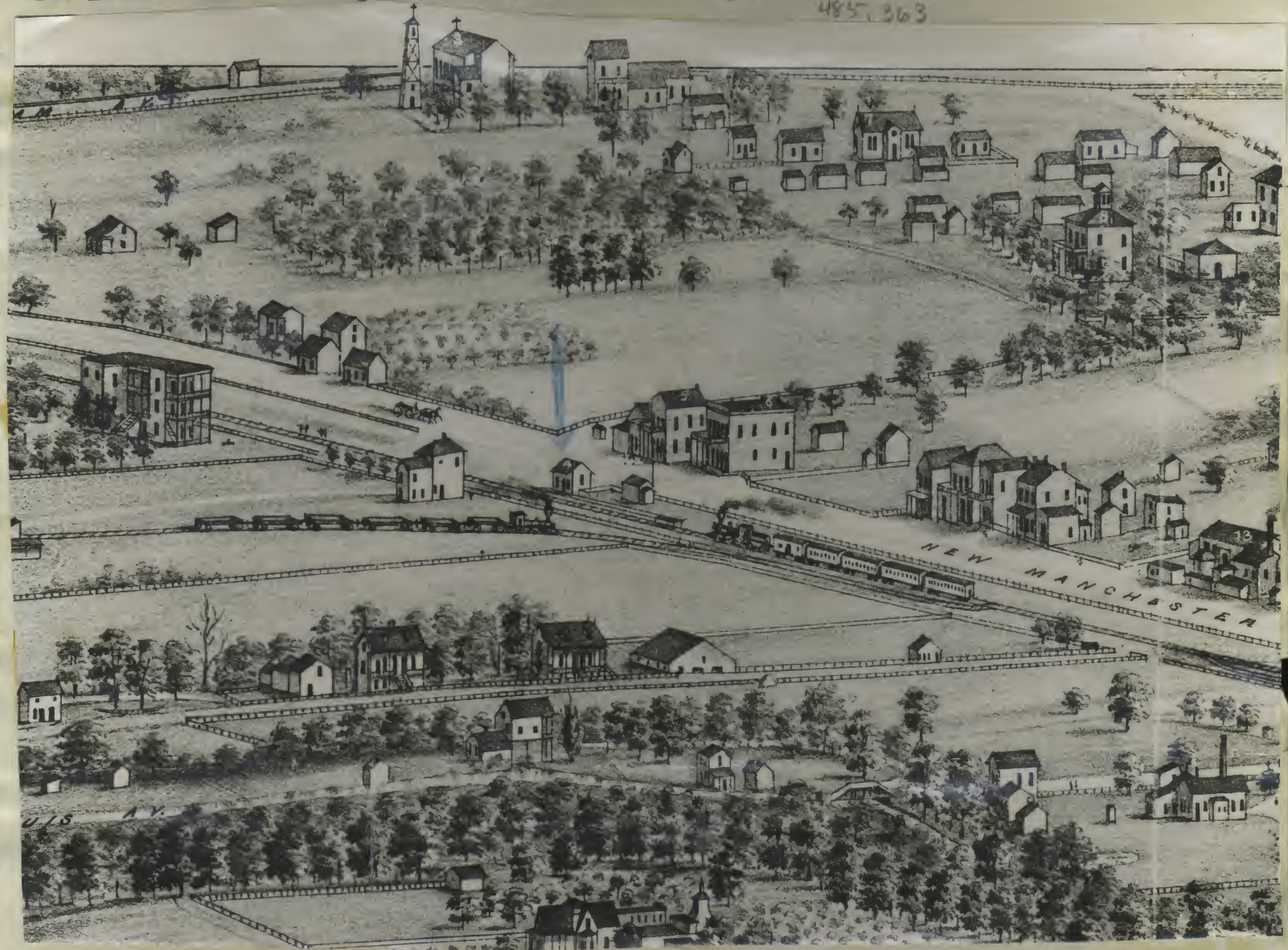


MISSOURI PACIFIC R.R. HOWARD STATION, MANCHESTER & MACKLIND

At Sulphur and Manchester Aves. the tour stops to view the site of the Missouri Pacific R.R. (originally Pacific R.R.) Cheltenham Station which was just east of the present Hampton Ave. viaduct. A station was first used here December 9, 1852, by the Pacific R.R. in connection with the trip of celebration when two passenger cars as previously mentioned were operated from the first railroad depot west of the Mississippi at Fourteenth and Austin Sts.,

St. Louis. The following is an illustration of the depot and the vicinity of Cheltenham in 1875:

485,363



Cheltenham's noteworthy activity from its origin is the manufacture of fire-clay because of rich deposits of fire-clay in the area. It is also historic because of the settlement of the Icarians, a communistic colony of French people which formed in 1857 and was broken up in 1864. Much of the early firebrick was made by the Icarians. The name of the community originated with Wm. Wibble, who built a country home and named it "Cheltenham" after the famous watering place in Gloucestershire, England. When the Pacific R.R. established a station near Mr. Wibble's place, the station was named for Cheltenham which had attached itself to the adjacent territory. The tour will continue across the Missouri Pacific R.R. tracks to the old St. Louis-San Francisco Railway - Frisco - Cheltenham station erected in 1884.

The following are photographs of how this station appears today:

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The St. Louis-San Francisco Railway "Frisco" was originally the Southwest Branch of the Pacific R.R., and one of the original chain of roads intended to traverse the different sections of Missouri, making connections with the main line of the Pacific R.R. at Franklin, now Pacific, Mo. It was completed to Rolla, Mo., in 1860 and was placed in receivership

in 1866 on account of failure to meet its obligations to the State of Missouri. It was then bought by Gen. John C. Fremont and reorganized as the Southwest Pacific R.R. He likewise failed to meet his obligations to the State and the Governor took possession the next year. It was subsequently sold to a new group who changed the name of the railroad to the South Pacific R.R. After that it became the Atlantic and Pacific Ry., and finally in 1876, the St. Louis and San Francisco Ry. came into existence. The line from Pacific, Mo. to St. Louis was completed in 1883, the Frisco previously using the tracks of the Missouri Pacific R.R. between those points.

To the west on the Missouri Pacific R.R. at Ellendale and Southwest Aves. - 7100 West - an interesting old suburban station erected in 1886 still remains even though it is not in use. Time will not permit including it on the tour.



ELLENDALE STATION, ELLENDALE & SOUTHWEST AVES.

The tour reverses its route to Manchester Ave. and west on that street to Hampton Ave. and north to the entrance of Forest Park and across the park to DeBaliviere Ave. and the viaduct

over the Wabash Railroad tracks where a stop is made. Here on the east side of DeBaliviere Ave. and south from the Wabash R.R. tracks at the main entrance to the Louisiana Purchase Exposition the World's Fair Station of the Wabash R.R. was erected in 1903 and operated for the convenience of the 1904 Exposition.



Wabash Station at the Main Entrance of the Louisiana Purchase Exposition

Just west of the crossing of the

Wabash R.R. tracks at DeBaliviere Ave. the Forsythe Jct. station of the Wabash R.R. and St. Louis, Kansas & Colorado R.R. (now C.R.I. & P. - Rock Island) was erected in 1895. This was removed at the time of elevating the railroad tracks and constructing the World's Fair Station. The St. Louis, Kansas & Colorado



FORSYTHE JUNCTION STATION

(now C.R.I. & P. - Rock Island) entered St. Louis in the mid-1880s and used the Wabash

for their passenger trains from Forsythe Jet. to Union Depot and later Union Station until February 18, 1934, when they changed their route via Lackland, St. Louis County and the Terminal Railroad Association of St. Louis through North St. Louis to Union Station. They have since discontinued operating passenger trains into St. Louis.

Continuing north on DeBaliviere Ave. to Delmar Blvd. the tour turns west to Des Peres Ave. and concludes with a visit to what has been referred to as a "Jewel of a Station" - the Wabash Delmar Station. Opened on August 1, 1929, it replaced the old frame building which was erected as Rosedale in 1875 and became known as Delmar Station as West St. Louis and St. Louis County developed.



ROSEDALE - DELMAR STATION
DELMAR & HODIAMONT
1875 - 1929

