

THE RED EXPRESS

# The Red Express: Meet Me in St. Louis

Don Q. Lamb

Santa Fe Railway Historical & Modeling Society  
International Convention  
Chicago, IL  
16 July 2009

# THE RED EXPRESS

## Ads for the *Red Express*



**SANTA FÉ ROUTE.**  
**The RED EXPRESS**

Between CHICAGO and ST. LOUIS runs via the  
**ATCHISON, TOPEKA & SANTA FÉ R. R.**  
and offers to the traveler between the two great Western  
cities advantages that are not enjoyed on other lines.  
**G. T. NICHOLSON, G. P. & T. A., Topeka, Kan.**  
**JNO. J. BYRNE, A. G. P. & T. A., Chicago, Ill.**

Dec. '90.



**Jacksonville Southeastern Line**  
IN CONNECTION WITH THE  
**ATCHISON, TOPEKA & SANTA FE RAILROAD**  
RUN SOLID TRAINS OF  
Pullman Palace Buffet Compartment Sleeping Cars  
**RECLINING CHAIR CARS,**  
AND  
**ELEGANT FIRST-CLASS COACHES**  
DAILY, WITHOUT CHANGE,  
BETWEEN  
**ST. LOUIS AND CHICAGO**  
THESE TRAINS ARE KNOWN AS THE  
**"RED EXPRESS"**  
AND RUN VIA PEORIA.

Red Express Daily.	Mall and Express Daily.	VIA J. S. E. LINE AND SANTA FE ROUTE.	Mall and Express Daily.	Red Express Daily.
8.10 PM	7.45 AM	Lv.....ST. LOUIS U. D.....Ar.	8.00 PM	7.40 AM
2.35 AM	2.30 PM	Ar.....Peoria.....Lv.	1.00 "	1.05 "
2.30 "	2.35 "	Lv.....Peoria.....Ar.	12.55 "	1.00 "
4.07 "	3.50 "	".....Mionok....."	11.35 AM	11.42 PM
4.33 "	4.35 "	".....Streator....."	11.00 "	11.00 "
6.38 "	5.57 "	".....Joliet....."	9.15 "	9.30 "
8.03 AM	7.35 PM	Ar-CHICAGO, Peik St. Dep-Lv.	7.45 AM	8.10 PM

Elegant Buffet Lunch served on all day trains at Popular Prices.

This is the only Line that runs solid trains between St. Louis and Peoria.

**SEE THAT YOUR TICKETS READ VIA THIS NEW ROUTE.**

- ❑ By the early 1880's, the Santa Fe had completed its transcontinental line, growing from 786 miles in 1877 to more than 7000 miles in 1887
- ❑ However, much of the route between Kansas and the West Coast was desolate and sparsely populated
- ❑ Consequently, even after the Santa Fe's enormous expansion, Kansas agriculture and cattle accounted for most of its revenue and was therefore vital to it



# THE RED EXPRESS

## Threats from Midwest Roads

- ❑ The financial viability of the Santa Fe was therefore threatened by the incursions of several major railroads based east of the Missouri River into territory the Santa Fe considered its own
- ❑ These included the Chicago, Rock Island & Pacific; the Chicago, Burlington & Quincy, and the Ft. Worth & Denver
- ❑ Of greatest concern were the actions of Stephen Jay Gould and the Missouri Pacific, which built over 1000 miles of new track in Santa Fe territory during this time. It was widely believed that only the Santa Fe stood in the way of Gould's goal of controlling all traffic west of the Missouri River

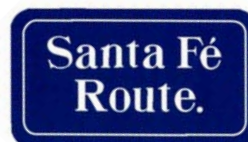


Santa Fé  
Route.



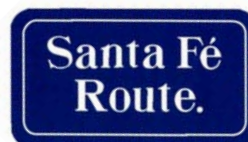


- ❑ The future of the St. Louis & San Francisco (the “Frisco”) was also a worry
- ❑ The Santa Fe and the Frisco jointly owned the Atlantic & Pacific, which they had used to build tracks from New Mexico to California
- ❑ In the early 1880’s, and again in 1887, the Frisco had encroached on the Santa Fe’s Kansas territory, creating hard feelings between the two lines
- ❑ The Frisco was also financial weak, making it a tempting target for Gould
- ❑ With the Frisco in unfriendly hands, the Santa Fe would face another threat in Kansas and would no longer control its main line to the West Coast



- ❑ William Barstow Strong, the aggressive and confident president of the Santa Fe, was a worthy adversary to Gould. In the Santa Fe's *Annual Report* for 1888, Strong wrote:

“The history of Western railroad construction for the past quarter century has demonstrated that successful results can only be attained by occupying territory promptly, and often in advance of actual business necessity. This was the policy of the Atchison Company from the first. It led the way. It built, not upon assured returns of profits, but upon a faith which time has absolutely vindicated,... that the great Western and Southwestern regions of the country were rich in possibilities.” (Bryant, p. 124)

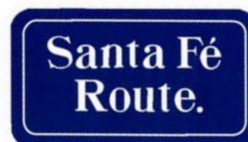


# THE RED EXPRESS

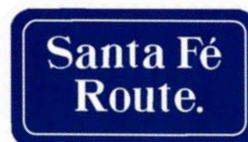
## Aggressive Expansion

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- ❑ Strong's policy in response to these threats was one of aggressive expansion, building numerous branch lines in Kansas, purchasing the Gulf, Colorado, & Santa Fe (GC&SF), and constructing the airline between Kansas City and Chicago
- ❑ Rumors even abounded that the Santa Fe planned to purchase the Erie, giving it access to New York City and making it a true transcontinental railroad
- ❑ The purchase of the GC&SF, which gave the Santa Fe multiple traffic connections with the Frisco, cemented the relationship between the two lines and reducing anxiety about the Frisco's fate
- ❑ These moves were successful in countering the threats represented by the expansion of the Midwestern railroads into Santa Fe territory



- ❑ However, Strong's actions greatly increased the floating debt of the Santa Fe, causing a financial crisis in early 1889
- ❑ The crisis led to the dismissal of Strong as CEO in May 1889, his departure from the railroad on September 6, 1889, and the reorganization of the Santa Fe on December 15, 1889
- ❑ The presidency went to Allen Manvel, but he was given control only of railroad operations
- ❑ Joseph W. Reinhart was made CEO and given financial control of the railroad (with disastrous consequences in 1892-1893)
- ❑ A. A. Robinson, the Vice President and Chief Engineer who, with Strong, had built the Santa Fe into what it was, was passed over
- ❑ These events ended Strong's and Robinson's dream of extending the Santa Fe system eastward from Kansas City to St. Louis, and southward from Chicago to St. Louis

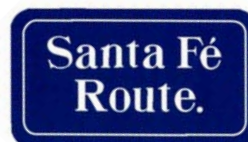




## Purchase of the Frisco

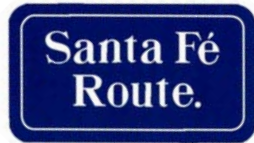
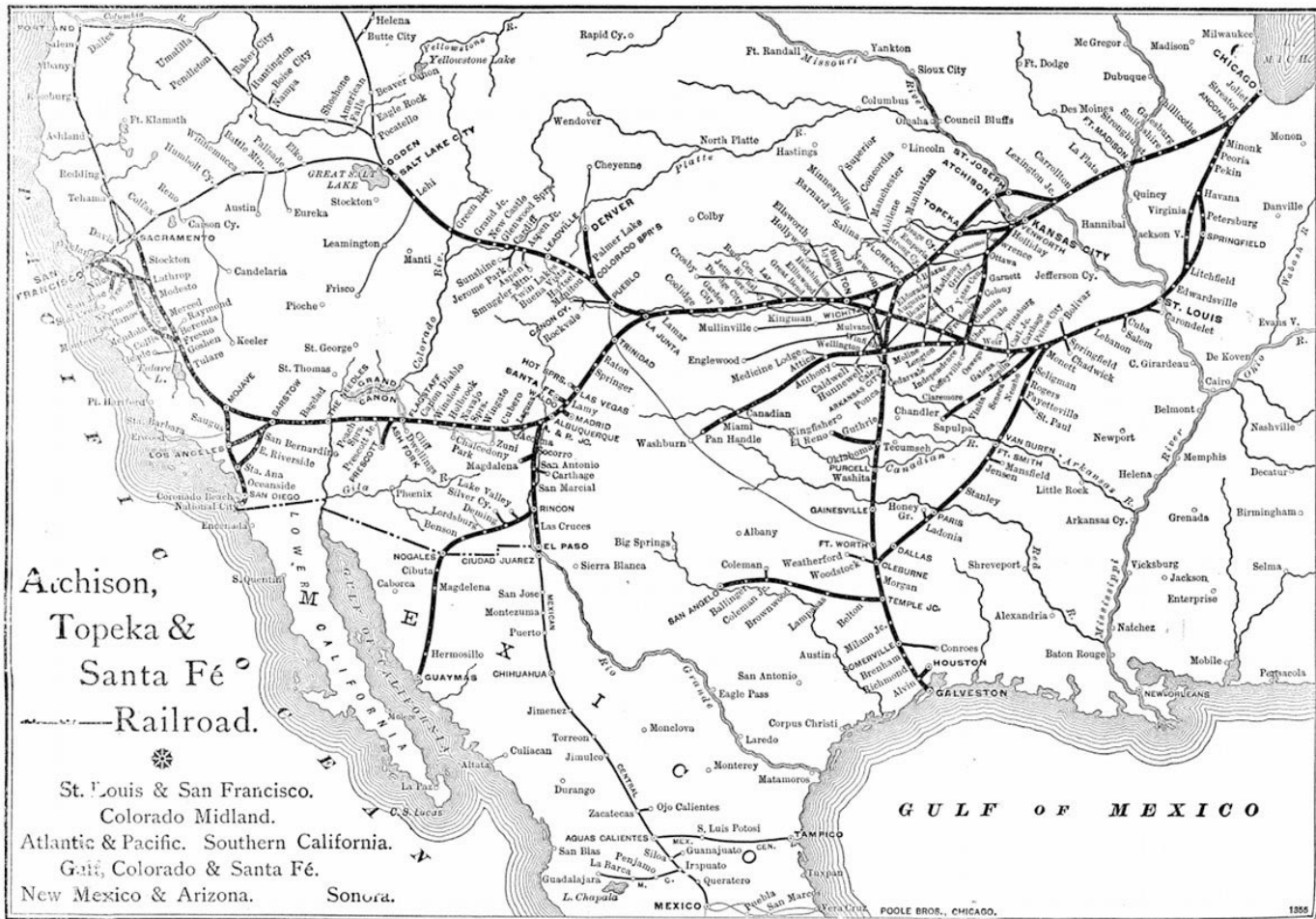
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- ❑ Manvel initially followed a conservative course, but soon repeated Strong's policy of aggressive expansion in response to threats real and imagined
- ❑ The purchase of the Frisco on May 23, 1890, enabled the Santa Fe to run passenger trains between St. Louis and the Gulf Coast via the Frisco line from St. Louis to Paris, TX, and from there to Galveston via the GC&SF
- ❑ It also made it possible for the Santa Fe to operate passenger trains between St. Louis and the West Coast via connections with the Santa Fe at Wichita and Burrton, KS, if not via Kansas City
- ❑ Passenger service between Chicago and St. Louis was the last piece needed to fulfill the Santa Fe's long-held dream of making St. Louis an integral part of the Santa Fe system



# THE RED EXPRESS

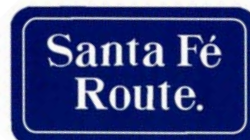
## 1893 Santa Fe System Map



# THE RED EXPRESS

## Motivation for the *Red Express*

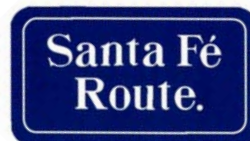
- ❑ The Chicago-St. Louis route was already served by three strong Midwestern roads: the Chicago & Alton (the “Alton”), the Wabash, and the Illinois Central
- ❑ The strength of these roads and the intense competition they presented meant the Santa Fe would face a tall task in gaining a share of the passenger traffic between Chicago and St. Louis
- ❑ Hence, the Santa Fe created the *Red Express* –its first luxury train – to provide overnight service between the two cities



# THE RED EXPRESS

## Need for Day Express Trains

- ❑ However, the running times to/from the Gulf Coast and Colorado made the *Red Express*' connections with trains to/from these points awkward
- ❑ Also important, then, would be day express trains between Chicago and St. Louis
- ❑ They could connect with southbound trains arriving at Galveston in the morning, and northbound trains leaving the Gulf Coast in the evening
- ❑ The day trains could also connect with westbound trains leaving St. Louis in the evening and arriving in Denver the second evening, and eastbound trains leaving Denver at midday and arriving in St. Louis the second morning





# THE RED EXPRESS

## Getting a Route to St. Louis

69357, J. J. S. N. J. C. W.  
NOV. 24TH, 1892.

# New Through Route



**JACKSONVILLE SOUTH EASTERN LINE**

BETWEEN  
**ST. LOUIS, MO. AND SPRINGFIELD, ILL.**  
AND THE **JACKSONVILLE, AND PEORIA, ILL.**  
NORTH, NORTHEAST & NORTHWEST

**LOCAL TIME TABLES**  
CORRECTED UP TO NOV. 24TH, 1892.

C. A. HENDERSON, W. W. KENT,  
ACTING GEN'L SUPERINTENDENT, GEN'L PASS'GR AGENT,  
JACKSONVILLE, ILL.

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11-19-'92 -5,000.  
SIXTON & BINKER, ST. LOUIS.

\* THE \*

## NEW THROUGH ROUTE

BETWEEN  
**PEORIA and ST. LOUIS**

RUNNING PULLMAN PALACE SLEEPING CARS  
ON NIGHT TRAINS.

Landing passengers at Union Depot in each of these important cities necessitating but one change of cars to the important points in the

### North, East, South and West.

We extend the hand of friendship to the traveling public and solicit a share of your business.

**THIS IS THE ONLY DIRECT LINE BETWEEN St. Louis and Peoria.**

**A First-Class Lunch Service** has been inaugurated on Trains 4 and 5.  
PRICES REASONABLE.

For other reliable information, call on or address any Agent Jacksonville Southeastern Line or

**H. A. SUTTLE**, Gen'l Agent Pass'gr Dep't, 513 Chestnut Street,  
**S. A. HUGHES**, City Ticket Agent, 101 North Broadway,  
**E. P. JORDAN**, City Passenger Agent, 513 Chestnut St.  
**O. D. EVANS**, Traveling Advertising Agent, 513 Chestnut St.  
**H. LIHOU**, Ticket Agent, Union Depot,  
**ST. LOUIS, MO.**

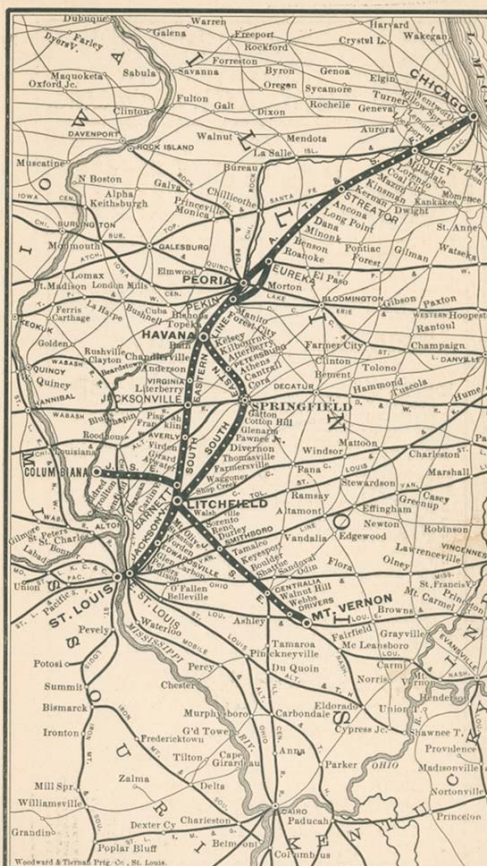
**H. D. LEEK**, Agent, Relay Depot, **EAST ST. LOUIS, ILL.**  
**W. J. WICKWIRE**, City Pass'gr & Ticket Agent, **100 N. Adams St., PEORIA, ILL.**

**S. F. HASKINS**, Ticket Agt., Union Depot, **PEORIA, ILL.**

**R. M. ALLEN**, Passenger and Ticket Agt., **CORNER 6th and Madison Sts., SPRINGFIELD, ILL.**  
**A. N. MORTON**, Traveling Passenger Agent, **100 N. Adams St., PEORIA, ILL.**

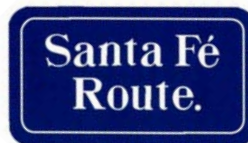
**C. A. HENDERSON**, ACTING GEN'L SUPERINTENDENT, **JACKSONVILLE, ILL.**  
**W. W. KENT**, GEN'L PASS'GR AGENT, **JACKSONVILLE, ILL.**

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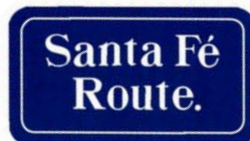
**DIRECT LINE BETWEEN ST. LOUIS AND CHICAGO.**

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# THE RED EXPRESS

## Chicago, Santa Fe & California; AT&SF; and JSE Passes

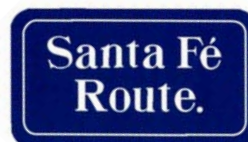




# THE RED EXPRESS

## Why the Name *Red Express*?

- ❑ Standard livery for Santa Fe passenger cars was yellow with a black roof and underbody up until 1888
- ❑ That year the Santa Fe inaugurated passenger service between Kansas City and Chicago over the newly built airline, and apparently decided to paint the cars on the new trains red
- ❑ The famous Fast Vestibule Express trains (advertised in Santa Fe timetables as “The Handsomest Trains in the World”) that ran on this route were thus the Santa Fe’s first “red trains”
- ❑ When the Santa Fe inaugurated its luxury passenger service between Chicago and St. Louis, it also painted the cars red; this no doubt played a role in naming the train
- ❑ Eventually, all passenger cars on the Santa Fe would be painted red



# THE RED EXPRESS

## Cars Fit for Royalty

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- ❑ The Santa Fe knew it would have to operate a luxury train in order to successfully compete for overnight passengers between Chicago and St. Louis. It put together exactly that (see sidebar).
- ❑ The *Red Express* featured the most modern and luxurious equipment of the time, including St. Charles Car reclining chair cars and Pullman Palace Car sleepers
- ❑ Passengers enjoyed the comfort of steam heat and electric lighting was provided by a generator in the baggage and express car
- ❑ We know from newspaper reports describing a terrible wreck of the Red Express that on the night of March 7-8, 1891, the train carried a baggage and express car, a smoker-chair car, and two Pullman Palace sleepers (the *Pecos* and the *Rago*)



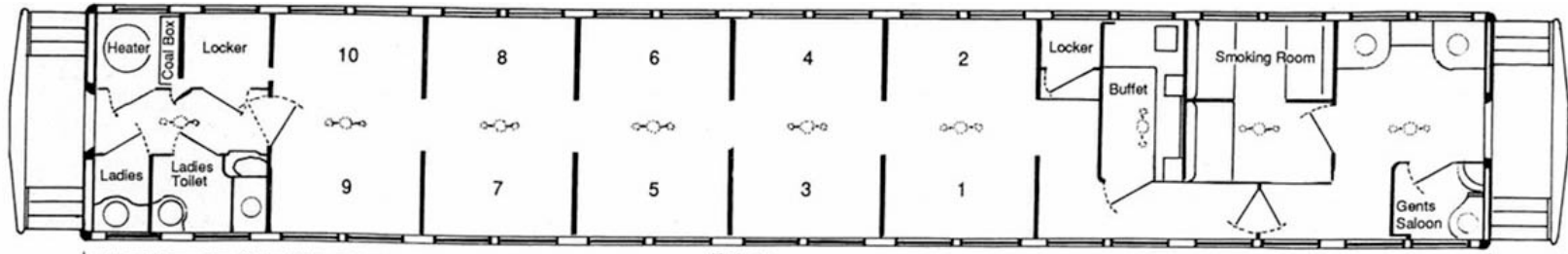
Santa Fé  
Route.





# THE RED EXPRESS

## Pullman Sleeper *Pecos*

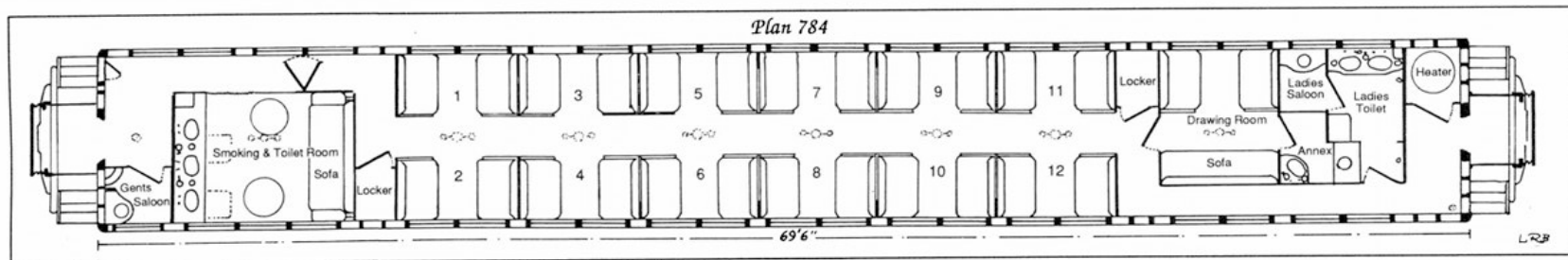


Santa Fé  
Route.



# THE RED EXPRESS

## Pullman Sleeper *Rago*



# THE RED EXPRESS

## Pullman Sleeper *Rago*



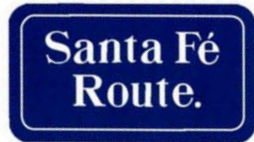
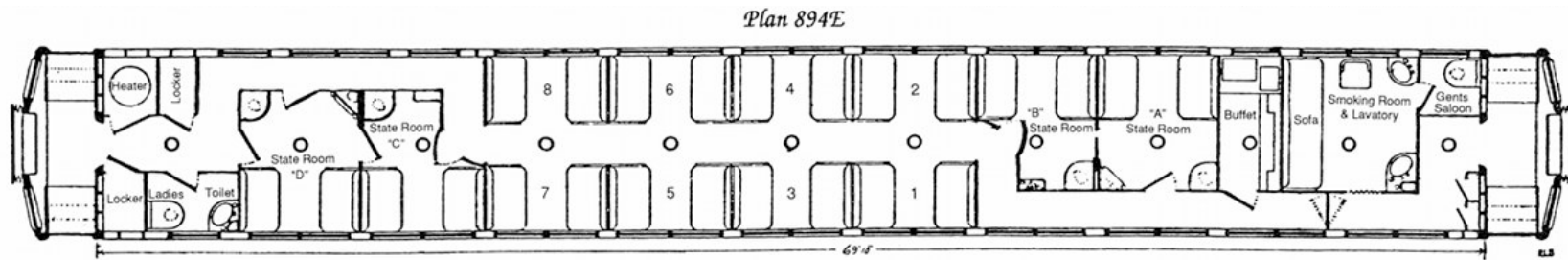
Santa Fé  
Route.





# THE RED EXPRESS

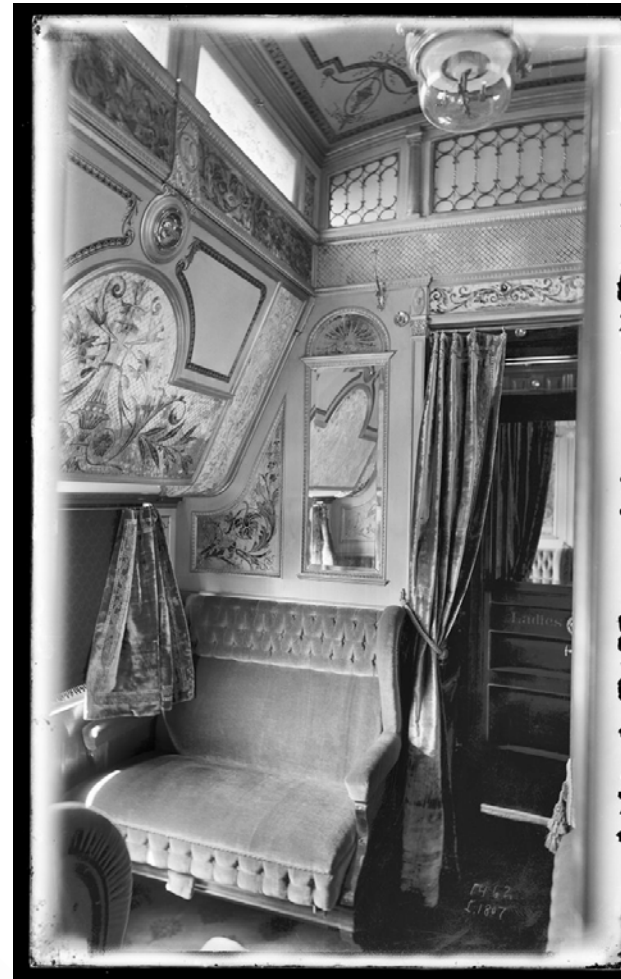
## Pullman Sleeper *Brilliant*





# THE RED EXPRESS

## Pullman Sleeper *Brilliant*



Santa Fé  
Route.



# THE RED EXPRESS

## Pullman Sleeper *Brilliant*



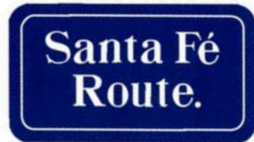
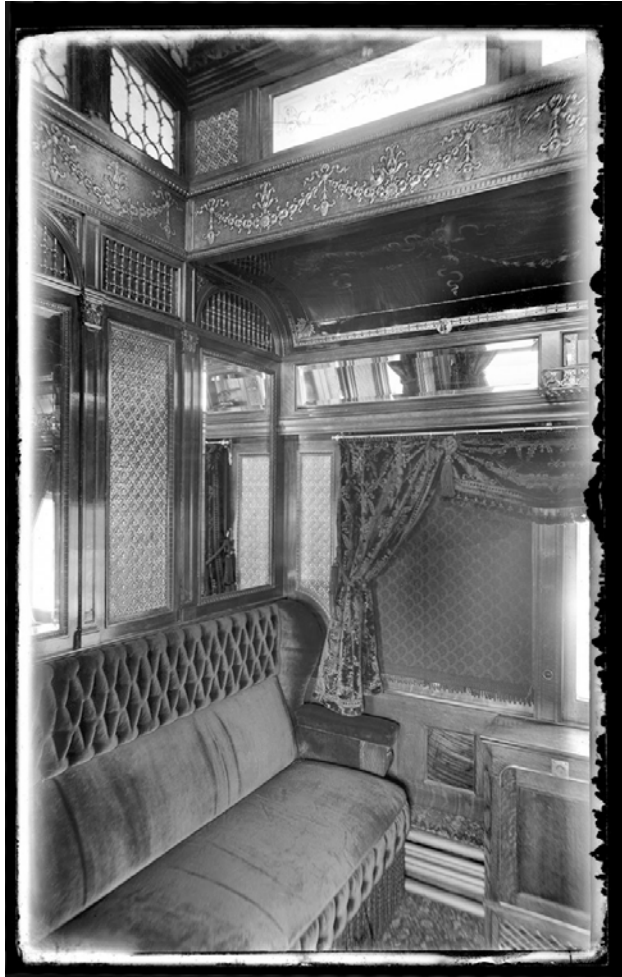
Santa Fé  
Route.





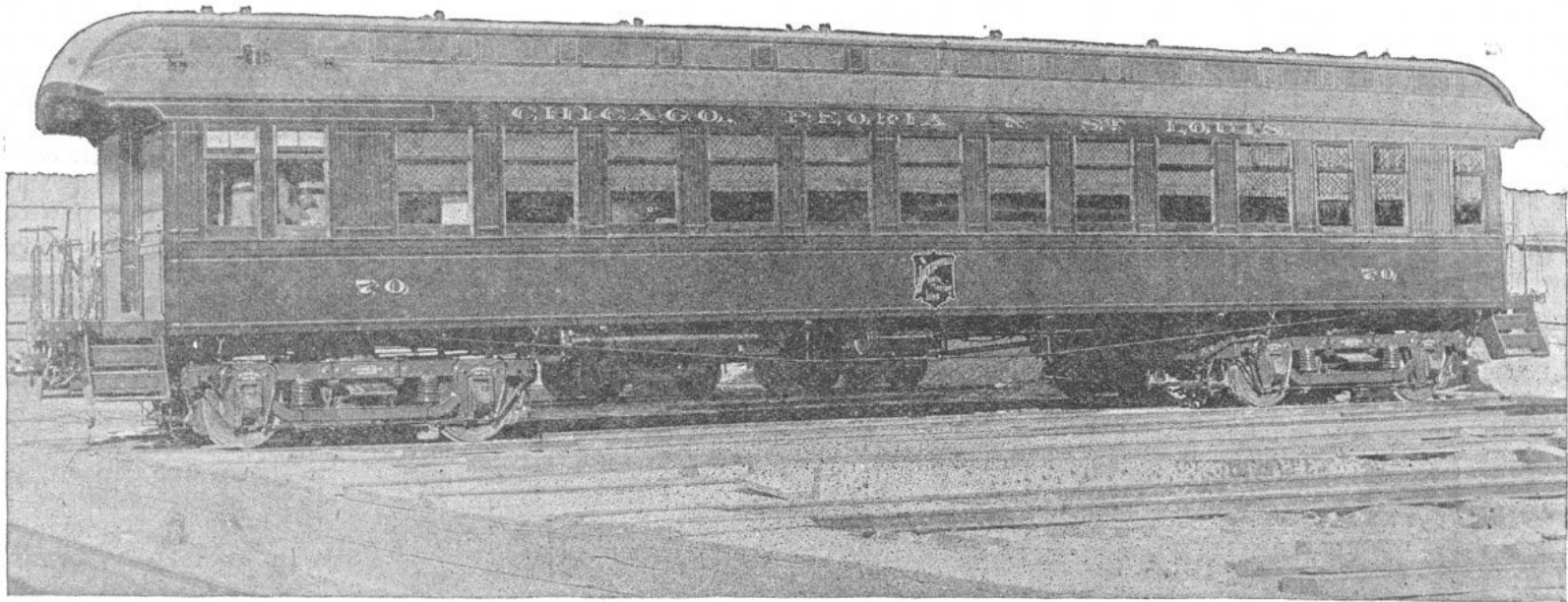
# THE RED EXPRESS

## Pullman Sleeper *Brilliant*



# THE RED EXPRESS

## St. Charles Reclining Coach Car



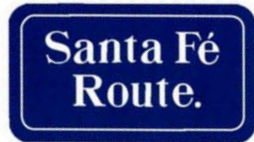
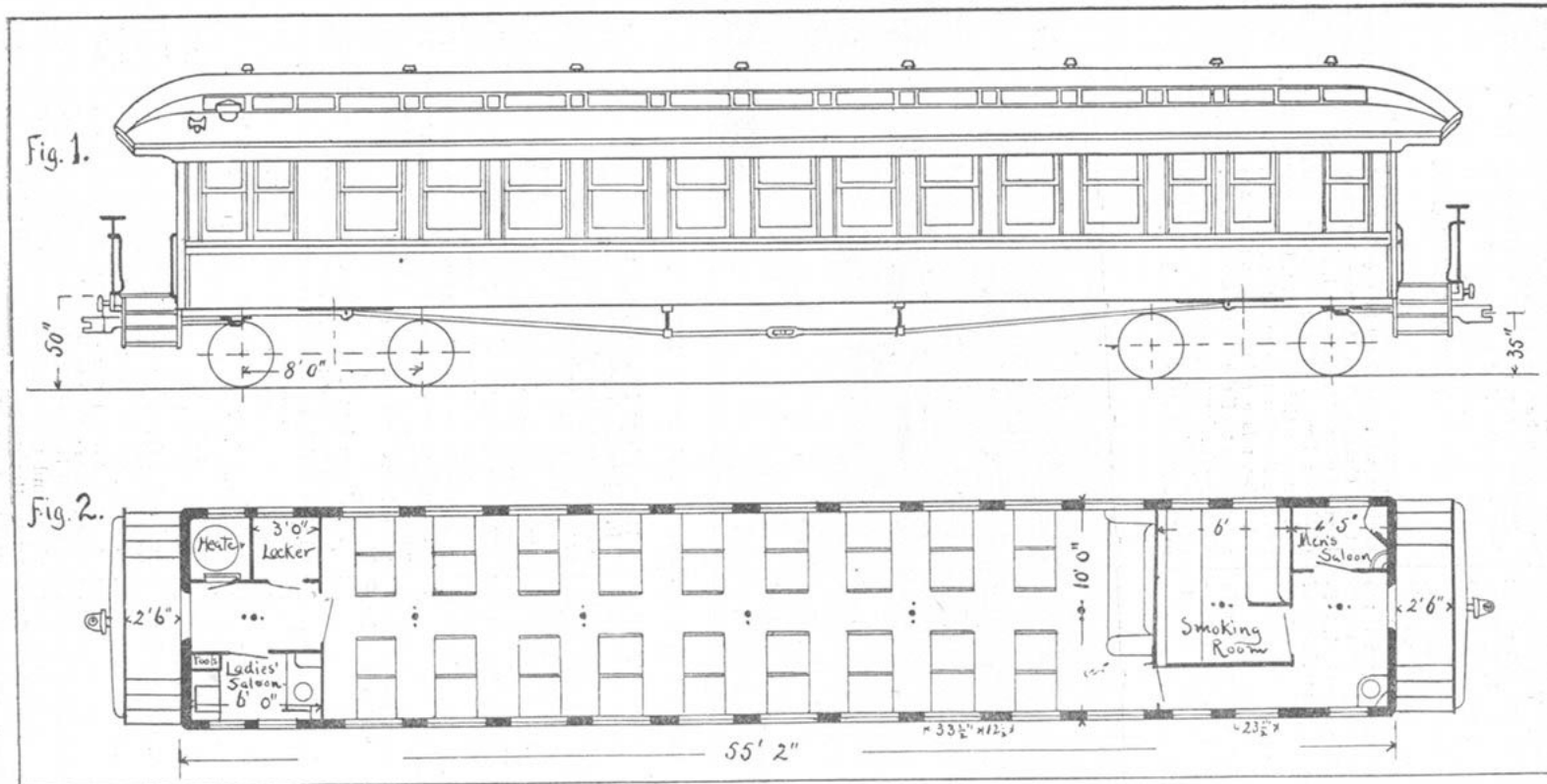
Santa Fé  
Route.





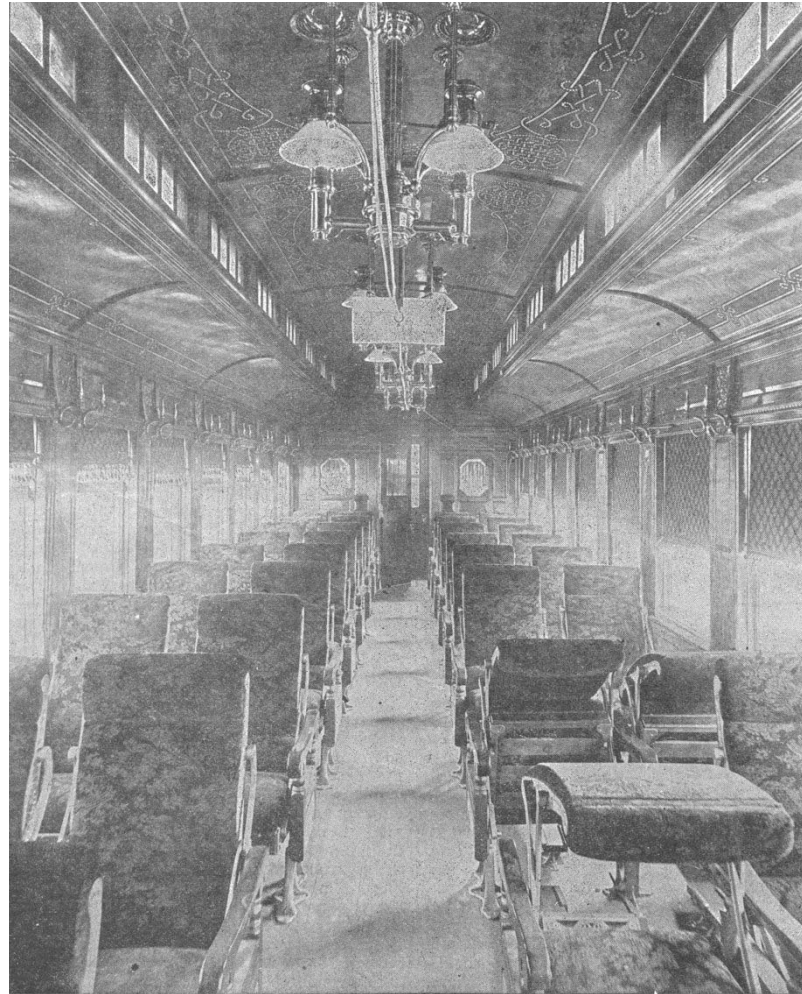
# THE RED EXPRESS

## St. Charles Reclining Coach Car



# THE RED EXPRESS

## St. Charles Reclining Coach Car



Santa Fé  
Route.

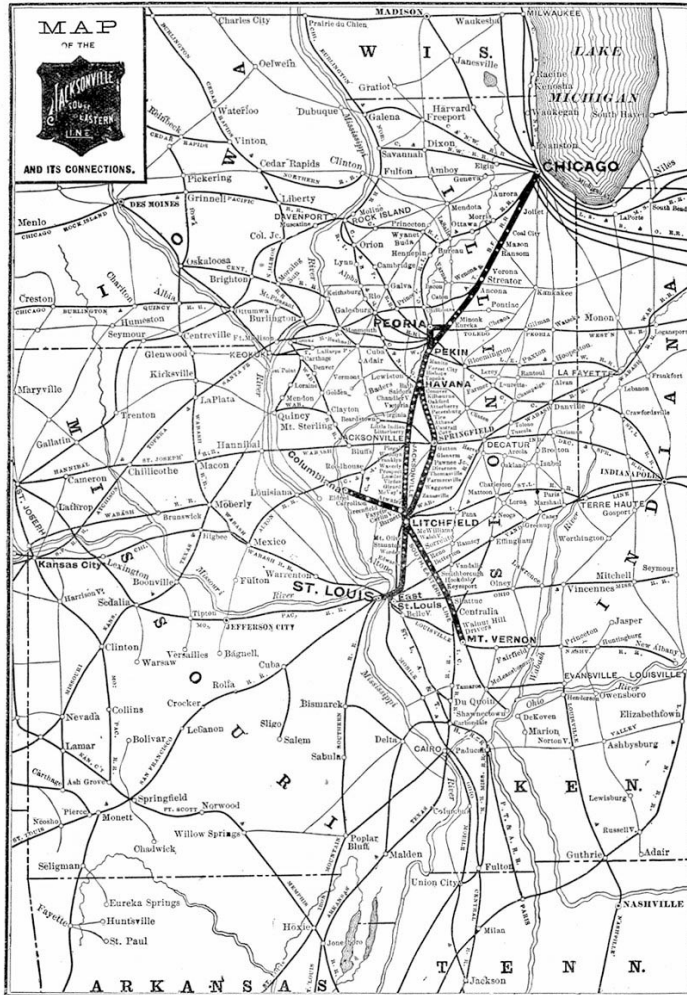




# THE RED EXPRESS

# JSE Map and Timetable

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**JACKSONVILLE SOUTH-EASTERN LINE.**  
 Comprising CHICAGO, PEORIA & ST. LOUIS RY.; JACKSONVILLE, LOUISVILLE & ST. LOUIS RY.; LITCHFIELD, GARDOLFO & WESTERN R.R.  
 Wm. S. Hook, President. John A. Swagart, Train Master. O. D. Evans, Trav. Adv. Agt., 313 Belmont St. St. Louis, Mo.  
 Marcus Hook, Asst. Gen. Freight Agent. E. A. Nixon, Asst. Gen. Freight Agent. W. M. Bushnell, Commer'l Agt., 313 Belmont St. St. Louis, Mo.  
 C. A. Henderson, Gen. Supt. J. B. Stevenson, Trav. Fm. Agt., Springfield, Ill.  
 W. W. Knox, Gen. Pass. Agt. A. N. Morton, Trav. Pas. Agent, Peoria, Ill.  
 W. C. Alvord, Gen. Fm. Agt. T. J. Hovis, Purchasing Agt. H. A. Sottler, Gen. Agent Pas. Dept., 113 Chestnut Street, St. Louis, Mo.  
 F. I. Tompkins, Master of Transport and Supt. of Telegraph. W. J. Hemphill, Supt. Motive Power & Mach'y. E. P. Jordan, City Pas. Agt.  
 General Office—Jacksonville, Ill.

**CHICAGO, PEORIA & ST. LOUIS LINE.**  
 July 2, 1903.

7	8	1	2	3	4	5	6	7	8
Mail	Ex.	Mail	Ex.	Mail	Ex.	Mail	Ex.	Mail	Ex.
7:00 P.M.	7:15 P.M.	7:30 P.M.	7:45 P.M.	8:00 P.M.	8:15 P.M.	8:30 P.M.	8:45 P.M.	9:00 P.M.	9:15 P.M.
Chicago	Peoria	St. Louis	Chicago	Peoria	St. Louis	Chicago	Peoria	St. Louis	Chicago

**PEORIA AND SPRINGFIELD LINE.**  
 July 2, 1903.

No. 7	No. 3	MT	No. 2	No. 8
LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE
7:00 P.M.	7:15 P.M.	7:30 P.M.	7:45 P.M.	8:00 P.M.
Peoria	Chicago	Peoria	Chicago	Peoria

**LITCHFIELD AND MT. VERNON LINE.**  
 July 2, 1903.

No. 35	No. 31	MT	No. 34	No. 32
LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE
7:00 P.M.	7:15 P.M.	7:30 P.M.	7:45 P.M.	8:00 P.M.
Chicago	Peoria	Chicago	Peoria	Chicago

Running solid trains between St. Louis and Chicago, via Peoria, and in connection with the Santa Fé Route. These trains run over the T. P. & W. track between Peoria and Eureka, but are J. S. E. trains between St. Louis and Eureka, via Peoria.

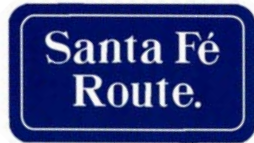
They are the famous "Red Express" trains, and are fully equipped with the latest pattern Pullman Palace Sleepers, Reclining Chair Cars, etc.

**LITCHFIELD AND COLUMBIANA LINE.**  
 July 2, 1903.

45	43	MT	42	44
LEAVE	ARRIVE	LEAVE	ARRIVE	LEAVE
7:00 P.M.	7:15 P.M.	7:30 P.M.	7:45 P.M.	8:00 P.M.
Chicago	Peoria	Chicago	Peoria	Chicago

**CONNECTIONS.**

- Junction of Chicago, Peoria & Kansas City and Jacksonville, Central & St. Louis Lines; Wabash R.R. and Chicago & Alton R.R.
- With St. Louis, Chicago & St. Paul Ry.
- With Chicago & Alton R.R.
- With Wabash R.R., Cleveland, Cincinnati, Chicago & St. Louis Ry., St. Louis & Chicago R.R. and Litchfield & Columbian Line.
- With Toledo, St. Louis & Kansas City R.R.
- With Vandavia Line.
- With Ohio & Mississippi Ry.
- With Illinois Central and Louisville, Evansville & St. Louis R.R.
- With Chicago & Alton R.R.
- With St. Louis, Chicago & St. Paul Ry.
- With Chicago, Burlington & Quincy R.R.
- With Chicago, Burlington & Quincy R.R.
- With Toledo, Peoria & Western Ry.; Cleveland, Cincinnati, Chicago & St. Louis Ry.; Peoria, Decatur & Evansville Ry.; Iowa Central Ry.; Chicago, Burlington & Quincy R.R.; Chicago, Keokuk, Island & Pacific Ry.; Lake Erie & Western R.R., and Vandavia Line.
- With Cleveland, Cincinnati & Chicago; St. Louis Ry.; Peoria, Decatur & Evansville Ry.; Chicago, Santa Fé & California Division Atchison, Topeka & Santa Fé Ry.
- Junction Peoria & Springfield and Peoria & St. Louis Lines; Champaign, Havana & Western Line of Illinois Central R.R.; and Fulton County Narrow Gauge R.R.
- With Ohio & Mississippi Ry.
- With Chicago & Alton R.R.
- With Chicago & Alton R.R.; Wabash R.R.; Illinois Central R.R.; Ohio & Mississippi Ry. and St. Louis & Chicago Ry.
- With Louisville & Nashville R.R.
- With Toledo, St. Louis & Kansas City R.R., and Wabash R.R.
- With Wabash R.R. with main roads diverging.
- With Vandavia Line.
- Junction Springfield & Litchfield Line with Litchfield & Mt. Vernon Line.



# THE RED EXPRESS

## Eureka Depot

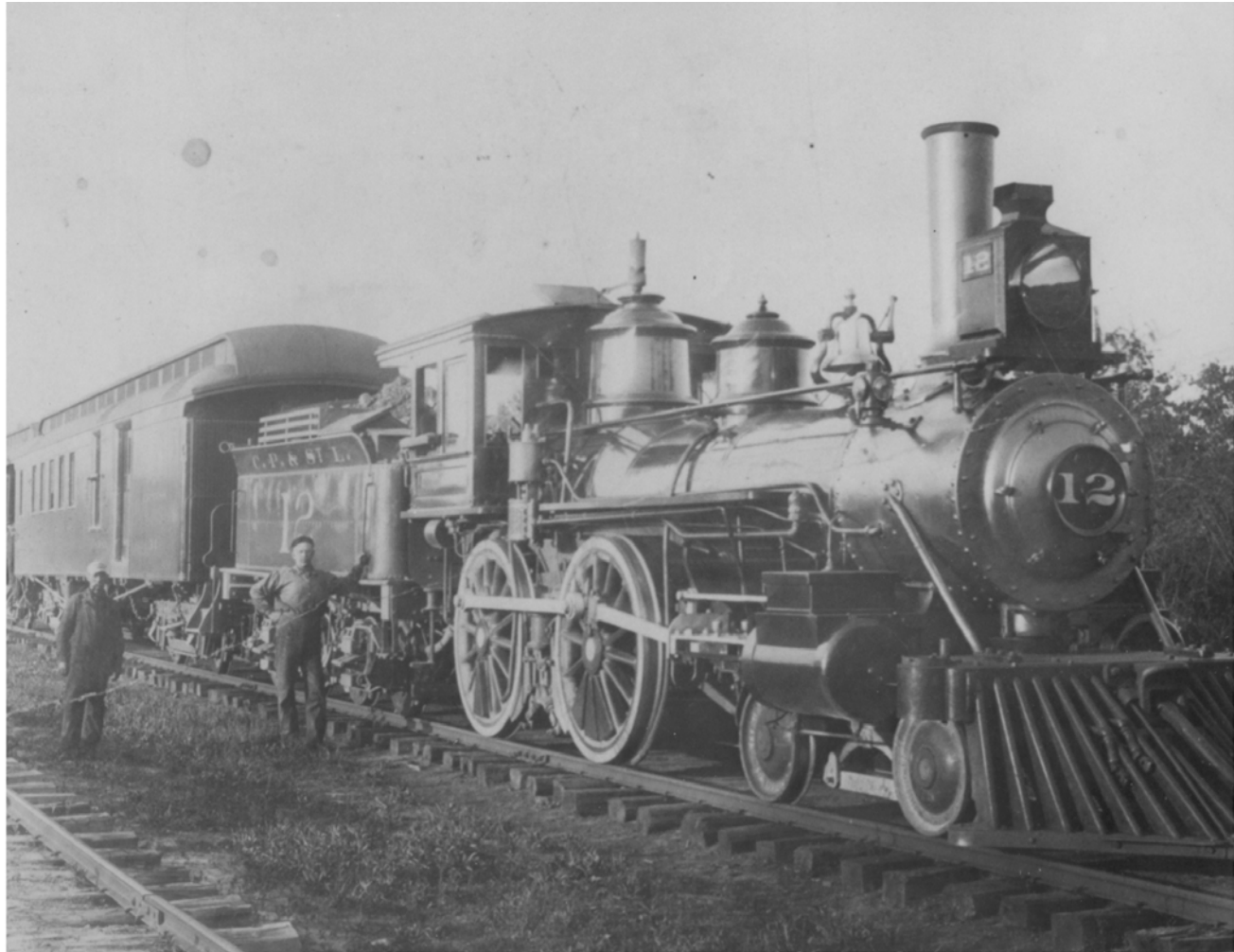




# THE RED EXPRESS

## CP&StL Atlantic No. 12

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Santa Fé  
Route.



# THE RED EXPRESS

## Dearborn Station ca. 1890

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Santa Fé  
Route.



# THE RED EXPRESS

## Dearborn Station ca. 1890



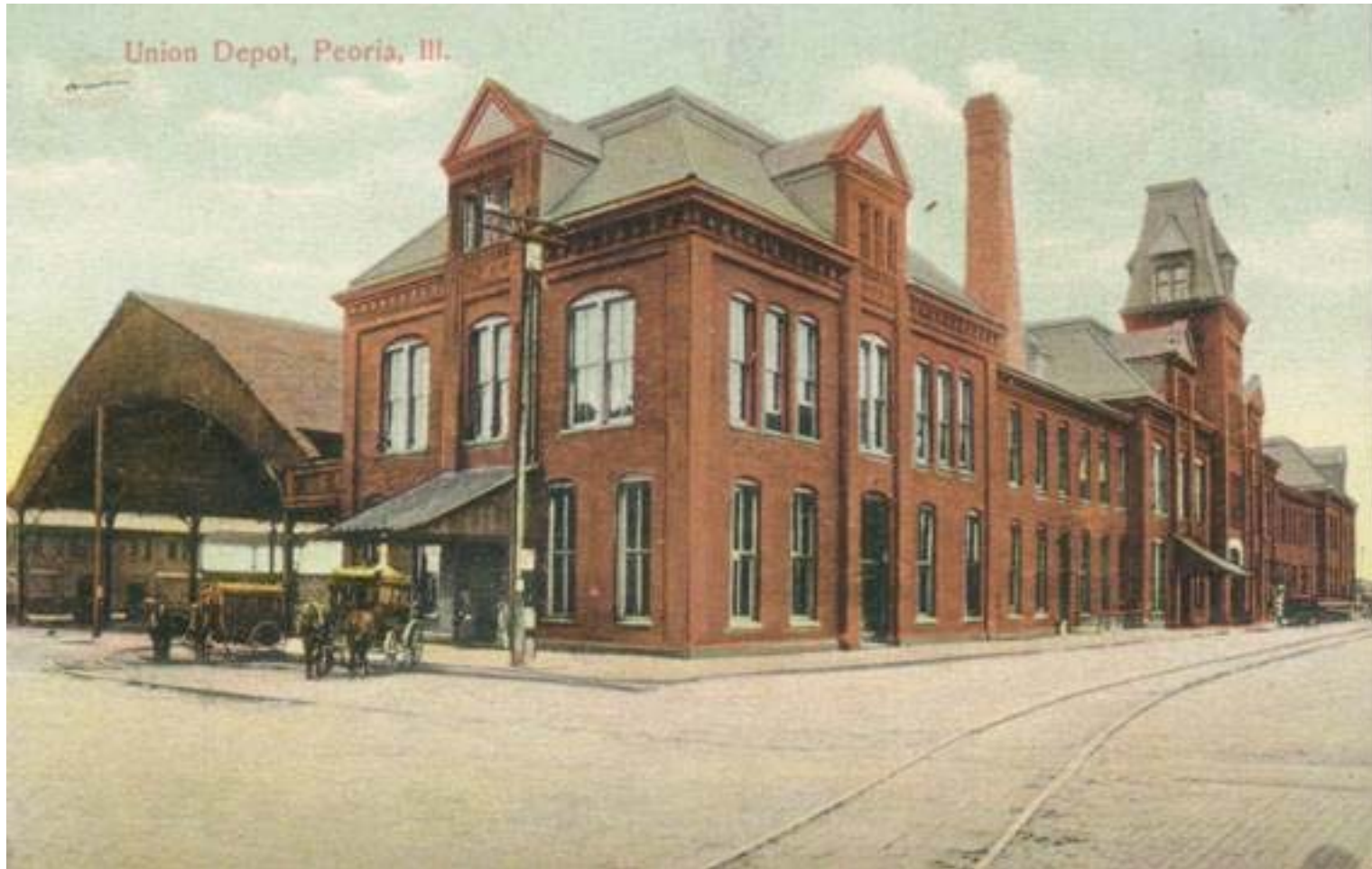
Santa Fé  
Route.





# THE RED EXPRESS

## Peoria Union Depot



Santa Fé  
Route.

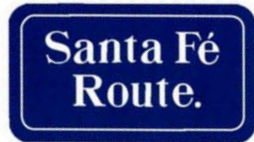
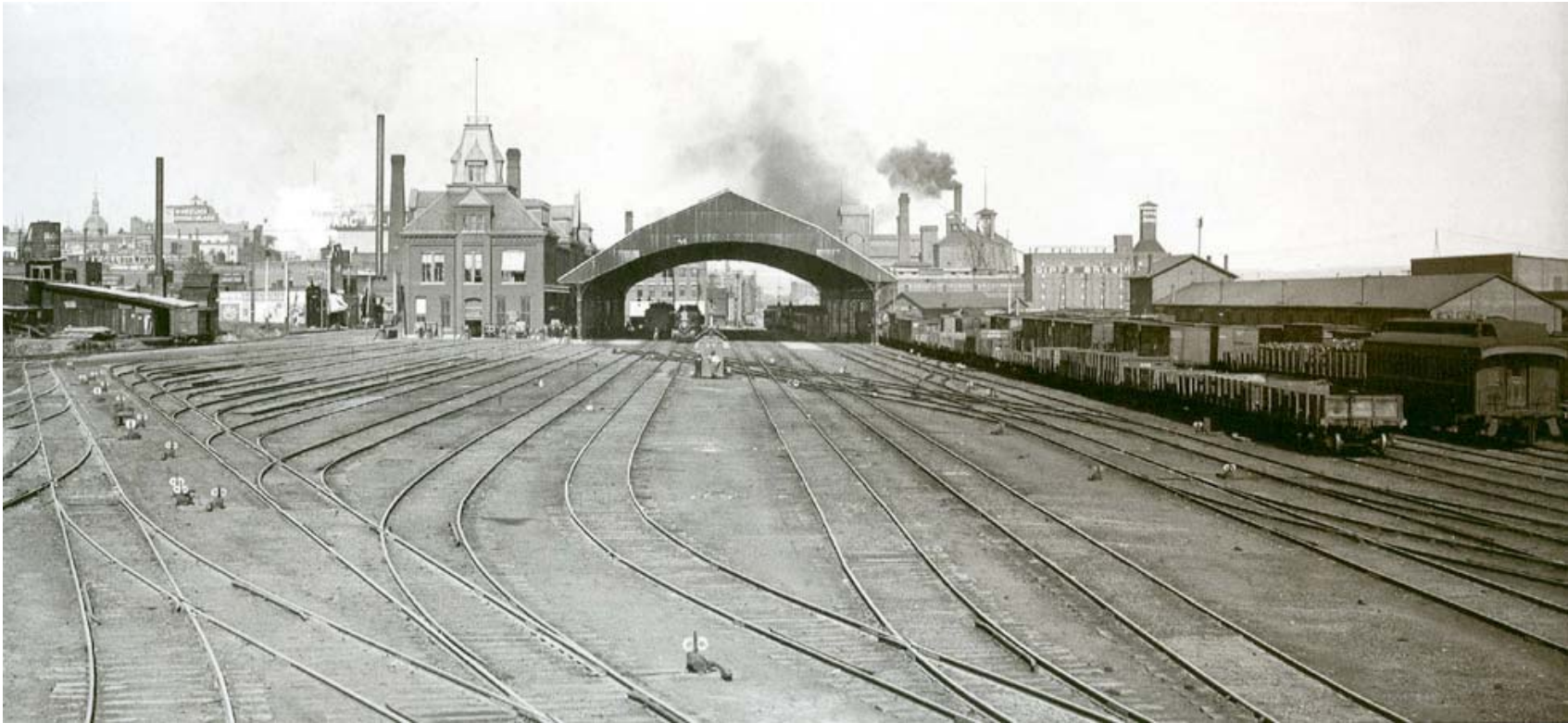




# THE RED EXPRESS

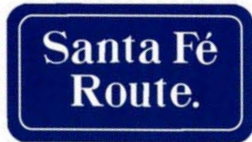
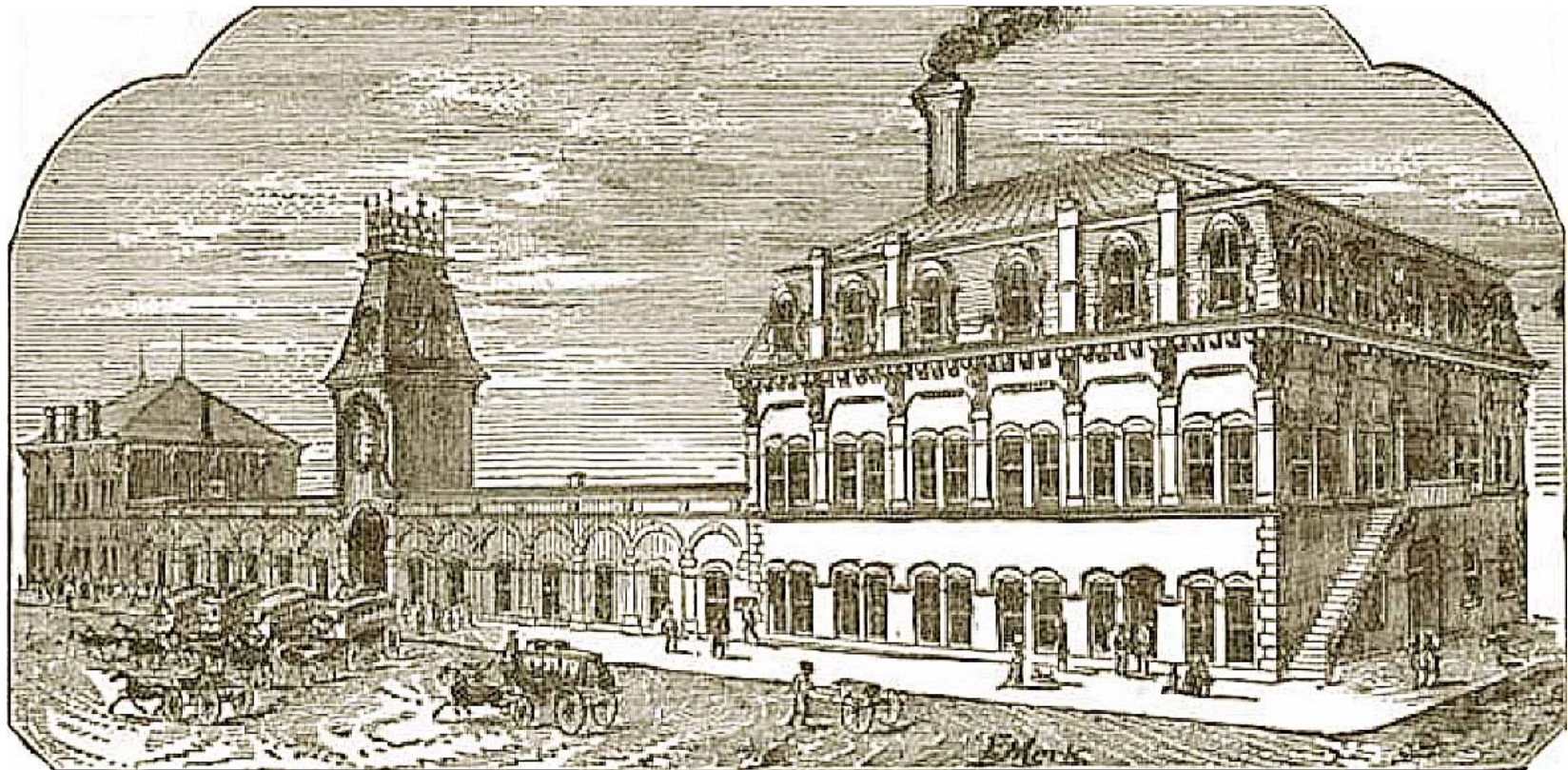
## Peoria Union Depot

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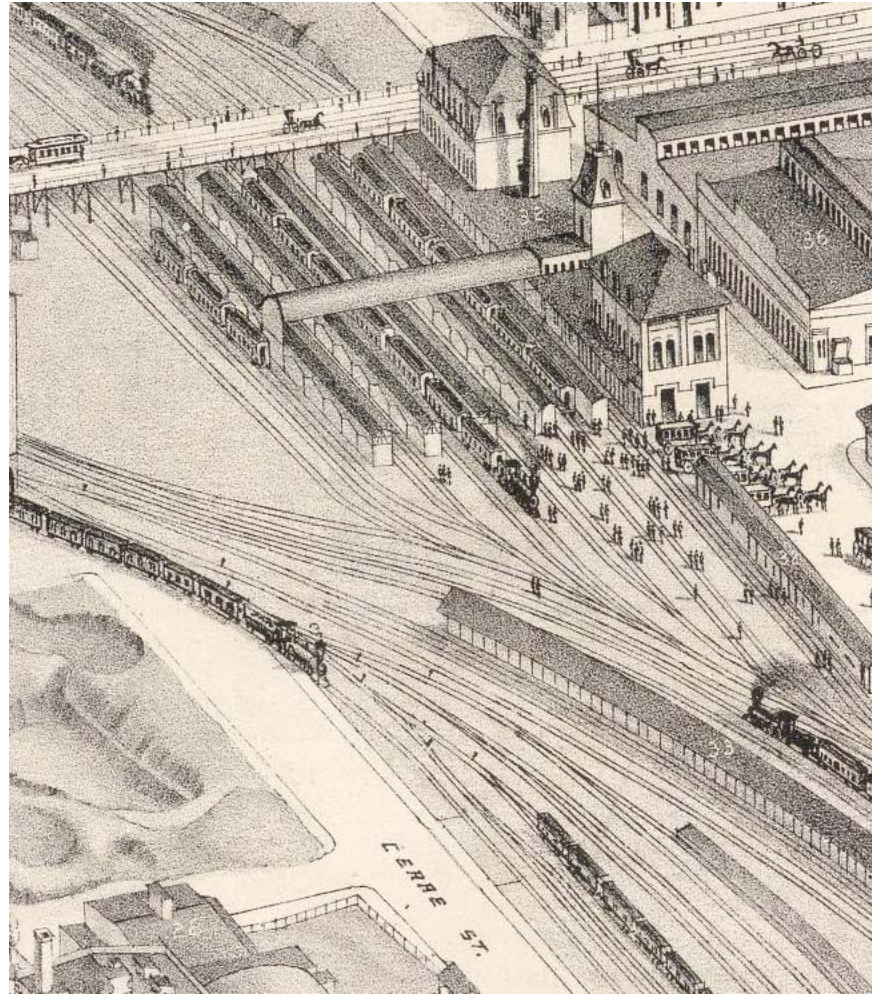
# THE RED EXPRESS St. Louis Union Depot 1875-1893





# THE RED EXPRESS

## St. Louis Union Depot 1875-1893



Santa Fé  
Route.



# THE RED EXPRESS Chicago, Peoria and St. Louis Line

Southbound. Read down.				STATIONS.			Northbound. Read up.		
N. B.—Trains marked * run daily; † daily, except Sunday.									
19	11	17		18	20	14			
P. M.	P. M.	A. M.		A. M.	P. M.	P. M.			
*5 20	*7 55	*7 35	lve. Chicago	7 55	8 00	1 30	arr. Chicago		
		8 27	Willow Springs			12 43			
6 18	8 51	8 53	Lamont			12 26			
6 35		9 09	Lockport			12 10			
6 45	9 15	9 19	Joliet	6 30	6 25	11 59			
7 49		10 11	Mazon		6 20	10 51			
*8 56	11 00	11 04	Streator	4 45	4 40	*9 55			
9 42	11 43	11 52	Minonk	4 07	3 51	9 06			
10 28	12 20	12 30	Eureka	3 30	3 15	8 24			
11 15	1 00	1 10	Peoria lve.	2 50	2 35	7 20			
	1 05	1 15	Peoria arr.	2 40	2 25				
11 30	1 33	1 45	Pekin lve.	2 12	1 57	*7 25			
P. M.	2 01	2 07	Manito	1 48	1 26	A. M.			
	2 08	2 17	Forest City	1 39	1 18				
	2 35	2 44	Havana	1 13	12 51				
	3 11	3 15	Chandlerville	12 38	12 17				
	3 27	3 32	Virginia	12 20	12 02				
	4 00	4 05	Jacksonville	11 55	11 38				
	4 34	4 42	Waverly	11 15	10 57				
	4 47	4 55	Lowder	11 03	10 45				
	4 57	5 06	Virren	10 52	10 33				
	5 04	5 14	Girard	10 45	10 25				
	5 45	5 59	Litchfield	10 08	9 45				
	6 14	6 28	Staunton	9 35	9 15				
	6 45	7 00	Edwardsville	9 05	8 43				
	7 30	7 45	East St. Louis	8 25	8 00				
	7 45	8 00	St. Louis (U. D.) lve.	*9 10	*7 45				
	A. M.	P. M.		P. M.	A. M.				

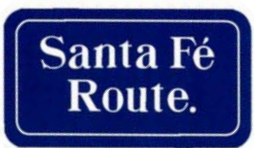
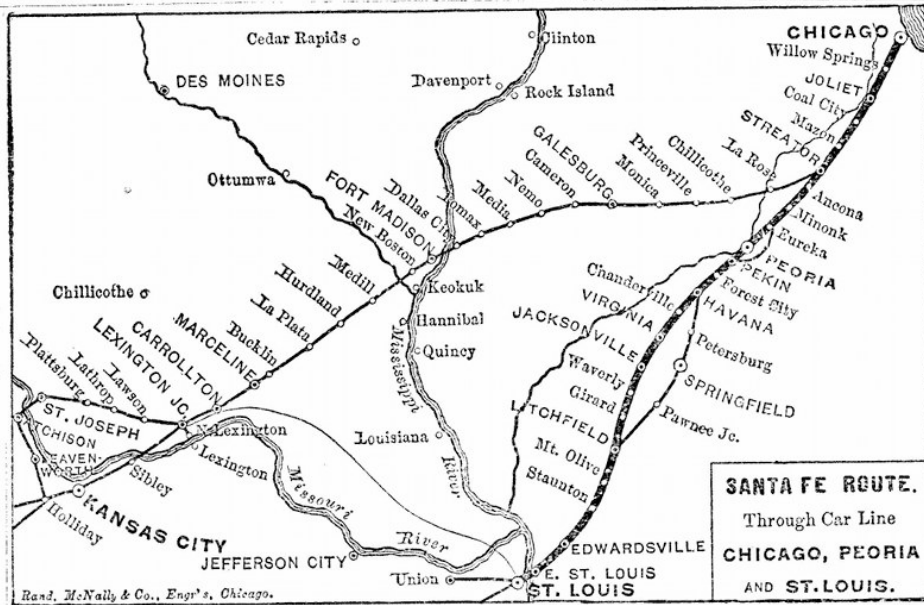
The Red Express (Nos. 11 and 18) is the Travelers' Delight. Compartment Sleepers of modern make, richly furnished.

**THROUGH CAR SERVICE.**

*Southbound.*—Trains Nos. 17 and 11 run solid Chicago to St. Louis, via Peoria. No. 17 carries Free Reclining Chair Cars (buffet lunches served); No. 11 Pullman Palace Compartment Sleeping Cars and Free Reclining Chair Cars Chicago to St. Louis.

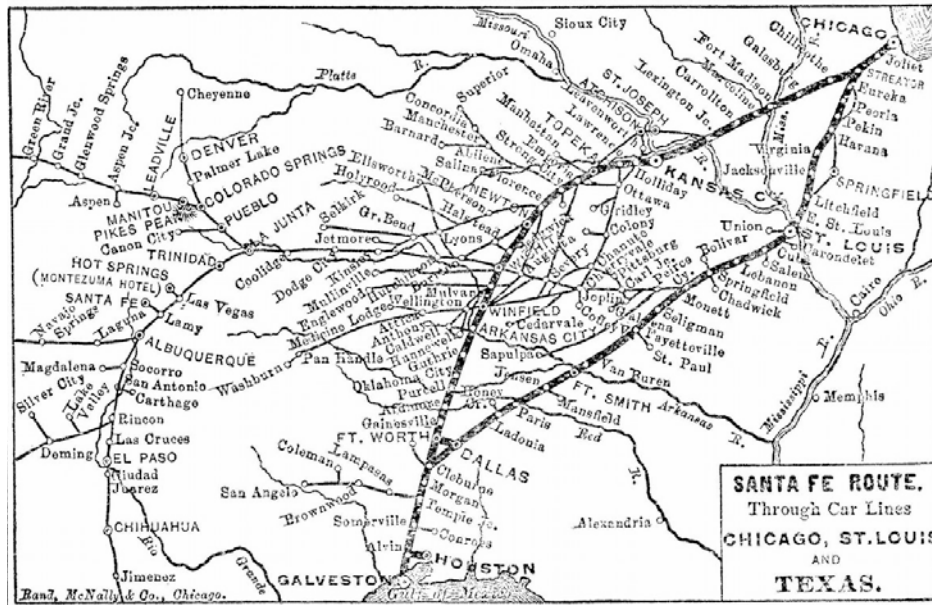
*Northbound.*—Trains Nos. 18 and 20 run solid St. Louis to Chicago, via Peoria. No. 20 carries Free Reclining Chair Cars (buffet lunches served); No. 18 Pullman Palace Compartment Sleepers and Free Reclining Chair Cars St. Louis to Chicago.





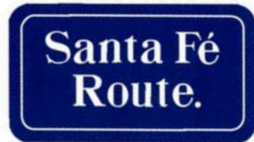
# THE RED EXPRESS

## Oklahoma and Texas Line



Read down.		STATIONS.	Read up.	
No. 11-1	No. 7-5		No. 6 12	No. 2-2
7 55 P.M.	7 35 A.M.	lve... Chicago. arr.	8 00 P.M.	7 55 A.M.
11 00 P.M.	11 04 A.M.	" ... Streator lve.	4 40 P.M.	4 45 A.M.
1 05 A.M.	1 15 P.M.	" ... Peoria.. arr.	2 25 P.M.	2 40 A.M.
4 00 A.M.	4 05 P.M.	" Jacksonville lve	11 38 A.M.	11 55 P.M.
7 45 A.M.	8 00 P.M.	arr.. St. Louis. lve.	7 45 A.M.	8 10 P.M.
8 25 A.M.	9 30 P.M.	lve St. Louis arr.	7 00 A.M.	6 30 P.M.
6 05 P.M.	6 00 A.M.	" Springfield lve.	11 00 P.M.	9 10 A.M.
8 25 P.M.	7 45 A.M.	" ... Monett... "	9 35 P.M.	7 25 A.M.
9 34 P.M.	8 44 A.M.	" ... Seligman.. "	8 13 P.M.	5 35 A.M.
1 20 A.M.	12 04 NO'N	" .. Van Suren.. "	4 33 P.M.	1 20 A.M.
1 50 A.M.	12 25 NO'N	" .. Fort Smith.. "	4 25 P.M.	1 05 A.M.
8 40 A.M.	5 50 P.M.	arr..... Paris lve.	10 40 A.M.	6 20 P.M.
9 10 A.M.	6 00 P.M.	lve... Paris... arr.	10 30 A.M.	
1 45 P.M.	9 50 P.M.	" ... Dallas... lve.	7 00 A.M.	9 25 P.M.
4 15 P.M.	11 55 P.M.	arr.. Cleburne.. lve.	4 40 A.M.	7 00 P.M.
10 05 A.M.	12 05 N'HT	lve.. Cleburne.. arr.	4 30 A.M.	6 40 P.M.
11 15 A.M.	1 02 A.M.	" ... Morgan... lve.	3 28 A.M.	5 40 P.M.
2 20 P.M.	3 35 A.M.	" ... Temple.. "	1 10 A.M.	3 10 P.M.
4 10 P.M.	5 01 A.M.	" ... Milano... "	11 30 P.M.	1 04 P.M.
5 23 P.M.	6 03 A.M.	" .. Somerville.. "	10 20 P.M.	11 50 A.M.
10 35 P.M.	10 15 A.M.	arr.. Houston.. "	5 55 P.M.	6 50 A.M.
10 45 P.M.	10 30 A.M.	arr.. Galveston. lve.	5 45 P.M.	6 20 A.M.

Through Solid Vestibule Trains  
between St. Louis and  
Galveston.



# THE RED EXPRESS

## Through Sleeping Cars from Chicago and St. Louis

JACKSONVILLE SOUTHEASTERN LINE

“Santa Fe Route.”

THE NEW THROUGH ROUTE

—BETWEEN—

CHICAGO AND ST. LOUIS.

The “RED EXPRESS” Trains are composed of Brand New Pullman Palace Sleeping Cars. Elegant New Reclining Chair Cars and beautiful Coaches and are run through on as quick time as any line.

We will endeavor to take good care of all classes of travel and at as reasonable rates as any route, and respectfully solicit inquiries, either personally to any of our Agents or by mail and will give prompt replies.

D. W. RIDER,  
Superintendent.

JACKSONVILLE, ILLINOIS.

W. W. KENT,  
Gen'l Passenger Agent.



Santa Fe  
Route.



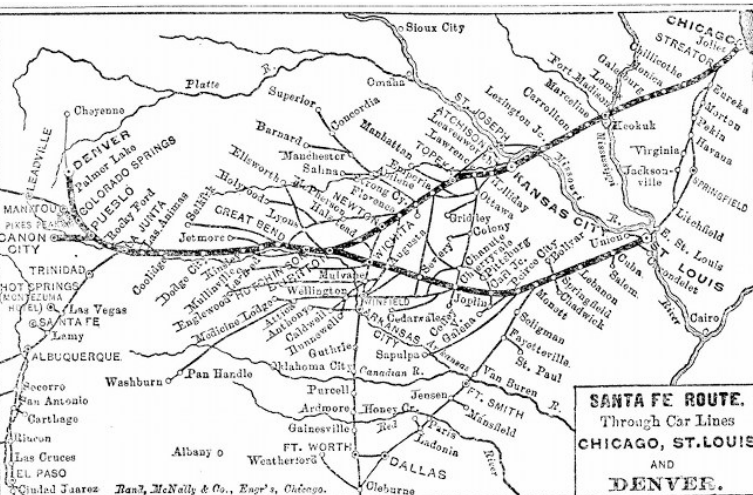


# THE RED EXPRESS

## Chicago, St. Louis and Denver Line

Westbound. Read down.			STATIONS.	Eastbound. Read up.		
3	1-7	No. 5		3-2	No. 6	4
P. M.	A. M.			A. M.		A. M.
8:30	3:00	5:00 P.M.	lve... Chicago... arr.	6:30	11:00 A. M.	9:10
9:55	4:21	6:25 P.M.	"... Joliet... "	5:05	9:35 A. M.	7:45
11:30	6:00	8:00 P.M.	"... Streator... "	3:05	7:45 A. M.	5:50
2:31	9:13	10:53 P.M.	"... Galesburg... "	9:53	4:48 A. M.	3:05
4:25	11:35	12:40 N'HT	"... Ft. Madison... "	7:25	3:00 A. M.	1:20
8:25	4:00	4:42 A. M.	"... Marceline... "	1:45	10:55 P.M.	9:10
12:30	8:05	9:00 A. M.	arr... Kansas City... lve.	9:05	7:00 P.M.	6:10
A. M.	10:05	10:20 A. M.	lve... St. Joseph... lve.	7:45	5:45 P.M.	7:25
7:55	8:45	10:25 A. M.	lve... St. Joseph... arr.	7:40	5:25 P.M.	7:25
8:45	9:35	11:15 A. M.	arr... Atchison... lve.	6:50	4:35 P.M.	6:30
8:45	9:35		lve... Atchison... arr.	6:50		6:30
10:30	11:30		arr... Topeka... lve.	5:10		4:40
7:40	8:15	7:40 A. M.	lve... Leavenworth... arr.	11:05	7:05 P.M.	7:05
1:00	9:20	9:30 A. M.	lve... Kansas City... arr.	7:00	6:40 P.M.	4:40
2:15	10:55	10:42 A. M.	"... Lawrence... "	5:27	5:20 P.M.	3:25
3:05	11:50	11:30 A. M.	arr... Topeka... lve.	4:35	4:35 P.M.	2:35
P. M.	A. M.			P. M.		A. M.
8:15	8:25		lve... St. Louis... arr.	6:30	6:30	6:30
5:25	6:05		lve... Springfield... arr.	9:10	9:10	6:55
11:52	12:30		"... Coerryvale... "	2:55		3:07
6:00	5:25		"... Wichita... "	10:30	10:30	7:30
8:30	6:55		arr... Burton... lve.	9:10		9:15
8:27	7:15	4:45 P.M.	lve... Burton... arr.	9:05	11:40 A. M.	9:05
8:50	8:05	5:35 P.M.	lve... Hutchinson... lve.	8:25	11:17 A. M.	8:35
10:25	10:20	7:24 P.M.	"... Great Bend... "	6:17	9:50 A. M.	
11:40	12:30	9:00 P.M.	"... Kinsley... "	4:40	8:35 A. M.	5:20
12:01	12:50	9:20 P.M.	"... Dodge City... "	3:15	7:20 A. M.	4:05
1:43	2:40	10:46 P.M.	"... Garden City... "	12:15	4:55 A. M.	1:16
4:00	5:20	12:45 N'HT	"... Coolidge... "	9:57	3:07 A. M.	11:12
...	8:30		"... Lamar... "	8:47	2:15 A. M.	
...	7:50		"... Las Animas... "	7:40		
6:40	8:30	3:45 A. M.	arr... La Junta... "	7:00	12:50 N'HT	8:50
10:19	9:13		lve... Rocky Ford... "	6:12		7:54
12:20	11:00	6:00 A. M.	arr... Pueblo... "	4:05	11:00 P.M.	6:10
7:05	...	9:00 A. M.	"... Florence... "	...	7:53 P.M.	12:15
7:25	...	9:20 A. M.	"... Canon City... "	...	7:35 P.M.	11:55
3:15	1:13	7:55 A. M.	"... Colorado Spgs... "	2:10	9:15 P.M.	4:22
4:17	2:25	9:05 A. M.	"... Palmer Lake... "	7:15	8:22 P.M.	3:37
4:55	3:15		"... Castle Rock... "	12:30		2:50
6:00	4:45	11:00 A. M.	arr... Denver... lve.	11:05	6:00 P.M.	1:35
P. M.	A. M.			P. M.		P. M.

A 117-mile Panorama of Rocky Mountains between Pueblo and Denver.



### THROUGH CAR SERVICE.

*Westbound.*—No. 3, daily, Pullman Palace and Tourist Sleeping Cars Chicago to La Junta; Chair Cars Chicago to La Junta and La Junta to Denver; Dining Car Chicago to Kansas City.

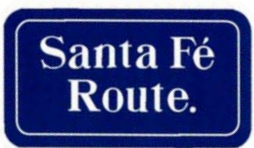
No. 5, daily, Solid Through Vestibule Train Chicago to Denver, with Palace Sleepers and Chair Cars; Dining Cars Chicago to Kansas City and Pueblo to Denver; Through Sleeper Chicago to Ogden, via Colorado Springs; Pullman Palace Sleeper St. Louis to Burton.

No. 1-7, daily, Pullman Palace Sleeping Car Kansas City to Hutchinson and La Junta to Denver; also from Kansas City to Houston. Free Chair Cars Kansas City to Caldwell and Galveston, Kansas City to Superior and Kansas City to Denver.

*Eastbound.*—No. 4, daily, Parlor Chair Cars Denver and Colorado Springs to La Junta and La Junta to Chicago; Pullman Palace and Tourist Sleepers La Junta to Chicago; Dining Car Kansas City to Chicago.

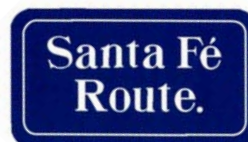
No. 6, daily, Solid Through Vestibule Train with Pullman Palace Sleepers and Chair Cars Denver to Chicago; Dining Cars Denver to Pueblo and Kansas City to Chicago; Through Palace Sleeper, Ogden to Chicago without change, via Colorado Springs.

No. 3-2, daily, Pullman Palace Sleeping Car Denver to La Junta, Hutchinson to Kansas City and Houston to Kansas City; Free Chair Cars Galveston and Caldwell to Kansas City, Superior to Kansas City and Denver to Kansas City; Palace and Tourist Sleepers and Dining Car Kansas City to Chicago.

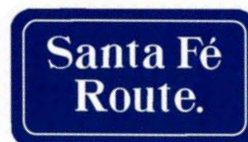




- ❑ Strong had long opposed pools and agreements. He considered them insufficient to control rates, and subject to cancellation or revision when the interests of one road or another favored it
- ❑ As Bryant writes, the building of the airline between Kansas City and Chicago “enabled Strong to pull the Santa Fe out of the Southwestern Railroad Association and to disown the pooling and traffic agreements at Kansas City.” The loss of Santa Fe traffic at Kansas City “badly hurt the Alton and the CB&Q, causing these former allies of the Santa Fe to become its rivals, even enemies”
- ❑ In 1890, when the Chicago-Kansas City pool ordered the Santa Fe to divert traffic to other roads at Kansas City, Manvel – following in Strong’s footsteps – refused, and the pool collapsed
- ❑ On October 23, 1890 – less than two months before the Red Express would begin service – the *Chicago Daily Tribune* ran an article headlined, “The Atchison Topeka and Santa Fe – How It Has Manipulated Freight Traffic to Gain Business”



- ❑ Given this history, the entry of the Santa Fe was bound to disrupt the established order among the railroads offering passenger service on the Chicago-St. Louis route
- ❑ The strongest of these were the Alton, the Wabash, and the Illinois Central, as already noted
- ❑ On the Chicago-St. Louis route, the Alton held the upper hand because it ran through all of the major cities along the route, giving it more passenger and freight traffic than any of the other roads. It could therefore afford to charge 2 cents a mile; the others could not
- ❑ President Timothy Blackstone of the Alton, still angry at having lost out to the Santa Fe at Kansas City when Strong, having built the airline to Chicago, pulled out of the Southwestern Railroad Association and disowned the traffic arrangements at Kansas. Now facing competition from the Santa Fe on its St. Louis-Chicago route, Blackstone was in the mood for a fight

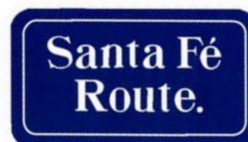


# THE RED EXPRESS

## Rate Wars (Continued)

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- ❑ True to expectations, barely had the first *Red Express* departed Dearborn Station for St. Louis than trouble broke out among the rival railroads over passenger rates and continued throughout the service life of the *Red Express*
- ❑ According to an article in the *Chicago Daily Tribune* on December 31, 1890, the Alton had secured proof that passenger tickets for the Santa Fe route from St. Louis to Chicago were being sold for as little as \$5.50, \$2 less than the value that had been agreed upon by the members of the Western Passenger Association (WPA)
- ❑ The Alton charged that, although the tickets were being sold by scalpers, the JSE was behind it, and asserted it would hold the Santa Fe responsible. This was understandable, since the Santa Fe belonged to the WPA, and effectively, controlled the JSE just as much as it did its own associated lines





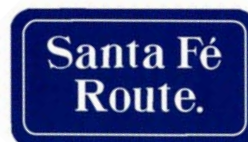
## Rate Wars (Continued)

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- A sense of the situation that prevailed in the winter and spring of 1891 is given by an article that appeared in the *Chicago Daily Tribune* on February 17<sup>th</sup>, which stated, “Vice President Springer of the Santa Fe said the trouble caused by Chairman Finley's order to the roads in the Western Passenger Association to decline honoring tickets issued by the Jacksonville Southeastern Feb. 18 stood in a fair way of settlement”

“He had just come from a meeting of the roads interested in the Peoria and St. Louis passenger business, at which General Passenger Agent Kent of the Jacksonville Southeastern submitted positive proof that the Toledo, Peoria and Western and the Wabash had been selling 1,000-mile tickets at 2 cents per mile for the last six years, and that the Lake Shore had been selling 5,000-mile tickets over the Wabash at 2 cents per mile for some years”

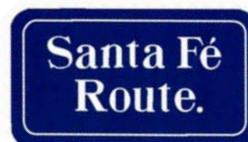
“The Jacksonville Southeastern had simply met the rate made by those roads and made the 2-cent per mile rate before it formed its alliance with the Santa Fe. The Alton and Rock Island were aware of these facts, Mr. Springer said, when they applied for a reduction in the mileage rate and their action, he thought, was due to an unfriendly feeling towards the Santa Fe”



“After a long and animated discussion it was decided to suspend the order issue by Chairman Finley that tickets of the Jacksonville Southeastern must not be honored on and after Feb. 18 until next Monday”

“In the meantime efforts will be made to bring about an arrangement with the Lake Shore, Big Four, Clover Leaf, and other roads which issue thousand-mile tickets over Western roads in competition with the Jacksonville Southeastern whereby the sale of those tickets is to be discontinued”

“If matters cannot be adjusted satisfactorily Mr. Springer says there will be but two ways open for the Santa Fe - namely: either to withdraw from the Western Passenger Association or to cancel its contract with the Jacksonville Southeastern, and he could not say which of the two courses the company would pursue”



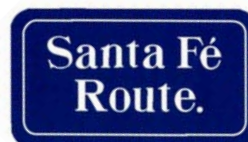
## Rate Wars (Continued)

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- By the end of February, the JSE had agreed to join the Western Passenger Association and to redeem all of its passenger tickets that might be found in the market. Still the Alton pressed its case. An article that appeared in the *Chicago Daily Tribune* on March 10, 1891, headlined “Still Clamoring for a Reduction,” put the situation as follows,

“If the [Jacksonville Southeastern Line] makes all the concessions demanded and the Alton still insists upon reducing the mileage rate to two cents it will not be able to hold the Jacksonville Southeastern, or any other road responsible for it, but will have to admit that it made the reduction simply because it believed a rate of two cents per mile fair and reasonable.”

- The JSE made the concessions demanded of it, and eventually, the Alton suspended for the time being its demand that it be allowed to sell 1000-mile tickets at the rate of two cents per mile

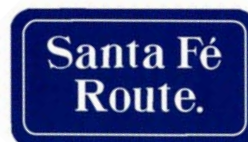




- ❑ But the passenger rate between St. Louis and Chicago continued to be a source of conflict, as exemplified by an article in the *Chicago Daily Tribune* on January 13, 1893, which stated,

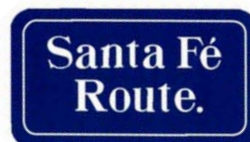
“Reports come from many points that rates are being badly cut and manipulated. The Jacksonville Southeastern has made complaint that the Big Four is offering a rate of \$2.80 per capita for parties of ten or more between Peoria and Chicago in each direction. It also charges that the Big Four is making an open rate of one-fare for the round trip between Peoria and Chicago to the traveling men and that the Alton is enabling the Big Four to do it. The Southeastern says it proposes to meet the rates above mentioned”

- ❑ The Alton denied the charge



# THE RED EXPRESS Passenger Rate Wars (Continued)

- ❑ The Santa Fe was in an awkward position, since it competed with Midwest roads like the Alton, and the Wabash, and the Illinois Central on the Chicago-St. Louis route, but most of its passenger (and freight) revenues came from its line between Chicago and the West Coast; its line between St. Louis and Texas via the Frisco and the GC&SF; and the branch lines it had built in Kansas
- ❑ The WPA boycotts of the JSE, which were imposed at the insistence of the Alton, justified the Alton, Wabash, and Illinois Central in refusing to interchange traffic with the Santa Fe at St. Louis, not only for the Chicago-St. Louis route but for the Frisco/GC&SF, and the Frisco/AT&SF routes, costing the Santa Fe substantial traffic, and therefore money
- ❑ Under these conditions, operating passenger trains between Chicago and St. Louis was not a profitable enterprise

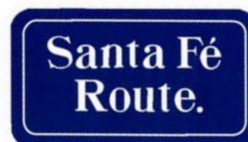


# THE RED EXPRESS

## End of the *Red Express*

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- ❑ The situation finally came to a head in the summer of 1893. The JSE was unable to pay the balances it owed the Santa Fe, due to the financial panic that gripped the country, which exacerbated the untenable situation it was in
- ❑ On top of this, a new rate war was brewing, in part a result of the passenger business created by the Columbian Exposition in Chicago, and the Alton was again preparing to insist that the WPA boycott the JSE
- ❑ At this point, the Santa Fe threw in the towel. On August 4, 1893, the Santa Fe issued a circular, announcing that as of August 10<sup>th</sup>, it would no longer honor tickets sold by the JSE for the *Red Express* or the day express. With this action, the Santa Fe suspended the *Red Express* and effectively boycotted the JSE
- ❑ The Alton had won this time





# THE RED EXPRESS

## Fall Out

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- ❑ The JSE was outraged, charging that the Santa Fe had broken faith with it. But there was little it could do.
- ❑ It and the CP&StL continued to operate trains between St. Louis and Peoria, but without access to Chicago, neither the trains nor the JSE had a future
- ❑ The Jacksonville Southeastern Line went into receivership on September 21, 1893
- ❑ The line was broken up, the CP&StL and the Jacksonville, Louisville & St. Louis going to separate receivers



Santa Fé  
Route.

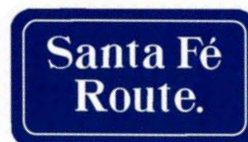


# THE RED EXPRESS

## End of the Dream

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- ❑ Ironically, the mighty Santa Fe soon followed, going into receivership on December 23, 1893, a victim of its overexpansion, the widespread rate cutting indulged in by CEO Reinhart and the bankers Kidder, Peabody & Company (which made the Santa Fe's financial position much weaker than its public financial statements made it seem), and the financial panic of 1893
- ❑ The Frisco was cut adrift, along with the Colorado Midland, in the 1895 reorganization in which the Atchison, Topeka & Santa Fe *Railroad* became the Atchison, Topeka & Santa Fe *Railway*
- ❑ The loss of the Frisco, coupled with the earlier failure to establish passenger service between Chicago and St. Louis, brought to an end the Santa Fe's dream of making St. Louis an integral part of its system



# THE RED EXPRESS

## Epilogue: Or Maybe Not...

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- ❑ On January 16, 1902, an article appeared in the *Ft. Madison Evening Democrat*, headlined “Santa Fe Line Into St. Louis,” that stated:

“A through line on the Santa Fe from Chicago to St. Louis by way of the Chicago, Peoria & St. Louis Ry., is said to have been arranged for Santa Fe trains. This information comes from Pekin Illinois, where the Santa Fe at present has a terminal. The dispatch from Pekin follows:

“By March 1st, the S F Ry. will have established a through line from Chicago to St. Louis, by way of the CP&StL Ry. The S F has a terminus line at Pekin, and an official of that road today stated that arrangements had been made, for connection with the C.P.&St.L Rr. He also stated that through passenger traffic between St. L. & Chicago, would be conducted, running over the Terminal Ry. from Pekin to Peoria, thence into Chicago over the Rock Island & Peoria road, which the Santa Fe recently purchased. Four psgr trains are now being fitted up for this new service. The S F officials are also figure upon building extensive shops at Pekin...”

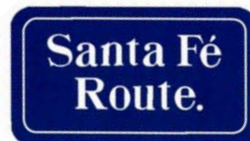


Santa Fé  
Route.





- ❑ Leigh Morris for sharing the delightful article he wrote about the CP&StL, for providing the text of the newspaper article about the demise of the JSE that appeared in the *Virginia Gazette*, for sharing his extensive knowledge of the history of the CP&StL, and for providing photos of the CP&StL from his collection, including that of CP&StL locomotive No. 12
- ❑ Frank Ellington for information he transcribed from journal and newspaper articles, including the *Topeka Journal* and the *Ft. Madison Democrat*, including the article in the latter reporting the Santa Fe might again be planning to initiate passenger service between Chicago and St. Louis in 1902
- ❑ John McCall for providing detailed descriptions of the four train sets the Santa Fe ordered from the Pullman Co. for service on the Kansas City-Chicago airline, for sharing his knowledge of Santa Fe passenger cars of the 1880's and 1890's, and for correcting several errors and misunderstandings of mine
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