



Burlington's initial expansion toward the Coal Fields was through the 1904 lease and subsequent 1905 purchase of the Jacksonville & St. Louis Railway, running from Concord south through Jacksonville to Centralia. As detailed on the map, opposite, from the 1921 *Corporate History of the Chicago, Burlington & Quincy Railroad Company* by vice president W.W. Baldwin, the evolution of the line was complex. The project had gained impetus in 1879 with its acquisition by the Hook family interests of Jacksonville and formation of the Jacksonville Southeastern Railway and later the Chicago, Peoria & St. Louis, extending from Peoria through either Jacksonville or Springfield to St. Louis. A holding company, the Jacksonville Southeastern Line, was created in 1887 to control the Hook properties, but by 1890 it was in receivership. And by the time the train order at left was written on Dec. 19, 1891, the newly incorporated Jacksonville, Louisville & St. Louis owned the Jacksonville-Centralia portion of the system, but the JL&StL, the CP&StL and a host of smaller connecting lines were still being operated under the Jacksonville Southeastern Line banner. The independent JL&StL soon foundered, and in 1896 the Jacksonville & St. Louis was formed to purchase the property, ending its affiliation with the Jacksonville Southeastern Line. The J&StL then successfully operated the route between Jacksonville and Centralia until its 1904 lease to the Burlington. All of these companies owned locomotives of their own. The Jacksonville Southeastern Railway had a sizeable roster of at least 40 locomotives, though little is known about many of them, including the four referred to in the train order here. The company purchased two Rhode Island Ten-Wheelers in June 1890, numbered 28 and 29. In 1896, they became J&StL 7-8, and in 1905, CB&Q 940-941, class K-6. The 940, modernized with Burlington-style domes, is pictured below. One other locomotive from this group of roads made it to the Q roster. The Jacksonville, Louisville & St. Louis bought a 4-4-0 from Baldwin in January 1896, and in October of that same year it became Jacksonville & St. Louis No. 9, passing to the Q in 1905 as No. 365. — *Train order, John Mitchell collection; below, Corbin/Wagner collection*

**JACKSONVILLE SOUTHEASTERN LINE**  
**TRAIN ORDER**  
 No. 27 at Jacksonville Dec 19 1891  
 Train Orders must not be written or signed on any other form. Operators must not allow this form to be in the hands of any other person. It must be used for Train Orders only.  
 To C & E Eng 23 Ok Anderson Walnut Hill  
Eng 23 will run Extra  
Walnut Hill to J&C Junction  
and has until 1025 am to make  
Centralia for No 51 Eng 4  
and will run to Centralia  
regardless of No 57 Eng 7  
and No 41 Eng 34  
(12) J. L. Tompkins  
(13) Good  
Thomas Ok 8:49 am  
FLT

