



# ALS: Alton & Southern

1000 S 22nd St. • East St. Louis, IL 62207

<http://www.altonsouthern.com/index.shtml>

## Railroad Statistics

### Interchanges: KCS in East St. Louis, MO

- BNSF in Mitchell, IL; St. Louis, MO
- CN in East St. Louis, IL
- CSXT in East St. Louis and Washington Park, IL
- NS in East St. Louis, Granite City and Mitchell, IL
- TRRA in East St. Louis, Madison and Sauget, IL
- UP in East St. Louis, Madison Mitchell and Valley Junction, IL; St. Louis, MO

**Track Mileage:** 21

**Employees:** 375

**Cars:** 0

**Locomotives:** 13

**Track Capacity:** 286K

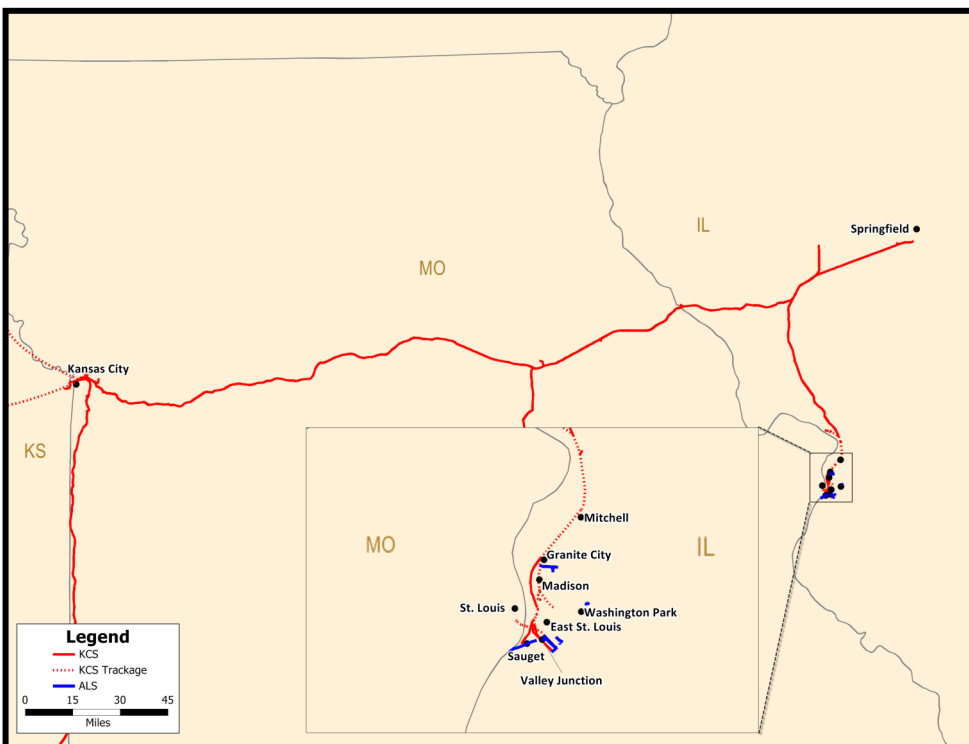
## Services Offered

- Car and locomotive repair available
- No transload facility now, but possible in the future

## Industries Served

- American Milling
- Beelman River & Rail
- Cahokia Grain
- Cedar Creek, LLC
- Center Ethanol
- Chemtrade Logistics
- Fresh Warehouse
- Gateway Co-Packing
- Gateway Terminals, LLC
- Gavilon Fertilizer
- Granite City Steel
- LD Commodities River Elevator
- Metro East Industries
- Nidera Cahokia LLC
- Petra Chemical
- Progress Rail Services
- Solutia
- Solvay Fluorides

The Alton & Southern Railroad Company was created in 1910, when the Aluminum Company of East St. Louis was dissatisfied with service it was receiving from the Southern Railway. The original line was built between the Southern Railway at the aluminum plant in Alorton and a new connection with the nearby St. Louis & Belleville Electric. Many expansions and railroad incorporations followed over the next several years to extend to reach the Mississippi River, Chicago, Peoria, and St. Louis. In the 1960's, the Aluminum Company, now Alcoa, planned to turn the A&S into a major terminal railroad, building a hump and expanding its Gateway Yard and then put it up for sale in 1966. In 1968, the Missouri Pacific and Chicago & North Western purchased the line jointly. In 1972, the North Western sold its share to the SSW and the Missouri Pacific merged with the Union Pacific in 1982. UP gained complete control of the railroad in 1996, but under UP ownership, however, the Alton & Southern is still an autonomous company with all its own board of directors, legally separate from the Union Pacific. Today's Alton & Southern Railway is a vital transportation artery. Up to 48 trains a day originate or terminate in Gateway Yard, with an average of 2100 cars humped and more than 3500 cars classified each day.



System Map

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