

Chicago's Stations: Gates to Everywhere BY FRANK P. DONOVAN JR.

A 1948 tour of the Railroad Capital's six major terminals

Train Time at the Great Stations - 1

Portland (Ore.) Union; Seattle King Street and Union

22 Front Door to the Nation's Capital

BY E. L. THOMPSON

North meets South at Washington Union Station

Train Time at the Great Stations - 2

CNJ Jersey City; DL&W Hoboken; Erie Jersey City

32 **Los Angeles Union Station**

BY WAYNE LEEMAN

Up to 30 trains a day sailed from L.A.'s terminal in 1944

Train Time at the Great Stations - 3

Oakland Pier; San Francisco; San Diego

40 **Manhattan Monument**

BY A. C. KALMBACH

Inside Grand Central Terminal during World War II

Train Time at the Great Stations - 4

Boston North and South stations; New York Penn Station

New Station for Montreal

BY W. A. B. DAVIDSON

Canadian National builds for the future in 1943

Train Time at the Great Stations - 5

Kansas City Union Station; St. Louis Union Station

All Off at Denver 62

BY ROBERT A. LE MASSENA

About the station that was once the West's largest building

Train Time at the Great Stations - 6

St. Paul Union Depot; Minneapolis MILW and GN depots

74 **Crossroads of the South**

BY J. PARKER LAMB

Terminal and Union stations kept Atlanta moving

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Philadelphia: PRR 30th Street and Reading Terminal

The Grand Lady of "Big D" 88

BY BRIAN LUSK

Dallas Union Terminal: bright star of Texas transportation

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Richmond; New Orleans; Birmingham; Jacksonville

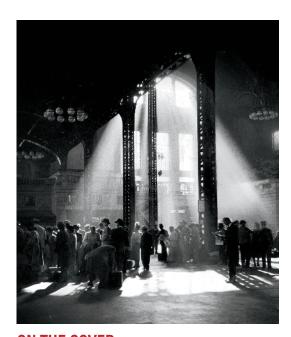
98 **Cincinnati Union Terminal: A Memoir**

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"You had to be there, preferably on a soft spring evening"

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Buffalo Central Terminal



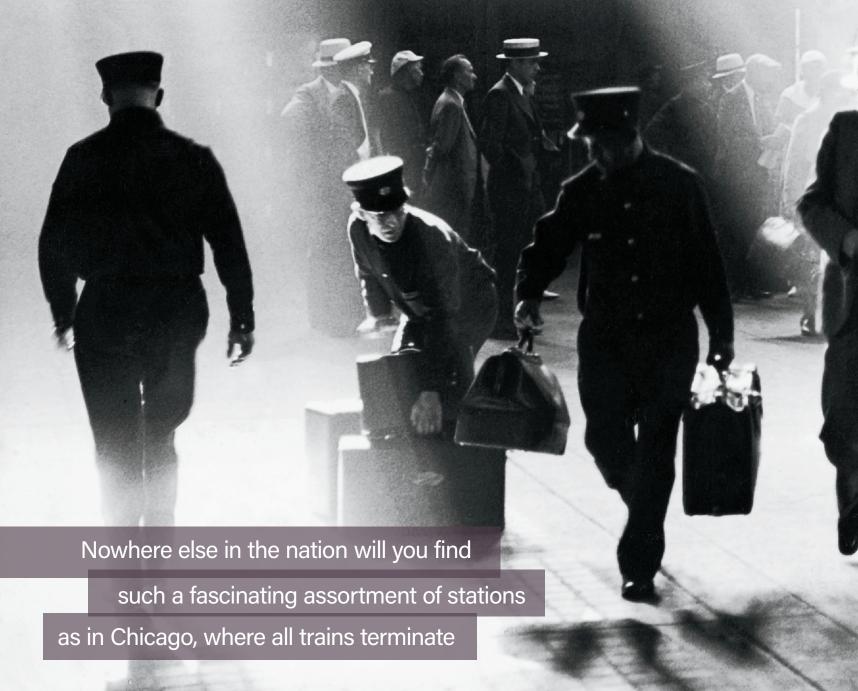
ON THE COVER Light streams into the concourse of Chicago Union Station, illuminating passengers waiting for their trains. Milwaukee Road

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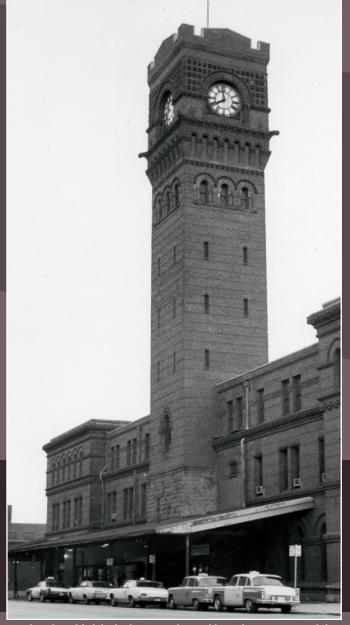
CHICAGIS

By Frank P. Donovan Jr.



SITES TO EVERYWHERE





Dearborn's red-brick clock tower, pictured in spring 1971, was originally topped by a steeply pitched roof. Harold Edmonson

o other city in America has

such a fascinating assortment

of railroad stations as Chica-

go, the nation's "railroad capi-



Seen from the mezzanine, passengers for Wabash's streamlined Blue Bird, introduced in 1950, walk past a Santa Fe PA.
Linn H. Westcott



Dearborn may have looked like a 19th-century relic on the outside, but it was 1940s-modern on the inside, a fitting terminal for the Super Chief. C&WI

DEARBORN

Host to seven carriers

tal." In its six terminals serving intercity and long-haul trains you'll find architecture styled when horsecars ran on Clark Street and yet with interiors as modern as tomorrow. Some seem prematurely old, and no two are alike. Four cater to both through and commuter traffic, and two ignore the monthly ticket-holder altogether. To enter some terminals, you walk directly in from the street, but in others it's a matter of going up or down, and in one case you actually go up and down. No, there is no uniformity to Chicago's stations, although there is one aspect all have in common: they are served by the "limousines" of the Parmelee Transportation Co.

Let us tour these stations as if arriving by rail, and what better terminal and train to lead off with than the one serving the most railroads, stepping down off on one of the smartest of limiteds — Santa Fe's Super Chief. Dearborn Station, opened in 1885 and the oldest of the Windy City's terminals, fronts on Polk Street at the foot of Dearborn Street, hence the name. Many folks erroneously refer to it as "Polk Street Station." You can bet the arrival of the Super is a big thing in this ancient-and-modern depot. Red caps line the narrow platform, station attendants see that trucks and parcels are cleared away, and newspaper photographers are often in evidence. Why? Any Santa Fe public relations man will proudly tell you the Super, from Los Angeles, is a favorite with movie stars, and it's his job

to see that members of the press are notified when a celebrity is about to arrive.

Dearborn was built for one decade, revamped for another, and partially modernized for today's traffic. The head end of the Super Chief will stop under the big trainshed; a butterfly shed affords protection mid-train, but the rear portion of any long consist will extend beyond the platforms. The trainshed, despite attempts at modernization, is not of this century, but the concourse is like stepping into a new world. The train "gates" are not gates at all, but double sliding doors much like those of a modern skyscraper's elevators. They open noiselessly into a clean, well-lit concourse with marble walls and floors. Best of all is the mezzanine waiting room, an auxiliary area with windows overlooking the bumping posts and tracks. Unless you've observed the panoramic view from here, you re-