

GREAT TRAIN STATIONS CONTENTS

- | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>6 Chicago's Stations: Gates to Everywhere
BY FRANK P. DONOVAN JR.
A 1948 tour of the Railroad Capital's six major terminals</p> <p>20 Train Time at the Great Stations - 1
Portland (Ore.) Union; Seattle King Street and Union</p> <p>22 Front Door to the Nation's Capital
BY E. L. THOMPSON
North meets South at Washington Union Station</p> <p>30 Train Time at the Great Stations - 2
CNJ Jersey City; DL&W Hoboken; Erie Jersey City</p> <p>32 Los Angeles Union Station
BY WAYNE LEEMAN
Up to 30 trains a day sailed from L.A.'s terminal in 1944</p> <p>38 Train Time at the Great Stations - 3
Oakland Pier; San Francisco; San Diego</p> <p>40 Manhattan Monument
BY A. C. KALMBACH
Inside Grand Central Terminal during World War II</p> <p>50 Train Time at the Great Stations - 4
Boston North and South stations; New York Penn Station</p> <p>52 New Station for Montreal
BY W. A. B. DAVIDSON
Canadian National builds for the future in 1943</p> <p>60 Train Time at the Great Stations - 5
Kansas City Union Station; St. Louis Union Station</p> <p>62 All Off at Denver
BY ROBERT A. LE MASSENA
About the station that was once the West's largest building</p> <p>72 Train Time at the Great Stations - 6
St. Paul Union Depot; Minneapolis MILW and GN depots</p> <p>74 Crossroads of the South
BY J. PARKER LAMB
Terminal and Union stations kept Atlanta moving</p> | <p>86 Train Time at the Great Stations - 7
Philadelphia: PRR 30th Street and Reading Terminal</p> <p>88 The Grand Lady of "Big D"
BY BRIAN LUSK
Dallas Union Terminal: bright star of Texas transportation</p> <p>96 Train Time at the Great Stations - 8
Richmond; New Orleans; Birmingham; Jacksonville</p> <p>98 Cincinnati Union Terminal: A Memoir
BY DAVID P. MORGAN
"You had to be there, preferably on a soft spring evening"</p> <p>106 Train Time at the Great Stations - 9
Buffalo Central Terminal</p> |
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ON THE COVER Light streams into the concourse of Chicago Union Station, illuminating passengers waiting for their trains. Milwaukee Road

Pennsylvania Station, New York, was 36 years old at the time of this 1946 view east from the concourse toward the waiting rooms. Twenty years later, it was gone. PRR



CHICAGO'S

By Frank P. Donovan Jr.



Nowhere else in the nation will you find
such a fascinating assortment of stations
as in Chicago, where all trains terminate

STATIONS

GATES TO EVERYWHERE



In a pre-World War II scene, shafts of morning sunlight illuminate passengers and red caps in the concourse of Chicago Union Station. CLASSIC TRAINS collection



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



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

No other city in America has such a fascinating assortment of railroad stations as Chicago, the nation's "railroad capital." 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.

DEARBORN

Host to seven carriers

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-