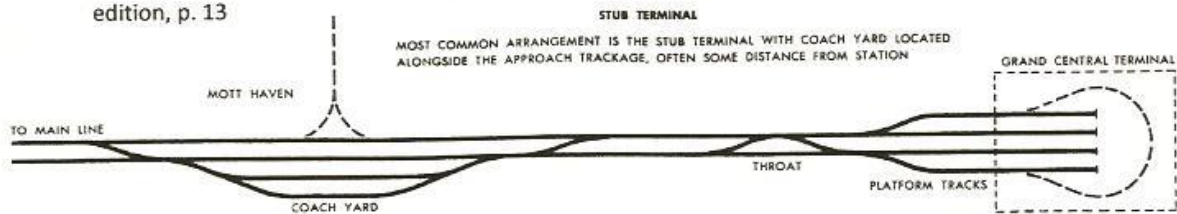


Passenger Terminal Arrangements (schematics of 8 city terminal showing relationship of station to turning and coach yard), Track Planning for Realistic Operation, John Armstrong, Kalmbach, 1963, first edition, p. 13

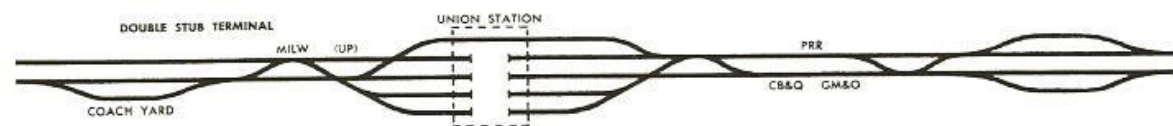


WHEREVER POSSIBLE, A WYE OR LOOP FOR TURNING TRAINS IS LOCATED NEAR THE COACH YARD. GRAND CENTRAL TERMINAL, NEW YORK, IS UNIQUE IN HAVING TWO LEVELS

OF PLATFORM TRACKS. LOOP TRACK ON LOWER LEVEL IS FOR TURNING COMMUTER TRAINS.

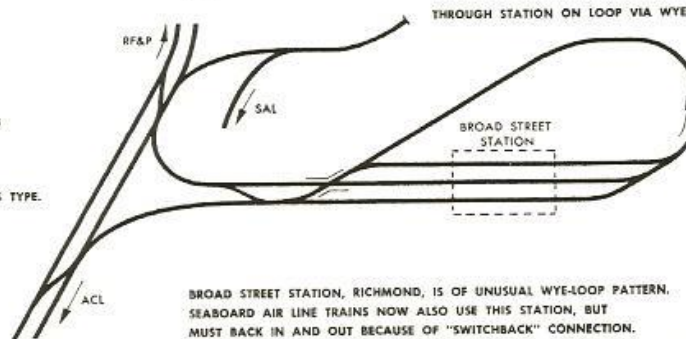
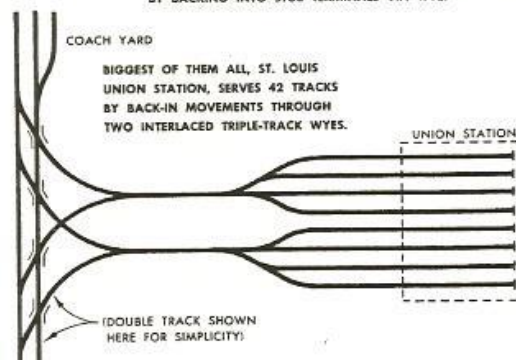
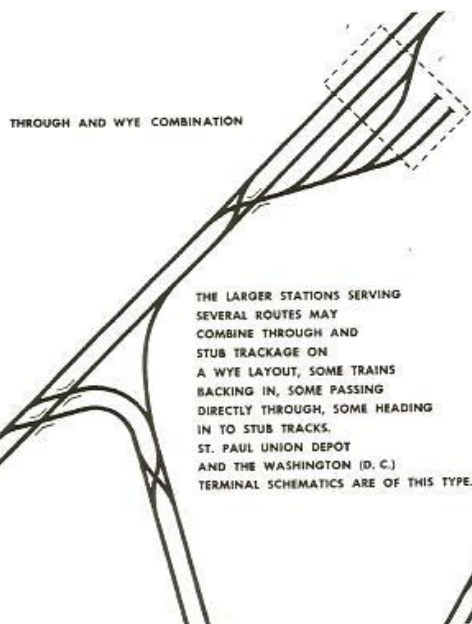
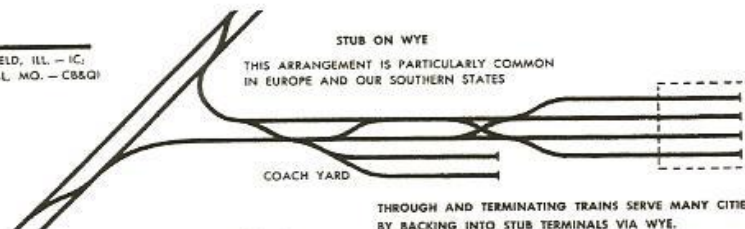
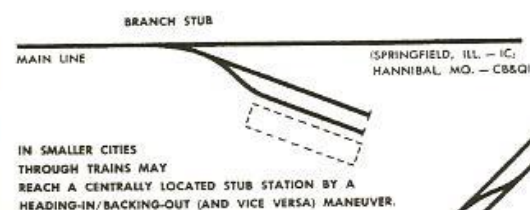


PENNSYLVANIA STATION, NEW YORK, IS A CONTRADICTION IN TERMS; TERMINATING PRR TRAINS PASS THROUGH STATION, GO ON TO COACH YARD VIA LOOP TRACK.

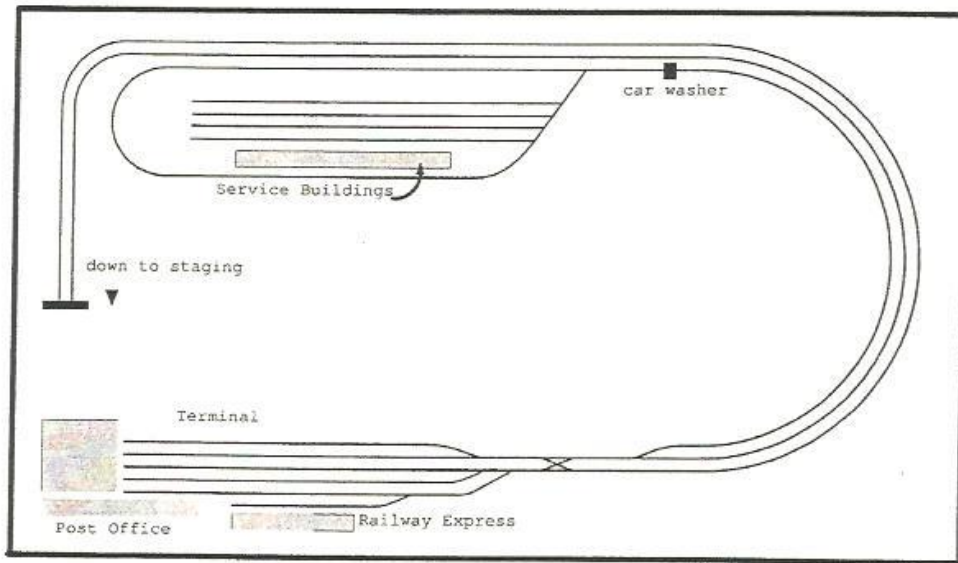


CHICAGO'S UNION STATION HAS TWO STUB TERMINALS, BACK TO BACK, IN THE SAME BUILDING. ONE THROUGH TRACK CONNECTS THE SEPARATE TERMINALS; OVERFLOW

TRAFFIC MAY USE ANY AVAILABLE TRACK EVEN THOUGH EACH TRACK IS NORMALLY ASSIGNED TO A PARTICULAR COMPANY.



upper level



lower level

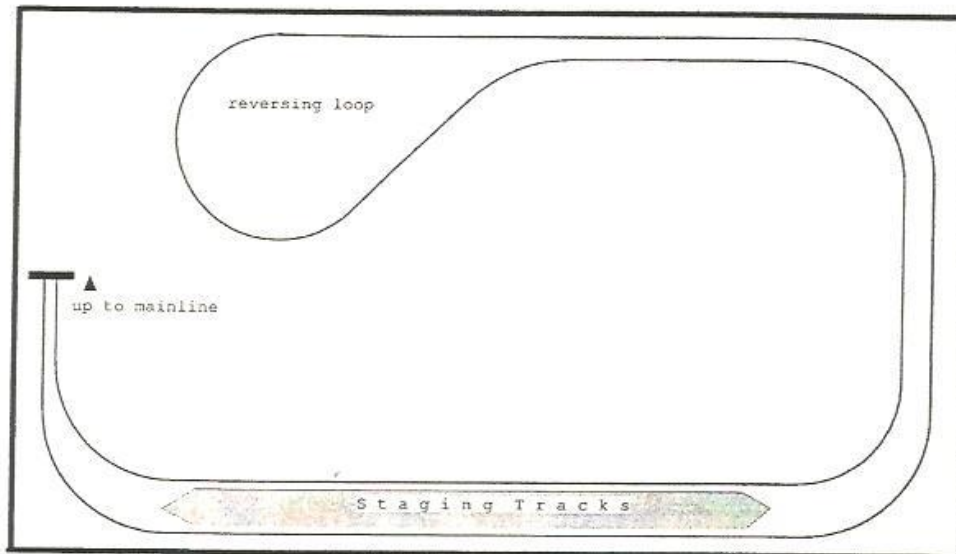


Fig. a
Passenger Train Oriented Layout

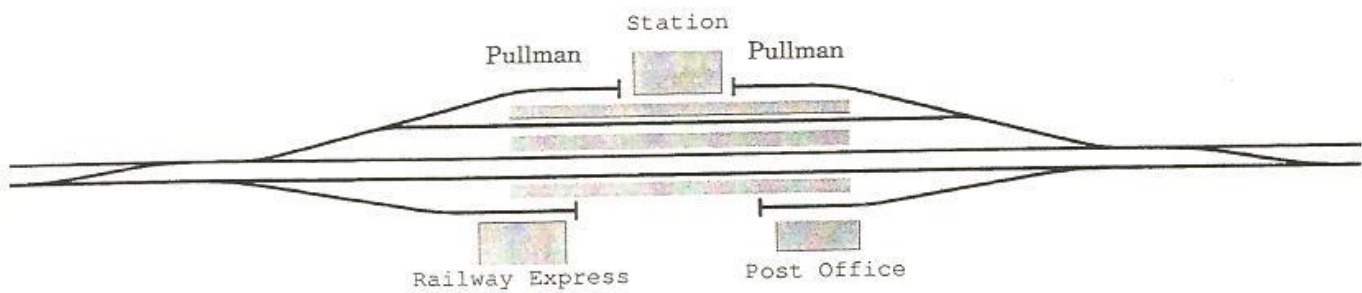


Fig. b
Through Station

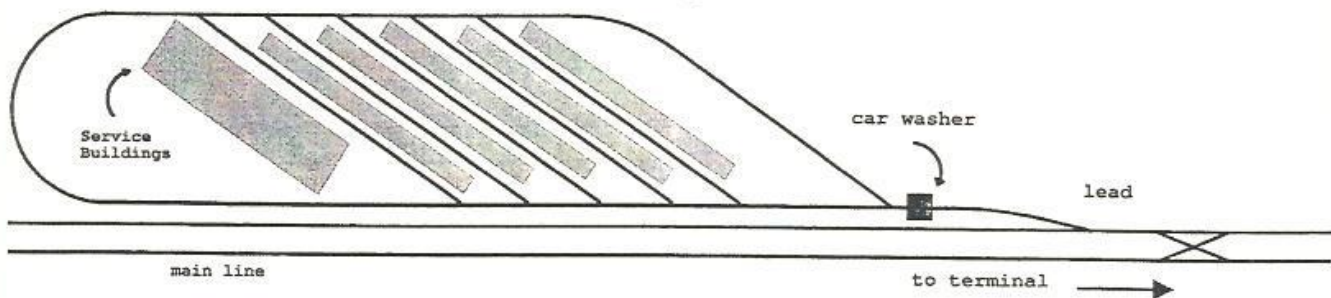


Fig. c
Double Ended Coach Yard in Loop

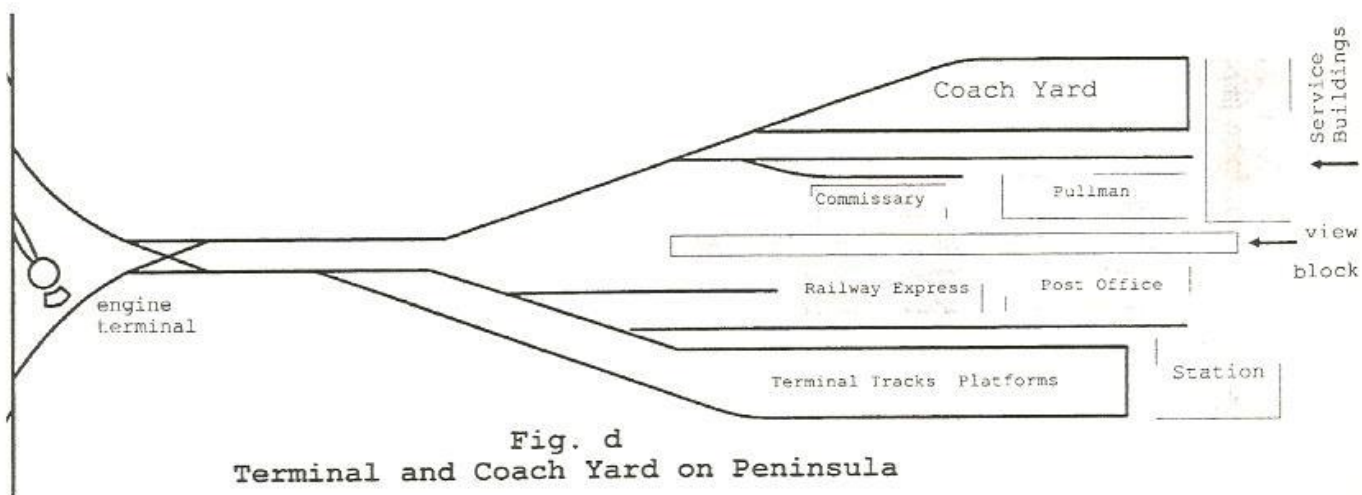


Fig. d
Terminal and Coach Yard on Peninsula

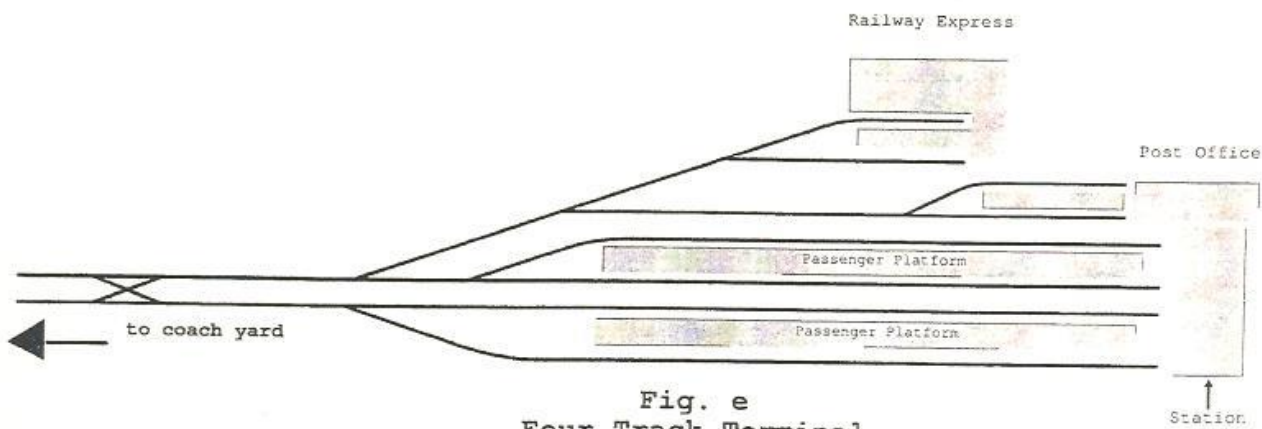


Fig. e
Four Track Terminal

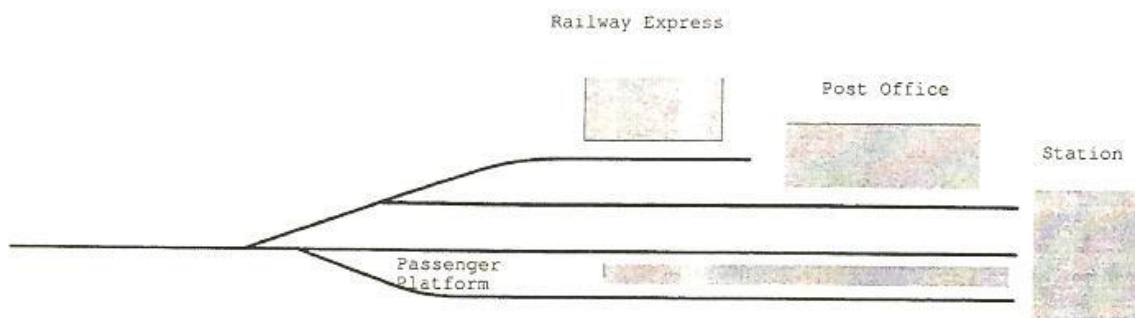


Fig. f
Minimal Terminal

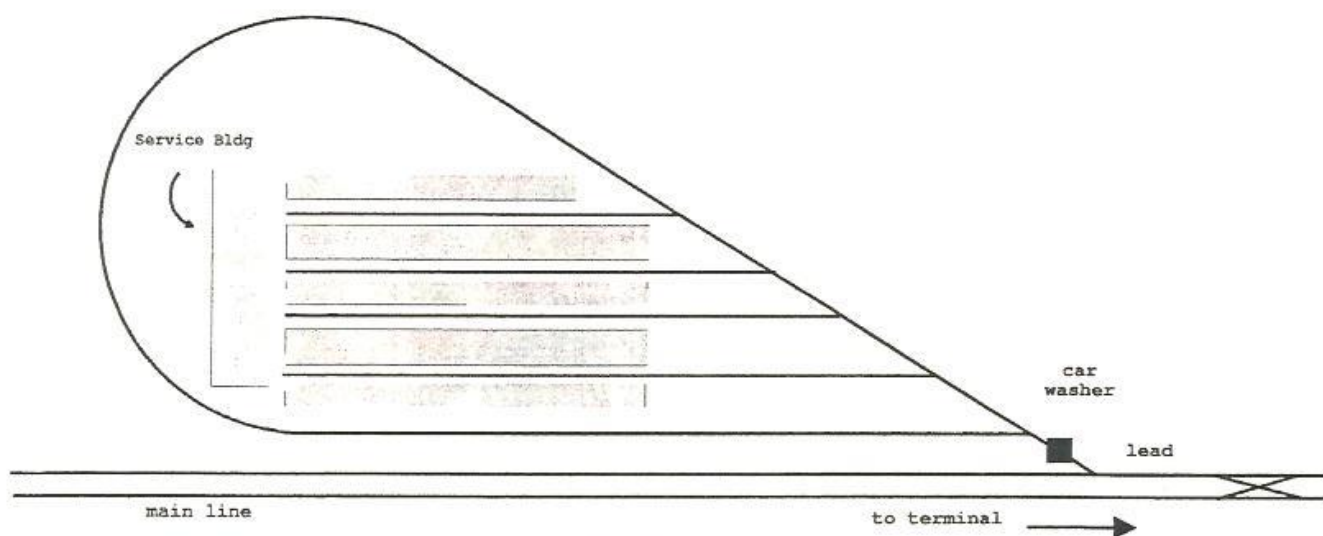


Fig. g
Single Ended Coach Yard in Loop

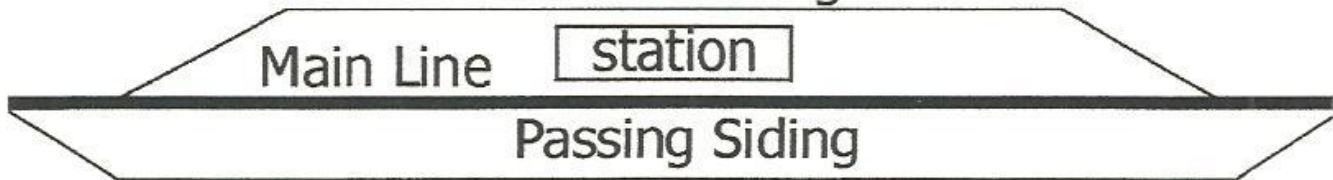


Fig h
Coach Yard Platform Spacing
Edge of platform to track center = 5'6"

SMALL TOWN SET OUT SIDINGS

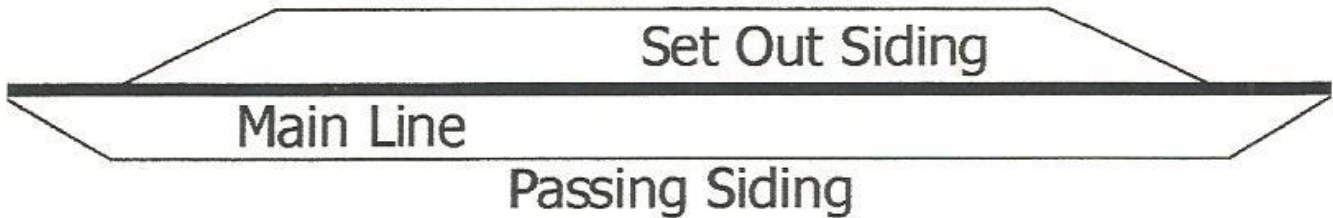
TWO DOUBLE ENDED SIDING OPTIONS

Set Out Siding



station

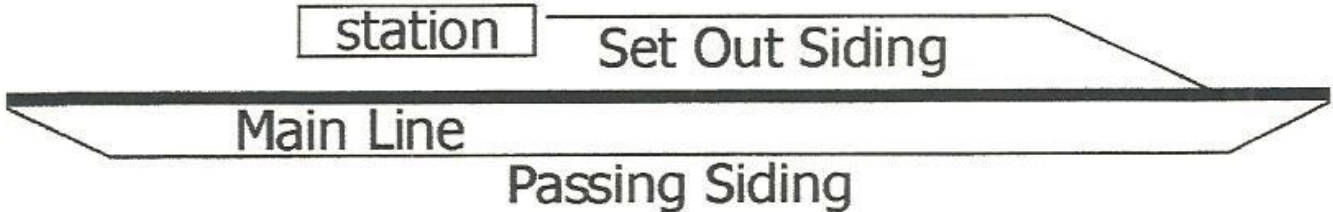
Set Out Siding



TRAILING POINT SPUR

station

Set Out Siding



Train No. 100
West Coast Champion
(The Pelican)
Daily

Train No. 101
West Coast Champion
(Palmetto)
Daily

West Coast Champion equipment turns at New York from ACT, 92 - PRR 100.

Lv. New York	3.50 p.m.	Lv. Washington	REAP/ACL-91	8.20 p.m.
Lv. North Philadelphia	5.21 p.m.	Ar. Richmond		10.30 p.m.
Lv. Phila., 30th St.Sta.	5.31 p.m.	Ar. Richmond	ACL-91	10.40 p.m.
Lv. Baltimore	7.01 p.m.	Ar. Arlington	ACL-49	8.30 a.m.
Ar. Washington	7.45 p.m.	Ar. Augusta	ACL-51	2.10 a.m.
		Ar. Jacksonville	ACL-91	9.50 a.m.
		Lv. Jacksonville		10.30 a.m.
		Ar. Tampa		3.50 p.m.
		Ar. Sarasota		5.35 p.m.
		Lv. Jacksonville		10.25 a.m.
		Ar. St.Petersburg	ACL-191	5.25 p.m.

	Mon	Tue	Wed	Thurs	Fri	Sat	Sun	Car Wash.	Conn.
Bge.-Dora Sealed	N.Y.	1	1	1	1	1	1	ACL-91	LW
Cosch	\$ N.Y.	St. Pete.	1	1	1	1	1	CM-41	LW
Cosch	\$ N.Y.	St. Pete.	1	1	1	1	1	CM-42	LW
Cosch	F. trip June 23; L. trip Sept. 3	St. Pete.	-	-	-	1	1		ACL-91
Cosch	\$ N.Y.	Sarasota	1	1	1	1	1	CM-44	LW
Cosch	\$ N.Y.	Tampa	1	1	1	1	1	CM-43	LW
Cosch	F. trip June 23; L. trip Sept. 3	Tampa	-	-	-	1	1	CM-45	LW
Tavern-Lounge	N.Y.	Tampa	1	1	1	1	1	ACL-91	LW
Diner	N.Y.	Tampa	1	1	1	1	1	ACL-91	LW
SL	N.Y.	Sarasota	1	1	1	1	1	A-166	LW
SL	N.Y.	Tampa	1	1	1	1	1	A-165	LW
SL	N.Y.	St. Pete.	1	1	1	1	1	A-167	LW
SL	N.Y.	St. Pete.	1	1	1	1	1	A-168	LW
SL	N.Y.	Augusta	1	1	1	1	1	A-171	LW
SL	N.Y.	Wilmington	1	1	1	1	1	M-170	LW

\$ - Reclining seat coach; all seats reserved.

4 - Cars turn at New York off ACL 2 - PRR 104 from Augusta and Wilmington.

- 8 -

SOURCE: Pennsylvania Railroad, Consists of New York-Washington Trains, Effective April 30, 1961

975

BALTIMORE & OHIO CHICAGO TERMINAL R. R. CO.

4.50
E-12-975

"SAFETY ABOVE EVERYTHING"

TIME TABLE No. 122

122

TAKING EFFECT AT 12:01 A. M.
CENTRAL STANDARD TIME

SUNDAY, APRIL 30, 1939

SEE PAGES 4, 5, 6, 7 AND 8 FOR SPECIAL INSTRUCTIONS

F. S. DEVENY
Superintendent

R. A. BARLOW
Trainmaster

H. B. VOORHEES
President

OUTBOUND

Distance from Chicago	Time Table No. 122 April 30, 1939		FIRST CLASS									
	STATIONS	81	10	14	56	6	58	87	60	71	8	73
		SooLine No. 1	B. & O. No. 10	B. & O. No. 14	Pere Marq. No. 6	B. & O. No. 6	Pere Marq. No. 8	SooLine No. 17	Pere Marq. No. 10	C. G. W. No. 1	B. & O. No. 8	C. G. W. No. 3
		DEPART	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY	DAILY	DAILY Except Sunday	DAILY	DAILY
0.0	Chicago..... 1.0	A. M. 12.20	A. M. 10.00	A. M. 10.15	A. M. 11.00	P. M. 3.40	P. M. 4.00	P. M. 5.50	P. M. 7.15	P. M. 8.15	P. M. 10.00	P. M. 11.00
1.0	16th Street..... Chgo. Riv. Bdg. 0.8											
1.8	Halsted Street..... 0.5	12.28	10.03	10.18	11.03	3.43	4.03	5.53	7.18	8.20	10.03	11.03
2.3	Throop Street..... 0.9	12.30	10.05	10.20	11.04	3.45	4.04	5.54	7.19	8.22	10.05	11.05
3.2	Robey Yard..... 0.5											
3.7	Western Ave. Jct..... C. & N. W.	12.32	10.07	10.22	11.06	3.47	4.06	5.56	7.21	8.24	10.07	11.07
4.2	Rockwell St..... C.N.W.-Pa.Co. 0.4											
4.6	Sacramento Ave..... 0.8	12.35						5.59		8.26		11.09
5.4	St. Louis Ave..... 0.4											
5.8	Springfield Ave..... 0.8											
6.6	Forty-Fifth Ave..... 0.3											
6.9	Forty-Eighth Ave..... 1.2	12.39						6.03		8.28		11.12
8.1	Central Ave..... 2.4	12.41						6.06		8.30		11.15
10.5	Chgo. Grt. West. Jct..... 0.5	12.46						6.10		8.36		11.24
11.0	Forest Park..... 0.2	12.55						6.15				
3.9	Chgo. Jct..... 14th Street Jct. 0.7		10.08	10.23	11.07	3.48	4.07		7.22		10.08	
4.6	22nd Street..... Ill. Northern 0.5											
5.1	26th Street..... S. Fe-I. C. 0.6											
5.7	Ash Street..... 0.5											
6.2	36th Street..... Alton 0.3											
6.5	Brighton Park..... Penna. Co. 1.4		10.15	10.30	11.13	3.55	4.13		7.30		10.15	
7.9	49th Street..... 1.8											
9.7	Sixty-Third Street..... 1.5	10.23	10.38	11.20	4.03	4.20		7.37		10.23		
11.2	75th Street..... Wab. Belt 0.6											
11.8	79th Street Jct..... 1.8	10.26	10.40	11.23	4.05	4.21		7.42		10.26		
13.4	Penna. Co. 1.6 Beverly Jct. 6.0		10.28	10.42	11.26	4.07	4.22		7.46		10.27	
19.4	South Chicago..... 0.3	10.41	10.56	11.40	4.21	4.36		7.59		10.41		
19.7	Rock Island Jct..... 0.3	10.42	10.57	11.41	4.22	4.37		8.00		10.42		
20.0	C. R. Tower..... Cal. Riv. Bdg. 3.8 N.Y.C. 3.8	10.43	10.58	11.42	4.23	4.38		8.02		10.43		
23.8	Whiting..... N. Y. C. 3.2	10.49	11.02	11.48	4.27	4.43		8.05		10.47		
27.0	Indiana Harbor..... 2.4	10.51	11.06	11.49	4.31	4.48		8.09		10.51		
29.4	Pine Junction..... A. M.	10.55	11.10	11.52	4.35	4.52		8.12		10.55		

NAME _____
 CLOCK NO. _____

COACH YARD LINE - UP

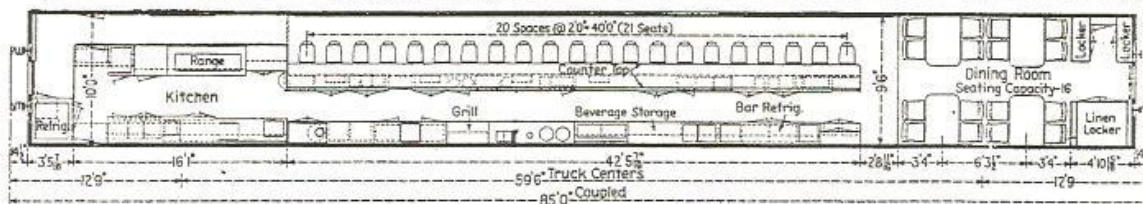
AMTRAK NO. 15	AMTRAK NO. 3
(1) 3501	3505
(2) 1380	3480
(3) 531-1	542-0340
(4) 546-2	725-0341
(5) 2824-3	653
(6) 1378 off #16	578
(7) 1495	532-0343
(8) Pine Mesa-1550	Indian Maird-0370
(9) Regal Center-1575	Indian Mesa-0371
(10) 2633	505
(11) Pine Grove-1551	603
(12)	Regal Vale-0375
(13)	Pine Drum-0350
(14)	SG _____ Barstow
(15)	
(16)	
(17)	
(18)	

MECHANICS (3170)		DISTRIBUTION		COACH CLEANERS	
CL OF CARS	TIME WORKED	CL OF CARS	TIME WORKED	CL OF CARS	TIME WORKED
Baggage	402	Baggage	402	Baggage	402
Din-Lnge-Dorm		Din-Lnge-Dorm	401	Din-Lnge-Dorm	401
Sleepers		Sleepers	403	Sleepers	403
Coaches		Coaches	402	Coaches	402
Tr Ya Insp.		Others		Others	
Business Cars (326)		Business Cars (326)		Business Cars (326)	

DATE WEDNESDAY

Readying the City of St. Louis - June 1956

- 7:00a TRRA carmen and Wabash cleaning crews arrive to work on the City of St. Louis at the TRRA's Jefferson Avenue Yards
- 8:00a Wabash crews check air-conditioning units on all cars, while TRRA crews check steam fittings, brakes, underbody equipment; refill water tanks in lounge and dining cars, coaches and Pullman cars
- 9:00a Carmen replace brake shoes if needed; all plumbing is checked by Wabash crews to make sure sinks and toilets are in working order; if sink or toilet is not in working order an attempt to make repair
- 10:00a Cleaning crews are close to finish vacuuming, washing windows, replacing cups in water dispenser, replacing towels and toilet tissue, soap in washrooms; clean linens arrive for Pullmans
- 12:29p Eastbound train 10 arrives from OT Kansas City; Wabash power pulled off and TRRA motors and crews pull Railway Post Office car and storage mail cars to mail house on Seventeenth St
- 12:30p TRRA coach yard switcher and crew pull train 9's consist thru Jefferson Avenue wash racks
- 1:00p Consist for No. 9 is switched to Union Station; consist placed on track 3
- 1:15p All checked baggage is removed from baggage car on incoming train 10 and taken to baggage room at St. Louis Union Station for claiming;
- 1:30p Pullman porters prepare all roomettes, sections and bedrooms; double check on fresh linen supply; confer with Pullman Conductor (Conductor required on trains with more than one sleeping car) about certain passengers soon to be boarding; paperwork to complete
- 2:00p Begin loading train 9's dining car and lounge car inventory; meat and fresh vegetables arrive from Wabash Commissary on Clark Street; alcoholic beverages, setler water, soda and ice are sent to lounge car; linens, glass and china inventoried
- 2:40p Storage mail cars and Railway Post Office car for train 9 arrive and are placed on top of awaiting consist
- 3:00p Wabash road power for train 9 arrives from Vandeventer Avenue and is placed on head end of consist; TRRA West Shed Carmen make connections and air is pumped up for Wabash crew
- 3:30p Last minute checked baggage is placed aboard the baggage car; RPO clerk accepts Registered and Certified Mail at platform side from clerk sent down from Main Post Office; clerks are already sorting mail and pouch ready for first drop off; mortuary delivers coffin to be shipped aboard baggage car; stoves in dining car are fired and ready for baking; passengers allowed to board train
- 4:15p TRRA Train Director in Tower One calls for switches to be aligned for train 9; Pullman porters pull up step; Wabash Conductor signals engineer; Westbound train 9 departs; running brake test before Grand Avenue interlocking tower required
- 4:30p Soiled linens from dining and lounge cars and Pullman removed from train 10 consist; lounge car and dining car stocks inventory complete; commissary order placed with Wabash dining car Commissary on Clark Ave for tomorrow's departure of train 9;
- 7:00p Consist is taken to TRRA's Jefferson Avenue for servicing by second trick TRRA coach yard crew; time of move depends on availability of space in yard.

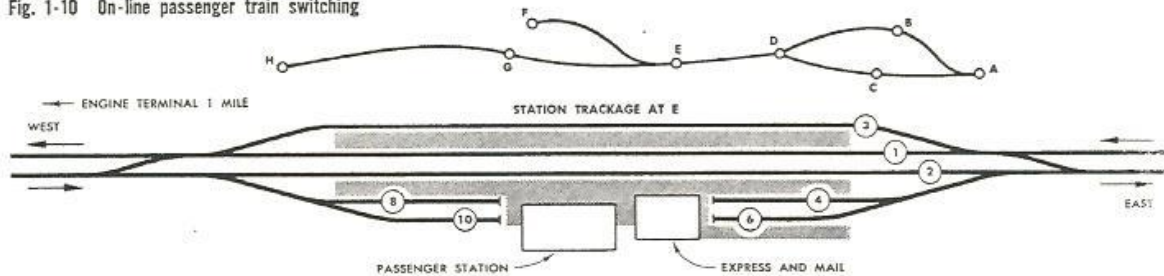


210 THE CITY OF ST LOUIS LOS ANGELES SAN FRANCISCO DENVER	4:25 PM	5:00 PM 11
301 THE CANNONBALL DETROIT FT WAYNE LAFAYETTE	4:40 PM	5:00 PM 12
121 THE BLUEBIRD CHICAGO FORREST DECATUR TAYLORVILLE	11:25 PM	12 PM

Plans for lunch counter cars 4000-4003 which were normally assigned Denver-Los Angeles. The St. Louis Union Station train board as of July 24, 1968. (Above from Robert Wayner; left from Lawrence Thomas)

ARMSTRONG'S THROUGH STATION

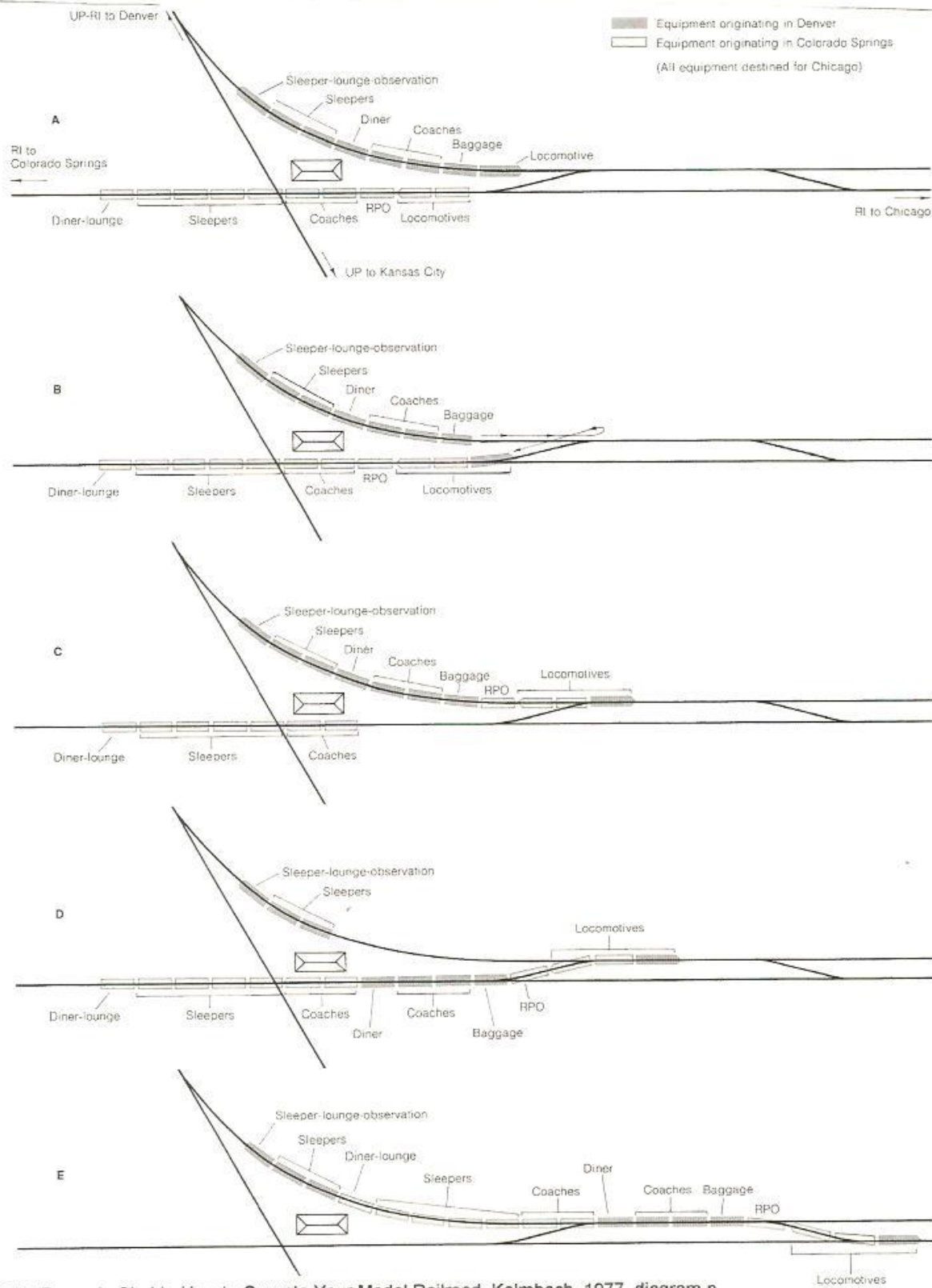
Fig. 1-10 On-line passenger train switching



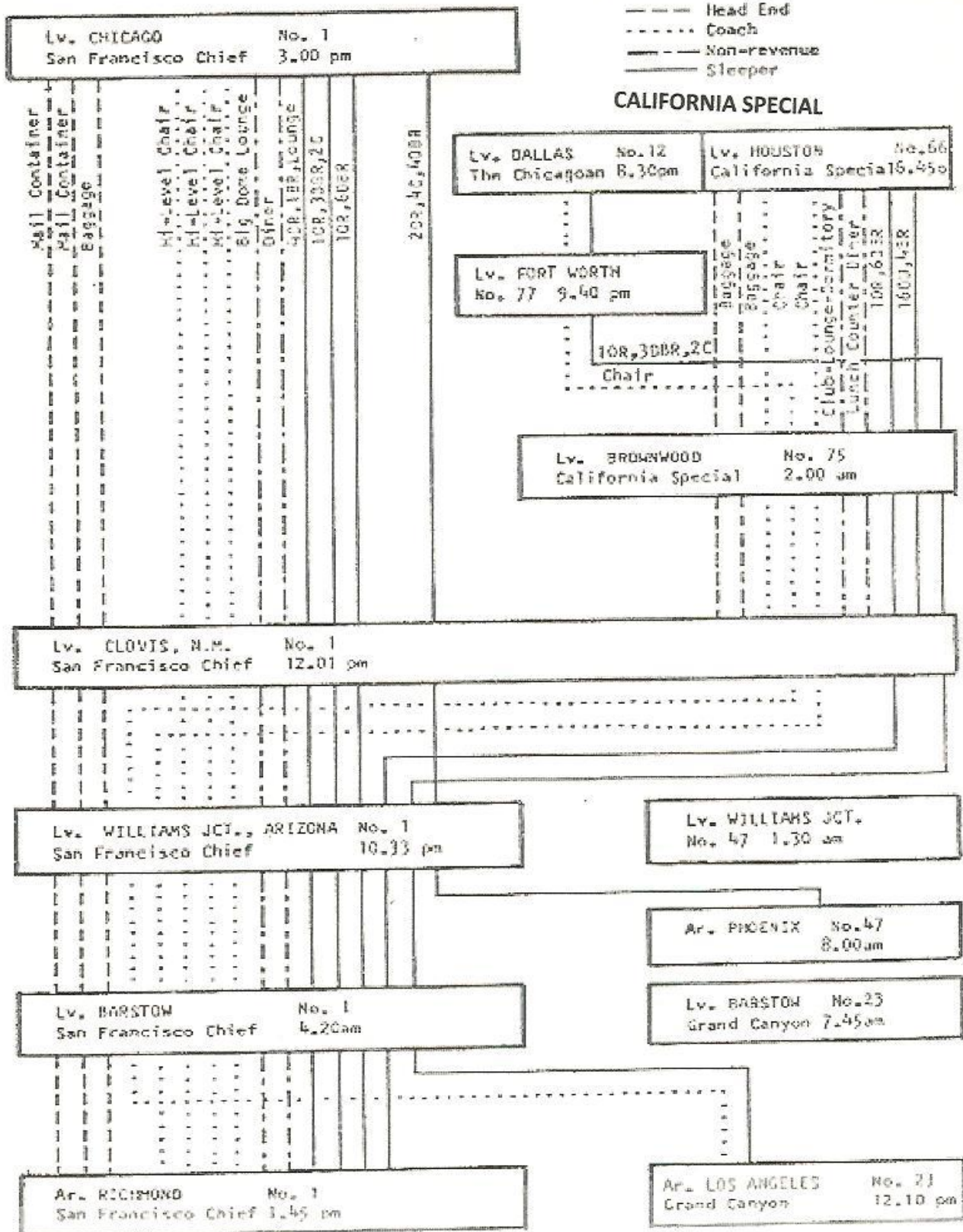
STATION TRACKAGE AT "E"
NOTE: NO PASSENGER SWITCH CREW ON DUTY 12:01 A.M. TO 8:00 A.M.

TRAIN NO.	DIRECTION	DESIGNATION	FROM	TO	VIA	ARRIVE "E"	LEAVE "E"	SWITCHING OPERATIONS AT "E"
41	WEST	"F" NIGHT EXP.	A	F	B	2:25 A.M.	2:40	ROAD ENGINE PICK UP EXPRESS AND STORAGE MAIL CARS FOR "F" FROM TRACK 8. SET OUT EXPRESS CAR FROM "A" ON 8.
26	EAST	NIGHT LIMITED	H	A	B	4:52 A.M.	5:15	ROAD ENGINE CUT OFF WHILE TRAIN REMAINS ON TRACK 2 AND HEAD-END TRAFFIC IS WORKED. RUN AROUND TRAIN VIA TRACK 1. PICK UP DINER FROM 3. SET ON REAR OF TRAIN. RETURN TO HEAD END VIA 1. SET OUT EXPRESS CAR FROM "H" ON TRACK 5.
27	WEST	"G" NIGHT EXP.	A	G	C	6:45 A.M.	6:59	ROAD ENGINE PICK UP DINER-LOUNGE FROM TRACK 3. PLACE IN TRAIN AHEAD OF COACHES & SLEEPER. (SLEEPER CONTINUES TO "G.")
102	EAST	LOCAL	E	A	B	—	7:30	ROAD ENGINE FROM TERMINAL VIA TRACK 2 PICKS UP EXPRESS CAR OFF NO. 26 FROM 6. R.P.O. FROM 4, AND MAKES UP TRAIN ON 2 BY PICKING UP COACH THERE.
32	EAST	DAY EXPRESS	F	E	—	9:38 A.M.	9:58	NO. 32 IN ON TRACK 2 WITH R.P.O., COACH, DINER-LOUNGE. SWITCHER PULLS DINER LOUNGE, SETS OUT ON 8, PICKS UP PARLOR CAR FROM 10, SETS ON NO. 32'S THROUGH COACH ON 2, AND AWAITS ARRIVAL OF NO. 32 VIA CROSSOVER ONTO 1. SWITCHER PULLS REAR SLEEPERS OF NO. 32 THROUGH CROSSOVER TO 2, PICKS UP PARLOR AND COACH, AND SETS WHOLE CUT BACK ONTO NO. 32, WHICH LEAVES FOR "A" VIA EAST CROSSOVER.
31	WEST	DAY EXPRESS	A	G	C	2:48 P.M.	3:02	REVERSE OPERATIONS FROM THOSE CONSOLIDATING NOS. 32 AND 32. SWITCHER SETS PARLOR CAR ON 10 AFTER NO. 31 HAS CLEARED (RUNAROUND MOVE NECESSARY). ENGINE FROM NO. 32 MAY HAUL NO. 31.
31	WEST	DAY EXPRESS	E	F	—	3:06	3:06	
28	EAST	EVENING EXP.	G	A	C	5:45 P.M.	5:48	NO. 28 DROPS SLEEPER DEADHEADED FROM "G." SWITCHER PARKS THIS SLEEPER ON TRACK 8, READY FOR OCCUPANCY AT 10 P.M.
101	WEST	LOCAL	A	E	B	10:15 P.M.	—	TERMINATES. SWITCHER PLACES DEADHEAD DINER-LOUNGE FROM "D" OFF NO. 28 ON TRACK 8. COACH ON 3, R.P.O. ON 6, HEAD-END ON 3.
25	WEST	NIGHT LIMITED	A	H	C	10:46 P.M.	11:05	ROAD ENGINE CUTS OFF. SWITCHER SETS HEAD-END CARS OFF NO. 101 ONTO NO. 25. RUNS AROUND VIA TRACK 2. SETS OUT DINER ON 2. AFTER DEPARTURE OF NO. 25, SETS DINER ON TRACK 8, TAKES DINER AND DINER-LOUNGE FROM 8, SETS OUT AT WEST END OF TRACK 3.
40	EAST	NIGHT EXPRESS	F	A	C	11:40 P.M.	11:55	SWITCHER SETS SLEEPER FROM 8 ON REAR. PICKS UP HEAD-END CAR FROM 4 AND SETS ON NO. 40.

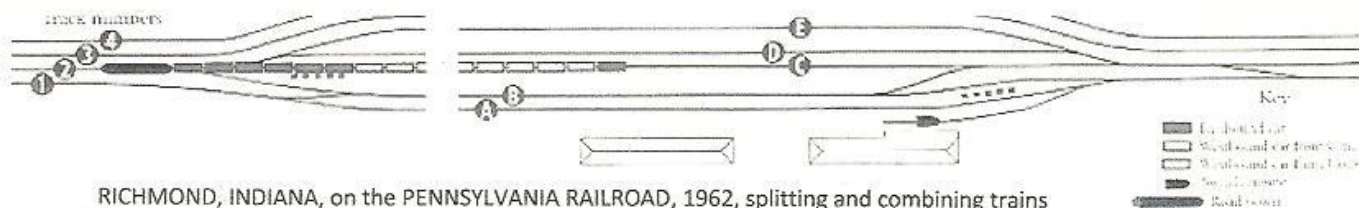
CHUBB'S JUNCTION – RI ROCKY MOUNTAIN ROCKET



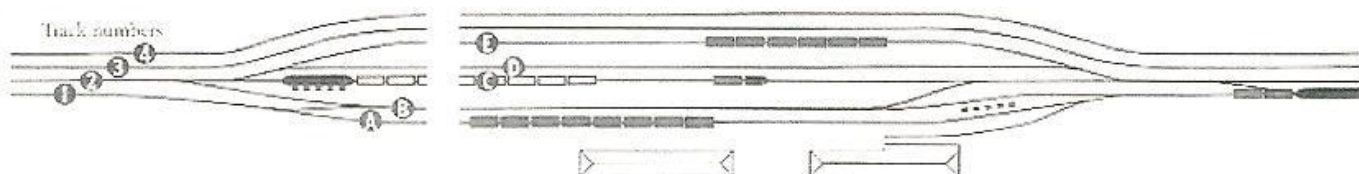
SOURCE: Bruce A. Chubb, How to Operate Your Model Railroad. Kalmbach, 1977. diagram p. 52, photos, p. 53



Robert A. Clark, "Passenger Train Operation: A Prototype Example from 1967 (Santa Fe's California Special)",
 NMRA Bulletin, August 1972, 38, 39, 41



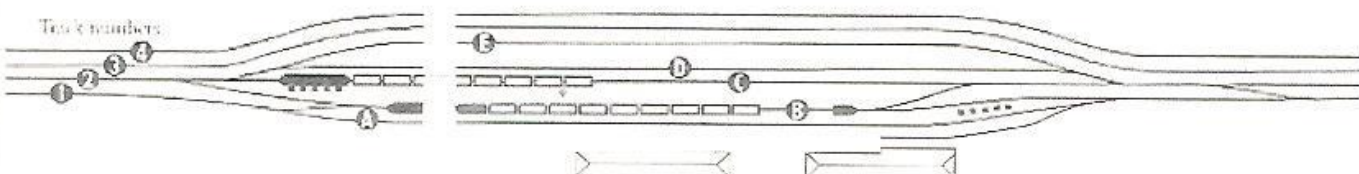
Train 75, *The Buckeye*, has arrived from Cincinnati.



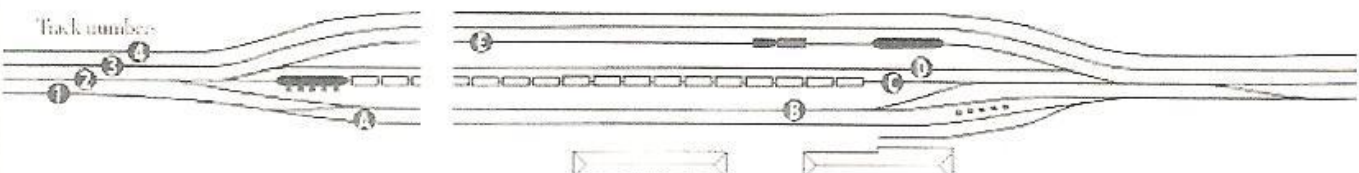
Train 32, *The St. Louisan*, has arrived from St. Louis. Cars for 32 are set on track E. The switcher has removed the sleeper from 75 and is preparing to run around the car. 75's locomotives have coupled to 75's cars and are being fueled and watered.



The switcher is about to couple the sleeper removed from 75 to the rear of 32. Once the air, steam, and signal lines are connected a test of the brakes will be made. Upon the successful completion of that test, 32 will depart for Pittsburgh and points east.



Train 87, the Columbus section of *The Buckeye* has arrived on station track B. The switcher is easing toward the rear car and will soon remove the westbound cars.



SOURCE: Edward M. DeRouin, *Moving Mail and Express by Rail*. Pages 72-79

Cars from 87 have been added to 75. The baggage car will be coupled to the locomotives on E, which will become train 86.