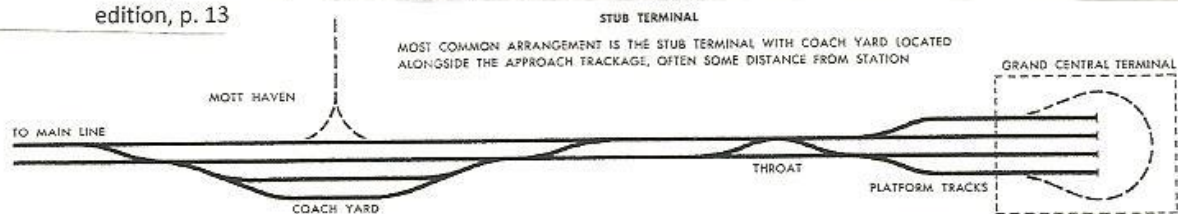
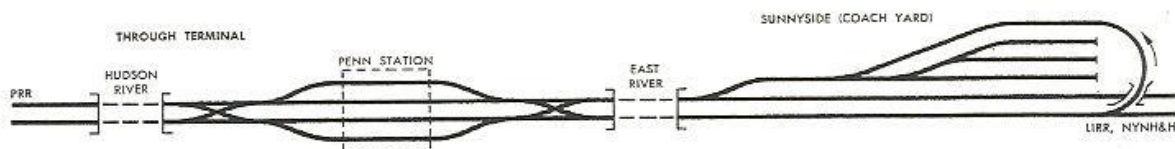


Passenger Terminal Arrangements (schematics of 8 city terminal showing relationship of station to turning and coach yard), Track Planning for Realistic Operation, John Armstrong, Kalmbach, 1963, first edition, p. 13

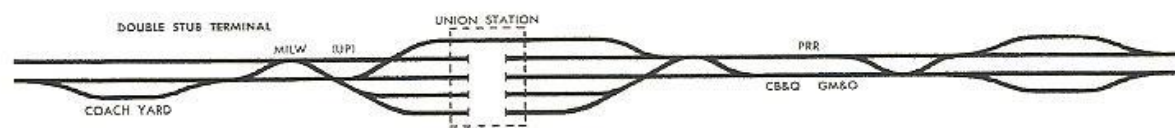


WHEREVER POSSIBLE, A WYE OR LOOP FOR TURNING TRAINS IS LOCATED NEAR THE COACH YARD. GRAND CENTRAL TERMINAL, NEW YORK, IS UNIQUE IN HAVING TWO LEVELS

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.

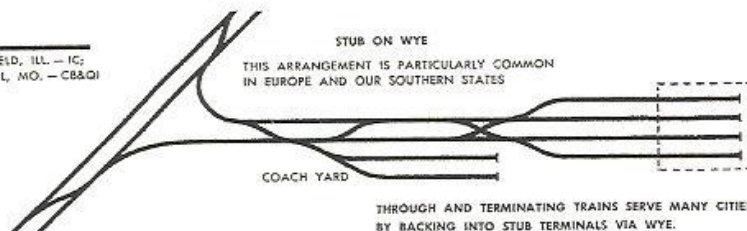


CHICAGO'S UNION STATION HAS TWO STUB TERMINALS, BACK TO BACK, IN THE SAME BUILDING. ONE THROUGH TRACK CONNECTS THE SEPARATE TERMINALS; OVERFLOW

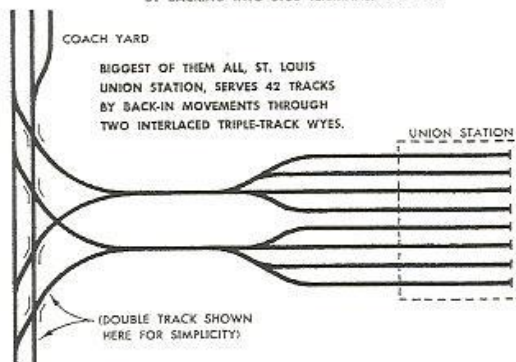
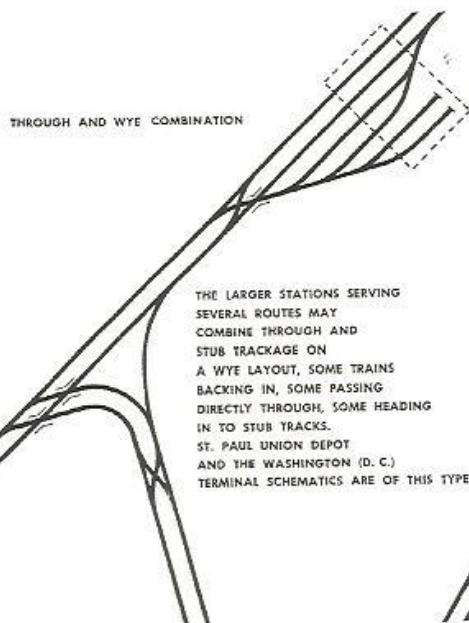
TRAFFIC MAY USE ANY AVAILABLE TRACK EVEN THOUGH EACH TRACK IS NORMALLY ASSIGNED TO A PARTICULAR COMPANY.



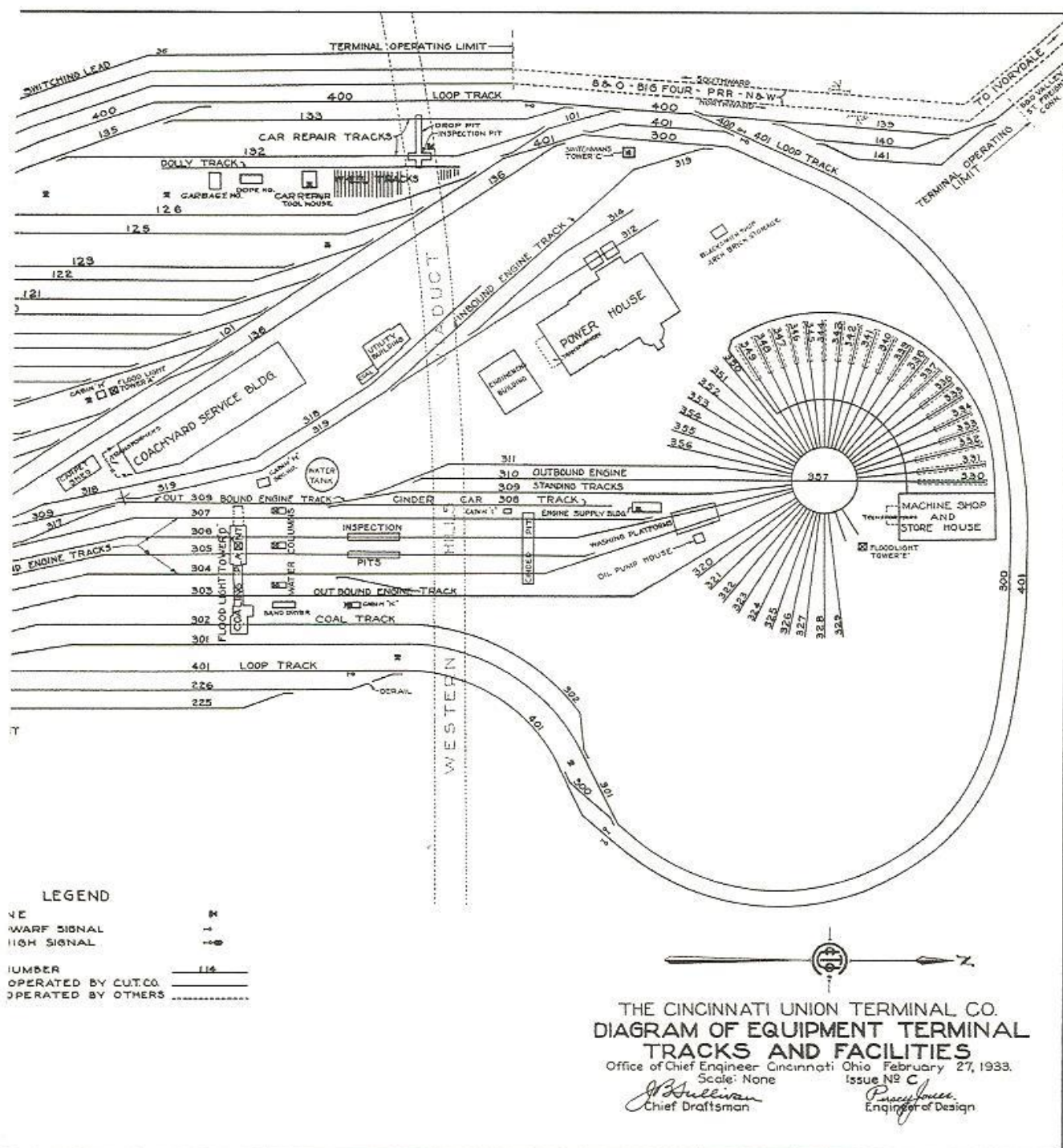
IN SMALLER CITIES THROUGH TRAINS MAY REACH A CENTRALLY LOCATED STUB STATION BY A HEADING-IN/BACKING-OUT (AND VICE VERSA) MANEUVER.



THROUGH AND TERMINATING TRAINS SERVE MANY CITIES BY BACKING INTO STUB TERMINALS VIA WYE.

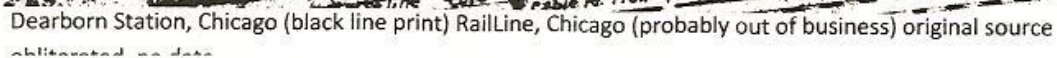


BROAD STREET STATION, RICHMOND, IS OF UNUSUAL WYE-LOOP PATTERN. SEABOARD AIR LINE TRAINS NOW ALSO USE THIS STATION, BUT MUST BACK IN AND OUT BECAUSE OF "SWITCHBACK" CONNECTION.



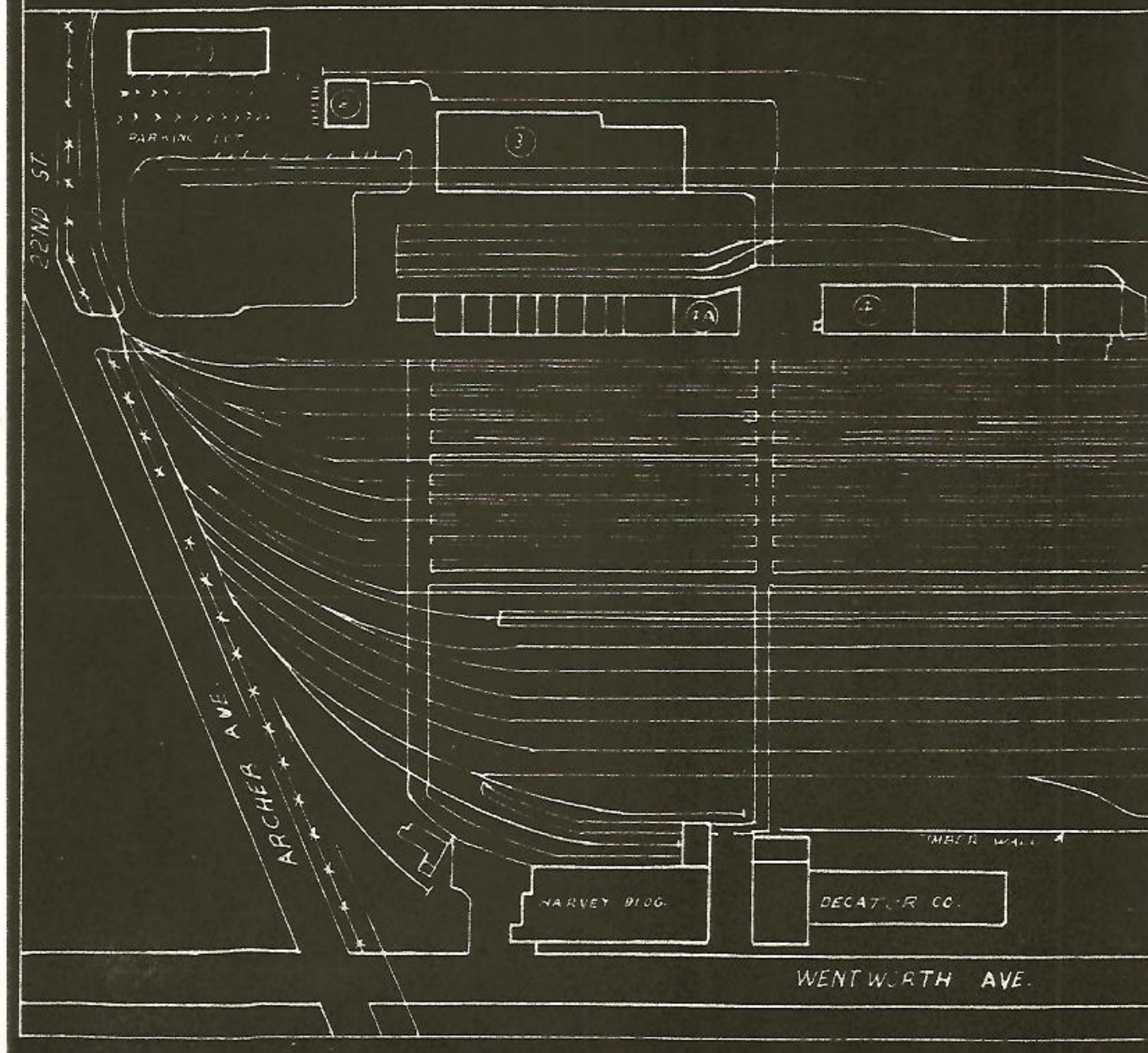
Track diagram of coach yard, mail and express facilities, and engine terminal at CUT, as reproduced in 1937 CUT Co. rule book.

(Author's collection)



FACILITIES OF SANTA FE YARDS

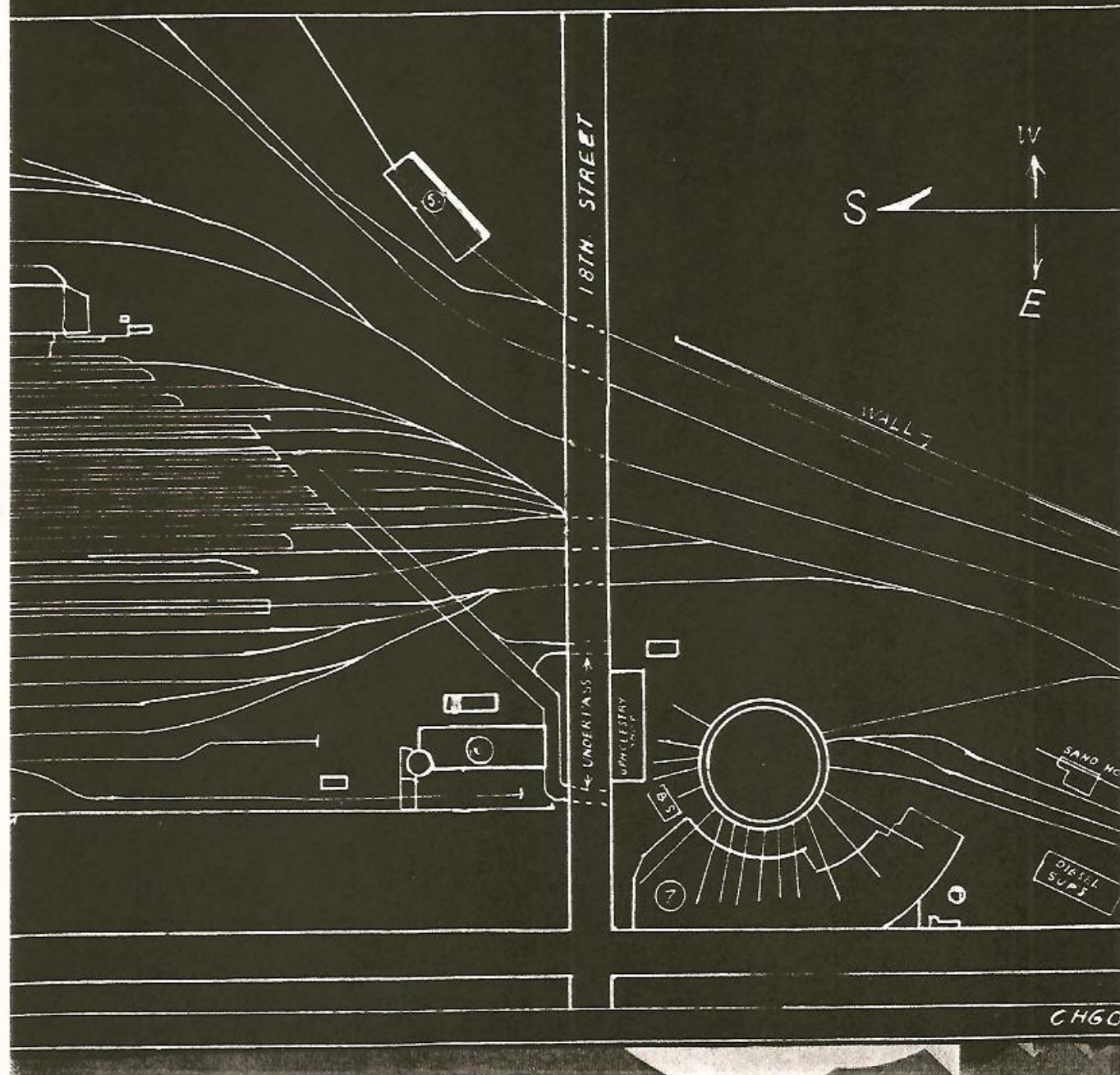
- ① WHEEL SHOP
- ② PARTS CLEANING BUILDING
- ③ DIESEL SHOP
- ④ COACH YARD SERVICE BUILDING NO. 1
- ④A " " NO. 2
- ⑤ CAR WASHING MACHINE



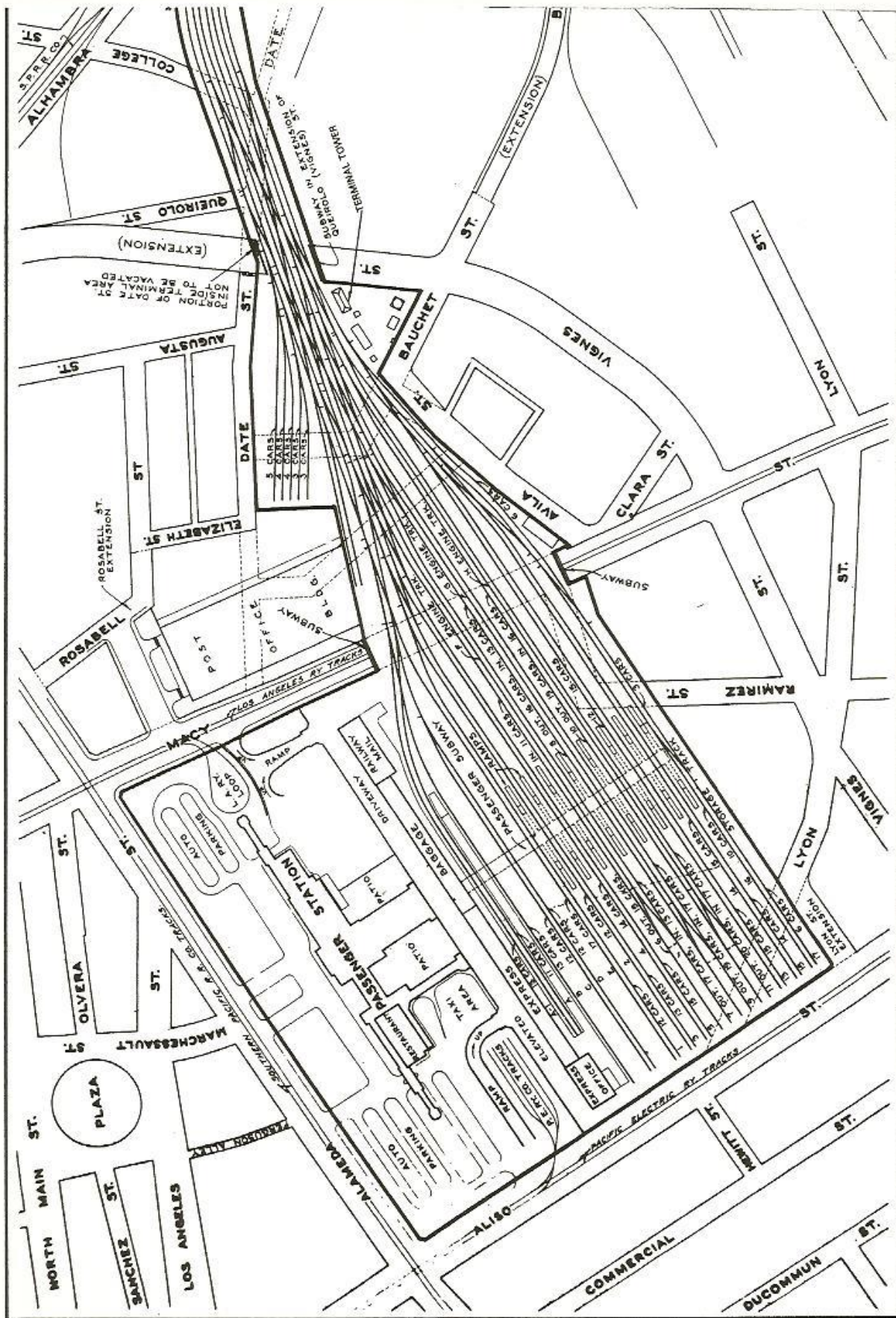
OS 2154 ARCHER AVENUE (SKETCH)

- ⑥ POWER HOUSE
- ⑦ ROUND HOUSE

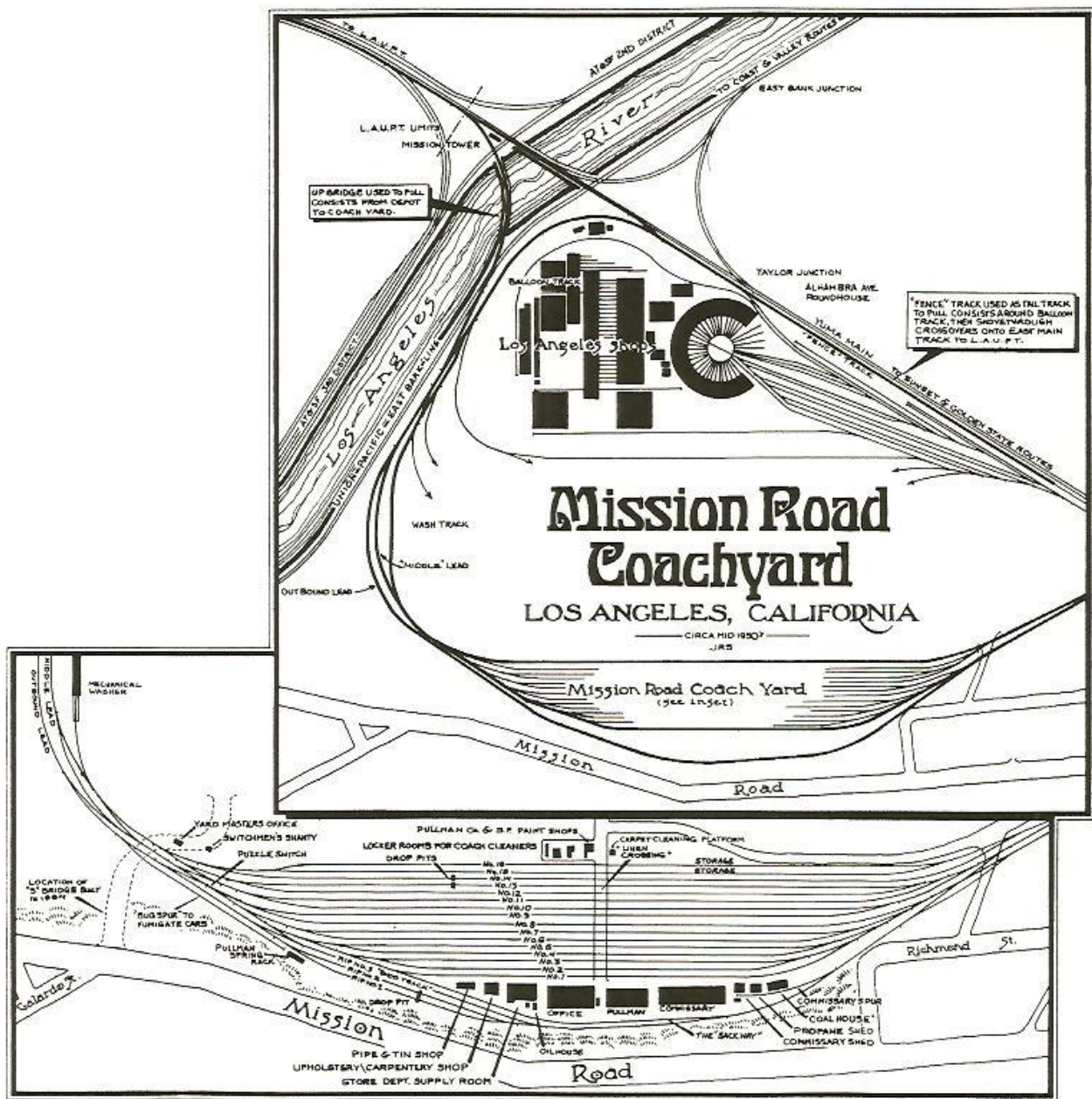
G NO. 1
" NO. 2



Santa Fe Railroad, Archer and 21st Coach Yard, Chicago (white line print) probably Santa Fe, 1954

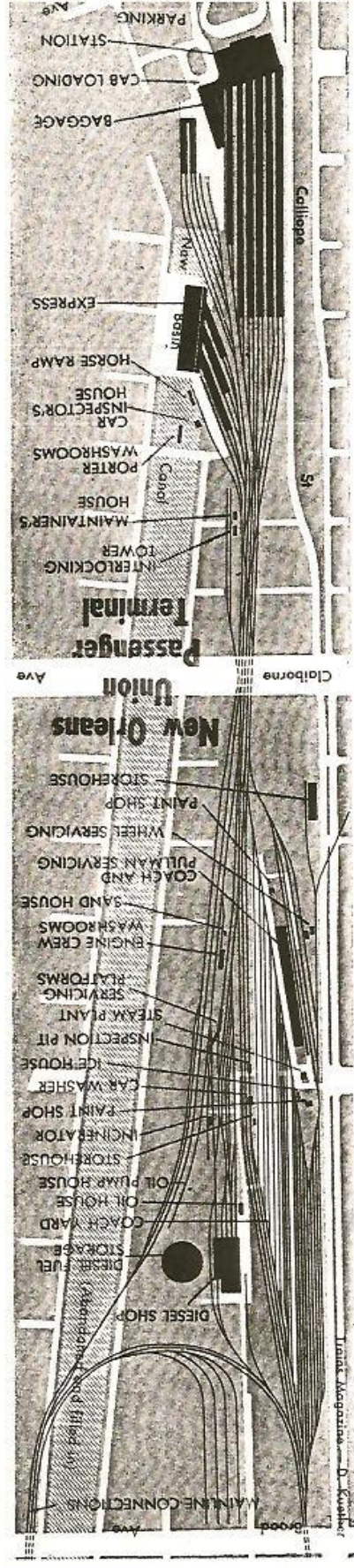


Los Angeles Union Passenger Terminal, 1937, The Last of the Great Stations, Interurbans Special 72, p. 27, 1979

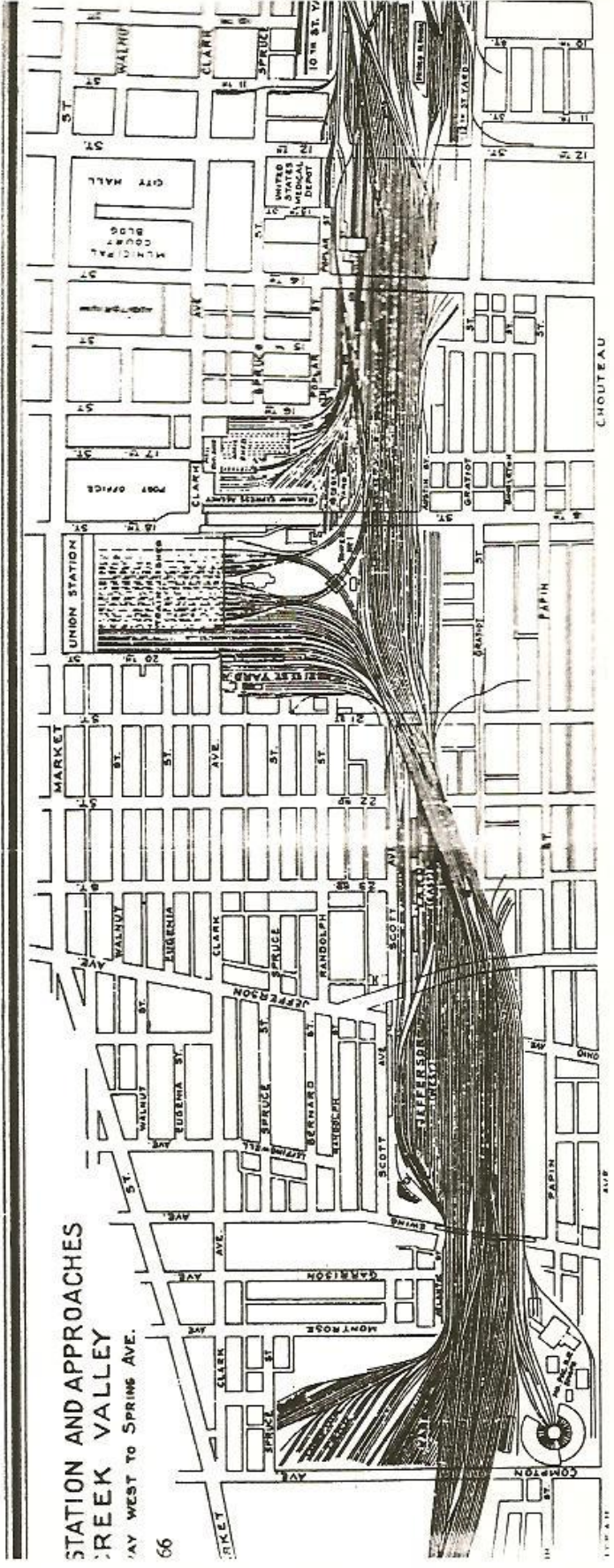


Southern Pacific Mission Road Coach Yard, Los Angeles, circa mid-1950s, *Trainline*, No. 25, p. 10 1991?, (Southern Pacific Historical and Technical Society)

New Orleans Union Passenger Terminal, 1954, Trains, September 1954, p. 17



St. Louis Union Station, 1966, (glossy paper print), Terminal Railroad Association of St. Louis, reproduced by Terminal Railroad Association of St. Louis Historical and Technical Society



Thomas, Lawrence N., "Going to California on the Overland Route: The Wabash-Union Pacific's City of St. Louis", Terminal Railroad Association of St. Louis Historical and Technical Society, Issue 38/38, Spring/Summer 1996, 15

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, seltzer 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	: 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)

KING ST. COACH YARD SEATTLE (n.d.)

Note: The numbers located in the bottom right hand corner of the photos correspond to locations on this map.

1. South Portal interlocking
2. Jackson Street Stores (leased out)
3. Terminal Annex Post Office (GN owned)
4. Baggage room
5. King Street Station (GN-NP)
6. Union Station (UP-Milw)
7. Express building
8. GN freight house

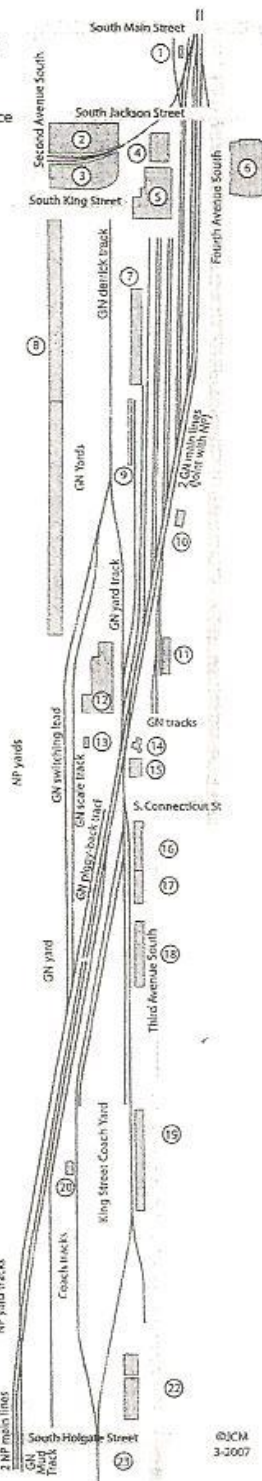
9. Express building
10. King Street yard office
11. Superior Fast Freight
12. Post office garage
13. G.N. yard office
14. Section house
15. Power plant
16. G.N. commissary
17. N.P. commissary
18. Pullman

buildings
about 1960

19. Car Department
service buildings
20. Car washer

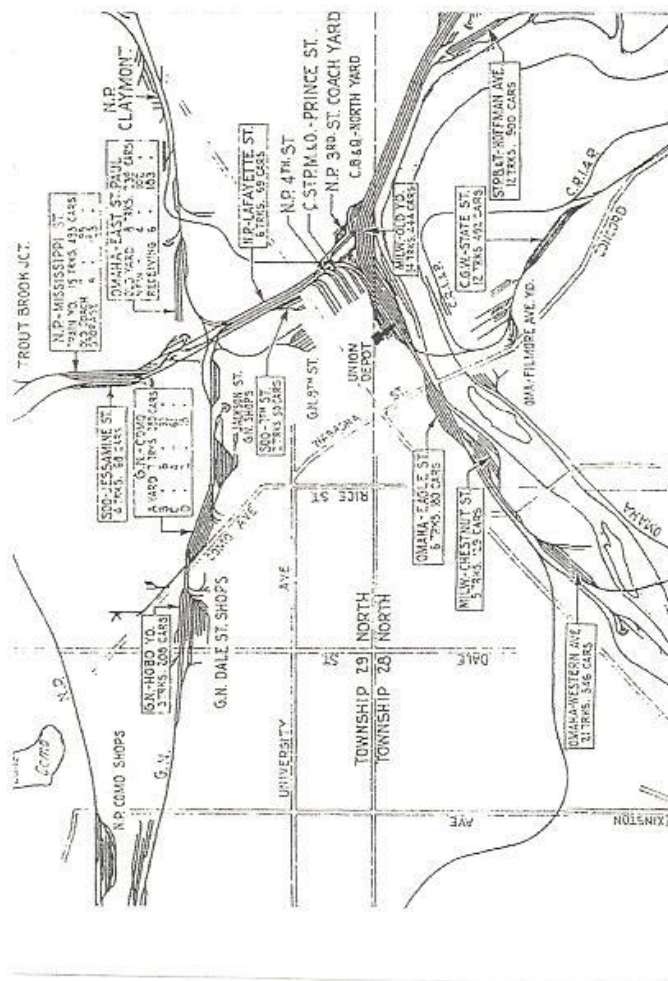
1 inch \approx
about 540 feet

23. Mechanical shops



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ST. PAUL UNION DEPOT 1937

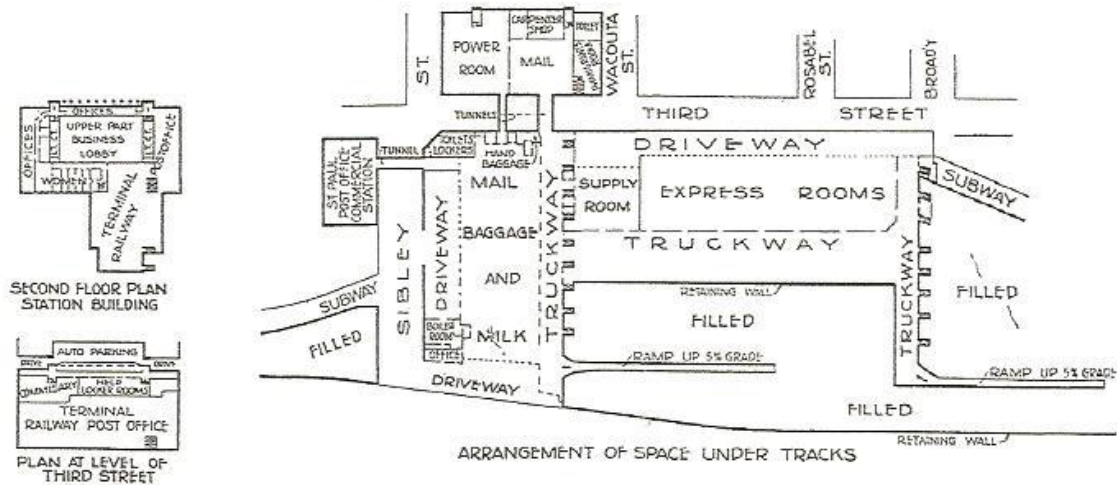


SOURCE: Diers, John W., St. Paul Union Depot, University of Minnesota Press, 2013, p.139

Map Drawn By: James C. Mattson

SOURCE: Grecula, Walt, "Seattle's King Street Coach Yard", Reference Sheet No. 355 (GNRHS), June 2009, p.2

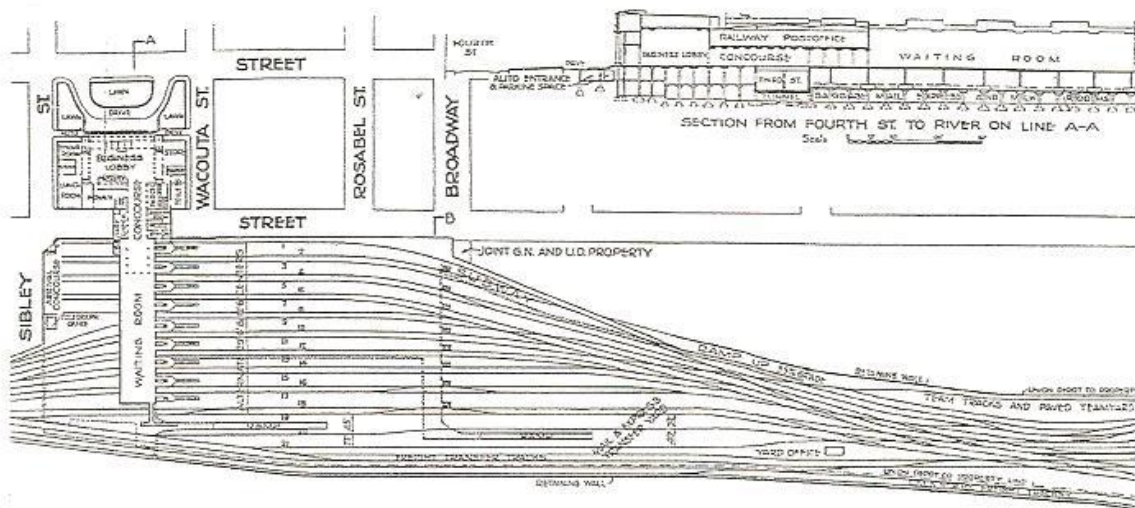
ST. PAUL UNION DEPOT (n.d.)



St. Paul Union Depot encompassed 28.97 acres of land. There were twenty-one passenger tracks and two freight tracks and eleven platforms. The main entrance faced Fourth Street. The business lobby, concourse, and waiting room were on one level with stairs and elevators taking passengers from the waiting room to the platforms below. Tracks 1 through 8 were stub tracks and were used by trains originating or terminating in St. Paul. Tracks 9 through 21 were through tracks. Since most trains ran through, these tracks received the heaviest use. It was also more convenient to use them for switching moves when adding or subtracting cars or changing locomotives. An arrival concourse gave passengers access to Third Street without going through the waiting room and business lobby. It was intended for commuter trains, but they were gone by the time the depot opened, and it was seldom used except for VIPs needing a quick getaway. The telegraph office, where train crews received their orders and clearances, was also located on the concourse level. On the east end of track 19 there was a two-story yard office where a yardmaster and train directors controlled train movements in and out of the depot.

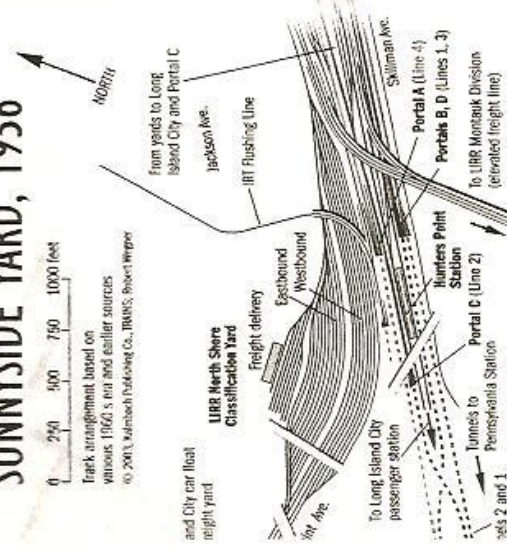
Passengers seldom saw the offices above the business lobby or the terminal railway post office, above the concourse, where mail was sorted for local delivery and outgoing trains. It closed with the opening of the new post office building in 1934. A bowling alley and recreation center took its place in 1941.

The Third Street basement was yet another infrequently visited area. A commissary for the depot restaurants, an employee locker room, and additional mail-handling facilities took up most of the space. A power and boiler room, carpenter shop, mail storage, and an immigrant waiting room occupied the subbasement, which was connected by tunnels under Third Street to the large mail and express rooms below the tracks. Driveways provided trucking access for mail, baggage, and express to the train level above. Another set of tunnels ran under Sibley Street to the Lowertown Commercial Post Office.

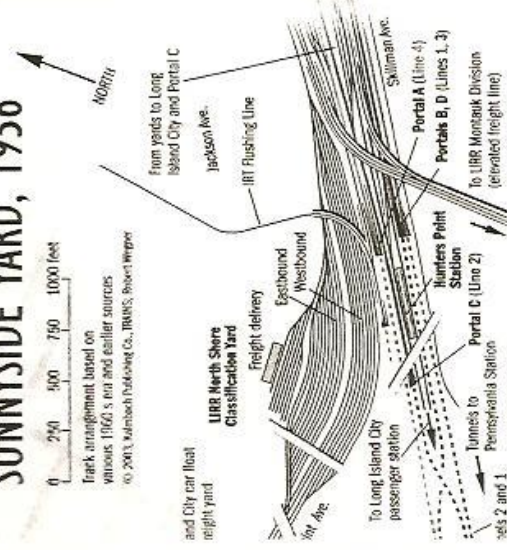


SOURCE: Diers, John W., *St. Paul Union Depot*, University of Minnesota Press, 2013, p.115

Track arrangement based on various 1960's era and earlier sources



Track arrangement based on various 1960's era and earlier sources



SUNNYSIDE
Sunnyside Yard, 1956, Pennsylvania Railroad, Long Island, NY, Trains, June 2005, pp. 32-33

TRAINS.MAG.COM

Kansas City Union Station, circ 1920s, Trains, April 1999, pp. 66-67

