



Cross-Roads



OF THE

NATION





CHICAGO UNION STATION

From this huge passenger terminal, trains of four great railroads span the nation

Standing majestically on the Chicago river at the edge of the famous "Loop" district is the \$90 million structure of stone, steel and concrete that is Chicago's finest and most modern railroad passenger terminal—The Chicago Union Station.

From this convenient location at the edge of the busy downtown area, passengers may board streamlined, diesel-powered passenger trains of four great railroads—the Pennsylvania, the Chicago, Burlington & Quincy, the Chicago, Milwaukee, St. Paul & Pacific and the Gulf, Mobile & Ohio—and travel, literally, to the ends of America; to the Atlantic or the Pacific, to Canada or Mexico. Yet Chicago Union Station is almost a city in itself for within its 35 acres of property, more than 1,500 people earn their livelihood serving railroad travelers.

The present station buildings are erected on the site of two previous Union Stations. The first structure, built in 1858, and the second, in 1880 by the Pittsburgh, Fort Wayne and Chicago Railroad (now part of the Pennsylvania). The great Chicago fire destroyed the original station in 1871. The second, completed in



THE CONCOURSE

1880, was, in its day, considered a splendid terminal. It was used also by the Burlington, the Milwaukee and the then Chicago & Alton (now G.M.& O.) on a rental basis.

But the city of Chicago grew so rapidly that by 1912 it became apparent that a new, and greatly enlarged Union Station would be needed to serve its travel needs. In July, 1913, while many plans were being drawn up and considered, the present Chicago Union Station Company was formed to construct, maintain and operate the proposed new terminal. This company, owned together by the Pennsylvania, the Burlington and the Milwaukee, has successfully carried out this most complex assignment.

Train service was maintained without interruption during the intricate construction of the present buildings which began in 1914. Work, halted during World War I, was largely completed by 1925 and on May 17 of that year a man going to Pittsburgh, Pa., bought the first ticket sold in the new building. Since that time countless persons have come to the large ticket office to purchase safe, comfortable train travel to towns both far and near.



THE SECOND UNION STATION—BUILT IN 1880 AND KNOWN ALSO AS THE “GENERAL PASSENGER DEPOT”—WAS, IN ITS DAY, AN OUTSTANDING CHICAGO LANDMARK.

From the layout of its tracks, Chicago Union Station could almost be termed “two stations, back-to-back” for there are actually two train sheds—one to the north and one to the south of the station concourse. The “South End” (as railroad men call it) has 14 tracks for loading and unloading Pennsylvania, Burlington and G.M.& O. trains. Milwaukee road trains use the ten tracks of the “North End”. Two tracks, located at the river’s edge, connect these “ends” for switching purposes.

On these 24 busy tracks arrive and depart more than 225 trains each day. Some are colorful streamliners for long-distance travel in luxurious coaches and sleeping cars. Others are local subur-

ban trains that shuttle thousands of men and women between home and office each day. Still others carry many cars for handling mail, express and baggage to and from distant cities. Railroad men call this “head end” traffic. And in Union Station it is loaded and unloaded on special platforms entirely separate from those used by the passengers.

The station provides many lounges, restaurants, shops, and other accommodations for the convenience of its patrons. And “behind the scenes” there are still other facilities that contribute importantly to the smooth daily operation of this huge railway terminal. Some of each are described on the following pages . . .

THE MAIN WAITING ROOM TODAY. THIS SPACIOUS ROOM IS, EACH YEAR, THE SCENE OF CHRISTMAS CAROLING BY RAILROAD CHORAL GROUPS.



In the very center of the concourse is the Information Bureau where specially-trained clerks answer thousands of detailed questions on train schedules, accommodations, fares and a host of other subjects as a matter of daily routine. From here come the

FIRST AID STATION

First Aid Facilities are available in the Union Station for train travelers requiring emergency medical attention or convalescents waiting between trains. Experienced nurses are on duty the greater portion of each day, and doctors are available to be called on short notice. This service is without charge to the traveling public.

Very special accommodations for the younger traveling set are provided in the Nursery located just below the Women's Lounge. There are day beds for the mothers who might desire to catch "forty winks" while their children rest or play under the

THE INFORMATION BUREAU

many announcements that are carried to all parts of the main floor by the station's public address system. Seldom seen by passengers is an even larger information center on the third floor. There hundreds of daily telephone inquiries are handled.



THE WOMEN'S LOUNGE

With homelike appointments equal to those of the finest clubs and hotels, Union Station's Women's Lounge is a quiet, inviting spot for reading, conversations with friends or perhaps a short letter to the folks back home. It is situated just off the large main waiting room.



THE NURSERY

watchful eye of the matron. The Nursery is purposely situated away from the hustle and bustle of the waiting room and concourse, and its lights are kept low so that mothers and children may enjoy a short nap between trains.



THE TICKET OFFICE

As many as **5,000 persons** in a single day, may visit these windows of Union Station's large ticket office. And the ticket sellers behind the windows must know how to figure the correct fare to any city or village in The United States, Canada and Mexico—and do it quickly! For some passengers, they also

reserve parlor car, or coach seats—or perhaps one of the nine different types of sleeping car accommodations that are offered by the Union Station railroads. In view of this, it is not surprising that there is sometimes a short wait for ticket service during a rush period.



THE BAGGAGE CHECK COUNTER

Railroads do not expect passengers to carry all of their suitcases and trunks with them on the train. Instead they have a baggage checking system which enables passengers to have a liberal quantity of luggage handled for them in baggage cars. Here, behind the windows of the checking counter,

experienced baggage men carefully make out the cardboard checks that will guide each piece of luggage to its destination. Enroute, both in baggage cars and at stations where there might be a change of trains, records of each piece handled are carefully kept.



While it seems unusual to have a jail in a railroad station, this two-cell lockup serves one very useful purpose. It is used as a "waiting room" for prisoners of the law who are being transported by train under police escort. It is one of the protective facilities maintained by the Chicago Union Station Company's police department, which also

supervises auto traffic in the station driveways and maintains a constant patrol of all public rooms on the main floor. The department works closely with city, county, state and federal law enforcement agencies as well as the special agent and police departments of the railroads.

THE JAIL



THE LUNCH ROOM

Fred Harvey

The restaurants and shops in Chicago Union Station have been operated by Fred Harvey since the station opened in 1925. A wide choice of restaurants await the traveler. They include the club-like dining room, the popular lunch room and the large cafeteria—all serving full meals; and the Semaphore luncheonette, the Shoppers Mart soda fountain and the Iron Horse cocktail lounge. There are also private dining rooms for special parties and business meetings. And far out of sight in the basement driveway is a little snack counter for the convenience of taxicab and truck drivers. On a typical day these many Fred Harvey eating places in Chicago Union Station will serve more than 8,600 patrons!

Fred Harvey also operates the Shoppers Mart—offering a wide selection of domestic and imported gifts; three newsstands—where popular books, as well as newspapers and magazines are available; eight different cigar and cigarette stands, and a large, modern barber shop.

Behind the scenes, and beneath the main floor, are blocks of neat, orderly stockrooms, large gleaming kitchens, a bakery—and even a dairy! Dishes from the numerous restaurants travel to a centralized washing room on an elaborate automatic conveyor system.

THE SHOPPERS MART



Via PENNSYLVANIA . . .

TO—

Philadelphia New York

The Broadway The General The Trail Blazer The Admiral
The Manhattan Limited The Gotham Limited The Pennsylv-
vania Limited

Baltimore Washington

The Liberty Limited The Manhattan Limited The Pennsylv-
vania Limited The Gotham Limited

Pittsburgh

The Golden Triangle The Fort Pitt

Nashville Birmingham Jacksonville Miami

The South Wind

Knoxville Atlanta Jacksonville Tampa St. Petersburg

The Southland

Indianapolis Louisville

The Kentuckian The Blue Grass Special The South Wind

Logansport Columbus

The Ohioan The Fort Hayes The Union

Dayton Cincinnati

The Southland The Red Bird The Union

Roanoke Lynchburg Norfolk

The Southland The Union

Via G.M.&O. . .

TO—

Little Rock Hot Springs

The Abraham Lincoln*

Jackson Meridian Mobile

The Alton Limited—The Gulf Coast Rebel*

Bloomington Springfield St. Louis

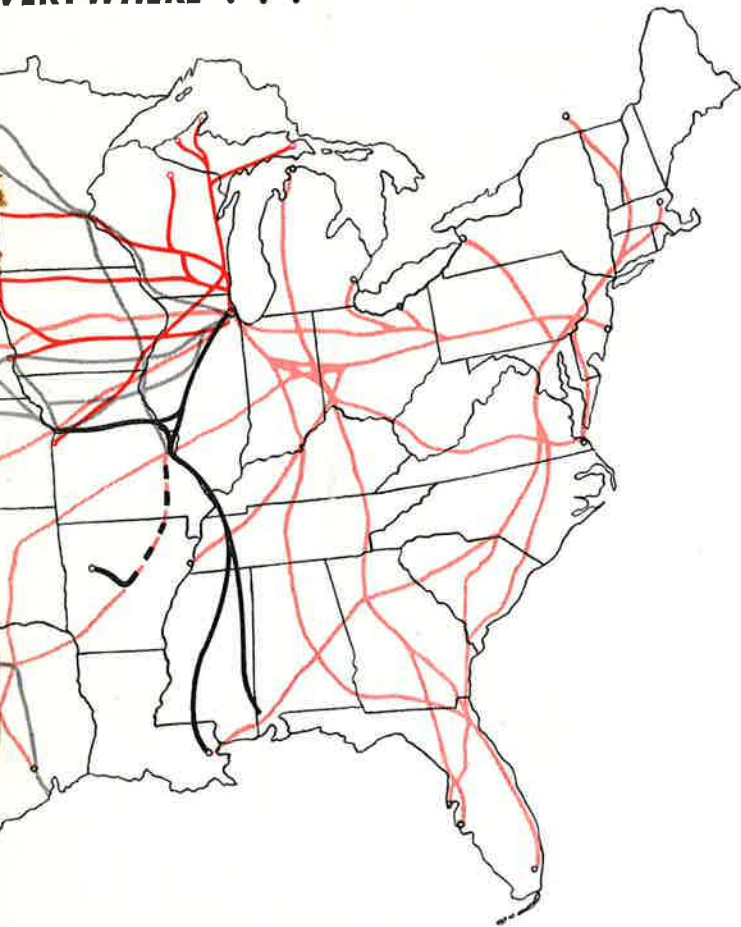
The Abraham Lincoln The Ann Rutledge The Alton Limited
The Midnight Special

◦ Through sleeping cars only

FINE TRAINS E



VERYWHERE . . .



Via BURLINGTON . . .

TO—

Salt Lake City San Francisco

The California Zephyr

Denver

The Denver Zephyr The California Zephyr

Burlington Ottumwa Omaha Lincoln

The Nebraska Zephyr The Ak-Sar-Ben Zephyr The Coloradoan

Kansas City St. Joseph

The Kansas City Zephyr The American Royal Zephyr

Seattle Tacoma Spokane

The Empire Builder* The North Coast Limited† The Western Star* The Mainstreet†

St. Paul Minneapolis

The Morning Zephyr The Afternoon Zephyr The Blackhawk

Galesburg Quincy Hannibal

Trains No. 5-2

* Via Great Northern † Via Northern Pacific

Via MILWAUKEE . . .

TO—

Spokane Seattle Tacoma

The Olympian Hiawatha

St. Paul Minneapolis

The Morning Hiawatha The Afternoon Hiawatha The Olympian Hiawatha The Pioneer Limited

Omaha Sioux City Sioux Falls

The Midwest Hiawatha The Arrow

Davenport Excelsior Springs Kansas City

The Southwest Limited

Houghton Calumet Saulte Ste. Marie

The Copper Country Limited

Green Bay Iron Mountain

The Chippewa Hiawatha

Wisconsin Rapids Wausau Minocqua

The Tomahawk The North Woods Hiawatha

Charles City Mason City

The Sioux

Madison

The Varsity The Sioux

Milwaukee

9 Streamlined trains daily

THE BROADWAY LIMITED

This all-private-room sleeping car train, leader of the Pennsylvania Railroad's "Blue Ribbon" fleet serving Chicago, Philadelphia and New York, celebrated its Golden Anniversary in 1952. It began service between Chicago and New York in 1902, as a four-car train, hauled by light steam locomotives, that made the more-than 900-mile journey in the then sensationally short time of 20 hours. Today its powerful diesel and electric locomotives easily make this same run, with a train of 17 red and gold streamlined cars, in only 15½ hours.

The lounge car, shown at the right, is typical of the fine appointments of today's Broadway Limited. Below is shown one of the six types of sleeping rooms that are available to passengers. It is called a "Twin Bedroom". Others range from the Roomette and Duplex Room—for one person, Double Bedroom, Compartment and Master Room (with private shower bath) for two, to the Drawing Room, for three. "Housekeeping" of the sleeping cars is done by The Pullman Company.



CHICAGO—PHILADELPHIA—NEW YORK



THE CALIFORNIA ZEPHYR

As famous trains go, the California Zephyr is a comparative youngster. When "born" in 1949, it was one of the first trains in the world to be extensively equipped with vista-dome cars—the two-story observation cars with the glass roof. The silvery diesel-powered streamliner was created to take over the run of an earlier train which inaugurated a new passenger route over Burlington tracks to Denver, thence via the Denver & Rio Grande Western through the Rocky Mountains to Salt Lake City and over Western Pacific rails through the high Sierras to Oakland and San Francisco. The California Zephyr follows this same scenic route today traversing the spectacular Rocky mountains (through famous Moffat Tunnel) and California's beautiful Feather River Canyon—by daylight in both directions.

The car at the right is a Zephyr Vista-Dome coach. The lower picture shows how passengers enjoy the splendid view it offers. A special Vista-Dome lounge-observation car is reserved for California Zephyr sleeping car passengers.



CHICAGO—SALT LAKE CITY—SAN FRANCISCO



THE OLYMPIAN HIAWATHA

Through service from Chicago to Pacific Northwest cities such as Spokane, Seattle and Tacoma was inaugurated by the Milwaukee's Olympian and Columbian trains in 1911 soon after the company's rails were extended there from out of the midwest. Today the orange and maroon Super Dome Olympian Hiawatha is fleet-leader of the road's Hiawatha streamliner "tribe".

The unique Skytop Lounge (shown at the right) is a popular gathering spot for those traveling in the all-room Pullman sleeping cars. For sleeping car travel at lower cost, the Olympian Hiawatha also carries "Touralux" cars (shown below prepared for day and night-time occupancy). Touralux passengers share the distinctive Super Dome Cafe Lounge with other passengers—including the budget-minded who choose to travel in the train's luxury coaches. Above the cafe lounge is a "rolling roof garden"—a full-length glass-canopied observation deck where all passengers may enjoy an unrestricted view of magnificent mountain scenery.



CHICAGO—SPOKANE—SEATTLE



THE ABRAHAM LINCOLN

The Gulf, Mobile & Ohio operates five fast, comfortable trains daily between Chicago and St. Louis—led by the maroon and red streamliner Abraham Lincoln and its “sister” train, the Ann Rutledge. Here the Abraham Lincoln departs from Union Station on its 5-hour run to St. Louis. When this train went into service in July, 1935 it was the first streamliner to operate between Chicago and St. Louis.

As both these premier G.M.& O. streamliners are designed for day-time travel, they offer parlor car accommodations for first class passengers and reclining seat coaches for low-cost luxury travel. In the center picture, just beyond the train hostess, is a door leading to a parlor car drawing room—a special accommodation for private day-time travel for two or more persons. The needs of every passenger are cared for by specially trained G.M.& O. hostesses and attendants.

“Nothing could be finer than a dinner in the diner,”—for a dining car meal (below) is the highlight of any trip.



CHICAGO—SPRINGFIELD—ST. LOUIS



BEHIND THE SCENES

Unseen by passengers, yet vital to the everyday job at Chicago Union Station, are the many employees who direct the movement of trains, who handle the mail, the baggage and the express, who keep its voluminous records and who serve passengers and patrons in countless ways. They function under the direction of the general manager, who heads the Station Company's organization.

Directing the movement of the trains and the redcap service, is the duty of the stationmaster and his staff. His office, like those of other supervisory officers of the company, keeps in close touch with activities everywhere on the property by means of a private loudspeaker system and "TelAutographs"—automatic message-writing machines.



**TRAIN STARTING
SIGNAL**



**(1) LAKE STREET
INTERLOCKING TOWER**

**(2) WORKING AN
INTERLOCKER**

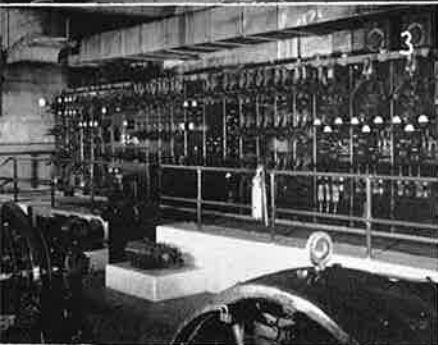
The chief engineer and his staff care for the buildings, the electrical systems, the air-conditioning systems as well as the 12.81 miles of tracks and governing signals. Employee payrolls, tax payments and other financial records are the responsibility of the auditor-secretary and his staff. The general baggage and mail agent also has a large organization for handling the huge volume of mail and baggage which passes through the station daily.

Close teamwork among these different departments is the key to smooth performance of Chicago Union Station's countless daily duties.

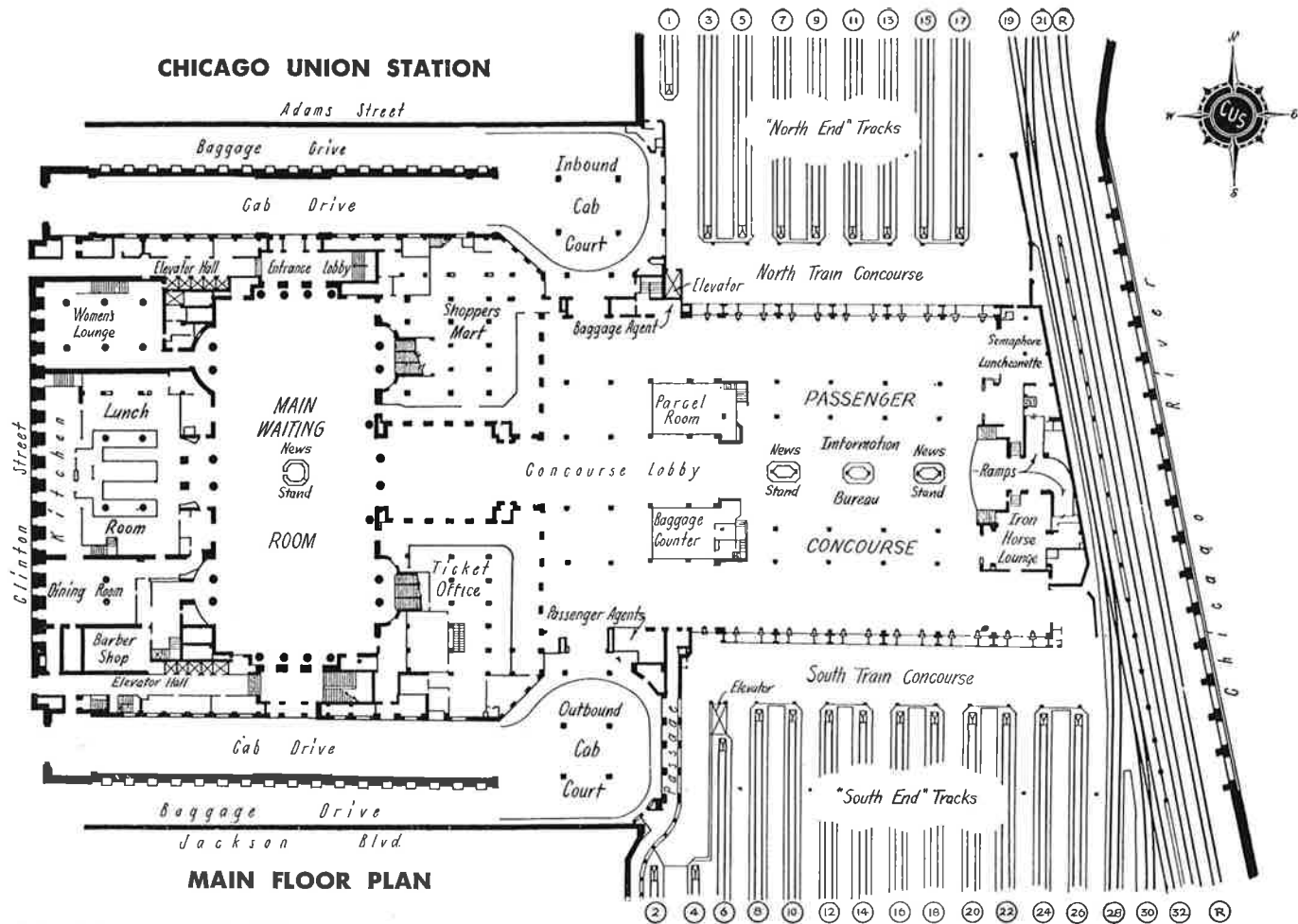
**(3) THE ELECTRICAL
SUBSTATION**

(4) SORTING U.S. MAIL

(5) LOADING EXPRESS












CHICAGO UNION STATION



MAIN FLOOR PLAN

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WHAT THE SIGNALS MEAN

NAME	CLEAR	APPROACH	SLOW CLEAR	SLOW APPROACH	RESTRICTING	STOP
HIGH TYPE SIGNAL						
DWARF TYPE SIGNAL						
MEANING	PROCEED AT NORMAL SPEED	PROCEED PREPARED TO STOP AT NEXT SIGNAL	PROCEED AT SLOW SPEED WITHIN INTERLOCKING LIMITS	PROCEED AT SLOW SPEED PREPARED TO STOP AT NEXT SIGNAL	PROCEED AT RESTRICTED SPEED	STOP

Safety is of the First Importance

CHICAGO UNION STATION COMPANY



210 S. CANAL ST., CHICAGO, ILL.

When A Locomotive Whistles

(O means short sound;
— means long sound)

It means . . .

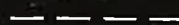


Apply Brakes.

—
Release brakes, proceed.



Flagman: Protect rear of train.



Flagman: Return from south or west.



Flagman: Return from north or east.



Answer to any signal not otherwise provided for.



(When standing) Answer to Conductor's back up signal.



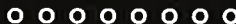
(When moving) Answer to Conductor's signal to stop at the next station.



A call for signals.



Approaching public highway crossing at grade.



Alarm to persons or livestock on tracks.