

In terminals of the dead-end class, the station building is usually located at the end of the tracks which is known as the headhouse type, or else it is located partly at the end and partly to one side of the tracks. The Dearborn (Polk Street) station at Chicago is a typical example of a terminal of the headhouse type. A plan of this station is shown in Fig. 1, and, as will be seen, there are two tracks which accommodate the business of the owners. The Chicago & Western Indiana Railroad and also its tenants, the Grand Trunk, Erie, Chicago-Indianapolis, Louisville, Wabash and Santa Fe Railways. The station is operated by the Chicago & Western Indiana Railroad.

Tracks 1 and 2 in Fig. 1 are mostly used for mail, but occasionally at rush times they are used for passenger trains. Tracks 3 to 8 are used generally for suburban and main line trains. Nos. 9 and 10 are used for express and baggage. The platforms average about 670 feet in length, and are 6 inches above the tops of the rails. After the passengers have disembarked from a train, the Pullmans and day coaches are hauled by a switching engine to the car storage and cleaning yards, about $5\frac{1}{2}$ miles away, where they are cleaned and turned preparatory to their return journey. The baggage and express coaches are placed on tracks 9 and 10, and the mail coaches on track No. 1. On account of the number of companies using the station and the comparatively small number of tracks, no particular platforms are assigned for

When an inbound train has been unloaded it is backed out by the main line locomotive to the car storage yard about $\frac{1}{4}$ mile away. It is here cleaned and switched and made up ready for its return journey. The express and baggage are handled on the south side of the station when in carload lots. The baggage cars are switched from the car storage yard as soon as the train is backed out of the train shed, and are taken by a switching engine to an express platform.

A station of the headhouse stub track type is that of the London, Brighton & South Coast Railway at Victoria, London, England. This station has a very novel arrangement of tracks which was designed by Mr. C. L. Morgan, chief engineer, to suit the peculiar local conditions. Some years ago the capacity of the station became too small to handle the amount of business the company was obtaining, so the question of remodelling and enlarging the station was brought up. In looking into this problem the railway company found themselves hemmed into a comparatively narrow site between Buckingham Palace Road on one side and the South Eastern and Chatham Railway on the other. A certain amount of widening was possible, but not enough for satisfactory results, consequently the station shown in Fig 4 was designed to meet the requirements. The novel feature of this arrangement is that the platforms are made long enough to accommodate two standard trains, and the tracks are so arranged

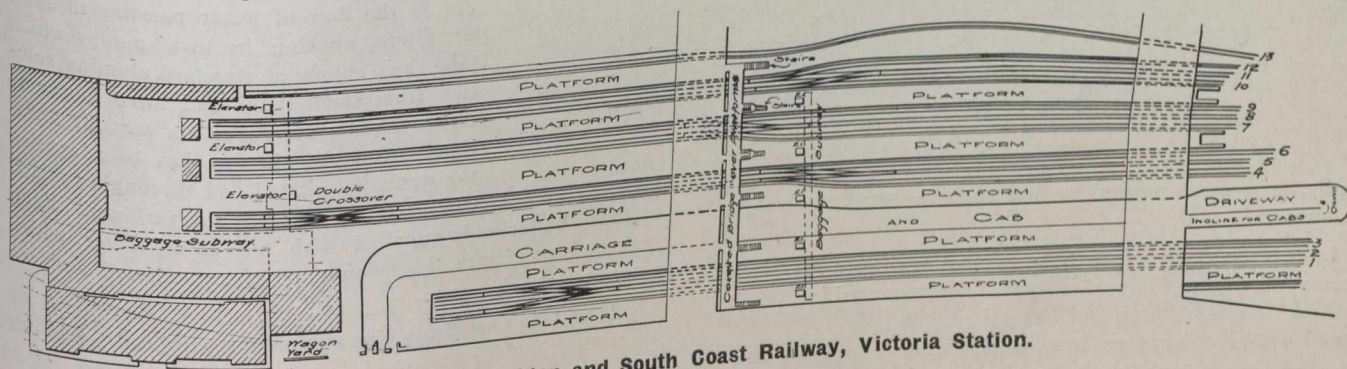


Fig. 4.—London, Brighton and South Coast Railway, Victoria Station.

the arrival of trains, but they are simply put into whichever one may be empty at the time.

Another terminal of the same type, but considerably larger, is that of the Delaware, Lackawanna & Western Railway at Hoboken, N.J., illustrated in Fig. 2. At this terminal there are 127 originating and 118 terminating trains daily. These trains are handled on 14 tracks placed at 13 feet centres. There are eight platforms 20 feet wide and one 17 feet wide, 700 feet long and placed $9\frac{1}{2}$ inches above the tops of the rails. After the incoming trains have been unloaded the main line locomotive, or sometimes a switch engine, takes the trains to the storage and cleaning yards. The outbound trains are made up in the coach yard and pushed towards the train shed, into which they are dropped by gravity. Each train is operated from a certain track in accordance with a regular schedule in the possession of all the station employees. Local express is handled from the express building by trucks to the various trains. The through express is all loaded into cars placed alongside the express building.

The Long Island Railroad has a terminal of the headhouse type at Long Island City. There are 135 outbound and 134 inbound trains handled at this terminal every day. There are 17 tracks in the train shed and seven others for baggage and express, as shown in Fig. 3. There are nine passenger platforms 14 feet wide and 760 feet long, placed 9 inches above the rails.

that trains can arrive at or leave the inner end of the platforms without interfering with trains at the outer end. This is effected by placing groups of three tracks between the platforms at the outer ends, which are reduced with convenient switches and crossovers to two tracks at the inner ends. The old station originally accommodated six trains, whereas the new layout provides platform and track space for 18 trains.

The method of handling suburban trains during the rush hours is of interest. Supposing track No. 6 in the accompanying plan to be clear and an incoming train is allowed to enter right up to the inner portion. A following train can then run in behind it and stop at the outer portion of the platform. While this train is pulling in and unloading its passengers the engine of the first train can run around it and couple on the rear end, which now becomes the front end, and it is all ready to commence its trip via track No. 5 without interfering with the second train at all. An alternative arrangement is for an engine to wait on the middle track until the first train has pulled in, and then take the crossover and connect on to its rear end. After the first train has pulled out the second one can pull in to the end of the platform to take outgoing passengers, and its engine can run around it as before, or else the engine of the foregoing train will couple on to its rear end.

(To be continued.)