HO Structure Kit

UNION STATION

933-3094

Thanks for purchasing this Cornerstone Series® kit. All parts are styrene, so use only compatible glue and paint. Please read the instructions and study the drawings before starting.

With the rise of large cities in the 19th century, railroads began building bigger and more elaborate "terminal" station facilities and running better trains to serve them. Ideally, terminals were built in or as close to the downtown as possible. This provided direct service (a major plus if most potential riders were daily commuters) and an advantage over competing lines with stations further away. Downtown locations also provided easy access to cabs, buses, streetcar and subway lines so passengers could get to and from the station quickly and easily.

But finding suitable land was often a problem. Most downtown areas were defined by natural boundaries such as rivers or hills. Other buildings often occupied the best locations. And available land for the station and its many support facilities could be very expensive.

Many factors had to be considered in design. For the railroad, such a building was a projection of corporate strength, power and superior service. Local businessmen, politicians and residents saw "their" station as an important symbol of their city and the image it presented to visitors, often demanding new and more elaborate facilities. Thus no expense was spared in construction.

In many cities, individual railroads pooled their resources to build "union" stations. This allowed them to split the expense of construction (often allowing for a more elaborate building) and long-term operation and maintenance costs. Passengers could easily change trains without delay and the extra cost of a cab ride across town, which railroads promoted as another service. For the city, more land remained open for business or industrial development. Many cities also forced railroads to build union stations both to get the kind of station they felt they deserved and to eliminate numerous grade crossings and improve the flow of street traffic.

Two general types appeared which could be constructed to serve tracks above, below or on the same level as nearby streets. Most of those built for smaller cities were "through" or "side " stations, where tracks paralleled the rear of the building. This allowed for fast service as trains could arrive and depart without extra switching or reverse movements. Most terminal stations in large cities however, were "head" or "stub" stations where the building was literally the end of the line. Trains had to back in to enter or leave, which required additional time, slower operations, more complex track and elaborate signaling. While this design was sometimes used because of limited space, it was often the result of operations where the majority of trains ended or began their runs and management saw no need for a through station.

Interior design on the main floor was also determined by service (the upper floors were used for railroad offices). Where the majority of travelers took long-distance trains, more facilities had to be provided. In an era when time-motion studies were increasingly popular, designers sought to move people to and from the platforms as efficiently as possible.

This began as soon as passengers pulled into the station driveway that was often covered to protect patrons from the weather. Walking through the front doors, passengers entered the main waiting room. Most of the building was given over to this magnificent area, with its vaulted ceiling, ornate decoration and many benches. On either side of the waiting room were numerous services for long-distance travelers including restaurants, soda fountain/lunch counters, newsstands, barber shops, candy and tobacco shops, drug stores, an information booth, phone booths and a telegraph office. Separate retiring rooms for ladies and smoking lounges for men were connected to toilet facilities and some terminals provided showers and laundry services. Moving forward, a passenger would arrive at the ticket windows and baggage check area. At train time, passengers would proceed to the concourse as their luggage was moved to the train. In many stations, this was done in underground passageways connected at each end to freight elevators to keep loaded baggage wagons out of the busy passenger area. If the station was a head type, passengers might be able to walk directly to the platforms to board their trains. At through stations where passengers could not cross tracks safely, they typically used elevated or underground stairways to get to their platform.

Passenger operations were not limited to the station. Railroads typically built coach yards nearby to clean, inspect and service cars before they were moved to the station. This required support operations such as a commissary, laundry and repair sheds. Railway Express Agency and Post Office buildings were also found here in order to move shipments as quickly as possible. A roundhouse, turntable and fueling facilities were provided just for passenger engines so they could be quickly serviced. In order to provide electricity, steam for heating and compressed air, a powerhouse was often built close by.

Following World War II, most big stations began to decline. Commercial airlines and private automobiles ate away the railroad's share of long-distance travel business, while the spread of freeways and suburbs moved population centers and employment out of the central business district. Skyrocketing land values in city centers, the dated appearance of many buildings and a general belief that they had outlived their usefulness led to the destruction of many major stations. While some have been renovated for other uses and some still serve as railroad stations, many are in disrepair and their survival is in doubt.

ON YOUR LAYOUT

Your new model is based on a prototype constructed by the Chicago, Burlington & Quincy in 1891 at Omaha, Nebraska. It was extensively remodeled in 1931 and the kit is based on the building as it looked after that time. The structure still stands as of late 2001, but after being empty and neglected for years, it is in poor condition.

Serving a fascinating variety of trains (some stations handled hundreds of trains daily) with a wide range of equipment and schedules, your new Union Station is a perfect addition to any size layout. Where space is limited, it can be the focal point of operations. It can easily be used as a head or side station and installed at or above the level of the tracks.

Passenger platforms are among the most important parts of any station and are easily modeled with the Butterfly Platform Shelters (933-3175). This modular kit is easily customized and includes underground stairway details to simulate the walkways.

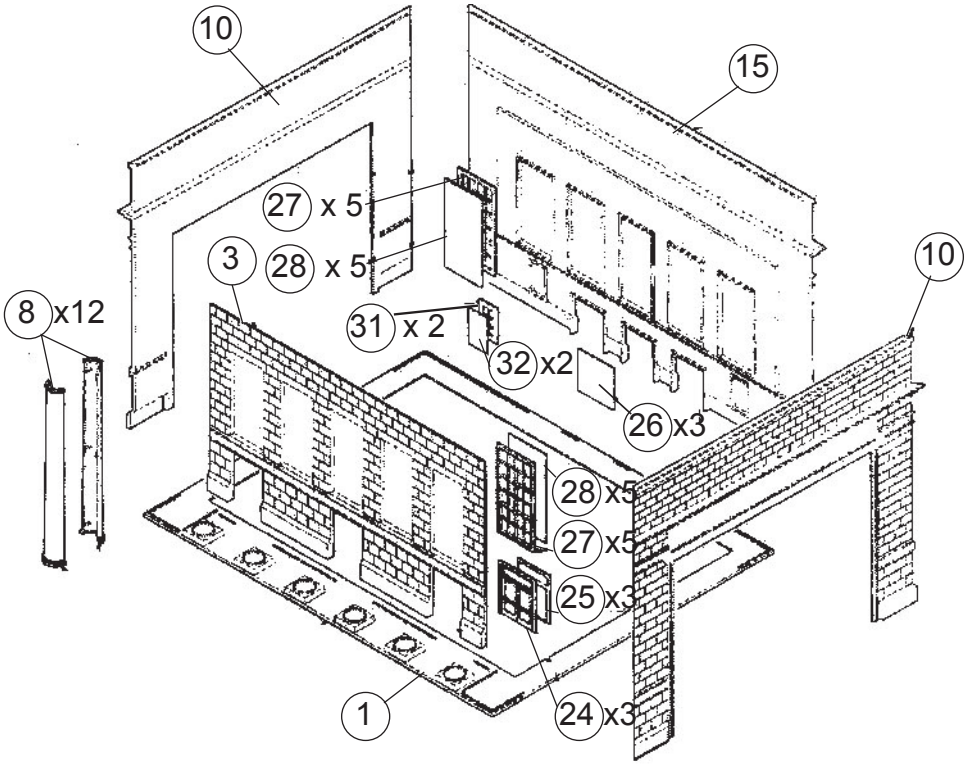
Tracks at prototype stations were arranged to move trains in and out as quickly as possible and provide alternate routes to keep trains moving in the event of any problems. This often required numerous turnouts and special crossovers that can be modeled with Walthers Code 83 Track and accessories. To speed operations, all of the switches and signals were controlled from one or more Interlocking Towers (933-3071).

Express shipments were a major part of passenger operations until the 1960s. All types of freight can be loaded at the Railway Express Agency Transfer Building/ Freight House (933-3095). This is a great way to expand terminal switching operations with Baggage Cars such as the Budd 73' Cars (932-6400 Series) or Railway Express Agency Express Reefers (932-6240 Series).

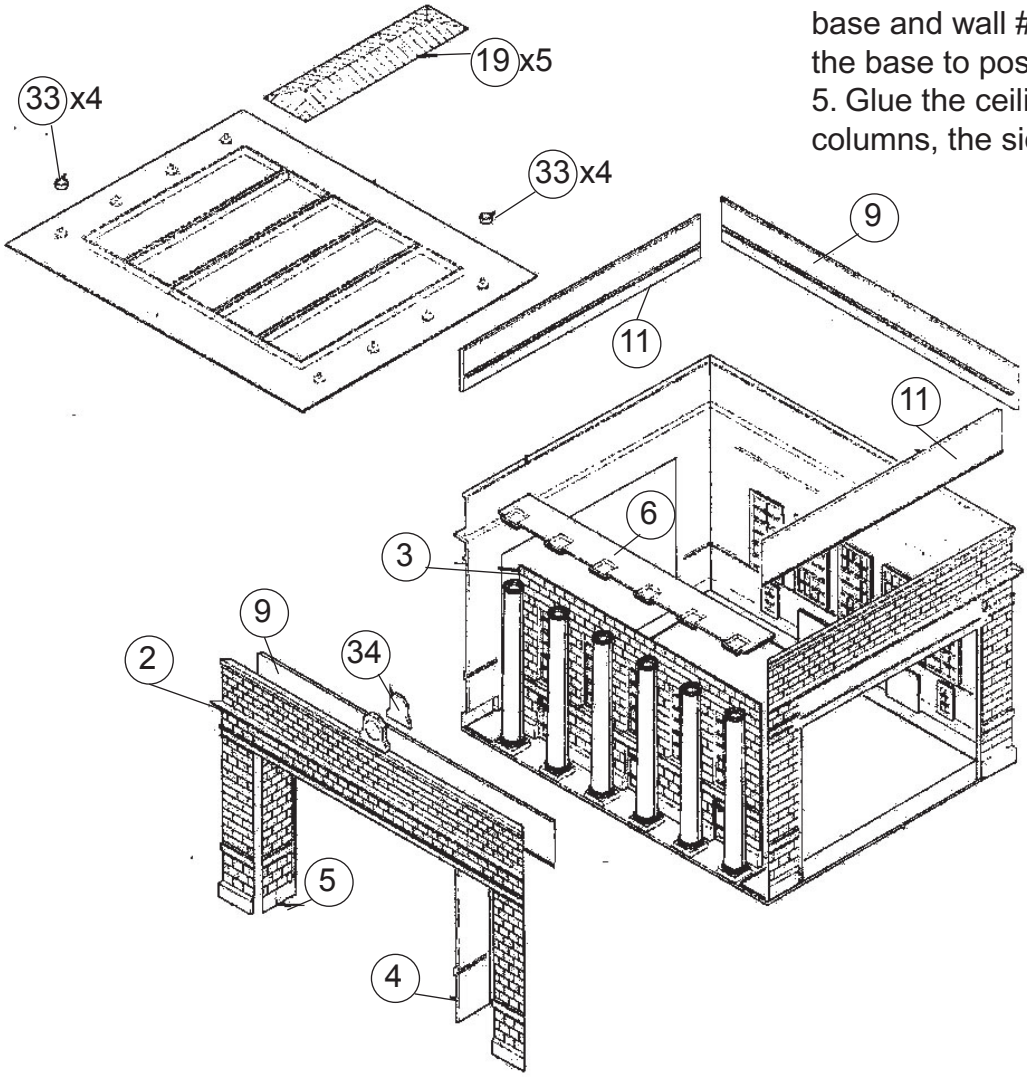
Facilities for servicing your passenger motive power can include a Three-Stall Roundhouse (933-3041), 90' Turntable (933-3171; can be motorized with the Motorizing Kit 933-1050, sold separately), Coaling Tower (933-3042) and Water Tower (933-3043). Power for the facility can be generated at the Northern Light and Power Powerhouse (933-3021).

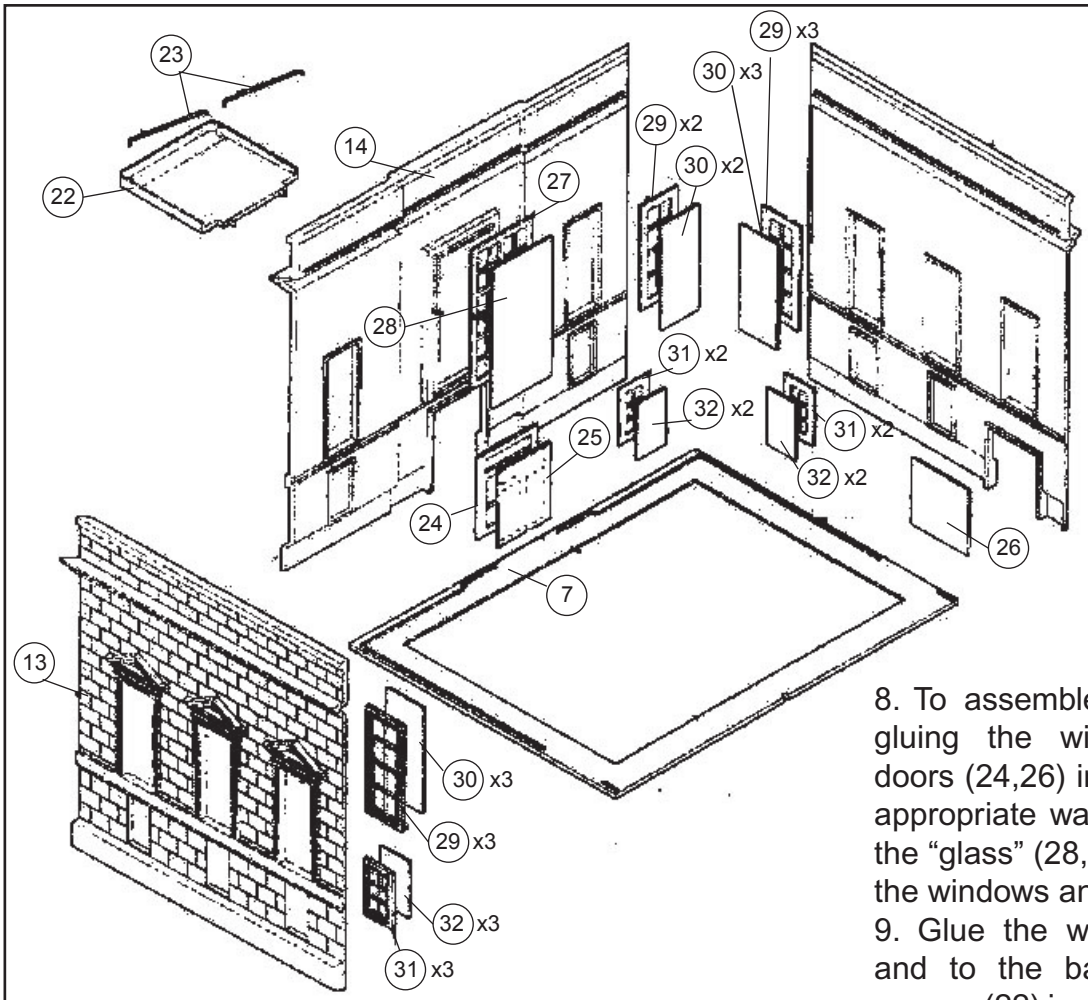
A wide range of passenger cars, figures, vehicles and accessories are available to set the scene. See your dealer, or check out the latest Walthers HO Scale Model Railroad Reference book or visit our Web-site at www.walthers cornerstone.com for more ideas.

1. Glue the windows (27,31) and doors (24,26) in place on the back sides of the appropriate walls (3,15). Then glue the “glass” (28,32) onto the backs of the windows and doors (25).
2. Glue walls (10,15) together and to the base (1). Then glue the front wall (3) in place, by itself, on the base. Note: Use the ridges on the base to position correctly.
3. Glue the columns (8) together and then onto the pads on the base (1), in front of wall #3.



4. Glue the short side walls (4,5) to the base and wall #3. Note: Use the ridges on the base to position.
5. Glue the ceiling (6) onto the tops of the columns, the side walls and wall #3.
6. Glue the wall backs (9,11) onto the main walls (2,10,15) as shown. Glue the clock back (34) in place on the back of wall #2. Then glue the forward front wall (2) to the base, in front of the columns.
7. Glue the main roof (18) in place. Then glue on the vents (33) and large skylights (19).

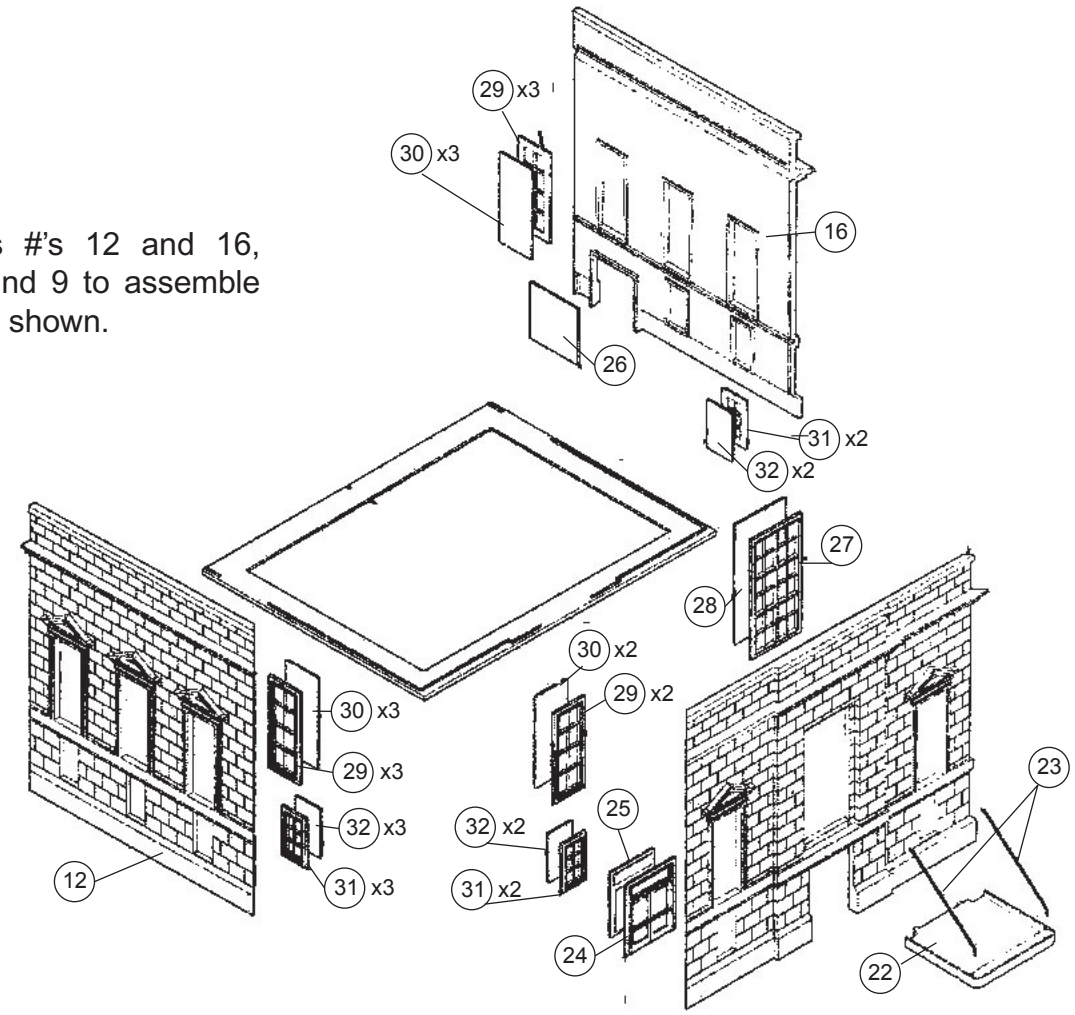




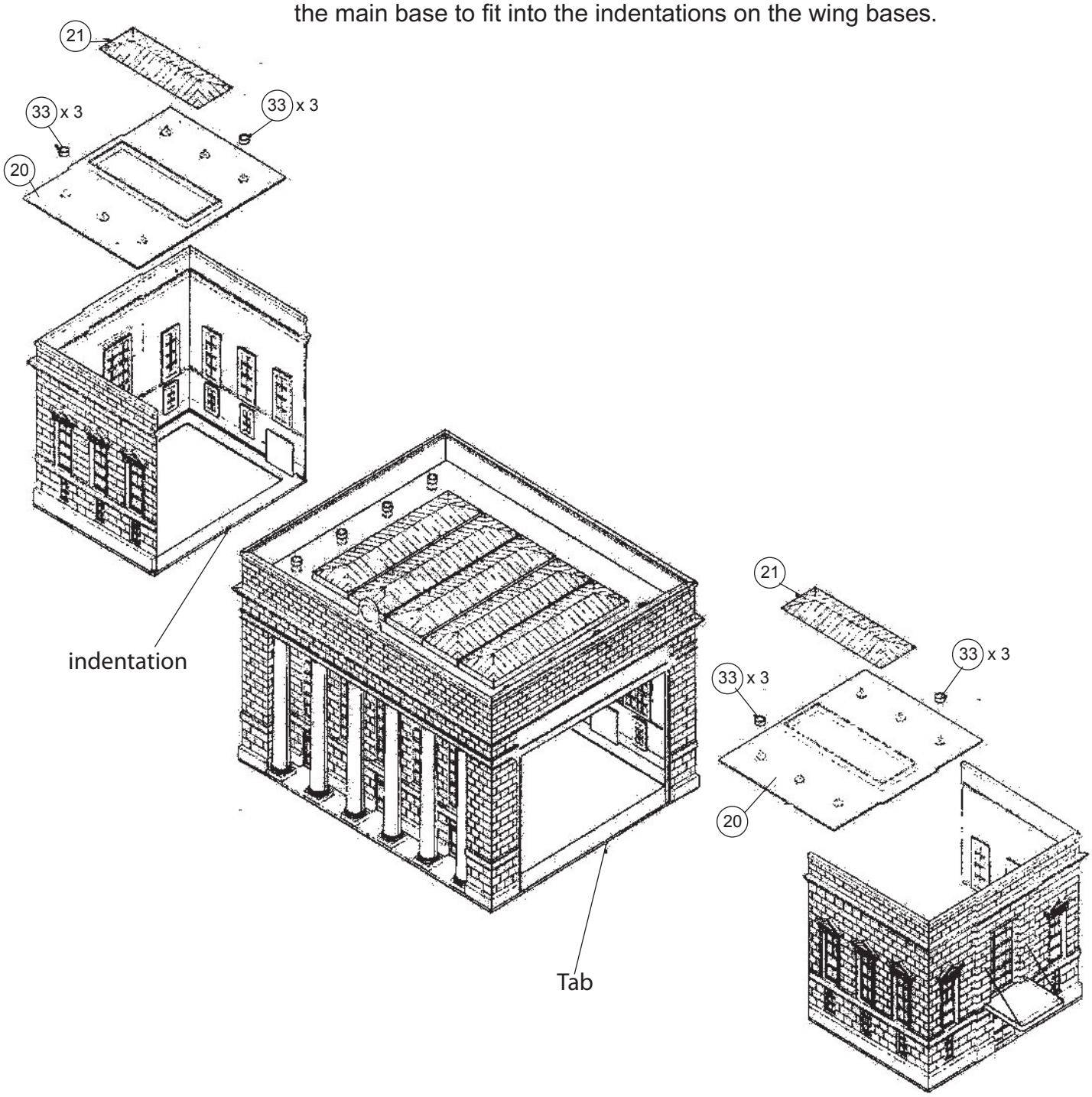
8. To assemble the left wing start by gluing the windows (27,29,31) and doors (24,26) into the back sides of the appropriate walls (13,14,17). Next glue the “glass” (28,30,32) onto the backs of the windows and door (25).

9. Glue the walls (13,14,17) together and to the base (7). Next glue the canopy (22) in place on the end wall (14) along with the support rods (23).

10. Using walls #’s 12 and 16, follow steps 8 and 9 to assemble the right wing as shown.



11. Glue the roofs (20) onto both wings. Then glue on the vents (33) and the small skylights (21).
12. Finish by gluing the wings to the main structure, using the tab on the main base to fit into the indentations on the wing bases.



DECALING

1. After cutting out the decal, dip in water for 10 seconds, remove and let stand for I minute. Slide decal onto surface, position and then blot off any excess water.
2. Lightly brush Micro Sol® on top. This will soften the decal allowing it to conform to irregular surfaces. DO NOT TOUCH DECAL while wet!
3. When the decal is thoroughly dry, check for any trapped air bubbles. Prick them with the point of a small pin or hobby knife blade and apply more Micro Sol®.