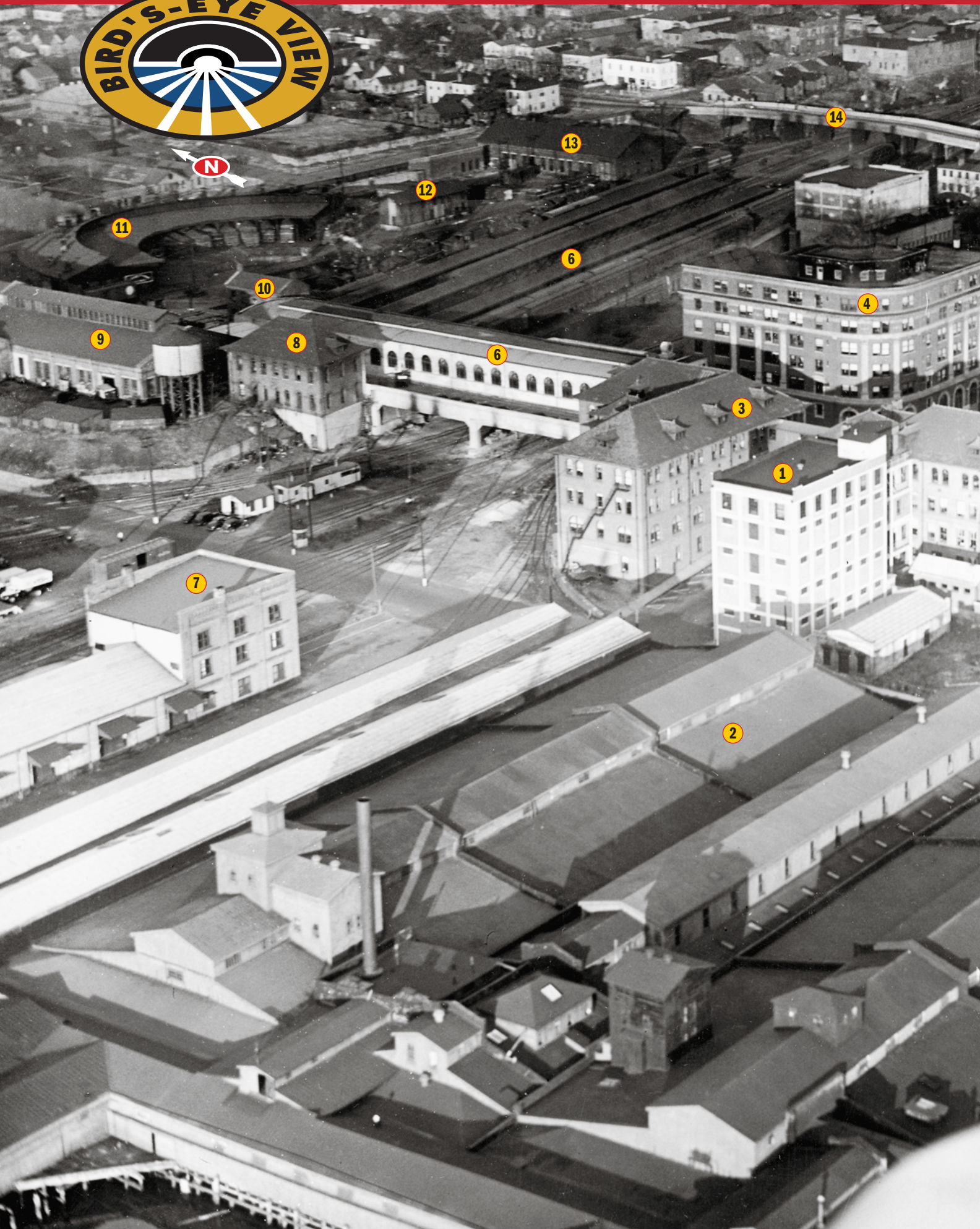




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Three depots of the South

Coast Line's Wilmington headquarters

This 1940's afternoon photo looks north-east from over the Cape Fear River across the north end of downtown Wilmington, N.C. (the ocean is 6 miles to the east). Atlantic Coast Line's history in the port city dates to 1840, when the Wilmington & Raleigh opened a 161-mile line northwest to Weldon. After the Civil War it and four other roads reaching from Richmond, Va., to Charleston, S.C., came under control of William T. Walters of Baltimore and became known collectively as "the Atlantic Coast line." A firm Walters formed in 1889 to control them formally took on that name in 1893. Wilmington was bypassed during 1885-92 when W&W built the Fayetteville Cutoff linking Wilson, N.C., and Pee Dee, S.C., 62 miles shorter than via Wilmington. ACL built offices in Wilmington in the 1880's and '90's, and its headquarters stayed there as the system surpassed 5000 miles. In 1958, ACL and parallel rival Seaboard Air Line revealed a merger study; they petitioned for union in 1960, when ACL left Wilmington and moved into a new headquarters in Jacksonville, Fla. Seaboard and ACL merged in 1967; the last passenger train left Wilmington in '68. Most of the ACL Wilmington facilities were razed. Left are 1945 office building D, now the city police department; warehouses A (1876) and B (1900; to the left of A), part of the Coastline Convention Center; and A's freight office, now the Wilmington Railroad Museum, which displays ACL 4-6-0 250.

- 1 General Office Bldg. "A" facing Front Street
- 2 Complex of cotton warehouses (college site today)
- 3 General Office Bldg. "B" at Front & Red Cross Sts.
- 4 Gen. Off. Bldg. "C"/depot (blt. 1913, razed 1970)
- 5 General Office Building "D" (now city Police Dept.)
- 6 Covered concourse bridge, track platform sheds
- 7 Freight office (museum), at front of Warehouse A
- 8 Office, on site of original passenger depot
- 9 Machine shop
- 10 Roundhouse office
- 11 Roundhouse
- 12 Toolhouse
- 13 Cabinet shop
- 14 Third Street overpass

PHOTO: ATLANTIC COAST LINE; RESEARCH: WARREN CALLOWAY, LARRY GOOLSBY



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LEWIS SUPPLY COMPANY

ATKINS SAWS & KNIVES

DELTA TOOLS

STRATTON-WARNER HARDWARE CO.

ELK BRAND

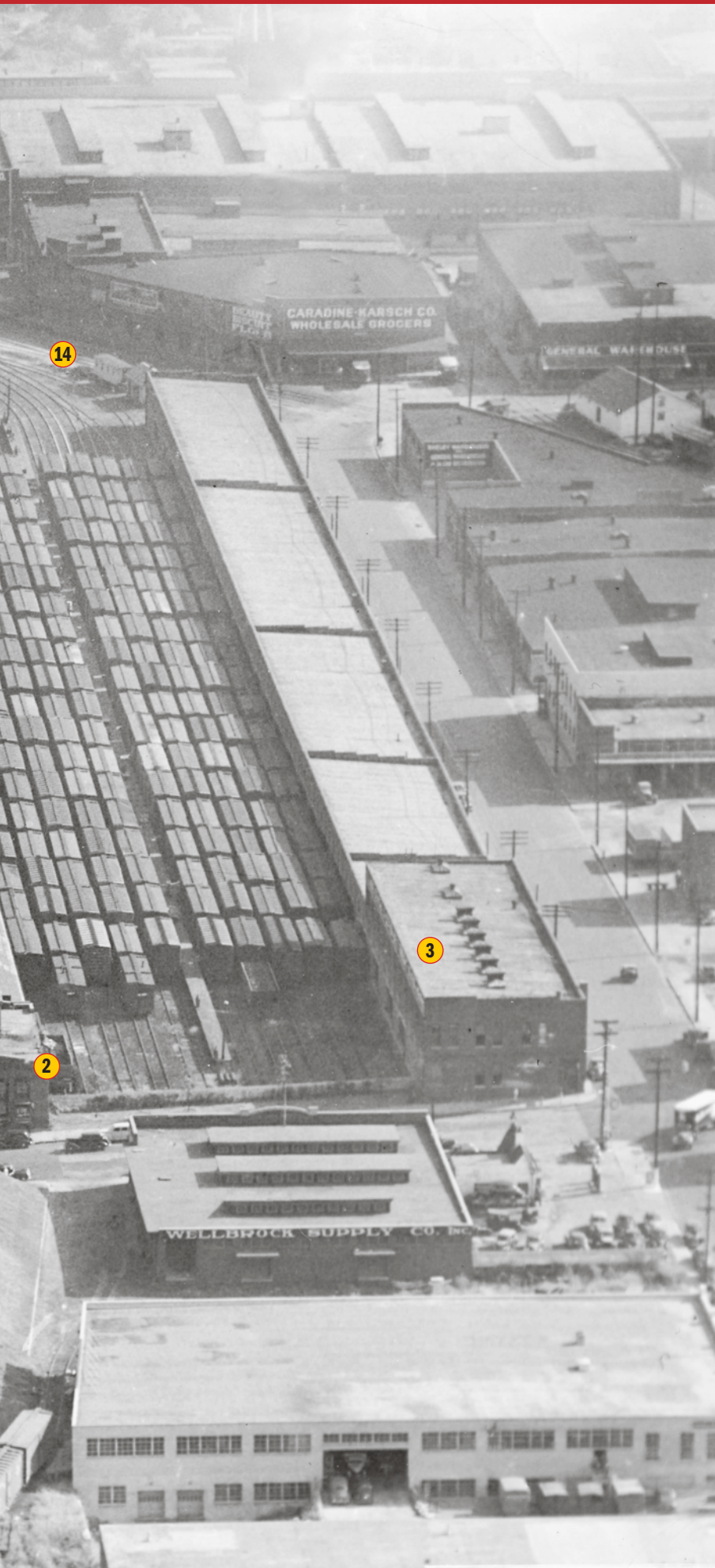
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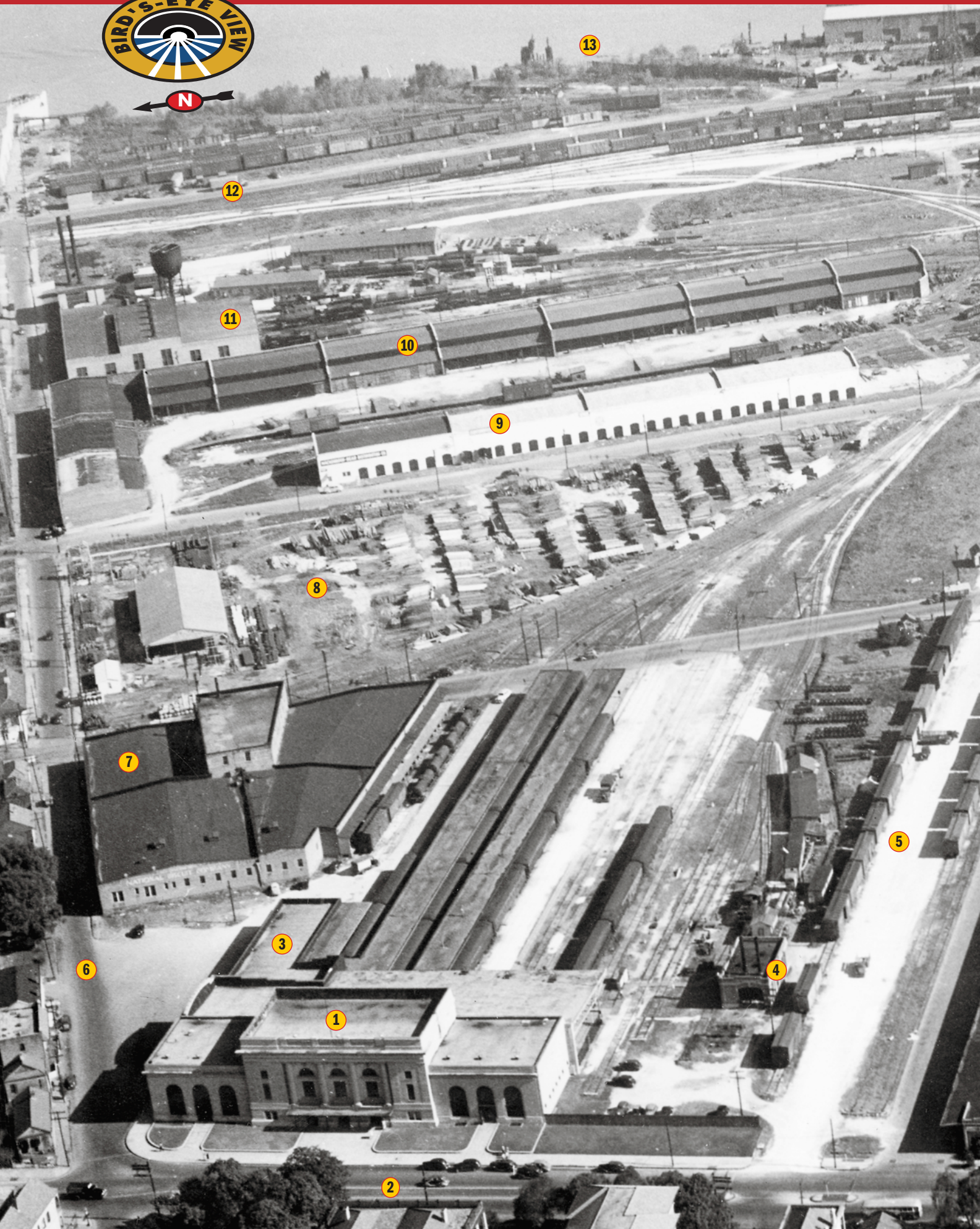
Central Station in Memphis

Illinois Central engineering department rodman Roy McCain made this south-looking early 1950's photo of the Central Station area in Memphis from an altitude of 600 feet with an Army K-10 aerial camera. In modern times, Tennessee's largest city was served by two stations, Union—two blocks east of the photo—and the \$1.4 million "Memphis Grand Central Station," which opened October 1, 1914, to serve Illinois Central, IC subsidiary Yazoo & Mississippi Valley, Rock Island, and Frisco. Trains of the latter two roads backed into Central from the east-west main lines at the top of the photo, also used by Missouri Pacific (RI and Cotton Belt trackage rights), Southern, and NC&StL. Traffic through those lines' crossing with IC was governed by a highway traffic light controlled from a track-side shanty; trains on the line to the Mississippi River bridge (right of photo) were dispatched from the one-story Kentucky Street cabin three blocks west of the IC crossing. Central, whose platforms and tracks are one story above street level, is on IC's passenger main through the city. After Union closed March 31, 1964, Louisville & Nashville moved to Central briefly before returning to the Union site December 1, 1966. Rock Island's last train left Central November 10, 1967, and Frisco's a month later on December 9. IC and successor Amtrak have used Central continuously. Refurbished in 2000, Central today is next to a big bus transfer facility (freight houses' site) and is served by the Main Street and Riverfront trolley lines. Amtrak's office is in the upper concourse, restrooms in the lower concourse. The main waiting room is a reception hall; parking lots occupy the stub-tracks area.

- 1 Central Station (tower now apartments)
- 2 Central Station powerhouse (now an art gallery)
- 3 Illinois Central inbound freight house
- 4 Illinois Central outbound freight house
- 5 Mail-handling building
- 6 Railway Express Agency (now apartments)
- 7 Illinois Central warehouse
- 8 Business-car track
- 9 "Traffic light" switchtender shed
- 10 Calhoun Street
- 11 South Main Street
- 12 "Broadway" crossing
- 13 Illinois Central South Yard
- 14 Former IC freight line
- 15 Nashville, Chattanooga & St. Louis tracks

PHOTO: ILLINOIS CENTRAL; RESEARCH: MIKE CONDREN





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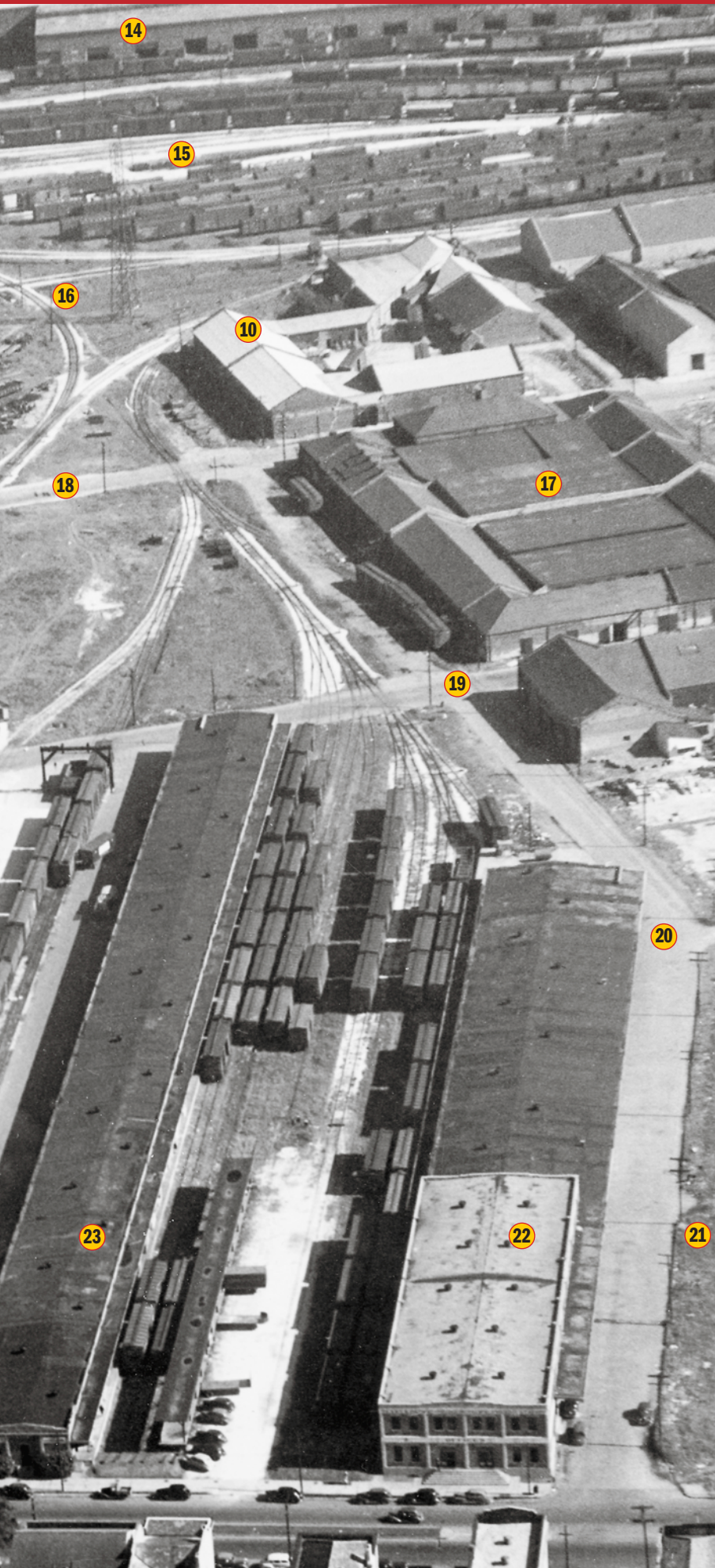


PHOTO: CLASSIC TRAINS COLLECTION; RESEARCH: MICHAEL M. PALMIERT AND REUBEN FEUGE

Where *Eagles* landed in New Orleans

Texas & Pacific Railway and friends occupied this area, called Race Street Yard, on the east bank of the Mississippi River for about 100 years, dating from T&P's arrival from Shreveport at Gouldsboro, on the opposite bank, in 1882. (Be careful on directions—this photo, believed taken in the 1940's—looks east, but the river flows north, *i.e.*, right to left—as it curls around the Crescent City, so the “west bank” across the river, is to the east of the pictured east bank. Got all that?) T&P trains used ferries *Gouldsboro* and *L. S. Thorne* to cross the river. In 1914, T&P and future parent Missouri Pacific formed a subsidiary, Trans-Mississippi Terminal, and TMT opened this depot in February 1916. MP soon began running its freights into New Orleans over T&P from Alexandria, La., but T&P handled the passenger cars. TMT was superseded in 1924 by Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans: TP-MPT. Although New Orleans Public Belt's Huey P. Long Mississippi bridge opened in December 1935, the TP-MPT ran the ferries until 1942, when it built new facilities at Avondale. TP-MPT vacated this depot when New Orleans Union Passenger Terminal opened. The last vestiges of these facilities were sold by Union Pacific in 1984 for Louisiana World Exposition parking lots. Only NOPB tracks along the river remain.

- 1 TP-MP Terminal (vacated 1954, razed ca. 1960)
- 2 Annunciation Street
- 3 Baggage and express building
- 4 Power house
- 5 Melpomene Street team tracks
- 6 Thalia Street
- 7 National Biscuit Co.
- 8 Moore Steel Inc. (left); Bacon Lumber Co. (right)
- 9 Fulton Bag and cotton mills
- 10 Public warehouses (IC tracks behind them)
- 11 TP-MP Terminal enginehouse (razed ca. 1966)
- 12 NOPB tracks (below); ferry traffic storage (above)
- 13 TP-MPT Mississippi River carferry slip and landing
- 14 Robin Street wharf
- 15 Race St. yards (“A” Yard below, “B” Yard above)
- 16 Illinois Central crossing of TP-MPT
- 17 Cotton warehouses
- 18 S. Peter Street
- 19 Corner of Tchoupitoulas and Terpsichore streets
- 20 Corner of Terpsichore and St. Thomas streets
- 21 TP-MPT “C” Yard (just outside photo to right)
- 22 TP-MPT inbound freight house and freight offices
- 23 TP-MPT outbound freight house