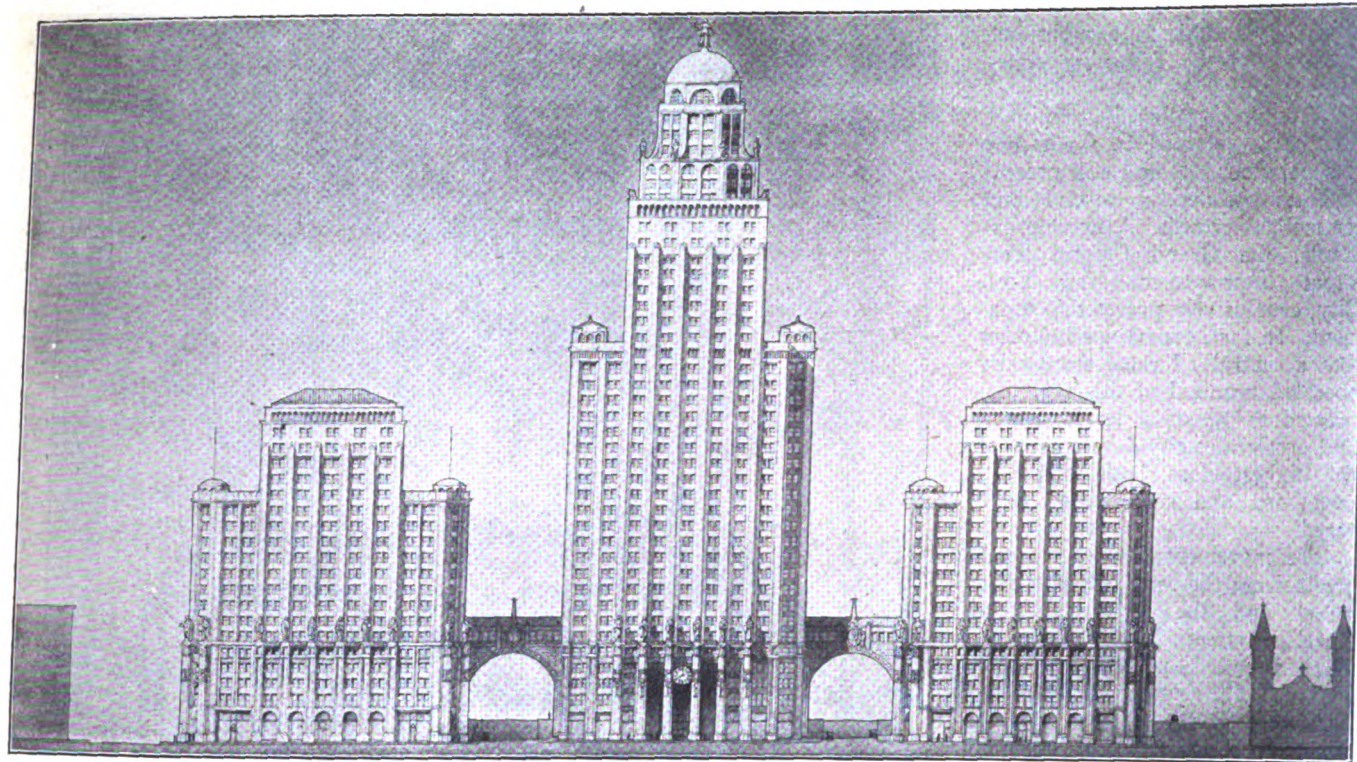


ally feel
manage-
by such
t in the
man that

loyees to
y serve,
at the
They
funds,
ge ad-
avail-
titles
some
), co-
out,
rail-
em-
every
re-
sible
P.



Polk Street Elevation of the New Terminal

Chicago Gets a New Passenger Terminal Plan

Western Indiana Completes Preliminary Study for New Facilities on the Dearborn Station Site

DISCUSSION of railway terminal development in Chicago has been given renewed impetus by the presentation of plans for an entirely new project by the Chicago & Western Indiana. These comprise studies for the improvement of the entire area occupied by this road and its tenant lines north of Sixteenth street for the purpose of providing passenger and freight facilities of sufficient capacity for the roads participating in the present terminal and capable of expansion to accommodate as well all of the roads now using the LaSalle and the Grand Central passenger stations. The plan is of vital interest to the City of Chicago because it represents a step toward the provision of modern, adequate facilities for all of the railroads not already a party to new terminal developments in that city as represented by the North Western and the Union stations and the Illinois Central project.

The Chicago & Western Indiana is a terminal road controlled by the Wabash, the Grand Trunk, the Erie, the Monon and the Chicago & Eastern Illinois, all of which make use of the terminal railway as an entrance to the city and for passenger and freight terminal facilities. Two other roads, the Chesapeake & Ohio and the Santa Fe, are tenants. The other two groups of railroads referred to are those using the LaSalle street station, namely, the New York Central, the Rock Island and the Nickel Plate, and those using the Grand Central station in conjunction with the Baltimore & Ohio Chicago Terminal Railway, namely, the Baltimore & Ohio, the Pere Marquette, the Chicago Great Western and the Minneapolis, St. Paul & Sault Ste. Marie.

It will be recalled that the Illinois Central terminal project was conceived on a scale that would afford ample passenger terminal facilities for all the railroads now occupying

passenger terminals between State street and the river in addition to the three railroads now using the Illinois Central's existing passenger station. However, none of the roads in the Dearborn, La Salle or Baltimore & Ohio group has definitely accepted the Illinois Central's invitation, and it has been known for some time, unofficially, that the Western Indiana as well as the other two groups having stations between State street and the river have been at work on independent plans, to determine whether the property which each of them occupies could not be utilized for the development of new and adequate facilities capable of accommodating not only the roads of the group in question, but also of the roads of the other two groups as well. The Western Indiana plan is the first of these to be made public and is described and illustrated in a report prepared by Alfred Fellheimer, architect and engineer, New York City, and submitted to H. G. Hetzler, president, and E. H. Lee, vice-president and chief engineer of the Chicago & Western Indiana.

In general, the Western Indiana plan provides for a new passenger station located on Polk street and extending from State street to Clark street and a freighthouse development south of the passenger station to accommodate the roads now using freight facilities located on the Chicago & Western Indiana terminal. In case of participation in this project by the so-called LaSalle group, freight facilities could be provided for these roads in the area between Clark street and the Chicago river.

The keynote of the entire report is the development of a monumental terminal plan along lines that will overcome the oft-raised objection to railway occupancy of an area in such close proximity to the main business or "loop" district

Generated at University of Illinois at Urbana-Champaign on 2023-12-26 21:53 GMT / https://hdl.handle.net/2027/mdp.39015010882200 / https://www.hathitrust.org/access_use#pd-google Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

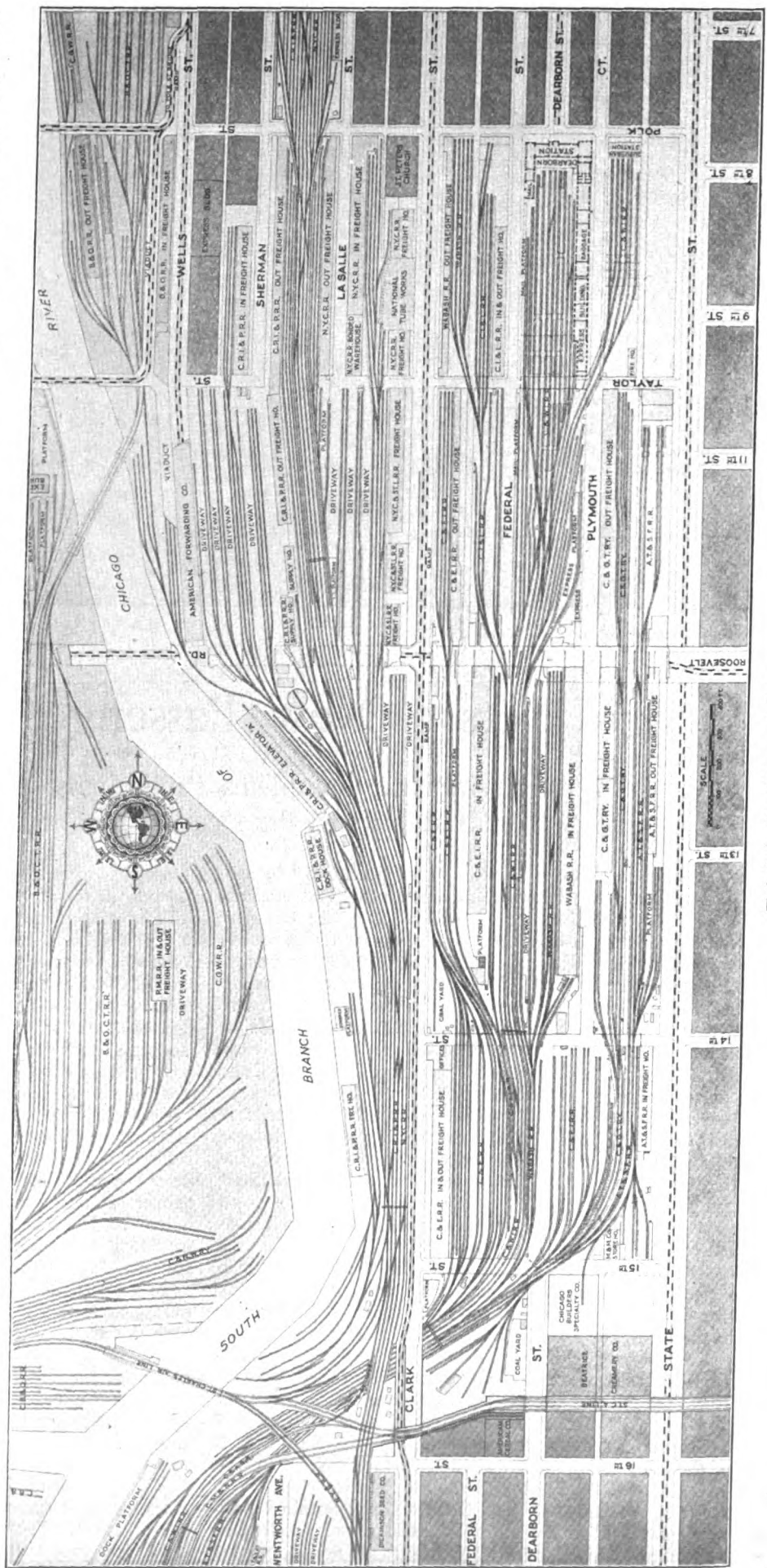
of the city. This is brought out distinctly in the following statement:

"Extensive railroad terminals may be maintained in the center of a populous city and still present no barrier whatsoever to civic and commercial growth. A notable example, the Grand Central Terminal Improvement, New York City, conclusively proves this statement. In fact, experience indicates that a centrally located electrically operated terminal of this type, depressed below street level, attracts and accelerates city development of the highest class, both within its own area and surrounding territory."

The movement to oust the railroads from the area between State street and the river, north of Twelfth street, in Chicago, has been founded primarily on the claim that their presence there has imposed a restriction on the development of a system of adequate north and south arteries of street traffic. Accordingly, the new terminal plan has been devised to overcome this objection. It embraces a comprehensive street plan covering the entire terminal area, the predominating feature of which is the extension of Dearborn street southward across the terminal area as a through artery with a boulevard width of 120 ft. As another means to the same end, the plan is especially complete in demonstrating the possibility of air-rights development. One statement from the report with respect to this is as follows:

"The proposed State Street Terminal Improvement is directly comparable, in respect to its air-rights development, with that already effected and under way at the Grand Central Terminal, and with proper direction similarly satisfactory results can be obtained, enabling the interested railroads to make a definite contribution to the city's commercial growth, in the shape of a model business center which will act as a stimulus and guide for the intelligent development of the contiguous territory and at the same time insure to the railroads the greatest possible financial return."

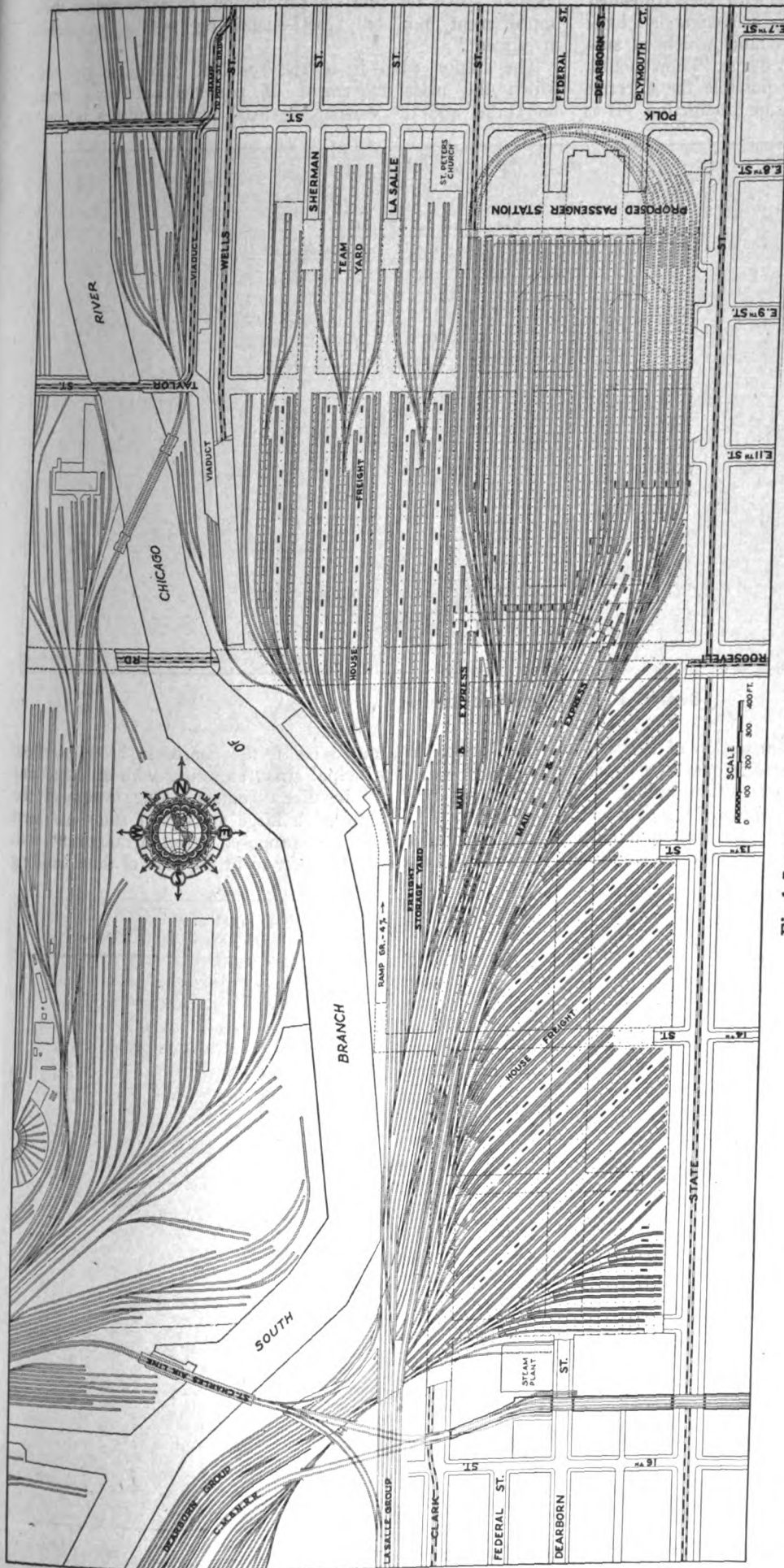
The report points out that the project is definitely committed to a co-ordination with the Chicago Plan Commission scheme for civic improvement, particularly with respect to the development of necessary through streets. There is also nothing in the plan for terminal development that would interfere



Existing Condition of Site

Generated at University of Illinois at Urbana-Champaign on 2023-12-26 21:53 GMT / https://hdl.handle.net/2027/mdp.39015010882200 Public Domain, Google-digitized / http://www.hathitrust.org/access_use#pd-google

Existing Condition of Site



Final Improvement—Track Level

with the project for the straightening of the south branch of the Chicago river.

As suggested already, electrification is also accorded due consideration in the plan. While arrangements have been made for an initial stage of development of both the passenger and the freight facilities which would in no way interfere with the continued use of steam locomotives, the final plan is clearly committed to the use of electric power.

In general, the plans for the new terminal represent a recasting of the existing arrangement on a modern basis and to monumental proportions. The approach tracks leading from the south expand into a stub station of 37 tracks served by a headhouse facing on Polk street, the passenger station tracks being substantially on the same level as Polk street. Actually the station tracks will be somewhat lower than the street, but the difference in elevation will be overcome by ramps of such moderate grade that the transition from the one grade to the other will not be apparent. An exception to this rule is proposed in connection with the 10 tracks nearest State street, which are to be used for suburban service in conjunction with a loop similar to that provided in the Grand Central Terminal in New York, whereby the suburban trains which would use these 10 tracks would be released via a two-track loop turning westward under the headhouse and thence south on two tracks flanking the west side of the passenger station grid. These 10 suburban train tracks would be necessarily depressed below the level of the other tracks to effect this arrangement.

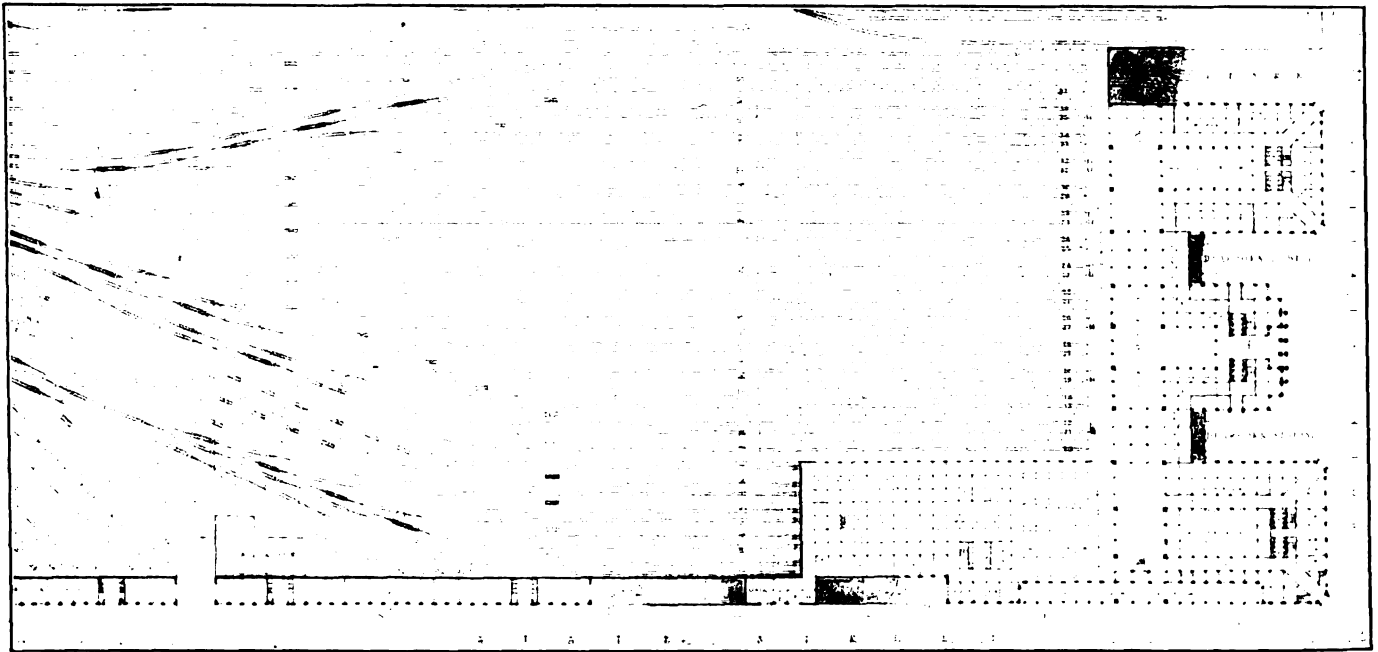
The design submitted for the passenger station is clearly founded on the idea of maximum return on the investment, a principle that is definitely stated in the report.

“Recognizing the fact that a railroad is essentially a commercial enterprise, governed by the same basic economic laws, it must furnish efficient service at the lowest possible cost. Its instruments of service should be designed with the greatest regard for economy in

cost and operating expense, consistent with their intended purpose. This particularly applies to passenger stations, especially when they occupy valuable land which is susceptible of development for commercial usage. They should, therefore, be designed so as to make possible the effective utilization of all by-products for revenue production. It is

possible space for revenue production, so as to render the improvement not only self-sustaining but a profitable investment."

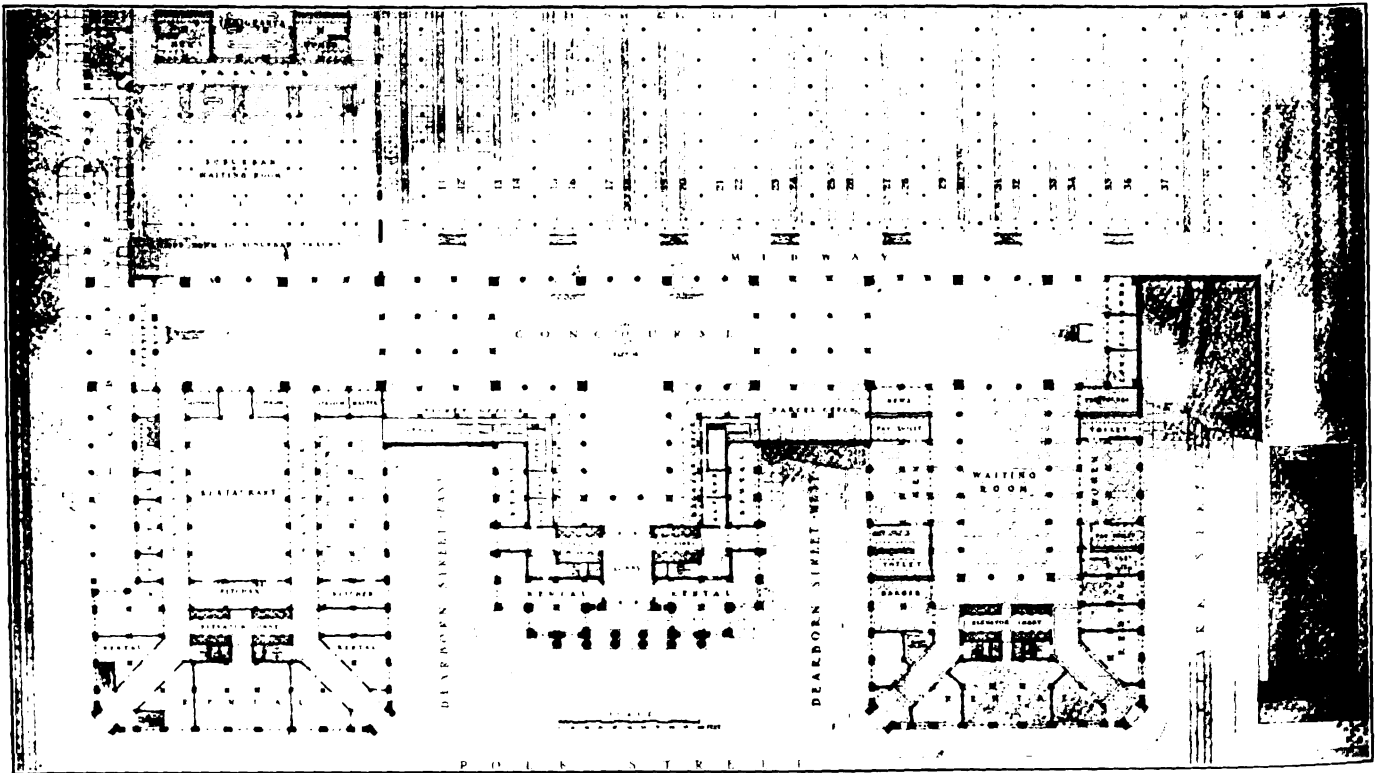
The station plan is of the so-called concourse type in which the mass movement of passengers to and from the trains and the various essential public utilities is con-



General Plan of Terminal Station

with this end in view that the general design of the station building group, fronting on Polk street, has been evolved. This group consists of three modern office buildings of harmonious design, with monumental effect obtained through their size and grouping, and with the station facilities planned to permit utilization to the highest degree of all

fined to the concourse itself, the concourse being in effect extended to the principal street entrances with all important passenger facilities in direct contact. One feature of the plan which has entailed a large amount of study has been the coördination of the proposed street arrangement with that of the station. In order to fit the plan of three building



Plan of Main Floor

units, Dearborn street has been divided into two parts and carried to either side of the central unit at a grade ascending southward such that the street is well above the tracks where they terminate on the midway. Because of this treatment of Dearborn street, the concourse, which has been given architectural treatment requiring a lofty ceiling height, is necessarily divided into three sections by the relatively low passageways under the street, a requirement which has been found of advantage from the architectural standpoint as well as to effect a certain logical division in the arrangement of the station facilities. Attention is called in the report to the fact that the plan should be considered in the nature of

Roosevelt road, Thirteenth street and Fourteenth street, which are designed to serve the street vehicle level of the freighthouse area. This arrangement would avoid interference between the freight trucking on the last-named street and the through street traffic on Dearborn street. Adequate provisions for driveways on this intermediate level is also provided north of Roosevelt road to serve the baggage, mail and express facilities of the passenger station.

The plan for the freighthouse development provides for an initial stage in which all of the freighthouse facilities will be on the track level. This is proposed in order that a considerable part of the terminal improvement may be car-

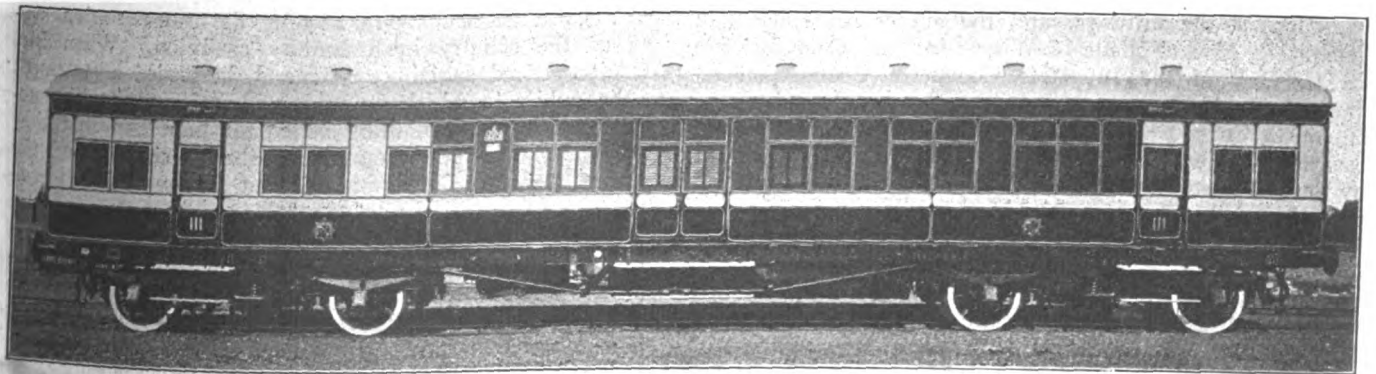


Combined Air-Plane and Art View Illustrative of Final Development

a general study capable of a high degree of modification without disarranging the general basic plan.

The freighthouse plan has been developed on the basis of the two-level arrangement with tracks on a semi-depressed level and the street vehicle service on a level above the tracks. As a consequence, the freighthouse plan is definitely coordinated with the plan for the projection of new streets across the terminal area which are necessarily carried on viaducts above the tracks. A unique feature of the street arrangement is to be found in the placing of Dearborn street and Taylor street on an upper level independent of

ried out without the necessity of adopting electric motive power, as will be the case as soon as a two-level plan is carried out. The plan provides, however, that the track arrangement in this initial stage will correspond to that required for the final construction save that the full development will include considerable additions to the number of tracks in the area occupied on the lower level temporarily by the driveways, platforms, etc. As stated in the report: "The freight buildings, in the one-level stage, should be of semi-permanent construction, with low cost materials and be especially designed to permit easy demolition when required."



A Typical Third Class Combination Coach and "Brake Van" in India

Generated at University of Illinois at Urbana-Champaign on 2023-12-26 21:53 GMT / https://hdl.handle.net/2027/mdp.39015010882200 / https://www.hathitrust.org/access_use#pd-google

S. M. Felton Answers Senator Brookhart

"RECKLESS MISREPRESENTATIONS" was the characterization applied by Samuel M. Felton, chairman of the Western Railways Committee on Public Relations, to many of the assertions regarding railway matters made by Senator Smith W. Brookhart of Iowa in a recent speech in the Senate. Mr. Felton's assertions were made in an open letter to the senator calling him to account for his attacks on the railroads and their officers in which he denounced as "base and unsupported calumnies" the charges made in the speech that railway officers did not loyally serve the government during the war. Mr. Felton said in part:

"An illustration of the way in which you make statements that have no basis in fact, is afforded by your assertion that, largely owing to inability to pay the freight rates, the apple growers of the state of Washington will this year be forced to dump 10,000 carloads of apples into the Columbia river. A telegram from the Wenatchee Valley Association, composed of the growers in the apple district of Washington, says that your statement 'is not true,' and adds: 'The district has already shipped about 8,000 cars, and there remain about 5,500 cars. No question but that balance of them will be shipped, especially the late hard varieties. Mid-winter varieties are suffering on account of inability to move owing to lack of equipment, and it may be possible that a very small percentage will not move, but this is hardly possible.'

"As the telegram shows, the shipment of apples has been interfered with by shortage of transportation, not by freight rates. This shortage of transportation is due mainly to the policy of restrictive regulation which has been followed for years, and nothing could be better adapted to protract and increase it than the adoption of the policy of confiscating a large part of the value of the railroads which you advocate.

"As has been your custom in speeches you have delivered in Iowa, you made numerous statements upon the subject of railroad valuation which were grossly incorrect and misleading. You said: 'The valuation of nineteen billion dollars, in round numbers, as the basis of rates is unjust. It was made under the rules set forth in this law (Transportation Act).' After having alluded to an estimate that the market value of all railroad securities was only twelve billion dollars, you added: 'This means all the stocks and all the bonds representing the entire value of all the railroads in all the United States could be bought on the market for seven billion dollars less than the valuation fixed by this law.'

"The Transportation Act said, with reference to valuation, that the Interstate Commerce Commission should determine the aggregate value of the railways, and that in doing so it 'may utilize the results of its investigation under Section 19-a of this act insofar as it deemed by it available.' What is 'Section 19-a?' It is that part of the Interstate Commerce Act passed in 1913 requiring the commission to make a valuation of the railways, and the author of which was Senator R. M. LaFollette of Wisconsin; and Commissioner H. C. Hall of the Interstate Commerce Commission on January 5, 1922, presented to the Senate Committee on Interstate Commerce a memorandum showing the valuation was made under the rules and based on the data prescribed by the LaFollette law of 1913, and not under what you call the rules of the Transportation Act.

"You advocated legislation providing for a valuation based upon the market prices of railway securities. The market prices of railway securities were at the lowest point ever reached in 1920 because as a result of government operation the net return actually earned in the three years ending with 1920 was only 1.7 per cent, as compared with 5.2 per cent in the three years before.

"Do you seriously claim that the government should so manage the railways as to cause an enormous depreciation in the value of their securities, as it, in fact, did, and should then base a valuation of them upon this depreciated value? As a lawyer you know that such action by the government would involve wholesale and unconstitutional confiscation of property. Why do you, as a senator, advocate a policy which, as a lawyer, you know the government could not constitutionally adopt?"

"You asserted that under the Transportation Act the Interstate Commerce Commission is 'now commanded to levy rates high enough to yield a return of six per cent upon the valuation of \$18,900,000,000' and you referred to this as a 'guarantee' to the railroads. If the law gives such a command the commission has thus far disobeyed it. The net return the railways have earned on the valuation since it was made in 1920 has averaged only about 3½ per cent, or more than a billion dollars less than a 6 per cent return. The Interstate Commerce Commission, however, has expressly and repeatedly held that the law does not give the railways a 'guarantee.' In its opinion in the reduced rates case decided in the spring of 1922 it said: 'Determination of the percentage (of net return allowed to be earned) implies or carries with it no guarantee. Read in connection with the provision for the recapture of one-half above six per cent it is, indeed, instead a limitation.'

"You have been as reckless in the use of railway statistics in the past as you are now. In December, 1917, when you were an avowed advocate of government ownership, you appeared as a witness before the Senate Committee on Interstate Commerce and estimated that under government management railway operating expenses could be reduced over \$400,000,000 a year. Government operation was adopted immediately afterward, and in the first year it was in effect operating expenses increased over one billion dollars. Perhaps you thought some explanation was due from you as to why your estimate of railway expenses under government operation proved to be \$1,500,000,000 too small the first year. This may be the reason why in your recent speech in the Senate, in referring to the results of government operation you said: 'I do not question the integrity of the Director-General of Railroads. He was both able and loyal to his country, but down below him, perhaps below his possible touch, were managing officers who were neither loyal to him nor to the government of the United States. They wanted to discredit government operation so that the railroads would be turned back. They were traitors as truly as was Benedict Arnold.'

"Statements made by both W. G. McAdoo, who was Director-General of Railroads in 1918, and Walker D. Hines, who was Director-General in 1919, are the best answers to your charge. Mr. McAdoo in his report to President Wilson said: 'The full and sympathetic co-operation of the various regional directors, federal managers, operating officers and employees has proved most effective in meeting the enormous problems facing the railroads, and their work has assisted enormously in keeping the transportation system of the country in a healthy condition.' When Mr. McAdoo retired as Director-General, he issued a statement to the public in which he said, with reference to his successor: 'I can ask nothing better for him than that they (railroad officers and employees) shall give him and the country the same loyal and efficient service they rendered during my term as director-general.'

"A sound solution of the railroad problem depends upon an intelligent and fair public opinion. Such an opinion can be based only upon knowledge and understanding by the public of the facts regarding railway affairs. Such speeches as yours have a direct tendency, and are apparently made with the deliberate purpose, to mislead the public and thereby to prevent a solution of the railway problem . . ."