

Chicago Freight Houses of the Baltimore & Ohio.

The new inbound freight house of the Baltimore & Ohio at Chicago, although not the largest in the city, is in many respects one of the most convenient. It is located on Polk street, quite close to the Chicago river, and extends back, parallel to the latter, 570 ft. A platform at the south end makes the total length 670 ft. For 400 ft. of its length the building is 51 ft. wide. The last 170 ft. of the west wall is curved to the east in conformity with the river bank, the width at the south end being 24 ft. 2 in. The north end for 200 ft. is two stories high, the second story being for the offices of the freight department.

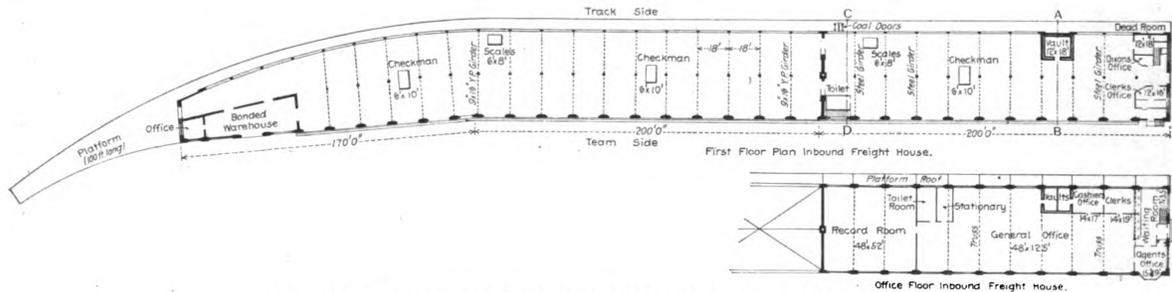
The building is brick on concrete foundations. The roof of the office section is slate, that of the remainder being gravel. Between foundation walls there is a solid filling of sand to within 6 in. of their tops, the remaining space being filled with cinders in which are bedded 4-in. x 6-in. sleepers, 3 ft. on centers. To these are nailed 2 3/4-in. x 8-in. hemlock boards, over which are laid tarred wool felt and on this 1 1/2-in. dressed and matched mangle flooring. The roof of the one-story section rests on 5-in. x 16-in. yellow pine girders supported on the east side of the building by the brick walls and at the middle and on the west side on I-beam columns. This latter side, which is the track



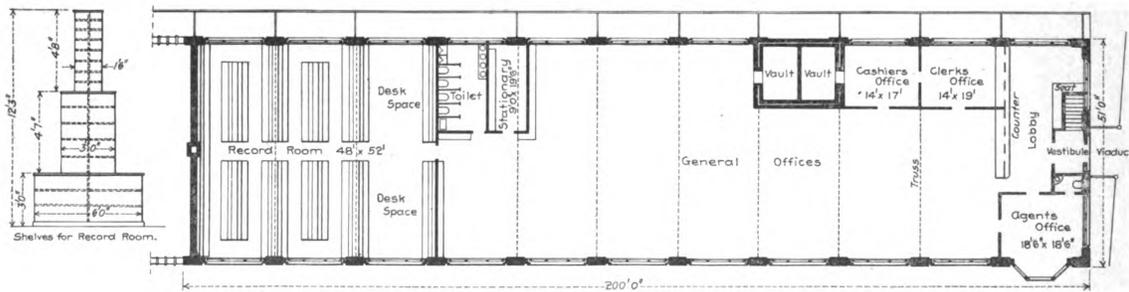
Baltimore & Ohio Inbound Freight House, Chicago.

house is the location of the offices at the north end of the general freight room, making it unnecessary to go to the general office upstairs to transact detail business. At one of these offices teamsters may pay their freight charges and receive their delivery tickets, while at another bills for transfer freight are handled. The dead room at the northwest corner has slat walls so that its contents may readily be seen at any time. The vault is convenient to the offices. It is 11 ft. 6 in. x 15 ft. 6 in., with cement floor, and it extends into the second story. At the south end of the house is the bonded ware-

Polk street viaduct crossing the railroad yards, and also by stairways from the first floor. The agent's office at the northeast corner has a bay window from which he can see at any time the condition of business along the team side of the building. A complete desk telephone system is installed so that every clerk needing one in the transaction of business has it close at hand. Roomy ventilated lockers are provided for the office force. They are ranged along the walls of the toilet and stationary rooms in the southwest corner of the office. The record room has storage room for five



General Plan of Inbound Freight House at Chicago — Baltimore & Ohio.



Plan of Office Floor, Baltimore & Ohio Freight House at Chicago.

side of the building, has a continuous door system, the opening between columns, which are 18 ft. on centers, being closed by 17-ft. Variety horizontal folding doors. There is a 6-ft. platform on this side, protected by a roof supported by rods from the building wall. On the east, or team, side the Variety doors are 12 ft. wide. There is room for two teams at each door, or 56 teams in all can load at one time. A wheel guard, made of 8-in. x 12-in. white oak faced with an 8-in. channel and supported by cast-iron brackets bolted to the concrete foundation, protects the latter from injury from the wheels.

The general freight room is divided into two parts by the south wall of the two-story part. One of the conveniences of the

house with office for the government officer. This office is elevated so as to allow the use of all of the floor space. The room is enclosed with brick walls and is practically fireproof. The distribution of the freight on the floor of the general freight room is such as to leave an aisle on each side, instead of through the center. This avoids any chance of the freight piling up against the walls and hiding pieces, causing loss of time in looking for them.

The general offices occupy all of the second floor except 52 ft. at the south end, which is used for a record room. These offices are light and pleasant and contain room for double the force that will occupy them at the outset. They are entered directly from the

year's records. Additional space is available above the offices, under the roof. Shelving built in conformity with the record system used on the B. & O. is placed in the room as shown in the plan. The two sets along the north wall are for current records, there being room for eight months' daily records. The compartments are each made just the size for a daily record book and are numbered for the days of the month. Any clerk wanting the records for a particular day can put his hand on the book at once. By this system as many clerks as there are books for the month can be looking up back records for that month without delaying one another. As the "current" shelves fill up, their contents will be moved over, a month at a time,

to the storage shelves. A sketch of one of the latter is shown.

The foundations and walls of the building are designed for a three-story structure. When the need for this additional room arises, a viaduct will be built on one side of the building connecting with the Polk street viaduct, so that freight can be delivered direct from the second floor to teams, saving rehandling to the first floor and also increasing the delivery capacity of the house.

Plans are also completed for an outbound freight house to replace the present old and inadequate building. It will occupy the same site as the latter, with additional ground, the location being on the eastern side of the same square on which the inbound house stands. The distance between the two houses is about 300 ft. The outbound house will be 780 ft. long and 30 ft. wide. Its construction will, in general, be similar to the one-story part of the outbound house. However, its team side, which fronts Fifth avenue, is of considerably more ornate design than the corresponding side of the inbound house. This elevation is shown in the engraving. The walls will be of hard-burned paving brick with terra cotta cornice and window sills. Both ends of the building will also

north wall. The roof will be supported on 18-in., 55-lb. I-beams, the slope being toward the track side. The west wall of the present building supports the east side of a viaduct connecting the Polk and Taylor street viaducts. The new building will be narrower and the work will therefore include placing steel column supports under the east side of this viaduct.

These stations are built for the Baltimore & Ohio by the Chicago Terminal Transfer Railroad, lessors of the B. & O. terminals. We are indebted to Mr. F. E. Paradis, Chief Engineer of the Chicago Terminal Transfer, and to Mr. T. E. Wayman, Freight Agent of the Baltimore & Ohio, for data.

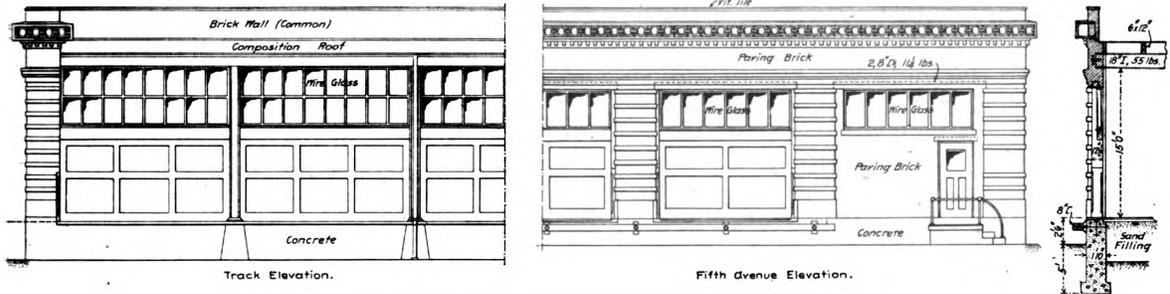
received 7 per cent. The Swiss government has the right to take over the road in 1909; and it gave notice last February that it will exercise that right, if an earlier transfer is not made by mutual agreement.

The war and the hasty building of the Circum-Baikal Railroad together have been giving the vessels on the lake and the several rivers which flow into it a rich harvest. Immense quantities of cement are required for the railroad, for carrying a given quantity of which the steamboats charged \$12.50 a year ago; now they get \$40 for it; and it is said that the contractor pays 29 cents apiece for carrying ties across the lake; very likely it is for carrying them down some of the rivers and across the lake.

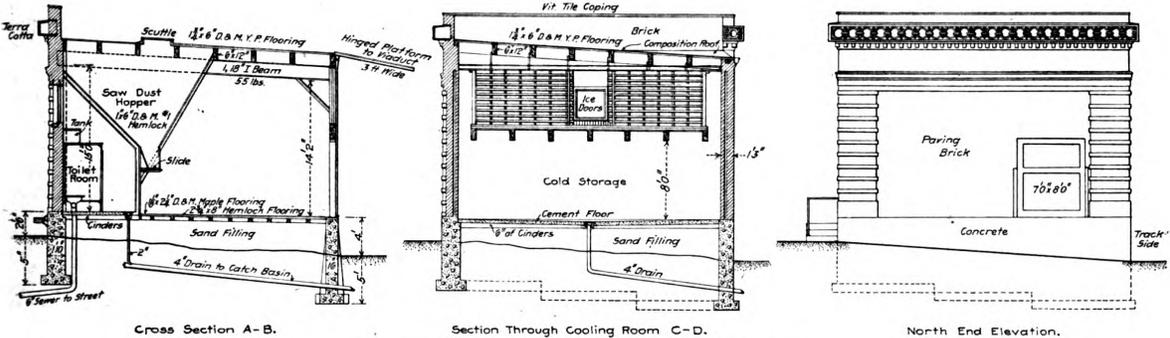
Foreign Railroad Notes.

The organization of hospital trains at the seat of war in Manchuria has been established by order of the Czar. As a rule, they will consist of 16 cars, fitted to carry 250 sick or wounded; but only 10 of the cars are for patients; the others are occupied by the medical staff, the kitchen, refrigerator, stores, baggage, dispensary, operating room, baths and wash room. The medical staff consists

It is reported that the various Russian railroad managements have authorized station masters when a passenger has lost his ticket or hand-baggage in consequence of a railroad accident to issue him a new ticket to destination and give money to live on till he arrives, at the rate of 1, 2 or 3 rubles a day, according to the class



Part Elevations and Section Through Side Walls.



End Elevation and Cross Sections of Freight House.

be finished to correspond to the Fifth avenue frontage.

A cooling room, 18 ft. 6 in. x 27 ft. 6 in., will occupy the extreme south end of the building. Ice will be delivered to it most conveniently from the adjacent Taylor street viaduct. A section through this room is shown, also through the sawdust hopper for storing sawdust for the floors of refrigerator cars, etc. The sawdust is delivered to the hopper through a scuttle in the roof, a viaduct along the western side of the building enabling wagons to be brought to within a few feet of the scuttle.

The floor of the house slopes from the east, or team, side toward the west for 17 ft. of the width of the building, the total fall being 6 in. It is level the remaining distance; also for the same width along the

of three surgeons, five sisters of mercy, five other nurses or assistants, and a variable number of servants. A number of mechanics accompany these trains, to make repairs where shops are not accessible. The Red Cross Society, other benevolent or patriotic societies, and private persons may provide and equip such trains in whole or in part; but in service the military authorities have sole control of them.

The Gotthard Railroad had its largest earnings last year, when they were 8 3/4 per cent. more than in 1902. The stockholders get a 6.8 per cent. dividend on their stock. The three countries which advanced a large part of the cost of the road get nothing, however. They are entitled to a share of the profits only after the stockholders have

of his ticket. (The ruble is about half-a-dollar.) This will perhaps make railroad accidents popular; and they are not precisely rare now: the official statistics show 5,301 accidents in connection with the operation of the railroads in 1902 (when the Russian mileage was about one-seventh ours), by which 1,528 persons were killed and 3,773 injured. Of the killed, 121, and of the wounded, 600, were passengers.

Work has been suspended, and probably permanently, on the northern end of the Siplon Tunnel. More hot springs have been struck, and the drainage up-hill over the summit, which this end of the tunnel passed some months ago, is so difficult and costly that probably it will be left till reached from the south.