

A NEW PASSENGER STATION IN CHICAGO.

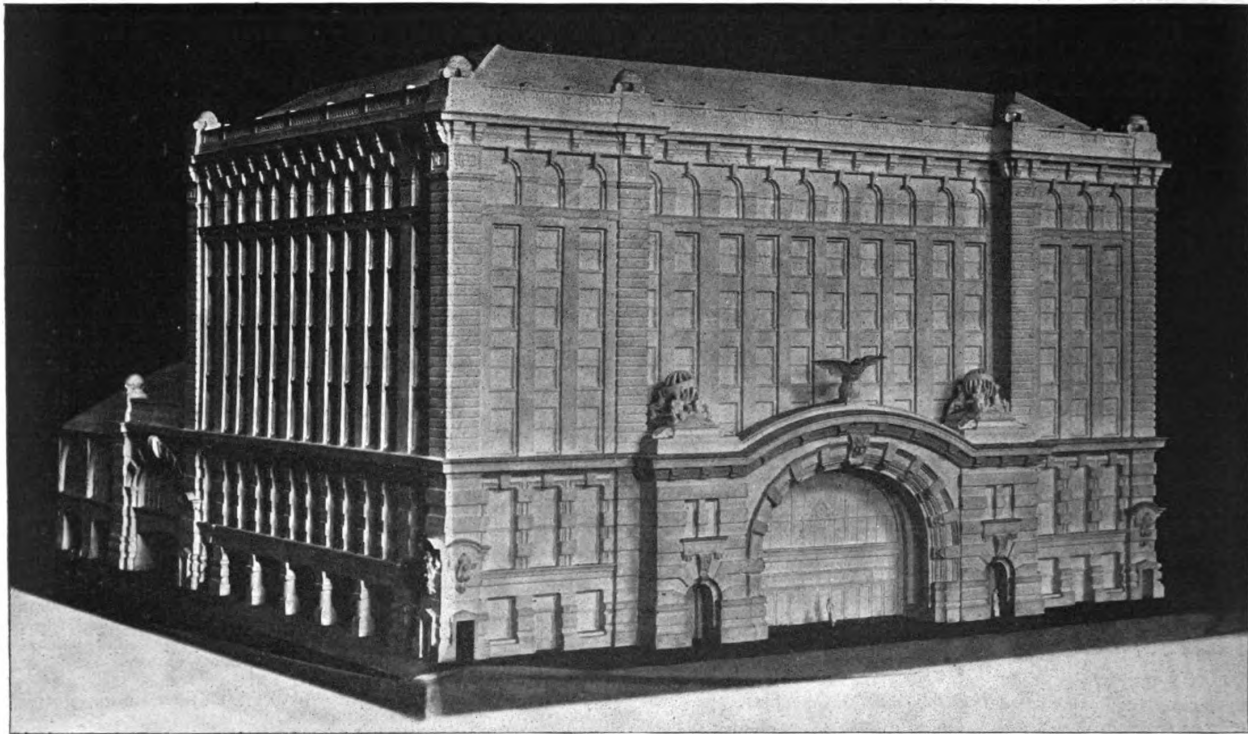
Plans recently completed by Frost & Granger, architects, have been accepted by the officials of the Chicago Rock Island & Pacific and the Lake Shore & Michigan Southern railroads for a new passenger station at Van Buren street, Chicago.

The present station has a frontage of 215 feet on Van Buren street and extends back to Harrison street, a distance of 735 feet, occupying substantially the entire space between Pacific avenue and Sherman street. On the site of the old station, which will be entirely removed, the new station will be built, fronting north and located about 15 feet back of the property line. The station proper will occupy the full frontage on Van Buren street and will extend south a distance of 157 feet. Beyond this point, extending south 45 feet, will be built the concourse, connecting the main building with the trainshed. Extending south from the concourse a distance of 580 feet to

ticket office, baggage room, telegraph, cab, telephone, messenger service and information bureaus, dining room and minor offices.

From the main lobby on the ground floor two elevators and a large staircase at the south end will serve as means of ascending to the waiting rooms and train level on the second floor. The main waiting room is so arranged as to be central to every office, and yet will offer the largest possible retirement for passengers. The room is 104 feet wide by 150 feet in length and will be lighted through the main arch on Van Buren street from above the concourse roof and through a large dome ceiling in the central portion. The waiting room will be of different heights, the highest portion being 40 feet. The south end of the main waiting room will be fitted with a glass partition, so that waiting passengers may see through into the concourse and have a view of the ends of all the tracks.

On the south the full width of the waiting room opens into



NEW ROCK ISLAND-LAKE SHORE STATION AT CHICAGO.

From photograph of plaster model.

Harrison street will be the main trainshed, spanning the entire width of the property. Beyond the trainshed extending south will be located umbrella sheds of ample length to serve the longest trains.

The main building will be eight stories in height, and will be 130 feet above the sidewalk. The two lower floors will be devoted entirely to station purposes. The upper floors, the general plan outline of which will be U-shaped, with the court to the south, will be equipped for an office building, to be occupied entirely by the two railroad companies.

The station portion of the building, extending to about the third floor, will be constructed of dressed granite, and is so designed, with appropriate figures, to express the purpose of the building. The office portion will be built of vitrified brick, with stone trimmings of a color to harmonize with the granite below.

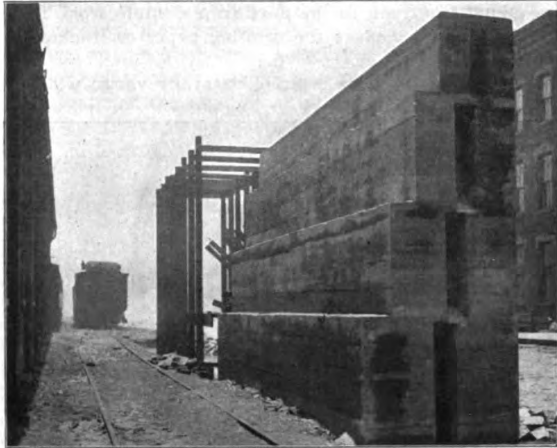
It is claimed for the station portion of the building that when completed it will be the most convenient and simply arranged station in Chicago, in that after entering the lobby all of the departments necessary for making arrangements for a journey will be near at hand. Entering the building through the main vestibule, 50 feet in width, under the great arch, the passenger finds himself in a lobby 96 feet in width by 130 feet in length. Surrounding the lobby will be the main

concourse, while on the north the greater portion of the space opens directly through the large arch to Van Buren street. On the west, connecting with both the concourse and the main waiting room, are lunch rooms, women's waiting room, women's retiring room, toilet rooms, etc. The women's waiting room will be 46 by 62 feet, and will be fitted and furnished with all the comforts of a hotel parlor, and with as complete retirement as possible from the noise and bustle of the main rooms.

From the waiting room on the east a direct passageway will lead to the elevated railway loop, so that passengers may pass from the station to the elevated trains, or vice versa, without descending to the street. Minor ticket offices, news-stand, parcel check rooms, smoking room and barber shop will also be situated east of the main waiting room.

Entrance to the office portion of the building will be had by minor entrances on either side of the large arch, which will connect directly with elevators and staircase lobbies leading to the offices. A radical change will be made from the usual custom in building the concourse. Instead of the customary rough end of the trainshed, the concourse will be finished in harmony with the waiting room. It will be 210 feet wide and 45 feet long in the direction of the length of the station, and will have a barrel vault ceiling, with lighting at both ends and above. It is also proposed to substantially inclose the concourse from the

trainshed with glass, making it comfortable and free from smoke or draught from the trainshed. On the east side, along Pacific avenue, the main wall of the building becomes a system of columns in the lower story, and the inclosing wall is set in sufficient to give a wide covered sidewalk along Pacific avenue from Van Buren street back to the concourse, and from this point will rise a staircase 18 feet in width to the con-



BEGINNING OF RETAINING WALL, NEW ROCK ISLAND-LAKE SHORE STATION.

course. On the west side will also be found a staircase, rising direct from Sherman street to the concourse.

Both of these entrances connect directly with the street, and each of them has a minor connection with the main interior lobby, thus giving a total of 45 feet width of staircase between the main concourse and the street level, besides ample elevator accommodations.

The trainshed will be constructed entirely of steel, concrete and asphalt. The center portion of the shed will rise above

be located in the extreme south end, reaching from the east to the west side along Harrison street.

All of the baggage, mail and express rooms are connected by broad trucking corridors, directly connected with a system of ten elevators, located at each end of the main trainshed, rising directly between the tracks, which will furnish the quickest possible delivery of baggage to and from trains and practically eliminate all trucking of baggage on the train level of platforms. It is also expected to install a system of chutes, which will deliver the mail from the heavy mail trains directly into the mail room or wagons below.

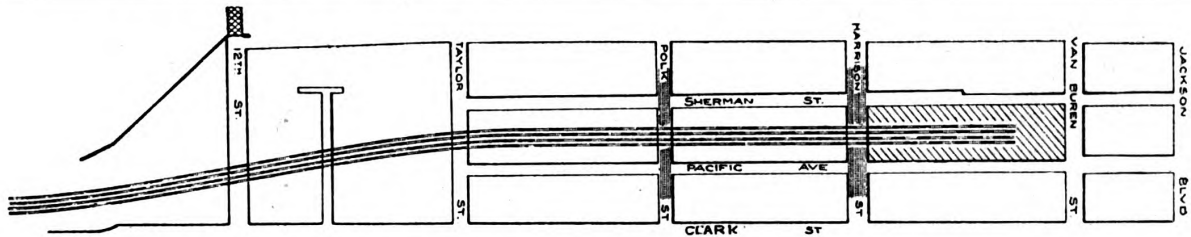
It is expected that plans will be ready for builders' proposals in about two months, and that active building operations will begin about a month later. The railroad companies will give possession of the premises as soon as sufficient material has been assembled to insure the rapid progress of the work, and it is expected to have the entire structure complete one year from December next.

The station proper is estimated to cost \$1,000,000, and the train shed \$250,000, making the cost for the completed building \$1,250,000.

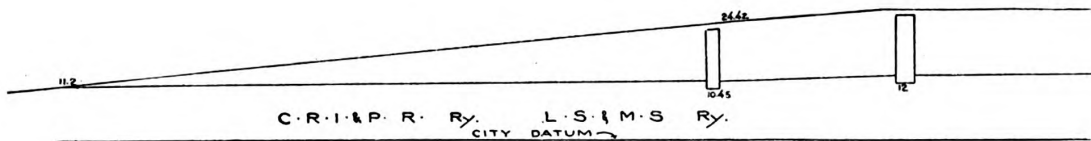
In connection with the building of the new passenger station considerable work is planned in track elevation and other improvements. The work of track elevation to be done at present is shown in the accompanying diagram and profile of the work. From Twelfth street to Polk street only three tracks will be raised, while from Polk street north to Van Buren all tracks entering the station will be raised. Sand will be used as filling for the embankments, and will be obtained in South Chicago.

Concrete retaining walls, a type of which is shown, will be built in Sherman street and Pacific avenue to the various heights required by the embankment. The section of the wall shown was built merely to conform to the ordinance requiring the beginning of work before a certain date, but illustrates well the kind of wall to be used in all the work. The concrete used will be mixed in proportions of 1-3-5, and American Portland cements will be used for both the footings and upper portions of the walls. The work of elevating the tracks will cost about \$400,000, and of the three streets between Twelfth and Van Buren over which the tracks must pass, subways will be built at Polk and Harrison streets, while Taylor street will be closed. The work in general will be done by the railroad companies, though individual portions will be contracted for.

The improvements of the two roads will also include the



2 JOINT SUBWAYS
0.5 MILES 1 1/2 MAIN EACH
4.75 " OF TRACK TO BE ELEVATED.
\$400,000 EST. APPROX. COST.



PLAN OF TRACK ELEVATION IN CONNECTION WITH ROCK ISLAND-LAKE SHORE STATION.

the track level to a clear height of 60 feet, while the upper beams will be about 75 feet above the tracks. The entire system of tracks entering the station will be elevated to a point about 15 feet above the present street level, and the width will be sufficient to accommodate 11 tracks.

The entire space under the elevated tracks north of Harrison street will be occupied as follows: On the east side, joining the building, will be a cab stand 110 feet wide. South of the cab stand will be the main delivery of baggage and express. The west side will be occupied by the baggage and mail rooms, with accommodations for teams to back in. Express rooms will

removal of the present Lake Shore & Michigan Southern freight house on Pacific avenue and the building of a new freight station for the Chicago Rock Island & Pacific west of Sherman street and between Taylor and Polk streets. This station, two stories in height, will be 600 feet long by forty feet in width and will be of brick with gravel roof.

Trains will not enter the station, but will be loaded and unloaded from the east side of the building. Large freight elevators will be used for carrying the freight to the second floor. A portion of the north end of the house will be used as freight offices, toilet rooms, telegraph offices, etc. The plans for the building have been completed by William Horley Jr., of the Rock Island, and work will be started at once.