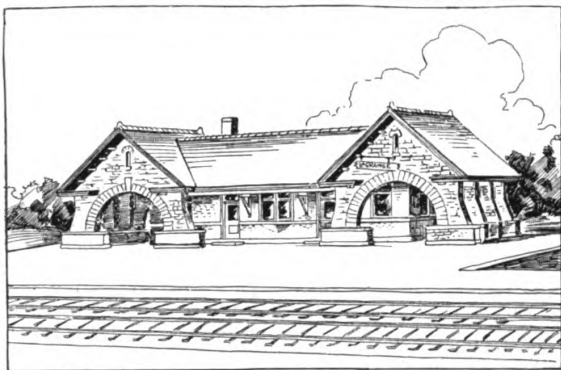


ARTISTIC SUBURBAN STATIONS.

In the vicinity of Chicago the majority of the roads carrying suburban traffic have, as a rule, very creditable stations at the various points within the suburban limits of the city. The Chicago Burlington & Quincy, doing a large suburban business west of Chicago, has generally stations in keeping with



BURLINGTON STATION AT LA GRANGE, ILL.

the pretty suburban towns to be found on this line, and has now in the course of construction at Riverside, Ill., a new passenger station similar to the one in use by the company at Hinsdale, Ill. The new station will be 222 feet long by 34 feet wide, and will be built of mottled, fire-flashed pressed brick with Bedford stone trimmings. The roof will be of red tile and will be so arranged as to project over the sides of the

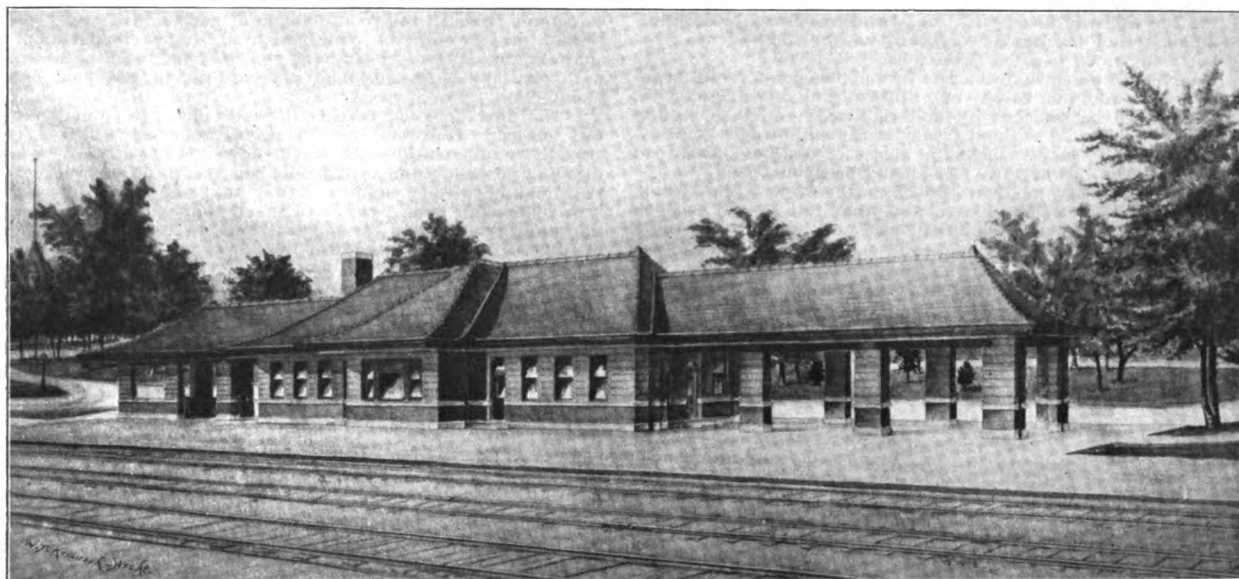
floors will be of marble, the walls of plaster and the ceilings also of plaster, paneled and decorated with heavy cornice. The rooms will be wainscoted and paneled with quarter-sawed red oak. A drinking fountain will be placed in a convenient location in the building and the latter will be heated by steam, wired for electric light and also piped for gas. The station platform adjoining the tracks will be of brick and cement.

The Burlington has also planned a picturesque station to be built at La Grange, Ill. This station will be somewhat smaller than the one at Riverside, being 84 feet long and 42 feet wide. At either end of the station are a large arch and piers built of stone and laid as ashlar. These support the roof out to a distance of 11 feet from the building proper, and a covered portion of the same width is afforded entirely around the building.

The station will be built of light colored brick, with Bedford stone trimmings, and will have a black slate roof. The building will include a large waiting room, ticket office, baggage, express and toilet rooms. The floor of the waiting room will be of marble and the ceilings and side walls from a point 6 feet from the floor will be of plaster, with heavy cornice at the ceiling. The rooms will be wainscoted with enamel brick and marble base and finished throughout in woodwork of quarter-sawed red oak. The toilet rooms, baggage and express rooms will have marble floors; the walls will be of enamel brick, 6 feet from the floor, and above this height they will be of plaster. The building will have steam heat, electric light and modern plumbing.

On the north side of the tracks a covered shelter 15 feet wide and 150 feet in length will be built on iron posts and will have black slate roof.

Both stations will be built after plans by W. T. Krausch, general architect of the Burlington. The Railway Age is in-



BURLINGTON STATION AT RIVERSIDE, ILL.

building a distance of six feet, thus forming a shelter around the entire structure. On the south side of the building there will be a porte-cochere in connection with the main entrance. On the east and west ends of the building there will be shelters extended on the same lines as the station building proper and from the one at the east end access will be had to a subway 150 feet long, 6 feet 6 inches wide and 7 feet 6 inches high. In the clear, leading underneath the tracks to the covered shelter and small waiting room which will occupy a position on the north side. This shelter will be 250 feet long, built on iron posts and with roof and finish to correspond with the architecture of the main building. The subway entrance will be at the east end of the shelter, while at the west end a small but comfortable waiting room will be fitted up.

The station proper will contain a large waiting room, baggage and express rooms, ticket office and toilet rooms. The

debted to Mr. J. R. Griffiths of the passenger department of the Burlington for the information and photographs of the stations.

The Pennsylvania Railroad is planning a personally conducted tour from the east to the Pacific coast and the Canadian Northwest for July 8 to August 6, and already 400 tourists have been booked for the trip. It is expected to run four special trains.

The Navy Department at Washington has awarded the contract for the construction of railroad tracks in the Portsmouth navy yard to Hogan & Co. of Philadelphia for \$32,000. Oxen are now employed in the yard at Portsmouth, as well as at other points to drag around the huge guns and material, but this is to be done away with, and there is being installed at the various yards a railway equipment which not only makes an entire circuit of the establishment, but also connects with the railroads outside, thus allowing goods to be received and shipped without rehandling.