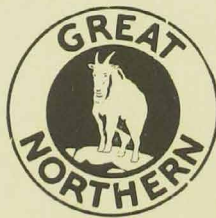
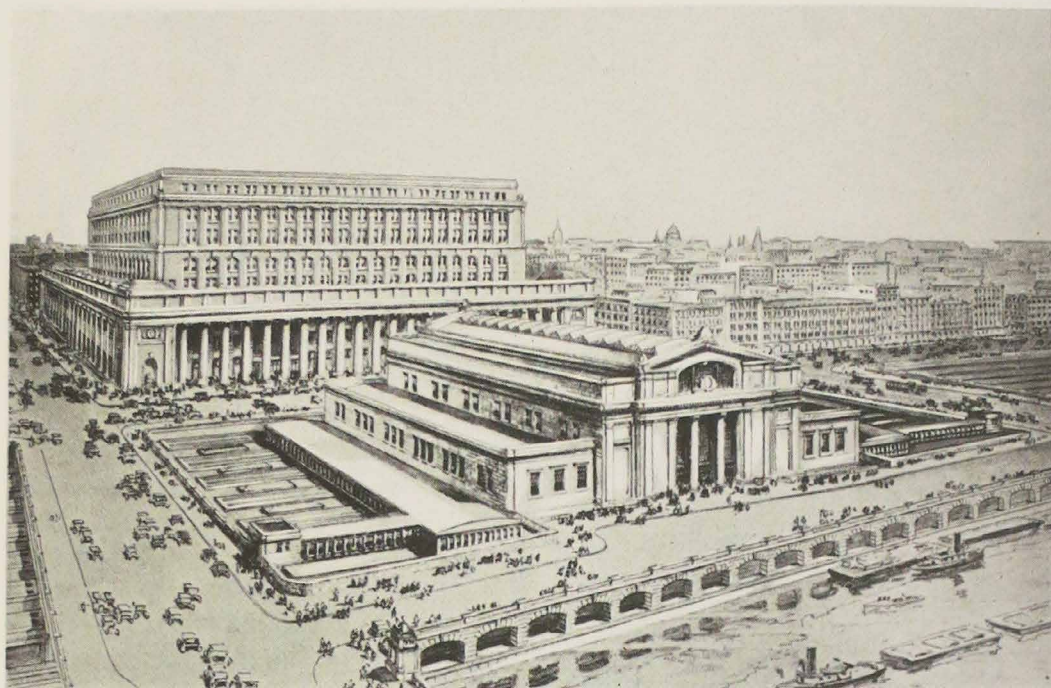


*Two
Modern
Railway
Passenger
Terminals*



Chicago - St. Paul



New Chicago Union Station as it will appear upon completion. The New Oriental Limited will arrive and depart from this magnificent terminal.

New Union Station, Chicago

THE present Union Station was built in 1880, when Chicago had a population of 500,000 people, and at that time was regarded as a model in terminal facilities. The population of Chicago today is 3,000,000 and the railroads entering the city have grown to a corresponding extent.

The claim is not made that the new Chicago Union Station is a radical departure from the accepted idea of a modern passenger terminal of its type. Nevertheless, it is felt that this newest of stations, in the negotiations leading to its development, in the provisions made to meet its peculiar requirements, in the arrangement of a combined railroad and office building, and in the solution of the mail handling problem, possesses many characteristics which invest the subject with distinctive interest.

The Chicago Union Station had to be coordinated with and worked into a scheme of a "city beautiful" plan; it involved real estate transactions of the most complex nature; it necessitated the creation of new freight terminals for several railroads; it furnished the opportunity for the building of the first large railway mail terminal building in the United States and made possible a station layout which, while placed below the general street level, owing to limitations imposed by the site, is a one-level station in the full meaning of the word; that is, one in which the users find all of the facilities of the station on one floor and that the track level floor.

The project involves construction of a head-house on the block bounded by Adams Street to the north, Jackson Boulevard to the south, Canal Street to the east and Clinton Street to the west—the location being immediately south and west of the present Union Depot Building.

A concourse building will be located on the block immediately to the east, bounded by

Adams, Jackson and Canal Streets and the river—the two buildings being connected by the extension of the concourse floor under Canal Street.

Train sheds will extend from Adams Street two blocks northward to Madison Street, and from Jackson Boulevard two blocks southward to Harrison Street. The following viaducts carrying east and west streets between Canal Street and the river have been completed and put in service.

Lake Street.....	80 feet wide
Randolph Street.....	80 feet wide
Washington Street.....	80 feet wide
Madison Street.....	80 feet wide
Monroe Street.....	80 feet wide
Van Buren Street.....	80 feet wide
Harrison Street.....	66 feet wide
Polk Street.....	80 feet wide
Taylor Street.....	80 feet wide

From Monroe to Taylor, inclusive, all streets (six in number) have been reconstructed as between Clinton and Canal Streets to meet the grade of Canal Street as elevated.

The Metropolitan Elevated Railway has been raised between Clinton Street and the river, and the surface lines tunnel has been lowered to permit the depression of tracks and new station facilities.

In all, 10 main tracks will serve the north end of the station and 14 will serve the south end.

Dimensions of the main building are as follows: Length, east and west, 320 lineal feet; length, north and south, 372 lineal feet; area, 119,000 square feet; office building (ultimate), 22 stories; office building floor area, 634,000 square feet; main waiting room area, 26,500 square feet; lunch and dining rooms, 10,000 square feet; cab standing room capacity, 100 cabs; train shed, 460,000 square feet.



Main Waiting Room - New St. Paul Union Depot.

St. Paul's New Union Depot

THE final units of the new St. Paul Union Depot are rapidly nearing completion and this will be one of the finest and most completely equipped union passenger terminals in the United States, with many innovations and devices for the prompt and efficient handling of passenger traffic.

Twenty-two passenger tracks lead into the depot handling a daily average of 250 trains. Directly above these tracks is an immense waiting room with individual stairways giving direct access to each track, while numerous elevators assist in handling the crowds efficiently. The great concourse, covering the 22 tracks with the surrounding white square brick columns on either side, is 80 feet wide and 400 feet long, well lighted and extremely roomy in appearance. Located along its length are the men's waiting room, travelers' aid desk, the baggage check rooms where grips are transported to this level by dumb waiters. The seats are placed along this avenue in such a way that passengers may seat themselves opposite the track from which they are to leave the station. These tracks are plainly indicated and above each one is a clock showing leaving time of the train.

The exterior of the building is of Bedford stone. Ten immense stone pillars support the front of the building affording an artistic entrance, and minimizing the severely straight building lines. The structure contains five elevations as follows:—the sub-basement, basement, main floor, and two upper floors. The sub-basement contains the mechanical equipment, work rooms, and immigration rooms. The basement contains the restaurant kitchens, supply rooms, janitors' quarters, storage rooms, etc. On the main floor are found the large business lobby, the lunch and dining rooms, ladies' waiting room, ticket offices, drug

store, barber shop, toilets, shoe shining stands, parcel check room, news stands, smoking room and baggage check room. The office floors contain the Depot Co. offices, women's retiring and emergency rooms, and the Terminal Railway Post Office.

Directly inside the lobby entrance is the Information Bureau, and back of this and out of sight of the public are the telephone switchboards, while telephone booths are located in a room away from the sound of the train callers and noises of the depot. The ticket office is located in the lobby directly across from the entrance. Fourteen ticket salesmen are employed to take care of the traffic. Back of the ticket sellers is the general working space of the ticket office force.

On the main floor, back of the ticket office, overlooking the train sheds, is the ladies' waiting room. Just off this room are lavatories including bathrooms where good, hot, restful baths are available for a quarter, and private dressing rooms for which a nominal sum is charged. Upstairs is a bathroom for employees, then two emergency rooms containing four hospital beds and a first aid kit. The station matron is a trained nurse. Next is the nursery, where tired mothers find a haven, couches, little, clean cribs, easy chairs, and attendants to help.

At the end of the upper hall, next to the women's waiting rooms, is the United States Terminal Railway Transfer Post Office. This is where mail from the East and from the West, the North and the South is transferred to proper trains.

As this is a transfer station there are many immigrants passing through. The immigrants' room down on the track level is fitted with cooking and washing facilities, bathrooms, etc. While plainly furnished it is comfortable and meets all demands.

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