

## Union Station Expansion Program -Phase I

### Columbus Dispatch Articles

1927-1929

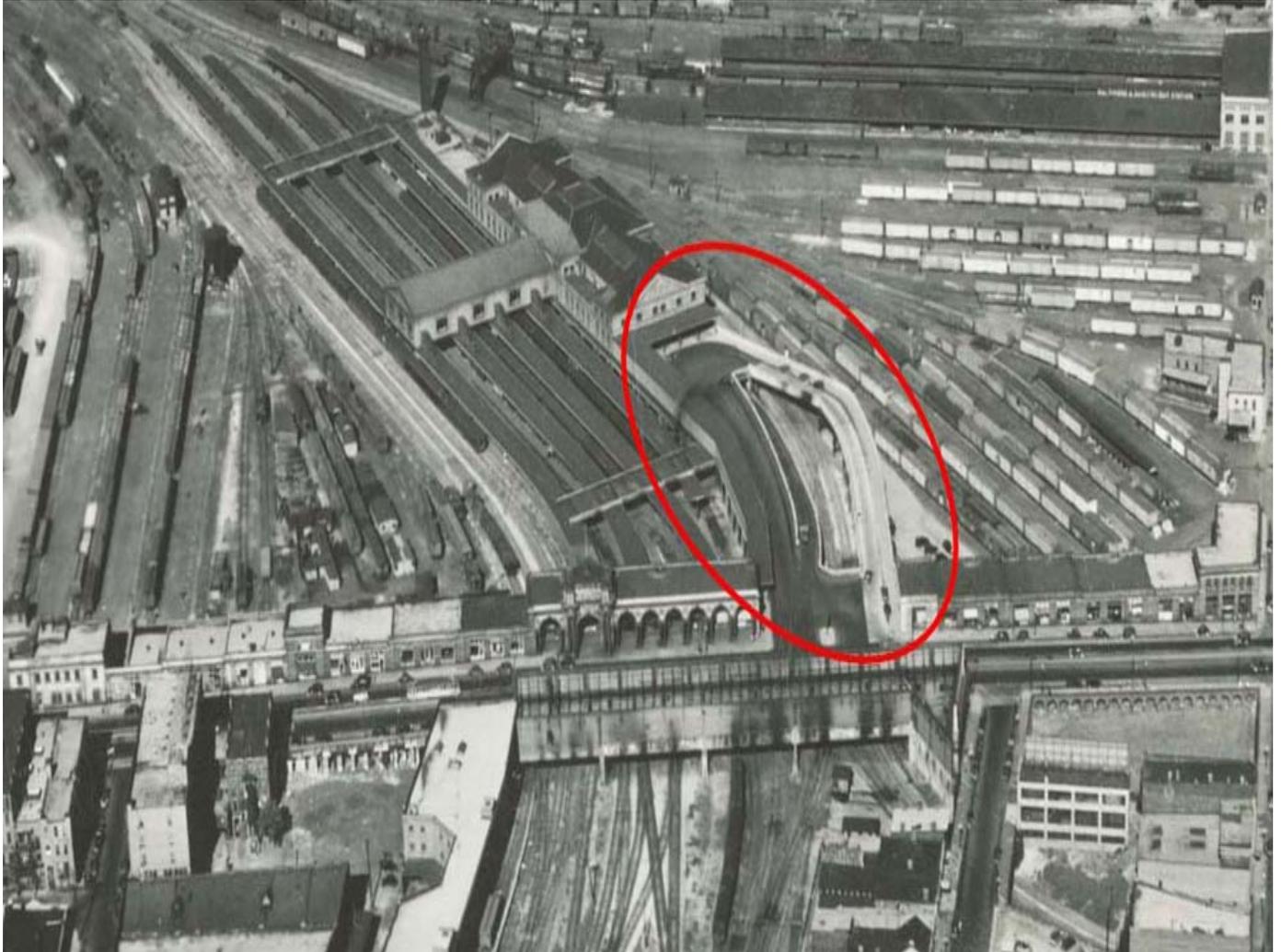


Photo from the Columbus Metropolitan Library – Columbus Dispatch Collection – 1934

Phase 1 of the Union Station Expansion Program opened the station approach by removing the two entrance portals, including the south arcade arch and two commercial stores. A driveway was constructed on the south side of the existing approach, creating a smoother flow of traffic into and out of the station.

## THE UNION STATION ENTRANCE

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**(Columbus Evening Dispatch, November 14, 1927)**

From the Opinion/Editorial Section

Speculation as to whether we are really to have an enlarged High street entrance to the Union Station can hardly be regarded as of deep importance. There might be a considerable percentage of improvement as compared with the present difficulties encountered in entering the station, but no change possible on the High street end will give convenient and wholly adequate access. An additional approach at the east end is the only thing that will give complete relief.

The people of Columbus should not be misled, however. The inconvenience of access to the Union Station is only a minor one of the hampering disadvantages from which Columbus is suffering in that part of the city. The major trouble is the throttling of traffic between the north and south halves of the community – if we can use the word “community” of a city so thoroughly cut in two by the railway lines that cross it. The Third Street viaduct, when built – as, of course, it must be built in the near future – will give greatly improved access to the station, but its main object is to relieve the difficulties that weigh so heavily upon north and southbound traffic and to give the city a fair opportunity for normal growth.

Nobody in Columbus fails to realize the importance of our railroads. We could not grow and prosper without them, and this paper has only recently called special and emphatic attention to our excellent railroad facilities, as an incentive to draw new industries here. We welcome anything that will cause our railroads to prosper, but it is not to their real interest, any more than it is to the interest of the city, that the large growth in population on the north side should be denied a corresponding growth in traffic connections with all parts of the city lying south of the railway district. Columbus is not simply a place that the railways must pass through. The city itself, through its trade, manufacturing industries, and travel, adds greatly to the income of all the roads that pass through it.

May we not hope that a second thought is coming to our railway officials on this subject and that when this matter comes up again, we shall find them in the attitude of complete and whole-hearted cooperation?

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## THE APPROACH TO UNION STATION

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**(Columbus Evening Dispatch, January 23, 1928)**

To the Editor of the Dispatch.

Sir, if the Union station authorities, in their present move, are simply trying to get easier access to the station, they are to be commended, easier access has long been needed.

If, however, they suppose that by giving better access they are going to quiet the demand for an early building of the Third street viaduct, they will find themselves entirely mistaken.

Although the viaduct plan in the past has had an additional approach to the station as one of its features, this has been merely a comparatively unimportant incident and never a fundamental element in the proposition.

The Third street viaduct is wanted because, as things now stand, the north and south halves of the city have no adequate traffic facilities for easy passage from one to the other. This choking of traffic at the middle of the city is already a serious impediment to its progress, and an impediment that will become more and more serious with each passing year.

The people of Columbus will not permanently endure such an obstruction to healthful civic growth. When it has come up in the past, dust has been thrown that has blinded many eyes to the true situation, but misrepresentation will not finally win.

Columbus has had life and vigor enough in her veins to burst other bands which were choking her growth and prosperity, and she will soon show life and vigor enough to break through this railway fetter on her traffic.

Go on with your enlarged and more convenient entrance, gentlemen of the Union station management. It is a good move and will be duly appreciated, but it will not quiet the demand for the viaduct.

For an unfettered city

Columbus, Jan. 19.

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## WORK ON UNION STATION ENTRANCE IS PROGRESSING: BIG GIRDER USED



**(Columbus Evening Dispatch, December 13, 1928)**

With practically all of the steel erection having been completed, work on the new entrance to the Union Station is progressing rapidly, as the picture above shows.

One of the largest girders ever fabricated in Columbus constitutes a part of the new job. The huge girder is 95 feet long. An interesting feature of the work is the gunnite method used to cover the steel with cement, which protects the steelwork from the corrosive action of smoke and acids.

The viaduct is expected to be completed early in January [1929].

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## COMPLETE NEW DRIVE AT UNION STATION



**(Columbus Evening Dispatch, December 20, 1928)**

The newly finished driveway at the Union Station, under construction since May, was formally opened Thursday afternoon at 2 pm. Completion of the new entranceway will greatly relieve traffic congestion which has existed for several years.

The operating committee consists of E. F. Hayes, superintendent of the Big Four, John C. Rill, superintendent of the Columbus Division, Pennsylvania railroad, W. W. Houston, superintendent of the Hocking Valley, D. F. Peters, superintendent of the Norfolk & Western, and H. R. Gibson, superintendent of the B. & O. They were present at the opening Thursday.

The drive is pictured above.

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## UNION STATION SIGN FINISHED

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**(Columbus Evening Dispatch, July 14, 1929)**

Union Station, never before identified with a sign, now is distinguished by a large sign located on the island platform of the entrance to the station.

The sign is erected on a pole of considerable length and is worded "Union Station." It stands five feet high and is 9 feet five inches wide. Friday night was the first time it was lighted.

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