

Union Station Expansion Program -Phase II

Columbus Dispatch Articles

1930-1931

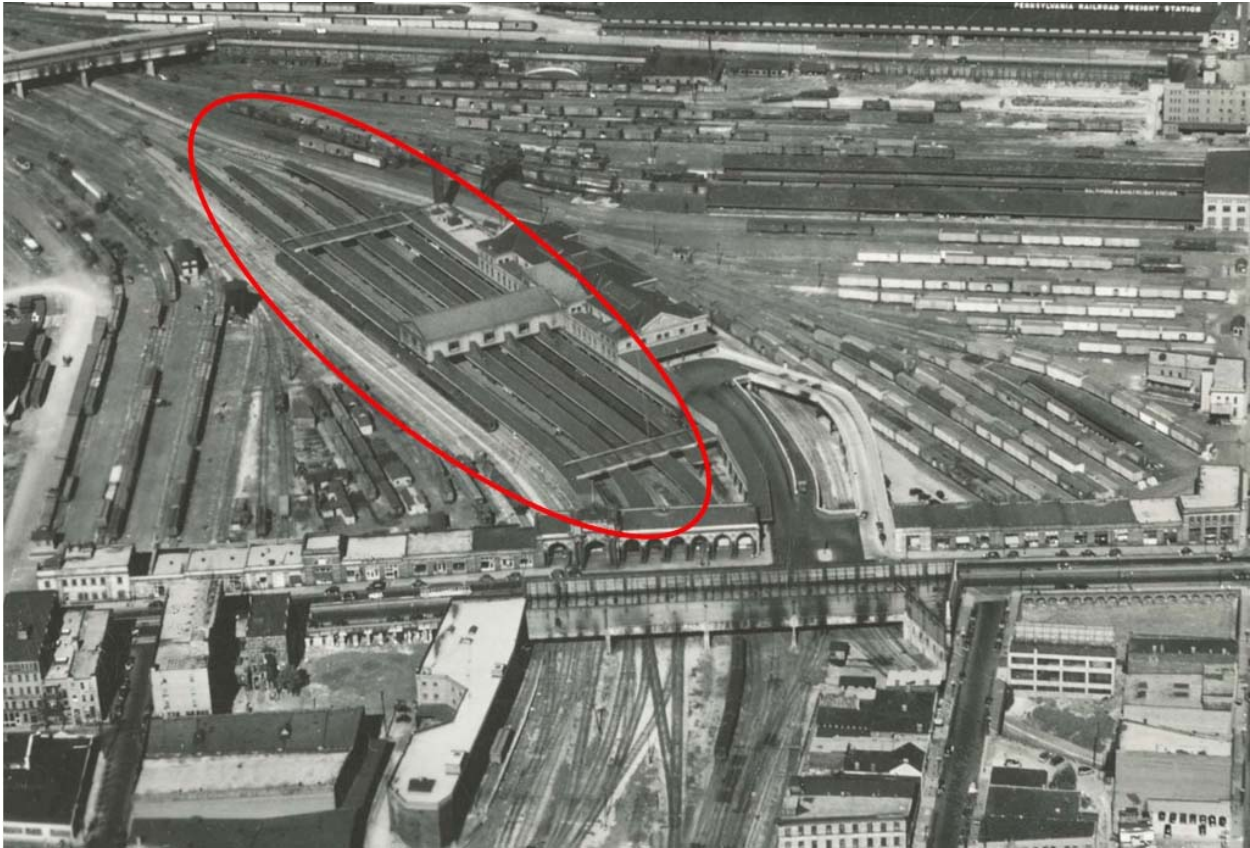


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Phase II of the Union Station Expansion Program replaced the 1875 track Shed with umbrella-style platform sheds; added a passenger concourse over the station tracks that increased the station space by 25%; replaced the station tracks with new rail and ties; and added a north wall to the open walkway, between High Street and the station entrance.

This work was accomplished while the passenger and mail trains continued to use the station without interruption.

\$2,000,000 EXPANSION PROGRAM IS PLANNED AT UNION STATION

Control Board To Meet June 5 For Approval Of Plans

Fruit Dealers Negotiating With Railroads for New Fruit Terminal.

MAY ELEVATE TRACKS

May Consider Elimination Of High and Fourth Street Viaducts.

Tentative plans for a \$2,000,000 expansion program in and around the Union station are to be submitted to the board of directors of the Union Depot corporation at a meeting scheduled for June 5. It was learned Tuesday.

Although all proposals for improvements in the Union Station district must be passed upon by the board, it is definitely known that officials of the corporation are "sold" on plans for a new, modern train shed.

In addition to the extensive rebuilding program which is to come before directors of the Union Station corporation for approval June 5, plans have been going forward on a proposed gigantic fruit terminal to be constructed on Naghten street, with local fruit dealers on Town street and the Big Four, Baltimore & Ohio and Pennsylvania pooling their interests in the project.

RAZE TRAIN SHED.

Plans for the Union Station improvements call for a "new, modern train shed constructed on the 'umbrella style,' which is recognized as the latest thing in up-to-date train sheds. The old sheds, which were constructed in 1895, when the depot was built, are to be torn down and the new structure erected in their place.

The Union Depot building itself, which is adequate for present-day needs, will not be included in the reconstruction program which is now in the hands of engineers, according to Superintendent J. W. Saxbe of the Union Depot corporation.

"Our directors, most of whom reside in the East, must pass upon the entire program. However, it is practically a certainty that it will be adopted in its entirety. Perhaps a few minor details will be altered," he asserted.

WILL ENCLOSE WALK.

Saxbe revealed that the walk from High street into the station is to be entirely enclosed so that dirt may be kept out.

"We also hope to enclose everything just outside the depot and leading to the trains. This will make it seem part of the inner depot, itself instead of the outside, as it now is," Saxbe explained.

In regard to the mammoth fruit terminal which is under consideration by the various railroads inquiring if the dealers would be "in" on such a project.

Charles Flesch, head of the Fruit Dealers' association, in a statement, Tuesday, asserted that "some big news is in the making," but couldn't give any specific information as to just what agreement dealers and the railroads had reached in regard to a fruit terminal.

FREIGHT TERMINAL DELAYED.

Officials of the Chesapeake and Ohio and the Hocking Valley railroads declared that "nothing is available as yet" in regard to the new Hocking Valley-Chesapeake and Ohio freight house, which is to be built in Maple street just as soon as certain real estate deals are completed.

It was denied that any fruit terminal is proposed, although certain people "in on the know" in Big Four circles said that the new Hocking Valley-Chesapeake & Ohio freight house is to be a combination fruit terminal and freight house.

Should the above terminals go through, they would constitute a building program running well over

Expansion Planned At Union Station

(Continued from Page One.)

the \$1,000,000 mark, bringing the total improvements in railroad circles to well above \$3,000,000.

One railroad official said that it was probable that train sheds would be constructed west of High street in the near future, in order that increased traffic might be properly handled.

Union station officials, however, denied this, claiming that the new train sheds are to be constructed on the site of the present sheds.

ELEVATE TRACKS

There is a possibility the Fourth street and High street viaducts will be torn down within the next few years and the railroad tracks elevated. It was learned in one official quarter.

Agitation for an underground passage for Third street, north, is fast bringing this problem to a head, according to a reliable source. Since it would be necessary to raise the tracks to permit the construction of a Third street underground passageway, there would be no alternative but to either raise the High street and Fourth street viaducts, or else build underground tunnels to supplant them.

Railroad officials say this is impossible as the cost of such a construction program would be almost prohibitive.

Directors Meet On New Union Station Plans, Thursday

**Program Is Secret; \$2,-
000,000 May Be Spent
On Improvements.**

Plans for an expansion program in and around the Union station, which may call for an expenditure of approximately \$2,000,000, will be submitted to the board of directors of the Union station at a meeting Thursday morning.

Definite announcement of the exact nature of the proposed improvements was not available Wednesday, but railroad officials admitted that "plans have been completed and are to be presented to the board for approval."

Urgent need for the construction of a new train shed is said to have prompted the calling of a meeting of the board of directors, which includes members affiliated with the Pennsylvania and Big Four railroads, joint owners of Union Station.

SHED ALMOST "UNSAFE."

It was learned from reliable sources Wednesday that the steel framework of the present train shed has so deteriorated because of smoke, soot and steam that it is fast nearing the stage when it will be pronounced "unsafe" by engineers.

The board of directors is made up of officials of the Pennsylvania and Big Four railroads. They will come to Columbus from Philadelphia, Chicago, St. Louis and New York to pass upon the plans as outlined by engineers of the Union Station Co.

Exact personnel of the board of directors is not available. Certain changes have been made recently, it is understood, but no one in a position to know of them is willing to discuss them.

"The board is meeting to approve badly-needed changes in Union station facilities," an official high in the Baltimore & Ohio railroad said Wednesday.

When asked regarding the proposed \$2,000,000 expansion program that was announced several weeks ago, he declared: "You are on the right track, brother. That is all I have to say."

The Union Station board meets only upon call and only when something of utmost importance is to be decided.

Routine business is handled by the board of managers, who hold monthly meetings.

The board of directors last convened during the first week of November, last year.

Included among those plans which engineers have approved and are ready to submit to the board of directors, Thursday morning, is the new type of train shed, which will eventually replace the present antiquated structure now falling into decay.

MAY ENCLOSE PLATFORMS.

The board will also pass upon plans for the enclosure of the platforms leading to trains, which are now in the open and covered by soot and dirt from incoming and outgoing trains.

Although the exact amount of money that will be expended in the construction program in and around the station was not learned, railroad officials said that nearly \$2,000,000 would be required if the depot is to be brought up-to-date and made adequate for present day needs.

One railroad official said, "You won't know the place when those directors get through voting improvements at Thursday's meeting."

New \$750,000 Train Shed At Depot Assured

Old Structure to Be Razed
At Once, Board
Decides.

WILL PROVIDE JOBS

Improvement to Be Com-
pleted by Nov. 1—Tracks
Re-Arranged.

Immediate construction of a modern train shed, costing approximately \$750,000 was authorized by the board of directors of the Union Station Co., at a meeting, Thursday.

"The old train shed will be torn down at once and a new structure erected at a cost of about \$750,000," J. F. Henry, chairman of the operating committee of the Union Station board of managers, declared in announcing the action of the board.

"Work on the new train shed, which will be modern in every respect, will begin at once," Henry said.

He indicated that it was the intention of the operating committee of the Union Station board of managers to push construction of the shed in order that it will be finished by November 1.

PROVIDES JOBS FOR MANY.

It was pointed out that the present shed will be torn down at once and that a temporary shelter will be constructed over the bridge and several of the platforms leading to the trains. However, trains will be forced to be out in the open during the early building of the new structure.

Hundreds of men will be employed in the project, it was said. Contractors, engineers and officials of both the Pennsylvania and Big Four have collaborated in the working out of a new, satisfactory shed and the plan upon which it will be built.

The board of directors did not consider any other improvements at its meeting Thursday. It was learned, however, that the board may convene within the next few months to consider other improvements in and about the Union station.

TRACKS TO BE RE-ARRANGED.

The same number of tracks will be in the new shed as now enter the present structure, Henry declared.

"Recent expenditure" by the railroads concerned, of approximately \$100,000, just east of the shed, makes it unnecessary that more tracks enter the structure, although there will be a re-arrangement of tracks in the new shed," Henry said.

"We want everything completed by the time cold weather comes, and as a result will begin work on the structure within a very few days," Henry asserted.

Cost of the structure will be shared equally by the Pennsylvania railroad and Big Four railroad, joint owners of the Union Station Co. Other roads operating in and out of the station hold franchises authorizing them to use the station.

The present train shed was erected more than 60 years ago, and in recent years has been a constant worry to engineers and contractors who found it in need of almost constant repair.

Reason for the construction of the new shed was attributed to the hazardous condition of the present structure.

STEEL WORK DECAYING.

Although the present shed is not as yet unsafe, it would be unwise to delay the construction of a new shed any longer, according to Henry. Time, smoke, rust, steam and soot have caused the steel work of the 60-year-old shed to decay, officials said.

Chairman of the board of directors of the structure is H. E. Newcomet, Chicago, vice president of the western division of the Pennsylvania.

J. W. Saxbe, Columbus, is secretary of the board. Other members include Ralph C. Bernard, Cincinnati, superintendent of the Pennsylvania railroad; Albert H. Harris, New York city, vice president of the New York Central Lines; Charles Millard, general manager of the Big Four, Cincinnati; J. F. Henry, superintendent of the Columbus division of the Pennsylvania railroad and Julius F. Stone, Columbus, chairman of the Seagrave Corp. and BancOhio Corp.

Problems of construction that arise during the building of the new \$750,000 shed will be decided by the board of managers of the Union Station Co., of which J. F. Henry is chairman.

A New Union Station.

Definite plans for a new train shed at Union Station have been announced and it now seems certain that work will begin in the very near future. A modern structure to replace the ancient one that has served this city for 60 years is promised.

Many Columbus citizens have a sort of sentimental attachment for the grimy canopy they have known all their lives and will rather hate to see it go. It has been the scene of many partings and greetings, home happy and some sad. Every train that has pulled out and every one that has pulled into it has meant something important to some one.

However, there appears to be a very definite need for a new structure. The present one is ugly, by modern standards. It has been declared near the end of its rope in the matter of safety. Rust, steam, smoke and soot have damaged it and constant repairs are necessary, we are told. The ancient steel beams are beginning to deteriorate and it has been a worry to engineers and contractors for years.

The modern way to look at the passing of this old landmark is to consider the effect upon strangers who enter our city for the first time and to consider the lessons learned by engineers concerning the convenience and safety of the traveling public. The present shed has been declared to be lacking in esthetic qualities and we are not insensible to the joshing of outsiders. And if the engineers say it is not safe, we are not prepared to argue the point.

Whether or not the new structure will be a thing of beauty and a joy for a few decades remains to be seen. We hope it will be as impressive as its importance to the prestige of the city warrants. The two railroads involved in its construction have ever been liberal in their contributions to the welfare of Columbus, so there is reason to hold high hopes.

Work To Start Monday On Razing Of Shed At Union Station

Contract for the wrecking of the present train shed at Union Station was awarded Saturday to the Ferro Construction company of Chicago, according to word received from Chicago.

Engineers of the Chicago construction company will arrive in Columbus Monday to direct the razing of the present shed. Work on the demolition of the old shed will start upon their arrival, it was learned.

With the awarding of the contract

to the Ferro concern, work on the \$750,000 new train shed, to be constructed on the present site, was declared under way.

NEW PLANS COMPLETED.

Chicago architects, engaged by the Pennsylvania railroad and the Big Four railroad Co., are reported to have completed plans for the new train shed, and are now working on plans for alterations of the present Union Station.

Property owners in East Naghten street declared Saturday that they had been approached by the Pennsylvania railroad in regard to the purchase of all property extending from the first alley east of High and extending to Third on Naghten street.

Plans for the new fruit terminal, which the Pennsylvania anticipates building on this site, will be completed in Chicago in the near future. This project is said to involve over a million dollars.

The Chesapeake & Ohio, otherwise known as the Van Sweringen interests, and the New York Central are reported to be pooling their interests in a proposed joint fruit and freight terminal that is to be erected west of Front street near the location of the present Hocking Valley freight house.

Charles Flesch, president of the Columbus Fruit Dealers, Saturday said that nothing had been done as yet regarding a hookup with any of the railroads in respect to the proposed terminal.

SEEKS BEST OFFER.

He stated that his association would "deal with the railroads making us the best proposition." Considerable competition is said to have developed between the Van Sweringen interests (the C. & O.), which are alleged to be associated with the New

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Will Start Work At Depot Monday

(Continued from Page One.)

York Central lines in this project, and the Pennsylvania.

As a result of this competition there will be two fruit terminals built instead of one.

One property owner in East Naghten street announced Saturday that he had been approached regarding the sale of his real estate to the Pennsylvania. He further intimated that plans of the Pennsylvania railroad called for the complete elimination of Naghten street. The street will be moved half a block to the south, according to one property owner.

Proposed changes in the Union station district will run over the \$3,000,000 mark, according to conservative estimates of those associated indirectly with activities.

Mystery surrounds the exact plans of the Union Station Co., further than the construction of the new \$750,000 train shed, which is to be completed by November 1.

Work At Station To Start Monday

Contract for Razing Train Shed Awarded To Chicago Firm.

Razing of the old train shed at Union Station will get under way Monday with the arrival of engineers of the Ferro Construction Co., of Chicago. Contract for the demolition of the structure was awarded to this concern, Saturday.

Wrecking of the present shed will begin immediately, according to word from the chief engineers office at Chicago, Saturday.

Architects have completed plans for the new \$750,000 train shed, which is to be completed by Nov. 1. Contracts for the work will be let within the next few weeks, it was said. Certain alterations of the present Union Station are also contemplated, according to Chicago representatives of the Pennsylvania and Big Four railroads, joint owners of the Union Station.

Plans For Razing Shed Are Outlined

Work at Station to Be Carried on Without Break In Train Schedule.

Plans for the wrecking of the present main shed at Union station is such a manner as not to interfere with train service in and out of the depot were being laid, Monday, by engineers.

Work of demolition of the shed will begin this week, according to officials of the Ferro Construction Co., which was awarded the contract for the razing of the shed Saturday.

Two huge steel cranes were brought to Columbus from Chicago, Monday. Steel workers in the employ of the Ferro Construction company will assemble the cranes at once.

KAUL TO SUPERVISE WORK.

E. O. Kaul, of Chicago, assistant chief engineer of the Pennsylvania Railroad Co., was in Columbus to supervise the work of construction in behalf of the Pennsylvania and Big Four railroads, joint owners of the station. Actual work of demolition of the shed is wholly in charge of the engineering staff of the Ferro Construction company, Kaul's capacity being solely that of official advisor and overseer.

Several hundred men seeking employment congregated about the Union station entrance early Monday in the hope of gaining employment in the wrecking project.

Ferro construction engineers said that demolition work for the most part will be carried on by experienced steel workers in their employ, and that a limited number of laborers would be employed.

New Union Station West of High Street Part of Railroad Plan

Relocation of Naghten Street and Extensive Freight
And Fruit Terminals to Be Outgrowth of Com-
petition Between Competing Lines.

The greatest railroad expansion program in the history of Columbus, one which is expected to require an expenditure of millions of dollars, is now in the process of formation.

Plans, said to be now in the hands of architects, call for a complete rearrangement of the entire railroad district in and around Union Station.

The construction program which probably will be announced officially by the railroads by September will include:

(1) A new Union Station, to be built west of High street, south of Maple street on property 80 per cent of which is owned at the present time by the Pennsylvania railroad.

(2) A mammoth fruit terminal in what is now East Naghten street and on the site of all property east of High street to Third street, between Naghten and Locust street (the alley running east and west between Naghten and Chestnut streets).

(3) A combination fruit terminal and freight station to be erected west of Front street on property which the Chesapeake & Ohio, backed by the Van Sweringen interests, has been procuring during the past two years.

(4) A new working postoffice to be constructed just south of the proposed Union Station, west of High street between Locust street on the north and Chestnut street on the south.

The area affected by the new program includes all property between Third street on the east, Vine street on the north, Chestnut street on the south and the Ohio penitentiary on the west.

Plans for the whole layout are reported to be under consideration of the Pennsylvania railroad engineers with authorization of the Big Four railroad, joint owner of the Union Station.

The program has been brought about by the difficulty attending the routing of freight around the Union Station building and under the High street viaduct.

Aggressive tactics of the Van Sweringen interests, through their C. & O. property, in acquiring property west of Front street between Maple, and Randolph street, are alleged to have caused the Pennsylvania railroad to redouble its efforts to purchase or gain options on additional property, east of High street.

Under the new plan all east and west freight traffic over the Pennsylvania, Big Four and Baltimore & Ohio would be routed directly through the present train shed, which is now being razed to make way for the new umbrella type sheds.

This method of routing freight through Columbus would eliminate the present congestion which develops under the present double track system south of the depot. Most long haul trains have considerable difficulty in getting around Union Station, because of sharp, extensive curves.

In the reconstruction program just east of the present Union Station 12 new tracks recently were laid. Three of these tracks dead-end against Union Station on the east, which indicates that when the new construction program is carried out, the lower part of the depot will be torn out and tracks constructed to help care for heavy, through freight traffic.

Tracks will be so arranged that many of the curves immediately under High street viaduct can be wholly or partially eliminated.

High street viaduct also will be extended on the south to permit construction west of High street. Underground, umbrella type sheds will extend along the site of the present shed to the new Union Station west of High street.

It also is reported that the Greyhound bus terminal will be located at the new station, which will make it possible for this bus company, which is directly controlled by the Pennsylvania railroad, to make connections with passenger service.

Four streets, High on the east, Maple on the north, Naghten on the south (now known as Locust street), and Front street on the west will make it possible for automobiles and buses to gain entrance to the new station.

The Pennsylvania at the present time owns more than 80 per cent of all property on both sides of West Naghten between High and Front street, and from Maple south to Locust street, on which the station would be built. During the past few months its real estate agents have been attempting to acquire the remainder of this land.

The new station will be built on the same joint ownership system as prevails for the present depot. The Pennsylvania and Big Four own the station, but lease the right to use it to the various other roads coming into it.

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New Union Station Plan Of Railroads

(Continued from Page One.)

The Chesapeake & Ohio, has acquired either by purchase or option, all of the land from Front street west to Ohio penitentiary, between Maple and Naghten, with the exception of one parcel of land that the present owner refuses to sell at their price. This case is now in the courts.

The C. & O. anticipates later purchase of all land between West Naghten and Randolph streets from Front street to the Ohio penitentiary, it is reported. Demolition of many structures on the various properties already acquired between Maple and Naghten, west of Front, already is under way.

FRUIT TERMINAL PLANNED.

Although the announcement has been made that this new structure is to be a freight house only, it is reported that a mammoth fruit terminal also is to be included in the project.

The Pennsylvania railroad, meanwhile, is going ahead, through its numerous agents, in attempts to procure options on all property on the south side of East Naghten street, between High and Third street.

The fact that the Van Sweringen interests, which now control the Chesapeake & Ohio, the Nickle Plate, the Pere Marquette, the Erie and lately, the Missouri Pacific, anticipate increasing produce and fruit freight over its roads, has become a serious threat to the Pennsylvania line which handles nearly 80 per cent of all fruit and produce traffic, and the Baltimore & Ohio, which has the remaining 20 per cent in Central Ohio.

COMPETITION IN FREIGHT.

Those close to developments now say the Van Sweringen interests are fast coming to the point where they can compete for long haul fruit and vegetable produce.

This, to a large extent, is said to account for the activities of the Pennsylvania railroad, with the aid of the B. & O., in its efforts to interest several of the leading fruit and produce wholesalers of central Ohio, in a fruit terminal to be constructed on East Naghten street and the property lying south of it to Locust, between Third and High street.

The rapid steps made by the Van Sweringen interests in behalf of their proposed expansion program in Columbus necessitates immediate action on the part of the Pennsylvania, it is said.

Since the Chesapeake & Ohio's efforts to acquire property have been temporarily halted as the result of an owner's refusal to sell, the Pennsylvania is alleged to be taking advantage of the delay by acquiring additional property and by making plans for its own fruit terminal.

N. Y. C. MAY JOINS C. & O.

It also is rumored among fruit and produce wholesalers that the New York Central will join hands with the C. & O. in sharing its fruit terminal.

The construction of a working post office immediately south of the new Union station would result in the saving of hundreds of thousands of dollars in the handling of mail yearly, it is said.

Consequently a Columbus real estate agent is said to have been sounding out property owners of land between Chestnut and Locust and High and Front streets.

Specially constructed chutes under New Naghten street could convey mail from the depot to the post office with a large yearly saving in handling of mail.

Board of directors of the Pennsylvania and Big Four railroads are scheduled to meet in September.

At the last meeting, June 5, the board approved plans for the demolition of the present train shed, and it is thought that plans for the new construction program will be approved in September.

Local Firm Is Given Contract For Train Shed

Construction of Temporary Quarters Will Be Started Immediately.

WILL COST \$175,000

Award for Erection Of Permanent Building To Be Made Later.

Contract for the construction of a temporary train shed at Union station, with an approximate cost of \$175,000, has been awarded the Fritz-Rumer-Cooke Construction Co., of 209 South Third street. It was announced Thursday.

Work on the temporary sheds and concourse, which will necessitate re-laying of tracks in order that the building of the umbrella type sheds may go forward without interfering with traffic, will start at once.

OTHER AWARD HELD UP.

Contract for the construction of the new umbrella train sheds has not been let and will not be considered until work on the temporary sheds is nearly completed.

The entire project, it is estimated, will cost more than \$750,000, and according to plans submitted by the chief engineer's office several weeks ago, must be completed by Nov. 1.

The demolition of the train sheds, which has been going on for nearly three weeks under the supervision of the Ferro Construction Co. of Chicago, is more than half finished.

"It has reached the stage where it will be possible for the Fritz-Rumer-Cooke Co. of Columbus to begin work on their temporary structure and track laying," according to engineers supervising the project.

TRAFFIC UNINTERRUPTED.

Hazardous task of demolition has been going on steadily without interruption of passenger traffic in and out of the station.

Although the Columbus company has been awarded the temporary shed and concourse contract, all construction is to be supervised by engineers from Chicago, attached to the office of the chief engineer's office of the Pennsylvania Railroad.

This office was authorized by the Big Four and the Pennsylvania railroads, joint owners of the Union station, to draw up all plans and to supervise them during the process of construction. Assistant Engineers Blozer and Overman of Chicago will advise the Fritz-Rumer-Cooke Co. during the building of the temporary concourse and sheds.

RAZING WORK CONTINUES.

Two more weeks will be required to complete the wrecking of the present dilapidated shed by the Ferro Construction Co., it is said, at an estimated cost of about \$60,000. However, since work of razing the shed has progressed so rapidly, it will be possible for the local company to begin its building program immediately.

Work On Demolition Of Union Station Progressing Rapidly

Work is progressing rapidly in the demolition of the old Union station, a structure which has served the Buckeye capital for more than 35 years, and with this work nearing completion, new developments were unearthed last week, relative to radical improvements which may be realized within the next two or possibly three years.

While some of these rumors were practically confirmed through indirect sources, Saturday, others were lacking definite confirmation. It is understood that these improvements will be undertaken step by step and may entail an approximate expenditure of between \$15,000,000 and \$20,000,000.

Work on the razing of the old train shed approached the final stages, Saturday, when only the middle section of the roof stretching across the concourse, remained. This work is expected to be completed by Tuesday.

Meanwhile, the Fritz-Rumer-Cooke

Construction Co., is constructing temporary umbrella sheds upon the track platforms and erecting large beams to support the temporary wooden concourse a short distance west of the present concourse and immediately opposite the west entrance to the depot building proper.

This temporary arrangement will facilitate the reallocation of the tracks slightly to the north, and when this work is completed, the temporary work will be supplanted by permanent sheds.

It is also understood that the present concourse will be razed and a new one erected in its stead and that the new one will be enclosed in either marble or stone and used to augment the waiting room facilities.

Chief Engineer Greer of the Pennsylvania railroad, with headquarters in Chicago, was in Columbus last week, presumably to work out details

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Union Station Razing Pushed

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for other improvements to follow west of High street.

Just what these improvements are, the railroads are reluctant to admit, but regardless of the secrecy in which the projects are enshrouded, meager bits of information have been learned from a variety of sources, including property owners themselves. Reports published recently relative to contemplated railroad improvements in the city have been the result of this piecemeal method, and as yet the railroads have made no attempt to deny the allegations.

It is a well known fact that the passenger traffic in the present depot has been considerably congested for the past few years, particularly on Saturdays and Sundays. This situation has been accentuated by the abandonment of the West Broad street T. & O. C. station and the additional trains diverted to the Union depot.

Coupled with this situation is the congestion of the Pennsylvania freight main line immediately south of the depot, and it is believed that the Pennsylvania is seeking a four-track right of way to alleviate this condition. This may be effected through the re-allocation of the depot tracks to the north.

Numerous proposals have been made in the past providing for the elimination of the High street viaduct and the construction of a railroad viaduct over High street. It is understood that this project is being revived, with the provision that a gradual grade of approximately five feet be made, beginning at a point east of the present depot and running to a point west of Front street.

In order to provide sufficient clearance for High street traffic, the plan would provide for elimination of the approaches to the present viaduct and the cutting of an easy grade beginning at Chestnut and High street, and extending to a point north of Swan street. It is pointed out that the five-foot grade would eliminate the present "hill" which east bound trains face when entering the depot.

TO STRAIGHTEN CURVE.

Another step in the general improvement program, which rail officials are reluctant to confirm or deny, is the construction of a new Union depot in the vicinity of Naghten and Front street, the structure to be rectangular in shape and running in a general north and south direction.

The curve in the present tracks immediately west of the High street viaduct will be straightened and extended to the site of the proposed depot, the extremity of which will be east of Front street and immediately north of Naghten street.

To provide ample space for the proposed structure, it is probable that Front street may be reallocated to occupy its former location approximately 150 feet to the west. The curve in the tracks will be in the new depot and the tracks will then take a general northwest course, joining the present main lines about a quarter-mile west of the Front street bridge.

This straightening of tracks is in recognition of the constantly increasing number of long trains, particularly over the week ends. To adequately handle these long trains of fifteen cars or more, a long straight track is practically essential.

PULLMAN STORAGE.

Consequently, under the new plan, eastbound trains will extend from the depot, eastward and westbound trains will stretch from the depot, to the west.

The tracks vacated with the elimination of the curve just west of High street will probably be used as yards for the storage of Pullman cars for cleaning as well as for the accommodation of passengers who arrive in Columbus from distant points two or three hours before daylight.

It is believed that the proposed depot may follow, on a smaller plan, the recently completed terminal at Cleveland, and will provide space for railroad offices, as well as general business offices.

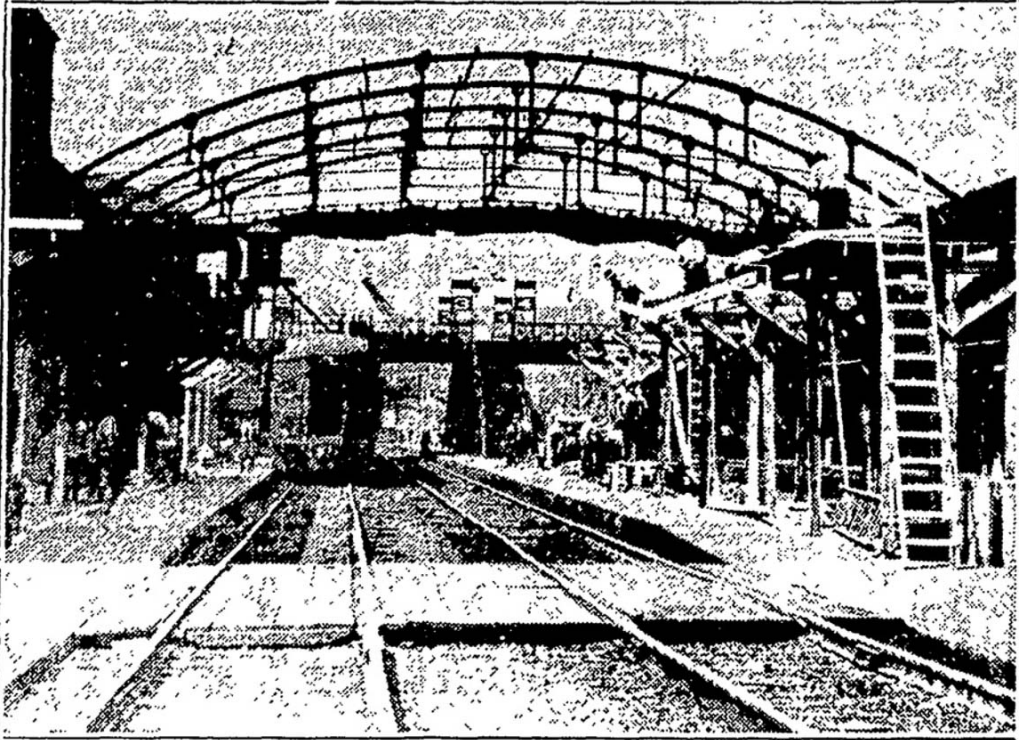
Another recent development of the past week indicates that the property on East Naghten street, acquired or under option by the Pennsylvania railroad may not be used for the proposed Pennsylvania fruit terminal. Instead, indications point to the possibility that it will be located in the vicinity of the site being acquired by the Van Sweringen interests for the new C. & O. fruit and freight terminal, immediately south of the present Hocking Valley freight depot.

HUCKSTERS' MARKET.

If this belief materializes, the concentration of the fruit produce business in this section may lead to establishment of the hucksters' market such as in Cleveland, where the facilities encourage the exchange of commodities between the home growers of the Cleveland territory and the produce terminal itself.

While many of these improvements may be largely conjectural, it is believed that the majority of them may be realized within the next few years, with resultant economies effected in each instance.

Temporary Sheds Erected At Union Station



ONLY five steel girders remained intact, Monday morning as workmen were completing the razing of the old train shed at the Union depot. The above picture shows the east entrance

to the station. In the right foreground is shown the temporary wooden umbrella sheds being erected on the track platforms. These temporary sheds will be supplanted by permanent umbrella sheds following the reallocation

of the tracks slightly northward in the depot. Contract for the razing of the shed and reallocation of the tracks has been awarded to the Fritz-Rumer-Cooke Construction Co. of Columbus.

Railroads Shift Scene of Activity

Big Four Reported to Have Optioned Property at Park and Vine Sts.

Although no definite statements emanated from the conferences of railroad officials in Columbus during the past week, information leaked out from several different sources which tends to indicate a shift in the scene of contemplated activities.

New York Central railroad officials who were in conference here last week included A. F. Melcheider, Cincinnati, assistant to C. S. Millard, general manager; F. N. Reynolds, assistant general superintendent, Indianapolis; Hadley Baldwin, chief engineer of maintenance and way, Cincinnati, and George Noran, engineer and assistant to the vice president, New York city.

EMERY IS SILENT.

L. S. Emery, division engineer of the T. & O. C. railroad, a subsidiary of the New York Central, declined to make a definite statement of contemplated improvements planned in the Columbus territory, but intimated that tentative plans were being formulated and that an announcement would probably be made soon. He declined, however, to outline the nature of these improvements.

While work is nearing completion on the construction of the new temporary umbrella sheds at the Union station, in preparation for the reallocation of the tracks, considerable activity was reported in the vicinity of

(Continued on Page Six.)

Railroads Shift Scene Of Activity

(Continued from Page One.)

Park and Vine streets. It is understood that the Big Four railroad has optioned the property at the southwest corner of Park and Vine streets, owned by Charles Carlile.

This property has a frontage of 150 feet on Vine street and 100 feet on Park street, and joins with the Baltimore & Ohio property to the south. In addition to this property owned by the B. & O., the latter railroad also owns a 209-foot frontage on Armstrong street, just south of Vine street and adjacent to a small strip of 41 feet at the southwest corner of Vine and Armstrong streets, owned by Miss Annetta Walsh.

MAY JOIN IN PROJECT.

The B. & O. also owns all of the property on the east side of Armstrong street, from Vine street south, with the exception of the single parcel of 41 feet at the southwest corner of Armstrong and Vine streets.

This situation would indicate that the Baltimore & Ohio railroad is joining with the New York Central in the possible construction of a fruit terminal on this site to compete with the proposed Van Sweringen fruit and freight terminal which is planned on the site directly south of the present Hocking Valley freight depot and east of the Ohio penitentiary.

Track Reallocation And New Building Are Promised City

Chief Engineer of Pennsylvania Describes Plans For Union Station.

Reallocation of tracks running in and out of Union station to the north and the construction of a modern, enclosed concourse or building over the present tracks were included in plans for improvement announced by I W Geer, chief engineer of the Pennsylvania railroad, western division, in an interview Friday.

Geer and his assistant, E. C. Kaul, who is overseeing construction work here, were in conference Friday with E. C. White, local real estate agent. Just why they should confer with a realtor if railroads already own sufficient land for track expansion was not explained.

Denial of any construction work west of High street, or that any real estate was to be purchased, was made by Geer. However, he admitted that he was "talking things over" with White.

STATION "GOOD AS NEW."

"You will have a station just as good as new when we get through with this one," Geer told the reporter.

"The old shed and concourse are being razed, and when this work is finished we will start reallocation of tracks to the north," Geer stated.

Although Geer is chief engineer of the western division of the Pennsylvania, he explained that his business in Columbus was in behalf of the Union Station Co., jointly owned by the New York Central and Pennsylvania railroads.

NEW CLOSED ARCADE.

"A new pedestrians' arcade will be built and enclosed along the north side of the present remodeled structure," he said.

The concourse, which is to be erected over the tracks after the tracks are reallocated, will be more on the order of a small building, according to Geer.

Regarding the removal of High street viaduct, about which many conflicting rumors of late, Geer declared, "there is nothing as yet on that insofar as I am concerned."

New Station, Three Subways Seen for City

Cost Estimated at \$15,000,000 for Entire Yard
And Depot Project.

VIADUCTS TO VANISH

Three Arteries to Lead
North with Third And
Fourth Streets Merging.

Construction of three subways, each one of which is to cost more than \$1,000,000, will be included in the gigantic railroad improvement program now in the process of formation for Columbus, it was learned, Saturday.

Plans, already reported as having been approved by the Pennsylvania and the New York Central railroads, call for the elimination of Fourth street, High street and Front street viaducts.

In their place, with tracks running overhead, subways are to be constructed. A combined Third and Fourth street subway will be substituted for the present Fourth street viaduct, according to plans already perfected.

One of the railroads interested in the development here has appropriated approximately \$15,000,000 to be spent in and about Columbus. Fully 90 per cent of this amount will be expended in the Union Station district, it is said

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SEVERAL TO ASSIST.

An appropriation of approximately the same amount has been made by another railroad, information available Saturday, indicates, although no definite announcement has been issued in railroad circles.

Chief Engineer I. W. Geer, of the western division of the Pennsylvania railroad, has been engaged by the New York Central and Pennsylvania railroads, joint owners of the Union Station, to supervise the preliminary engineering work for the vast improvement projects

As work progresses and plans definitely take shape, several aides, many of whom, along with Geer, stand as the best engineering talent available for railroad expansion enterprises, will assist in the development here.

THREE SUBWAYS.

Blueprints observed last week by persons whose word cannot be questioned, call for the following improvements:

Construction of mammoth subway west of Fourth street, which will be so laid out that it will serve both Third and Fourth streets.

Construction of another subway under tracks in High street, thereby eliminating High street viaduct.

Construction of a third subway in North Park street, which will do away with the overhead bridge there.

Tentative location of new Union
(Continued on Page Six.)

New Station, Three Subways for City

(Continued from Page One.)

Station west of High street, between Maple and Locust street.

Construction of umbrella type sheds and erection of a concourse over tracks to replace old train shed, demolition of which has been completed

A small building is to be erected over the tracks to serve as a depot when the razing of the old Union Station begins.

Engineer Geer, who was in Columbus 10 days ago admitted that a structure will be erected on the concourse over the railroad tracks, but denied that it was to serve as a temporary Union station

CROSS MAPLE STREET.

Straightening of all tracks to the west, eliminating curves to the northwest under High street viaduct. Extension of tracks will carry them in a southwest direction across Maple street, from where they will gradually swing back to the north so as to avoid the Ohio penitentiary.

The Little Miami division (Cincinnati) of the Pennsylvania railroad, which swings to the southwest starting at High street viaduct, will be changed and necessary tracks are to be laid west of here so that southwestern trains can come into Columbus over the Indianapolis division

Erection of a modern fruit terminal in East Naghten street by the Pennsylvania also was included in plans which were observed last week.

This is in addition to the new terminal which the Chesapeake & Ohio expects to erect on land it has purchased west of Front street.

However, since present developments indicate that tracks will cover this area, it is probable that the C. & O will construct its new terminal farther south of the present location of railroad tracks.

Last, but of vast importance to the situation here, will be the elevation of tracks, starting at a point several hundred yards west of Dennison avenue subway and extending to the east several hundred yards beyond Fourth street.

CITY NOT CONSULTED.

L. S. Emrey, division engineer of the Ohio Central railroad, a subsidiary of the New York Central, in an interview recently, admitted that vast improvements were contemplated in Central Ohio. However, he refused to make any definite announcement regarding their extent or say how much money would be appropriated for them.

The City Planning commission said, Saturday, that it had not been approached by railroads with plans for any new subways. "However, railroads never come to us until they have all plans completed and are ready to start work," one attache declared.

"The fact that they haven't taken this up with the city doesn't mean a thing. We probably won't get word of it until everything is completely settled and work scheduled to commence," he explained.

Ninth Track Into Station Completed

Rails Laid to Care For Trains During Erection Of New Sheds.

Construction of a ninth track into Union station, which is one of the first steps in the major improvement program there, was finished, Wednesday.

The Big Four railroad will have additional trackage into the depot as a result of the improvement, which was made possible with the demolition of the old train shed wall.

Re-arrangement of one of the buttresses supporting High street viaduct was necessary, in order that the extra track could be laid.

VIADUCT ELIMINATION

Passenger and freight trains will use this track while reallocation of tracks and the erection of umbrella type trainsheds is being carried on by the Fritz-Rumer-Cooke Co., railway contractors.

The eventual elevation of all tracks and the elimination of High street, Fourth street and Front street viaducts and the construction of a new Union station, are to be included in the vast improvement program. The laying of the ninth track into Union station by the Big Four and the re-allocation of tracks to the north are but preliminary steps in the gigantic improvement projects.

Union Station Remodeling Plan Submitted

First Steps in Extensive
Improvement Program At
Depot Taken.

MORE ROOM NEEDED

No Move Yet Made Toward
Relieving Freight Conges-
tion on Penna. Tracks.

Plans and specifications for the remodeling of the present union station have been received by John A. Kight, jr., secretary of the Columbus Builders' exchange, marking the first definite step in the general improvement program being planned by the Union Depot Co., in conjunction with various rail officials.

The plans, drawn by Graham, Anderson, Probst & White, Chicago architects, provide generally for the addition of a new arcade and a new concourse to the present building, with extensions to the holler house and express facilities.

NEW CANOPIES.

They also provide for new canopies in connection with the track platforms, the remodeling and reconstruction of existing sidewalk canopies along the side drives between the station and High street.

A new concourse will be erected on the site of the old one, with steps leading down to each of eight tracks. The eastern end of the arcade will be blocked off, and the space converted into offices for telegraph and bulletin board offices. The waiting room will be slightly enlarged through the removal of the news-stand in the northwest corner to a large booth immediately to the west.

The single step leading from the waiting room to the concourse will be eliminated.

OTHER IMPROVEMENTS.

Many other improvements will be made in the structural units of the station property. The present building was erected in 1897 and is of wall bearing construction, with heavy masonry walls on foundations of the spread-footing type. Bids on this work will be closed Sept. 24.

No provision is made for additional trackage facilities, nor for the elimination of the comparatively sharp curve at the western end of the station. There is no attempt, as yet, to solve the problem of freight congestion on the Pennsylvania main line immediately south of the station. This would indicate that the improvements are of a temporary nature and are being made pending plans for a possible new depot within the next few years.

Contract Let For Station Concourse

Construction, Remodeling
Project Is Given Boya-
john & Barr Co.

WORK TO START SOON

Brick Wall, Enclosed Ar-
cade, New Sheds Included
In Renovation Plans.

Haig M. Boyajohn, president and treasurer of the Boyajohn & Barr Co., returned to Columbus from Chicago, Friday morning, with the contract for the construction of the new concourse at the Union station, and remodeling of the old structure.

Enormity of the project is indicated in the announcement that more than 1000 tons of structural steel will be used in erecting the new structure.

The entire cost is difficult to estimate as the Pennsylvania railroad itself will spend vast amounts, which will never be announced but it is estimated conservatively that more than \$500,000 will be spent within the next six months.

ENTIRE NEW CONCOURSE.

Plans for the work indicate the permanence of the present site and will afford the city better terminal facilities than ever before.

An entire new concourse extending over the tracks, enclosure of the whole station area used by travelers and architectural completion of the present structure are included in the plans.

Work is to start within the next week, according to Mr. Boyajohn, and will be rushed to completion within the next four or five months in compliance with the wishes of the Pennsylvania system, under whose chief engineer, I. W. Gear, the contract was let.

Starting at the High street entrance for pedestrians a 13-foot brick wall will be erected along the present walk on the north side to shield travelers from smoke, steam and soot from the tracks. Extending 4½ feet over the auto parking space will be a canopy to protect those entering or alighting from cars.

ENCLOSED ARCADE.

Beginning at the northwest corner of the station building as it now stands there will be an enclosed arcade running east over the area formerly occupied by the covered approach to the old main gates.

At about the point where the old main gates were, will be a ramp less than one foot in elevation leading to the new concourse over the tracks.

This concourse will have a terrazzo floor, lower walls of Travertine marble to correspond with that in the present building, a plastered, ornate ceiling with four entrances on either side leading to stairways to trains.

The space just west of the restaurant will be occupied by the railroad telegraph room and the station master's office, so that the only means of entrance to the restaurant will be through the main waiting room as now constituted.

SPACE FOR PHONE BOOTHS.

The present office of the station master will be converted into a space for phone booths. The news stand concession now located in the corner of the main waiting room will be moved to the space just east of the present check room and stairs.

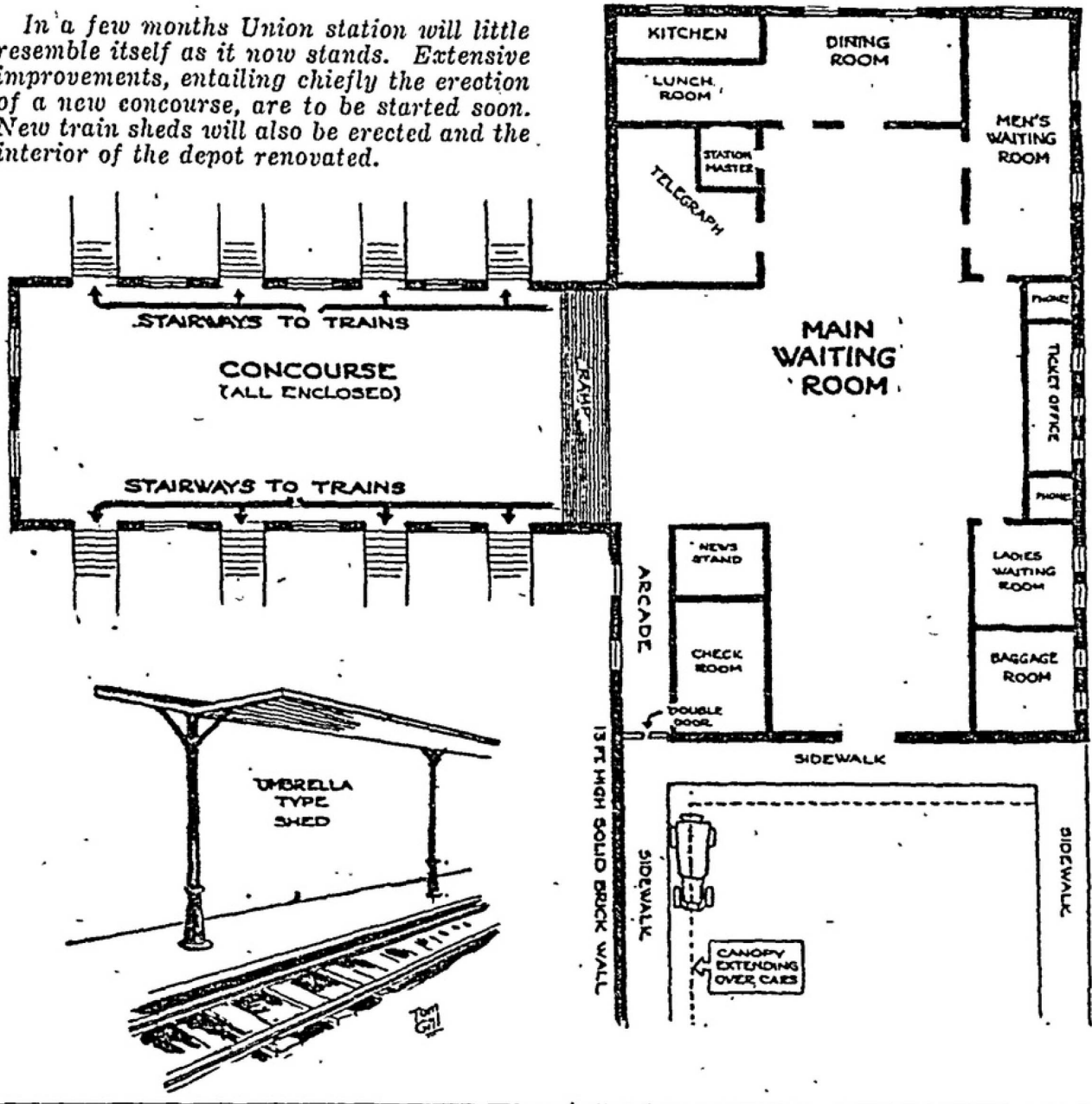
The doors directly across the waiting room from the ticket office which formerly led to the main entrance gates are all to be removed as will a part of the wall there and this will connect the waiting room with the new arcade and concourse.

Throughout the arcade and concourse the finishing will be in keeping with the present structure.

Each stairway leading to the tracks

Sketch of Union Station Improvements

In a few months Union station will little resemble itself as it now stands. Extensive improvements, entailing chiefly the erection of a new concourse, are to be started soon. New train sheds will also be erected and the interior of the depot renovated.



Depot Remodeling Contract Is Let

(Continued from Page One.)

will be entirely enclosed with windows along the sides and ornamental iron work on the outside at the entrances.

With this plan carried out it will be possible for travelers to enter the station at the present west door, secure tickets, walk through the concourse and down the steps to the track without being exposed to the elements.

UMBRELLA TYPE SHEDS

Over the waiting space at the foot of the stairs will be erected umbrella type sheds to afford additional protection to those getting on or off trains. These sheds will also be finished with decorative ironwork.

Several features, unusual in such a structure, will be included in the new building. Under the concourse a cork composition will be used to insulate the concrete as a protection against the fumes from the engines.

A novel train indicator plan has been evolved by Pennsylvania engineers for use in the new concourse. Clocks of special design will also be made a part of the building.

All of the old brick walls under the present structure will be plastered, presenting a uniform appearance from the north side, as the concourse will be finished on the outside with concrete.

Red tile roofing on the concourse will conform to that on the present structure.

Holding Company Is Organized to Promote Gigantic Project.

SITE UNDETERMINED

Town St. Conditions Made Unsatisfactory by Traffic Congestion.

Plans for the construction of a \$3,000,000 fruit terminal were announced Friday by Charles J. Flesch, president of the Columbus Fruit Dealers' association.

Work on the terminal, which is to be a gigantic structure of modern design, will get under way within the next 30 or 60 days.

Organization of a holding company with combined assets of more than \$10,000,000 has been effected. Flesch said, for the purpose of erecting a terminal which will rank with the best in the country.

SIMILAR TO ONE IN BUFFALO.

In all probability the terminal will be similar to the one recently completed in Buffalo at a cost of approximately \$3,500,000, although no definite announcement was made Friday, regarding the type of structure under consideration.

The holding company which is to erect the terminal consists of many of the leading fruit and vegetable wholesale houses in Columbus and central Ohio.

Directors of the newly organized holding company are Flesch, William Fean, Clifford Fisher, John Thall and Robert Suld. Flesch is chairman of the committee which is drawing plans for the terminal, which will be known as the Columbus Food Terminal, Inc.

TO SELECT SITE.

Flesch indicated that selection of a site probably would be made within a week or 10 days.

In explaining the organization of the company, Flesch issued the following statement:

"Traffic in Town street has become so congested that it is impossible for us to do business in this street any more.

"Sidewalks have been cut down six feet on each side in an effort to solve traffic problems, but still a most unsatisfactory condition exists."

Merchandise, which includes all varieties of fruits and vegetables, can no longer be displayed in a satisfactory manner, Flesch indicated.

PRODUCTION COST HIGH.

"People going back and forth on the sidewalk cause much inconvenience.

"Furthermore, with the high cost of transportation of our merchandise from produce yards in the vicinity of Union station to our respective places of business, considerable money is added to our overhead expenses each week.

"By having a terminal we could eliminate this expense and sell our produce much cheaper, thereby directly benefiting the people of Columbus," he concluded.

Substantial increases in the volume of business of leading fruit and vegetable wholesale distributors warrants the election of a fruit terminal in Columbus to serve both this city and this section of the state, members of the holding company believe.

HUGE 'COMMUNISTIC' RAILWAY TERMINAL TO BE BUILT HERE

Construction of a gigantic "communistic" terminal, the first of its kind ever to be erected in the country, will get under way here within the next two years, it was learned Wednesday.

Plans for the terminal, cost of which has not been determined, have already been completed. They are in the office of Chief Engineer I. W. Geer of the western division of the Pennsylvania railroad at Chicago.

The terminal is to be an experimental step undertaken by the Pennsylvania and New York Central railroads jointly to determine whether unification of all facilities is possible and practicable.

FOOD TERMINAL

Plans call for the erection of a building which will include a station, offices, food terminal, mall and express facilities and, later, possibly freight.

The idea is a direct development of recommendations for unification of terminal development handed down by the interstate commerce commission in its recent report on railroad consolidations.

The new "communistic terminal" development will be watched by every railroad in the country to determine if it can be applied to other transportation centers.

Under the plan, buses will also come into the terminal and all activity of railroads will center in the development.

CONCOURSE FIRST STEP.

Construction of the concourse over the tracks at Union station is the first step in this direction. The concourse, which will have 25 per cent more floor space than Union station at the present time contains, will be large enough to make it possible to raze at least part, if not all, of the present structure, it was learned.

Boyaohn & Barr, who have the contract for the concourse, have already started work on the project. Contract, it was learned, was awarded them on a cost plus basis because it is not known just what the full extent and nature of the work will be.

The experimental development of the terminal idea is a direct result of the interstate commerce commission's recommendation that railroads "get together" at their various intersecting points and eliminate overhead costs.

The unification of terminal properties and terminal developments everywhere should put an end to disputes everywhere and work to the advantage alike of all railroads and

(Continued on Page Six.)

'Communitistic' R. R. Terminal Planned

(Continued from Page One.)

all users of railroads," the commission advised.

ECONOMICAL OPERATION.

"In the interest of efficient and economical operation and the free movement of traffic, restrictions in service and discrimination in charges which have arisen from differences in local terminal situations, should cease to be a feature of railroad operation," the report states.

That railroads are in accord with the recommendation of the commission is shown by the fact that the New York Central has appropriated \$15,000,000 for expansion and development of facilities in the central Ohio district. The major portion of this sum will be spent here, but railroad officials have not yet revealed what the money is "to be used for."

MILLIONS APPROPRIATED.

The Pennsylvania system has appropriated millions for "a development in central Ohio," but no official announcement has been made regarding the nature of the expansion. However, the Union station concourse work continues on an even larger scale than at first anticipated, which means that enough floor space will be available to house practically everything at the present time in the old station building.

Sufficient space will be left under the concourse to allow for the raising of tracks if railroads should decide to eliminate the grade to the east which hampers both freight and passenger traffic.

The new terminal project is to be operated jointly by the Pennsylvania and New York Central systems, with other railroads leasing the right to use all facilities on a fixed rate scale.

The Pennsylvania at the present time is engaged in the electrification of its Washington-Philadelphia division. After this is completed, it plans to go ahead with this work on the Philadelphia-New York division.

TO REQUIRE 10 YEARS.

With the completion of electrification on that division, it plans to start westward to Pittsburgh and then on to Columbus. It is estimated by railroad officials that 10 years will be required to bring about complete electrification of the Pennsylvania railroad as far west as Columbus.

Already the New York Central has completed electrification of certain divisions of its system. It plans further development along this line in the hope that perhaps the entire system will be in a position to operate electric trains within the next eight or 10 years.

Laying of Tracks Into New Station Nears Completion

Workmen Putting Finish- ing Touches on Placing Ninth Strip of Rails.

Work on laying of the ninth new track into Union station was nearing the final stages Thursday as a crew of nearly 100 men of the Pennsylvania railroad and Fritz-Rumer-Cook Co., railroad contractors, carried on improvements.

Seven new tracks already have been constructed into the station, and are being used. The rails are of a heavier type than the old ones, while new ties and ballast have been used to make the tracks more secure for heavier train traffic.

The eighth track is being used by the work train crews and cranes in laying the ninth track, which is to the extreme south, next to the old station building.

CONCRETE POURED FOR SHEDS.

Already concrete has been poured for four umbrella type sheds which are to be erected after the temporary concourse has been removed and the permanent structure built. Boyajohn & Barr, contractors for the new concourse to be constructed over the tracks, have more than 50 men on the job as preparatory stages of this work are nearing completion. All entrances and windows on the north side of Union station have been boarded up in order that noise and smoke may be kept out of the waiting room.

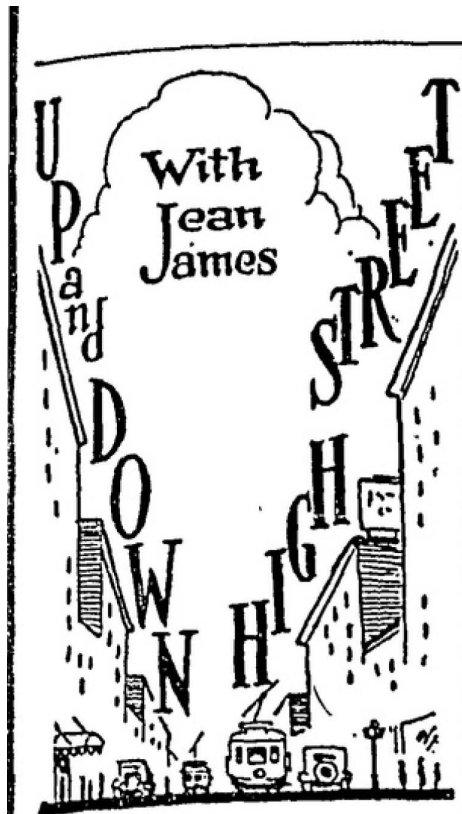
The new concourse, which is the first step in the development of huge terminal facilities here, will have more floor space than the old waiting room.

It will be of steel construction and will be so constructed that it can be raised if it is found desirable to elevate the tracks. This has been considered as one of the major projects under consideration by railroads in the hope that the step grade to the east, which seriously retards the movement of freight and passenger trains, may be eliminated.

SURVEY BEING MADE.

Four engineers were at work Thursday making a survey under High street viaduct and immediately to the west.

Although they would not divulge the purpose of their work, it was learned that this is preliminary to an extensive program looking toward the straightening of tracks under the viaduct.



"LOAFING PROHIBITED," says the sign alongside the walk that runs from High street out to the Union station. But it's just another sign, for, ranged along the iron railing that overlooks the railroad yards and the loading platforms, a dozen men, can usually be seen studiously surveying the scene of action below.

Old and young, but for the most part a nondescript lot, they watch the loading of the baggage trucks, the piling up of the mail bags, the dodging red caps, the hurrying passengers and the puffing trains.

There's even more activity than usual around the battered and begrimed old depot these days, for contractors and workmen are busy tearing down and building up. It's a real show now with smoke and steam for a curtain and the trains and people for actors.

+ + +

VISITING celebrities who haven't heard of Columbus' new Union station project are frankly curious about the appearance of the depot.

"Has your depot just burned?" Frances Parkinson Keyes, author and world traveler, asked shortly after she had arrived in the city to lecture before the American Association of University Women.

"What's happening to your station?" questioned John Charles Thomas, the Welsh baritone, who recently sang at Memorial hall. "I did not recognize the place when I got off the train," he added. And other visitors ask similar questions.

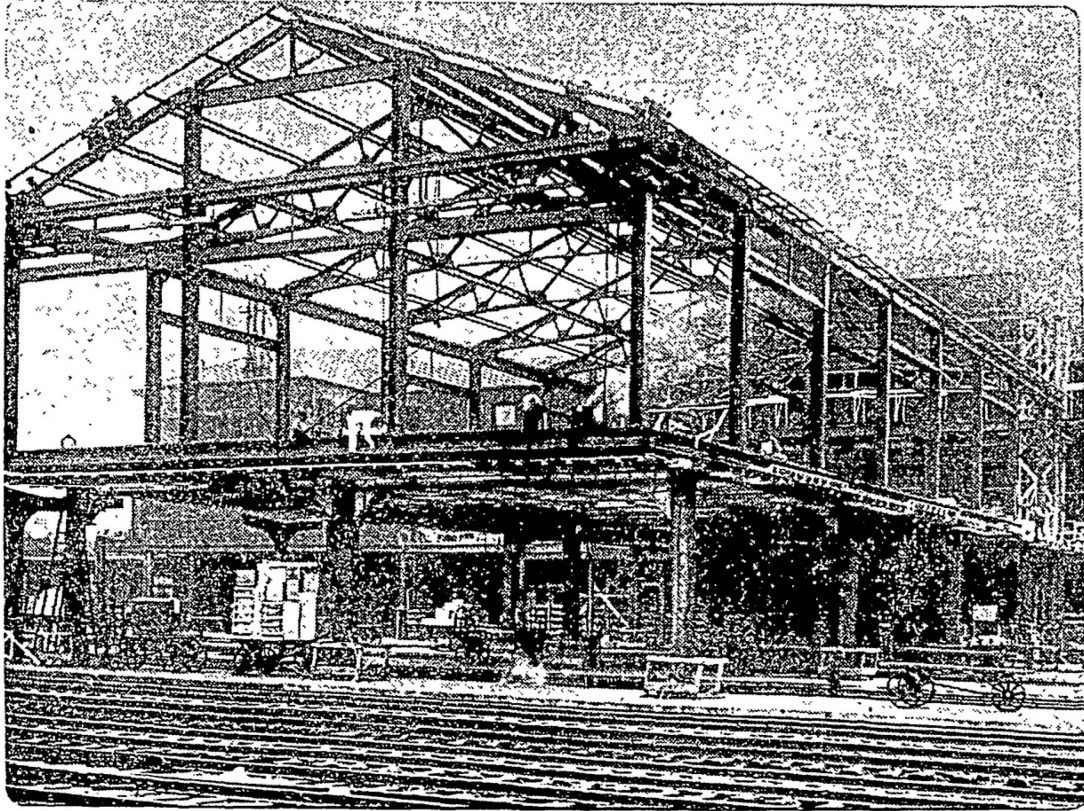
Frankly, even permanent residents of the city who haven't visited the dear old depot for a long time would hardly know it now. It has become a paradise for sign painters. Everywhere, inside and out, there are placards: "Watch Your Step," "Ticket Office," "Baggage and Parcel Room," "Barber Shop," "Waiting Room," "To All Trains," "Taxicabs," "To Restaurant," "Blank & Blank, General Contractors," "So & So, Railroad Contractors," etc.

In the waiting room, the train schedule blackboard is propped up on wooden stilts, the side of the wall next to the tracks is now mostly a wooden partition, and one wall of the restaurant, that late at night gathering place for townspeople as well as transients, is a study in heavy brown paper held fast with round, bright tin studs.

+ + +

THE train sheds are wooden tunnels, just at present. The black smoke has already made an impression on the clean wood that the rain does not erase. But withal, the station is just the same. Inside sit the same types, waiting to go or waiting for someone to return. When we dropped in the other afternoon there were the usual family groups; two smartly dressed young women with college labels on their bags; an elderly couple anxiously watching the clock; a brisk looking man in a gray suit, brief case by his side, reading "Heart Hungry" in his newspaper. A red cap was paging "Mrs. Enos." There's something appealing and fascinating to us about a union station, be it a dingy shack, one in the process of re-building or a great building dazzling with marble and bright lights.

All Steel for New Concourse at Union Station Erected



ANOTHER step in the reconstruction of the Union station district was completed Saturday when the last of the structural steel for the new enclosed concourse over the tracks was erected.

Part of the steel for the new umbrella-type train shed also has been put in place, while work of razing the old concourse from the station to High street was almost finished. The old roof and steel supports have been removed.

Work is now going forward on

the construction of huge wooden framework to support platforms in order that masons may begin the laying of brick in the new concourse, within the next few days.

More than 500 tons of structural steel have been put into the new concourse. Many more tons will be used in building a new enclosed concourse from the depot to High street. However, before this work can get under way shifting of railroad tracks to the south, as well as the pouring of concrete for express and mail platforms underneath, must be completed.

All tracks have been re-located temporarily to meet existing conditions for the new concourse and the remodeling process.

Extension of the tracks in a straight line to the west is a part of the gigantic construction program which has been drawn up in the office of Chief Engineer I. W. Geer at Chicago. This work cannot begin until later.

Boyajohn & Barr, who have the contract for the concourse, are pushing work rapidly on a cost plus basis. How extensive the present work will be has not been definitely determined.

In view of the fact that a gigantic railway communistic terminal is to be erected here within the next few years, the exact status of the present remodeling activities is difficult to analyze.

Plans for a fruit terminal are practically completed, it was learned Saturday. Although the holding company which was organized here, recently, for purposes of constructing such a produce terminal in conjunction with railroads, has not officially announced details of the project, representatives in touch with the work are known to have just about ironed out every minor difficulty.

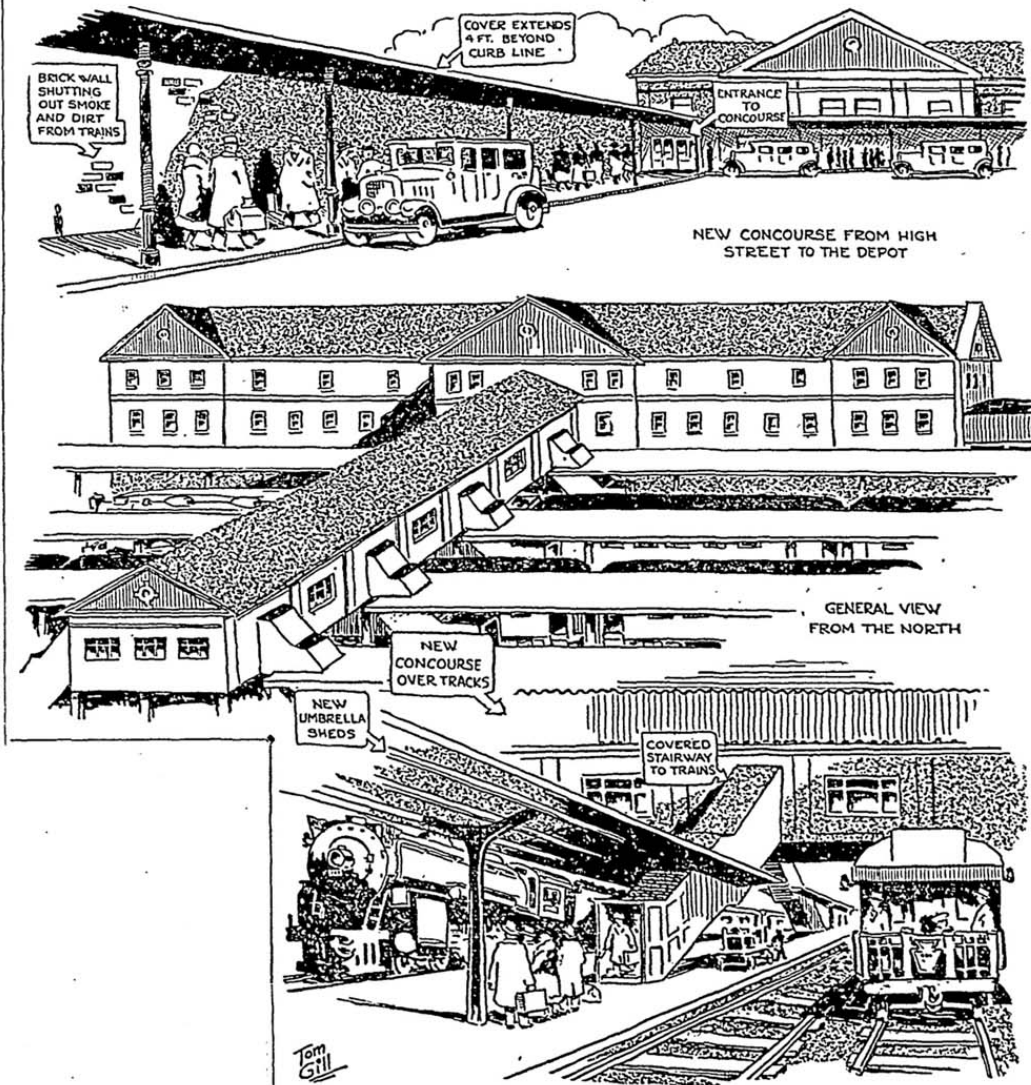
This terminal will be part of

the communistic railroad development in which all companies will share with the New York Central and Pennsylvania owning the extensive project and leasing the right of use to other roads.

Representatives of the local

Chamber of Commerce will go on an inspection tour to Cleveland and Detroit, next week, to get ideas regarding the fruit terminals in these cities. In all probability, similar plans will be injected into the construction scheme of the development here.

Union Station as It Will Appear When Improvement Project Has Been Completed



AN idea of the extent of the improvements now in progress at Union Station can be had by viewing the above sketches, an artist's conception of how the remodeled station will look when it is finished.

One is a view of the station as seen from High street, while another shows what the umbrella type train sheds will be like when completed. The concourse which will serve as part of the waiting room, extending over the tracks, also is shown.

Cost of the present improvements, which are being done by Boyajohn and Barr, contractors, is approximately \$350,000.

However, at least \$1,000,000 will be spent by railroads as they carry on extensive improvements to nearby facilities. This is but the first step of an enormous improvement program which is being planned by railroads.