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 PRINCETON, N. J.

# INTERNATIONAL RAILWAY JOURNAL

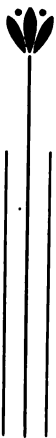
A MONTHLY DIGEST AND REVIEW  
 OF RAILWAY, STEAMSHIP AND TRANSPORTATION MATTERS

**SIXTEENTH YEAR**

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### Business Chances

New Towns in the West Offer Unusual



chances for investment in mercantile, real estate and other lines. Many new towns have already been established in the Dakotas, Montana, Idaho and Washington along the

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## Announcement

### PRINCE RUPERT, B. C.

is the Pacific Coast terminus of the new

### GRAND TRUNK PACIFIC RAILWAY

the new transcontinental line across Canada

THE first sub-division of the townsite will cover an area of about two thousand acres and will be opened to the public and sold on or about May 1, 1909. A handsome booklet has just been issued descriptive of Prince Rupert, including plan of townsite, map, etc. Copies of this booklet may be obtained upon application to the Secretary of the Grand Trunk Pacific Railway Company, Montreal, or the Land Commissioner at Winnipeg, Manitoba, Canada.

### Subscribe

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# ENGINEERING—BRIDGES—ROADWAY

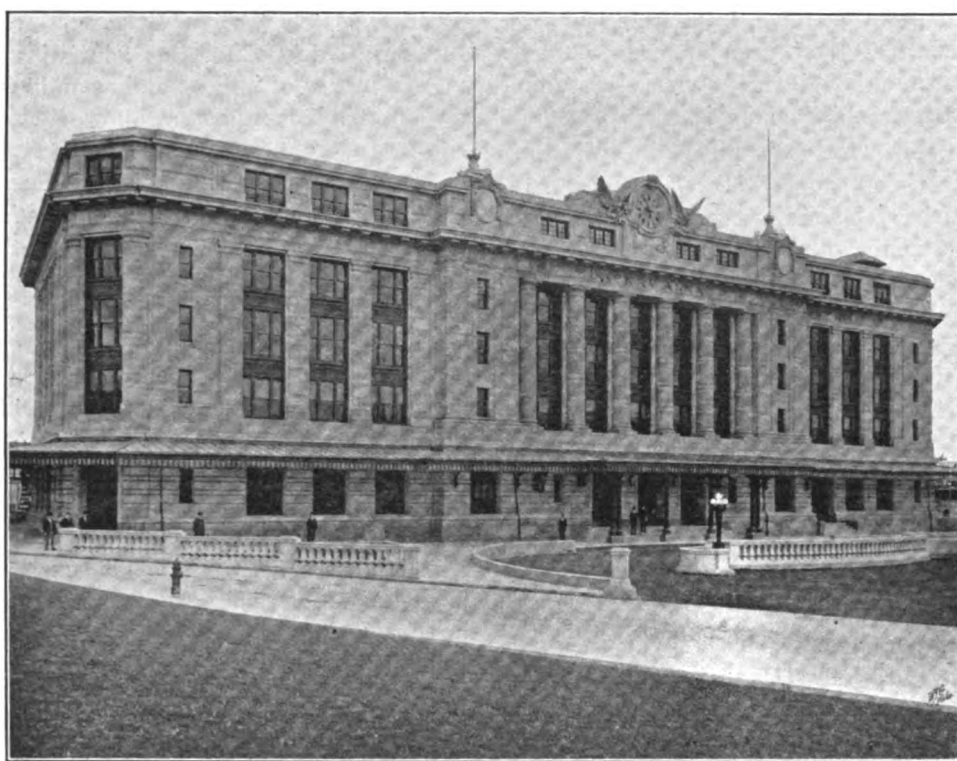
Includes the Construction, Maintenance and Repair of the Roadway.—The Erection and Maintenance of Bridges, Freight and Passenger Stations and Office Buildings.—Track Construction and Maintenance.—The Installation and Maintenance of Signal Systems.

## New Passenger Station Completed

The Lackawanna has just completed its new passenger station at Scranton, Pa. It is now ready for occupancy, and consumed some fourteen months in the building.

This structure is one of the handsomest in the entire country. The material for the exterior is Indiana limestone, with six engaged columns for the central feature. The station building itself is 250 feet long and 80 feet wide. It is five stories in

illustration, showing the front elevation, it will be seen that the station is surrounded on three sides by a continuous marquee to afford shelter over the entrances and sidewalk. This marquee is 20 feet in width. The central and predominating feature of the facade is a large bronze clock, whose dial measures some eight feet in diameter. There are six massive columns over the main entrance, and the plaques above are of heavy vein Italian statuary marble.



NEW PASSENGER STATION OF THE LACKAWANNA AT SCRANTON, PA.—Exterior View.

height, built of fire-proof brick and steel construction, with concrete floors and partitions.

This station is designed to serve the eastbound and westbound tracks of the main line, and is also the terminus of the Bloomsburg Division.

It is approached by Spruce Street, Lackawanna Avenue, and Jefferson Street, at the junction of which is a triangular plaza immediately in front, block-paved, and is defined by an ornamental classic balustrade.

The style of the architecture is French Renaissance; the design of the building being very expressive of the purpose for which it is intended.

By reference to the accompanying

Upon entering the main waiting room from the street, the offices of the ticket agent, news agent and telegraph are directly opposite, facing on the train concourse. At the east end of the waiting room is the lunch room and main dining room, adjoining which is a commodious serving room and a modern hotel kitchen. Upon the east side of the waiting room is the women's retiring room and men's smoking room, with spacious lavatories and public 'phone booths. At the west end of the waiting room is an additional exit passage, provided to relieve the traffic between the street and train concourse. West of this passage is the main baggage room, hand baggage room, transfer agent and station

master. Beyond the main baggage room is the loading platform, which is so located that it can be readily approached by teams from Lackawanna Avenue.

The main entrance, leading to the main waiting room, is furnished in Formosa, a soft, pinkish-yellow, Italian marble.

The waiting room itself is fairly gorgeous in its lavish profusion of wonderful imported marbles. In uniqueness of decoration there is no other railroad waiting room in this country which can compare with it.

Probably the most striking decorative feature of this room is the 36 faience panels in colors after the painting of Clark G. Vorhees, the well-known landscape artist. These panels were reproduced in color direct from nature, and represent actual scenes along the line of the Lackawanna Railroad. They are framed in white Italian statuary marble. This is the first time that faience has ever been used by a railroad company as a scheme of decoration portraying scenes along its line.

The Gare d'Orleans, the newest and finest railroad station in Paris, has mural paintings representing various scenes along its line, but, in the case of the Scranton station, the Lackawanna deemed it wiser to have its art treasures constructed of a more imperishable material.

The base of this room is finished to the height of a foot or more in Alps green, a beautiful Swiss marble.

The 28 stately pilasters about the room are of light Sienna, an Italian marble of an artistic shade of buff or yellow. The panels between are of breche violette, an Italian marble. In color it is a marvelous combination of purple and white, as its name indicates. A striking feature of this latter marble is its weird and wonderful markings. It requires very little effort of the imagination to discover fancied resemblances to various objects in nature.

Above the cornice, surmounting the walls, is a very ornamental railing of bronze, in the center of which is a large bronze clock, in perfect harmony with the spaciousness of the room.

The room is lighted in the day-time by a ceiling of leaded glass, and at night by lights concealed behind a cornice surrounding it. This ceiling light is what is termed a "barrel vault," and is highly ornamental. An ingenious scheme has been devised for lighting the faience panels at night. The architrave projects slightly and renders invisible the source of the ample flood of light from behind.

In the waiting room ventilation is

effected by openings framed in copper ribs, which span the vault about every 15 feet. Throughout the remainder of the station the principal rooms are ventilated by a mechanical forced-draught system, insuring an abundant supply of fresh air at all times.

Three electro-bronzed iron vestibules lead from the waiting room to the concourse. In the latter, as well as in the exit passages, for hygienic and sanitary reasons, green Gustavino tile is very extensively used.

The four upper floors surrounding the enclosed court, and extending from the main waiting room on the ground floor to the stained glass vault above, are occupied by the division and a portion of the general office force, including the offices of the general superintendent, division superintendent, car service department, train master and dispatcher's office, coal mining, draughting and mechanical department, division engineer, electrical engineer, legal department, department of bridges and buildings, department of ties and timber, division real estate office, division freight agent, coal auditing department, freight claim department, auditor of freight and ticket accounts, paymaster's office, photographic department, and the accounting department.

One room, comprising the entire top floor, is occupied by the department of auditor of freight and ticket accounts. This room has accommodations for 210 employees. It is so admirably lighted by skylights and windows that every portion of it is literally as light as day.

The station is equipped with the celebrated Bush train sheds of the same type as that employed in the company's Hoboken Terminal. Furnishing a maximum of light and an entire absence of smoke, they are pronounced by experts as the last word in the way of modern train sheds. Kenneth Murchison, New York, is the architect; Edward Langley, Scranton, the resident architect, and Lincoln Bush, chief engineer of the Lackawanna, designer of foundations and train sheds.

### Development of Western Canada

The railways have played a most important part in the development of Western Canada in the past year. Two thousand miles of railway have been built in that time by the various systems, which have opened up a vast amount of good country, paving the way for new settlement. Of this the Canadian Pacific built 826 miles, the Grand Trunk Pacific 854, and the Canadian Northern the balance. This remarkable extension in

railway construction has contributed as much toward the good conditions prevailing in business circles in the West as has the record crops that have been marketed. The total mileage of all railway companies now operating in Western Canada at the close of 1908 is 10,757 miles.

### GREATER PROGRESS FOR 1909.

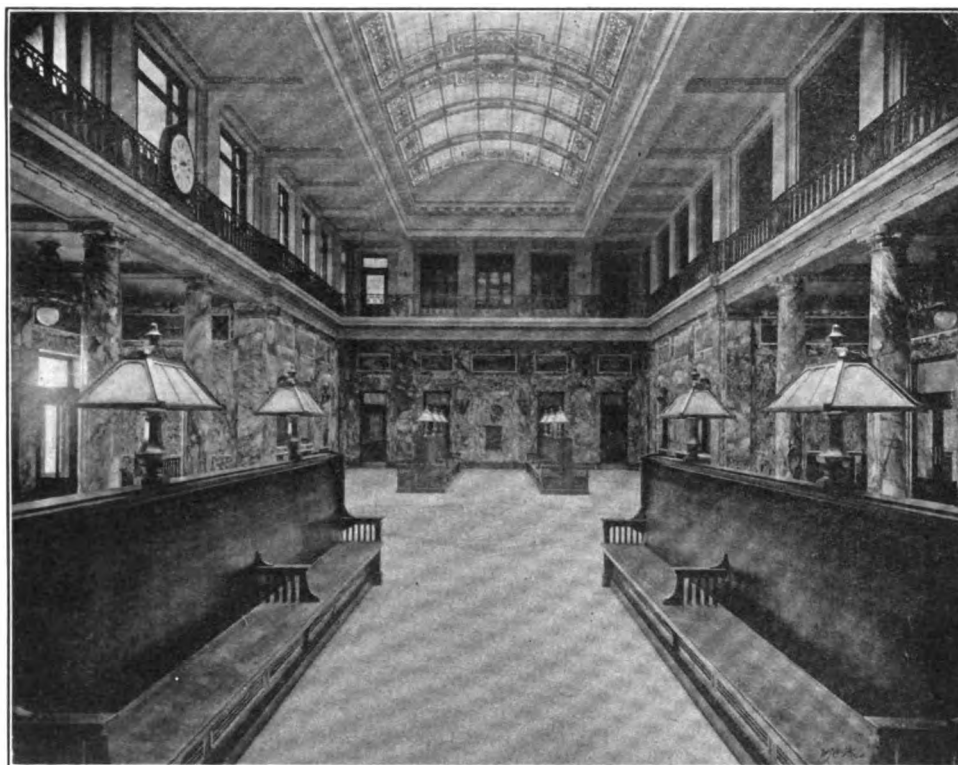
Thirty million dollars has been mentioned as the amount the Canadian Pacific Railway will appropriate toward western extension this year in the building of numerous branches and connecting lines as feeders to the great main line carrier.

The Grand Trunk Pacific and Canadian Northern have hundreds of miles of graded and surveyed work in hand,

### General Foremen's Convention at Chicago

The Executive Committee of the International Railway General Foremen's Association has selected Chicago as the place of holding the next convention in 1909, June 1, 2, 3, 4 and 5. The Lexington Hotel has been chosen as the official headquarters, at which the following rates have been granted: European plan, \$1 to \$2 per day single, without bath; \$2 to \$3 per day double, without bath. Pleasant outside rooms with bath, \$2 to \$3 per day, single; \$3 to \$4 per day double. A club breakfast can be secured from 20 cents up, and a table d'hote luncheon for 50 cents.

Arrangements have been made for exhibits by the supply firms, particulars



NEW PASSENGER STATION OF THE LACKAWANNA AT SCRANTON, PA.—The Waiting Room.

and are negotiating for the purchase of terminal properties at Calgary for a union station.

The Great Northern Railway—the Hill system—will, it is expected, be into Winnipeg by midsummer, as from an official announcement the central property purchased by this company two years ago at a cost of over \$2,000,000 is being cleared and put in readiness for the erection of magnificent terminal buildings. The net work of steel being laid in the province of Manitoba is as essential to its agricultural and industrial development as a net work of streets to any city. And farms that are being brought within easy reach of railway accommodation are steadily advancing in values.

of which can be secured from the secretary of Supply Men's Association, J. Will Johnson, 1427 Monadnock Building, Chicago. Applications for membership can be secured from any of the officers of the organization, or from the secretary-treasurer, E. C. Cook, Royal Insurance Building, Chicago.

### Santa Fe Mail Contract

The Atchison, Topeka & Santa Fe Railroad Company has filed suit in the United States Circuit Court against the Federal Government for \$4,750.55, which the company claims is due it for hauling mail between Kansas City and Chicago. The controversy arose over a ruling of the Postmaster General.