

Highland Park Department.

ELISHA MORGAN, EDITOR.

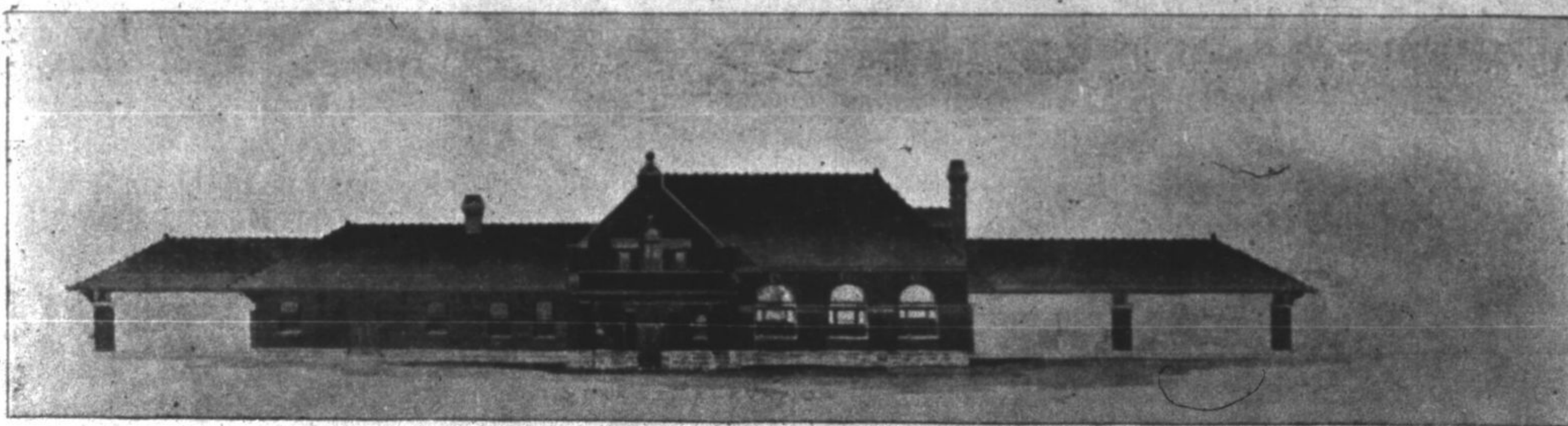
NEW DEPOT ASSURED.

Weeks before the flying autumn leaves shall again herald the approach of winter Highland Park will rejoice in the possession and occupancy of the superb new railway station pictured in this issue of the NEWS-LETTER. A station at once commodious and sumptuous, equipped with every feature of convenience, utility, safe-

ly preclude the passage from one track to the other. The main depot will contain a main waiting room 42 x 50 feet in size which will be elaborately finished in antique oak and wainscotted to the height of four feet and will be set off by a spacious fire-place. A lobby extending from the main waiting room to the smoking room will give access to the ticket, freight and telegraph windows. The smoking room which will be 22 x 24

step takes the passenger into the waiting rooms or ticket lobby, then, if north-bound eight steps lead down into the tunnel and a few paces more will bring the traveler into the west side depot. The buildings will be erected of pressed brick and Bedford stone with tile roofs.

The architects assure the NEWS-LETTER that the new Highland Park depot will be the most elegant piece of railroad architecture between Chicago and Milwaukee. Every possible effort will be made to insure its speedy erection, pending which the present structure will be moved north to Central ave. to make room for the new structure.



PROPOSED DEPOT HIGHLAND PARK

ty and structural beauty will occupy the present depot site and advertise to all passers by what manner of city is this in which we live.

The new depot—or rather depots, for there will be two of them—will be erected from plans prepared by Messrs. Frost & Granger, 806 The Temple, Chicago, architects for the C. & N. W. Ry, and will embody all that is most elegant, modern and desirable in railway station construction.

The main depot will cover an area of 130 x 40 feet, fronting on St Johns ave, and entered through spacious portals on the street side under cover of a porte cochere which will enable patrons of the road to pass from their carriages to the station without being exposed to wintry blasts or summer sun.

The platform sheds on either side of the tracks will extend for 220 ft, north and south. The east and west bound tracks will be separated by a high iron fence which will absolute-

ly be finished in similar manner to the main apartment and like it will be fully equipped with lavatory accommodations. The offices will be roomy and well adapted for the occupancy of a corps of trained employees. A large baggage room will complete the main structure. Suitable entrances from the station platforms are provided, and a roomy and convenient tunnel will connect the main station with the waiting and baggage rooms situated on the west side track, reached only through the tunnel and securely fenced in so that it will be impossible for careless people to place themselves in the way of passing trains. The west side depot like the main station and tunnel will be heated with steam and lighted by electricity.

Because of the slope of the ground surrounding the depot site there will be only eight easy steps leading down into the connecting tunnel. The main entrance will be a step above the St Johns ave. grade. One more

By the enterprising spirit thus manifested the C. & N. W. Ry. company will greatly gratify the public spirit of a city which furnishes them much revenue and will at the same time maintain their own reputation for considerate, up-to-date and generous expenditure along the lines which bring credit to the system and pleasure to its patrons.

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