

## Grand Trunk Station and Office Buildings at Black Rock, N.Y.

The G.T.R. has completed recently the construction of new passenger station and freight office buildings, at Black Rock, a suburb of Buffalo, N.Y., to replace the wooden buildings that had been in service for a number of years, and also to accommodate the increased business at that station. Black Rock is both a customs and immigration port of entry to the United States and in the erection of the new station, quarters were provided for the use of both departments of the government service. The passenger station, customs and immigration offices are combined in one building on the north side of the tracks, and a separate building has been provided, on the opposite side of the tracks, for the agent and his clerical staff. Both buildings are two story brick structures with concrete basements. The passenger station is 118 ft. 7 in. x 35 ft. 1 in., and the freight office building is 117½ ft. x 33 ft. Both have been designed in such a manner as to permit of an additional story being added to them should necessity arise for addi-

the street entrance and connect directly with the general freight offices. A large record room has been provided on the ground floor in the east wing. On the first floor above there is another general freight office 1,443 sq. ft. in area. Accommodation has been provided in the west wing for the Superintendent of Terminals, cashier and their staffs. In the east end a women's rest room and lavatory have been provided. In the basement the men's lavatory, cloak room, furnace room, coal storage and large record room.

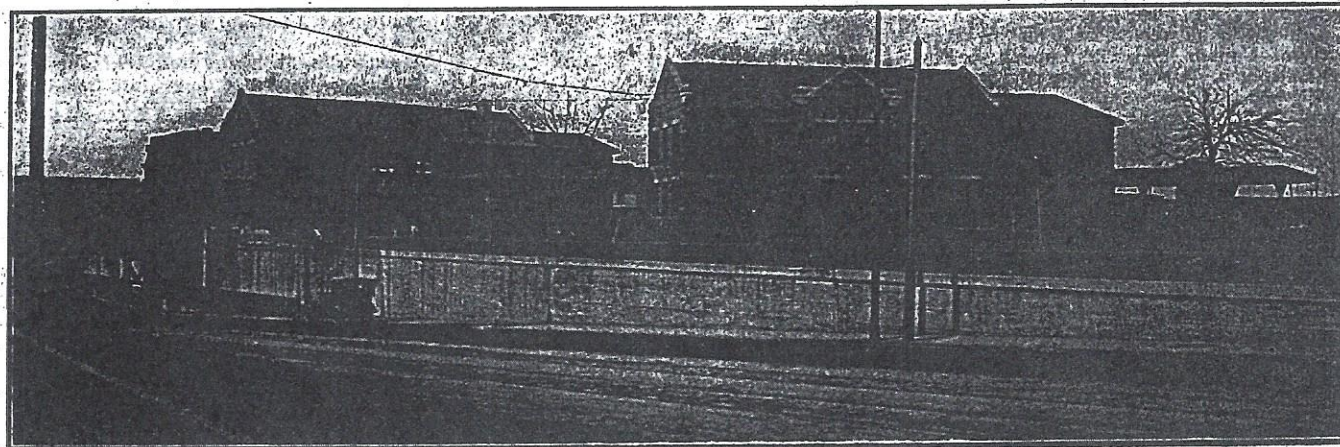
The two buildings are precisely of the same construction and finish. The foundation walls are of concrete carried on wooden piles. The basement walls, to the height of the ground floor window sills, are of rock faced Medina sandstone, and the remainder of the exterior walls are of rough texture facing bricks, with sandstone trimmings. The floors in the basement, lavatories, staircases, halls and baggage rooms are of concrete with mastic finish. Tile floors have been laid in the entrance halls and general waiting

## Election of Canadian Electric Railway Association's Officials.

After the report of the proceedings of the C. E. R. A. meeting appearing on page 340 had gone to press, the following officers were elected unanimously,—

President, E. P. Coleman, General Manager, Dominion Power & Transmission Co., Ltd., Hamilton, Ont.; Vice President, C. L. Wilson, Assistant Manager, Toronto & York Radial Ry., Toronto; Honorary Secretary-Treasurer, Acton Burrows, Managing Director, Canadian Railway and Marine World, re-elected for the tenth consecutive year.

Executive Committee, The President, the Vice President, the immediate past President, J. D. Fraser, the Honorary Secretary-Treasurer, and the following,—A. Eastman, Vice President and General Manager, Windsor, Essex & Lake Shore Rapid Ry., Kingsville, Ont.; H. G. Matthews, General Manager, Quebec Ry., Light, Heat & Power Co., Quebec, Que.; G. Gordon Gale, General Manager, Hull Electric Co., Hull, Que.; A. Gaboury, Superintendent, Montreal Tramways Co., Montreal; J. S. Mackenzie, Purchasing Agent, Winnipeg Electric Ry., Winnipeg.



Passenger Station and Freight Office Buildings, Grand Trunk Railway, Black Rock, N.Y.

tional space in the future, and a reservation has been made for elevators to be installed in each whenever a third story is added.

The ground floor of the passenger station comprises a general waiting room the full width of the building, a women's waiting room connecting thereto, ticket office, entrance hall and staircase, all in the central portion of the building. The customs offices are confined to the west end with a separate entrance from the track frontage and a passageway connecting with the long entrance hall. The ground floor of the east wing has been entirely reserved for the handling of baggage. All of the first floor is assigned to the immigration department, each room communicating directly with one corridor in the axis of the building. In the basement is a men's lavatory, and a large space has been set aside as a record storage room.

There are three entrances to the freight office building on the opposite side of the tracks from the station, two from Parish St. and one from a side street. The entrances from Parish St. lead directly to staircases and entrance halls, each in turn opening into a general freight office having an area of 1,600 sq. feet. The agent's office, the yard master's office, and the room occupied by the car checkers and manifest clerks are located near

rooms. The balance of the floors throughout both buildings are finished in hard maple. The interior walls are plastered throughout and the roofs are of tile.

A passenger platform of paving brick, 310 x 14 ft. wide, has been laid along the track frontage of the station and extending beyond both ends of it. The space between the eastbound and westbound passenger main tracks has been planked in for 475 ft. parallel to the station platform. An umbrella shelter, 15 ft. wide, has been erected over the brick platform. This shelter is of timber, supported by 8 x 8 in. wooden posts, with cast iron bases 3½ ft. high. The roof of the shelter is hipped and of tile, except the portion immediately in front of the building, which is glazed.

Both the station and freight office buildings and the passenger station platform are lit by electricity and heated by the furnace located in freight offices basement. The heat is carried from the furnace in the office building to the station by a conduit underneath the tracks. The pipes in the conduit are protected by a thick coating of asbestos, enclosed in terracotta lining and covered on the outside with reinforced concrete.

Both buildings were designed and erected under the supervision of H. R. Safford, Chief Engineer, Grand Trunk Ry., Montreal.

Assistant Secretary, A. A. Burrows, Secretary and Business Manager, Canadian Railway and Marine World.

Legislation Committee,—J. W. Crosby, General Manager, Halifax Electric Tramway Co.; H. M. Hopper, General Manager, St. John Ry.; H. G. Matthews, General Manager, Quebec Ry., Light, Heat & Power Co.; J. D. Fraser, Director and Secretary-Treasurer, Ottawa Electric Ry.; Wilford Phillips, General Manager, Winnipeg Electric Ry.; George Kidd, General Manager, British Columbia Electric Ry.

## Grain Inspection at Western Points.

The following figures compiled by the Department of Trade and Commerce, show the number of cars of grain inspected on railways at Winnipeg and other points on the Western Division for June, and for ten months ended June 30, with a comparison of the number of cars inspected for ten months ended June 30, 1915.

	June	Ten months to June 31 1916	Ten months to June 30 1915
C.P.R.	13,067	100,075	88,889
C.P.R. Calgary	336	6,405	6,336
C.N.R.	8,232	89,521	87,520
G.N.R. Duluth	120	4,995	1,352
G.T.P.R.	1,967	27,441	14,414
Totals	25,072	304,411	111,236