

CONSTRUCTION WORK BEGINS ON NEW SANTA FE PASSENGER STATION

Engineers and Contractors, With Large Force Arrived Last Night and Started Work Early Today. Building Will Cost \$40,000 and Will be a Model of Beauty

R. A. Rutledge, resident engineer at Temple, and H. D. McCoy, contractor on the new passenger station for the Santa Fe, arrived in Brownwood last night, Mr. McCoy bringing a force of workmen to start on the new depot as soon as the engineers could make a survey of the location. Engineer Rutledge set his men to work early this morning and by noon the depot location was fixed, and during the afternoon Mr. McCoy and his men got busy on construction work. The building, when completed, will cost in the neighborhood of \$40,000 and will be the handsomest passenger station west of Temple on the Santa Fe lines. The new depot is located to the west of and about fifty feet back from the east line of the old depot. To build it, it will be necessary to tear away the track west of the present building, and the switch known as the mill track will, upon completion of the new edifice, be done away with so far as the east connection is concerned. The east end of the building is 200 feet back of the Adams street line at the present intersection, but the northwest corner of the depot will be closer to Adams street by reason of the direction the street runs, and is about sixty feet from the west right-of-wayline.

The building proper is to be 10x177 feet, which will be divided as follows: The main waiting room on the east end will be 70x40 feet. Adjoining this is the ticket office, which is 25x20, and each of which is a toilet for the whites. A corridor, 10x25 leads from the main waiting room to the baggage room, which is 30x40 feet. Adjoining the baggage room is an express room which is 25x40. At the west end is the colored waiting room which is 23x40 including the toilet. The main building is 40x177, and the ticket office extends six feet and three inches out on the south side. The material will be stucco work with red face building brick trimmings.

On the south side of the building there will be a twenty-foot platform of vitrified brick. Alongside this comes the passenger track, which is west of the main line. Between the passenger line and the main line there will also be a platform twelve feet wide. This, too, will be constructed of vitrified brick and both will be 600 feet in length. On the ends and west of the building will be an eight-foot platform of vitrified brick. On the east between the depot and Adams street will probably be a small park or flower garden, but the details for this have not been figured out but will soon after the building has been completed. There will be a space of about sixty feet between the new station and the west line of the right-of-way. A part of this will be used as a driveway to unload baggage, etc. Under the ticket or center of the building will be large basement for the heating furnace.

Contractor at Work

Contractor McCoy, when seen this afternoon, was making ready to put a force of men to work on the building. At 1 o'clock the men were ready for the word to begin work. The surveyors had a few minutes' work before giving place to the workmen. The contractor informs the Bulletin that several cars of material have been received and that he is ready to start the work in earnest. McCoy & Green of Cleburne are experienced builders and we have their word for it that the Brownwood depot will be a model of beauty when completed.