

New Depot Opens Tonight!

Description of the New Structure
from an Inside View—Erected
at a Cost of \$60,000—Finest
Station, Size Considered, in the
Entire West.

Model of Convenience!

The Sentinel predicts that those who visit the union depot this evening and make a tour of inspection through the building will be agreeably and wonderfully surprised at the richness of the beauty of the interior picture that will meet their eyes and the substantial and luxuriant furnishings and decorative effects.

The assertion that Grand Junction now has a railroad station that is not equalled when size is considered in the entire west, is no idle statement. It can be fully and wholly substantiated. Men who have traveled far and near have visited the building and declare that to find such a structure in a town of this size was remarkable indeed.

This morning the Sentinel man, through the courtesy of W. G. Choate the division superintendent, was allowed to visit the depot and was shown through the building from the smallest business office to the immense waiting room by Mr. D. W. Spellman, inspector for the railroad company who has been on the ground ever since the first pile was driven more than twelve months ago.

A description of the new building we are sure will prove of interest to every citizen and to a certain extent will give an idea of the loveliness of the new structure.

The exterior construction of the depot has been dwelt upon several times by the Sentinel and therefore no description of the building as seen from the outside is necessary.

There are three entrances to the building, two from the track side, the third facing the northeast. Entering the street entrance the visitor finds himself in a cosy little vestibule. From this vestibule an uniquely finished oak stairway, almost spiral in its structure leads to the second floor. On the west side of the vestibule stand a large telephone booth for the use of the public. A large janitor's closet opens from under the stairway.

Glass and oak doors open from the vestibule into the big waiting room and as the visitor steps into this big room the exclamations of admiration are sure to come.

There is nothing to surpass this waiting room in Colorado or in Utah, in point of finish, decorative effects and conveniences. The waiting room is 66 feet in length from east to west, and thirty-three feet in width, and the ceilings are twenty-two feet in height.

The ceiling is composed of squares of material resembling plaster paris, leather brown and white in color. This is called water color work.

The wainscoting, running to a height of about six feet above the floor is of this water color work and is painted green. On every side extending from the top of the wainscoting to the ceiling are of plaster pilasters. These columns are cast in moulds and then placed in position on the walls. They are extremely handsome and give a most pleasing effect. The mouldings in the panels are also cast in this manner and are of the same material. In this water color and plaster work there are seven different shades of green, an ivory white and the leather brown, the blending of the colors is most artistic. Surely the walls and ceilings could not have been made more attractive.

The finishings of the huge windows and the other wood work are of solid oak. The upper windows are of stained glass, the panels are small squares uniquely arranged.

Curved seats of solid golden oak are arranged in the walls of the room and a large number of seats to be scattered over the floor. Every piece of furniture in this room will be new and of the latest pattern.

On the south side of the room are the two big windows opening into the large ticket office. These windows are steel latticed and the counter under each is solid marble. The office is modern in every detail. Opening from the west wall of the room is a cozy little alcove or miniature rest room in which there is a fireplace and grate.

Two entrances of swinging doors lead from the main room to the ladies retiring room situated in the northwest portion of the building. A more comfortable and attractive room than this could not be desired by the ladies. It is a triangle in shape, and solid oak seats skirt two walls.

A number of comfortable rocking chairs will be placed in this apartment. The ladies toilet room opens from the retiring room. The toilet is finished in the most modern style, and contains all the late finishings and conveniences. It is large in size.

A colored waiting maid and janitress and a head janitor will be constantly employed at the new station.

The gentlemen's smoking room is located in the northeast portion of the building opening from the main waiting room. It is similar in arrangement to the ladies room but not as well lighted or as richly furnished. A large toilet room is in connection, fitted up in first class style.

In both of these rooms the water color work is carried out on the walls and ceilings and all furnishings are of solid oak.

In the east end of the waiting room is a large alcove which gives access to the big windows opening into the baggage room. From this alcove all baggage checking can be done. Modern business windows with sliding steel screens connect with the baggage department.

On up the flight of stairs leading from the vestibule a long hall with the walls covered with a rich burlap and then stenciled, is entered. From this hall on the east the office of the Western Union Telegraph company is entered. Here public messages will be received for transmission. The telegraph office is a large room, the office on the south is the dispatcher's office which overlooks the railroad yards. A large window opening out of the telegraph office on the east connects with the trainmen's private apartments and from this window the various crews of the passenger trains receive their orders. The trainmen's department is a long low room fitted up with individual lockers for the use of each passenger crew. This room is entered by a private stairway leading

from the ground.

The division superintendent's and clerk's rooms are on the second floor of the western end of the building. Superintendent Choate's office overlooks the tracks. Both rooms are fitted with new furniture, are well lighted and attractive. A private toilet room is located on the second floor.

In the one-story portion of the depot is located the offices of the Wells Fargo, and Globe express companies and baggage rooms. Each of these three rooms are large in size with inside offices enclosed in glass walls.

The entire building is heated with steam and a fine electric lighting system has been installed.

The entrances are all large and of handsome oak doors. Over the track entrance are glass covered canopies.

This description will give the reader a good idea of the arrangement of the building. It is the most complete, attractive, and comfortable railway station that any western railroad line offers for the convenience of its patrons.

* The first pile for the new depot was driven on April 6th of last year and on April 17, 1906 it stands completed. The contract of the construction company has been fulfilled in nearly every detail, and what little remains to be done will be completed within a few days.

The depot was erected at about a cost of \$60,000, the furnishings and fixtures, the parking, the platforms

and other improvements will run the total up to about \$80,000.

Tonight the narrow gauge train will be the first to release its passengers on the platform of the new depot. Denver & Rio Grande No. 6 will be the first broad gauge train to run up to the new station.

Division Superintendent W. G. Choate extends a cordial invitation to the public to call this evening and inspect the building.

The various officials and employees will move from the old building into the new this afternoon. The fixtures and furniture of the offices are already in place, and the change can easily be made.

The railroad officials are naturally happy over the change and everybody is happy too.

The long hoped for new depot for Grand Junction is now a reality in every sense of the word and such a depot was well worth a long wait. It will long be a matter of pride to the people of Grand Junction.