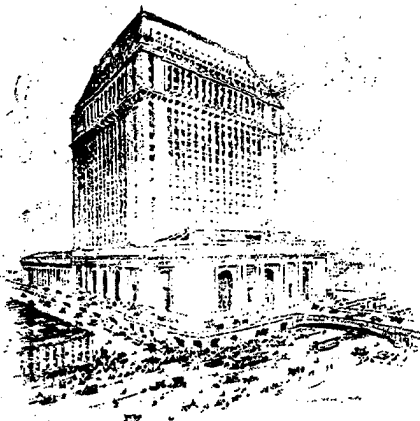




*The New Grand Central Station
with the office building, which ultimately is to be
erected on the same site.*

The Spectrum

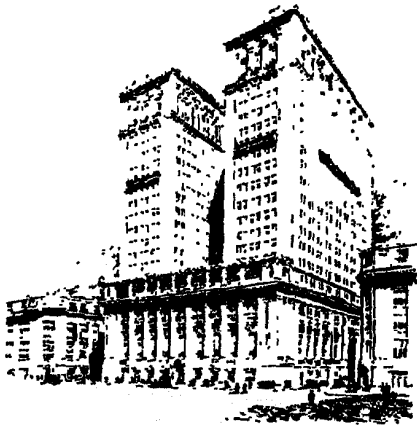
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THE WORLD'S GREATEST TERMINAL

OUT of an interesting if somewhat sooty past filled with scenes of wild, scrambling crowds in dingy overcrowded buildings there has arisen a structure—or rather group of structures—which are the embodiment of all that is efficient and beautiful in railroad terminals: The New York City terminal of the New York Central and the New York, New Haven and Hartford Railroads.

On the spot selected in '69, by shrewd old Commodore Vanderbilt, there stands today the latest and greatest of American railway stations—the New Grand Central Station.



The Station for Incoming Passengers

with the hotel that is to be built over it

Wonderful has been the transformation brought about within the last two or three years on the place which was once a labyrinth of smoking, steaming tracks of steel. Admirable have been the feats of engineering which have effected the transformation. In the midst of one of the busiest spots in the most breathlessly bustling city in the world the work has gone on without cessation or without in the least interfering with the daily routine of New York City life. Over the heads of hurrying thousands have swung gigantic steel girders, while under, over, and on all sides, of rushing trainloads has sounded the musketry of the riveter and the clang of steel on steel.

Several years ago it became clear to the officers of the two railroads using the old Grand Central Station that the building was fast becoming inadequate to take care of the ever-increasing crowd of patrons. With the advent of electricity as motive power a big obstacle was cleared away from the path of those wrestling with this traction problem. Electricity made possible the use of subway stations and underground tracks and led to



Main Waiting-Room

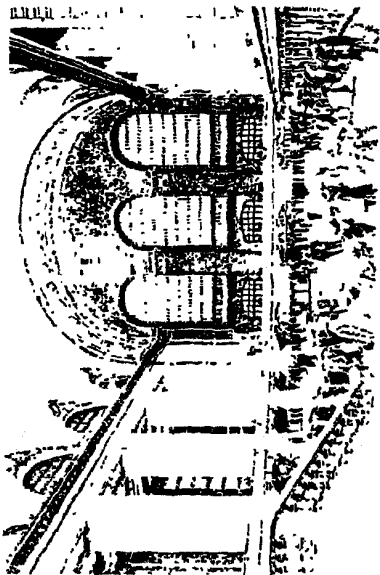
for outgoing passengers



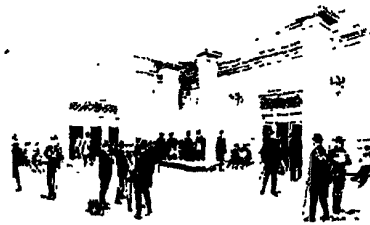
Ladies' Waiting-Room

the great idea of lowering the extensive yards connected with the terminal and devoting that part of the city to more suitable uses.

And so the New York Central's great terminal plan was conceived and carried out. The New Grand Central Station first and greatest of the group of buildings is finished, while much of the other work is nearing completion.

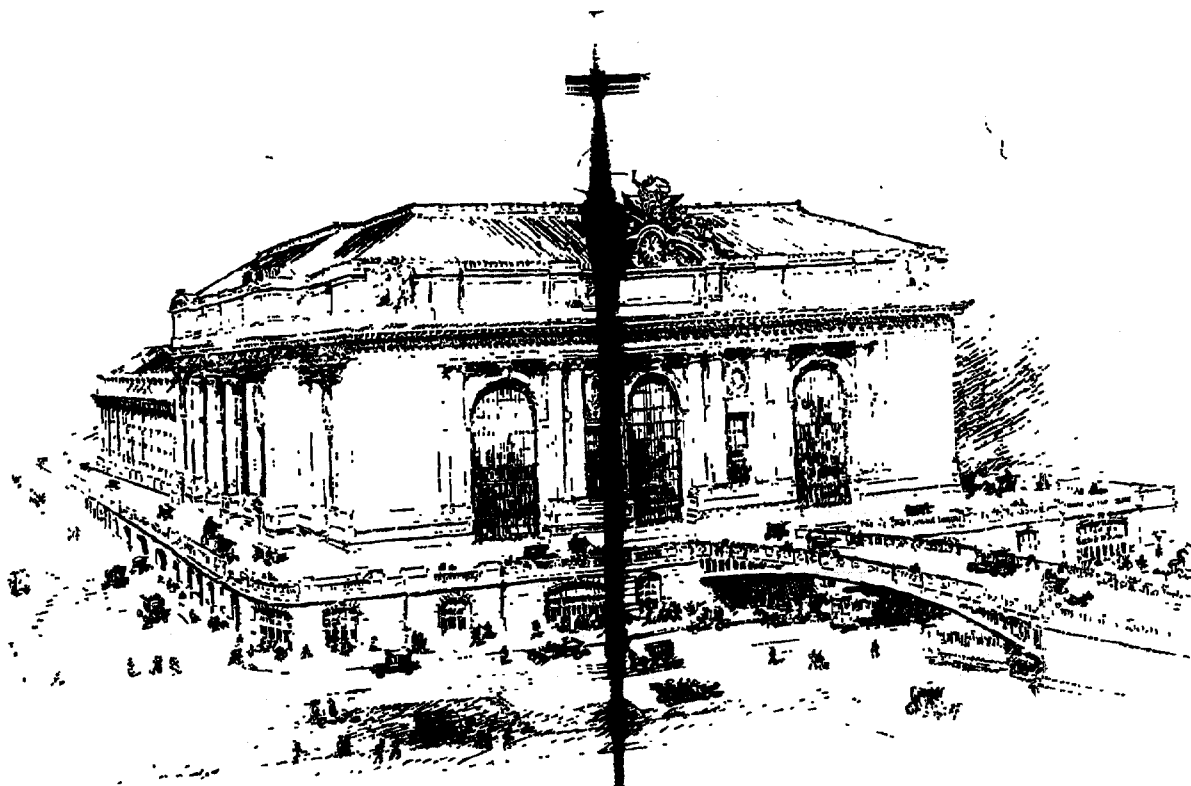


The Great Outdoor Concourse



Men's Room

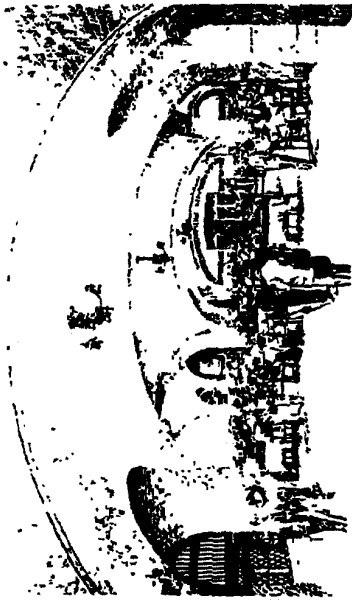
From the Grand Central Station over the spot once devoted to a network of tracks filled with smoking locomotives and grimy coaches will stretch a broad, sunlit avenue flanked on either side by handsome buildings of uniform height and harmonious style of architecture. Under this avenue and these buildings, will travel the trains bearing to and from the city some 60,000 souls a day.



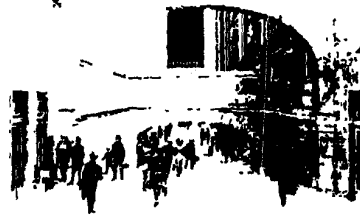
The Main Southern Facade of the New Grand Central Station

*Warren & Wetmore, Associate Architects
 Reed & Stem
 The John Peirce Co., Building Contractors*

*W. P. Nelson Co. {Painters and Decorators
 Chas. Grimmer & Son*



The Restaurant



Entrance to Subway in Subway Station, Chicago

In addition to the Grand Central Station, over which some day will be erected a twenty-story office building, several buildings of the group are finished or are nearing completion. The Merchants' and Manufacturers' Exchange and several of the railroad office buildings are practically finished, while the Incoming Station, west of the main station, and a Railroad Y. M. C. A. are definitely planned for.

Behind this ideal of city building, representing an outlay of one hundred and fifty millions of dollars there is a hardheaded business proposition. It is predicted that these buildings will in time pay for the total cost of the terminal.

So much has already been written about the architecture of the new station building, the beauty of its design and the completeness of its appointments that we need not go into a description here. Suffice it to say that for the last three years a ceaseless stream of *Sherwin-Williams Products*—paints, varnishes and specialties has poured into the great hole from which has arisen this great terminal. The Cover-the-Earth brand is so well represented that we take much pride in the completion of the beautiful station and the accompanying buildings.

The work has been carried on by the New York Central and the New York, New Haven and Hartford Railroads, who with their engineering department have worked hand in hand with the architects in charge of the designing of the buildings Messrs. Reed & Stem and Warren & Wetmore. The John

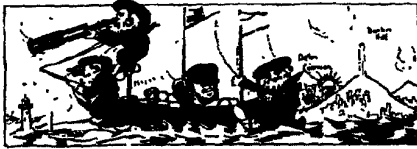
Peirce Co. was the building contractor and the painting and decorating was done by The W. P. Nelson Co. and Chas. Grimmer & Son.

We are indebted to *Munssey's Magazine* for the use of Mr. Vernon Howe Bailey's fine drawings of the Grand Central Station.

GREAT TERMINI

AMONG the great railroad terminals of the world the Grand Central Station of New York stands fifth in the number of persons handled per day and fourth in the number of incoming and outgoing trains per day. Here are the figures.

Estimate number of persons making use of stations—	
Gare Saint Lazare, Paris	124,000
Oakland Pier Terminal of the Southern Pacific R. R.	100,000
South Station, Boston	100,000
Broad Street Station, Philadelphia (Pennsylvania R. R.)	80,000
Grand Central Station	60,000
Northwestern Station, Chicago	50,000
Number of trains per day	
Oakland Pier Terminal, San Francisco	1200 trains
South Station, Boston	770 trains
Broad Street Station, Philadelphia	518 trains
Grand Central Station, New York	418 trains
Northwestern Station, Chicago	315 trains



"A PLAIN UNVARNISHED TALE" OF VARNISH

NOT long ago a French paper purported to offer a true account of the remarkable experience of a French sea captain, who related his own story. The following version is a free translation of the yarn as it appeared in *Le Journal*:

"Captain of the three-master *Lucien Guitry*, I set sail from Boston, January 28, 1909, with an exclusive cargo of varnish. What use people could possibly find for six thousand barrels of varnish I do not know — and besides that has nothing to do with this story.

"The second of February, in the early morning, we were assailed by a frightful

tempest. Waves as high as houses beat against my poor vessel, which strained and groaned threateningly. We could not endure much more; yet the sky showed no promise of change. We were in imminent danger: every shock increased our peril: it was impossible to survive such violence if continued. What should we do?"

"Pour oil upon the sea? Certainly, we thought of it; but unfortunately we had aboard only a liter of olive oil, destined for the mayonnaise dressing of an occasional salad.

"Suddenly my second officer was struck with an inspiration of genius. 'Suppose,' cried he, 'we should pour on varnish? Varnish is much like oil.'

"At that moment the hurricane redoubled its fury; truly we appeared to be lost.

"'Pour on the varnish!' I commanded.

"The result was stupefying. At the first barrel emptied over the starboard the waves were visibly calmed upon that side; the second, which was poured to larboard, achieved a like success.

"Thereupon a sort of frenzy took possession of the entire crew, myself the foremost. Everyone had heard of such a thing as a collective hallucination; this was a collective frenzy, a delirium of wild exertion. We poured; we continued to pour! When evening fell, we had poured overboard all our cargo of varnish—all and the effect! Around us, at a distance, the storm raged more and more madly; but about the ship, in a circumference of at least a quarter of a mile, reigned the most tranquil of calms."

Profitable Paint.



ERRATUM

In the March *Spectrum* we erred in stating that Mr. H. A. Overbeck, of Dallas, was the architect of the Elks' Club Building, at Fort Worth, Texas. We find upon further investigation that Messrs. Sanguinett & Staats were responsible for this fine building.