

THE NEW CENTRAL RAILWAY STATION.

The work of building the new central railway station will be commenced at an early date. Plans are already prepared and approved. In this enlargement of the existing inadequate accommodation, the ground between the northern side of Devonshire-street and the southern end of Belmore Park will be used.

From the accompanying picture an idea can be obtained of the kind of buildings to be put up; and the ground plan, also printed this morning, with the following description, provide an accurate account of the work to be carried out.

The letters A to G placed on the picture refer to various parts of the scheme, and are intended to assist to a readier understanding of what is proposed.

Before giving a short description of the work, it may be pointed out that since it was previously alluded to in "The Daily Telegraph" the proposed width of Pitt-street, between the south-west corner of Belmore Park and the Redfern station, has been made the subject of comment. The scheme allows for a width of 70ft. That, it is urged, is nothing like adequate. And the State Minister for Works, recognising the force of this contention, purposes submitting a proposal to the Cabinet, providing for a street-front of 100ft. wide. If that were agreed to, the whole design would be shifted 30ft. to the east, and the block between the proposed new street on the east side of the new station to Elizabeth and Randle streets resumed, and included as part of the station property.

An alteration of this kind would, it is admitted, be an improvement on the present plan. But many people who are enthusiastic supporters of the undertaking suggest for Mr. O'Sullivan's consideration whether something even better could not be obtained. No one, they say, realises more than the Minister does the inconvenience of the existing congested state of the traffic in the part of the city round about Redfern. It is not only inconvenient, but big with the possibility of disaster to human life. The present is therefore a golden opportunity to make the future secure from a similarly dangerous condition. That the scheme under consideration will meet all immediate requirements is sure enough, but will it serve those that are likely to exist in, say, ten years? Mr. O'Sullivan himself looks with undisguised satisfaction at the steady advancement of this State, and this city, and if the past and the present are any indication of the future this prosperity is certain to go on. The population will increase, the traffic on the railways and trams be doubled, and the demand for accommodation and facility of transit be multiplied.

Considerations of this kind are accordingly prompting people to ask if this would not be an opportune occasion to provide an area in front of the new station that will practically serve the purposes of all time, and relieve the traffic from all possibility of dangerous crowding. Such a desirable arrangement, it is argued, could be brought about by carrying out the work on the site as now proposed, and resuming the block of land opposite, which runs from the western side of

opposite, which runs from the western side of Pitt-street to the eastern side of George-street. This block is bounded on the north by Gipps-street, and finishes at a point at the intersection of Pitt-street with George-street, towards the Redfern station. It is contended that the buildings on this area are not considerable, and that those occupied at the southern point by the Civil Ambulance and Transport Brigade are already owned by the Government. With these buildings down, there would remain a splendid, commanding, open space the like of which does not exist in any city in Australia, especially as forming an approach to a railway station. On the face of it the chief objection would be the extra expense. But if the proposal, those who advocate it say, is looked at through eyes that will see the traffic in this city in 10 or 15 years time, such a consideration will appear of little moment. But taking the additional cost as a factor likely to enter into the consideration of this suggested alteration, satisfactory arrangements could be made to spread it over a period sufficiently long to secure that it would not be a heavy charge upon any one year's financial obligations.

This phase of the subject was mentioned to Mr. O'Sullivan, but as he was extremely busy at the time he did not discuss it. He made it clear, however, that he had not thought much, if anything, about it, and only purposed to ask the Cabinet to agree to the plan as now drawn up being shifted to the east, to allow of Pitt-street being widened to 100ft. That alteration, he said, would make the thoroughfare wider than George-street.

Whatever was done as to providing a wider approach, the railway arrangements now approved would require no alteration. Under this scheme the rails will be brought into the station in six docks, each containing three lines. One line will be next to the platform on each side, and there will be a centre road for shunting purposes or storage of carriages.

At the end of each dock there will be a traverser

for shifting the locomotive of an arriving train to the centre road for the purpose of running it out. There will be four double and four single platforms, or practically 12 single platforms in all. These will be 680ft. in length, exclusive of the length taken up by the traverser. Between the end of the docks and the main buildings is the assembly platform, 70ft. wide.

There will be provided at the platform level all necessary accommodation for the public—booking-offices, waiting-rooms, cloak and luggage offices, lavatories, convenient refreshment rooms, dining-rooms, etc.—and the station officials will also have certain offices apportioned to them.

The basement will be devoted to kitchen, stores, and baggage rooms, offices for minor officials, and a diningroom for the Railway Commissioners' staff. The upper floors will be taken up with the offices of the Railway Commissioners and their staff, including the clerical, professional, traffic, and audit branches.

The railway is to cross Devonshire-street, which

will be entirely altered in character. As a street for heavy traffic it will cease to exist, but it will be lowered and sufficiently modified as to be suitable for pedestrian, cab, and light traffic only. The proposed width of 50ft. is considered

able for pedestrian, cab, and light traffic only. For this purpose a width of 50ft. is considered ample. The heavy traffic, hitherto taken over Devonshire-street, will be diverted along Belmore-road and a new street which is to be made on the east side of the station.

Cabs will enter the station from Devonshire-street, and passengers arriving by the long-distance express and mail trains will have the advantage of finding cabs drawn up alongside the arrival platform to take them and their luggage. The exit for these cabs will lead into Pitt-street by an inclined ramp and subway, thus avoiding any crossing on the level of the path of either pedestrians or tramcars.

The main approach to the station will be opposite the intersection of George-street and Pitt-street, and foot passengers and cabs and other

vehicles can enter here. Departure for vehicles will be effected by means of a ramp, descending from the north-west corner of the building to Belmore-road.

A sub-way for pedestrians to approach the station is to be provided from a point in Pitt-street nearly opposite the north-west corner of the building. This will be made on an incline of 1 in 12, and by its means pedestrians wishing to get to the station reach the north-west corner of the building at the platform level without having to run counter to trams, horses, or any vehicles. This passage can, of course, also be used as an exit.

In the same way the tramway approaches have been designed so as to take them completely clear of all other classes of traffic and congestion, and interference and risk of injury will be altogether obviated. It is intended that the railway traffic should run as now arranged over the Castlereagh-street and Pitt-

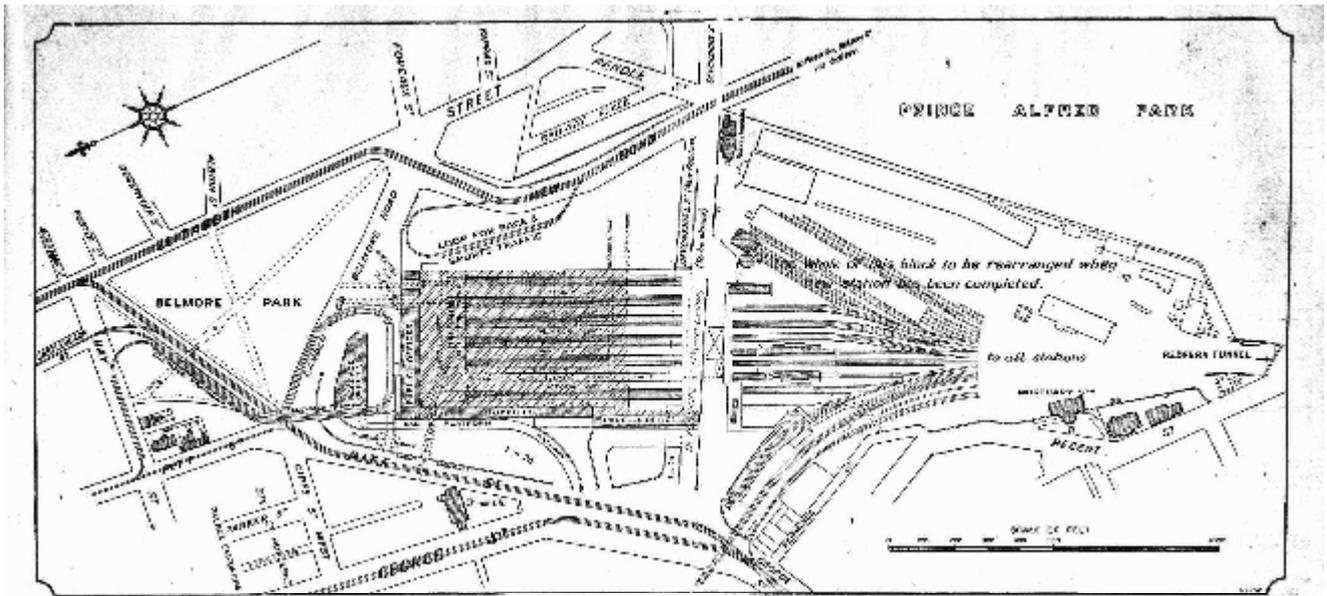
street route, but, instead of approaching the station on the ground level, under which circumstances passengers would have to make a heavy ascent or descent, as the case may be, in order to communicate with the platform level, the two lines begin to rise from a point in Belmore Park on a grade of 1 in 20, and are then carried on viaducts to the front of the station, where they terminate within a wide colonnade of platform level. This widened colonnade will be incorporated in the main design of the building, and it is anticipated that it will add to the architectural effect of the whole. The approaches of the tramway where carried on viaduct will be treated in as artistic a way as possible—the superstructure being of light lattice work and piers of masonry.

In connection with the tramway arrangements it should be stated that, in consequence of the practical closing of Devonshire-street, the

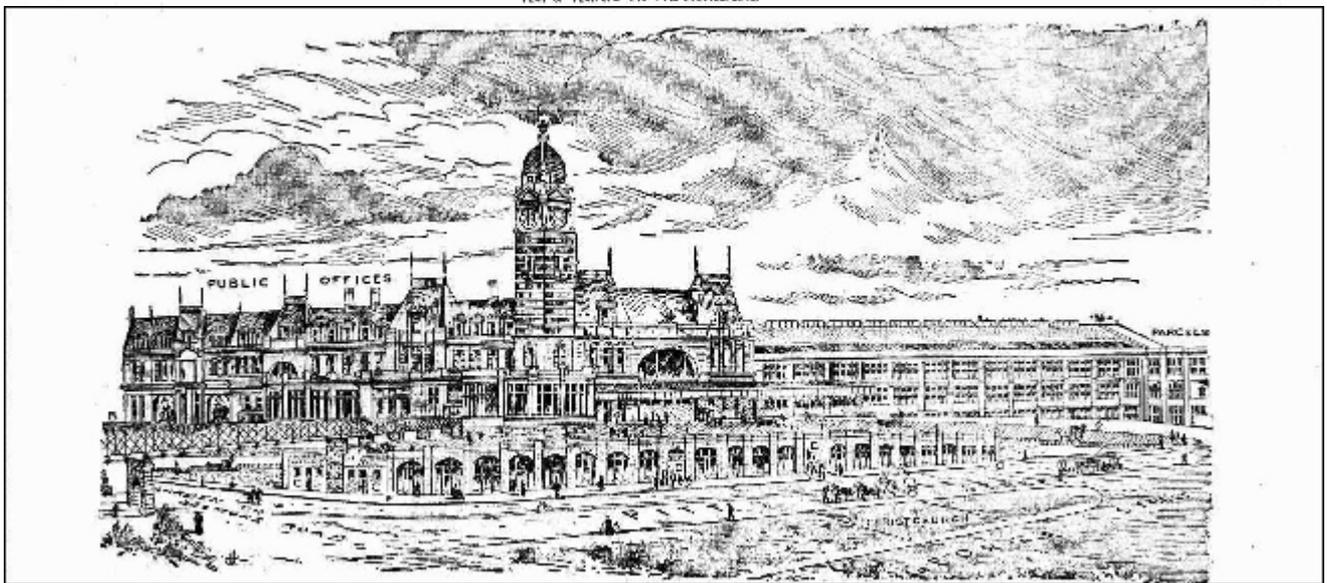
Botany tramway has to be deviated, and the racecourse and sports traffic via Cleveland-street especially dealt with. In order to do this, the Elizabeth-street tramway, where it now turns off at the north-east corner of Belmore Park, will be continued along Elizabeth-street to the south-east corner, thence via the new road on the eastern side of the resumed cemetery area, and will be connected up with

new road on the eastern side of the resumed cemetery area, and will be connected up with the tramway in Castlereagh-street, Redfern.

Branching off this line at a situation as convenient as possible to the new station, a loop will be constructed, where the trams in connection with the racecourse and sports traffic can stand, and passengers by these trams will, as in the case of the other tramway traffic, be enabled to get to and from the station without risk of being knocked down by moving vehicles, and without experiencing the delay at present caused through difficulties of shunting.



PLAN OF PLATFORM AND YARD ATTACHMENTS.



PLAN OF STATION BUILDINGS.

A—COVERING FOR EXTENSION OF RAIL; B—ELEVATED TRAMWAY, WAY INTO CITY. C—BAGGAGE OFFICES. D—PASSENGER ENTRANCE AND EXIT BY RAILWAY. E—CAR EXIT, USE WIDE F—AND G—ROADS.