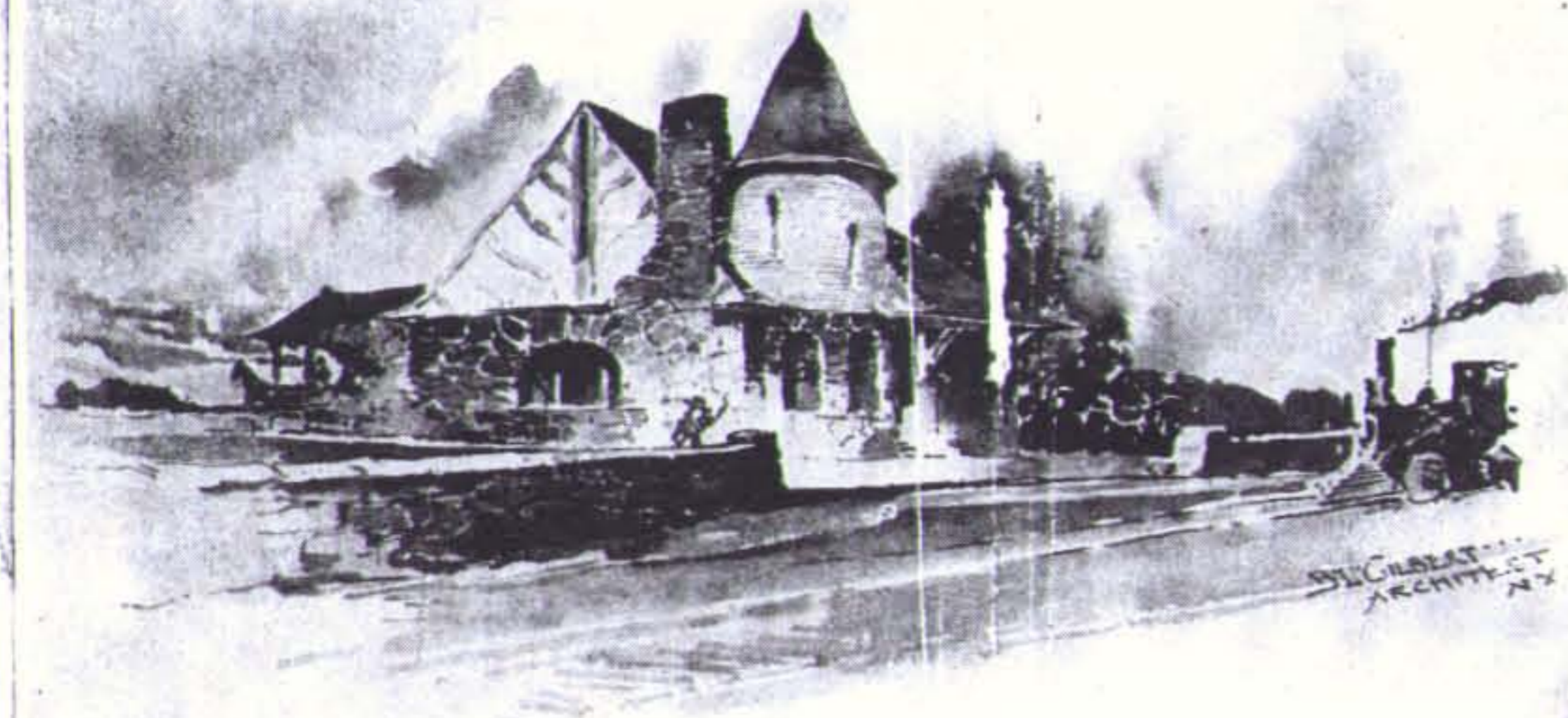


SKETCH PORTEFOLIO

OF



RAILROAD STATIONS.

FROM ORIGINAL
DESIGNS. BY.

BRADFORD L. GILBERT.
ARCHITECT.



303
5107
SKETCH PORTFOLIO

— OF —

Railroad Stations and Kindred Structures,

WITH NEARLY TWO HUNDRED ILLUSTRATIONS, INCLUDING DRAWINGS BY

MESSRS. H. P. KIRBY, E. J. MEEKER, GRAY PARKER, JAS. A. JOHNSON, CHAS. VANDERHOOF,
GEO. BEEKMAN, F. COLBURN, THE AUTHOR, AND OTHERS.

FROM ORIGINAL DESIGNS BY

BRADFORD LEE GILBERT.

ARCHITECT.

PREPARED FOR THE FOLLOWING RAILROADS :

New York Central & Hudson River Railroad Co.
New York, Lake Erie & Western Railroad Co.
Illinois Central Railroad Company.
New York, Ontario & Western Railroad Co.
Concord & Montreal Railroad Company.
Flint & Pere Marquette Railroad Company.
Old Colony Railroad Company.

Northern Pacific Railroad Company.
Central Railroad of New Jersey.
Lake Shore & Michigan Southern Railway Co.
Missouri, Kansas & Texas Railway Company.
Georgia Railroad Company.
Michigan Central Railroad Company.
New York, New Haven & Hartford Railroad Co.

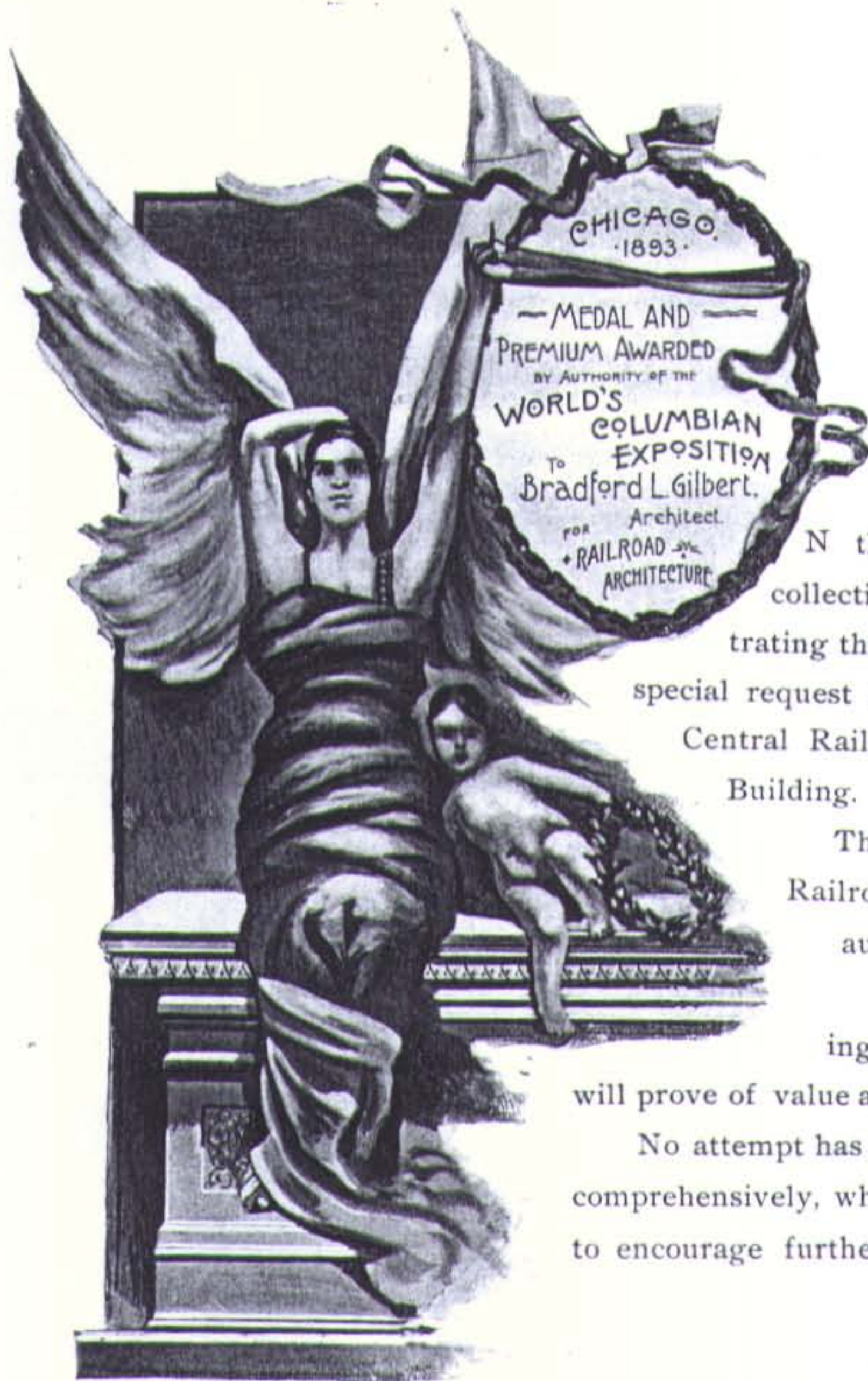
Boston & Maine Railroad Company.
Grand Rapids & Indiana Railroad Company.
Mexican National Railroad Company.
Norfolk & Virginia Beach Railroad Company.
Bergen County Railroad Co. (of New Jersey.)
Southern Railway Company.
New York & New England Railroad Company.

BY SPECIAL REQUEST, THE FIRST EDITION OF THIS PORTFOLIO WAS ISSUED FOR PRIVATE CIRCULATION DURING 1881,
THE SECOND IN 1885; THE THIRD IN 1887; THE FOURTH IN 1890, AND THIS FIFTH EDITION DURING

MDCCCXCV.

1895
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PUBLISHED BY THE RAILROAD GAZETTE, NEW YORK CITY.



ON the occasion of the recent World's Columbian Exposition, at Chicago, a collection of original designs and drawings in black and white by the Author, illustrating the evolution in Railroad Station Architecture during the last decade, was loaned by special request for public display in the Exhibition Building, erected jointly by the New York Central Railroad and Wagner Palace Car Companies, and which adjoined the Transportation Building.

These drawings attracted much favorable comment from both foreign and resident Railroad Officials, obtaining also, unsolicited, a medal and first premium issued by authority of the Board of Directors at the close of the Exposition.

In response to urgent suggestions from many quarters, the majority of the drawings are reproduced, necessarily on a greatly reduced scale, in the belief that they will prove of value and personal interest to Railroad Officials generally.

No attempt has been made to provide a text book, the object being to indicate briefly, though comprehensively, what has already been accomplished in the beautifying of Railroad Stations, and to encourage further progress in this direction.

Instantaneous Photograph of the Exhibition Building. Erected (within thirty days) for
THE NEW YORK CENTRAL AND HUDSON RIVER RAILROAD, AND THE WAGNER PALACE CAR CO.,
At the World's Columbian Exposition, Chicago, 1893.

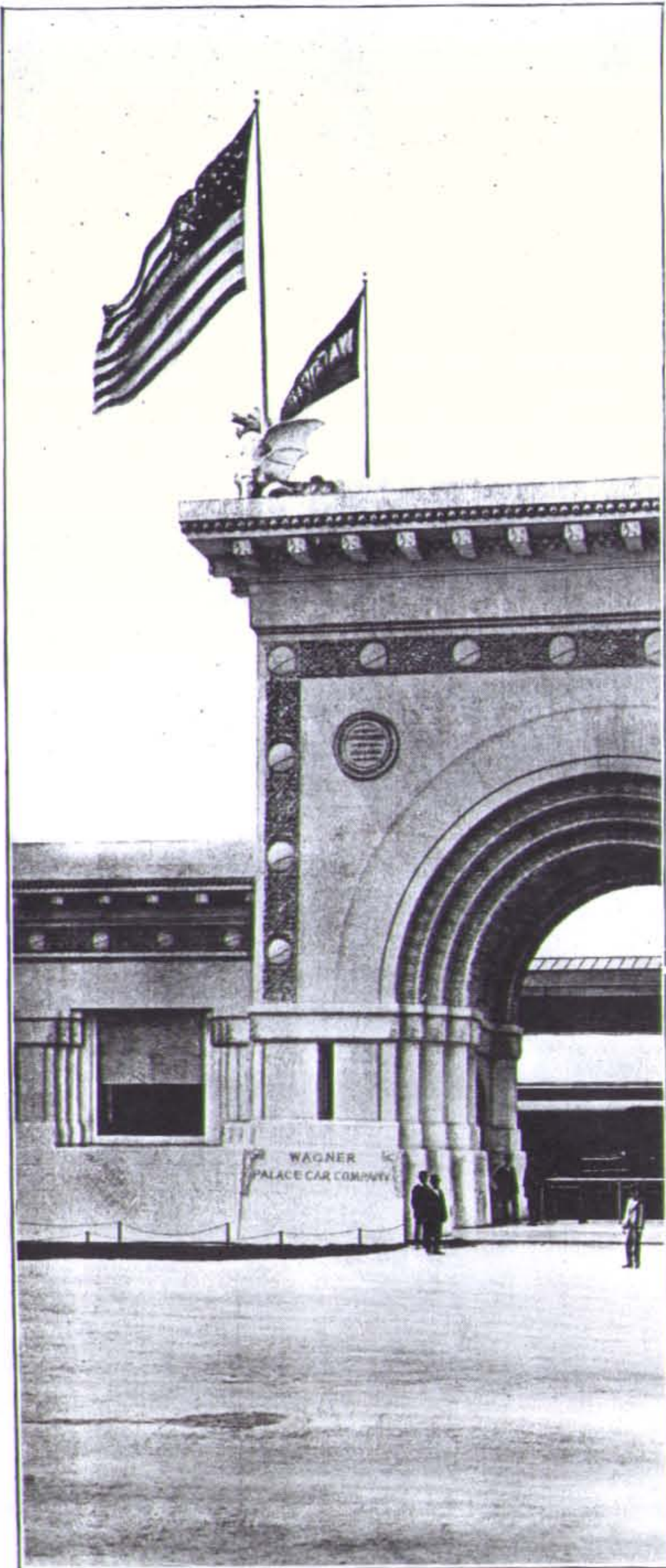


Construction: Of Frame Covered with "Staff." Dimensions: 27 ft. x 146 ft. Total Height, 57 ft. 10 in.

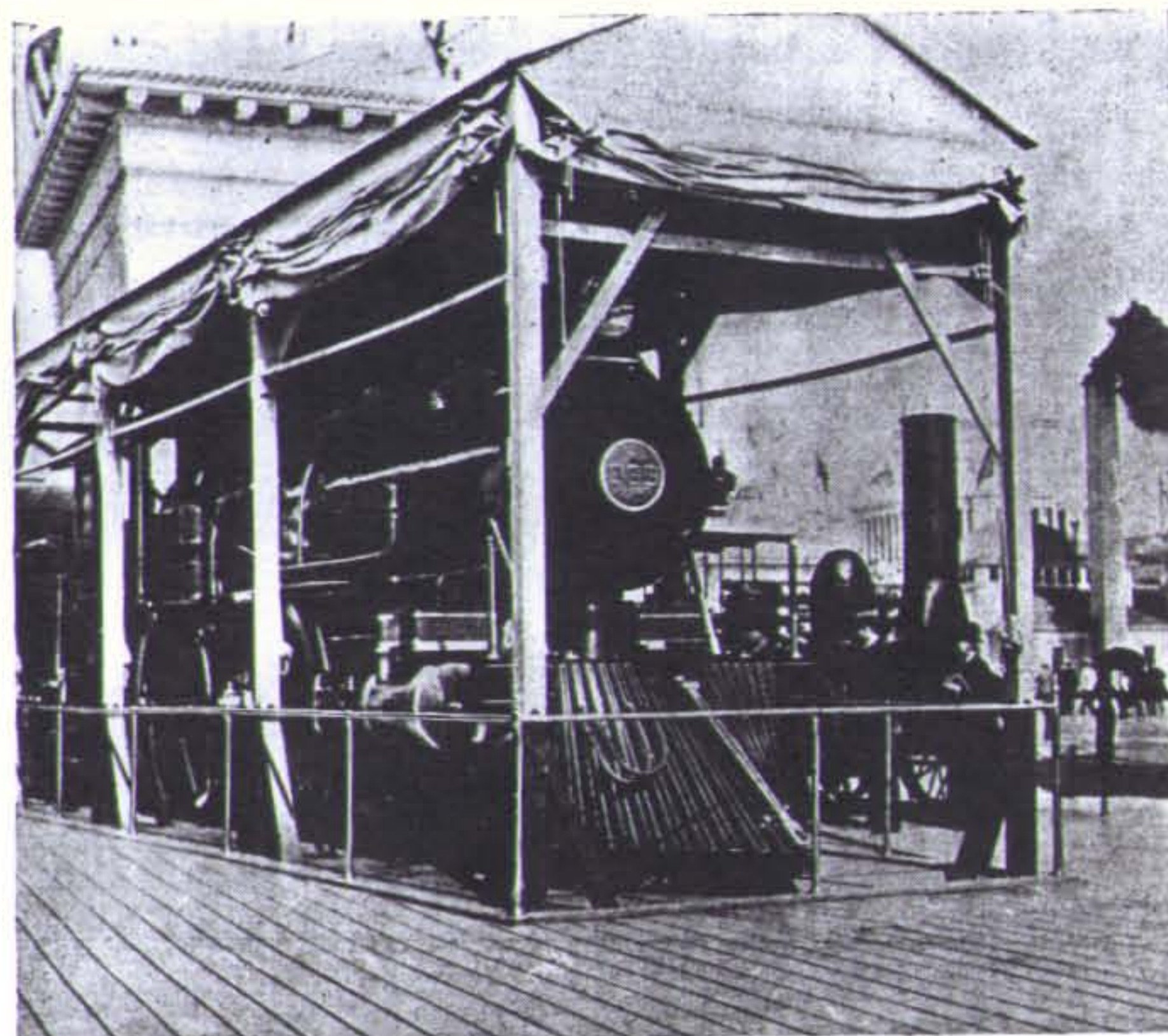
"The New York Central Railroad exhibit is complete and attractive. The Company have erected an Arch forming an entrance to their exhibit, which from a point of Architectural excellence is second to none of its size on the grounds. The outlines of this building are simple, and what ornamentation has been applied is placed where it shows to the best effect."—
New York Observer, Sept., 1893.

NEW YORK CENTRAL AND HUDSON RIVER R. R. AND WAGNER PALACE CAR CO'S
EXHIBITION BUILDING,
Continued.

"The modelling is particularly fine, and was worked out in accordance with detail drawings prepared by the architect, Mr. Bradford L. Gilbert, of New York. To illustrate the progress in Railroad Station Architecture during recent years, Mr. Gilbert consented to loan a very fine collection of drawings representing work that has been executed after designs from his office, these "black and white" drawings costing about eight thousand dollars. The collection shows many desirable and picturesque railroad stations at various points throughout the United States and Mexico, and admirably illustrates the advancement that has been made of late years in railroad architecture. Mr. Gilbert has made a specialty of this branch of architecture for nearly twenty years.—*N. Y. Observer, Sept. 1893.*



Photograph Showing Details of Archway.



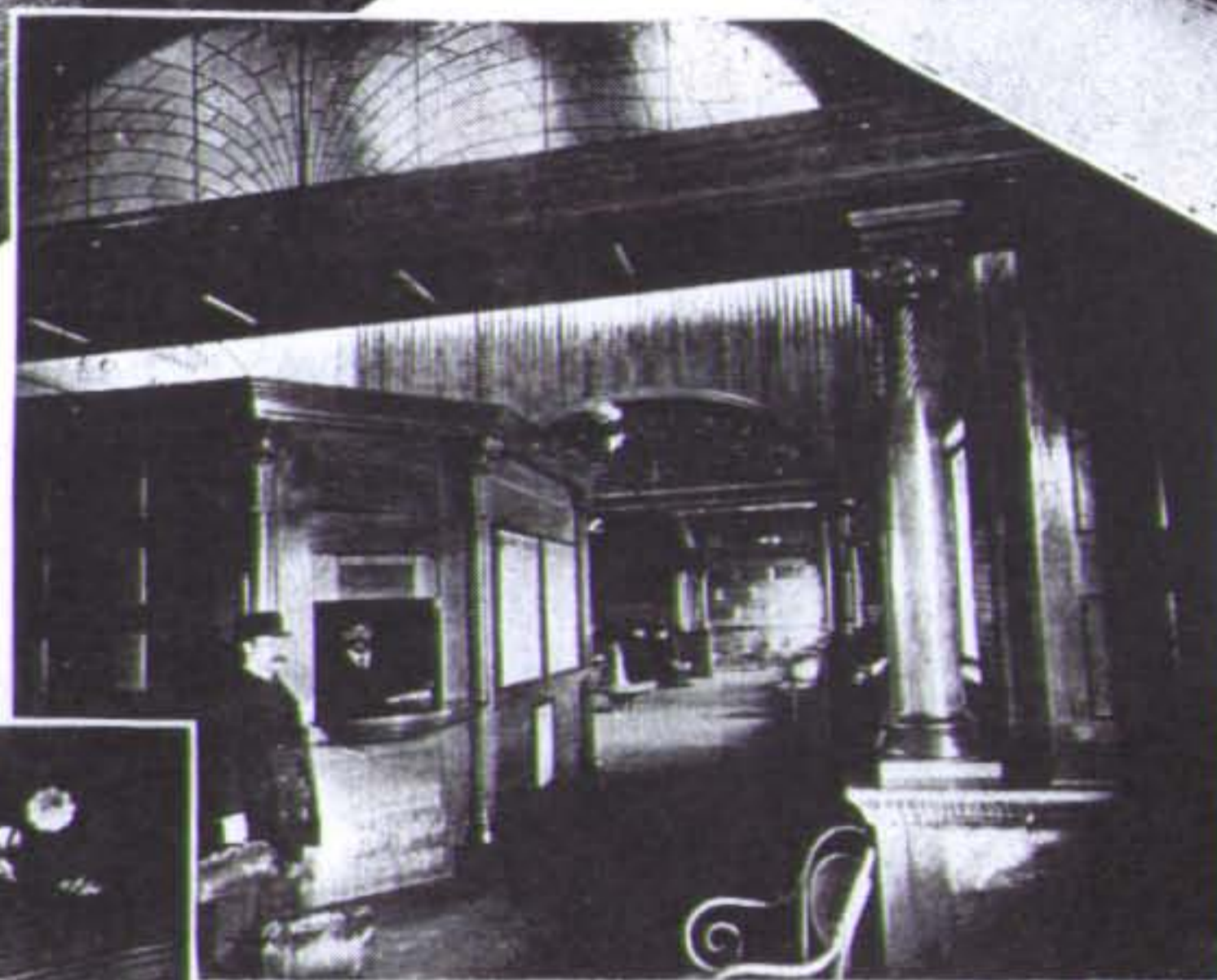
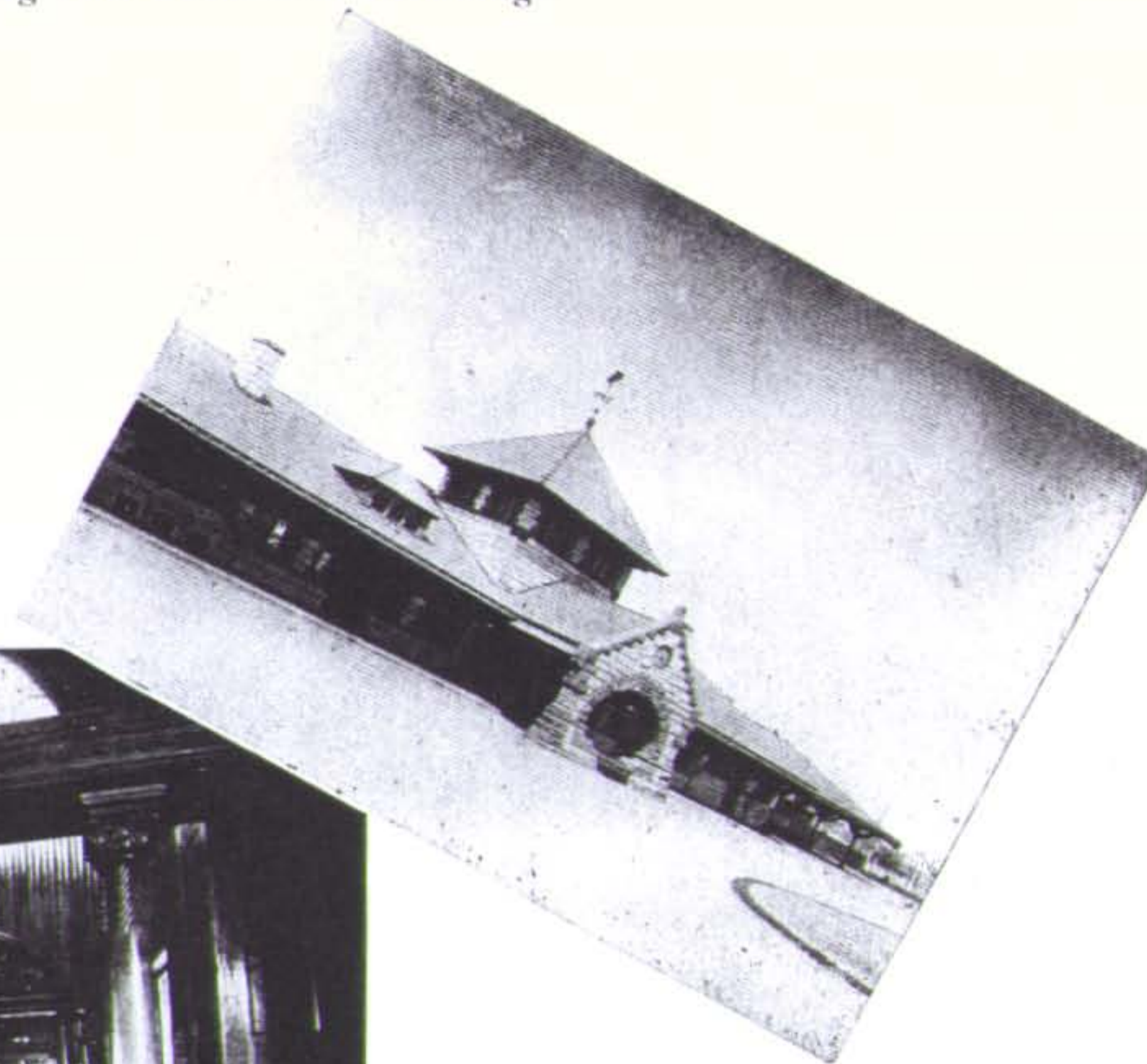
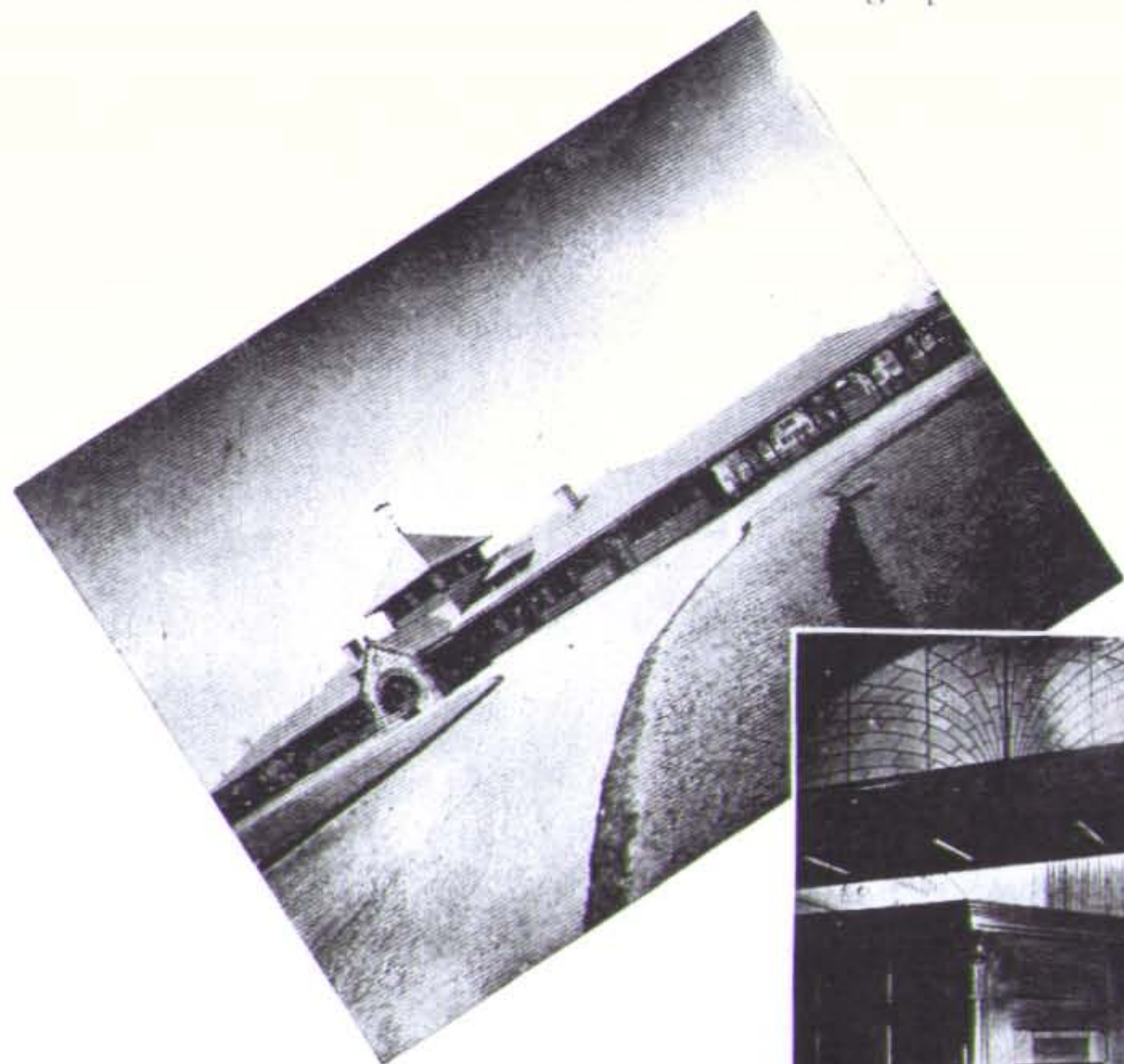
The famous "No. 999" and the "DeWitt Clinton," at West End of Exhibition Building, Exposition Grounds. (Administration Building in the Distance.)



Photograph (Taken at Night), Showing Arrangements of Electric Lights.

Passenger Station Erected during 1890-91, for the
OLD COLONY RAILROAD COMPANY,
Fall River, Mass.

Exterior Photographs from street, showing Port Cochere and Awnings.



Ticket Loggia and Interior
Views of Waiting
Rooms.

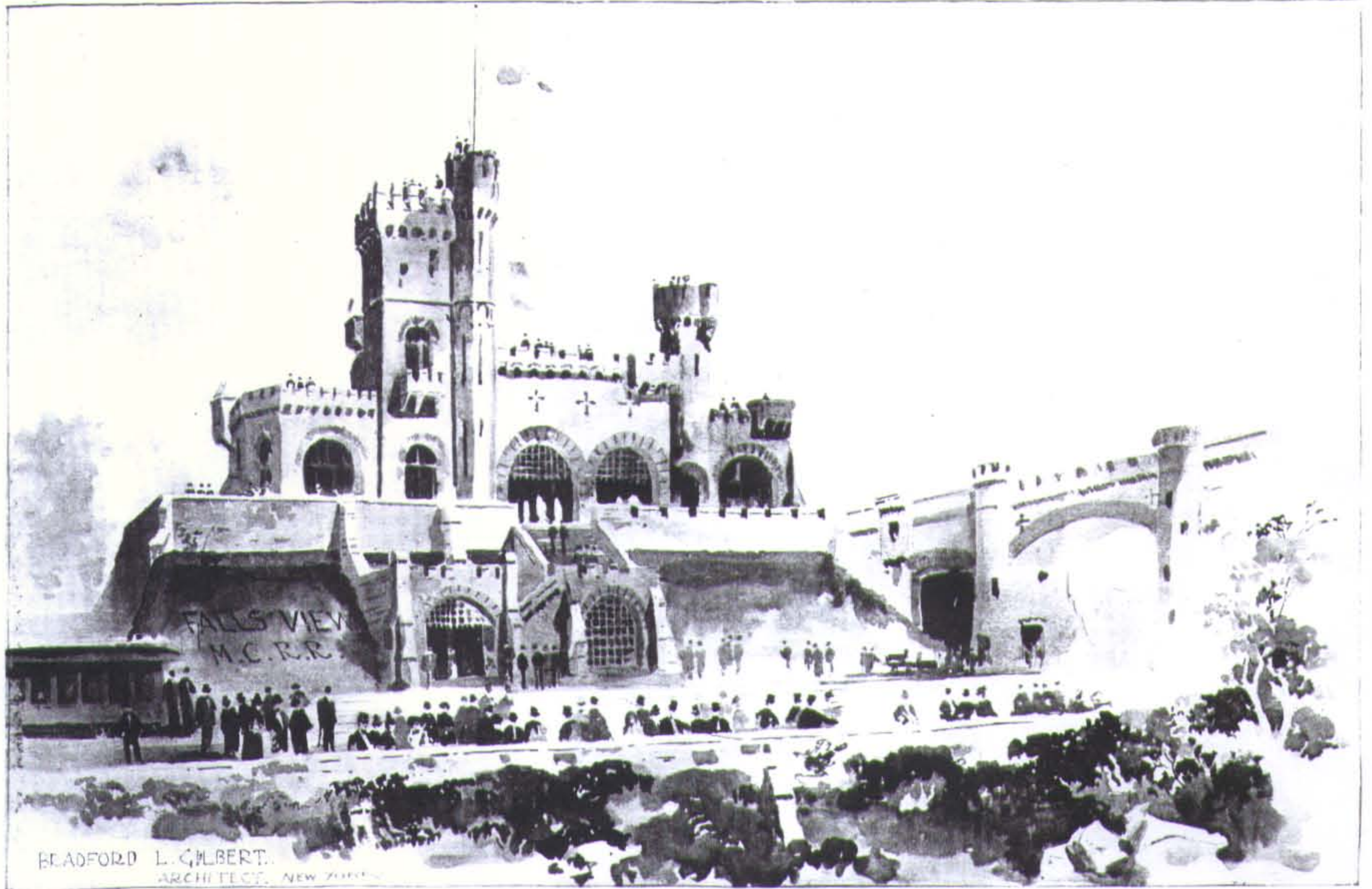


Men's Room off Smoking Room.



Women's Room and Alcoves.

Design for Passenger Station and Outlook Opposite Niagara Falls, at Falls View, Canada, for the MICHIGAN CENTRAL RAILROAD COMPANY.



Proposed Construction of "Rough Masonry."

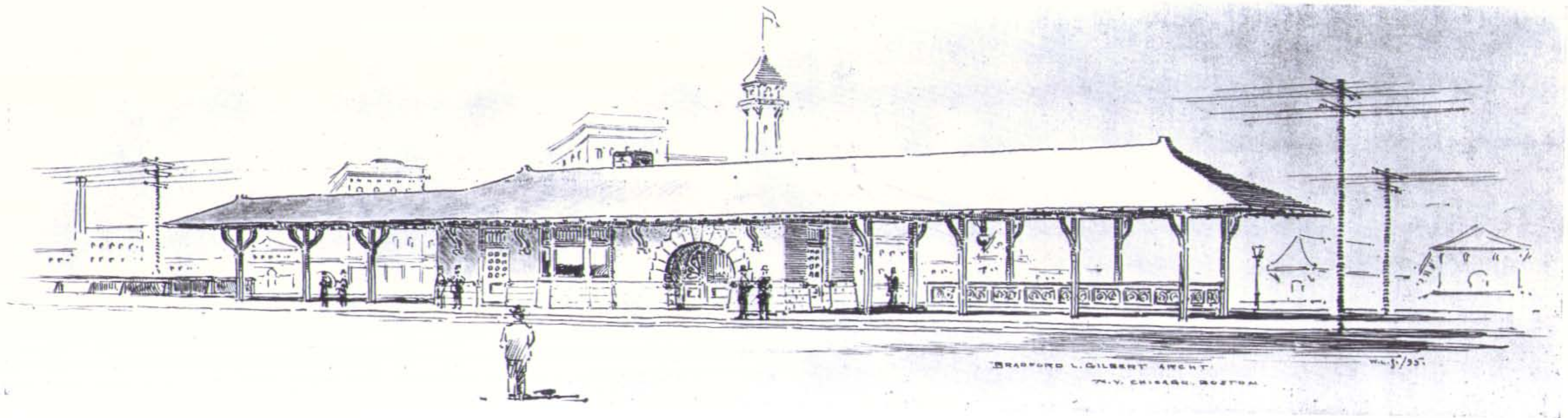
Exhibition Building, in Course of Erection for the SOUTHERN RAILWAY COMPANY, AT THE COTTON STATES AND INTERNATIONAL EXPOSITION, To be held at Atlanta, Ga., September 18th to December 31st, 1895.



Construction of "Staff." Dimensions: 40 ft. across Octagon.

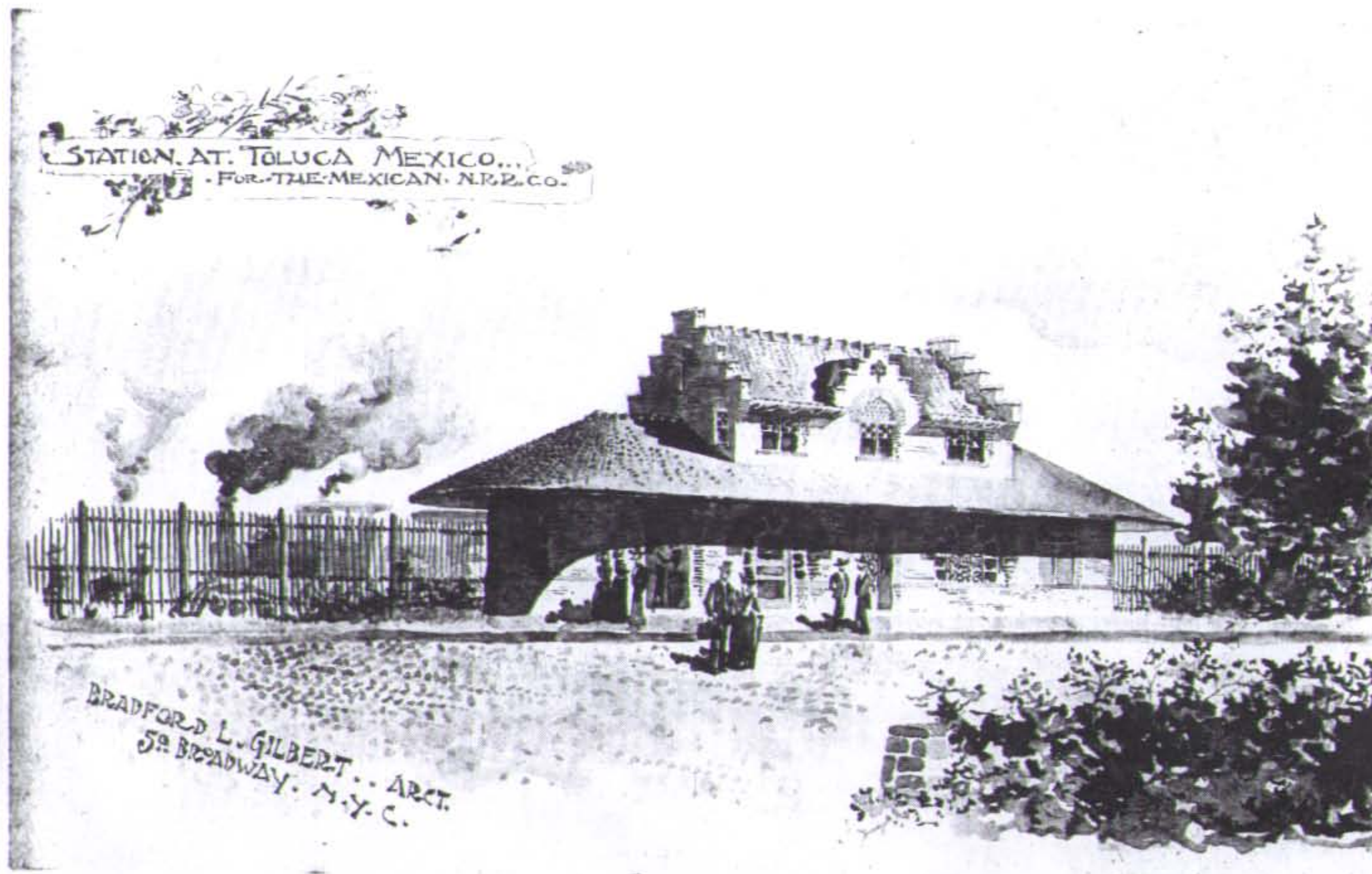
Sketch Portfolio—Bradford L. Gilbert, Architect.

Twin Waiting Station with Subway for the
CENTRAL RAILROAD OF NEW JERSEY,
West Eighth Street, Bayonne, N. J.



Proposed Construction: Of Stone and Buff Brick. Subway of Faience. Total Dimensions: 15 ft. x 50 ft. Awning, 1,930 square feet.

Station with Three "Class Waiting Rooms." Erected during 1890-91, for the
MEXICAN NATIONAL RAILROAD COMPANY,
Toluca, Mexico.



Construction: Tepetate and Stone. Dimensions: 23 ft. x 77 ft.

Sketch Portfolio—Bradford L. Gilbert, Architect.



Photographed by the Architect, on Station
Platform, Toluca, Mexico.

Part Stone Station. Designed to be Erected for the
 DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY,
 Bernardsville, N. J.



Proposed Construction: Field Stone. Dimensions: 20 ft. x 35 ft.
 Estimated Cost Complete, \$1,800.

Combination Frame Station with Cotton Platform and Freight House. Erected during 1891-92, for the
 GEORGIA RAILROAD COMPANY,
 Conyers, Ga.



Frame Construction. Dimensions: 25 ft. x 130 ft. Exclusive of Platforms.
 Sketch Portfolio—Bradford L. Gilbert, Architect.

Railroad Y. M. C. A. Building, in Course of Erection, for the
NEW YORK, ONTARIO AND WESTERN RAILROAD CO.,
Middletown, N. Y.



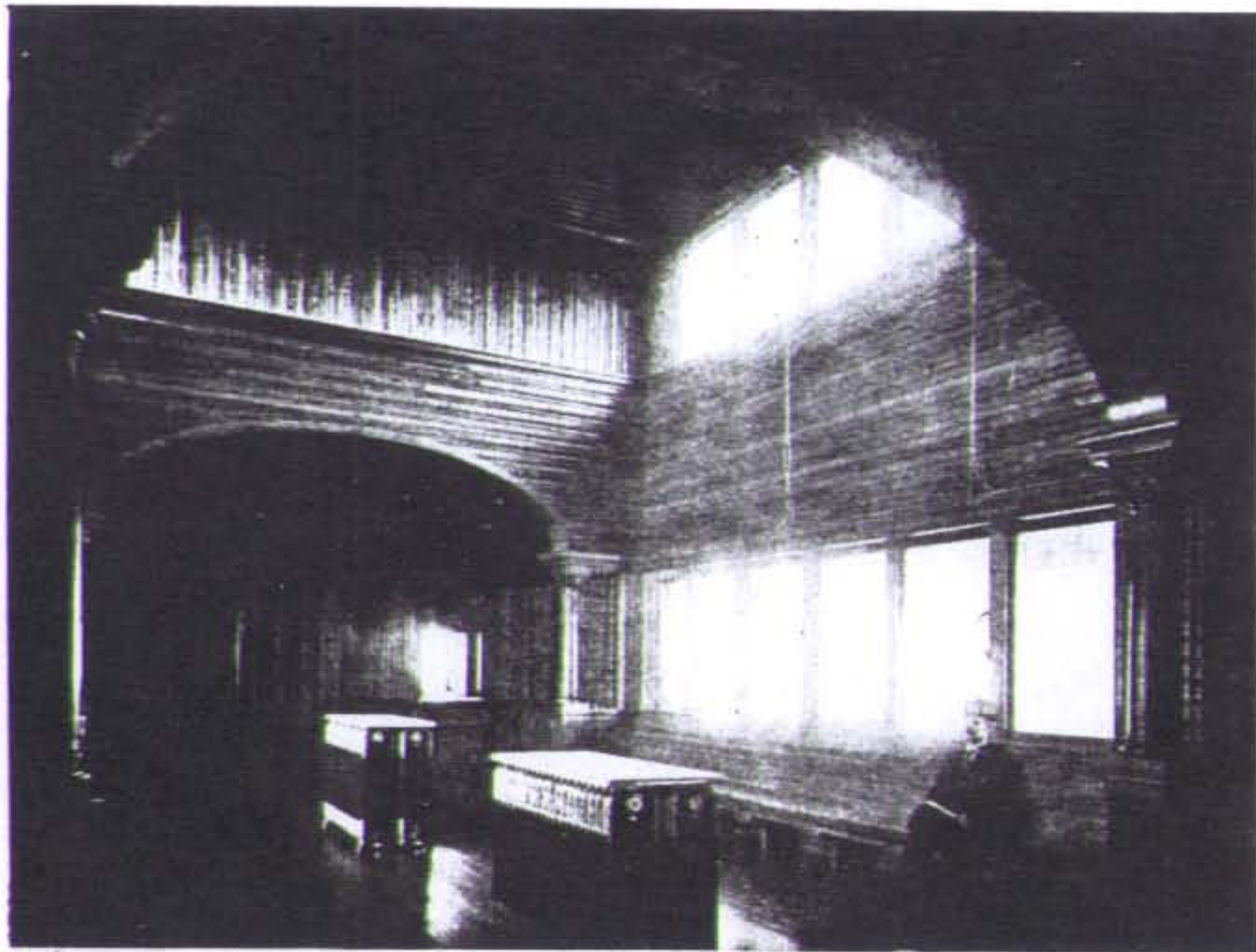
Frame Construction Throughout. Bowling Alley, Social and
Reading Rooms, "Rest" Dormitory, etc.

Exhibition Building: In Course of Erection for the
ATLANTIC COAST LINE RAILROAD CO.,
Cotton States and International Exposition, Atlanta, Ga.

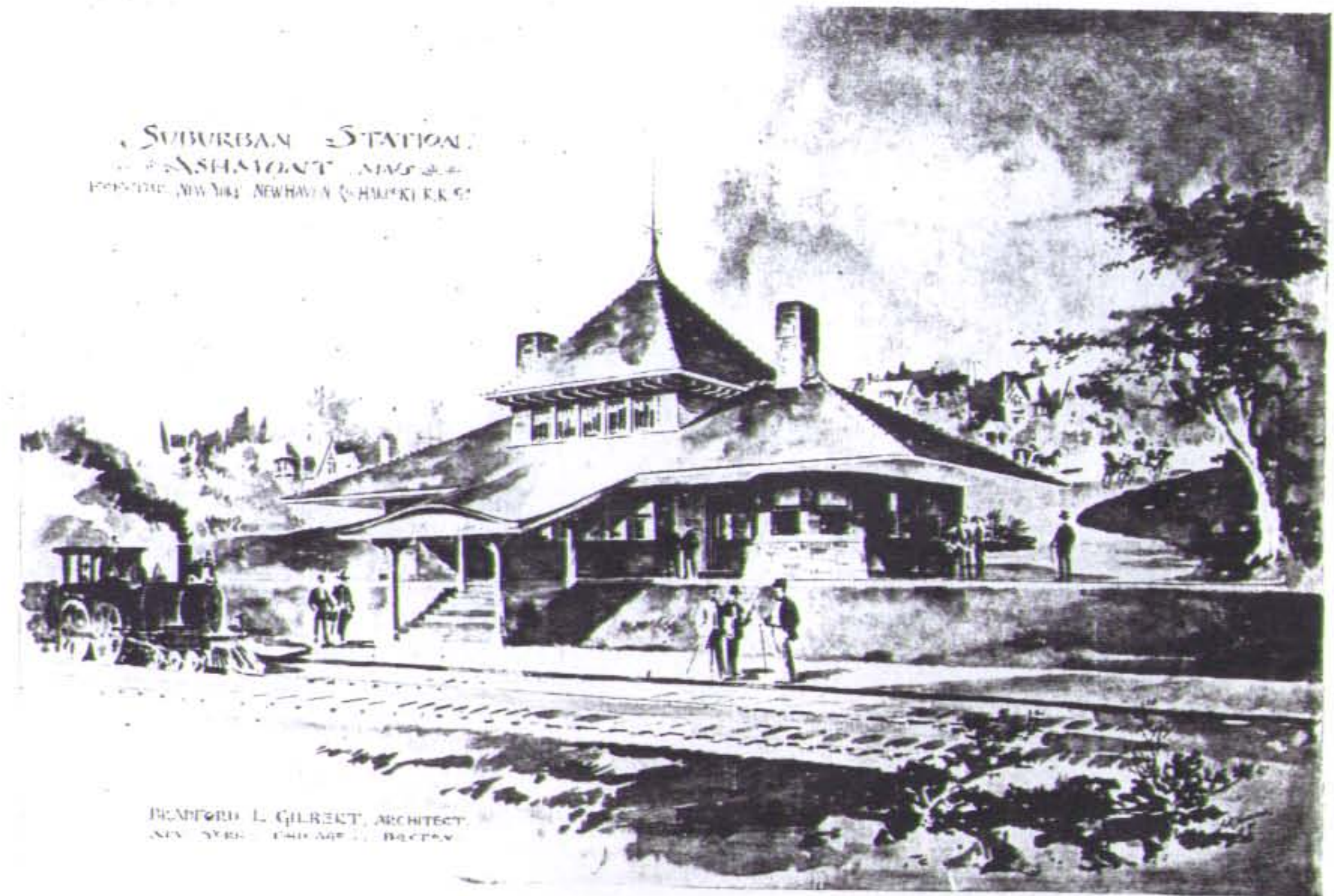


Design Classical.—Construction of Staff, etc.

Suburban Station on Incline. Erected During 1894-95, for the
NEW YORK, NEW HAVEN AND HARTFORD RAILROAD CO.,
Ashmont, Mass.



Photograph of Interior, Showing General Waiting Room.
Construction: Hard Pine and Oak; Natural Finish.



Construction: "Weymouth" and "Milford" Granites.
Dimensions: 24 ft. x 67 ft. Exclusive of Awnings.

Station (with Agent's Rooms Over.) Erected During 1893-94, for the
CENTRAL RAILROAD OF NEW JERSEY,
at North Branch, N. J.



Perspective Sketch from Roadway.

Construction: Red Sand Stone, "Pebbledash" and Slate. Size of Station, 20 ft. x 55 ft. Two Stories.



Inspecting New Stations.



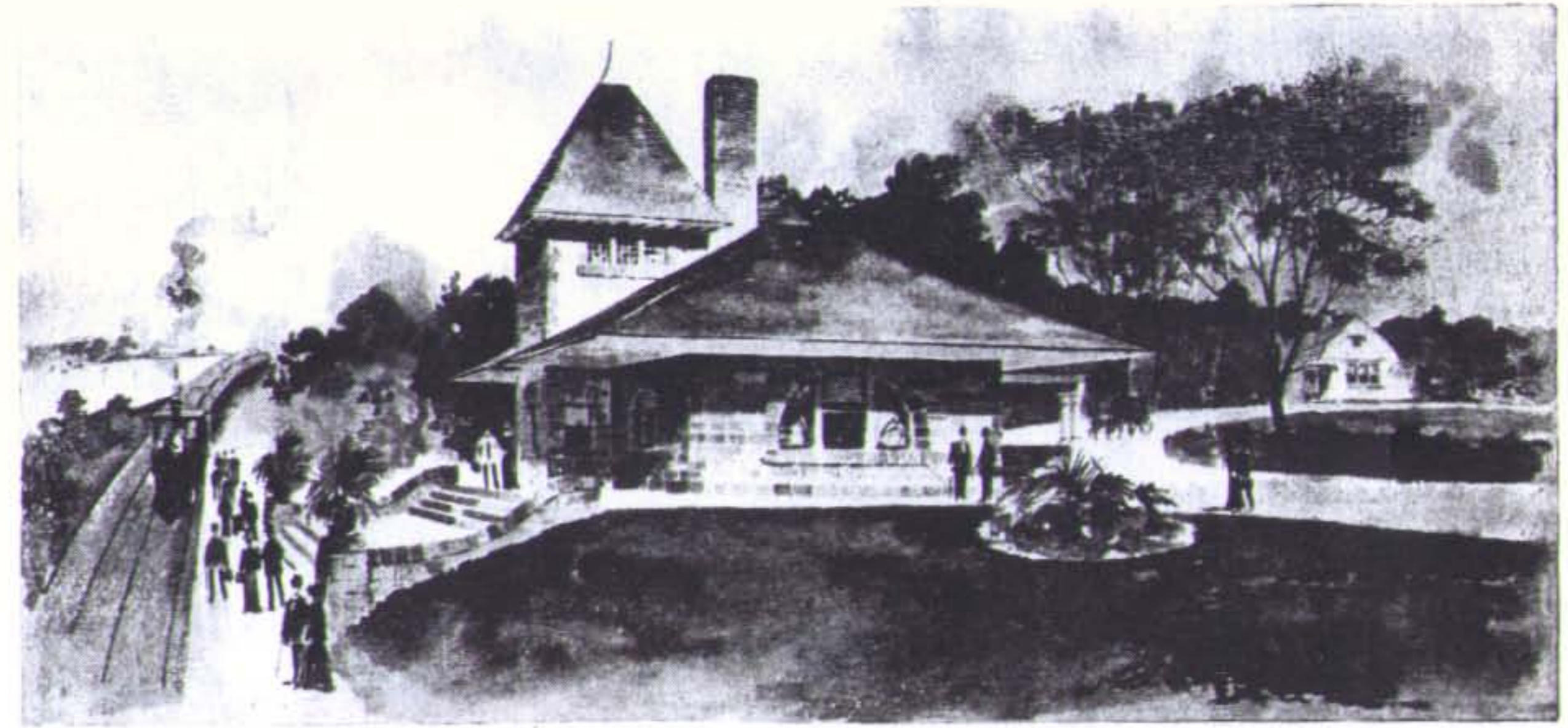
Photograph from Track Side of Station, as Completed.

Frame Station. Erected During 1879, for the
NEW YORK, LAKE ERIE & WESTERN RAILROAD CO.,
Avon, N. Y.



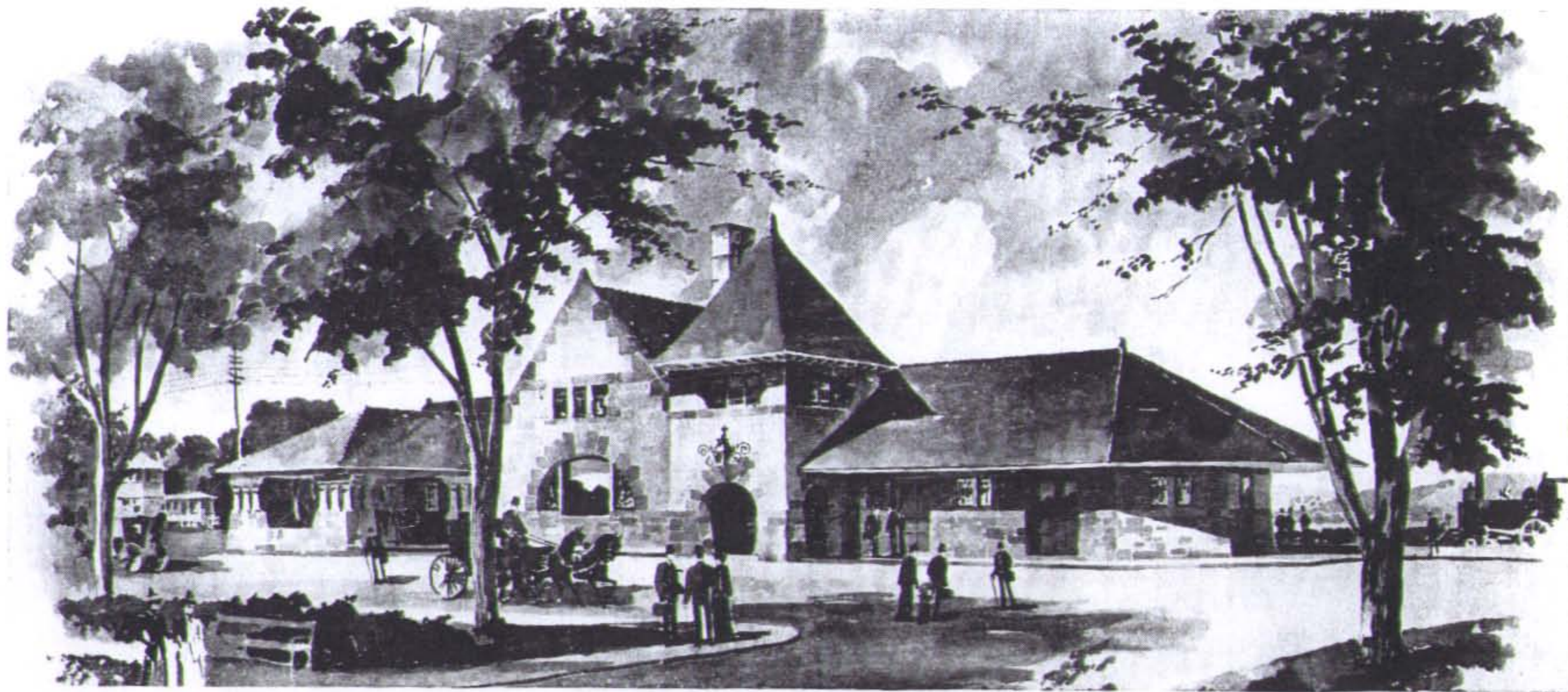
Construction: Frame. Dimensions: 80 ft. x 24 ft.

Station on Embankment. Erected During 1892, for the
CONCORD & MONTREAL R. R. CO.,
Amoskeag, N. H.



Construction: Belgian Street Paving Blocks. Dimensions: 23 ft. x 46 ft.

Passenger Station designed for the
BOSTON & MAINE RAILROAD CO.,
Beverly, Mass.



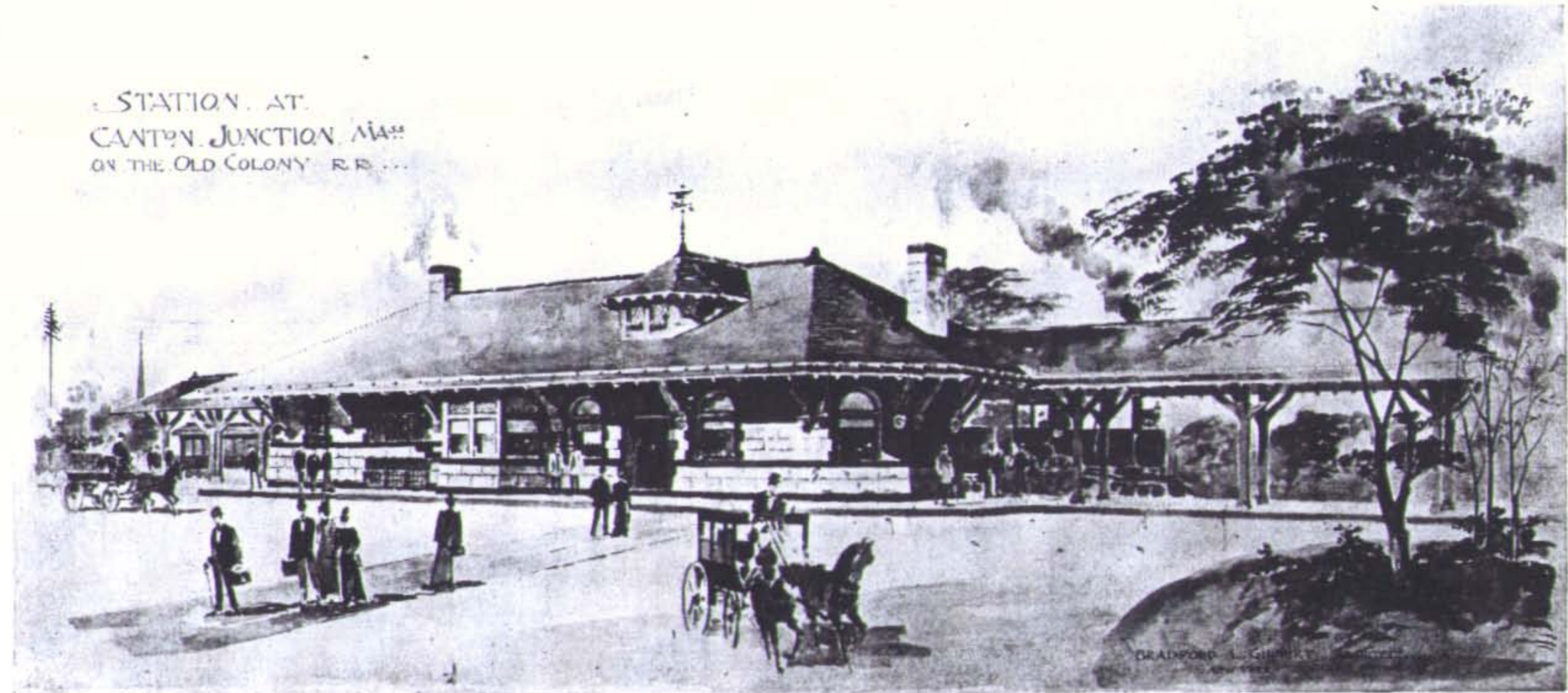
Proposed Construction: Buff Brick with Stone Trimmings. Dimensions: 42 ft. x 140 ft. Exclusive of Port Cochere and Awnings.

Suburban Granite Station. Erected During 1892-93, for the
 OLD COLONY RAILROAD CO.,
 Canton Junction, Mass.

Construction: Milford (Mass.) Pink Granite,
 Brown Stone Trimmings. Oak and
 White Spruce Finish Inside.
 Yellow Pine Outside.

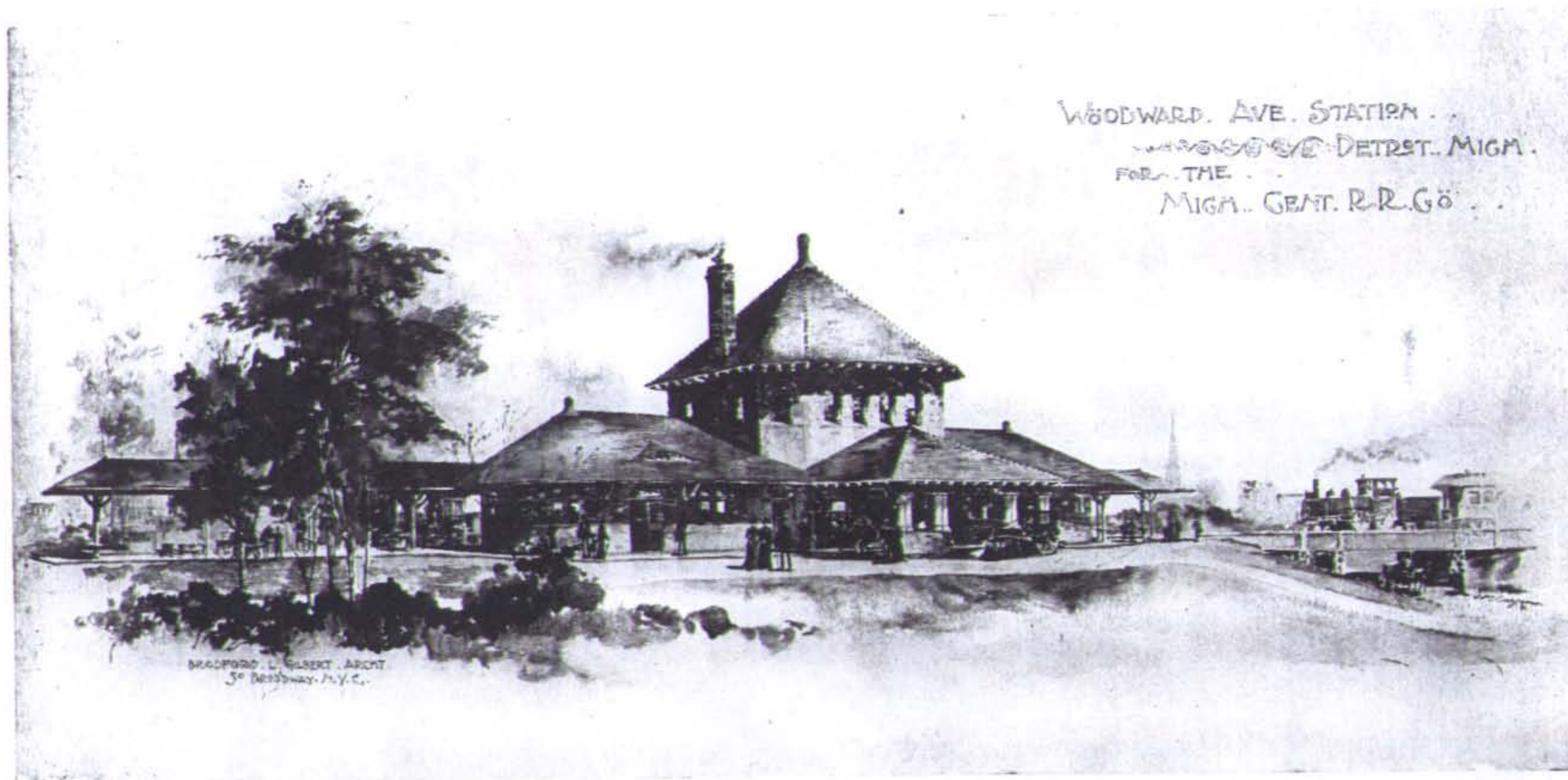
Dimensions: 25 ft. x 86 ft., Exclusive of Platforms
 and Awnings.

Contract: Not including Heating, Plumbing and
 Outside Concrete of Platforms, (Executed by
 Railroad Company), under \$9,000.



STATION AT
 CANTON JUNCTION, MASS.
 ON THE OLD COLONY R.R.

Passenger Station (Elevated above Grade). Designed for the
 MICHIGAN CENTRAL RAILROAD CO.,
 Woodward Avenue, Detroit.



WOODWARD AVE. STATION . . .
 WOODWARD DETROIT, MICH.
 FOR THE . . .
 MICH. CENT. R.R. CO. . .

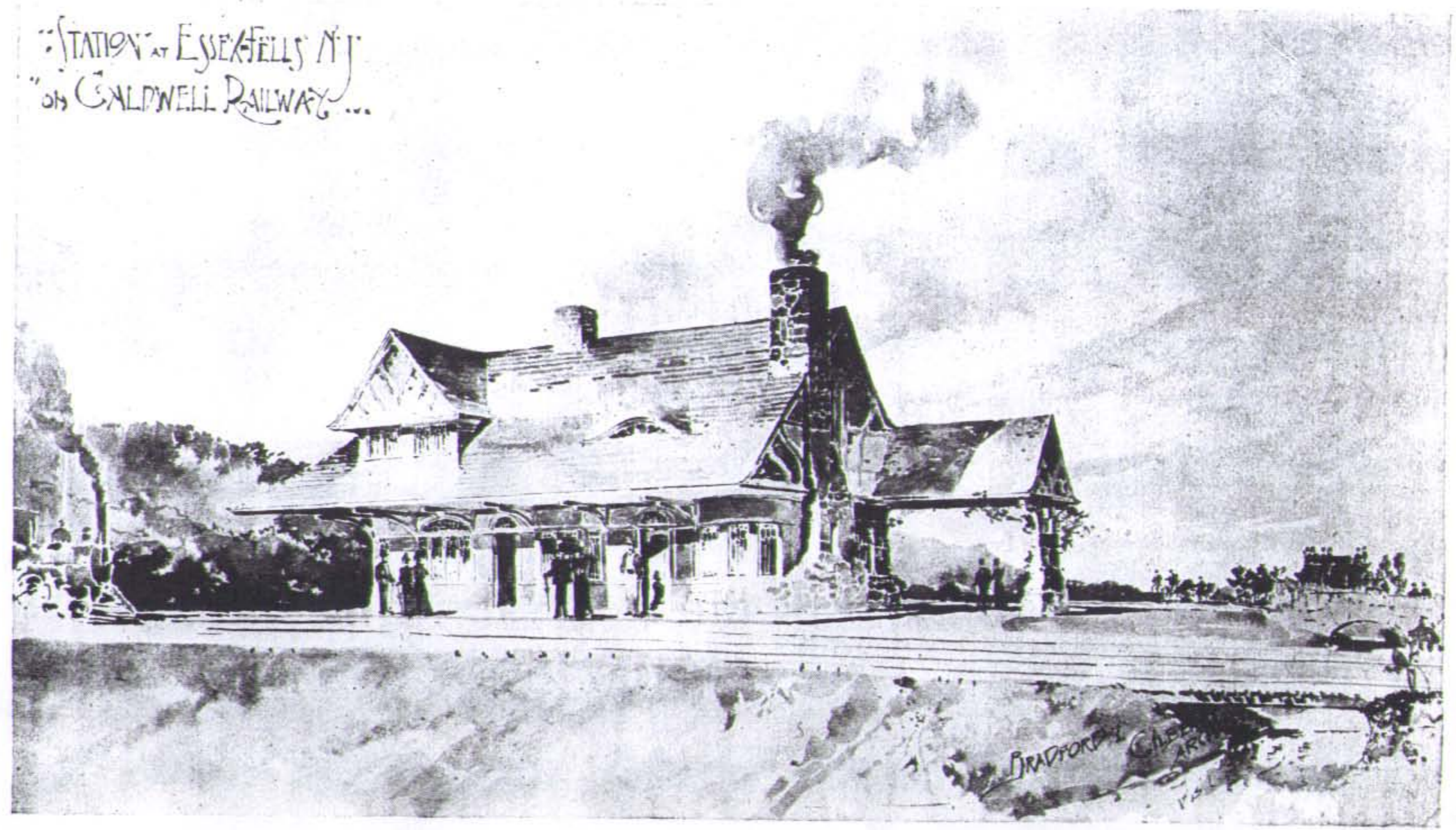
Proposed Construction: Dressed Stone,
 "Rock Faced."
 Dimensions: 35 ft. x 145 ft.

Passenger Station with open Rotunda. Designed for the
 NEW YORK CENTRAL & HUDSON RIVER RAILROAD COMPANY,
 on the Hudson.



"A Bit" of Stone Detail.

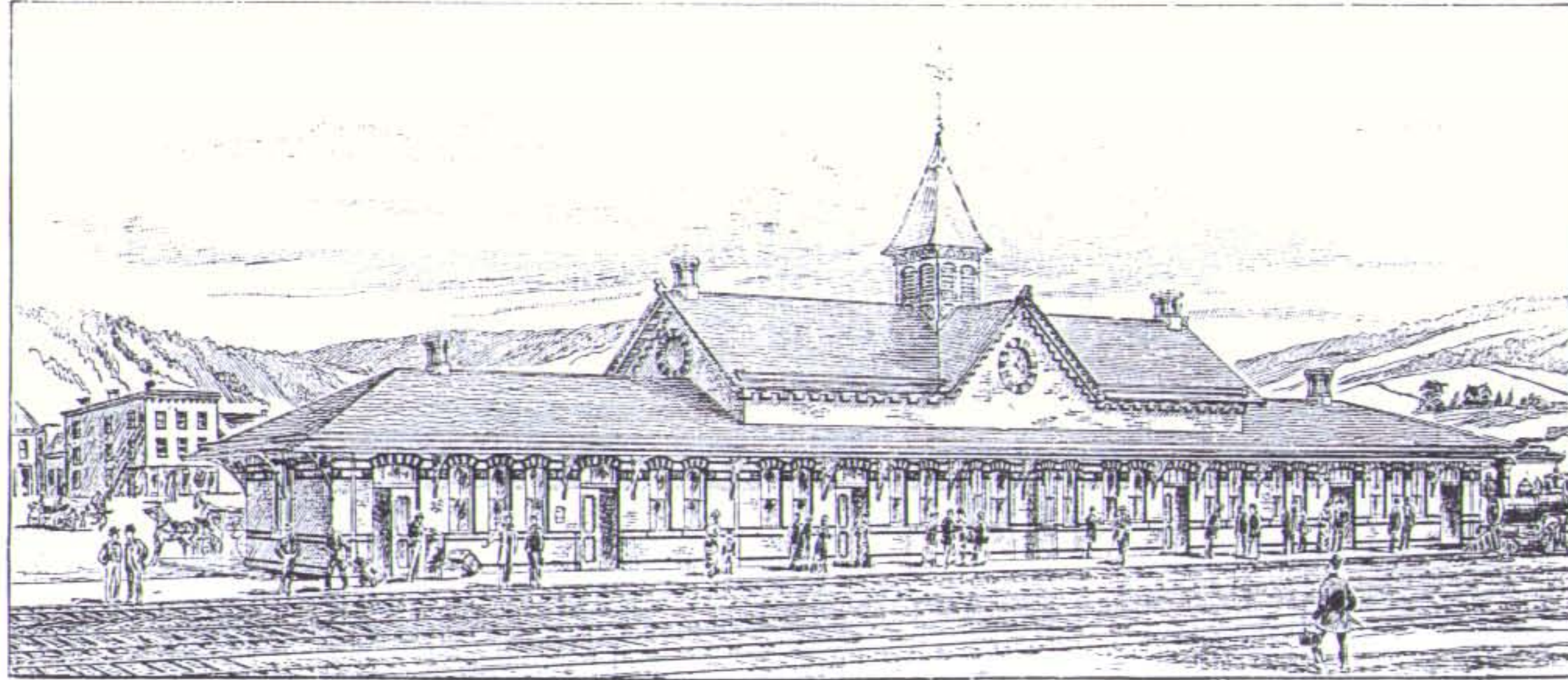
Proposed Construction: "Rustic" Field Stone. Dimensions: Exclusive of Awnings, 25 ft. x 84 ft.



Station with Agents Rooms and End Carriage Porch.
 Erected during 1892, (part stone),
 on the
 CALDWELL RAILWAY,
 Essex-Fells, N. J.
 Contract under \$3,000.

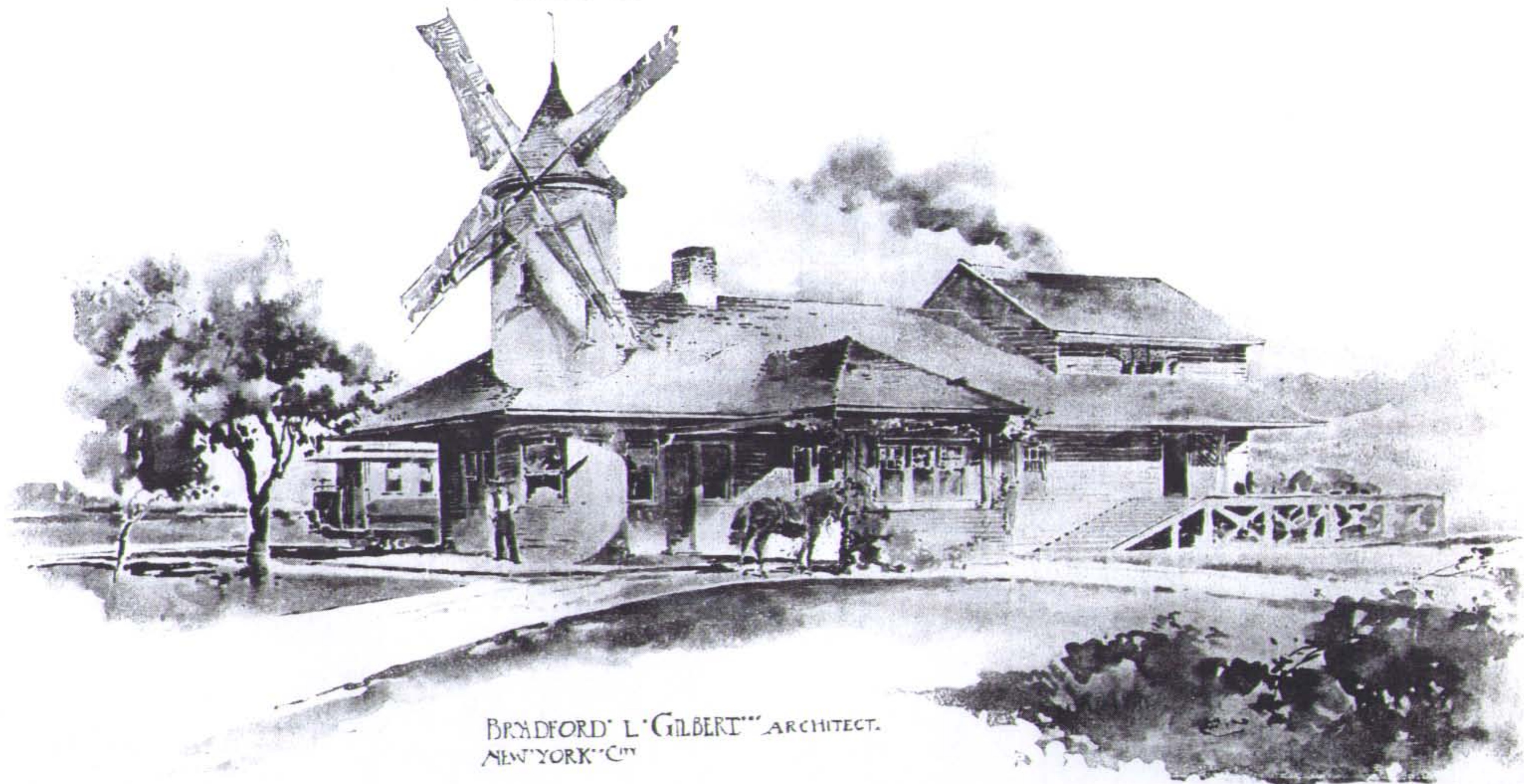
Dimensions: Exclusive of Awnings, 20 ft. x 37 ft.

Union Passenger Station. Erected During 1879-1880, for the
 NEW YORK, LAKE ERIE & WESTERN, R. R., AND DELAWARE & HUDSON CANAL CO.,
 Binghamton, N. Y.



Construction: Brick, with Stone Trimmings and Slate Roof. Dimensions: 222 ft. x 30 ft.

Passenger Station and Freight Depot Combined. Erected During 1891-92, for the
 GEORGIA RAILROAD COMPANY,
 Grovetown, Ga.



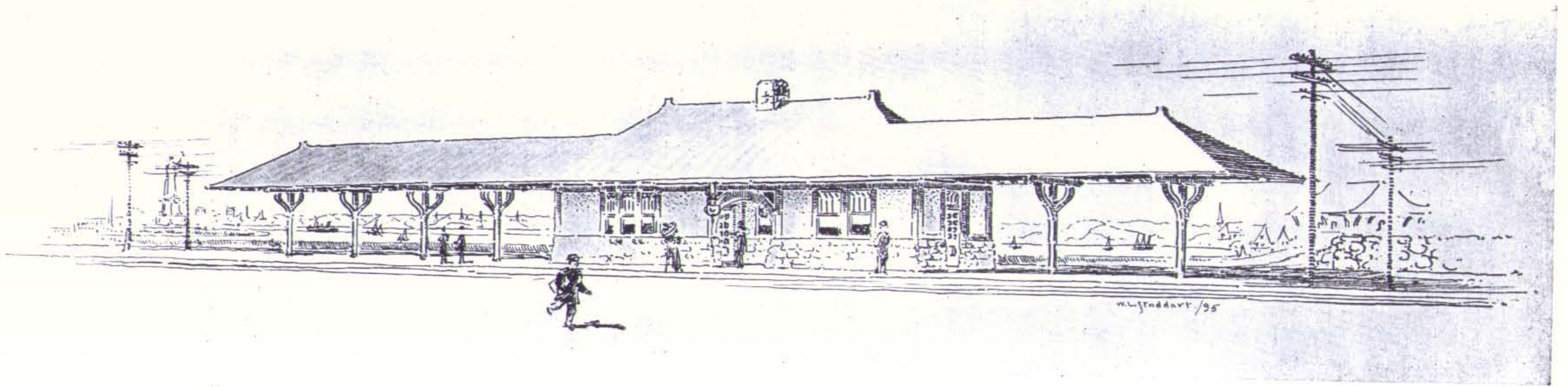
BRADFORD L. GILBERT ARCHITECT.
 NEW YORK, C^Y

Construction of Yellow Pine, Cypress and Metallic Shingles. Dimensions: Exclusive of Awnings, Port Cochere and Cotton Platform, 25 x 90 feet.

Sketch Portfolio.—Bradford L. Gilbert, Architect.

"For a town of several thousand people, and somewhat of a suburban station as well, the requirements in the South are for a building with accommodation for first-class passengers (white), and second-class passengers (negroes), both under the general supervision of the station agent, who is telegraph operator and ticket agent as well. It is also necessary to provide a freight room and a large platform for handling cotton and merchandise. The Grovetown station combines all these special features in a simple, picturesque and quaint building—one which helps the town, and that advertises and builds up the railroad as well. The windmill (forming so picturesque a feature of the building) was designed with special reference to the necessary water supply in connection with the toilet accommodations, etc., of the building. This is but one of the picturesque stations now in course of erection costing about \$5,000."—*The Railroad Gazette*, Sept., 1891.

Twin Waiting Station for the
CENTRAL RAILROAD OF NEW JERSEY,
Thirty-third Street, Bayonne.



Proposed Construction of Stone and Stucco. Dimensions: 15 ft. x 48 ft. One Post Awning, covering 1,695 sq. ft.

Station Erected During 1893, for the
CONCORD AND MONTREAL RAILROAD,
at New Boston, N. H.



View from Street.



Perspective View from Track.

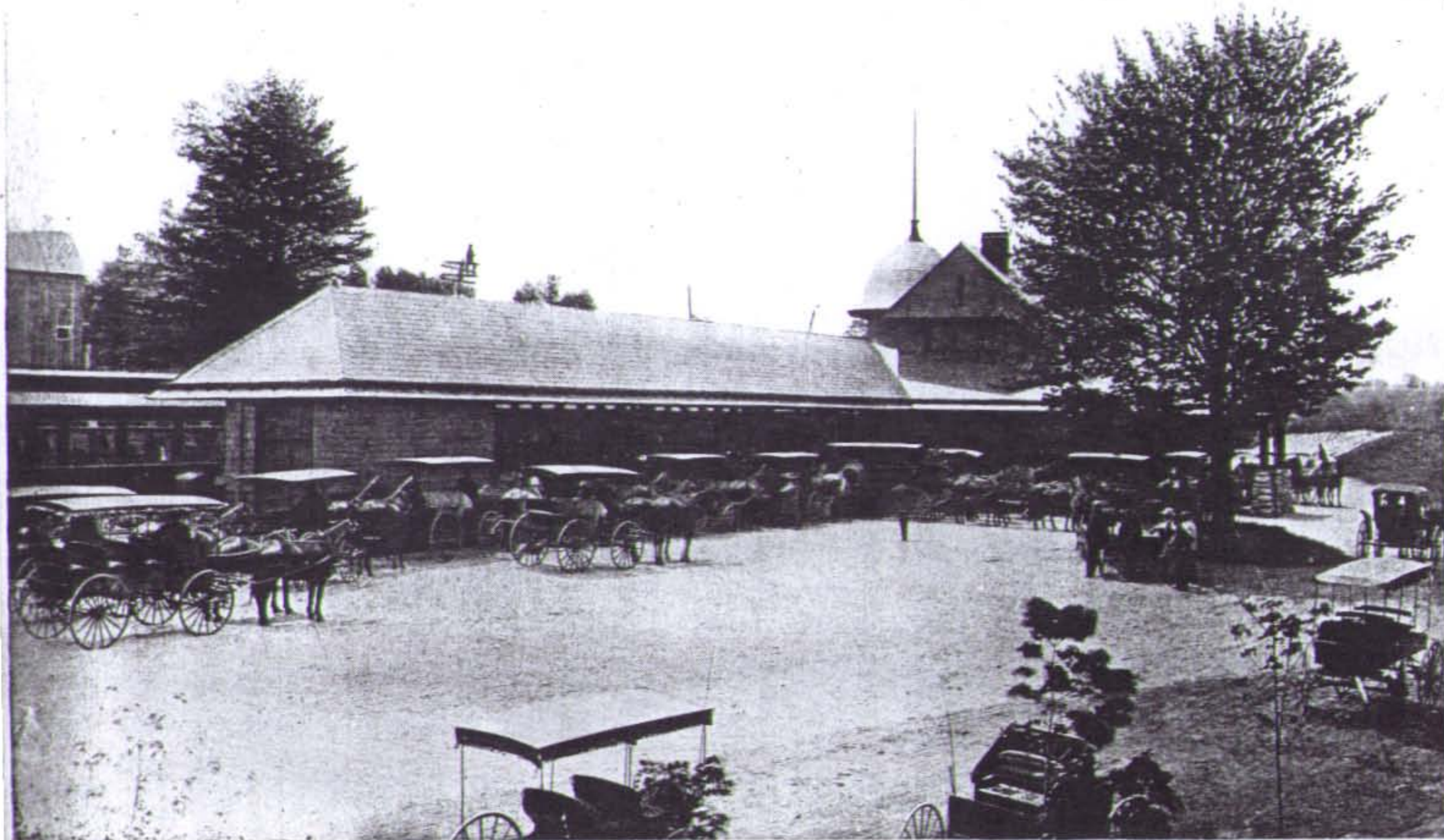
Construction: "Field Stone" and "Pebbledash," etc. Dimensions: 27 ft. x 45 ft., Exclusive of
Awnings and Port Cochere. Total Contract price, \$2,800.

Frame Station (on a Curved Track). Erected during 1892-93, for the
 NEW YORK, ONTARIO AND WESTERN RAILWAY CO.,
 Liberty, N. Y.



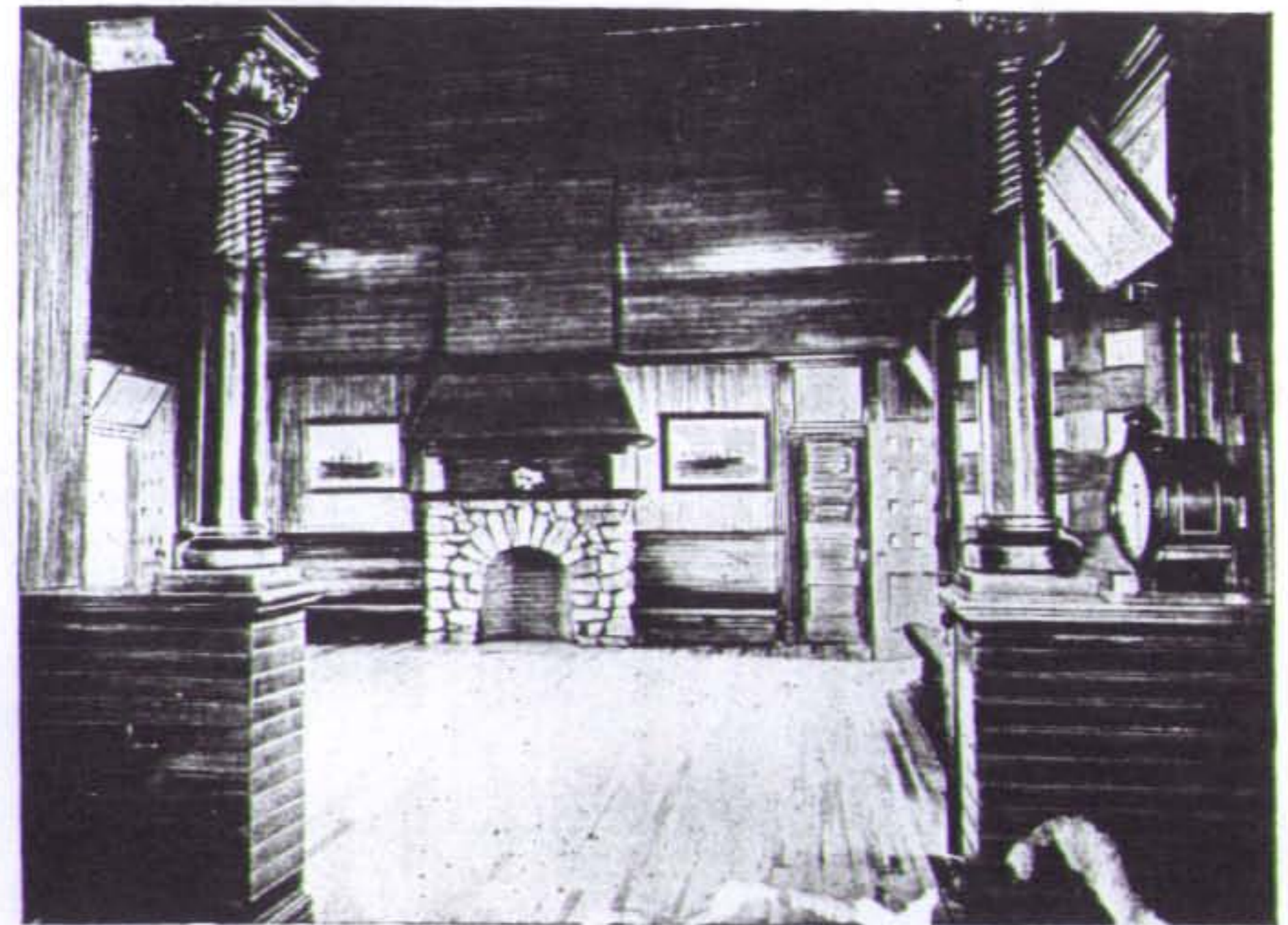
Perspective Sketch Showing Platforms and Port Cochere.

Dimensions: Station, 29 ft. x 60 ft. Port Cochere, 16 ft. x 17 ft.
 Covered Platforms, 7,500 sq. ft.
 Baggage Rooms, 12 ft. x 19 ft., at each end of Platform.
 Contract, Including Plumbing and Steam Heating,
 Less than \$9,900.



Photograph of Exterior as Completed (taken on arrival of "Mountain Express").

Sketch Portfolio—Bradford L. Gilbert, Architect.



Photograph of Waiting Room, from V. men's Alcove.

Granite Passenger Station Erected during 1894-95, for the
 NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY,
 North Abington, Mass.

"The interior of this handsome structure seems to be all that could be desired, nothing has been overlooked which would add to the comfort or the convenience of the patrons of the road. The main waiting room is finished in oak, with handsome seats of the same material. One of the corners has been set apart for the use of the ladies, as a sort of reception room, and there are many private houses which do not look as comfortable and homelike. There is a spacious open fire-place, tiles of different colors have been placed in front, and the entire section separated from the main room by a lattice of oak. The business offices for the Agent and Telegraph Operators have been well looked after. The baggage department is furnished with all modern conveniences. In fact, there is nothing about the structure which does not show care and thoughtfulness."—*From the Boston Herald, June 16, 1894.*



Perspective Sketch of Exterior Facing Street.

Dimensions: Exclusive of Awnings, 25 ft. x 96 ft. Construction: Milford Pink Granite; Brown Stone Trimmings.
 Interior Finish of Oak and White Spruce.



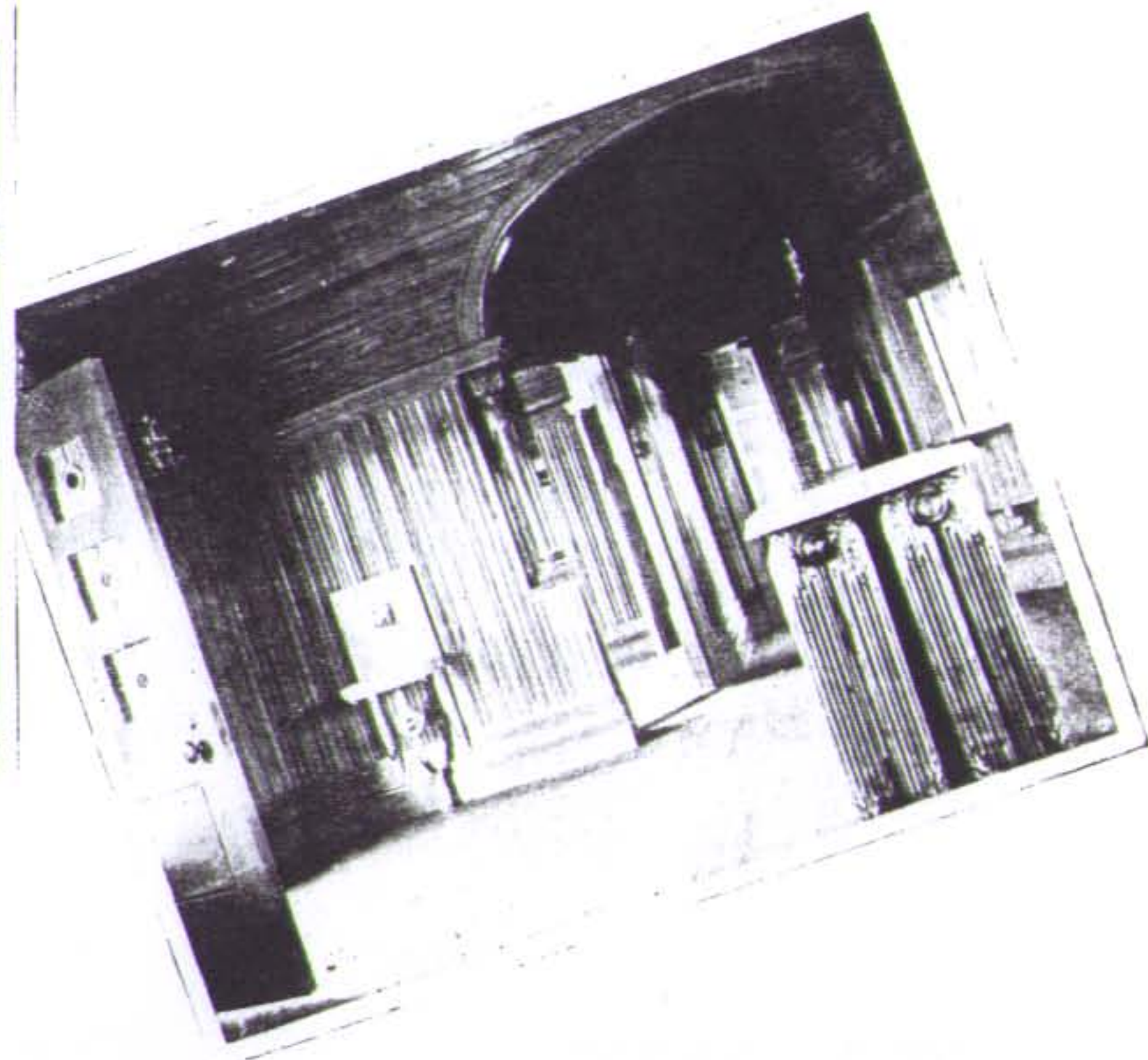
Fireplace Alcove.



Street Turret.

From Photographs as Completed.

Sketch Portfolio—Bradford L. Gilbert, Architect.



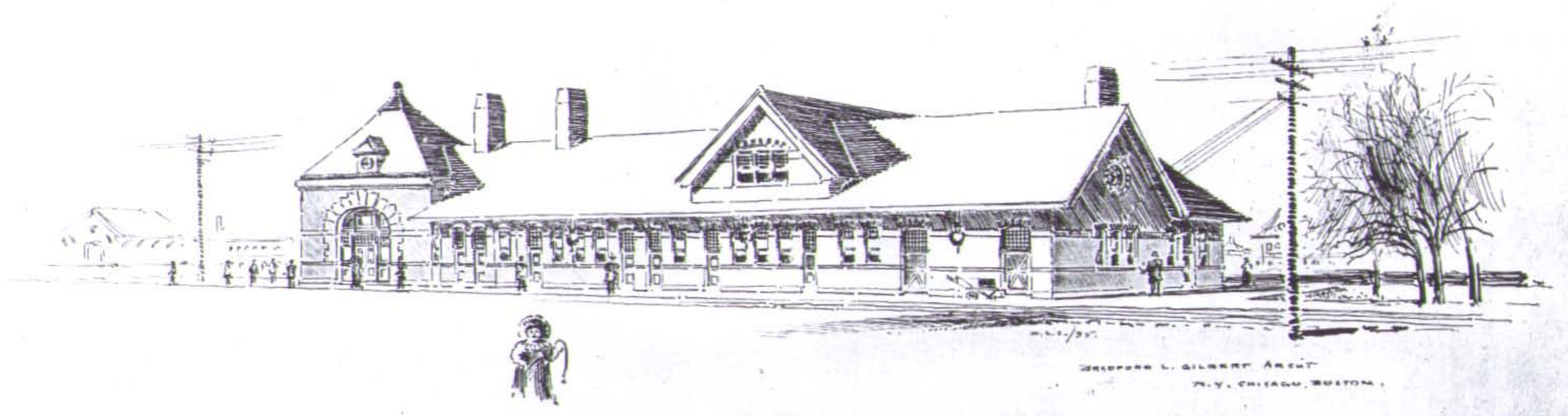
Women's Room.

Passenger Station with Dining, Lunch Rooms and Railroad Offices, in Course of Erection, for the
 MISSOURI, KANSAS & TEXAS RAILWAY COMPANY,
 Sedalia, Missouri.



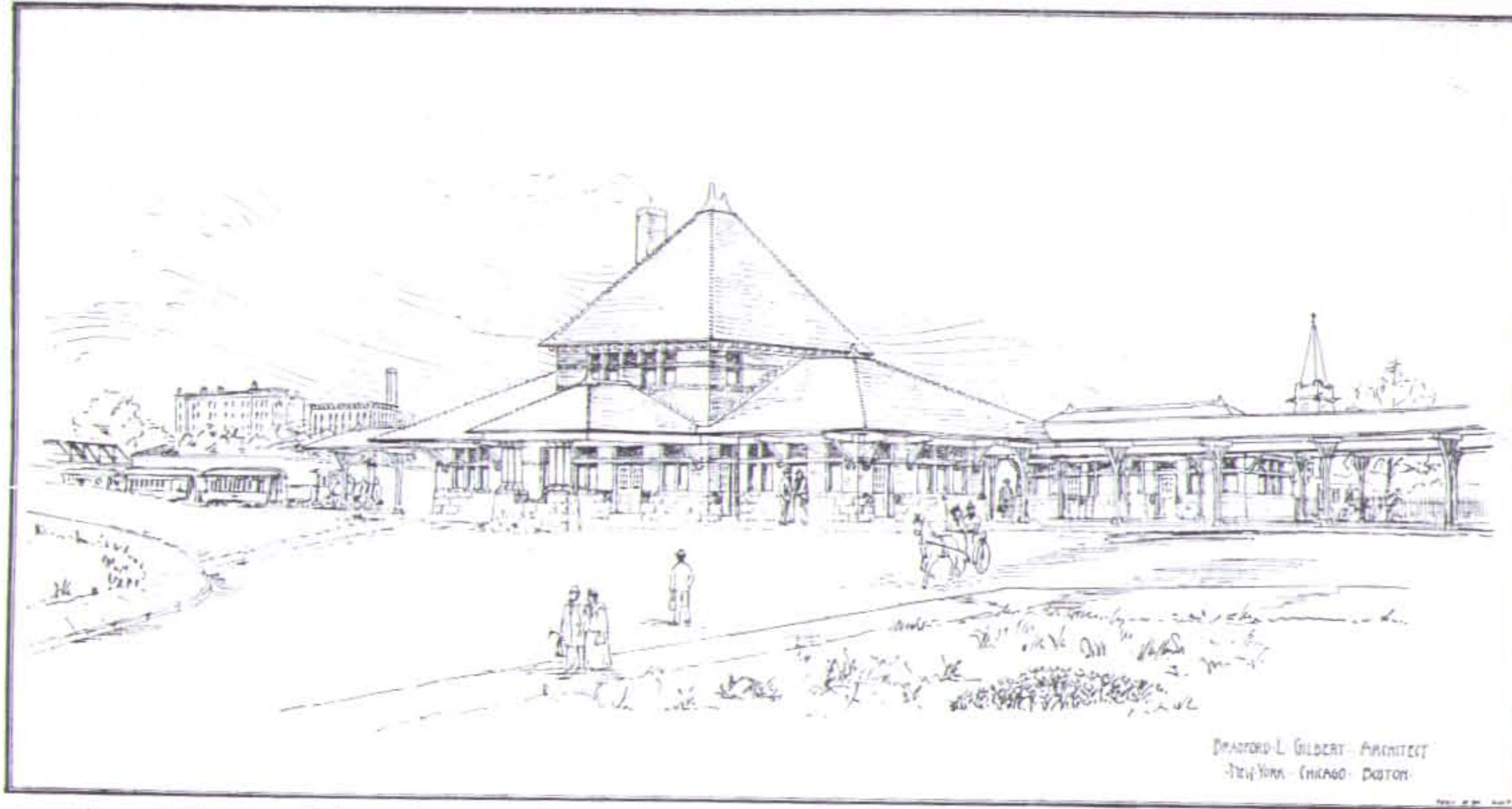
Construction: Of Texas Granite for Base, Lintels, Sills and Voussoirs, balance of Outside "Roughly Stuccoed" in Cement.
 Tile Roofs. Dimensions: Exclusive of Awnings and Port Cochere, 32 ft. x 205 ft.

Combined Station and Offices Designed for the
 FLINT & PERE MARQUETTE RAILROAD CO.,
 Flint, Mich.



Proposed Construction of Brick and Stone. Dimensions: 28 ft. x 87 ft.

Twin-Passenger Stations, as approved by R. R. State Commissioners and Officials of the
 NEW YORK, NEW HAVEN & HARTFORD R. R. CO.,
 for Campello, Mass.



BRADFORD L. GILBERT - ARCHITECT
 NEW YORK - CHICAGO - CANTON

Construction of Stone. Dimensions: 28 ft. x 96 ft. and 18 ft. x 53 ft., Exclusive of Awnings and Port Cochere.

Passenger Station Designed for the
 LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO.,
 Sandusky, Ohio.

PROPOSED STATION AT SANDUSKY OHIO,
 FOR THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY CO.

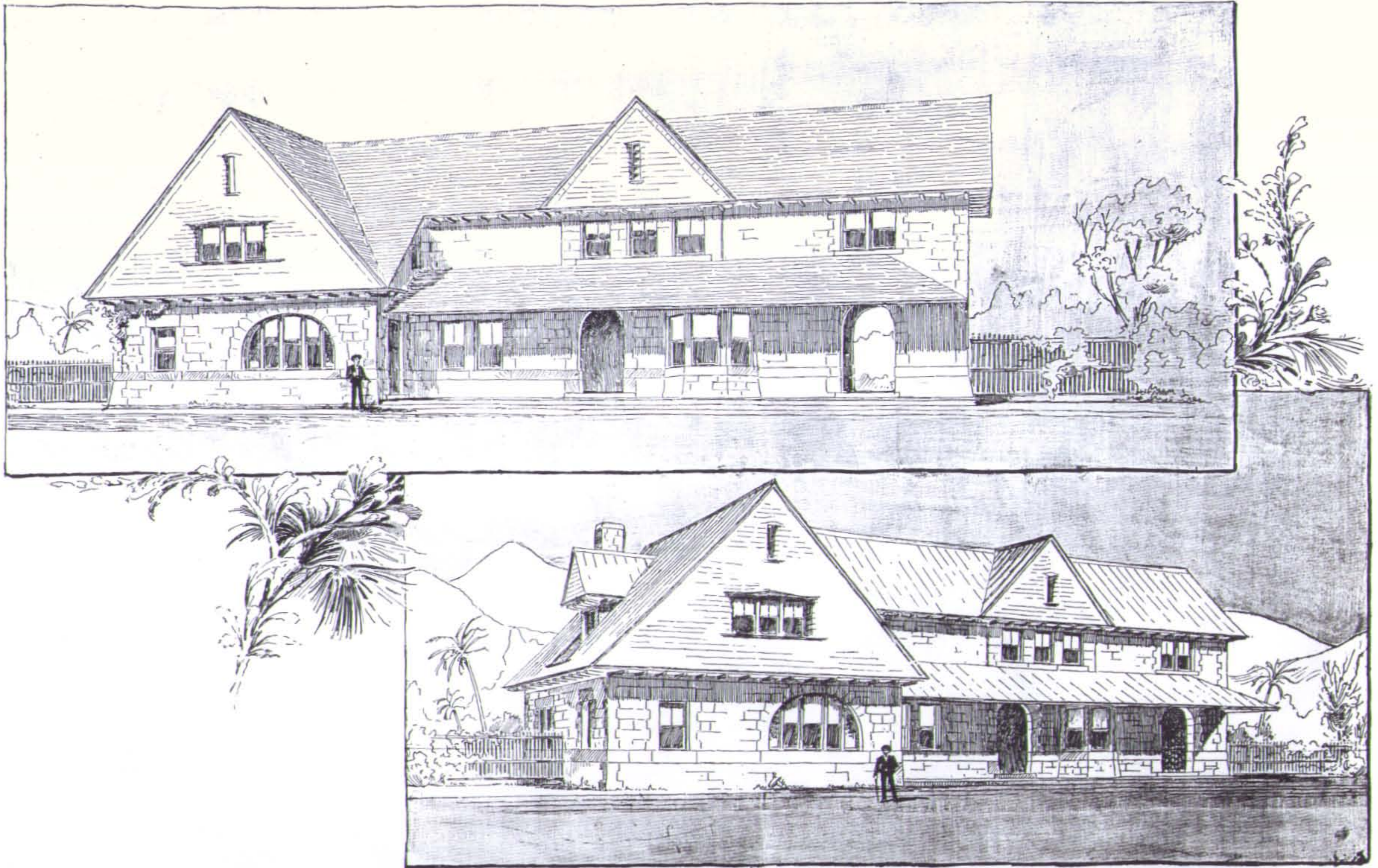


BRADFORD L. GILBERT - ARCHITECT
 57 BROADWAY - NEW YORK

Proposed Construction of Light Speckled Brick, Stone Trimmings. Dimensions: 35 ft. x 100 ft.

Sketch Portfolio Bradford L. Gilbert, Architect

"Class" Passenger Station, Erected during 1891-92 for the
MEXICAN NATIONAL RAILROAD CO.,
Acambaro, Mexico.



Outline Sketches from Track Side of Station.

Construction of Tepetate and Stone. Dimensions: 45 ft. x 100 ft., Exclusive of Awnings. Agents' Rooms and Offices on Second Story.

Sketch Portfolio—Bradford L. Gilbert, Architect.

"Romanesque" Granite Passenger Station. Erected during 1893-94, for the
NEW YORK AND NEW HAVEN RAILROAD CO.,
Bridgewater, Mass.



Perspective Sketch from Roadway, Showing Station, Port Cochere, Awnings, Etc.

Dimensions of Building Proper, 25 ft. x 96 ft. Covered Platform and Awnings, 4,300 square feet.

Construction: Of Milford (Mass.) Pink Granite, Red Stone Trimmings, Slate Roof, Concrete Platform, Interior Finish of Oak, etc.



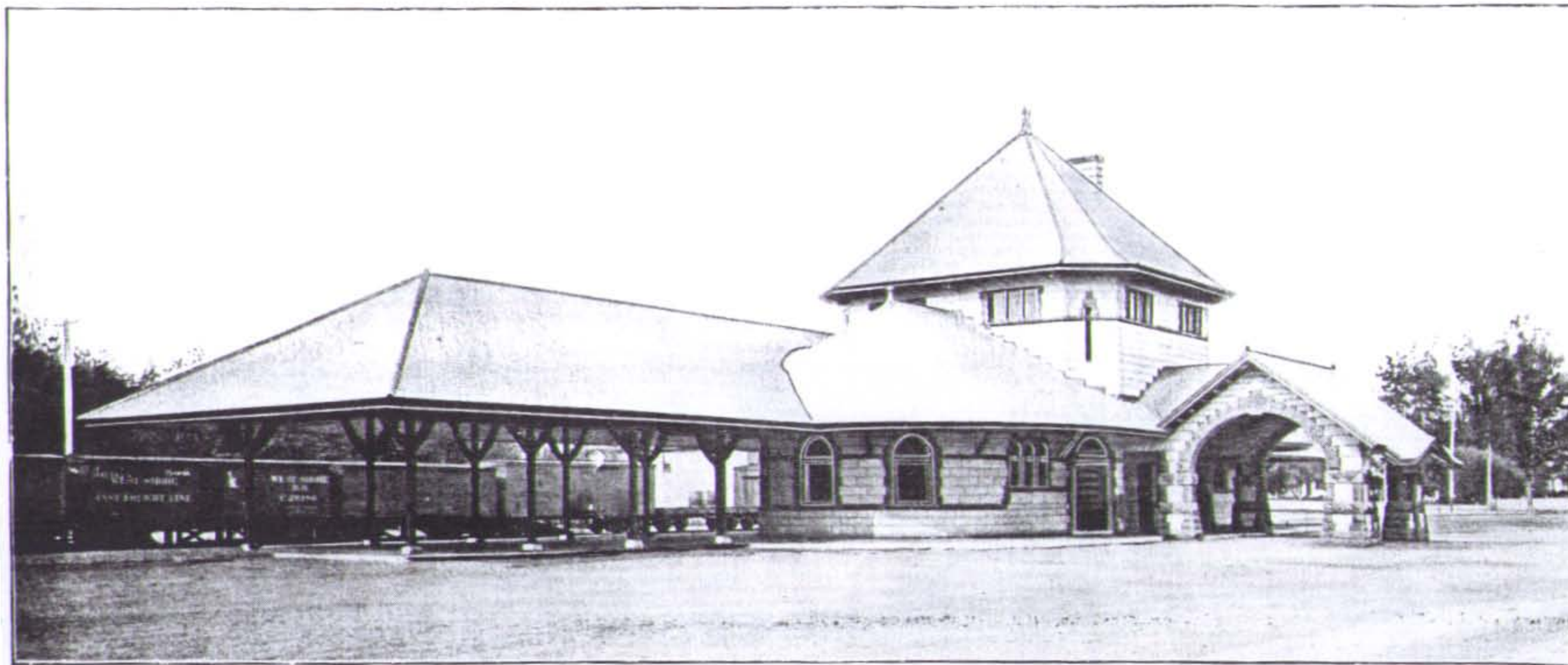
From Actual Photographs of Station as Completed.

Station, with Open Rotunda and Port Cochere. Erected During 1891-92, for the
 CONCORD & MONTREAL RAILROAD CO.,
 Laconia, N. H.



Exterior Perspective, From Architect's Drawings.

Construction: Milford Pink Granite with Red Sandstone Trimmings. Interior of Oak Finish. Dimensions of Station, 35 ft. x 105 ft.
 Rotunda, 40 ft. x 40 ft. Covered Platforms, 6,200 square ft.



Exterior (From Photograph), of Station and Platforms.



Photograph of Rotunda and Port Cochere.

"It is safe to say that nowhere in New England, or out of it (aside from the large cities), can there be found so handsome and convenient a Passenger Station as the one at Laconia, designed by Mr. Gilbert of New York."—From *Boston Daily Globe*, Aug. 1892.

Passenger Station with Separated Baggage Building. Erected During 1891-92, for the
 MICHIGAN CENTRAL RAILROAD CO.,
 West Bay City, Michigan.



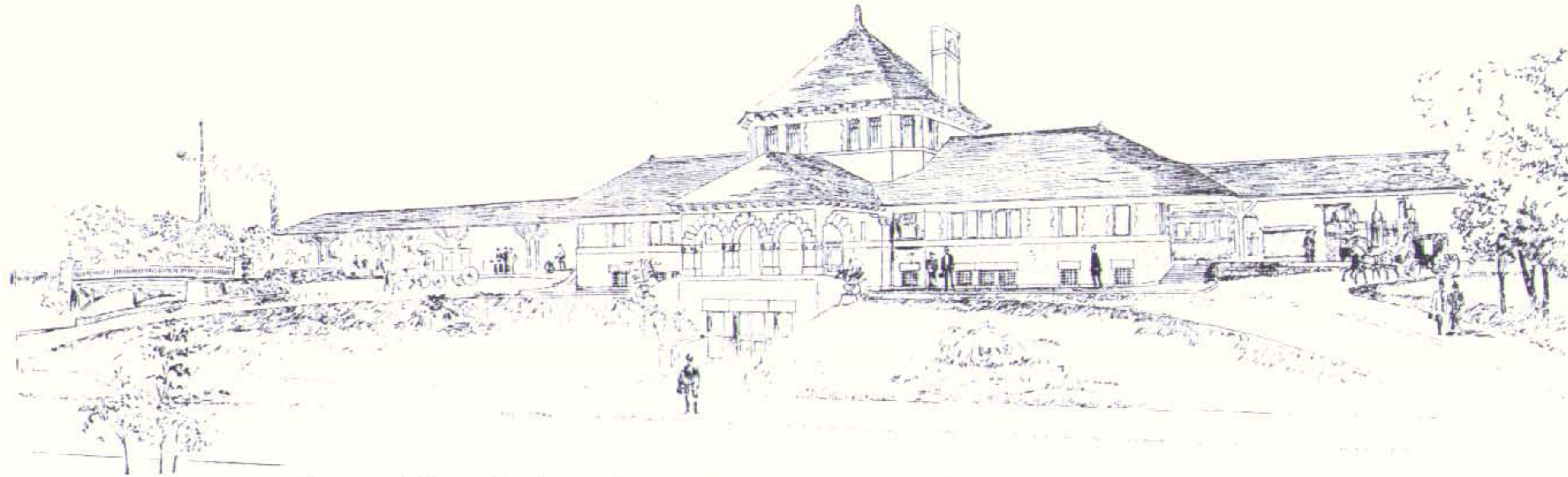
Construction: Of "Field Stone," with Dressed Stone Trimmings. Dimensions: 28 ft. x 120 ft. Exclusive of Port Cochere and Awnings.

Overhead Passenger Station With Local Offices. Designed for the
 NEW YORK & NEW ENGLAND RAILROAD CO.,
 Hartford, Conn.

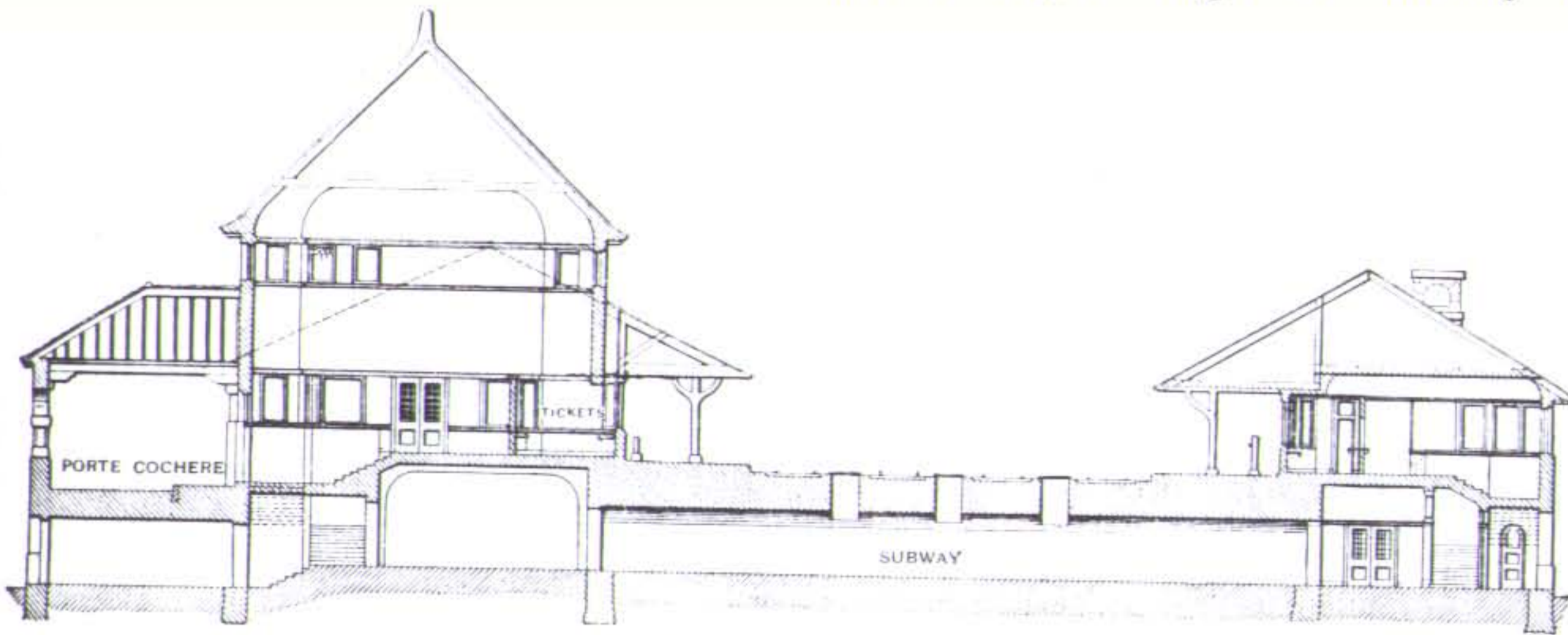


Proposed Construction: Of Buff Brick and Stone. Dimensions: 60 ft. x 220 feet. Three Stories in Height.

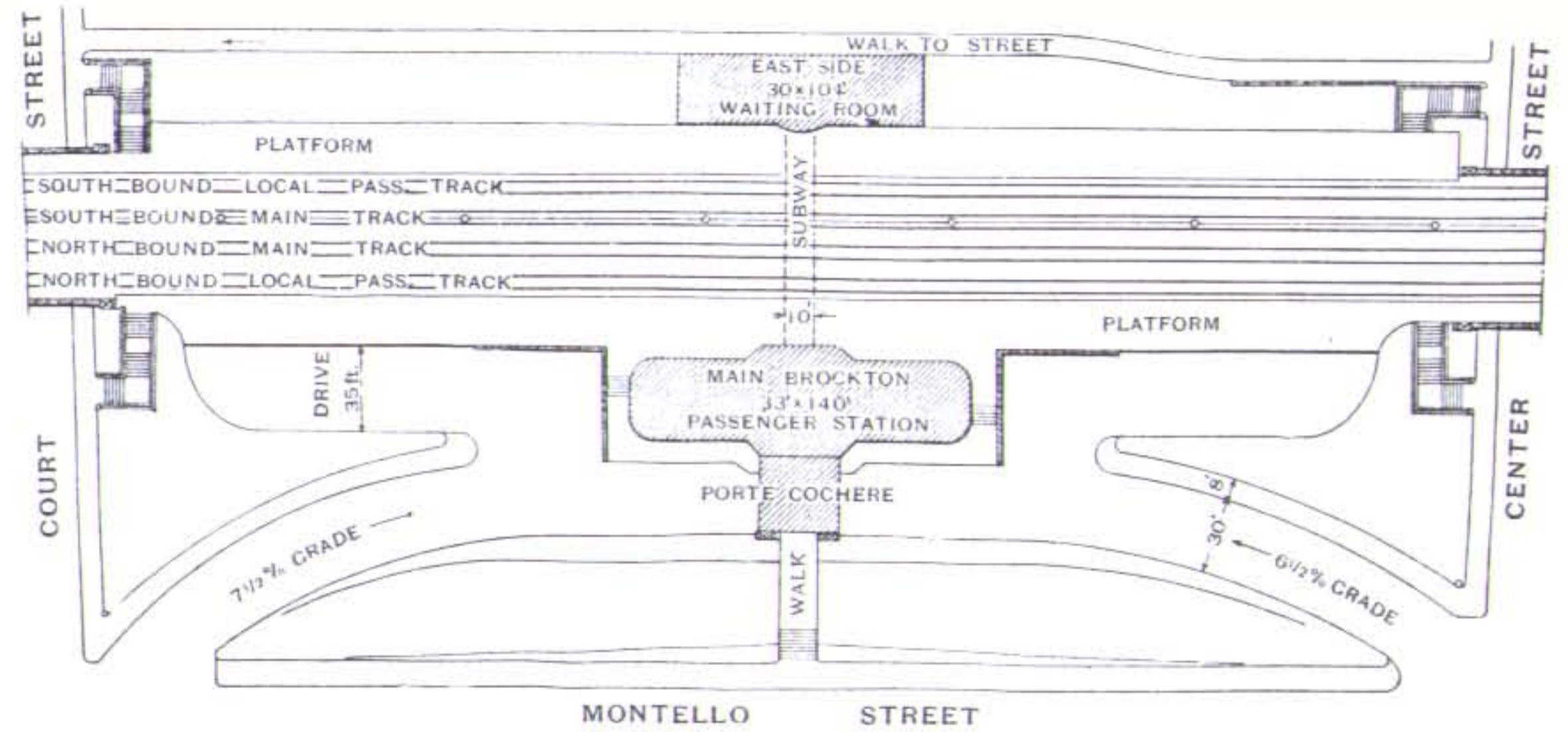
Twin Passenger Stations in Course of Preparation for the
 NEW YORK, NEW HAVEN & HARTFORD RAILROAD CO., (OLD COLONY SYSTEM,
 Brockton, Mass.



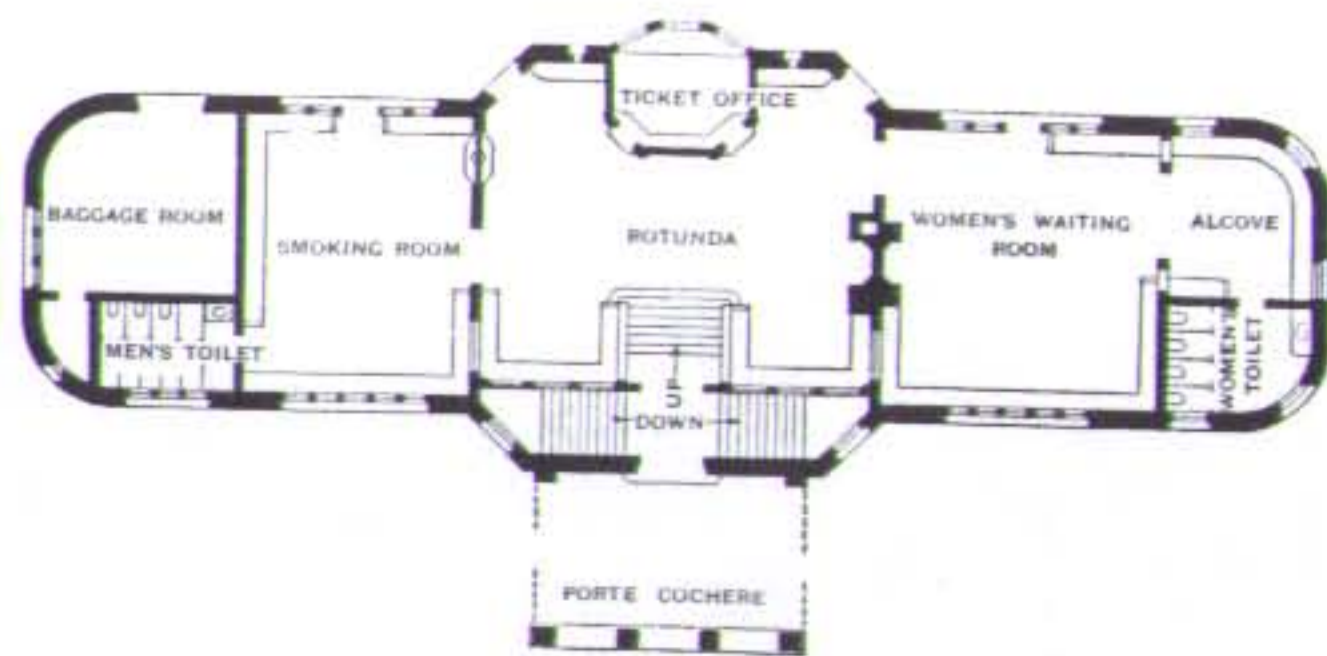
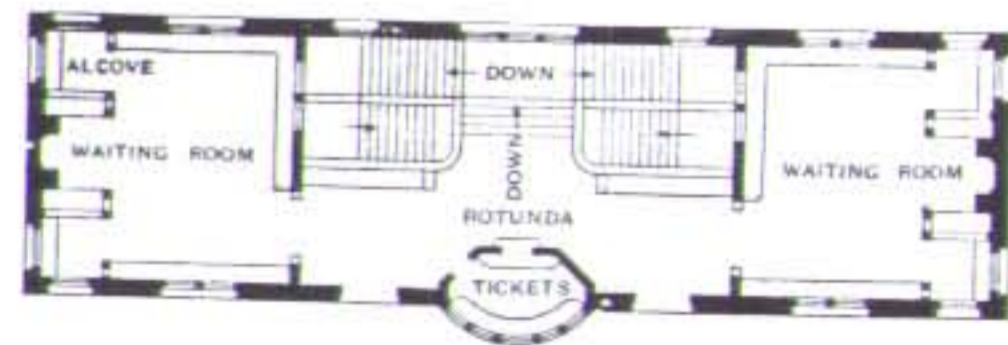
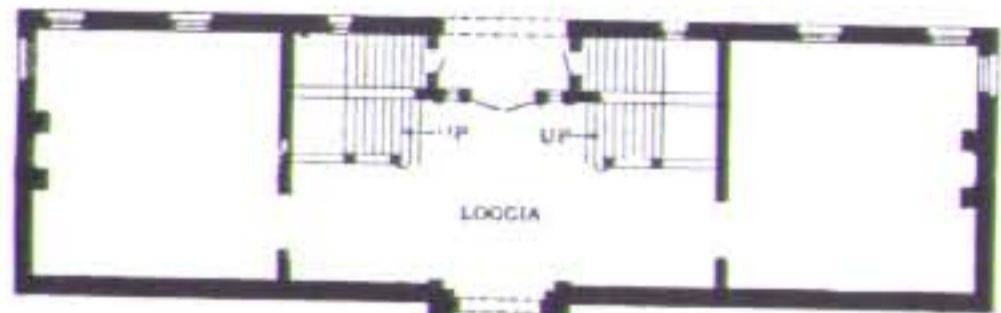
General View, Looking East. Showing both Grade and Subway Entrances.



Transverse Section, Looking North.



Plan of Grounds as Originally Proposed.



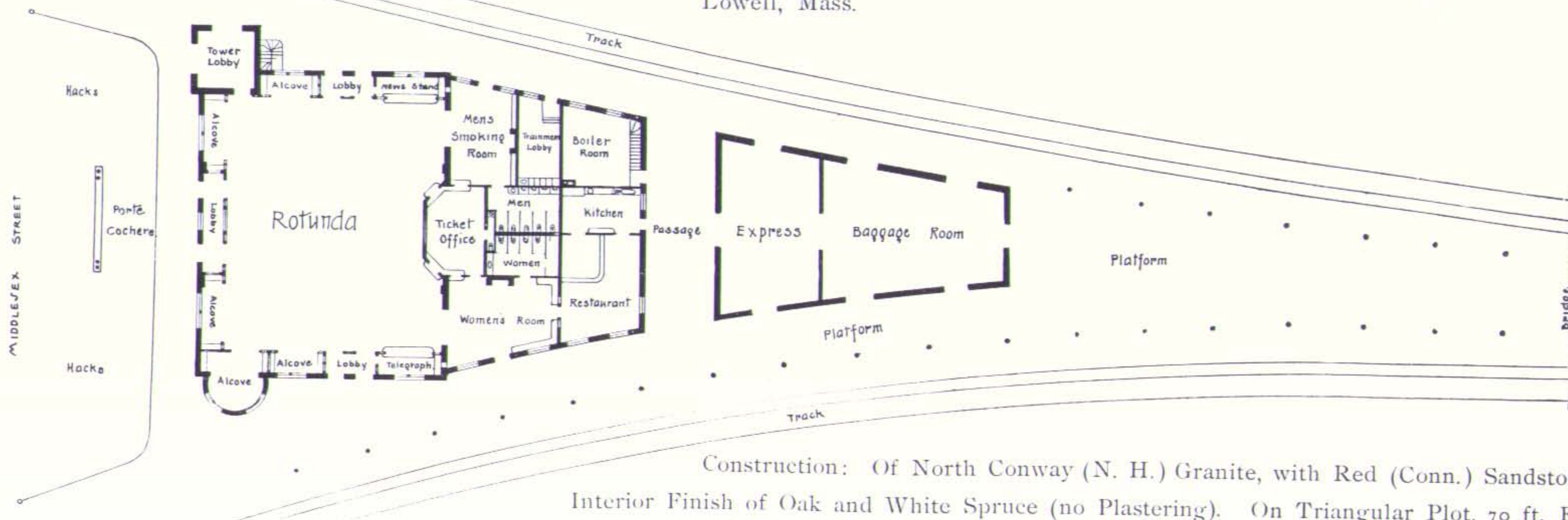
Basement.

General Plan.

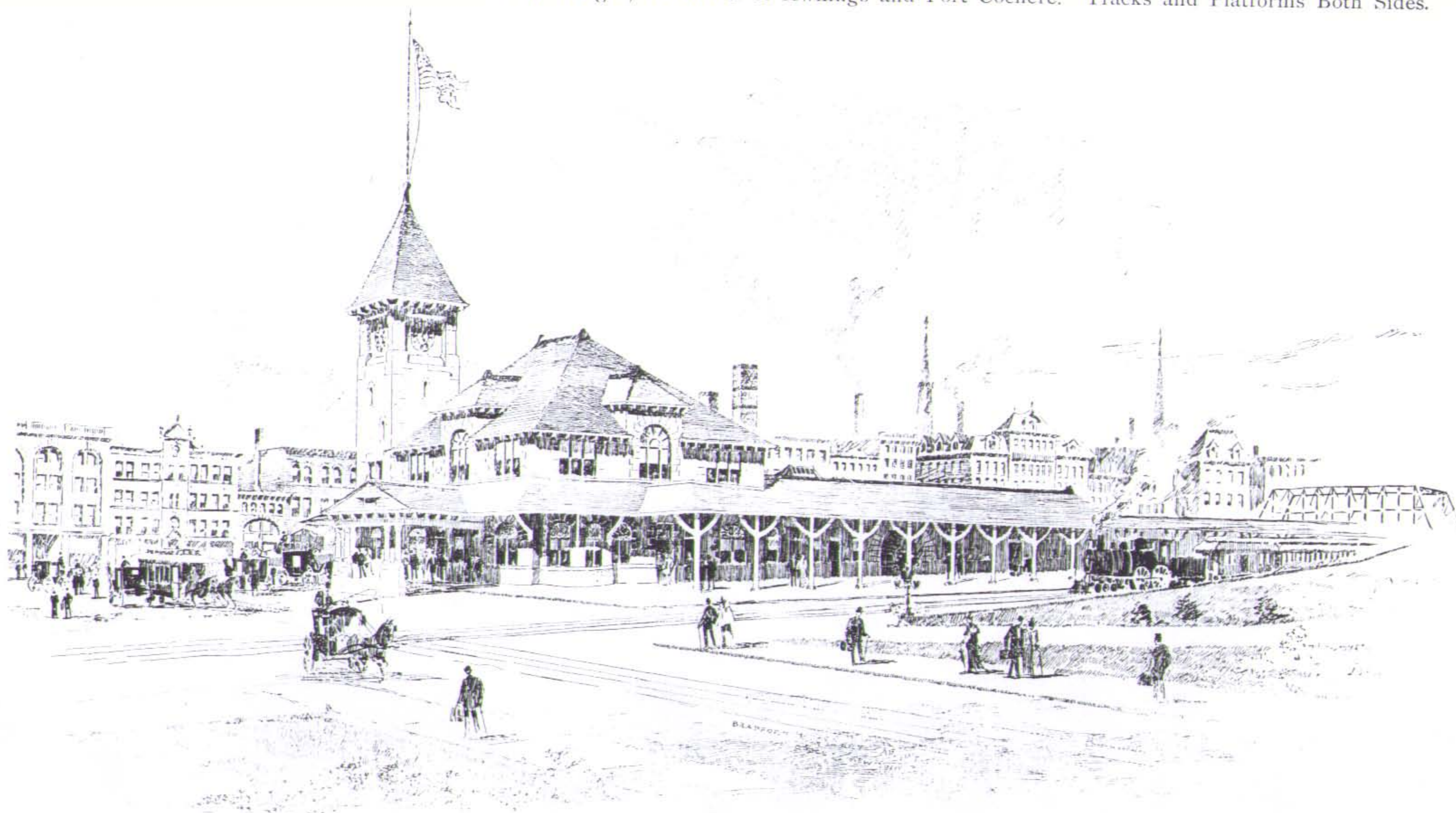
Main Floors.

"Brockton is a city of about 30,000 inhabitants, on the main line of the Central Division of the Old Colony Railroad. The growth of the City has been one of the largest among Massachusetts towns. * * * When the grade crossing law was passed, in 1890, Brockton was the first city to avail herself of it. * * * * * New passenger stations are to be built at Brockton and Campello, and a new waiting station at Montello, all from plans of Bradford L. Gilbert, of New York City, who has made the plans for most of the recent stations on the Old Colony road. The Old Colony work is by J. W. Rollins, Jr., Resident Engineer. All stations will be double, consisting of a main station with a waiting station on the easterly side. Subways under the tracks connect the two. The Brockton main station will be 33 ft. x 140 ft., and the waiting station 30 ft. x 104 feet. This main station will be on the grade of the tracks, and the approaches graded to it, so that carriages can drive up to the platforms. A walk leads from the main street to the subway, continues through under the station and tracks, on a level, to the waiting station on the easterly side. All the stations are to be built of granite, with red sandstone trimmings."—From the Railroad Gazette, April, 1894.

Middlesex Street Union Station. Erected During 1893-94, for the
 BOSTON & MAINE RAILROAD CO.,
 Lowell, Mass.

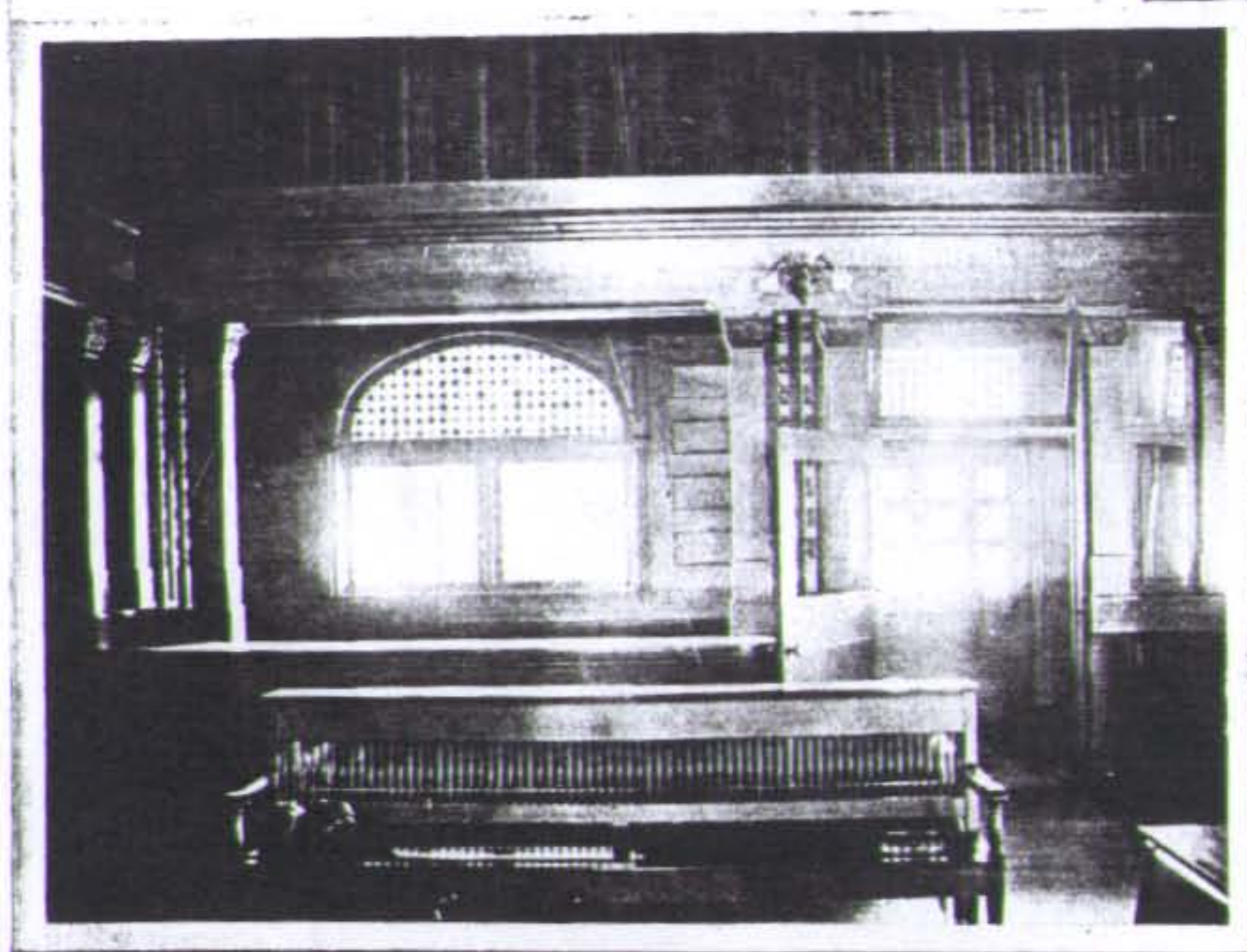
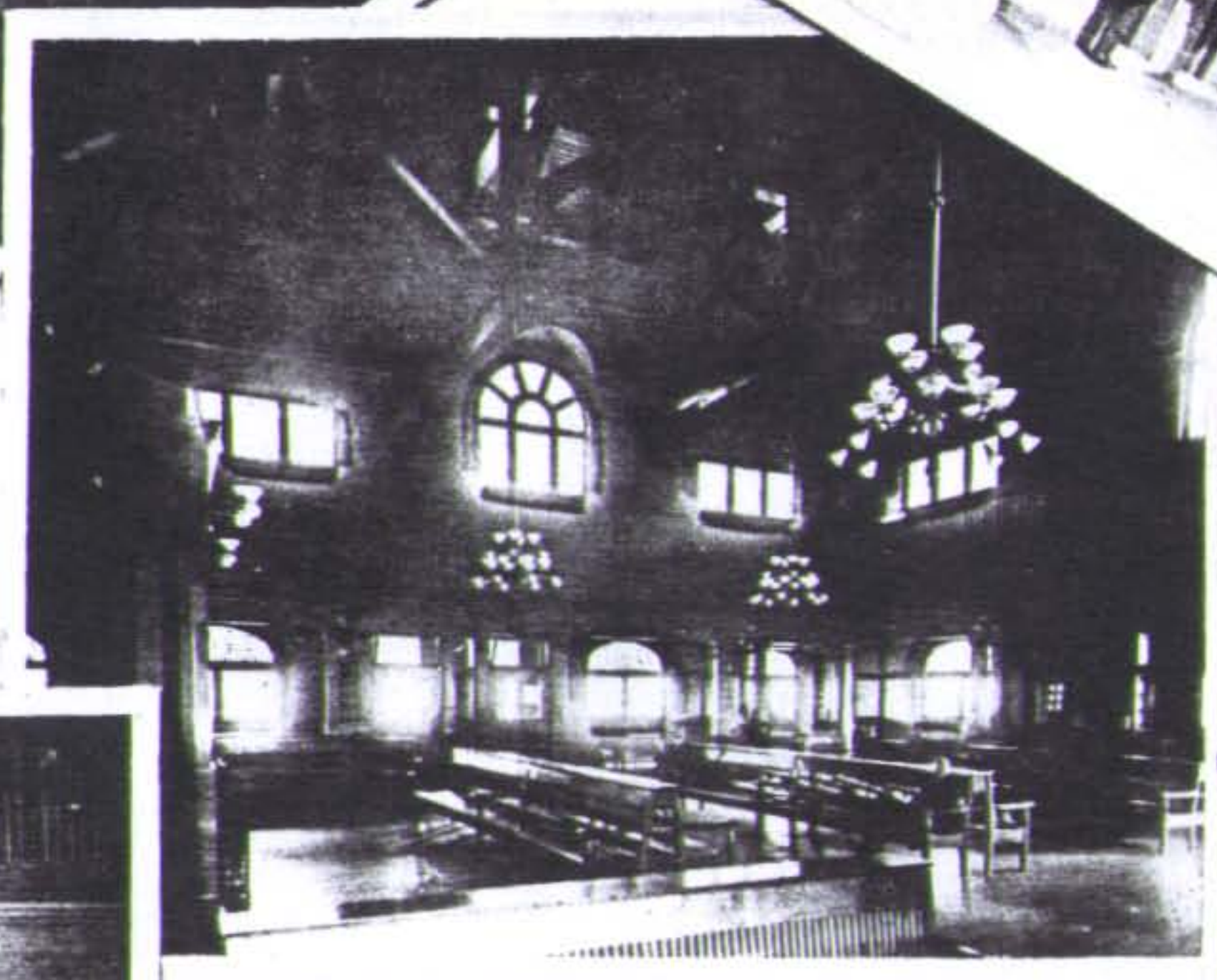
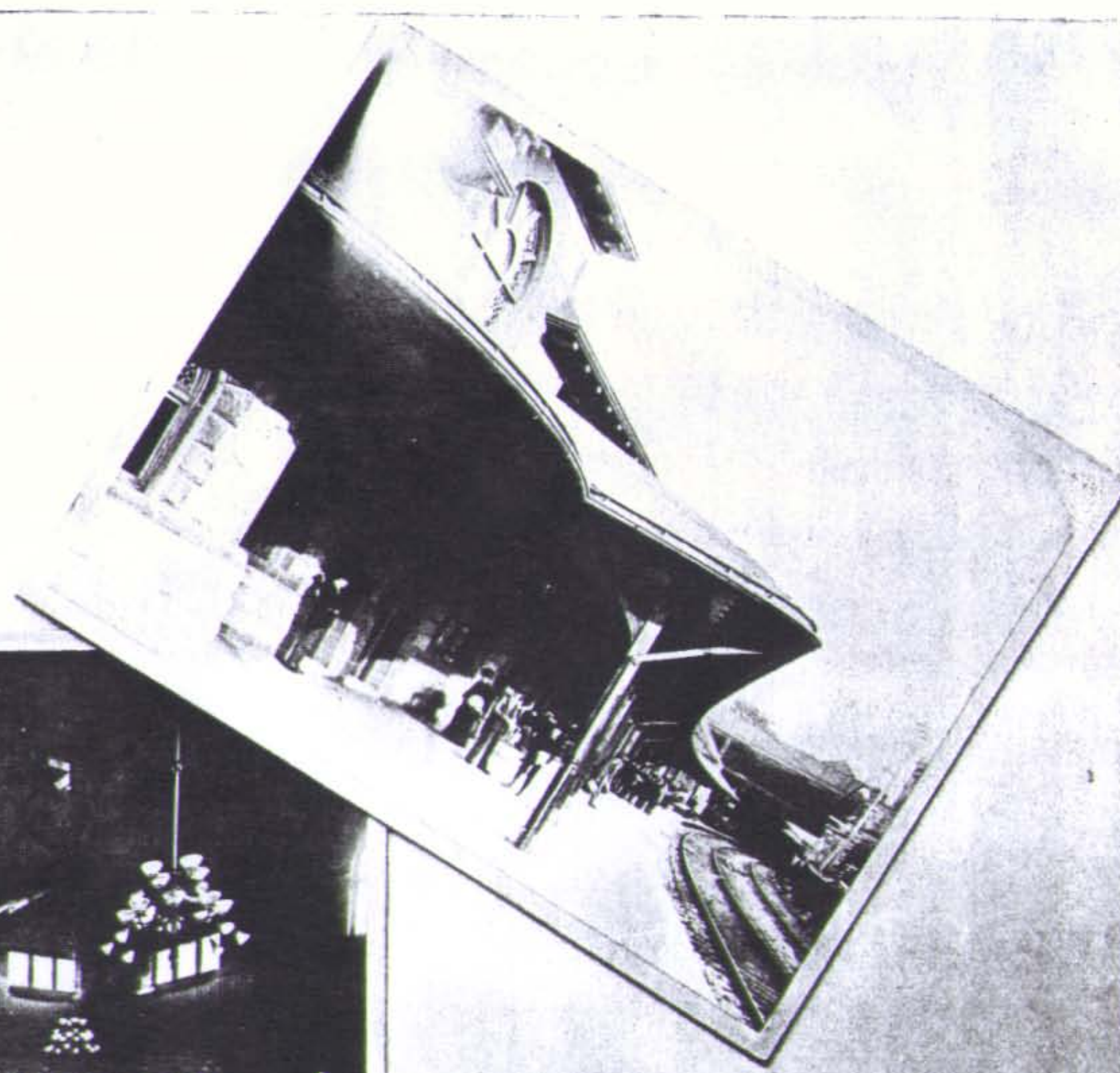
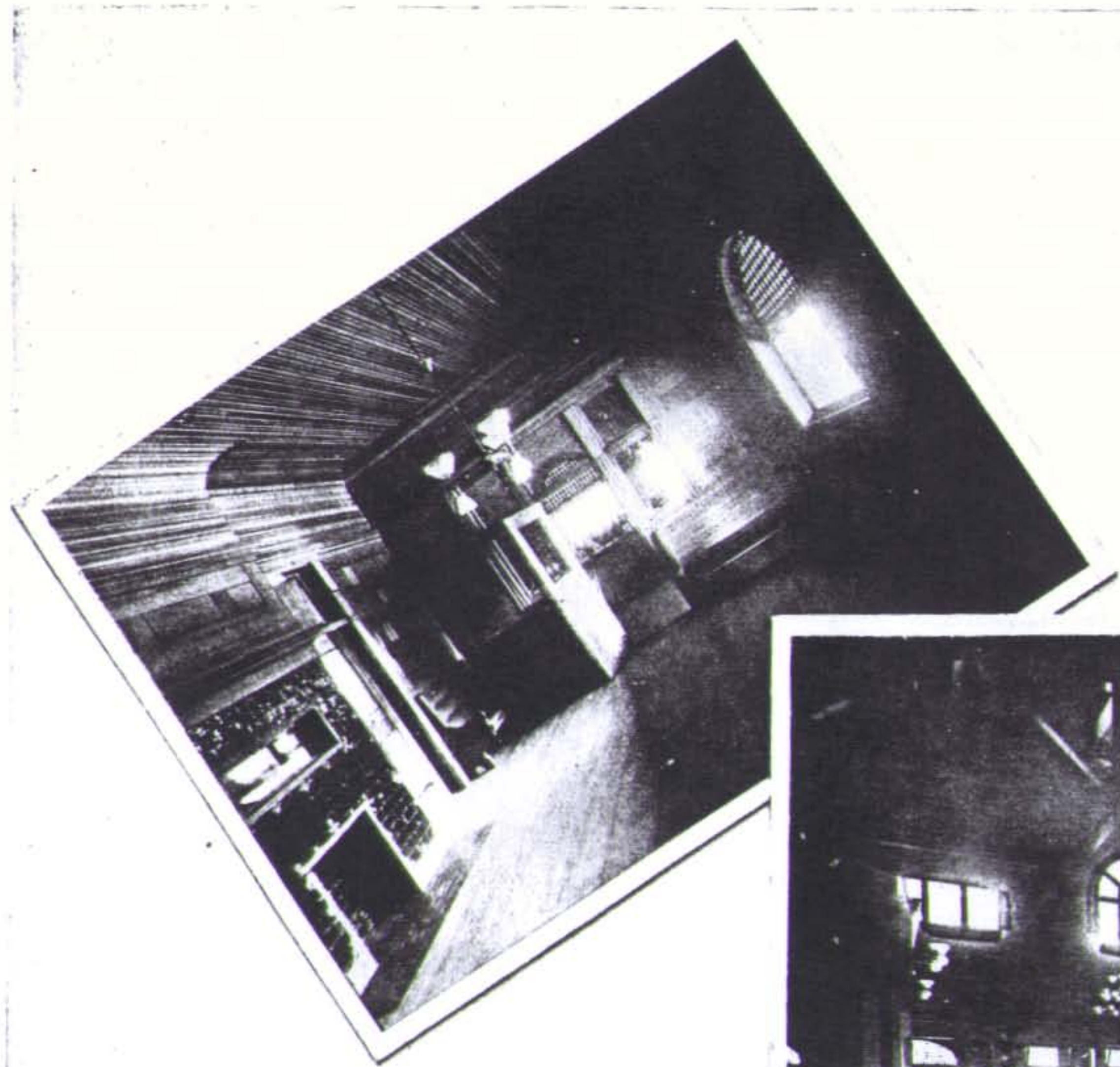


Construction: Of North Conway (N. H.) Granite, with Red (Conn.) Sandstone Trimmings.
 Interior Finish of Oak and White Spruce (no Plastering). On Triangular Plot, 70 ft. Frontage and 186
 ft. in Length, Exclusive of Awnings and Port Cochere. Tracks and Platforms Both Sides.



General Perspective View of Station.

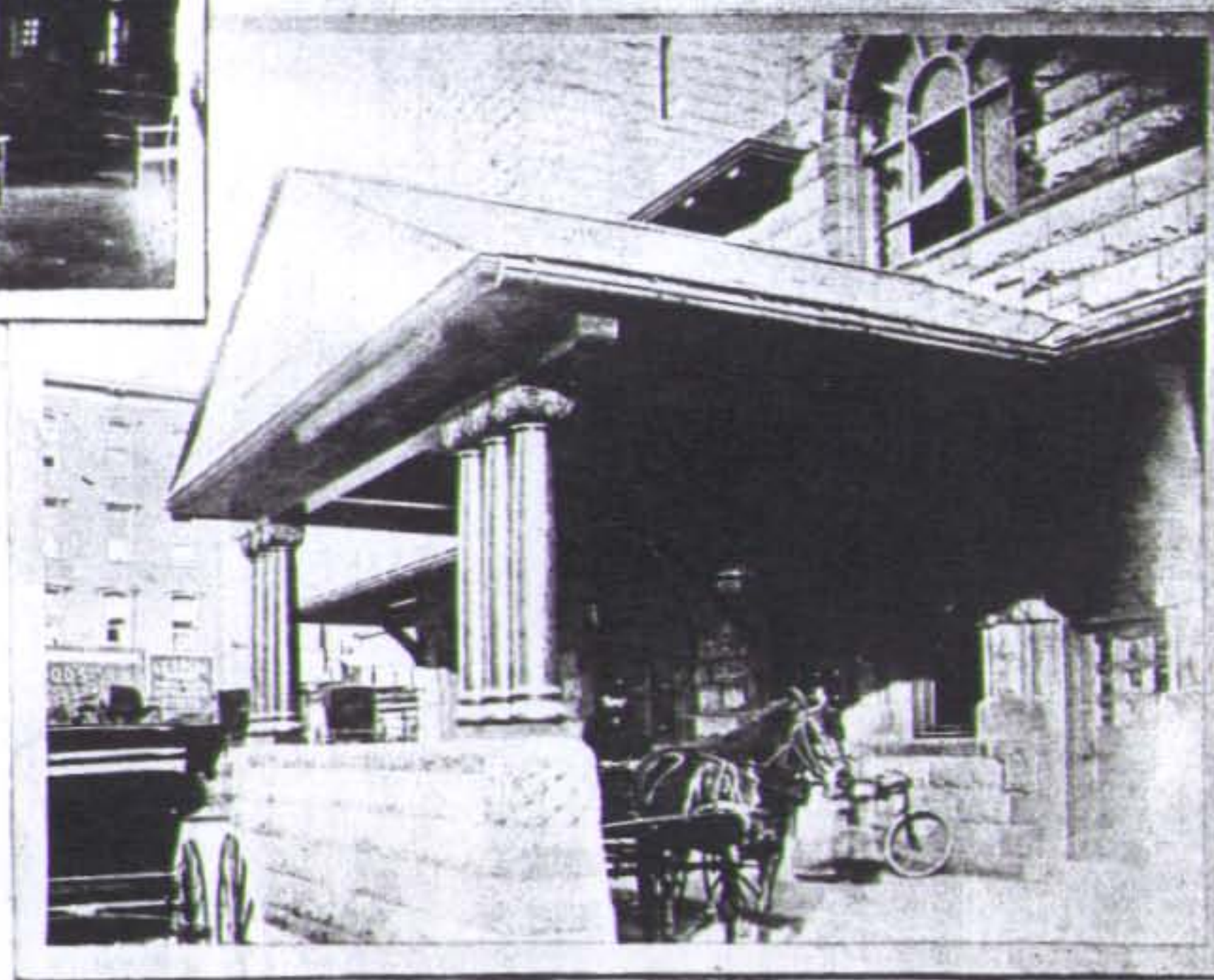
BOSTON AND MAIN RAILROAD STATION AT LOWELL,
Continued.



From Actual Photographs.
General Waiting Room and Rotunda.



Bronze Tablet.



Awnings Over Platform.
Street Port Cochere.

Womans' Room and Restaurant.
Telegraph Office and Vestibules off Rotunda.

Bradford L. Gilbert, Architect.

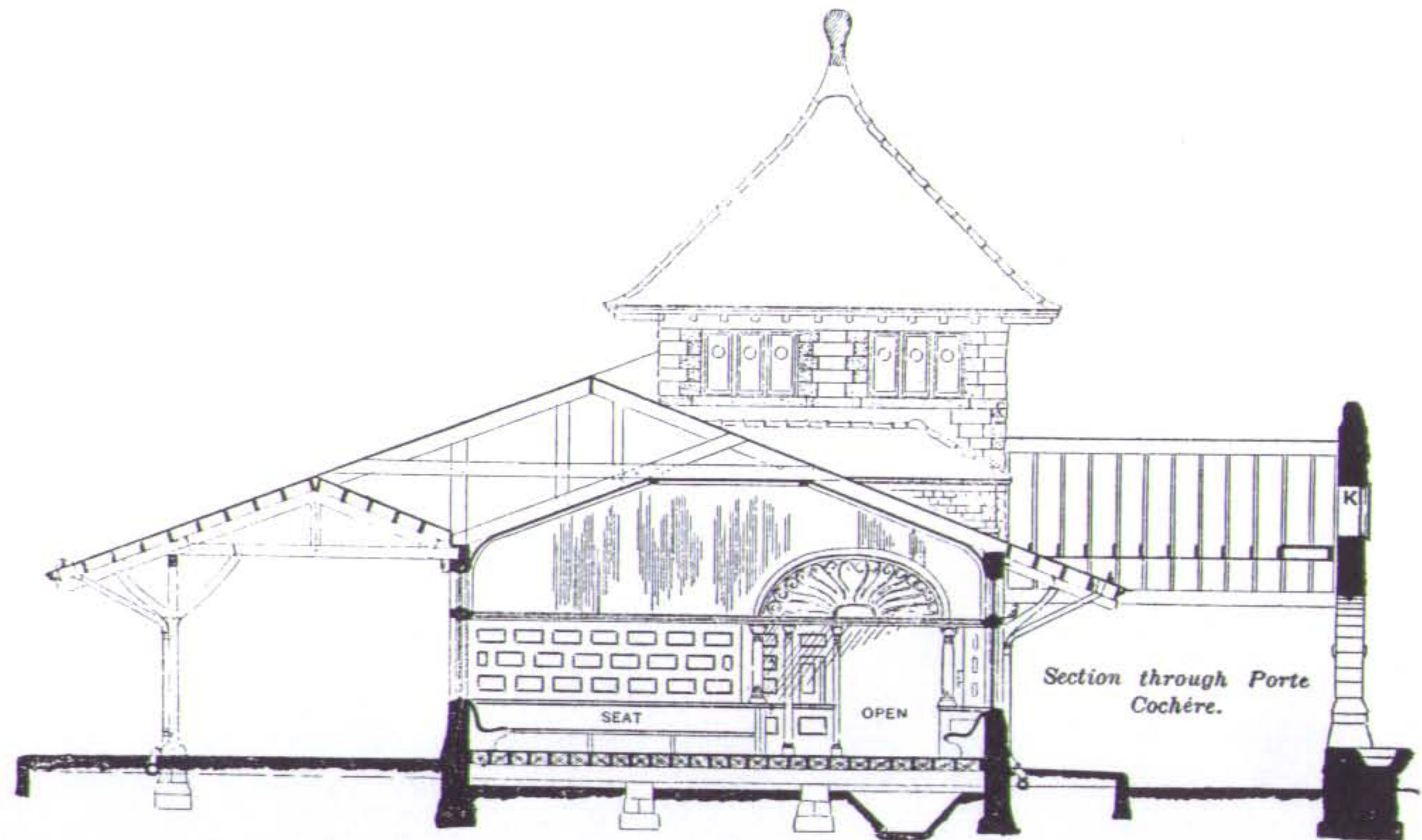
Granite Station, Erected During 1890-91, for the
 OLD COLONY RAILROAD CO.,
 Fall River, Mass.



Perspective Sketch of Exterior, from Architect's Drawings.

Dimensions of Station Over All : 40 ft. x 185 ft. Port Cochere on Street Front, 25 ft. x 28 ft. Covered Platforms, 15,500 square feet.

"The station is located in the centre of a large square. On either side of the ticket loggia is shown on a blank wall space a map of the Old Colony Railroad and connections. Waiting rooms are provided for men and women, each 40 feet square, with arched ceilings about 20 feet in height at the centre. The woodwork of these rooms, including the flooring, and paneled wainscoting 9 feet high, and columns in the openings, is entirely of oak. No plaster is used anywhere in the building. The platforms, together with the floor of the smoking-room, baggage-room, trainmen's and hackmen's room, are of concrete pavement, and the interior walls of all these rooms finished in pressed brick (with wooden ceilings), while both toilet rooms are finished in marble on the floor and 6 feet in height around the walls. Several plans were submitted, that of Mr. Bradford L. Gilbert, of New York City, whose work is well known, being accepted. With Mr. Gilbert's sketches was submitted a very low approximate estimate based upon actual estimates for other work of this character, but the plans justified the guarantee made with the estimate, and the building proper, exclusive of heating and plumbing, is under contract with responsible parties for less than \$40,000, about half the amount of the highest proposal received."—From the *Railroad Gazette*, February, 1891.

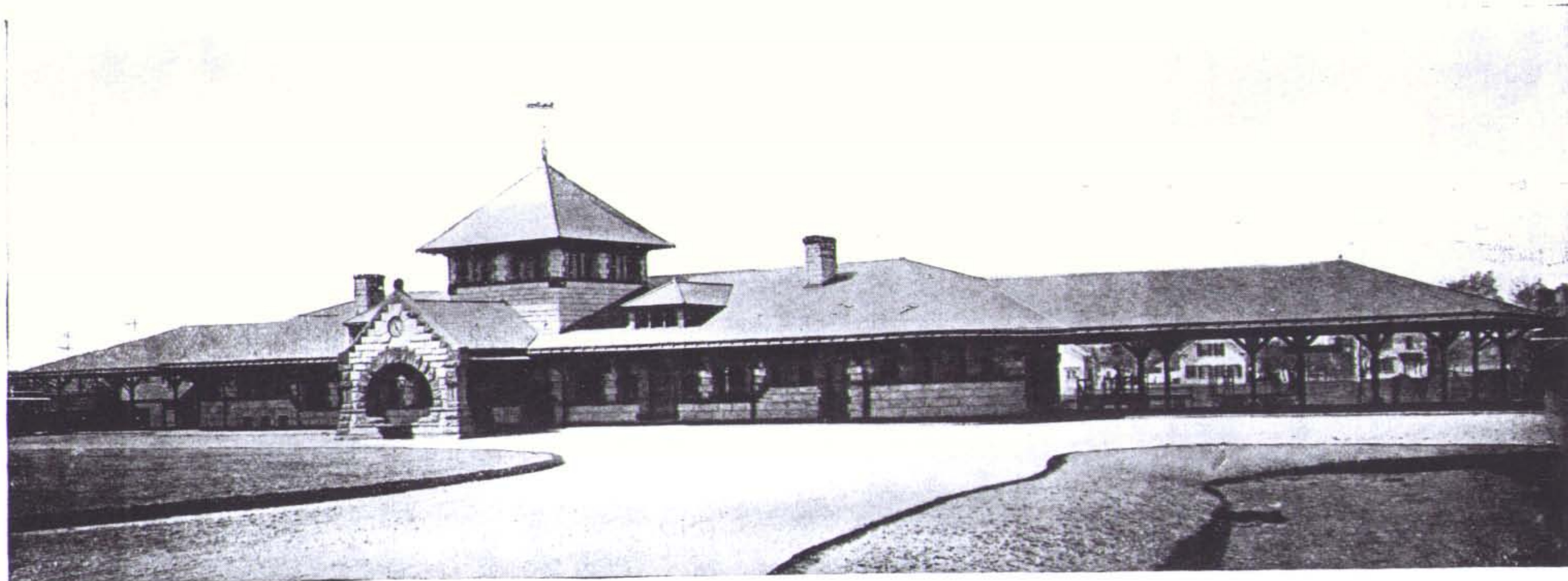


Cross Section Through Waiting Room, Showing Awning and Port Cochere.

Sketch Portfolio.—Bradford L. Gilbert, Architect.

Passenger Station Erected During 1890-91, for the
OLD COLONY RAILROAD CO.,
Fall River, Mass.

Construction: Milford Pink Granite and Red Sandstone Trimmings. Interior finish of Oak.

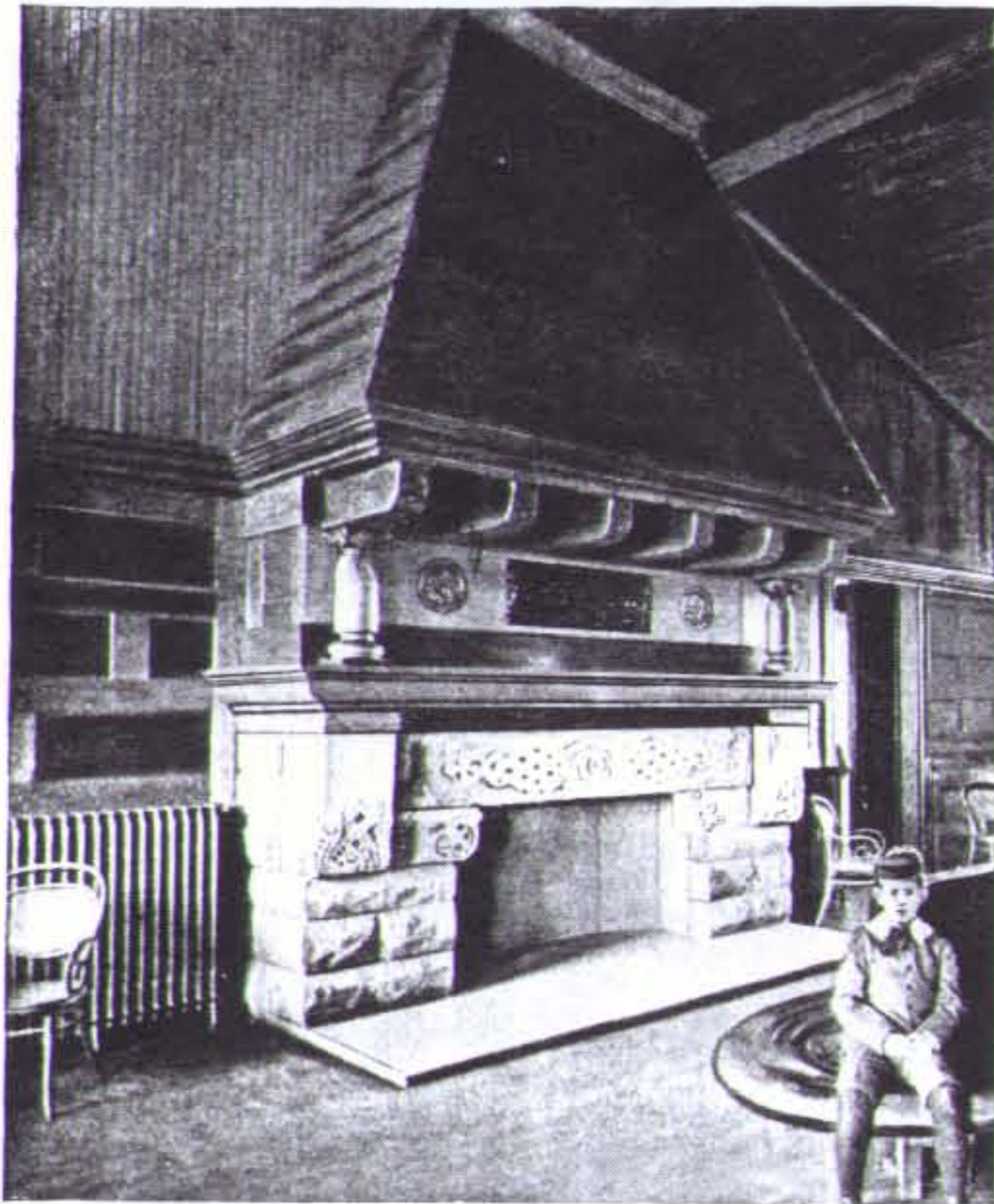


Photograph of Station from Street Side.

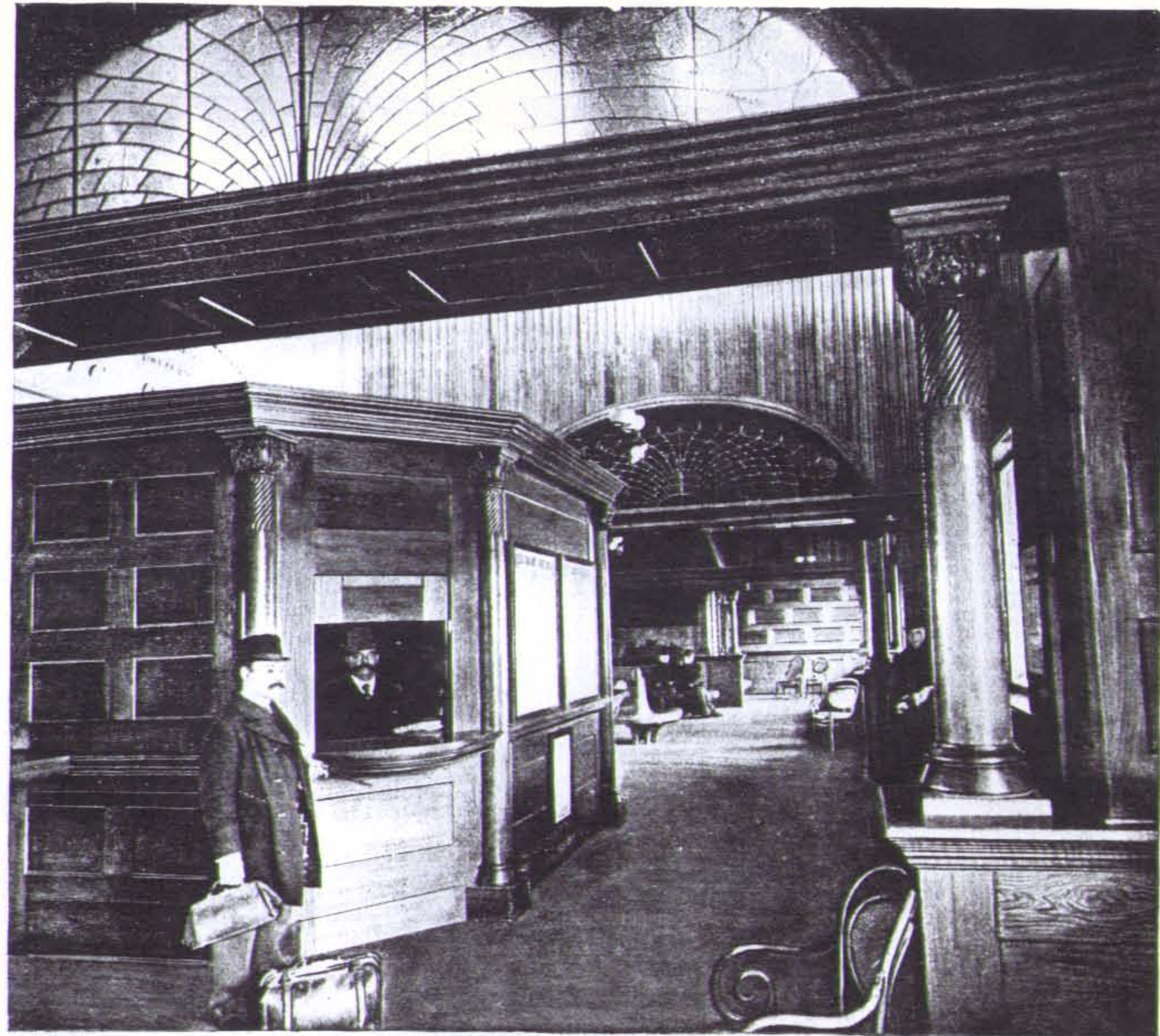


Photograph Showing Detail of Port Cochere and Ticket Loggia.

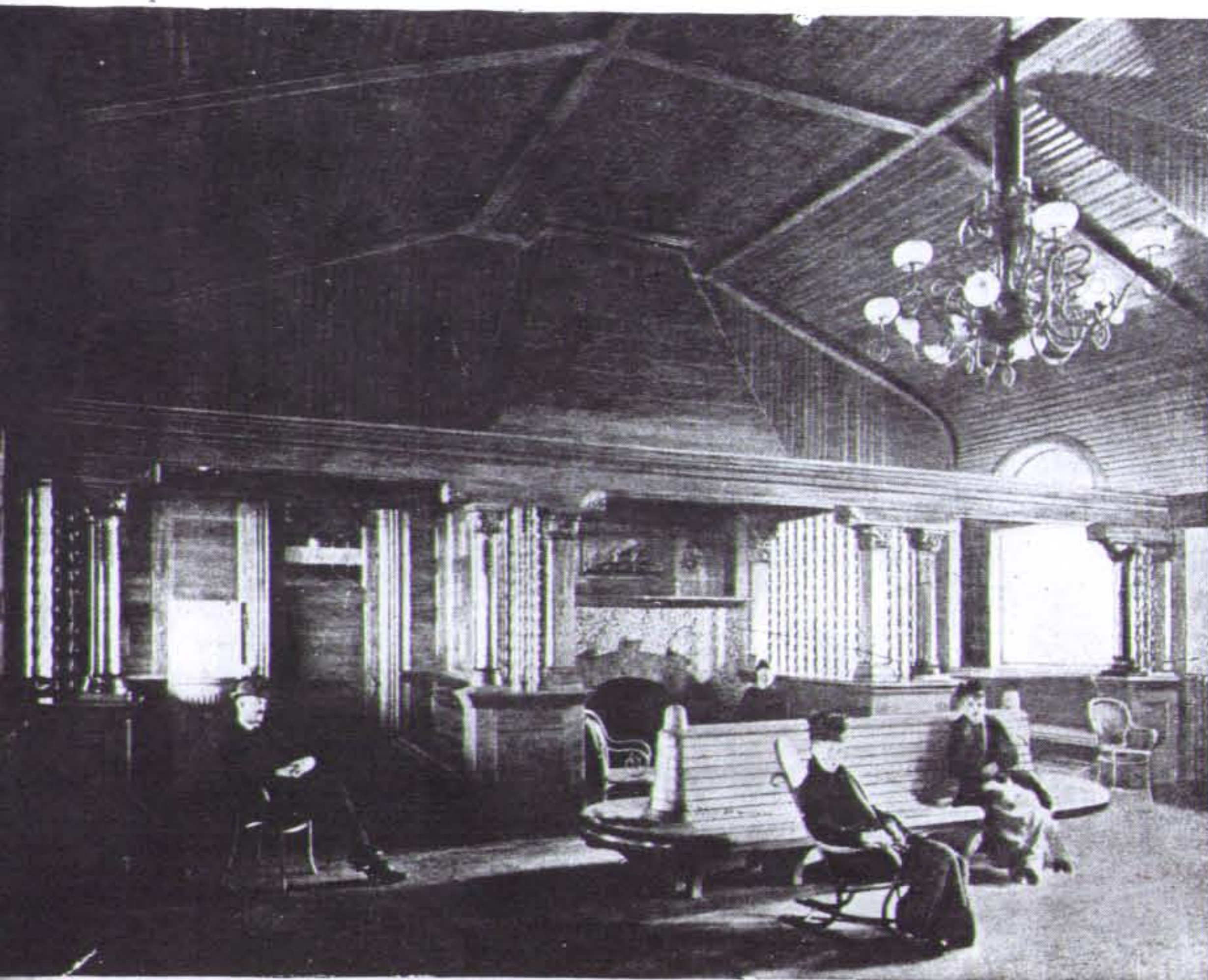
Sketch Portfolio—Bradford L. Gilbert, Architect.



Ventilating Chimney Piece in Men's Room.

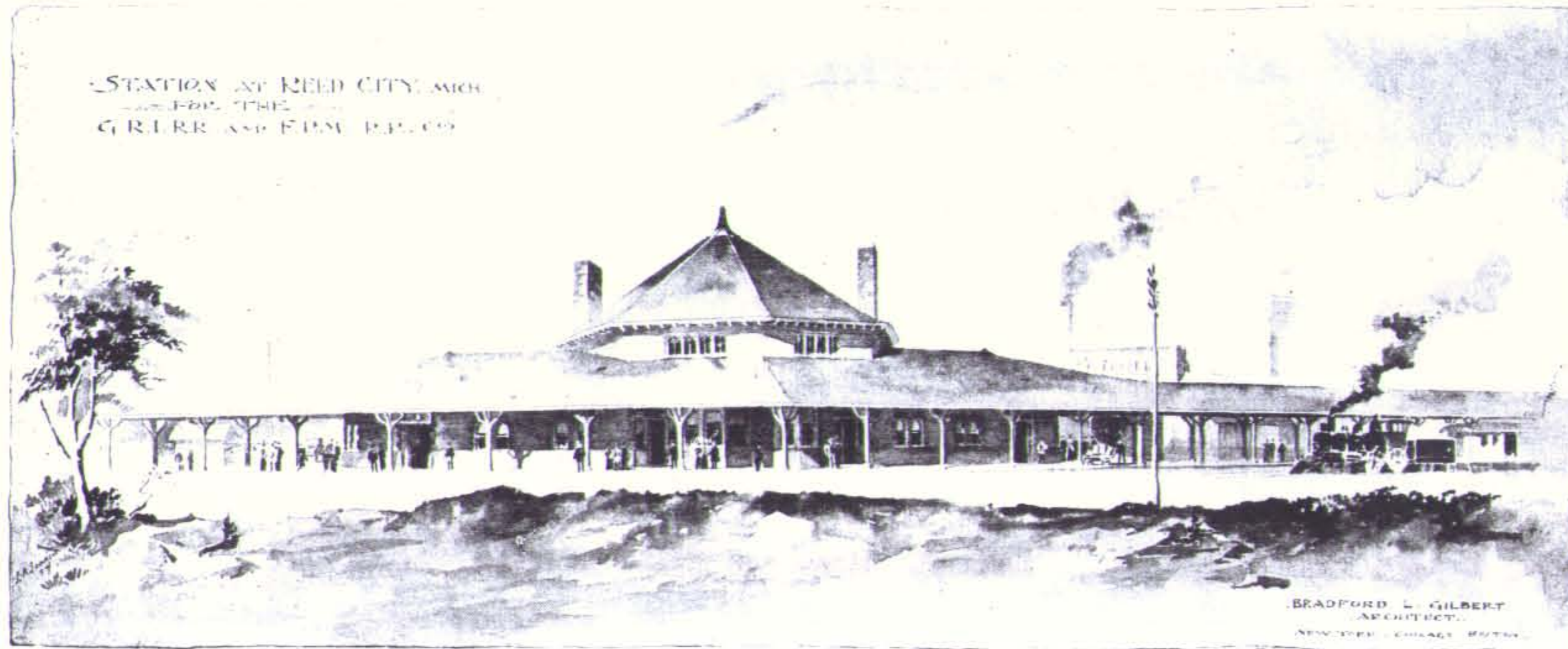


Photograph Showing Detail Finish of Ticket Loggia (with map of R. R. and connections above).



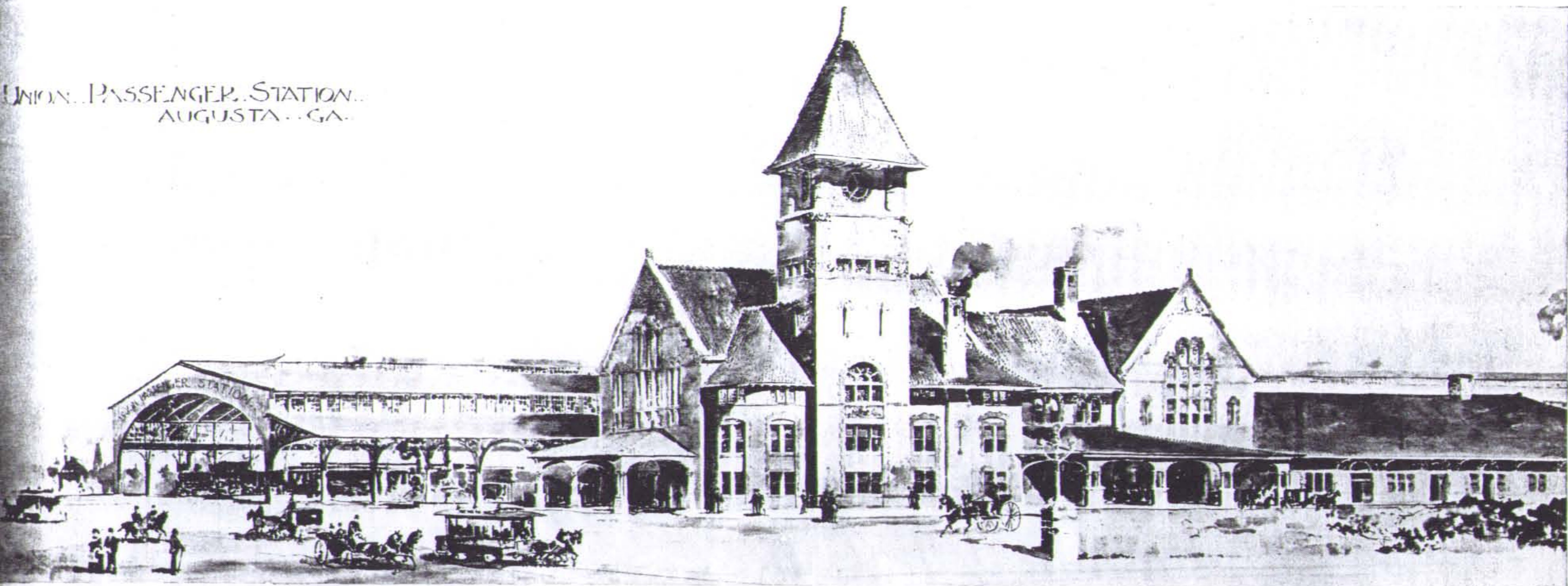
Women's Waiting Room and Private Alcoves.

Union Passenger Station, Erected During 1891, for the
 GRAND RAPIDS & INDIANA, AND THE FLINT & PERE MARQUETTE RAILROAD COMPANIES,
 Reed City, Michigan.



Station located at right angles with Cross Tracks; with Rotunda at centre, 63 ft. across each side of Octagon, and parallel Wings, each 50 ft. x 50 ft. Containing Baggage Rooms, etc. Awnings extended as shown. Construction: Of Brick and Stone; Slate Roofs.
 DESIGN FOR PROPOSED UNION STATION RAILROAD OFFICES AND TRAIN SHED, AUGUSTA, GA.

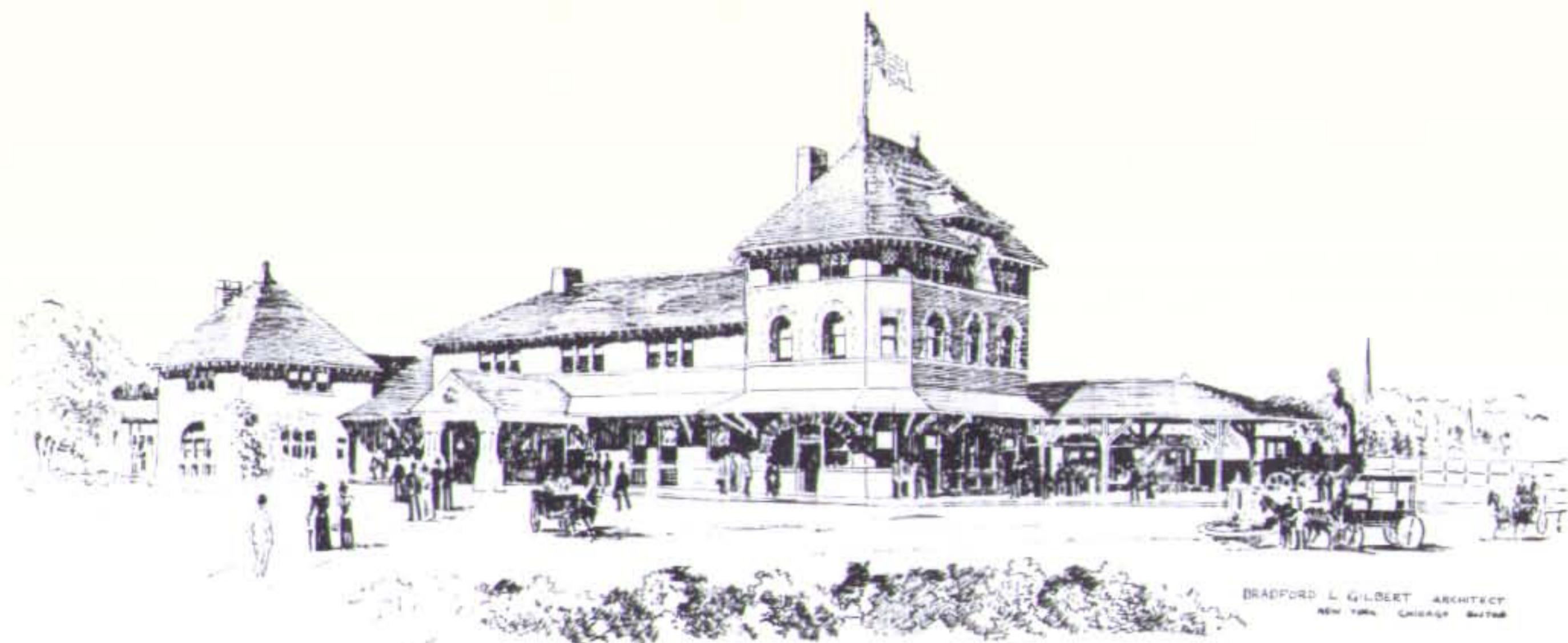
UNION PASSENGER STATION
 AUGUSTA - GA.



Proposed Construction: Of Granite and Sandstone. Dimensions of Building: 60 ft. x 320 ft. Three stories. Passenger Train Shed, 135 ft. x 500 ft.

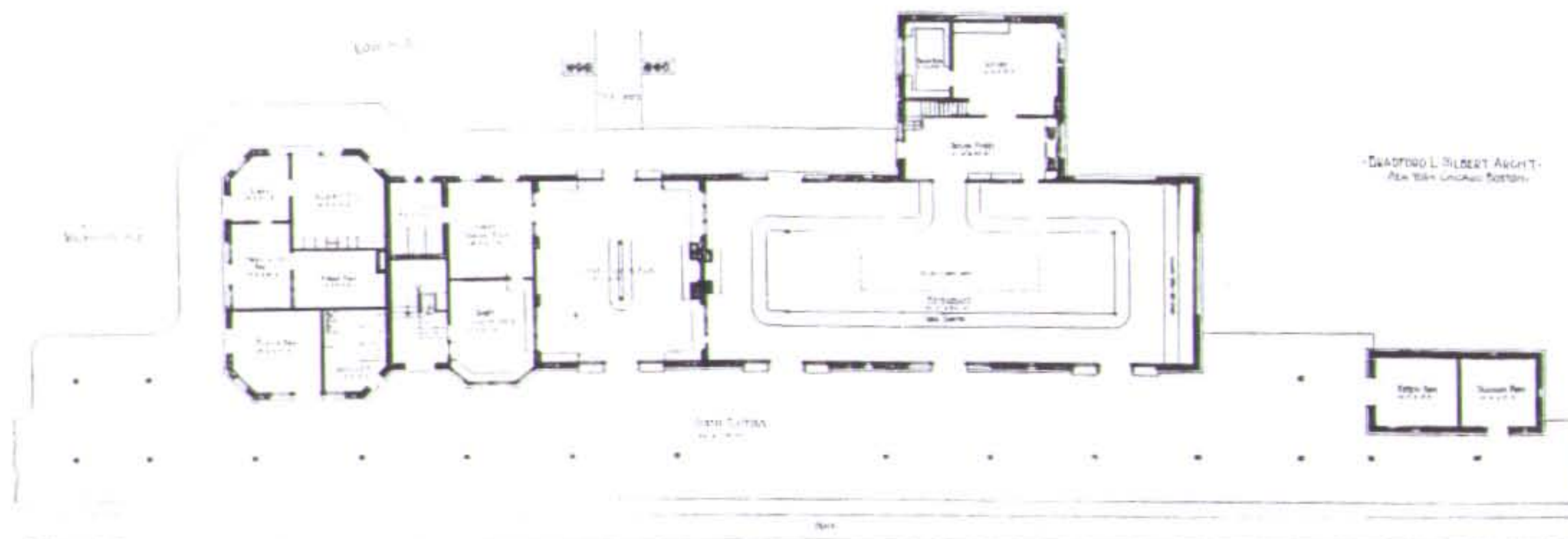
Sketch Portfolio Bradford L. Gilbert, Architect.

Passenger Station, Railroad Restaurant and Offices. Erected during 1892-93, for the
NEW YORK, ONTARIO & WESTERN RAILROAD CO.,
Middletown, N. Y.



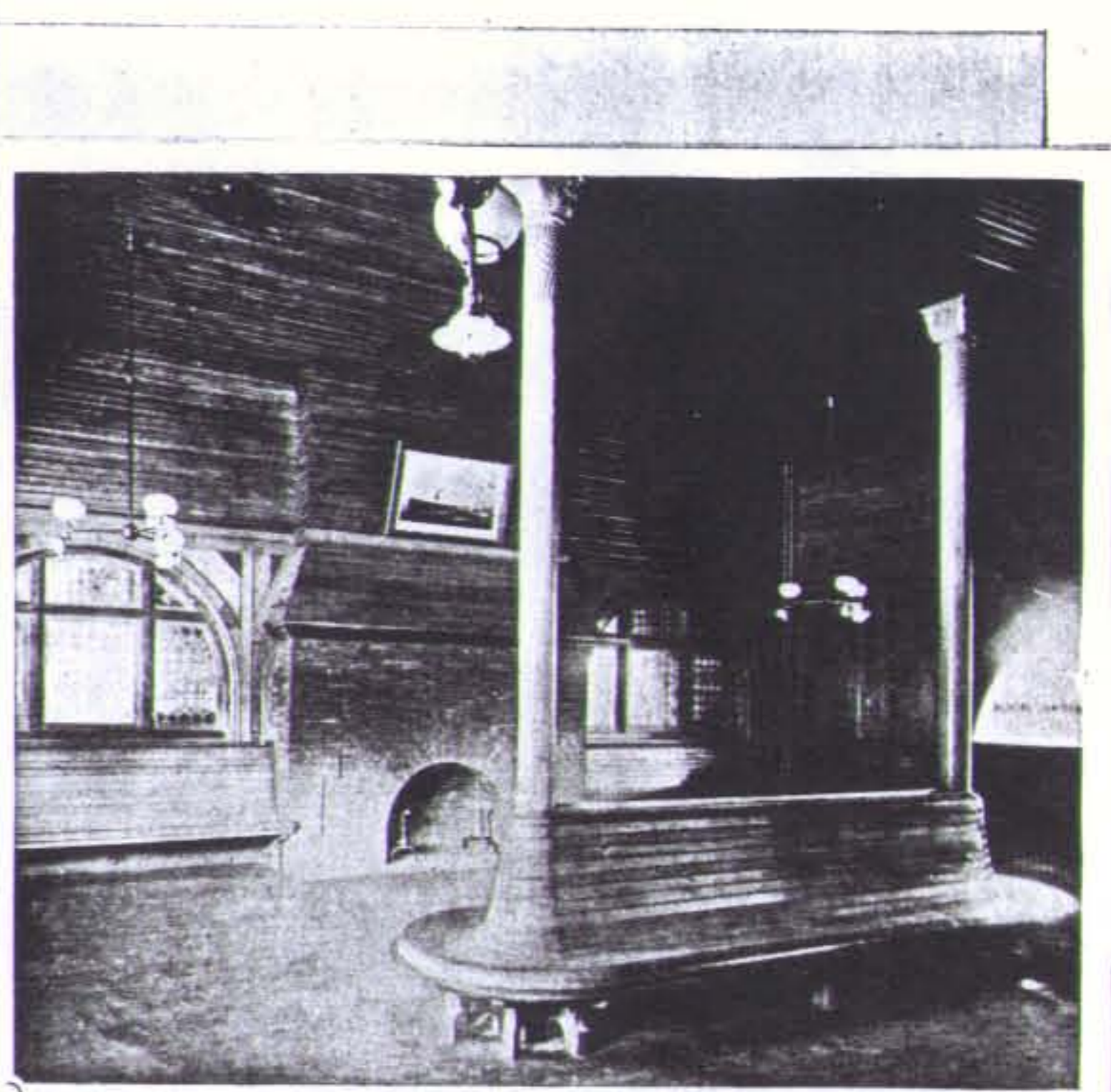
Exterior View from Wickham Avenue End.

Construction: Brick and Stone. Size Over-all: 40 ft. x 174 ft.



General Ground Plan.

NEW YORK, ONTARIO & WESTERN RAILROAD STATION AT MIDDLETOWN,
Continued.



Interior of Restaurant, 32 ft. x 87 ft.
Restaurant and Kitchen Extension.

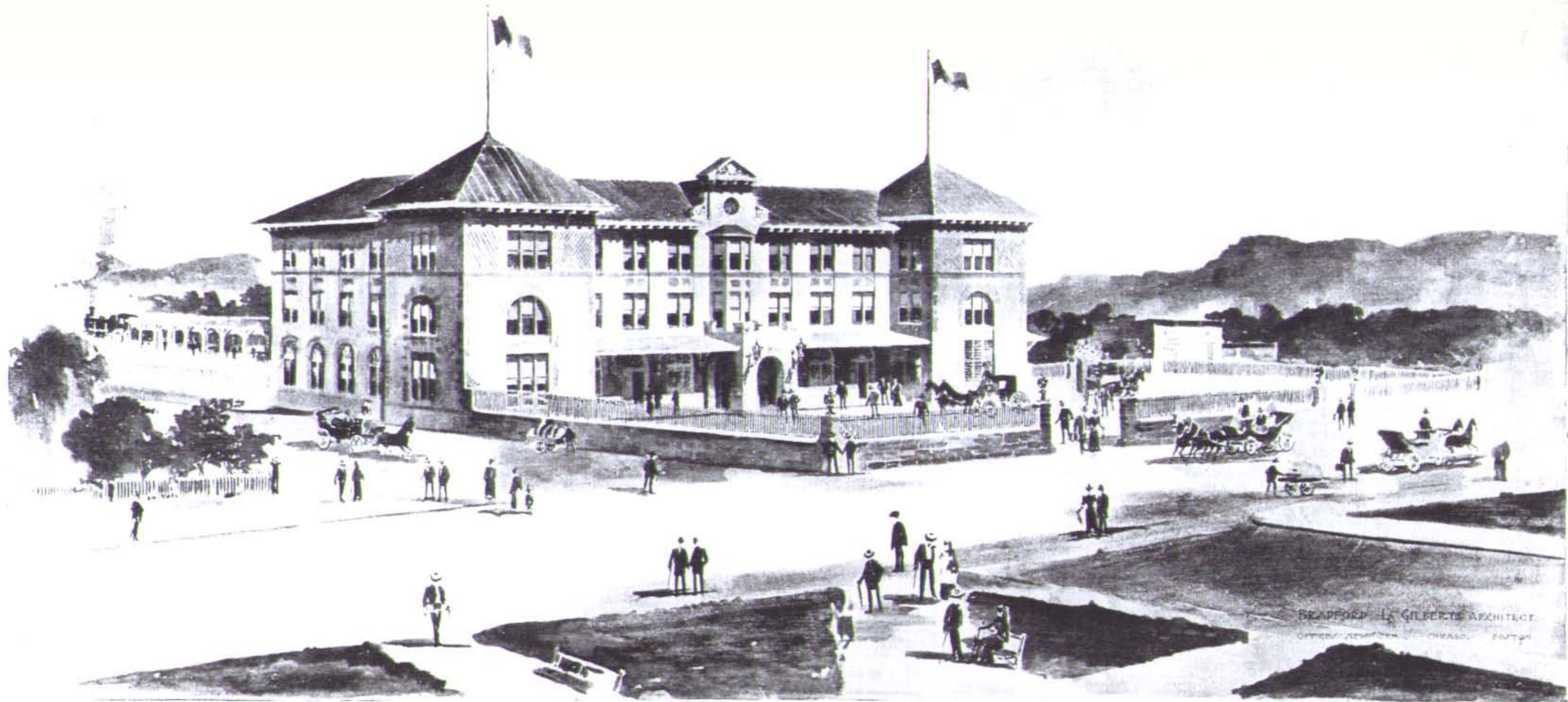
From Actual Photographs.
Office Extension from Wickham Avenue.
Awnings, Looking Across Tracks.

Sketch Portfolio—Bradford L. Gilbert, Architect.

General Waiting Room.
Platform and Awnings, Covering 6,500 square feet.

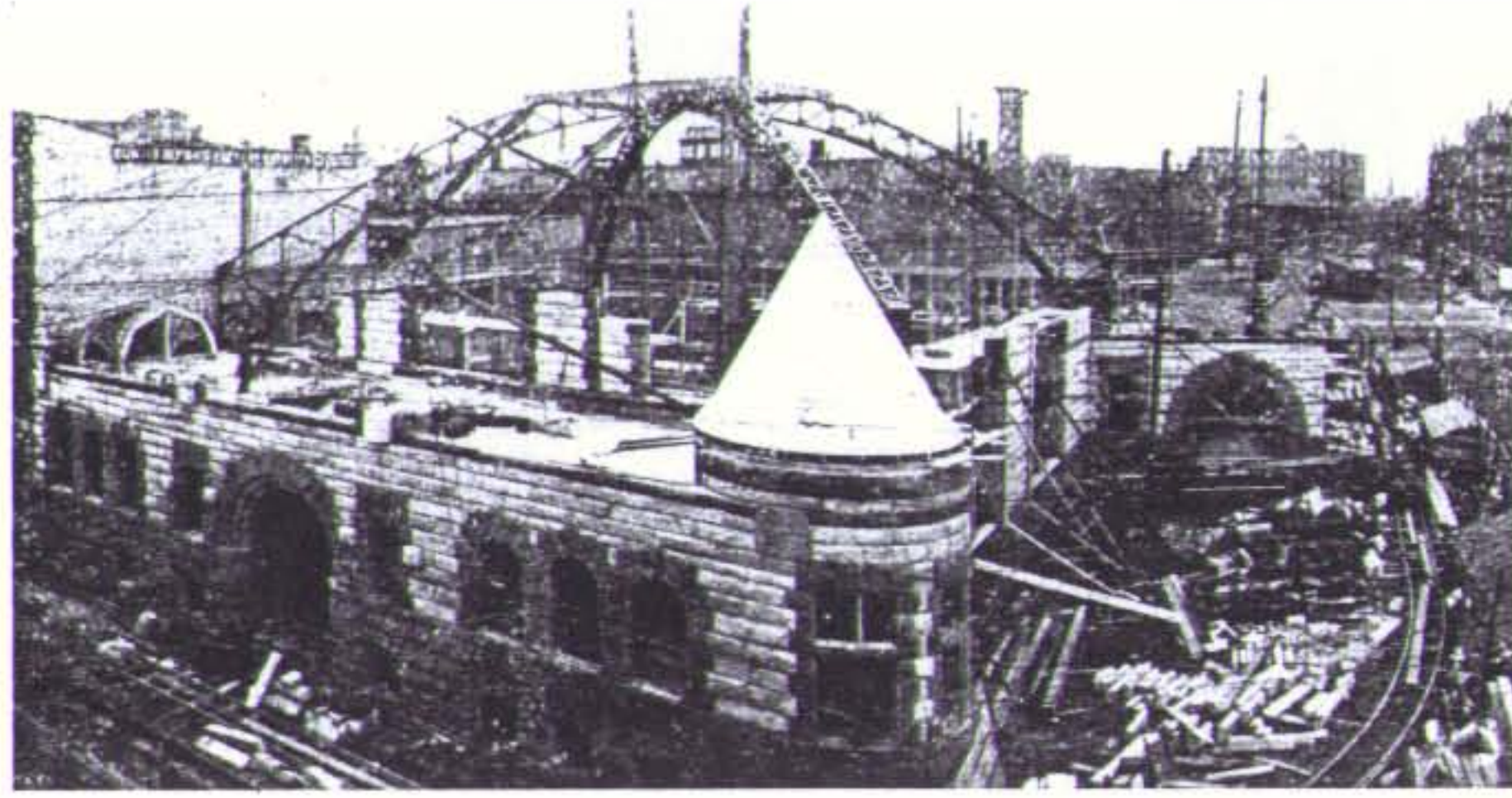
Terminal Passenger Station and Railroad Offices with Court Yard. In Course of Erection for the
MEXICAN NATIONAL RAILROAD CO.,
Colonia, City of Mexico.

BRADFORD L. GILBERT ARCHT. BLDG.
COLONIA, MEXICO CITY
MEXICAN NATIONAL RAILROAD CO.

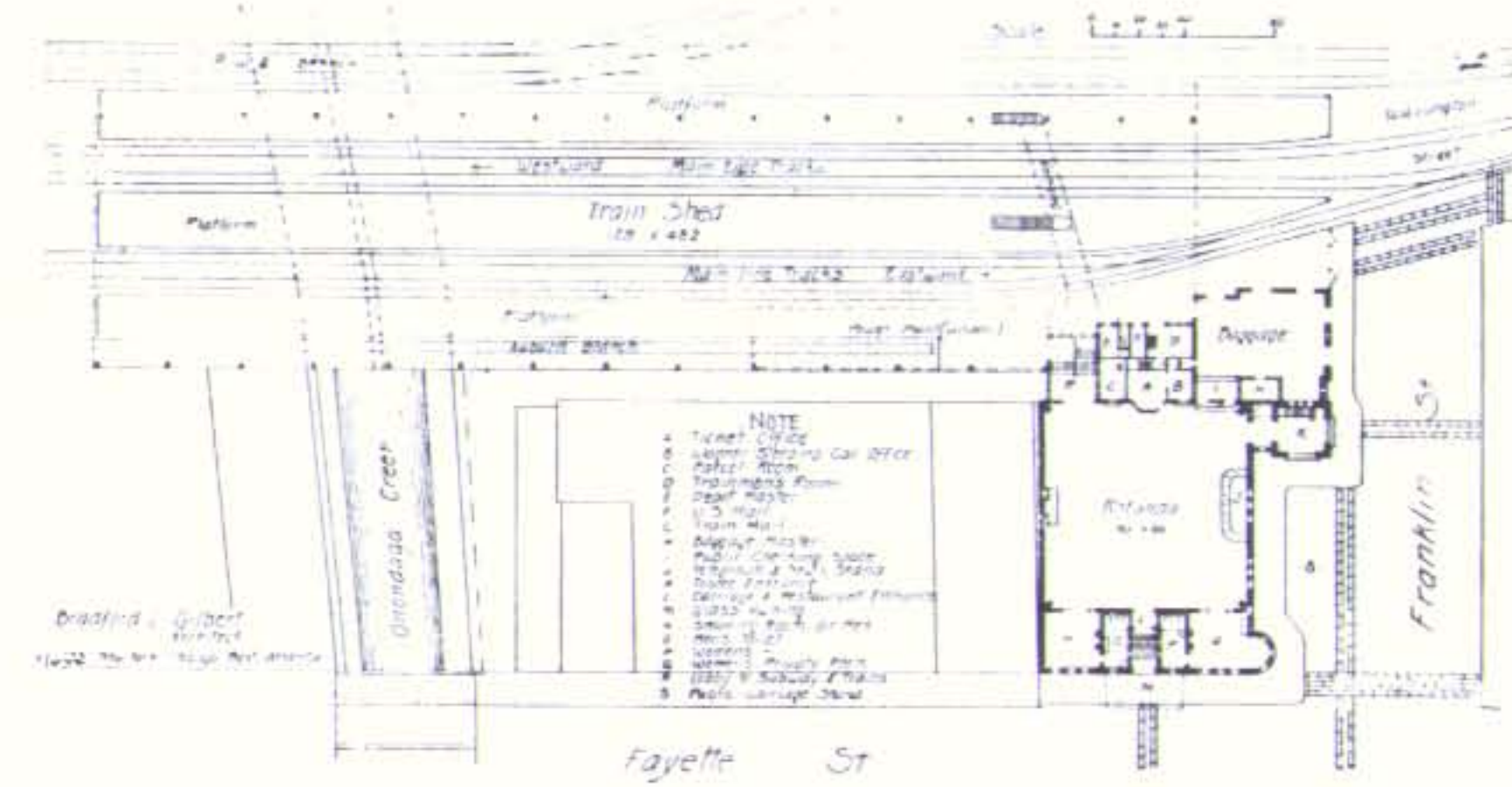


Construction: Of Tepetate and Mexican Brick Cemented Over in Stucco. Base, Sills and Voussoirs of Stone. Passenger Platforms and Awnings, 1,560 sq. ft. Average Dimensions: 65 ft. x 175 ft.

Passenger Station, Local Offices and Train Shed (with Subway.) In Course of Erection for the
 NEW YORK CENTRAL & HUDSON RIVER RAILROAD CO.,
 Syracuse, N. Y.



Photograph Showing Rotunda Cross Trusses.



General Ground Plan Showing Tracks.

Construction of Station, of Milford (Mass.) Pink Granite with Brown Stone Trimmings, "Spanish" Tile Roof. Dimensions: 170 ft. x 124 ft. Interior Finish of Oak. Rotunda, 90 ft. x 90 ft. and 60 ft. in Height. Construction of Passenger Train Shed, of Steel. Trusses, Spaced 32 ft. Centres 108 ft. Span, with Awning Covering 129 ft. Passenger Subways Under Tracks and Platforms.



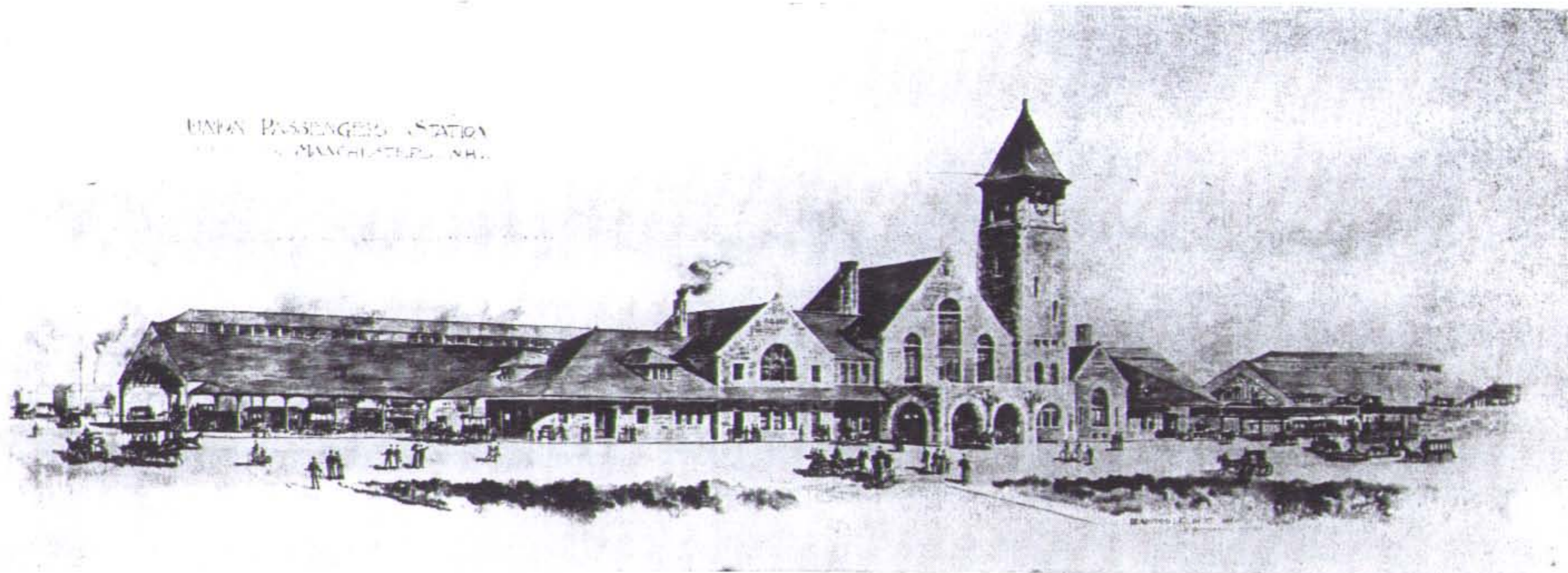
"The new station of the New York Central and Hudson River Railroad, a magnificent structure of rough hewn stone and steel girders, will probably be completed within a year and a half. It is such a station as a city of 500,000 inhabitants might be content with. The plans were made under the personal supervision of H. Walter Webb, Third Vice-President, and Col. Walter Katte, Chief Engineer, by Bradford L. Gilbert of New York, an architect who has built many of the finest structures of the kind in the world. Mr. Gilbert is the architect of at least twenty of the leading Railroads of the Country."—From the Syracuse Standard, June, 1894.

Union Station, Offices and Train Shed. Design as Accepted by the
 PROVIDENCE & WORCESTER RAILROAD CO.,
 Providence, R. I.



Proposed Dimensions: 560 ft. x 175 ft. Train Shed Attached. Size, 1,080 ft. x 140 ft.

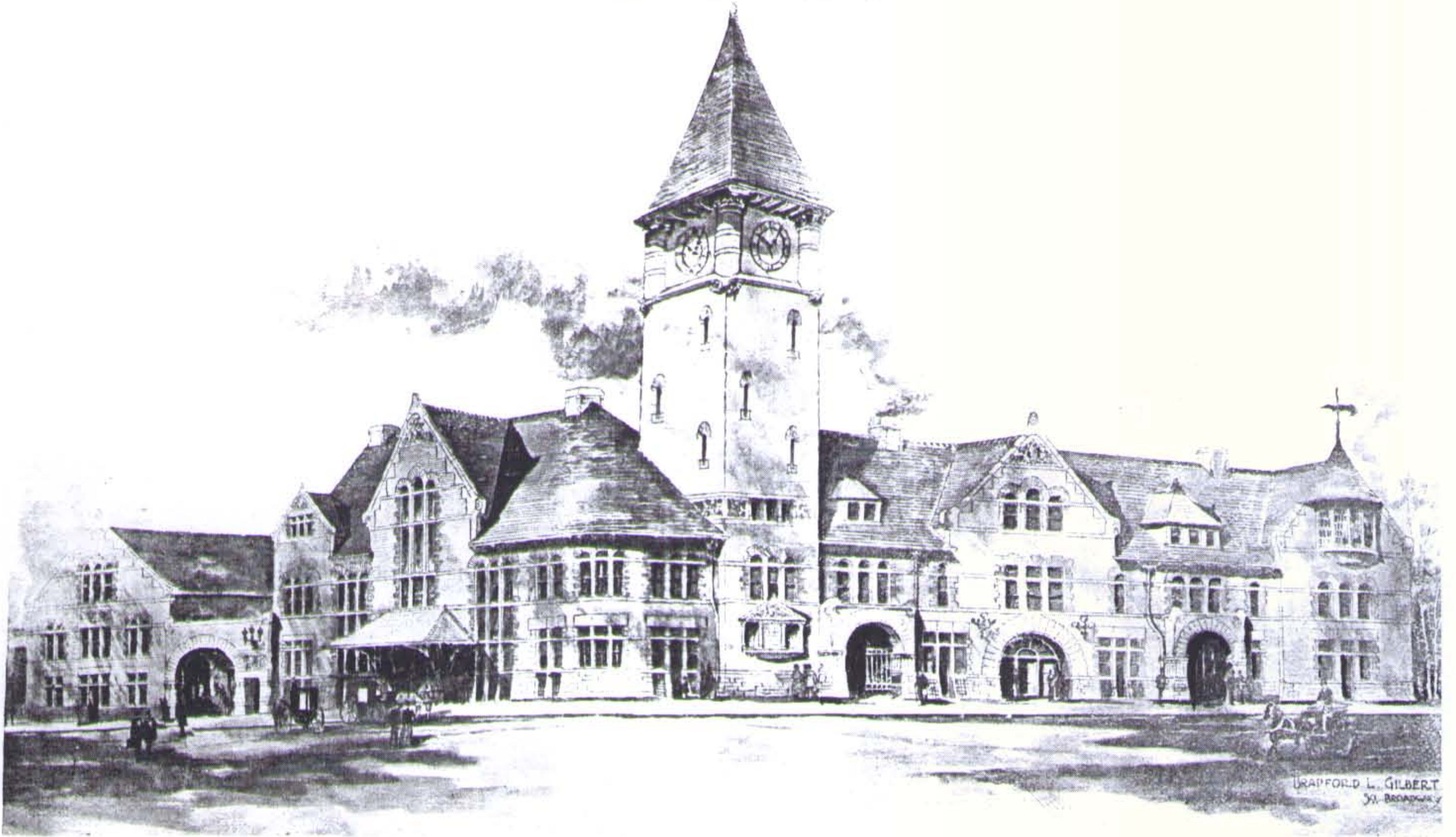
Union Passenger Station and Train Shed. Accepted Design by the
 CONCORD & MONTREAL RAILROAD CO.,
 Manchester, N. H.



Proposed Construction: New Hampshire Granite. Dimensions: 64 ft. x 290 ft. Two Stories. Train Shed, 90 ft x 650 ft.
 "The entire effect of the exterior is intended to be one of massive simplicity and graceful contour outlines."—From *Manchester Union*, Feb., 1892.

Sketch Portfolio—Bradford L. Gilbert, Architect.

Design For Fort Street Union Depot and Offices, Detroit, Michigan, for the
 FLINT & PERE MARQUETTE RAILROAD CO.
 "Engineering News," Jan. 1891.

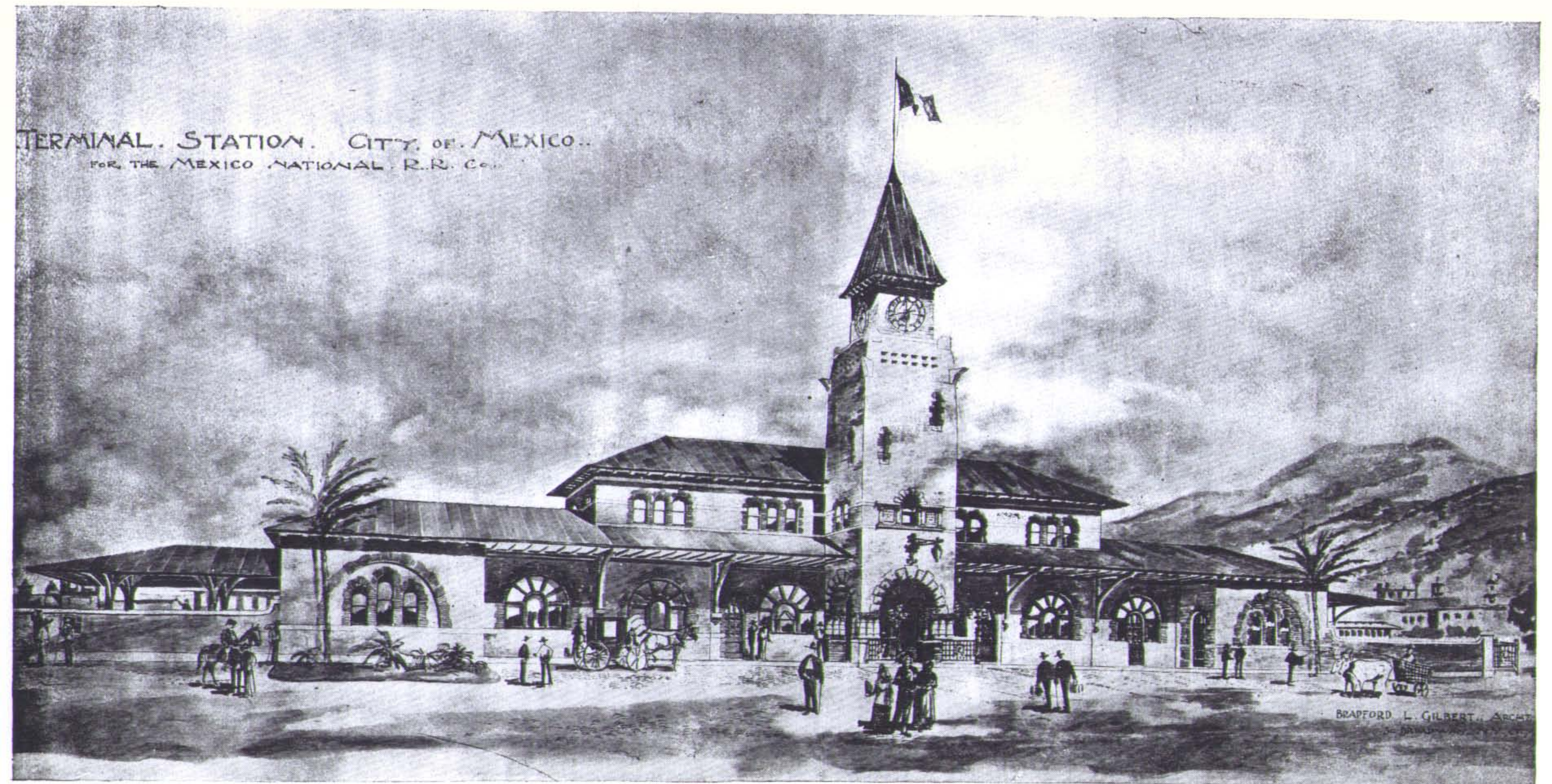


Construction proposed of Stone and Brick. Dimensions Over All: 175 ft. x 275 ft.
 Station and General Railroad Offices in Course of Erection, for the
 MISSOURI, KANSAS AND TEXAS RAILWAY CO.,
 at Parsons, Kansas.



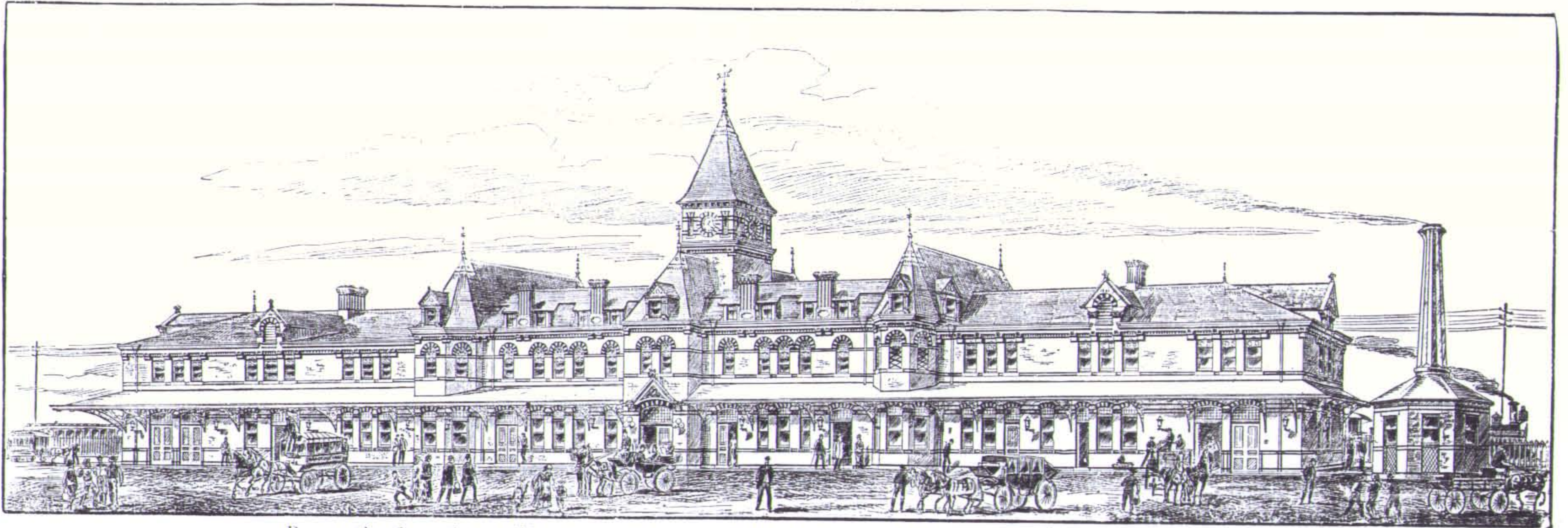
Size: 50 ft. x 200 ft., Exclusive of Awnings. Construction: Of Brick and Granite, Stamped Steel Ceiling Inside.
 Sketch Portfolio—Bradford L. Gilbert, Architect.

Design of Proposed Terminal Station and Offices for the
MEXICAN NATIONAL RAILROAD COMPANY.



Proposed Construction of Tepetate and Mexican Brick. Dimensions: 37 ft. x 180 ft.

Union Station, Railroad Offices and Restaurant Erected During 1881-82, for the
FLINT & PERE MARQUETTE RAILROAD CO.,
East Saginaw, Michigan.



Perspective from Street Side. Construction : Of Wood, Iron and Masonry. Dimensions: 335 ft. x 40 ft.

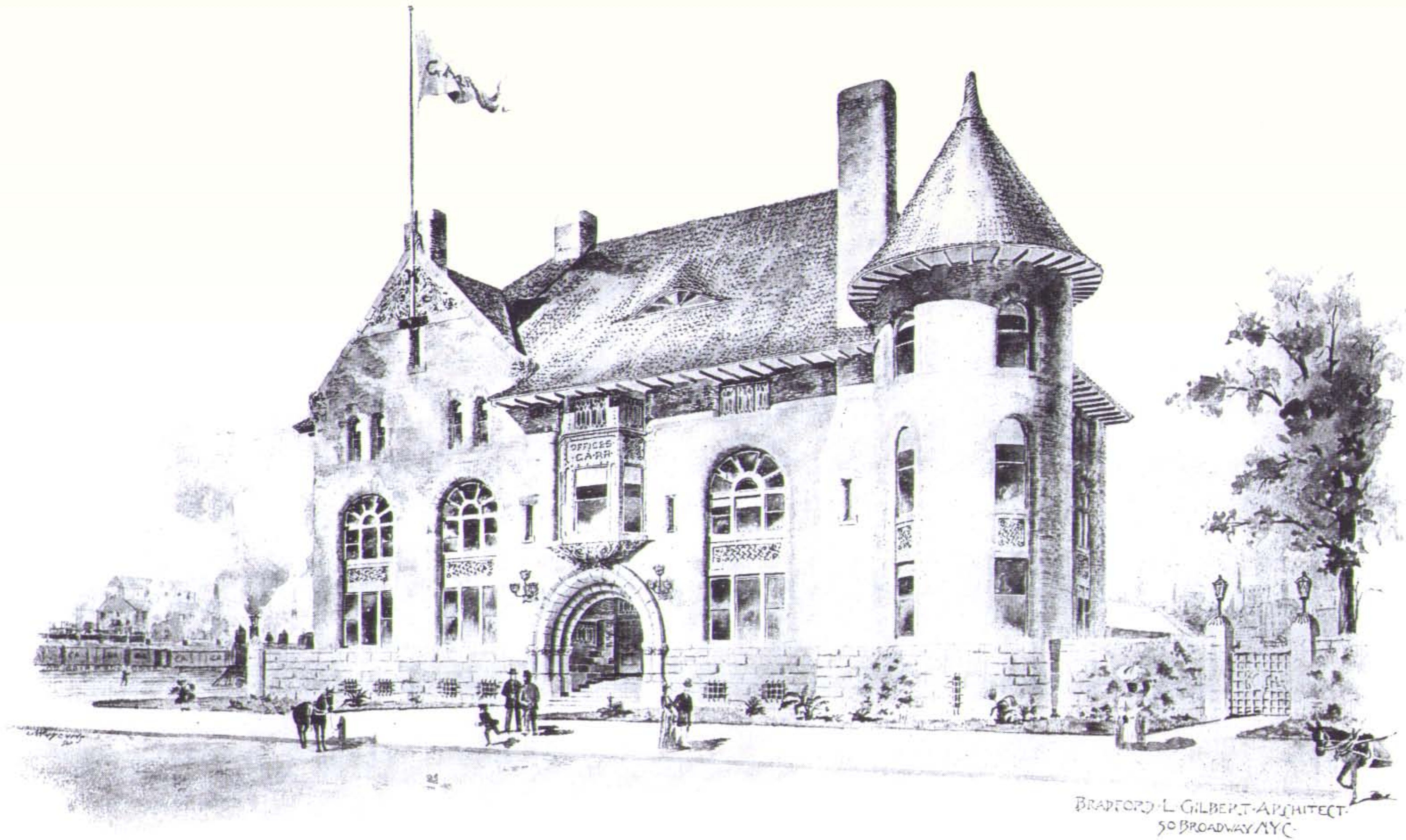
"The new Depot is the largest Railway Passenger Depot in this State. It is designed to be practical, substantial and business-like, nothing for mere ornamentation, etc."—*From the Saginaw Courier, Oct., 1881.*



Photograph from Track Side, taken during 1894.

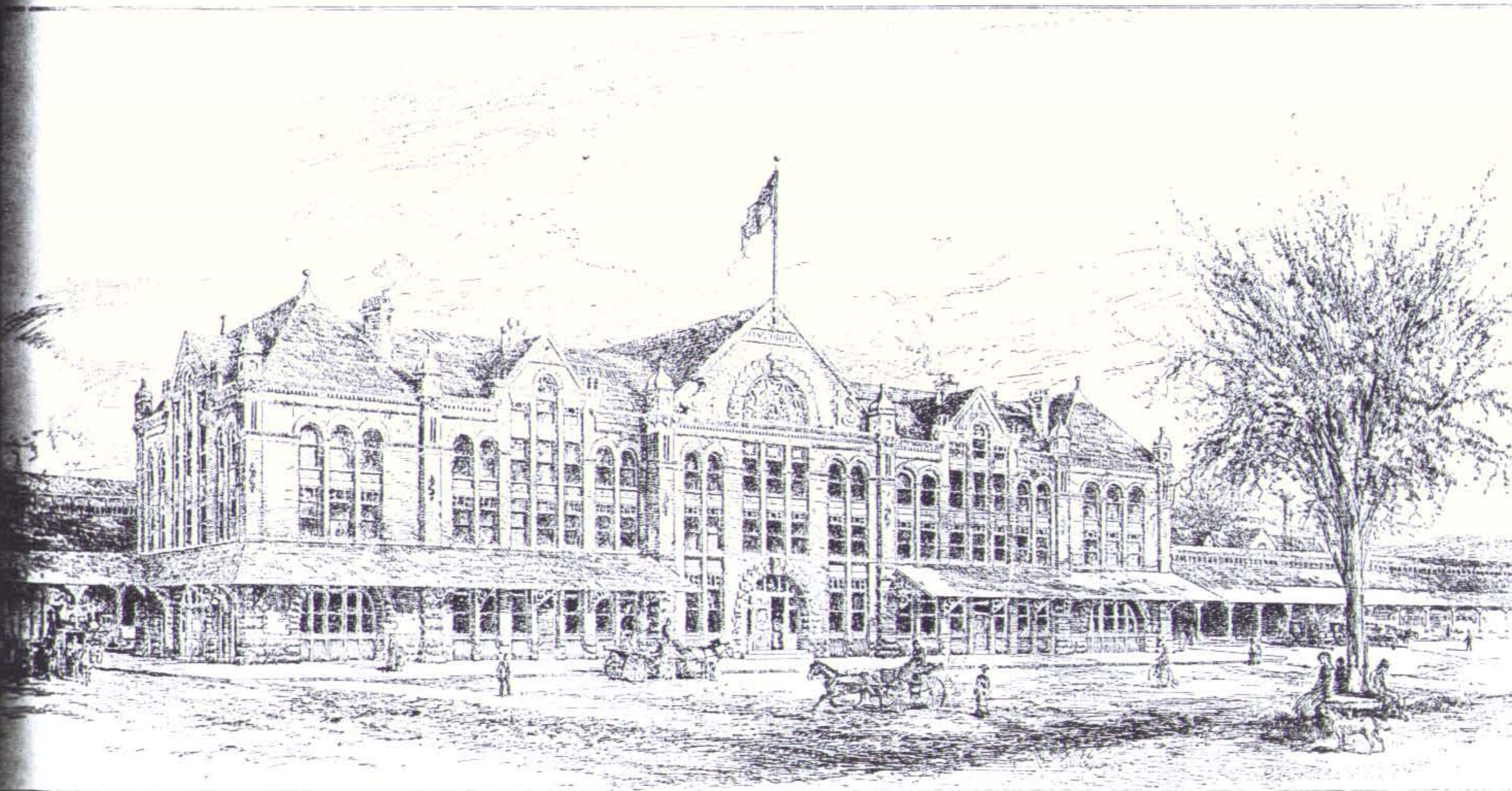
Sketch Portfolio—Bradford L. Gilbert, Architect.

General Railroad Office Building. Erected During 1891-92, for the
GEORGIA RAILROAD COMPANY,
Augusta, Ga.

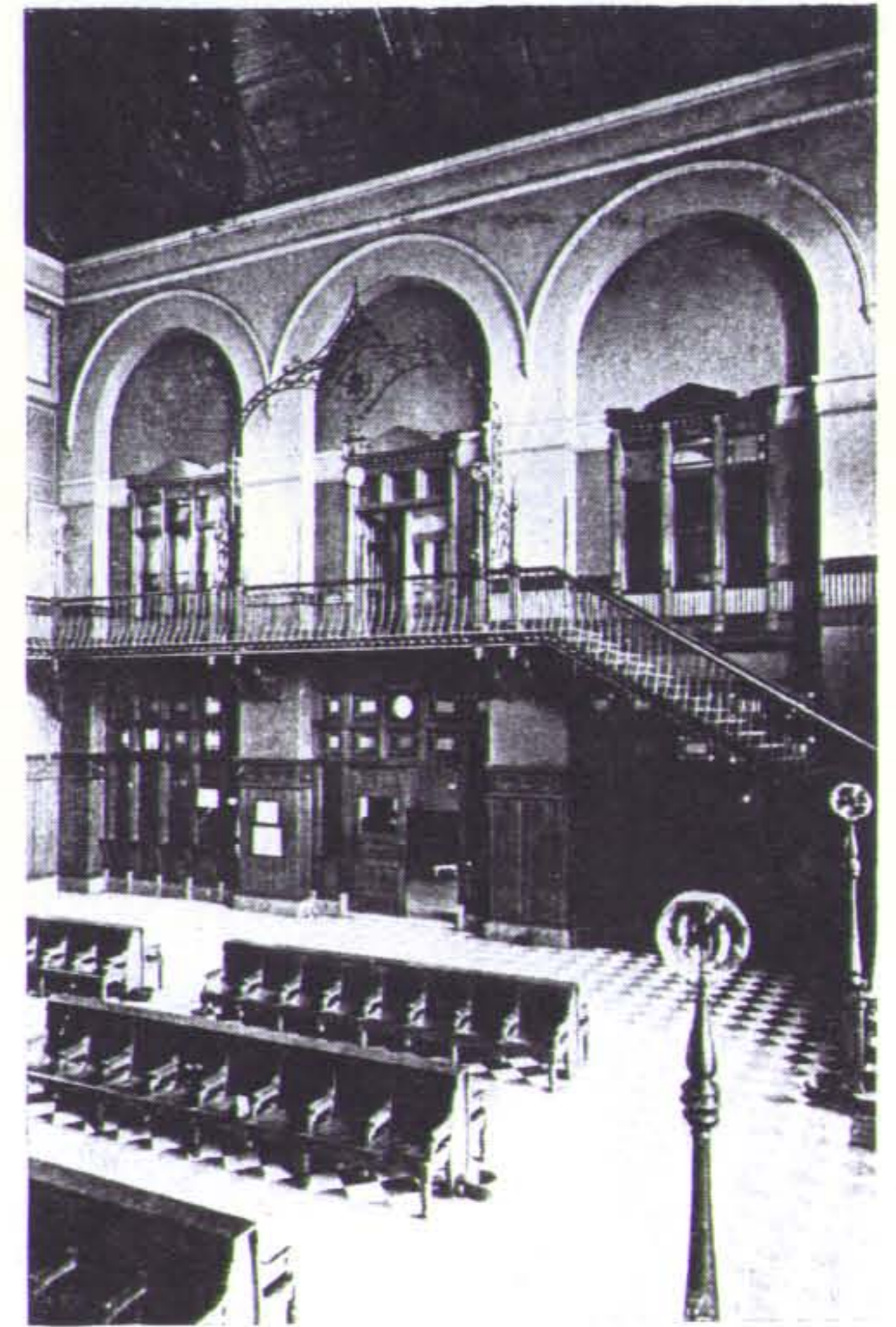


Construction: Of Georgia Granite and Red Brick. Dimensions: 50 ft. x 100 ft. Three Stories in Height.

Union Station, Train Shed and Railroad Office Building, Erected During 1884-85, for the
 CONCORD AND MONTREAL RAILROAD.,
 Concord, N. H.



Construction: Of Brick, Stone and Iron. Dimensions: 218 ft. x 62 ft. Train Shed, 770 ft. x 120 ft.



Photograph Showing Interior of Rotunda and Entrance to Office.

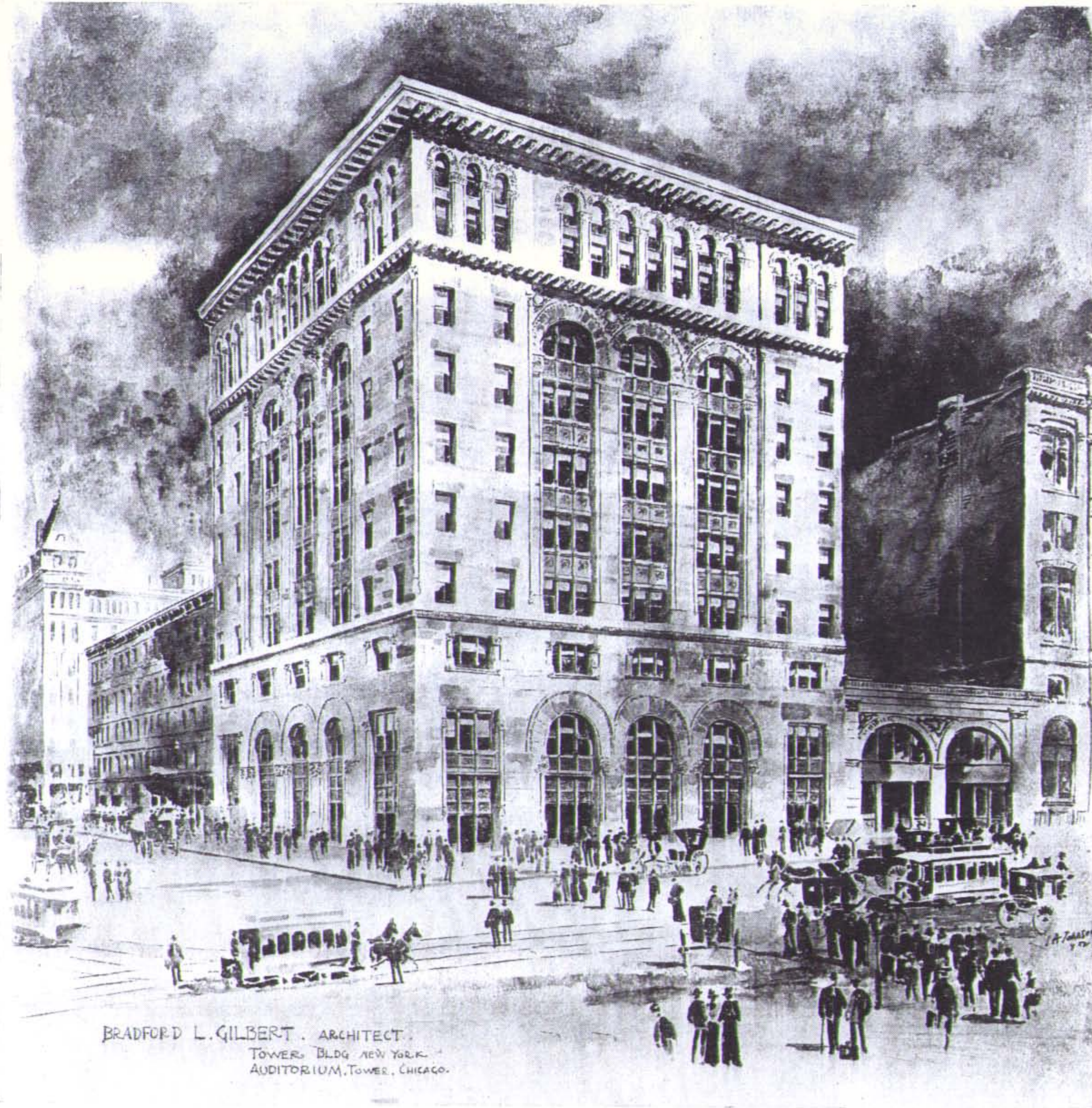
"It is the largest building of its class in this state, and, we believe, North of Boston. A substantial, appropriate and practical, as well as model Railway Union Depot and General Office Building. The general style of the building is 'English Renaissance' throughout, the effect being gained entirely by constructional outlines, etc."—From the Concord (N. H.) Monitor, December, 1884.

Design for Terminal Railroad Station, Hotel and Offices for the
 MEXICAN NATIONAL RAILROAD COMPANY.



Proposed Construction of Tepetate and Stone. Dimensions Over All: 180 ft. x 200 ft., Four Stories in Height.

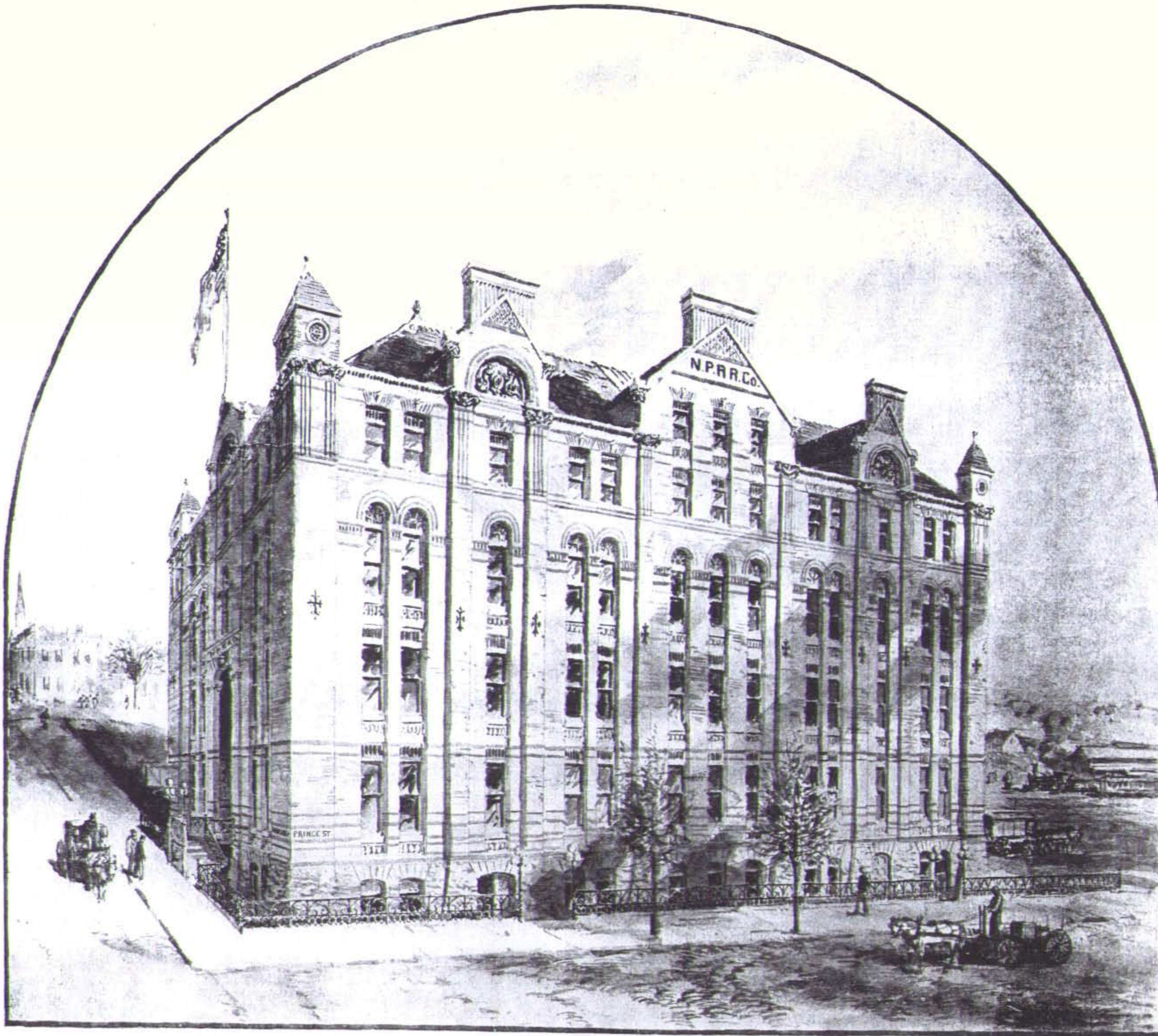
Accepted Design for Proposed General Railroad Office Building, for the
NEW YORK CENTRAL & HUDSON RIVER R. R. CO.,
Park Avenue and Forty-second Street (Opposite Grand Central Station), New York City.



Proposed Construction of Granite and Lime Stone. "Skeleton" Steel Construction. Fire-proof.
Dimensions: 105 ft. x 105 ft. Eleven Stories in Height.

Sketch Portfolio—Bradford L. Gilbert, Architect.

General Railroad Office Building. Erected During 1881-82, for the
NORTHERN PACIFIC RAILROAD CO.,
St. Paul, Minn.

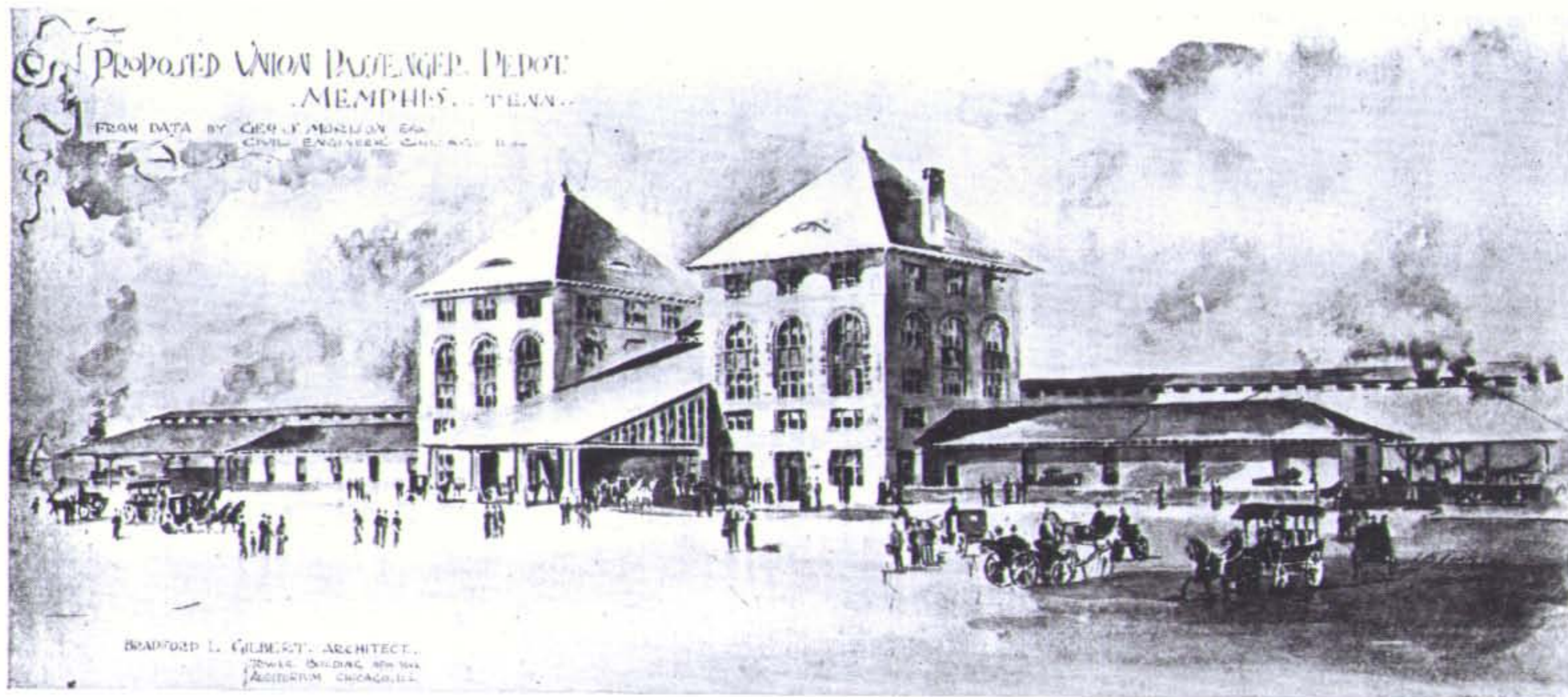


Construction: Of Brick and Terra Cotta. Dimensions: 150 ft. x 62 ft. Fire-proof. Six Stories in Height.

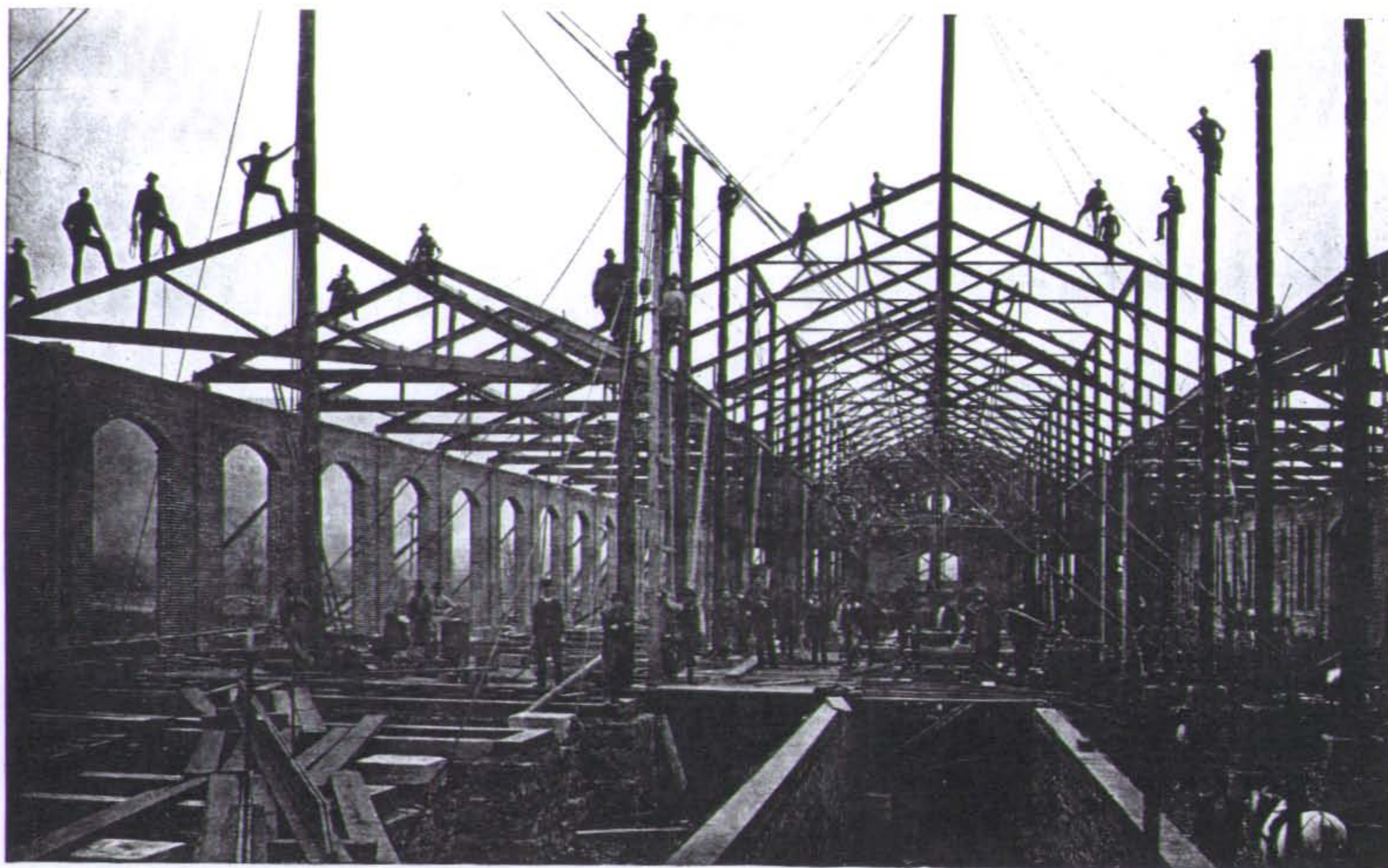
"The style of the building is 'English Renaissance,' and it is without doubt the finest building of its kind west of Chicago; and for general convenience will rank with the best in the whole country."—*From the St. Paul and Minneapolis Pioneer Press, June, 1883.*

Sketch Portfolio Bradford L. Gilbert Architect.

Design for Proposed
 UNION STATION, MEMPHIS, TENN.
 From Data, by Geo. H. Morison, Esq., President American Soc. Civil Engineers.



Proposed Construction of Stone, Brick and Iron. Dimensions: 80 ft. x 560 ft. Train Shed, 800 ft. long x 112 ft. wide. Railroad Shops, Etc. Erected During 1880-81, for the NEW YORK, LAKE ERIE & WESTERN RAILROAD COMPANY, Hornellsville, N. Y.

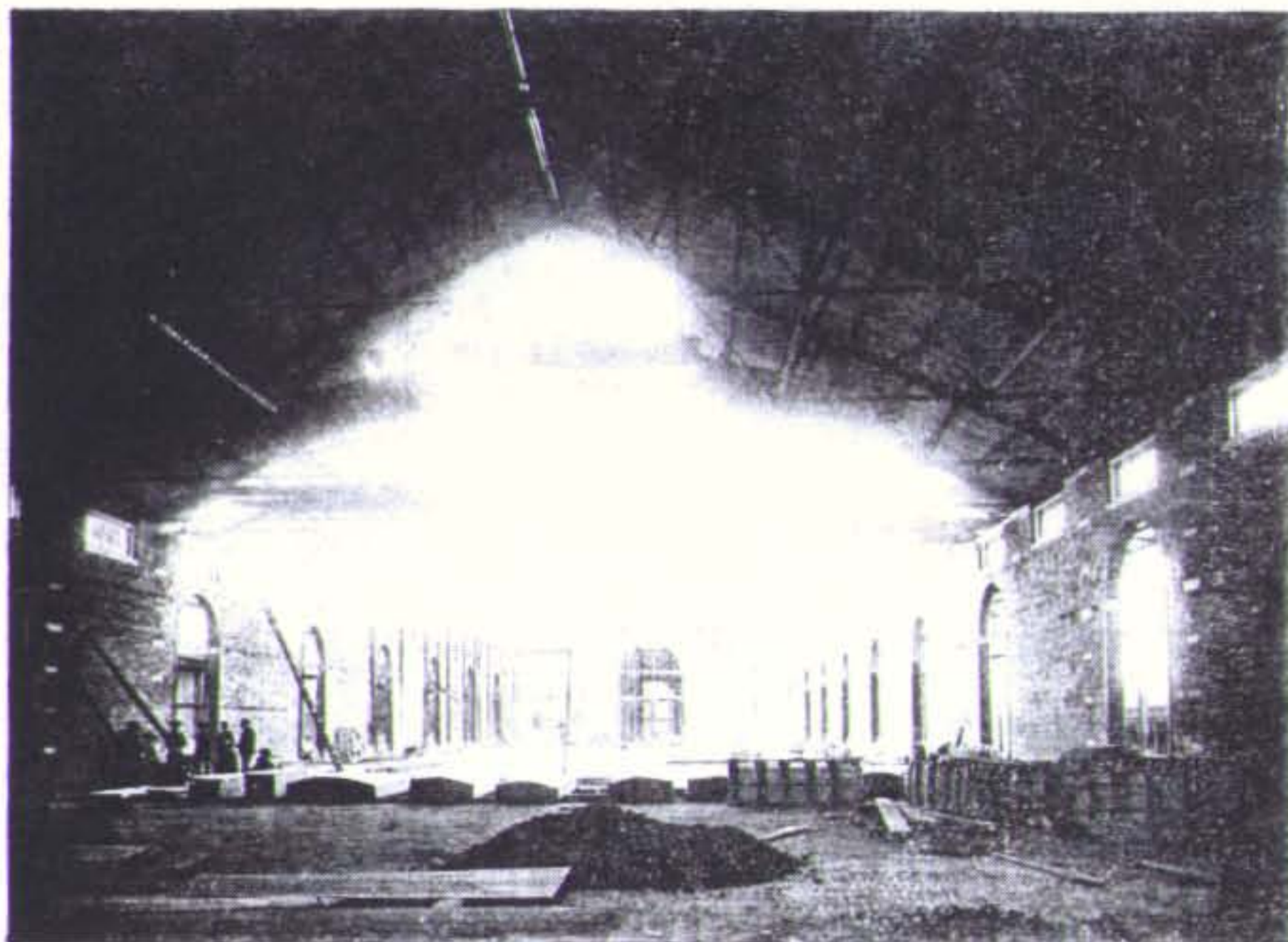


Photograph Taken of Machine Shop During Erection.
 Machine Shop, 470 ft. x 110 ft. Light Repair Shop, 168 ft. x 64 ft. Engine House, 80 ft. x 30 ft. Boiler Shop, 155 ft. x 80 ft. Blacksmith Shop, 155 ft. x 70 ft. Office Building, 120 ft. x 60 ft. Round House, 44 Stalls, 365 ft. Diameter. etc.

Fire-proof Freight Depot. Erected During 1891-92, for the
GEORGIA RAILROAD CO.,
Augusta, Ga.

A GROUP OF FREIGHT DEPOTS.

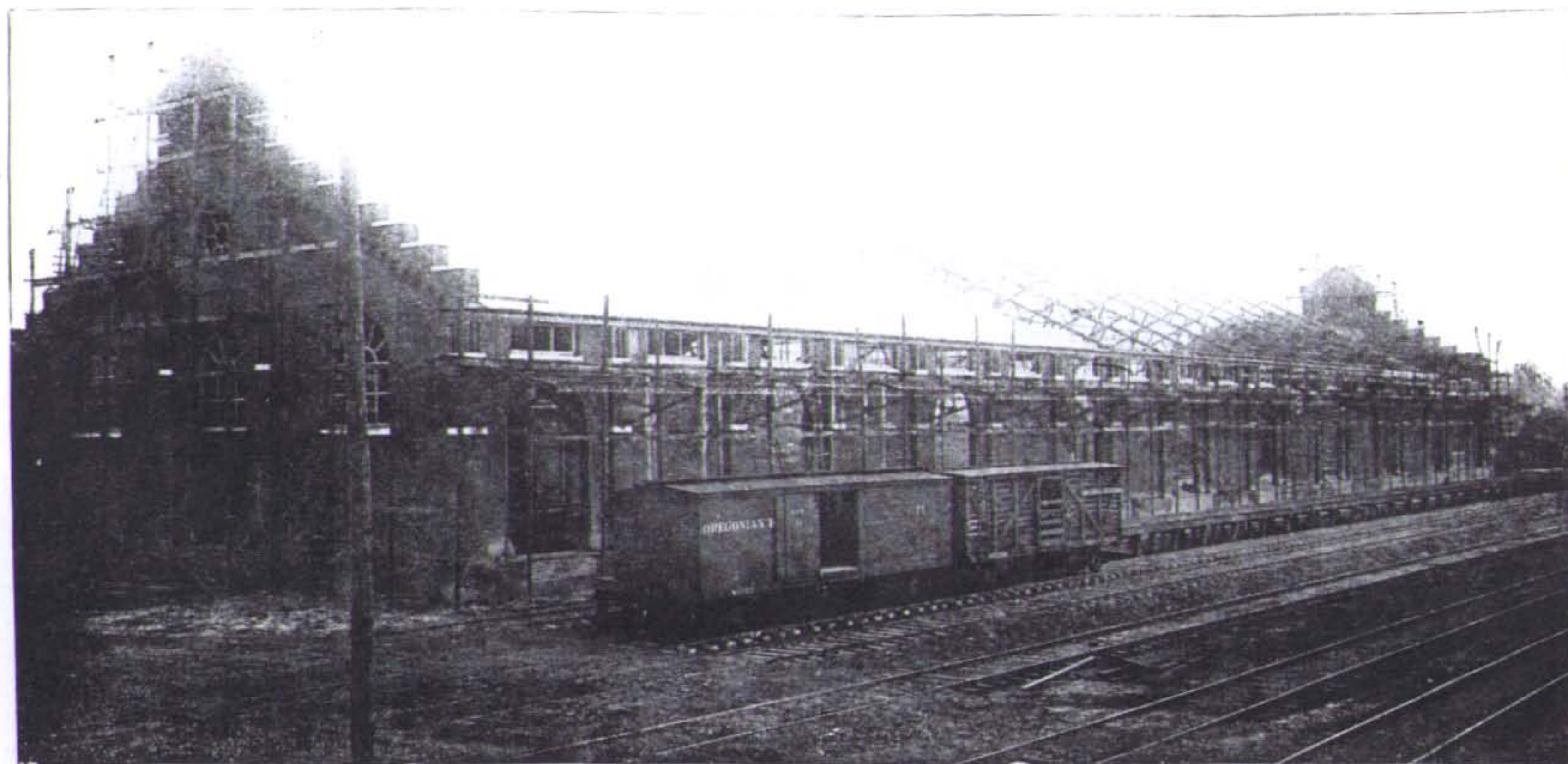
"Incoming" and "Outgoing" Baggage Buildings. Erected During 1892-93, for the
ILLINOIS CENTRAL RAILROAD CO.,
Chicago, Ill.



Interior, Showing Roof of Steel and Iron, During Erection.
Span, 80 ft.



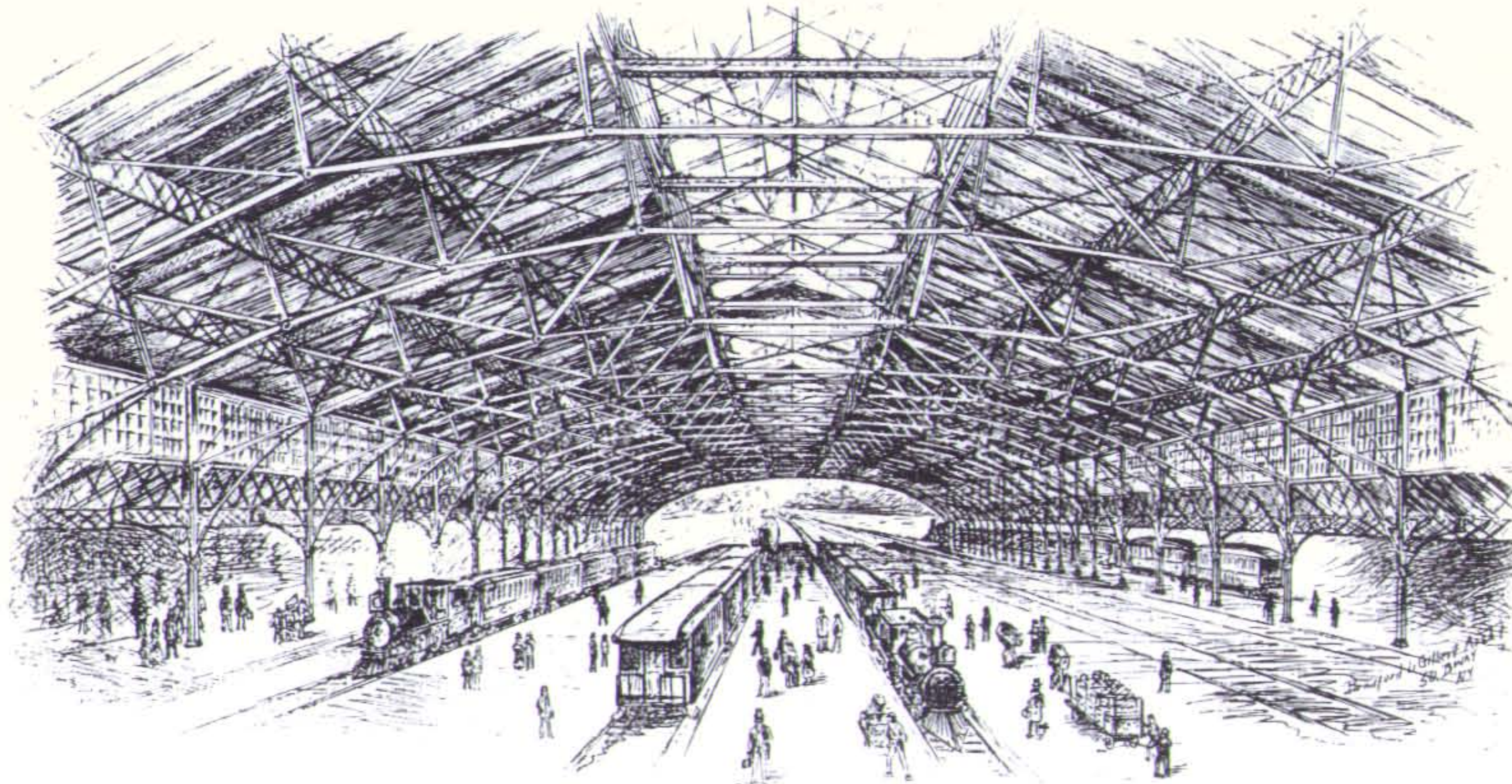
Construction: Of Brick and Stone. "Incoming" Building, 35 ft. x 210 ft. "Outgoing"
Building, 48 ft. x 99 ft. Each Three Stories in Height with Baggage Elevators.



Georgia Railroad Freight Depot. Exterior and Interior Views from Photographs.
Construction: Of Brick and Granite. Fire-proof. Concrete and Asphalt Floors. Dimensions: 80 ft. x 350 ft. Contract Price, \$111,000.

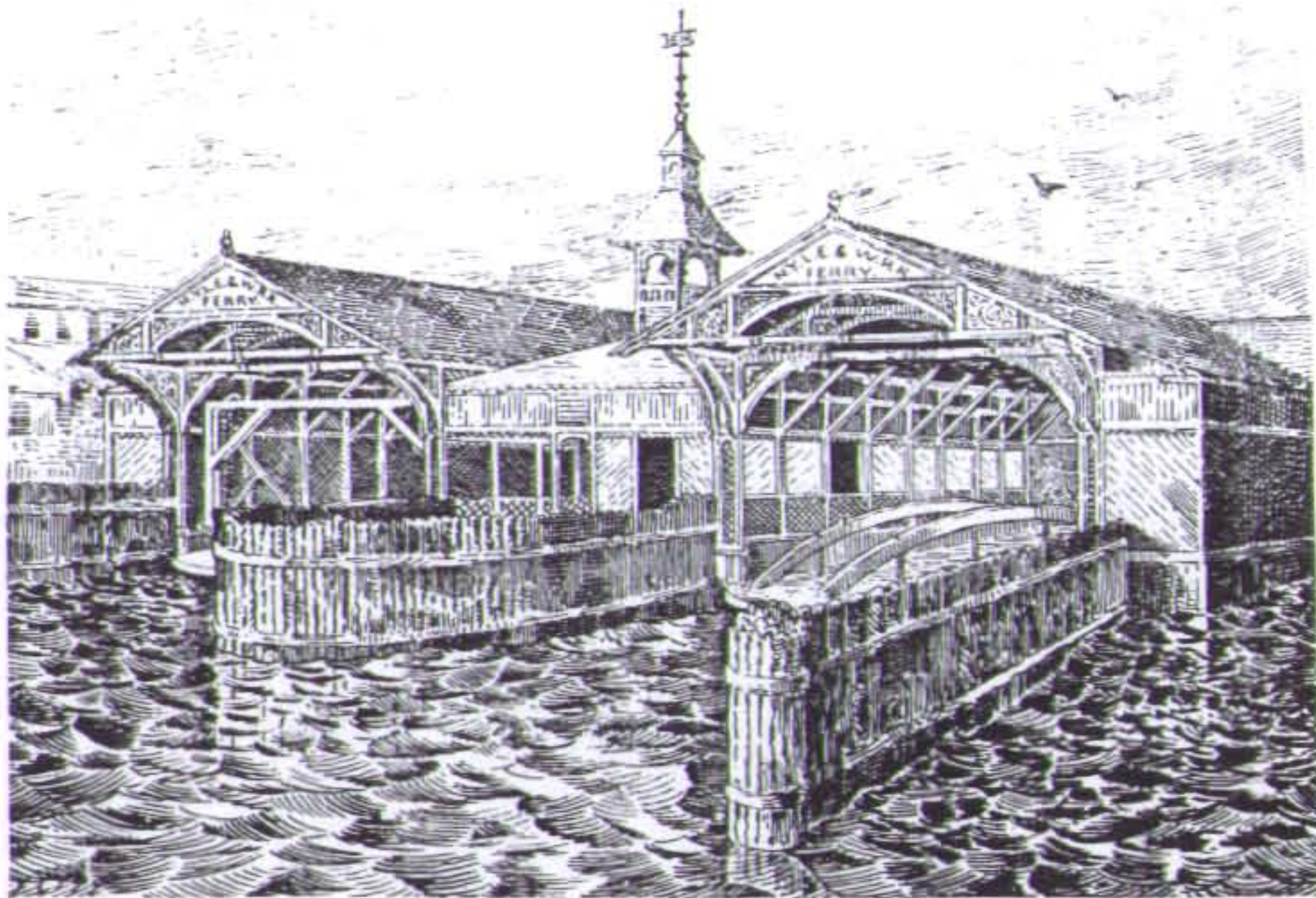
Sketch Portfolio—Bradford L. Gilbert, Architect.

Passenger Train Shed. Erected During 1889-90, for the
 GRAND RAPIDS & INDIANA RAILROAD CO.,
 Grand Rapids, Michigan.

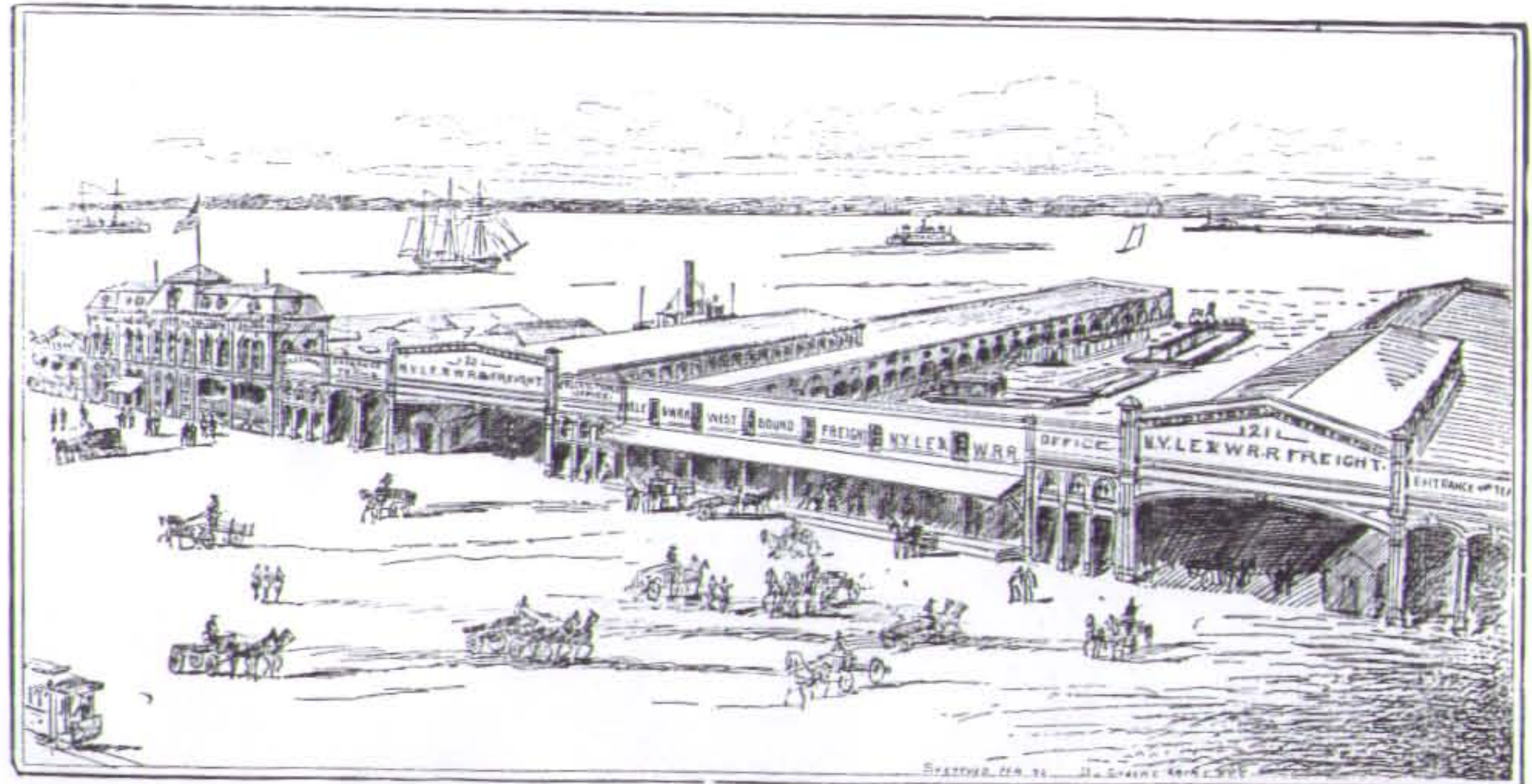


Construction: Of Iron and Steel. Size: 600 ft. x 135 ft.

Pavonia Ferry Slips and Freight Sheds, Piers 20 and 21 (North River) Foot of Chambers St. Erected During 1878-81, for the
 NEW YORK, LAKE ERIE & WESTERN RAILROAD CO.,
 New York City.



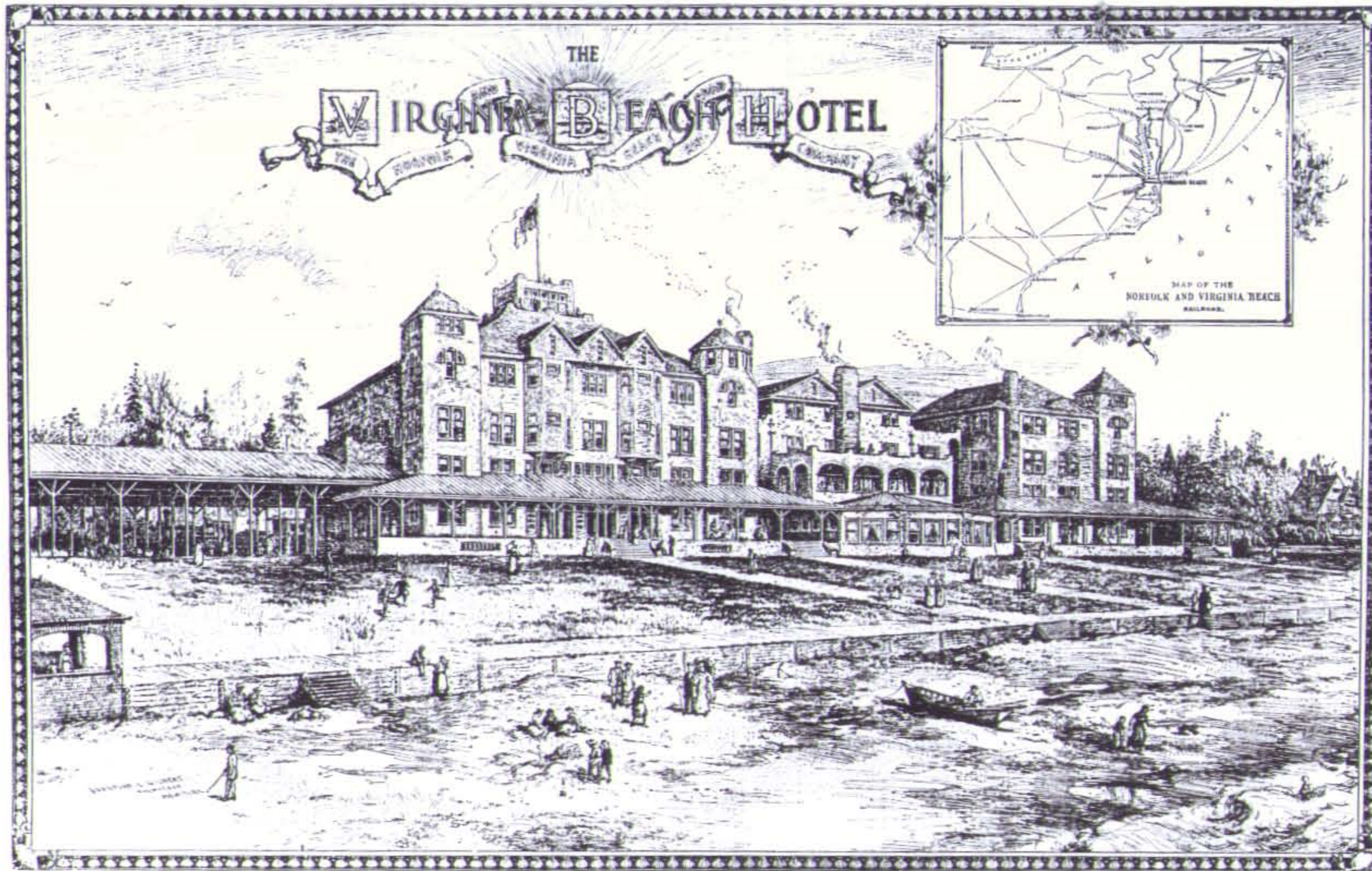
Construction: Of Wood and Iron on Pile Foundations.



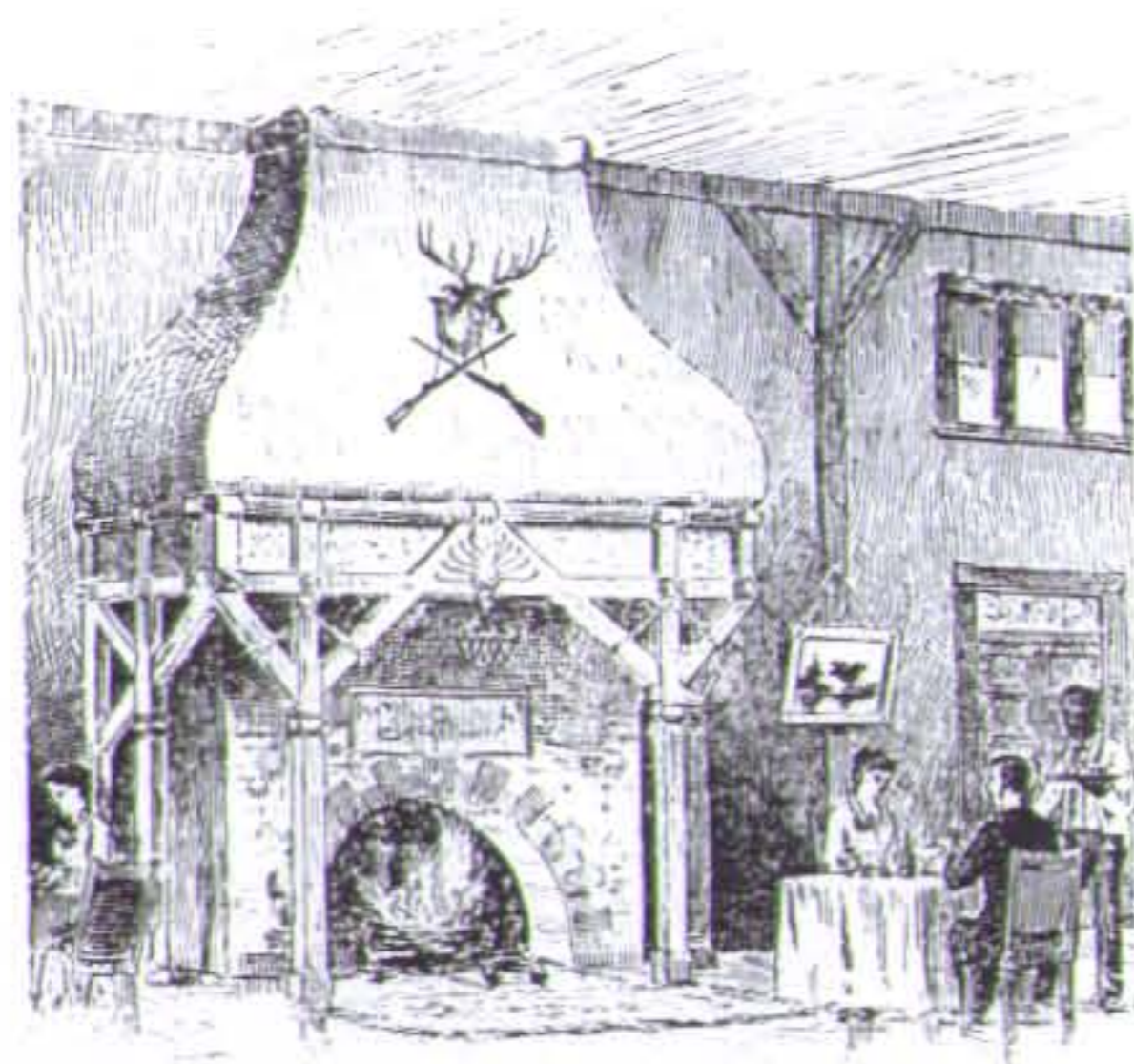
Construction: Of Wood and Iron. Size Over-all: 600 ft. x 560 ft.

"Those patrons of the Erie Railroad who had occasion yesterday morning to plod their way down to this ferry, buttoned their coats, drew out their fares and suddenly stopped short in amazement. The ferry was gone. Like Aladdin's lamp, it had vanished in the night. Before them rose a graceful structure, severe in Architecture, and tending to the old English order and entirely harmonious in detail, being in a word, the long promised building that was to become the handsomest ferry in New York."—*New York Times*, 1880.

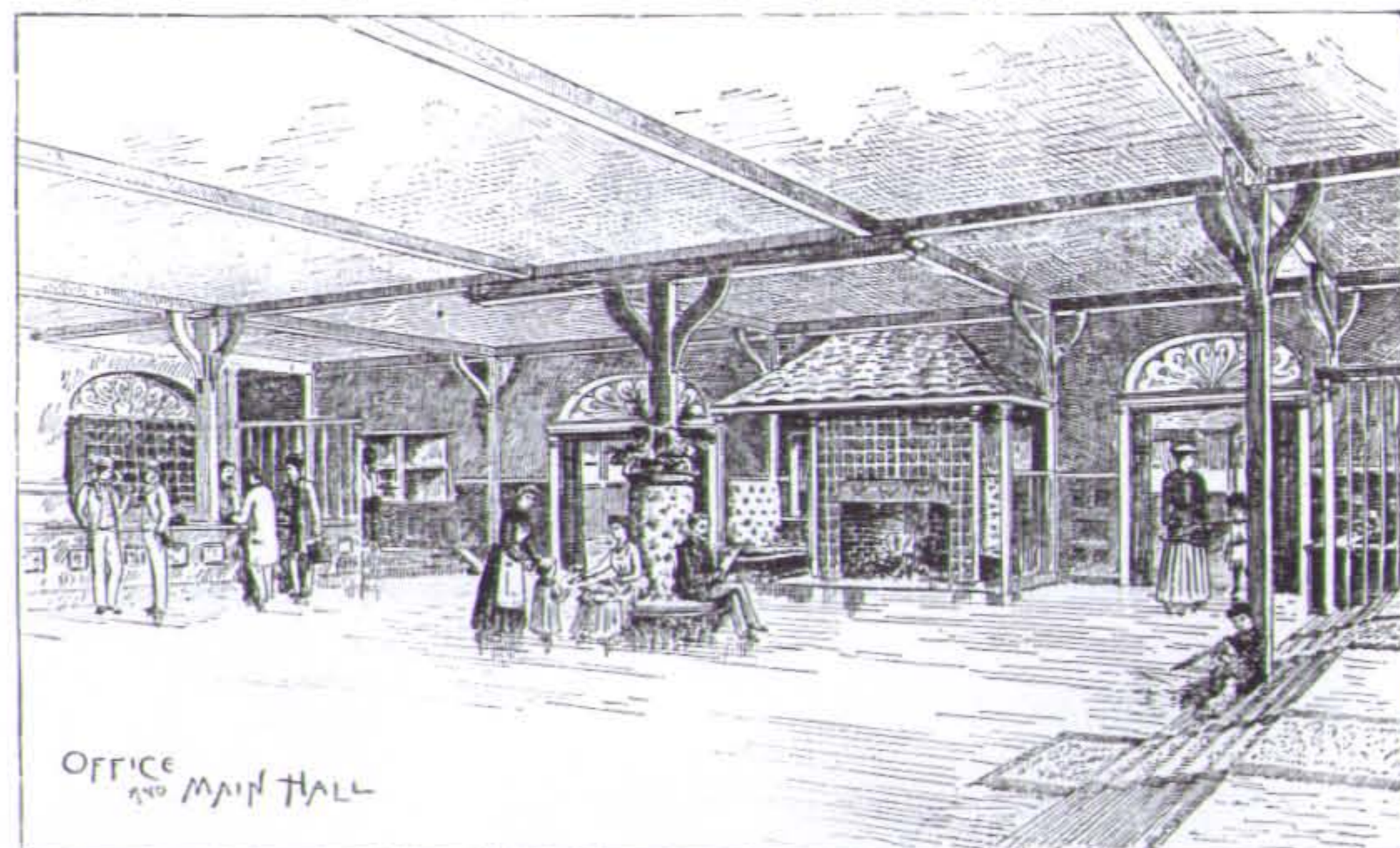
Terminal Railroad Station and Hotel. Erected during 1887-88, for the
 NORFOLK & VIRGINIA BEACH RAILROAD CO.,
 Virginia Beach, Virginia.



Construction: Of Wood, Covered with Shingles (creosoted). Size (six stories): 285 ft. x 148 ft.



Dining Room Mantel, Princess Anne.



Office and Main Hall.

"The new hotel is a marvel of beauty inside and out. It is modeled after the 'Queen Anne' style of Architecture, with all its picturesque adornments, etc."—From the Norfolk Virginian, May, 1888.

Sketch Portfolio—Bradford L. Gilbert, Architect.

Union Passenger Station and General Railroad Office Building. Erected during 1892-93, for the
ILLINOIS CENTRAL RAILROAD CO.,
Chicago, Ill.

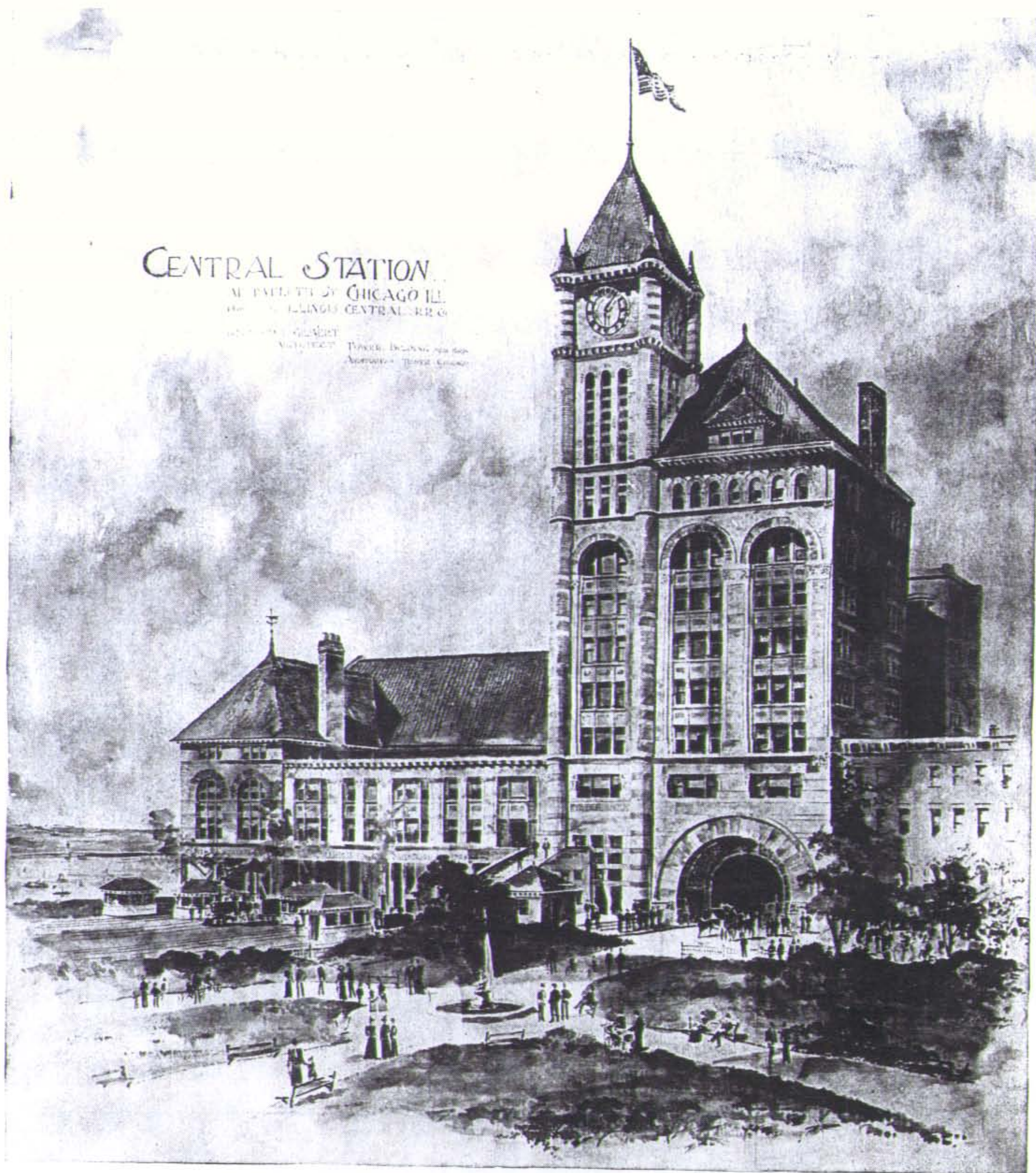


Photograph of Bronze Tablet (about 3 ft. square).

"When the new Central Passenger Station of the Illinois Central Road is completed, Chicago will have beyond controversy, the best appointed Passenger Station in the United States, and consequently in the world. It will contain many points of interest, possessed by no other depot in the country."—*From the Chicago Evening Post, April, 1893.*

"The illustrations give a good idea of the internal arrangements of the Illinois Central Station. The Architect and Engineer of this extensive and very interesting Station, was Mr. Bradford L. Gilbert, of Chicago and New York; this gentleman acquitted himself admirably of the task imposed on him, and the rapidity with which the work was completed was remarkable, even for Chicago. In erecting the structure much difficulty was experienced in providing substantial foundations, as the site is on the Lake front upon filled-in ground, the soil being soft, shifting clay. After many borings, and the nature of the soil being fully determined upon, it was thought best by the Architect to support the structure throughout by piles driven to a depth of from 40 ft. to 70 ft. below surface. This was successfully carried out, as is evidenced by the fact that the building, since its completion has not shown any settlement."—*From (London), Engineering, Oct. 19, 1894.*

"Mr. Gilbert has a national celebrity as the Architect of many of the greatest Railway Stations of the country, having made that branch of the profession his special study. The Illinois Central Depot at Chicago, is a beautiful specimen of his taste and skill."—*Chicago Herald, Dec. 29, 1894.*

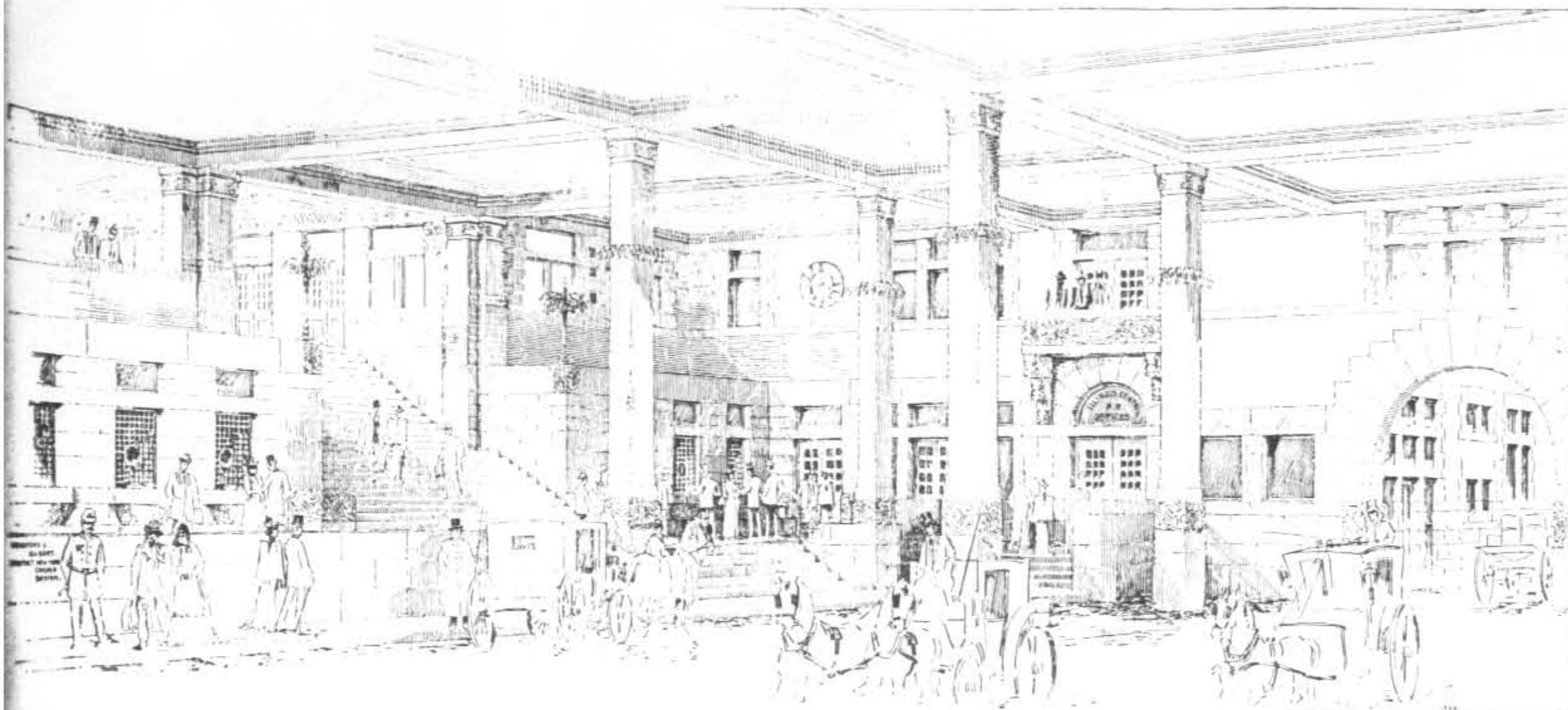


General Perspective View from Michigan Avenue, Looking Across South End of Lake Park.

"The lines of the building are simple and massive. The style adopted has been a free treatment of the Romanesque."—*From the New York Observer, Nov., 1893.*

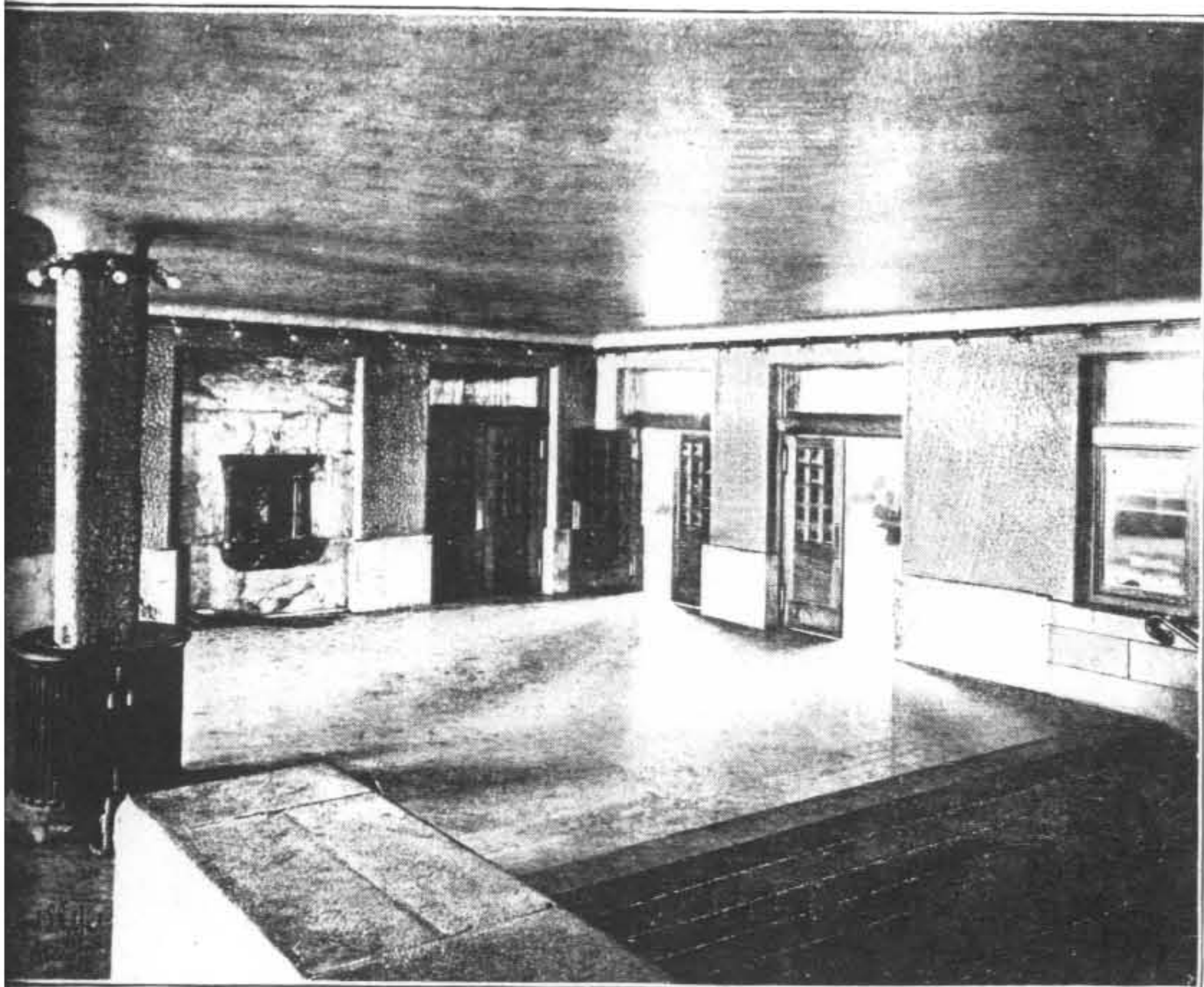
"For its architectural beauty, its durability and conveniences, this Passenger Station is said to be the finest in the United States if not in the world."—*From the Chicago Tribune, 1893.*

ILLINOIS CENTRAL STATION,
Chicago, Continued.

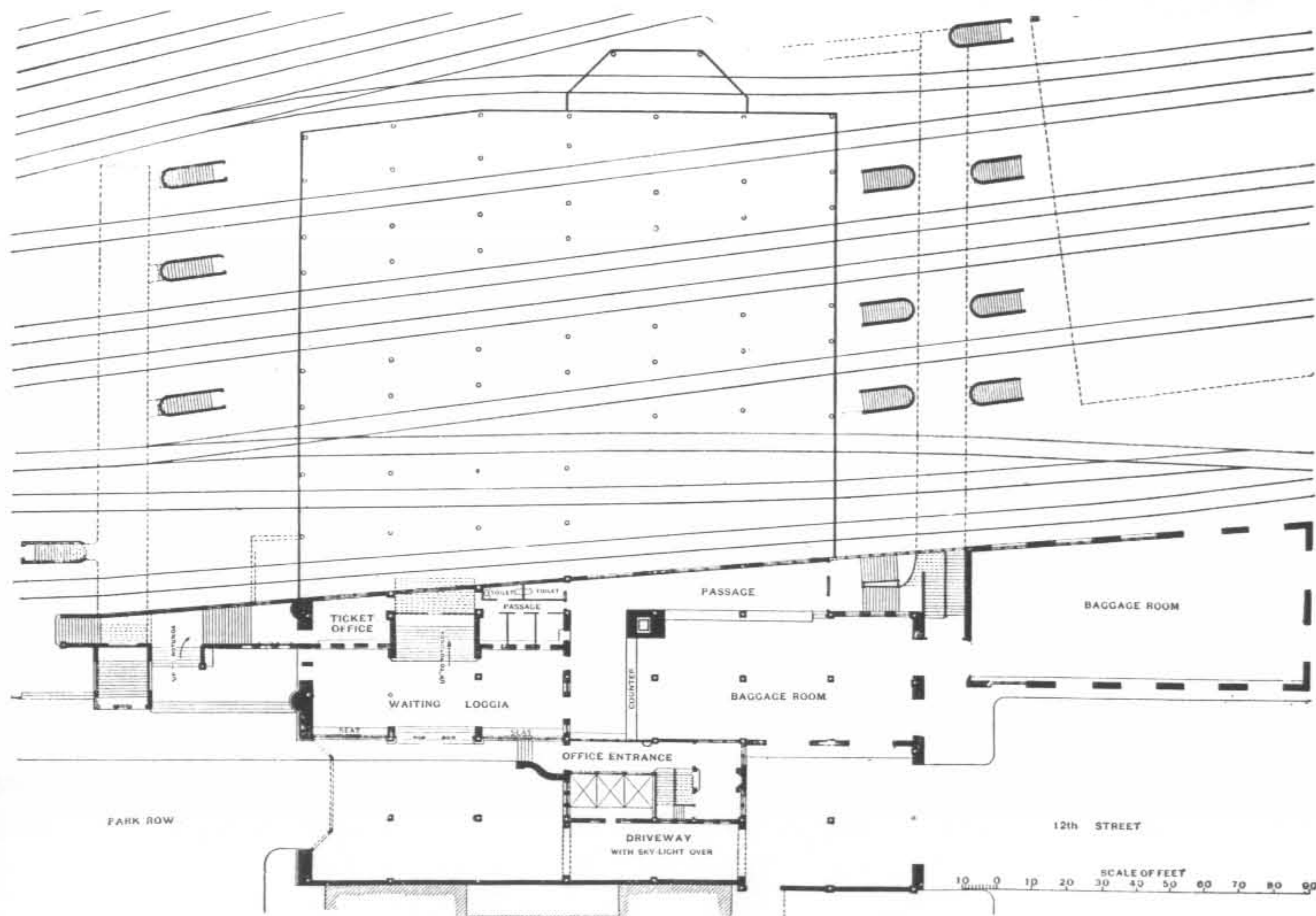


Carriage Court on Park Row, 66 ft. x 71 ft. Showing Entrance to Illinois Central Railroad Offices.
Ticket Office Loggia and Grand Staircase Granite, 25 feet in Width to Rotunda.

"Another desirable feature of this Depot, possessed by no other in the country, is the large commodious driveway running clear through it, enabling carriages, 'busses, etc., carrying passengers, to enter one end and leave by the other."—From the *Chicago Post*, April, 1893.

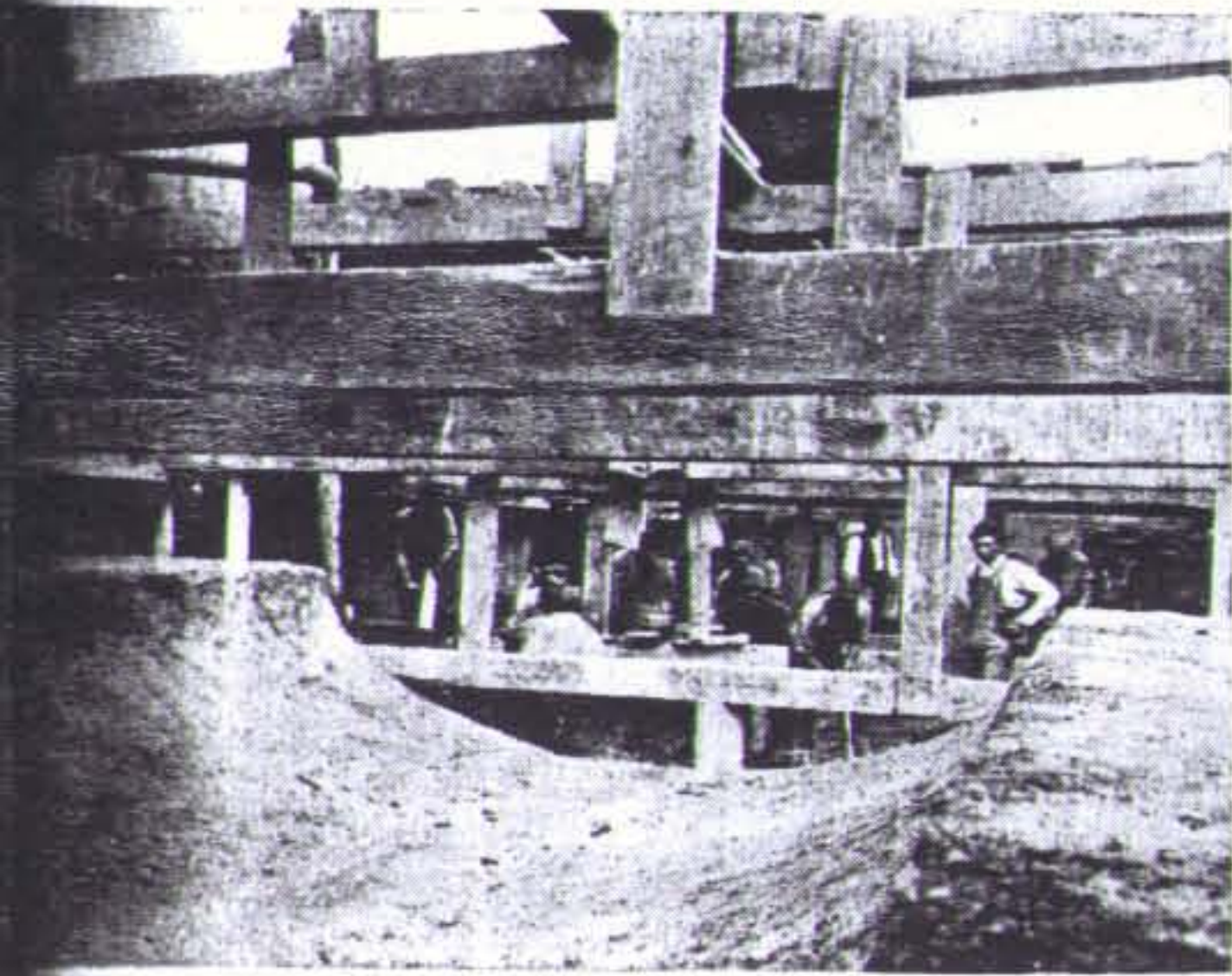


Entrance Loggia, 38 ft. x 47 ft., of Marble and Mosaic, at Head of Grand Staircase.

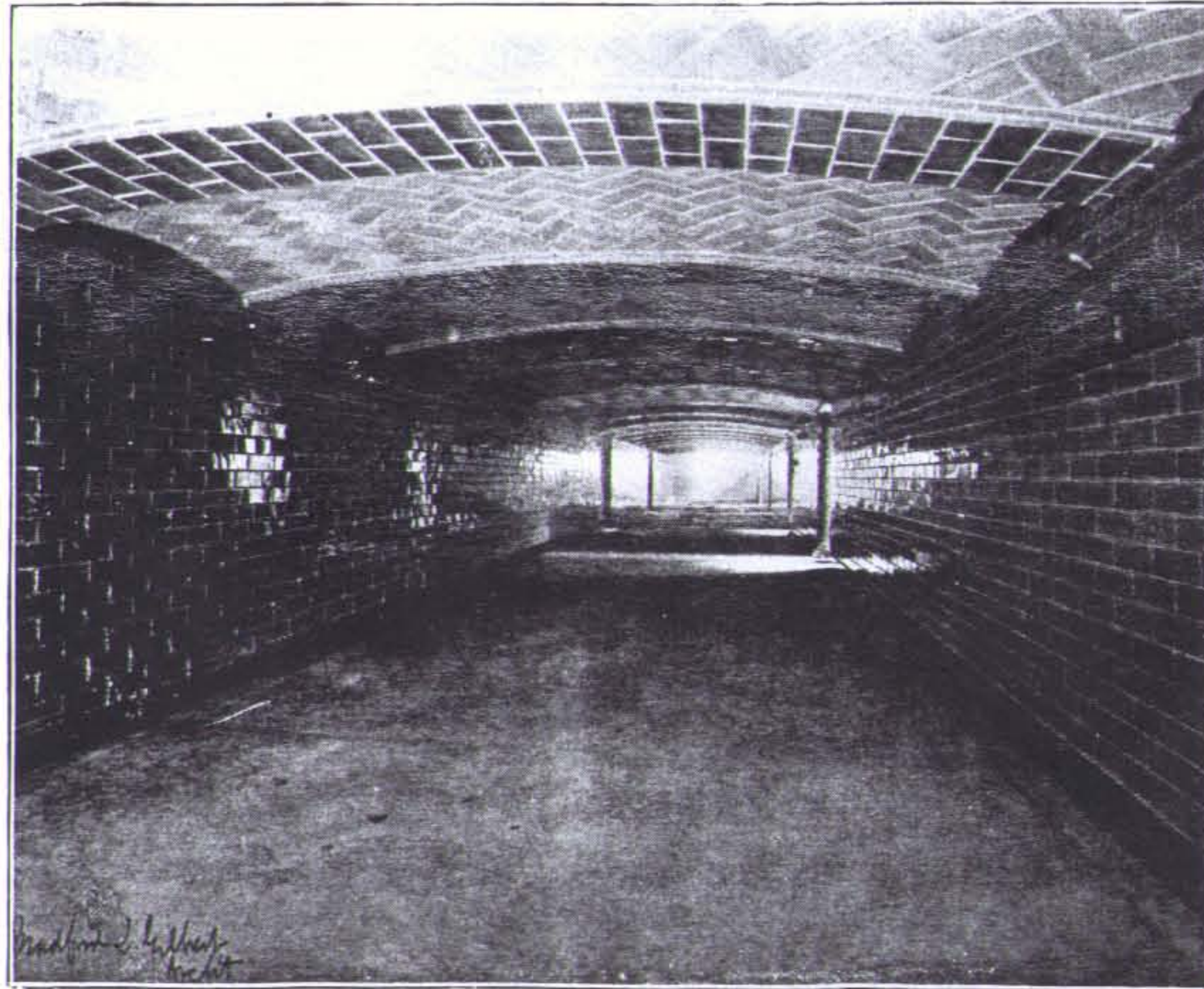


Plan of Ground Floor of Station and Office Building. Head House Over Tracks. Subways on East Side. Under Tracks

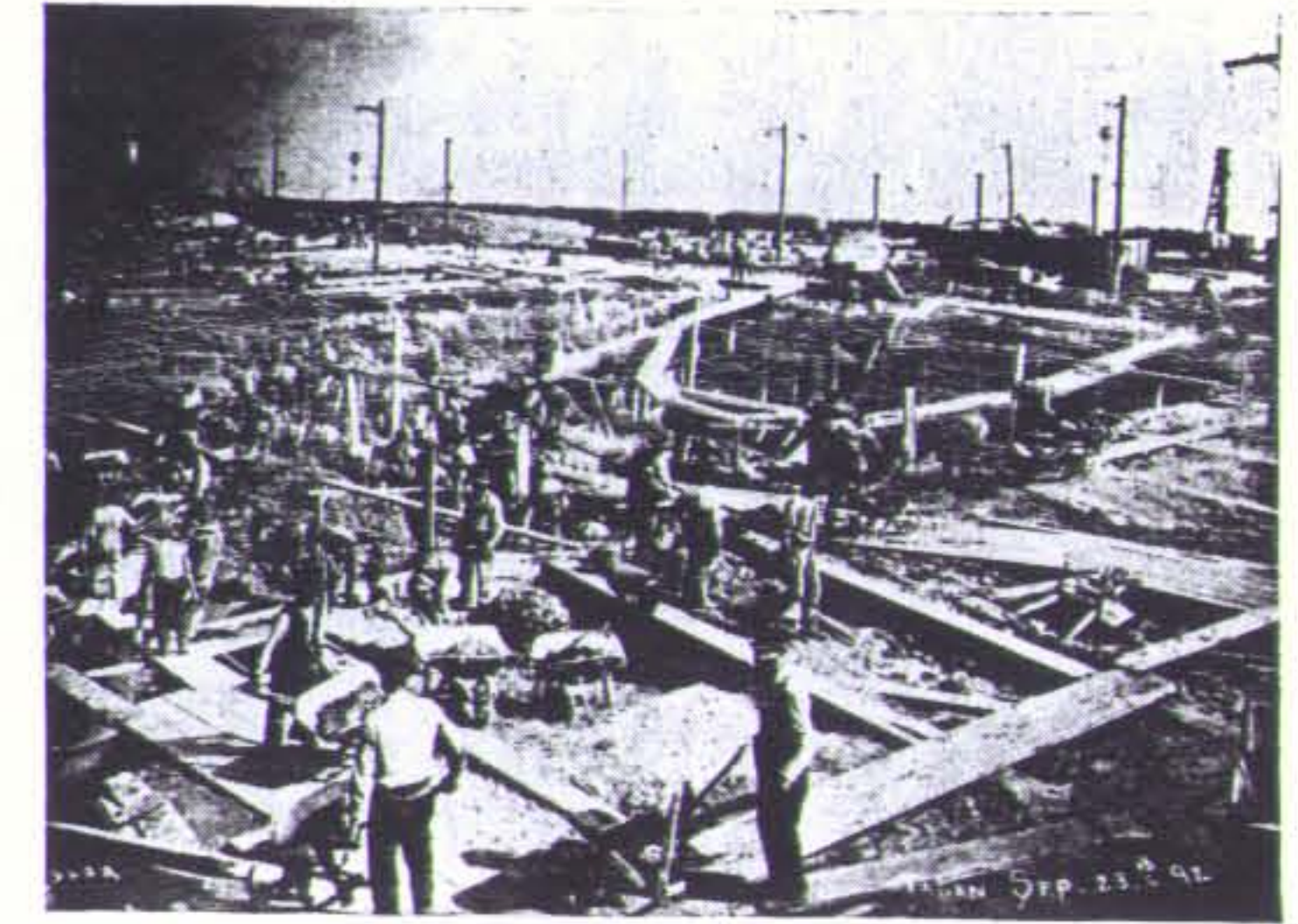
Actual Construction and Excavation in Connection with the Erection of the
ILLINOIS CENTRAL RAILROAD STATION,
Chicago, Ill.
Below Water Level of Lake Michigan.



Commencement of Subway Excavation, During
Aug. 1892.



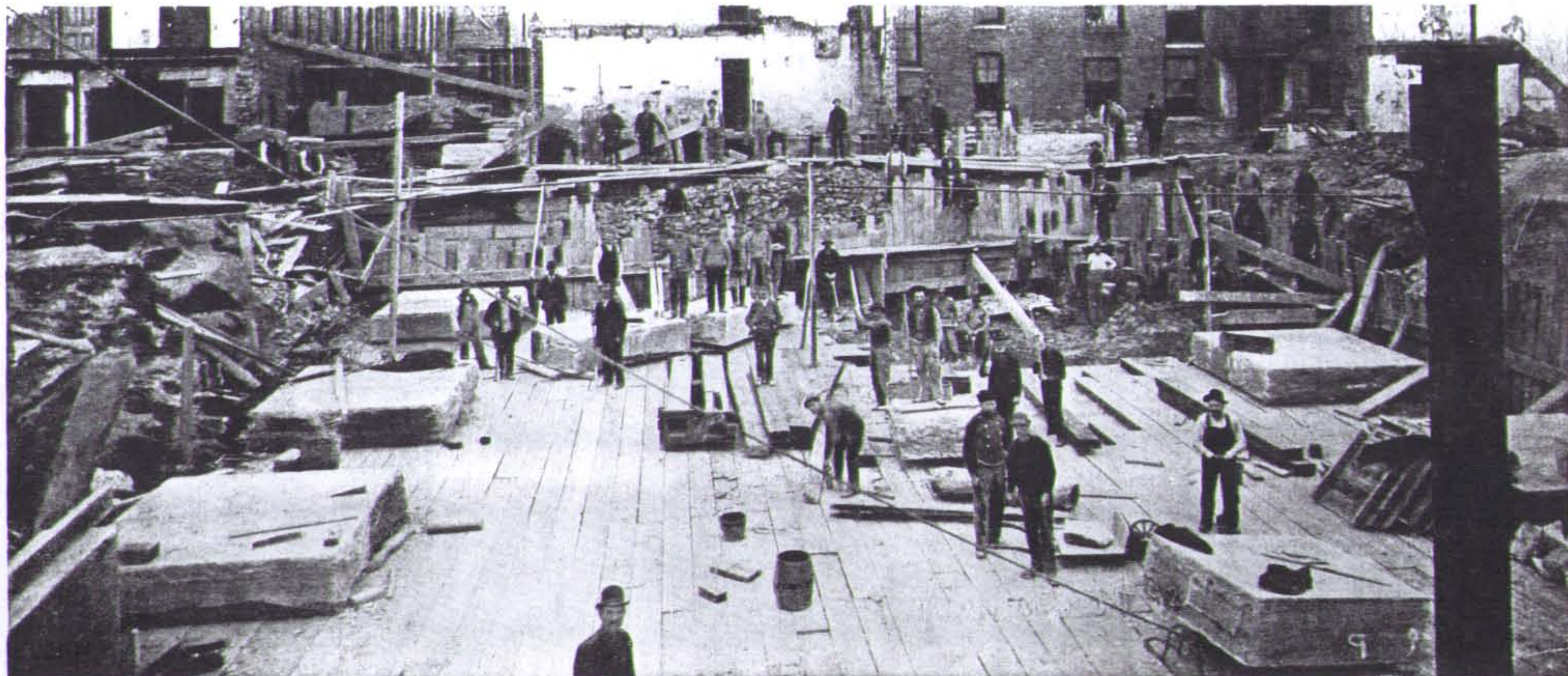
*Bradford L. Gilbert
Architect*



Progress of Subway Excavation, During
Sept., 1892.

"No other railway station on this side of the Atlantic, is provided with overhead and under-ground passageways, by which passengers may reach their particular trains without having to set foot on the intervening tracks. Although three times as much traffic may be conducted in it than any other depot now built, and trains may be rushed through it, the safety of passengers is absolutely secured."—From the *Chicago Post*, April, 1893.

Photograph of Subways (as completed). Width 14 feet, Length 150 feet with exits.
Construction: Waterproof. Inside Walls of "Faience Glazed Tile." Ceiling, "Gustavino Tile." Floor of "Crushed Mosaic."



From Photograph taken August, 1892, showing excavation for power plant cellar.

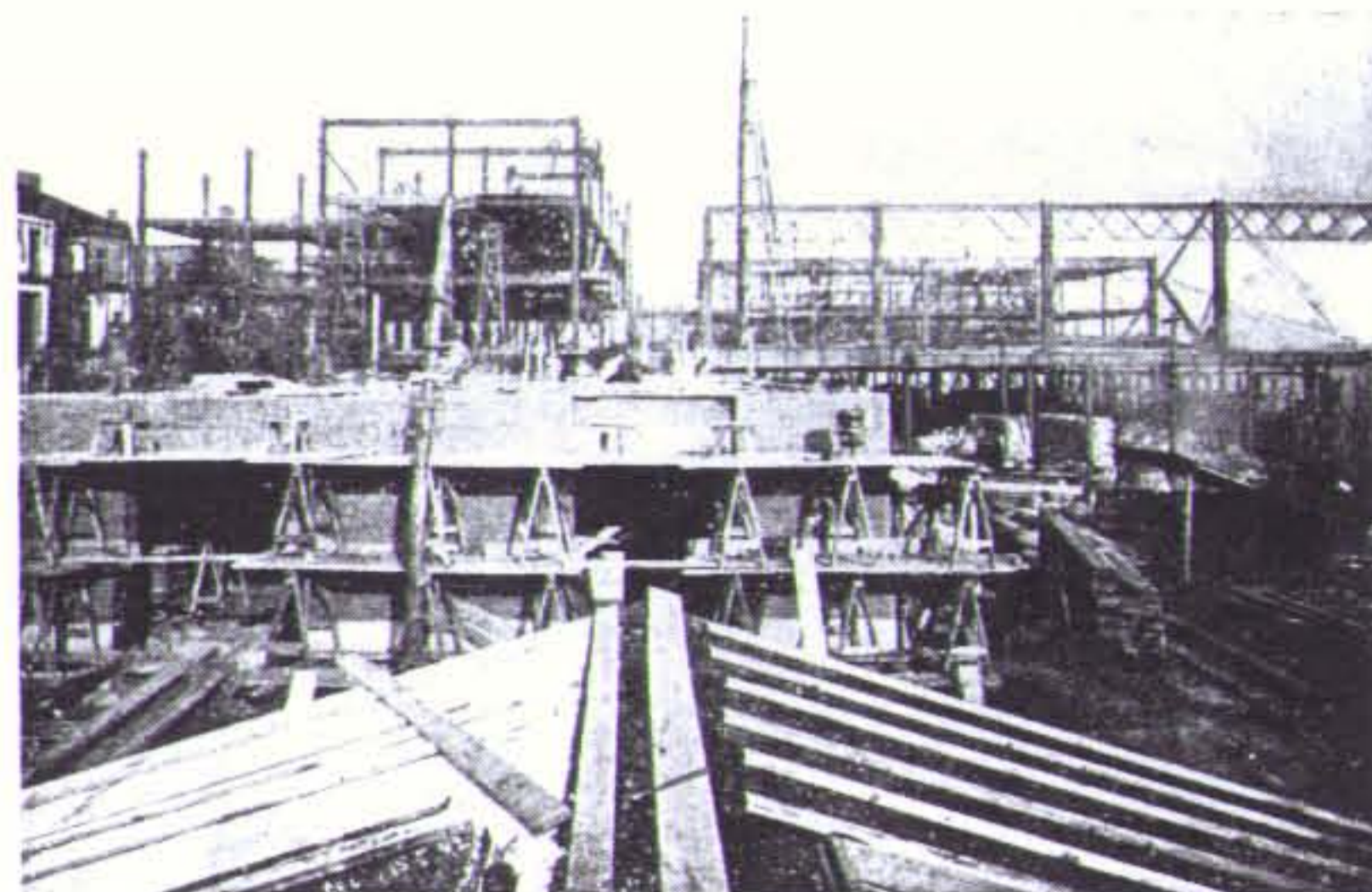
Sketch Portfolio Bradford L. Gilbert, Architect.

From Monthly Photographs Illustrating the Rapid Progress of Construction of the
ILLINOIS CENTRAL RAILROAD STATION,
Chicago, Ill.

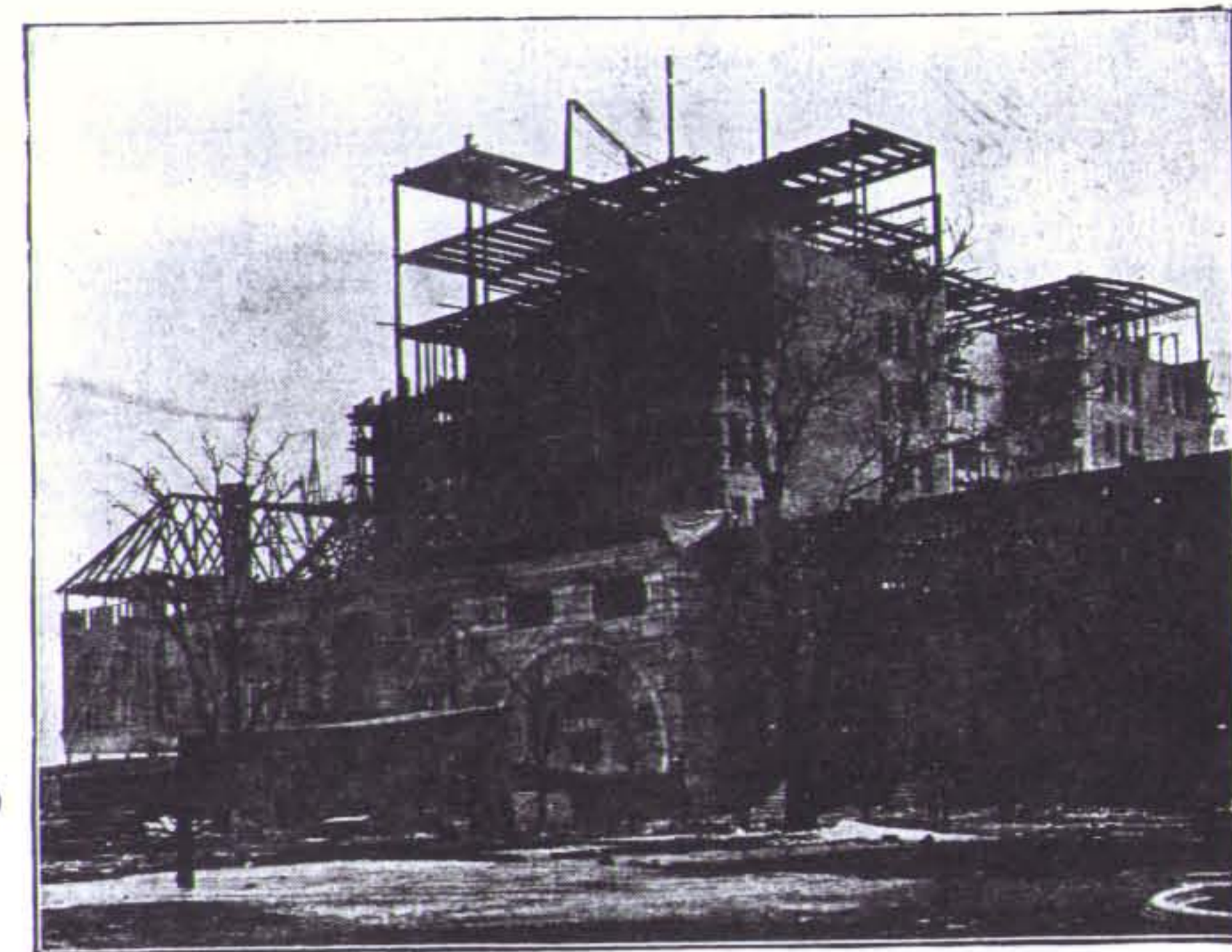
"Ground First Broken June 4, 1892. Building Opened to Public, April 17, 1893."



August 15, 1892.
Completion of Pile Driving and Footings (Looking Toward the South).



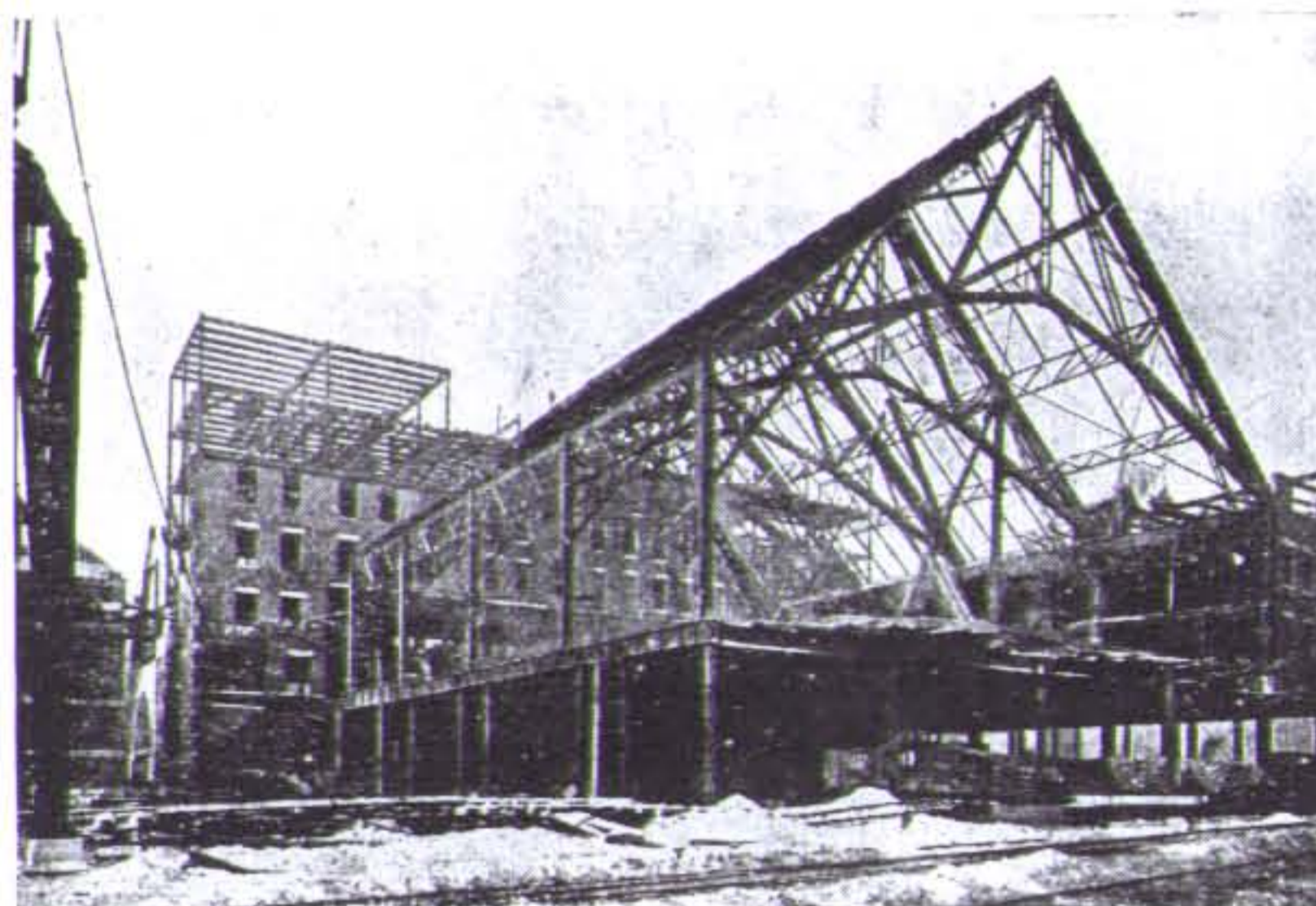
December 15, 1892.
Progress on Head House (to the Right). Office Building (to the Left,) and "Outgoing" Baggage Building (in Foreground).



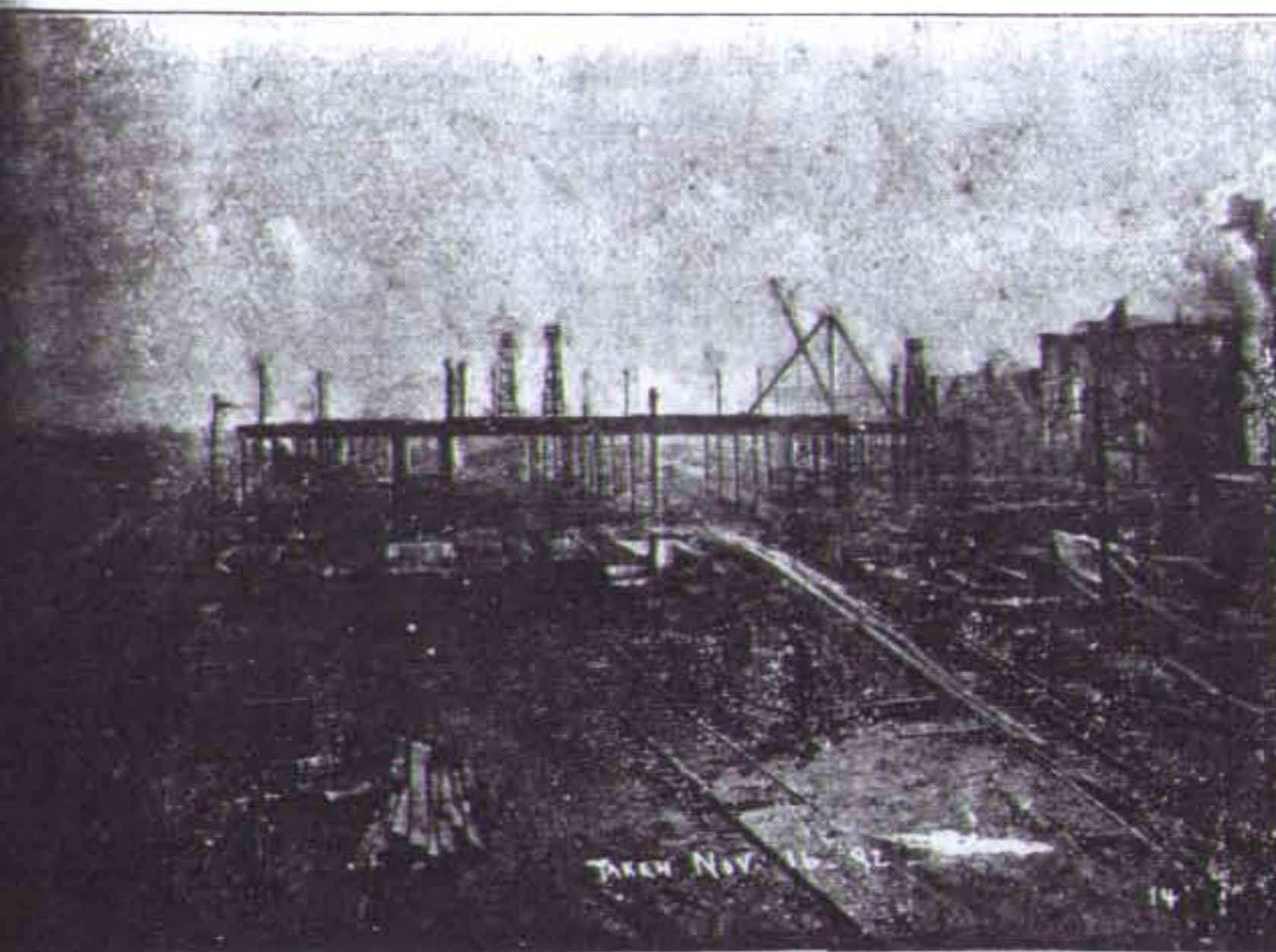
February 15, 1893.
Structural Iron of Office Building and Head House, also Outside Granite Work on Park Row (Looking from Lake Park Southeast).



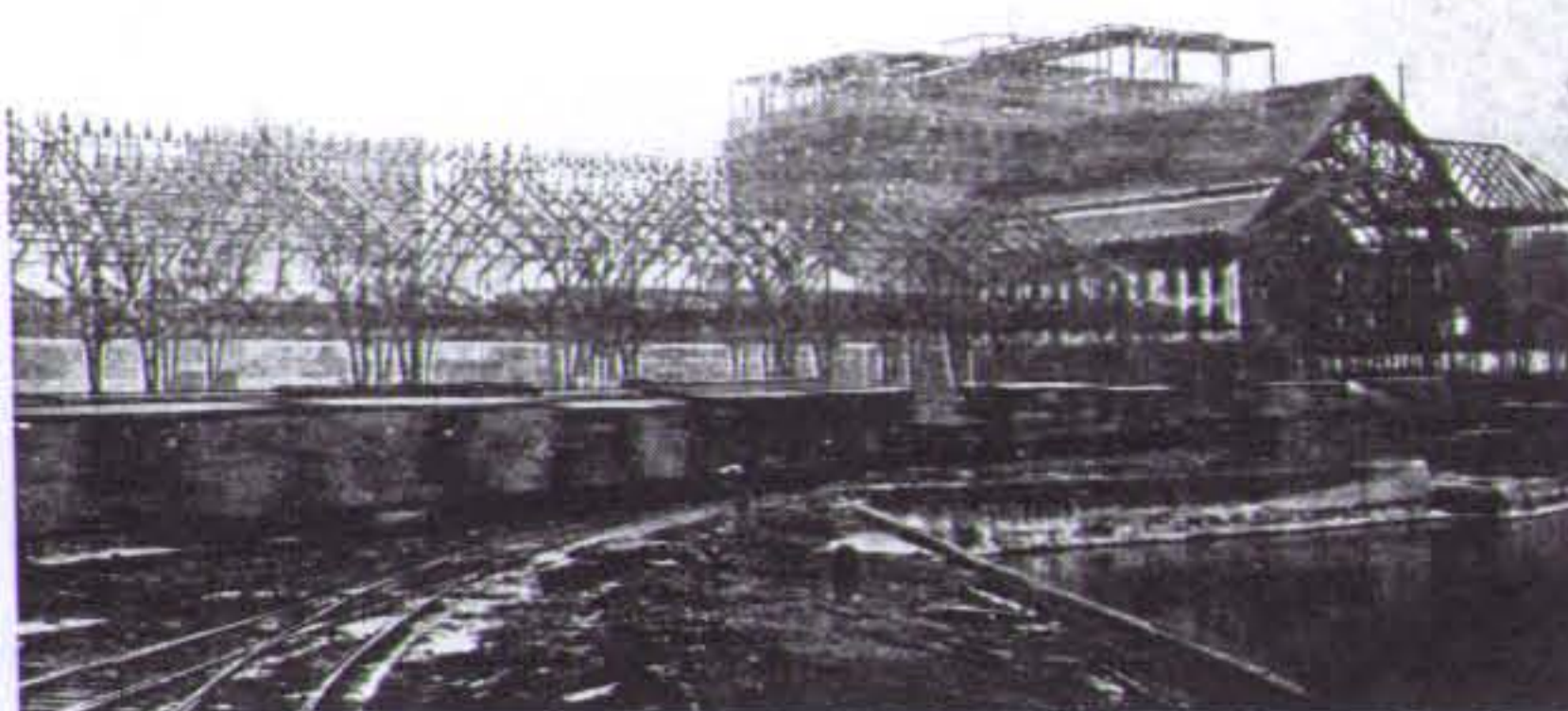
September 15, 1892.
Erection of First Iron Columns Above Grade, and Basement Excavation Below.



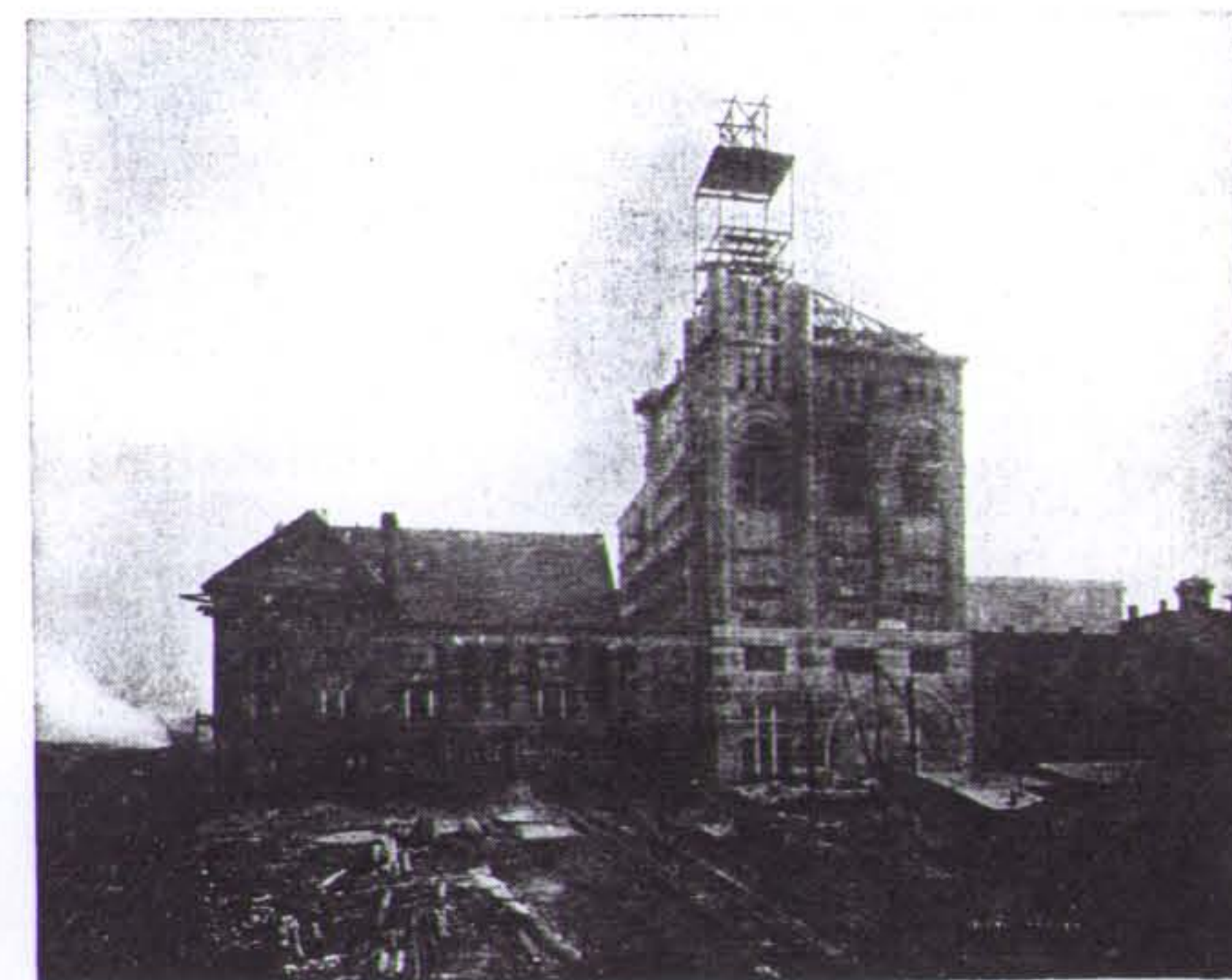
January 15, 1893.
Erection of Structural Iron for Head House. Rotunda Trusses (in Foreground). Office Building (in Background), and Baggage Building. (Thermometer 10 to 15 degrees below zero.)



November 15, 1892.
First Erection of Structural Iron for Head House.



February 15, 1893.
Progress on Head House and Office Building (Looking from Lake Michigan, Northwest).



March 15, 1893.
Progress on Office Building, Tower and Head House. Looking toward the South (as at First).

Central Station. Erected During 1892-93, for the
ILLINOIS CENTRAL RAILROAD CO.,
Chicago, Ill.

Used Jointly by the Michigan Central, Cleveland, Cincinnati, Chicago & St. Louis Ry., and the Chicago & West Michigan Railroad Companies.



From Photograph after Completion, taken from Lake Michigan.

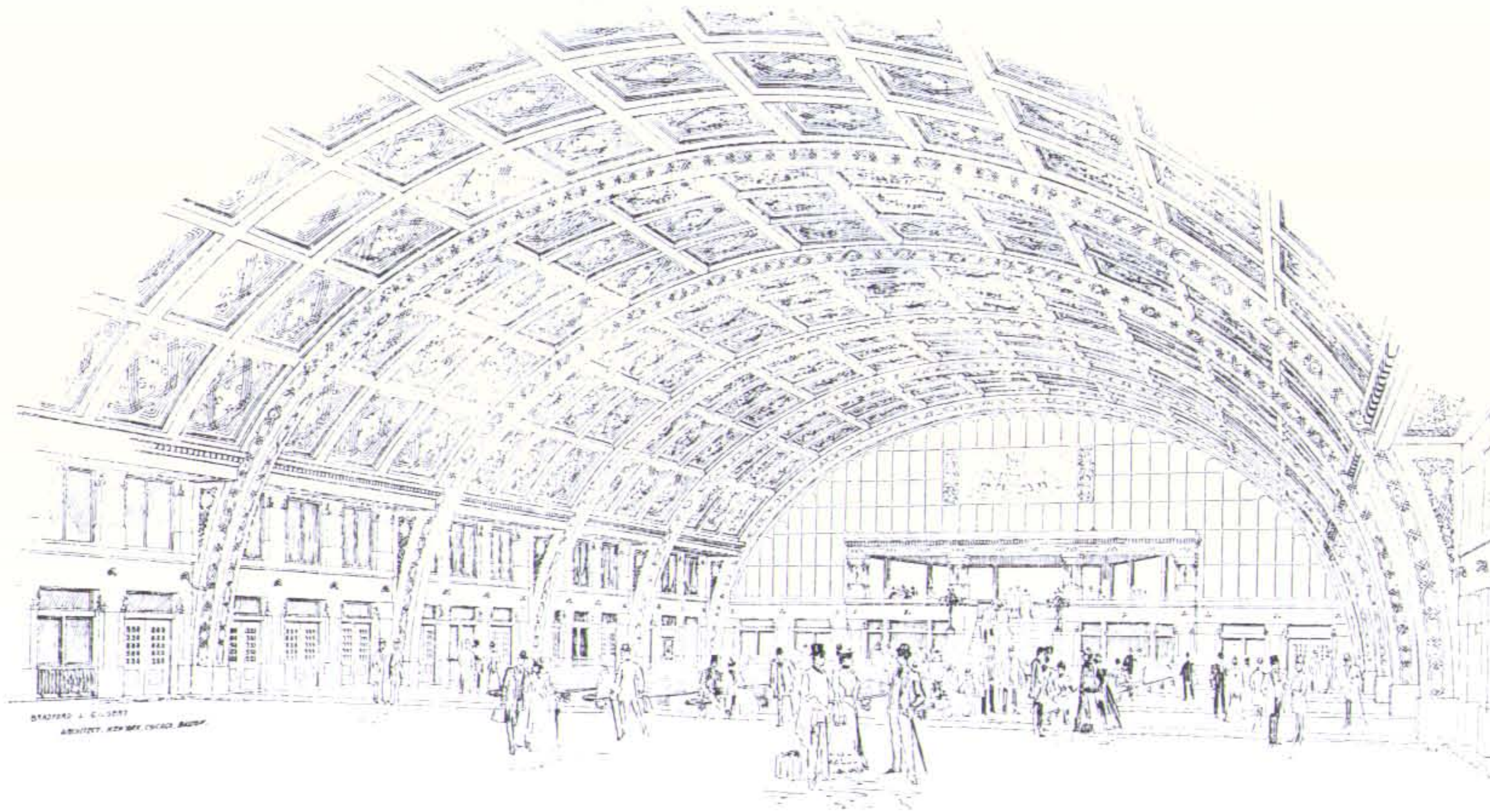
Frontage, 215 feet. Depth of Head House, 154 feet. Eight tracks pass underneath. Office Building, 180 feet. Eight and Twelve Stories in Height. About 150 Apartments.

"The outside view of the building is very attractive, and has the visible strength and durability which have entered into the plans of construction. The first three stories are of Milford (Mass.) granite, the remaining stories are of selected pressed brick of harmonizing color. The whole depot is thoroughly fire-proof, heated by steam, and lighted by electricity. Chicago people may well feel proud of this, the finest railway station in America."—From the Chicago Inter-Ocean, Dec., 1893.

Sketch Portfolio—Bradford L. Gilbert, Architect.

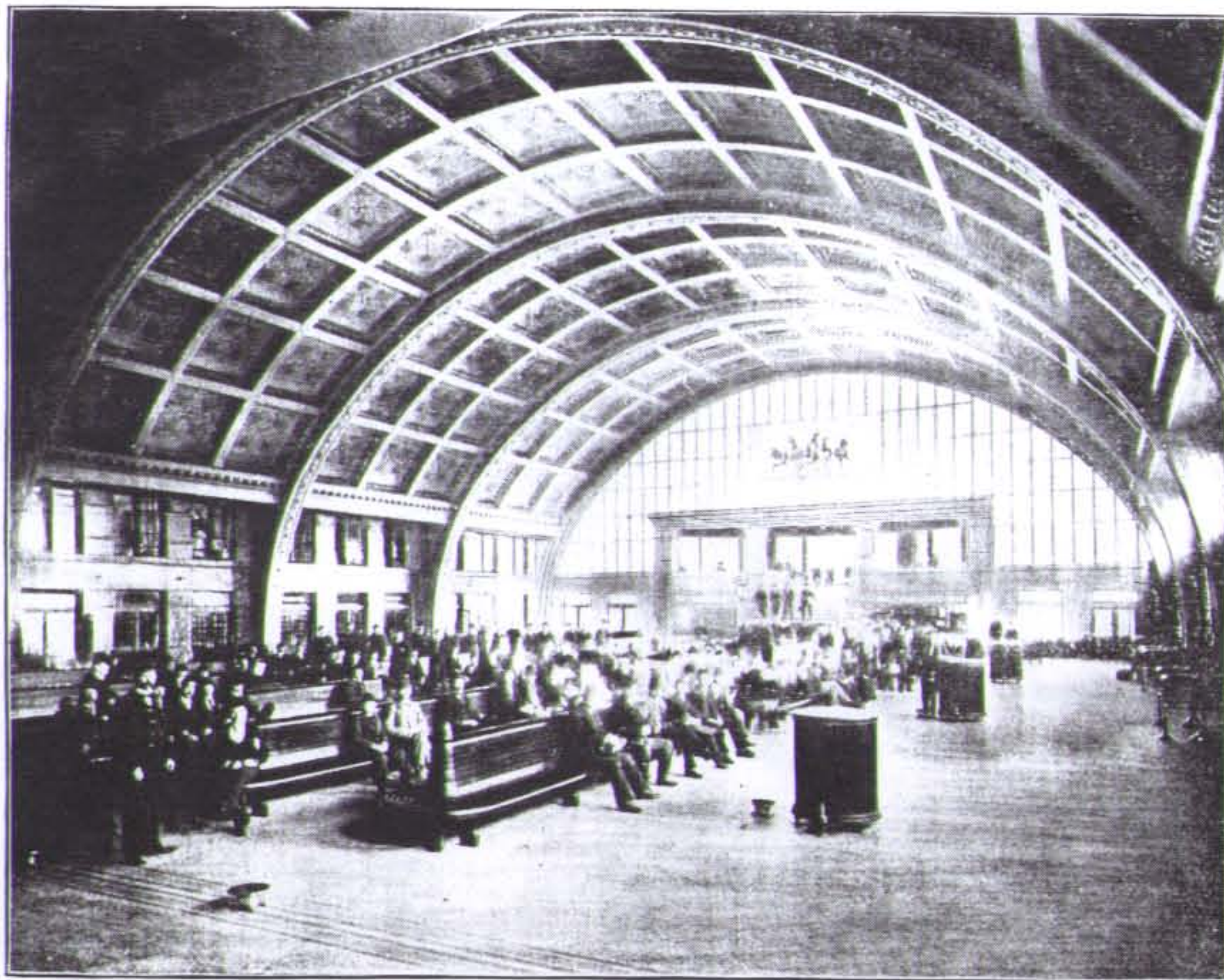
ILLINOIS CENTRAL RAILROAD STATION,
Continued.

"Owing to the peculiarities of the site, the Architect found it necessary to locate the general waiting-rooms over the tracks. This is the first time this arrangement has been carried out, and it has proved desirable and entirely successful. The arches supporting the ceiling of this room, without columns, present one of the most strikingly artistic and beautiful station interiors in this country. The decoration is done in different tints of ivory and gold. At the eastern end of the rotunda is a large bay window overlooking Lake Michigan. This room is brilliantly illuminated by means of large windows of cathedral glass set in rich and flowing designs."—*From the New York Observer, Nov., 1893.*



"The grand rotunda, which forms the largest waiting-room in America, is built over the tracks of the road and all trains run under it. It is a wonderful piece of engineering, but the interior presents the real beauty of finish. The room is 100 x 150 feet in dimensions and the walls are wainscoted two-thirds their height with Vermont marble. The floor is solid mosaic and the ceiling is in the form of an arch, divided in squares of stucco work, studded with incandescent lights, which at night give the whole appearance of an amphitheater."—*Chicago Inter-Ocean, Nov., 1893.*

Rotunda Dimensions, 150 feet in Length, 100 feet in Width. Bay, 50 ft. x 20 ft. Additional.



From Photograph of Rotunda, Looking East Towards Lake Michigan.

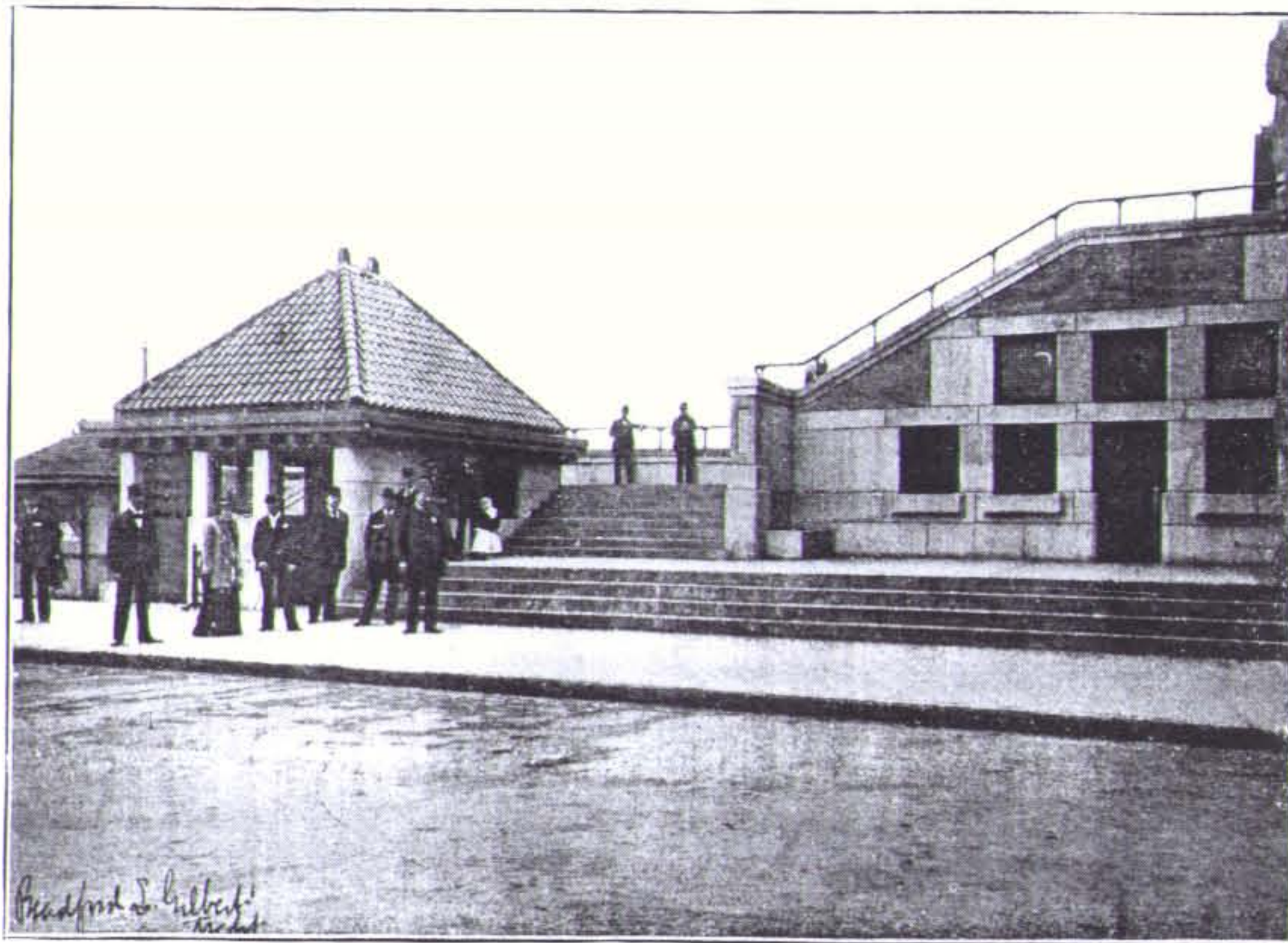


From Photograph of Rotunda, Looking Towards Gallery at West End.

ILLINOIS CENTRAL RAILROAD STATION,
Continued.

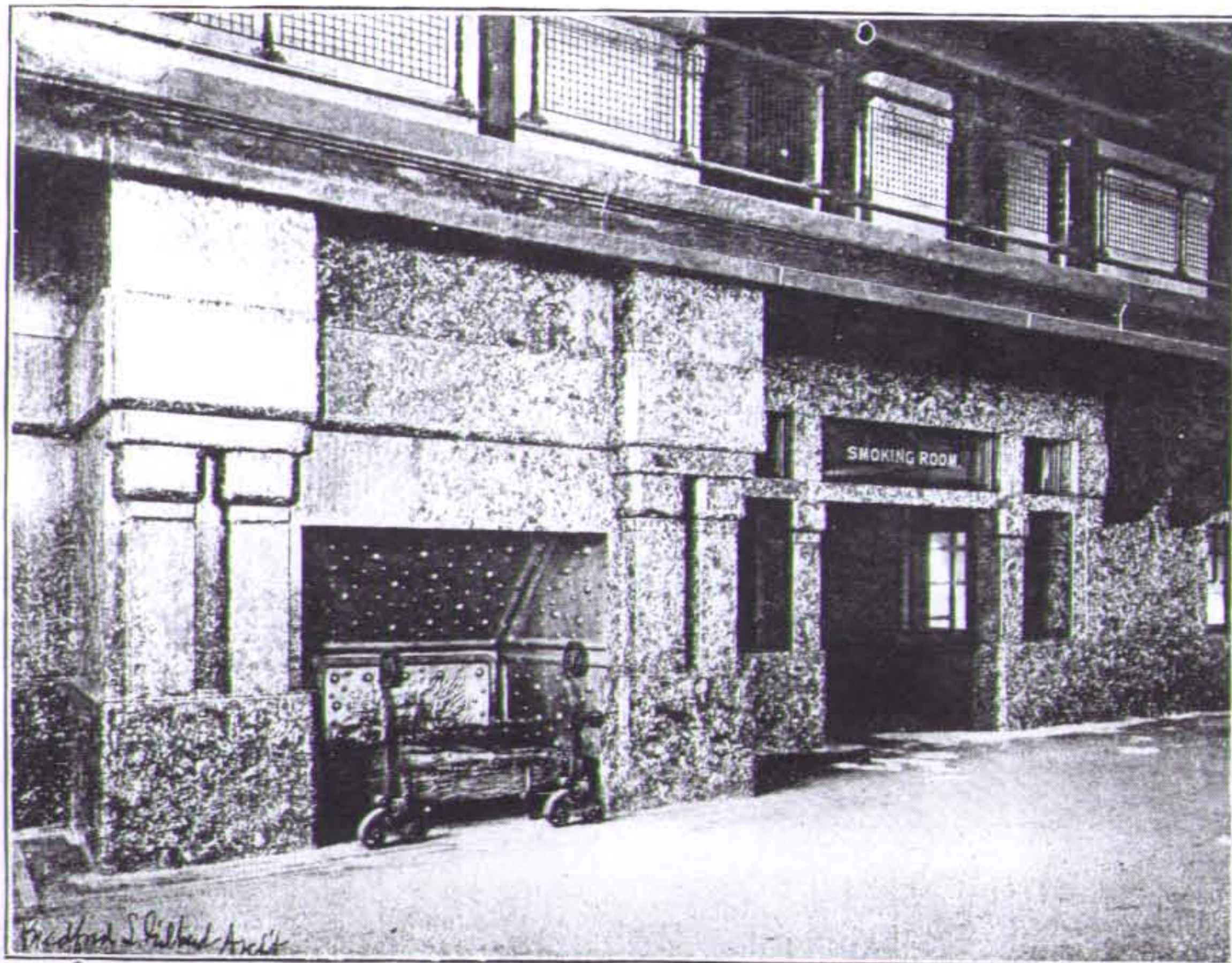
"The ladies' private waiting-room especially attracts attention. It is very handsomely and comfortably fitted. The wood finishings are all in red birch, the wainscoting running very high. The floor is of the same material. The room is provided with every necessary convenience. There are also smoking-room, emigrant-room, and lavatories, all continuously connected and leading to the cafe, which has been arranged in a suite of special dining-rooms opening into the main hall. A gallery from the larger rotunda leads into the office part of the building where the elevators run to the offices. Nothing has been slighted here. All the hall floors are mosaic crushings, the offices are finished throughout with quarter-sawed oak." *From the Chicago Inter-Ocean, Dec., 1893.*

"Mr. Gilbert built the Great Illinois Central Depot at Chicago, which cost about \$1,600,000, and is said to have been put through from the cornerstone to the crown of the spires in shorter time than any other building of equal size in the World." *Schenectady Union, October, 1894.*

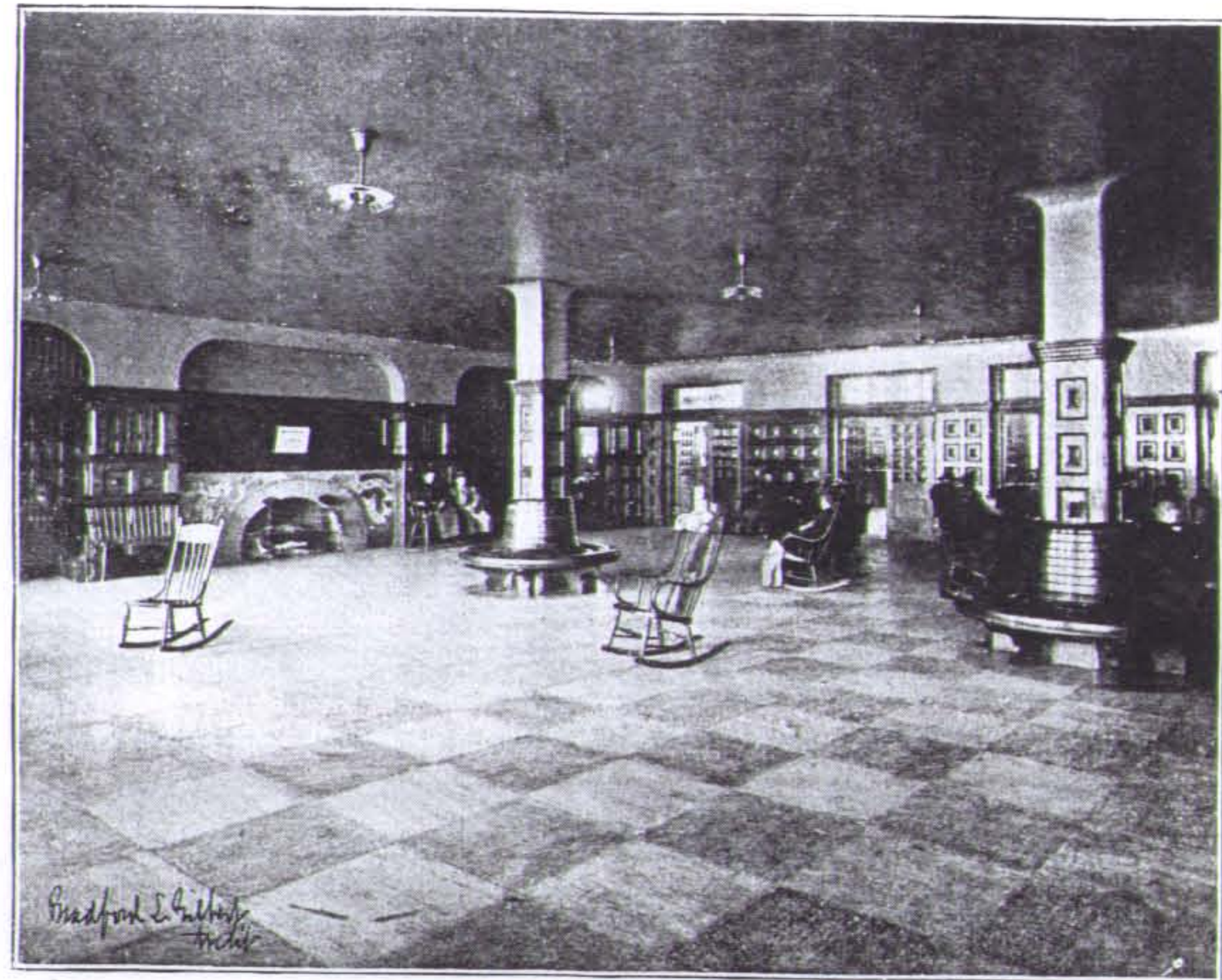


Outside Granite Entrances to Waiting Room, also Suburban Passenger Station.
From Photograph taken upon Completion.

"Chicago enjoys the reputation of having the handsomest office buildings on either hemisphere. Visit the Illinois Central's new station at Twelfth street, and, although the writer was prepared to see but a magnificent depot, he stood enraptured at the grandeur and ingenious architecture of this modern transportation palace. Very probably no building of equal importance was ever erected under such difficulties as were encountered when the foundation for the building was started. Another serious impediment was how to use the economized ground space owned by the road so as to erect a building that would be adequate to the demands. The architect, Bradford L. Gilbert, however, after a great deal of study and many drawings, evolved the present perfect plan upon which the pride of Chicago's railway architecture was completed. The cost of construction has been somewhere in the neighborhood of \$1,500,000, but every point and detail of finish have been carried out to the acme of perfection."—*From the Chicago Inter-Ocean, Dec., 1893.*



Photograph of Large Ventilating Chimney Piece, West End of Rotunda,
Showing Marble Wainscoting, etc. 14 ft. in Height.



Photograph of Women's Private Waiting Room; 75 ft. Square.
Finished in Red Birch Throughout.

: PORTFOLIO NOTES :



IN RAILROADING, undoubtedly more capital is invested, and a greater number of persons are employed than in any other specific business.

Permanency and stability in every branch of Railroad service, at a minimum cost of maintenance form the true desideratum.

Until a comparatively recent date, in this country, Railroad Stations were, with few exceptions, among the last of the "permanent fixtures" to receive the attention deserved; thus leaving them in strong contrast to such buildings abroad, where, with the exceptions of the Churches and some Public Buildings, the Railroad Stations seem best to illustrate the typical modern Architecture of the country.

Railroad officials are generally fully occupied with pressing business in their particular departments, and consequently seldom have time to consider the artistic and architectural elements required to make their Stations the success in these respects, which they might readily be. A good design, graceful contour, correct constructional outlines, symmetrical proportion, necessarily combine to form the elements of all successful architectural work.

The following method of procedure in Station work, has been proven practicable, and the results accomplished most satisfactory to all concerned, viz :

The preparation of preliminary studies, designs and sketches from general plot plans, careful personal study of requirements, and inspection of the proposed site where possible.

The entrusting of the work to competent specialists, trained by experience gained in dealing with similar problems, covering also the necessary Heating, Ventilating, Power, Electrical and Sanitary problems.

The placing of the responsibility for the success of the entire undertaking in all its details, from its inception until its completion, upon the Architect; his duties to include the necessary preparation of all working drawings, specifications, calculations and full size details, as well as the contracting and actual superintendence of the work of erection; and the meeting of all traffic and public requirements within the limit of the stated appropriation, and subject to formal approval and acceptance by the Railroad Officials.

Bradford L. Gilbert

NOTE:—The following Supplement, containing various drawings of buildings other than Railroad Structures, has been added by special request.

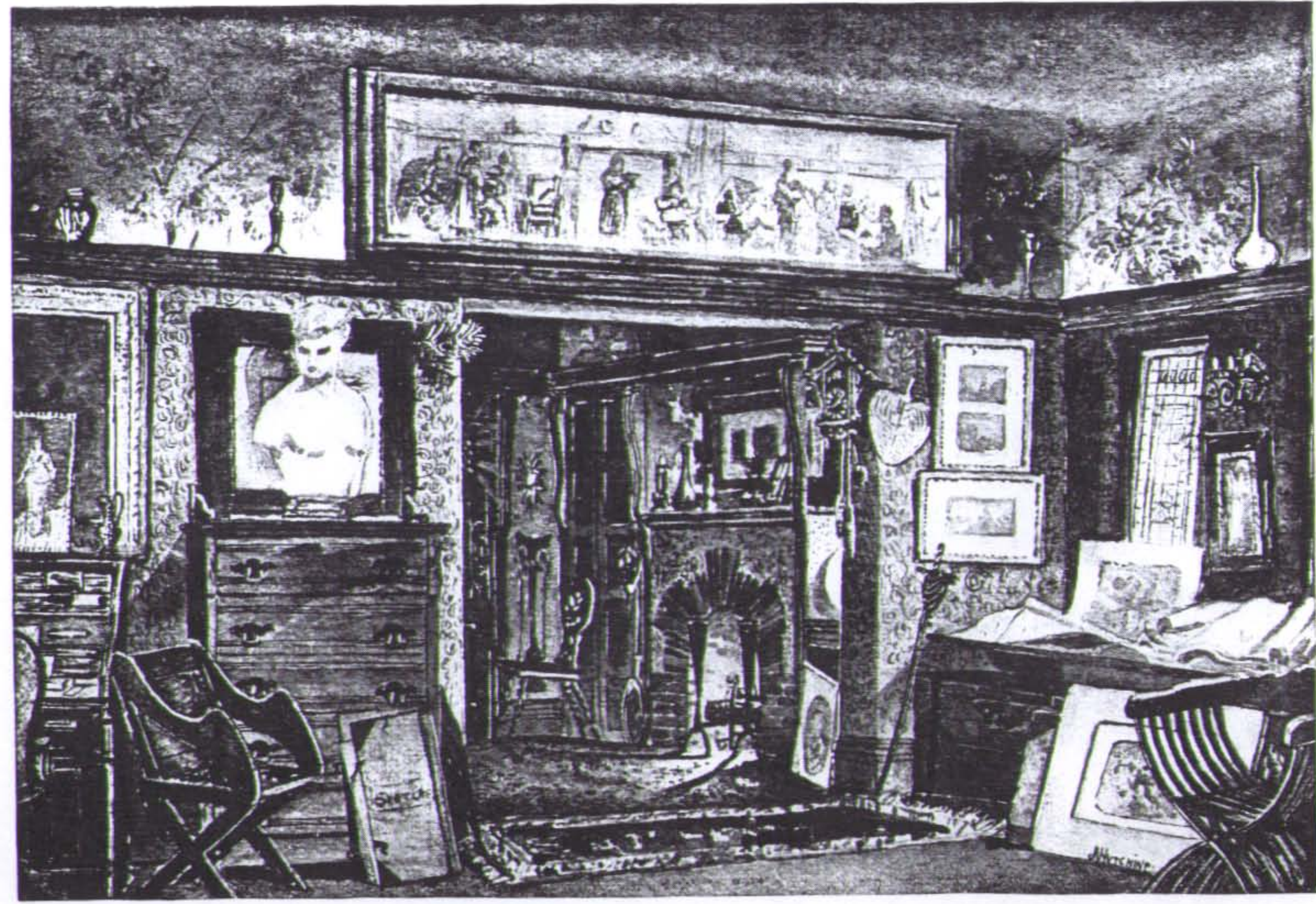
THE TOWER BUILDING,

No. 50 Broadway and 41 and 43 New Street, New York City. Construction: Fireproof; of Iron, Steel and Masonry.
Fifteen Stories in height. Erected during 1888-89.
"The First of the Iron Skeleton Buildings Constructed."

"Mr. Gilbert is the Architect of the Tower Building, New York, which has been much and justly admired as a most skillful solution of an exceedingly difficult problem, putting a fifteen story building on a twenty-one foot lot. No neater yet simpler piece of Architectural design is to be found in New York."—*From Engineering News, Dec., 1889.*

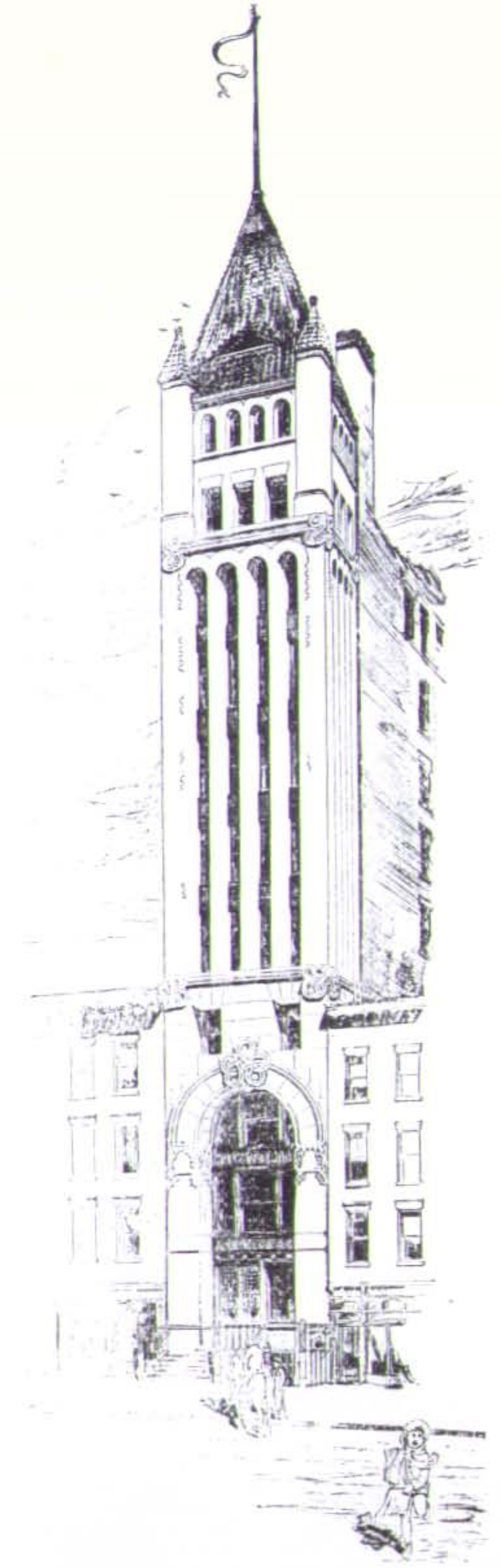
"In planning The Tower Building, No. 50 Broadway, Mr. Gilbert had only a frontage of 21 feet 6 inches; he suggested and obtained special permission for carrying out the idea for a series of combinations of light cast iron and steel fireproof columns, at stated intervals, having transverse and longitudinal girders and beams of steel. The iron panels being filled in with curtain walls or left for light. The Tower Building is the only fifteen story structure one hundred and sixty-eight feet in height, with masonry walls eight and twelve inches thick, which is believed to have been erected, the floor space added by this method, renting for over Ten Thousand Dollars a year."—*From The Metropolis, New York, 1893.*

"The Tower Building, of No. 50 Broadway, with its fifteen stories, is a remarkable example of a clever utilization of a narrow plot of ground."—*Kobbler's New York and Environs.*



"The first and original application placed before the Building Department."

"Mr. Gilbert, the Architect of the Tower Building, New York, has arranged his offices at the extreme top of the tower, which prove a source of joy to the artist, or any one favored with a glimpse of the view afforded, etc."—*From Architectural Era, Dec., 1888.*

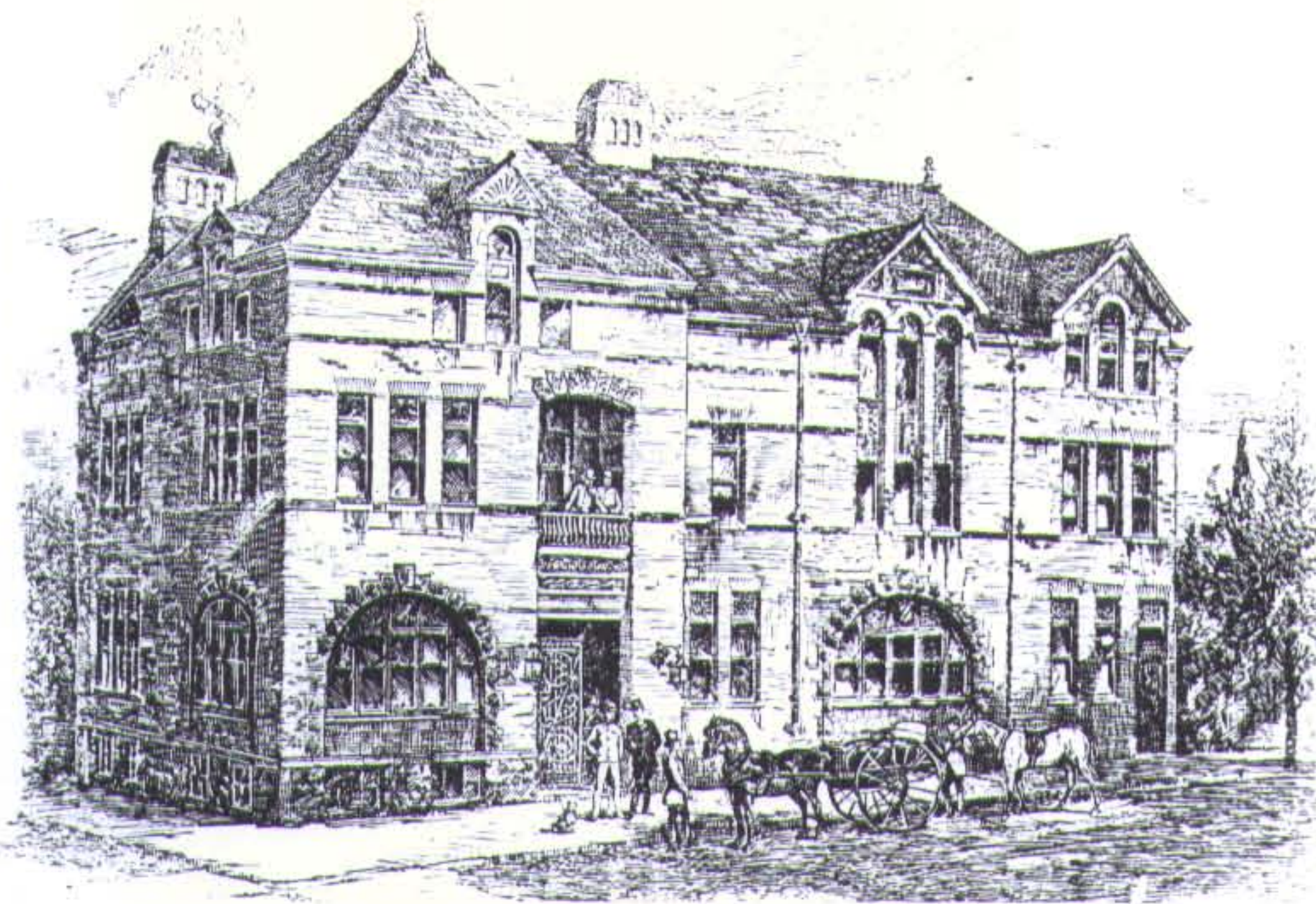


"The highest building of its width ever erected for business purposes."—*N. Y. Tribune.*



The Carteret Club, Jersey City Heights. Erected during 1888-89. Construction: Of Stone and Frame. Four Stories. Size: 83 ft. x 51 ft.
 "The design is Flemish in treatment and feeling, and is tasteful throughout, with a commodious interior arrangement. Mr. Gilbert is an artist as well as an architect, and there is always a peculiar style about his work which shows an artistic fancy, etc."—*From the Jersey City Journal, April, 1889.*

Sketch Portfolio. Bradford L. Gilbert, Architect.



The Peninsular Club, Grand Rapids, Mich.
 Construction: Of Masonry and Wood. Size (four stories): 99 ft. x 46 ft.
 Erected during 1883-84.

"The Peninsular Club House in itself is one of the handsomest and newest designed places of comfort yet brought out in this section of the country. The design is treated in modern English, etc."—*From the Detroit Free Press, January, 1884.*



GROUP OF CLUB HOUSES.

The Riding Club, 58th to 59th Street, near Fifth Avenue, New York,
 Construction: Of Wood, Iron and Masonry.
 Size Over All: 210 ft. x 125 ft. Enlarged and altered, 1885-86.

"One of the most delightful Associations, and perhaps the finest club of its kind in existence, as it is certainly unique. The Architectural features of the building are as marked as its luxurious furnishings, etc."—*From Harper's Weekly, October, 1886.*



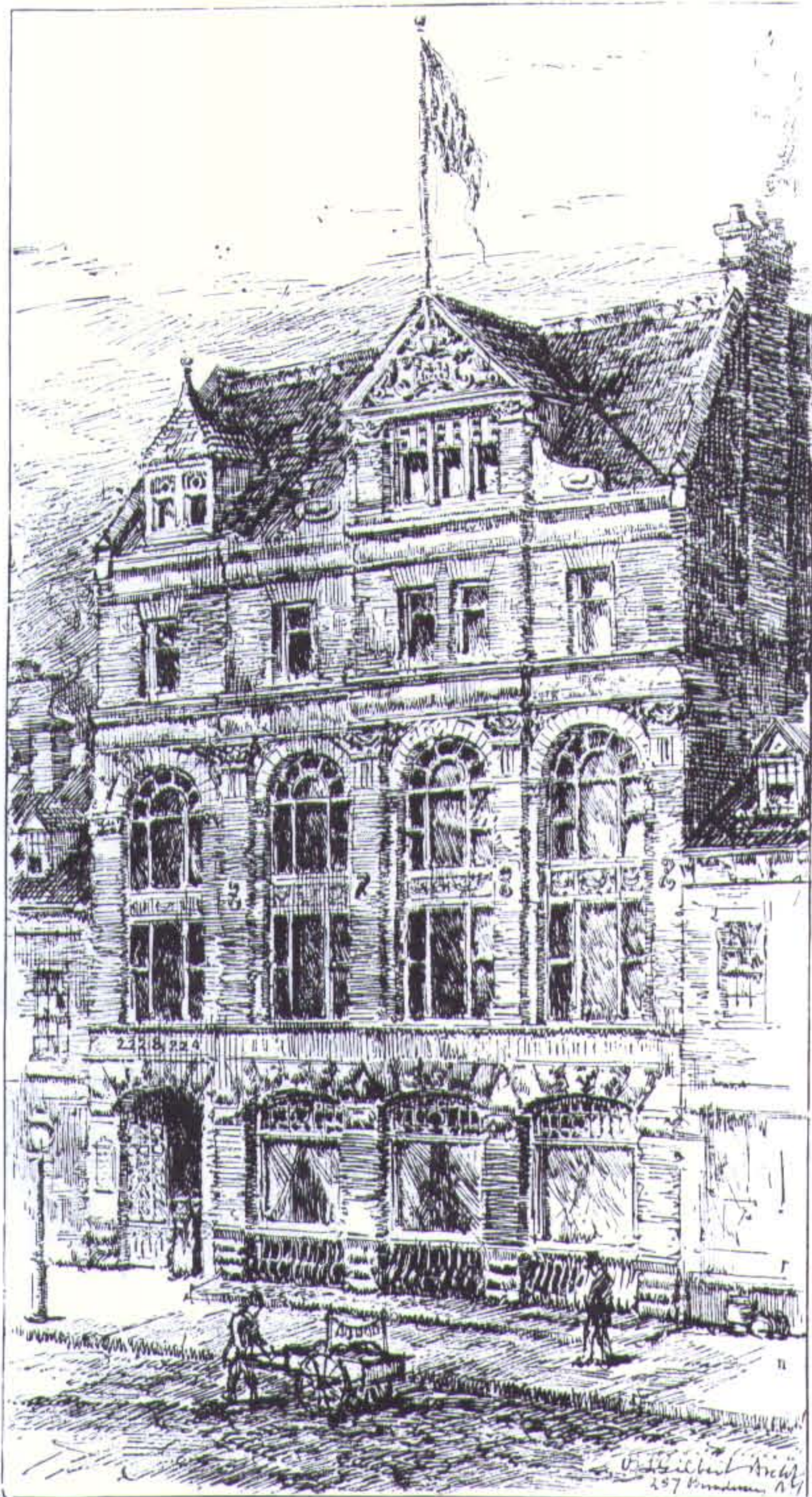
SKETCH FOR CLUB HOUSE.
 BAY RIDGE LI.
 THE CRESCENT ATHLETIC CLUB.
 OF BROOKLYN.

Size: 100 ft. x 120 ft. Proposed Construction: Frame and Shingles



Main Building and Separate Hospital Ward.
Designed for the Smith Infirmary, Staten Island, N. Y.

YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDINGS.

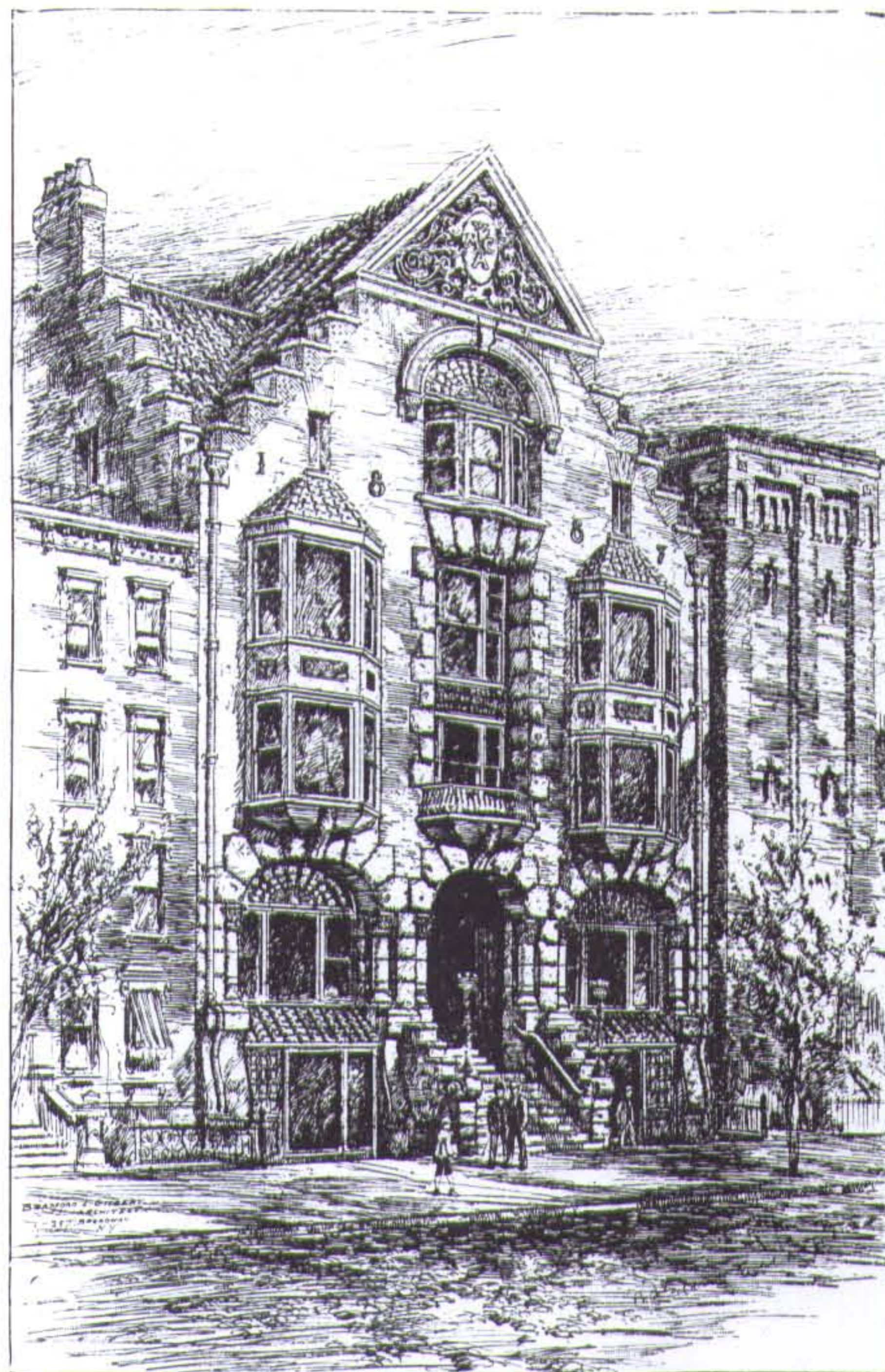


The Young Men's Institute of the Young Men's
Christian Association, Nos. 222-224 Bowery, N. Y. City.

Construction: Masonry, Iron and Wood.

Size (Six Stories): 98 ft. x 50 ft.

Erected During 1884-85.



Harlem Branch Building of the Young Men's Christian
Association, 125th St., and Fifth Avenue, N. Y. City.

Construction: Of Iron, Masonry and Wood. Size (Six Stories):
120 ft. x 50 ft. Erected During 1887-88.

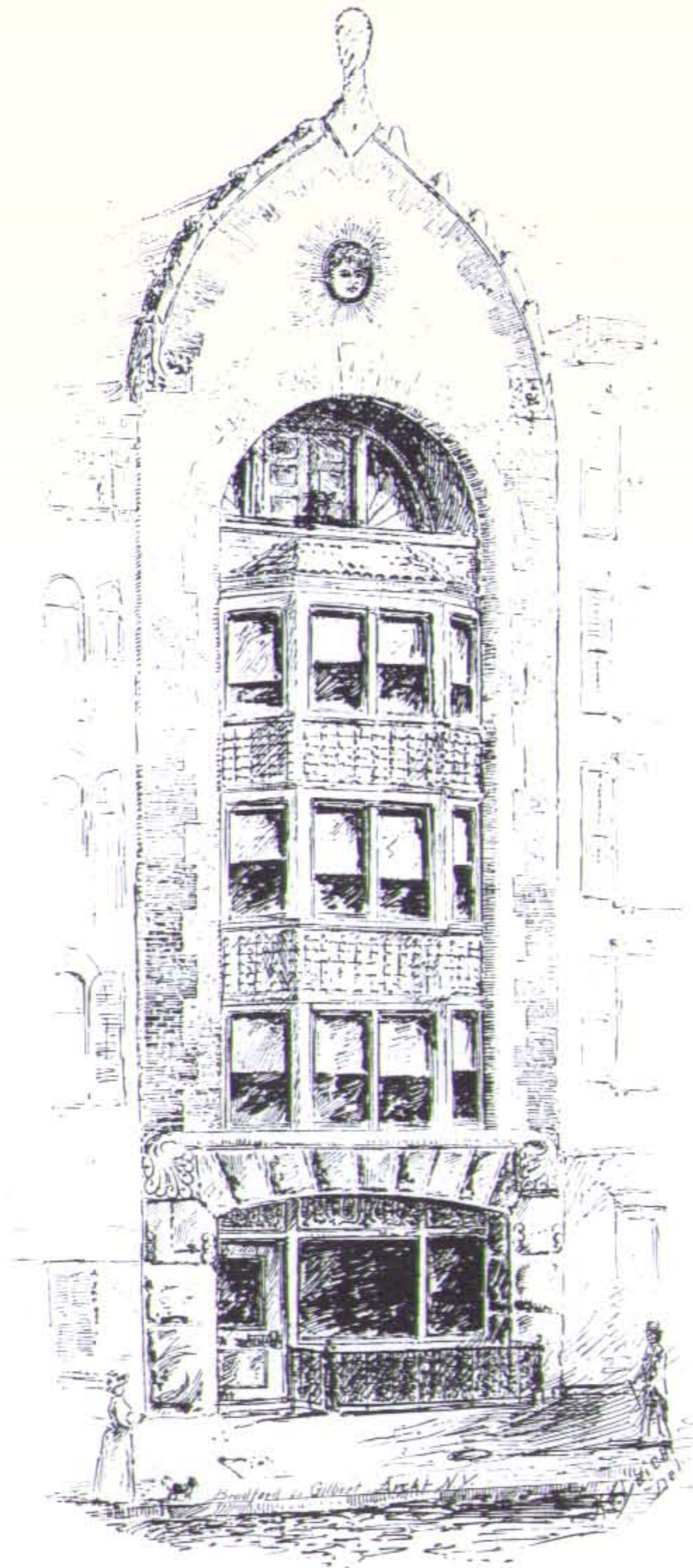
"The site is one of the most prominent in this section. The exterior
has a strong 'Flemish' feeling, and quaint characteristic stepped gables."
—From *Architectural Era*, December, 1888.

SEVERAL PUBLIC BUILDINGS.

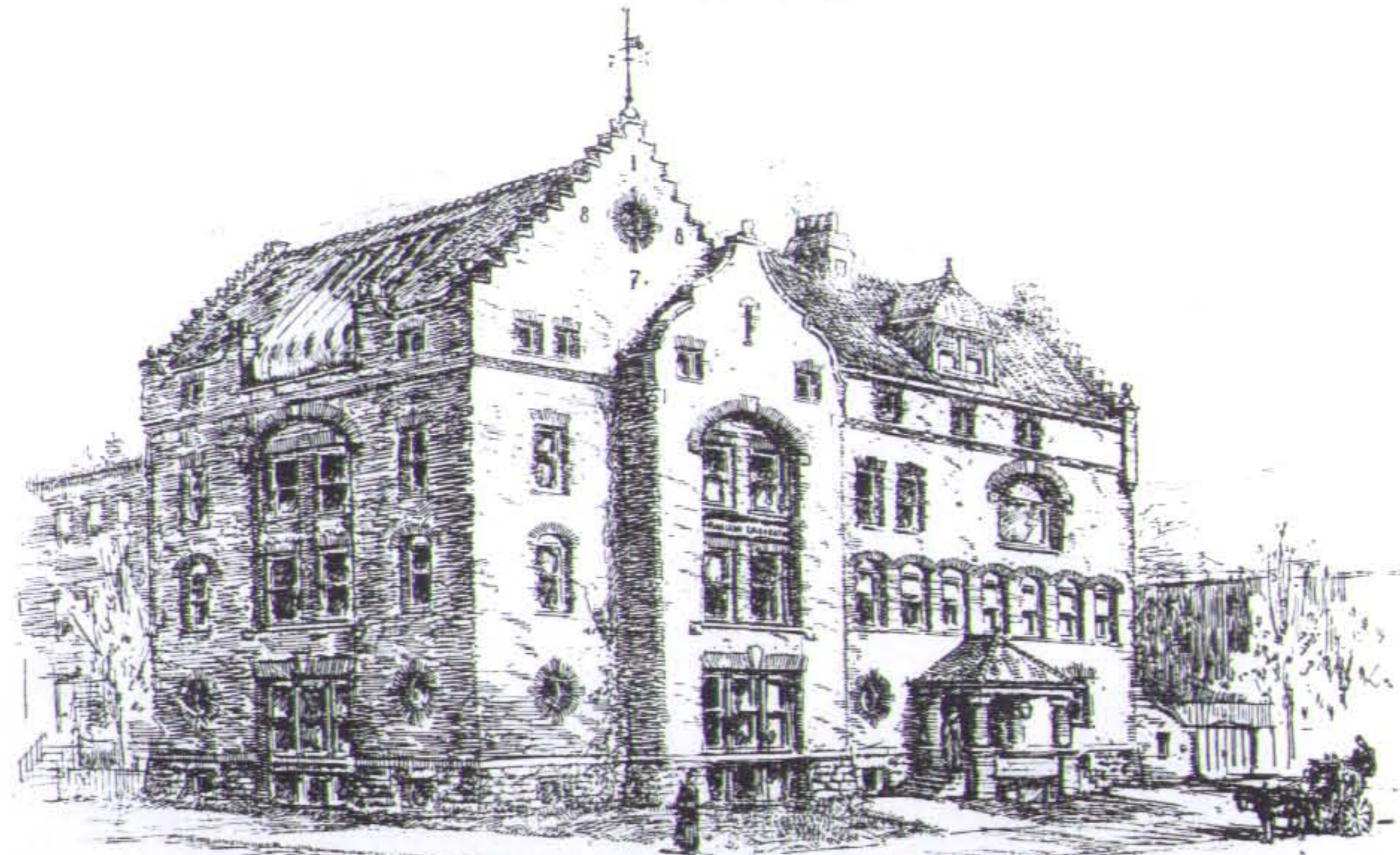
THE MARY F. BALLENTINE HOME FOR THE AGED.
BRAMBLETON, VA.
BRADFORD L. GILBERT, ARCHT.



The Mary F. Ballentine Home for the Aged, Norfolk, Va.
Construction: Brick and Terra Cotta. Size: 50 ft. x 100 ft.
Erected during 1894-95.



The Reception Building of the Nursery and
Child's Hospital,
Fiftieth Street and Lexington Avenue, New
York City.
Construction: Of Wood and Masonry. Size (six
stories): 64 ft. x 25 ft.
Erected during 1888-89.



The Hoagland Laboratory, Brooklyn, N. Y. Construction: Of Masonry, Iron and Wood. Size
(five stories): 85 ft. x 40 ft. Erected during 1888-89.

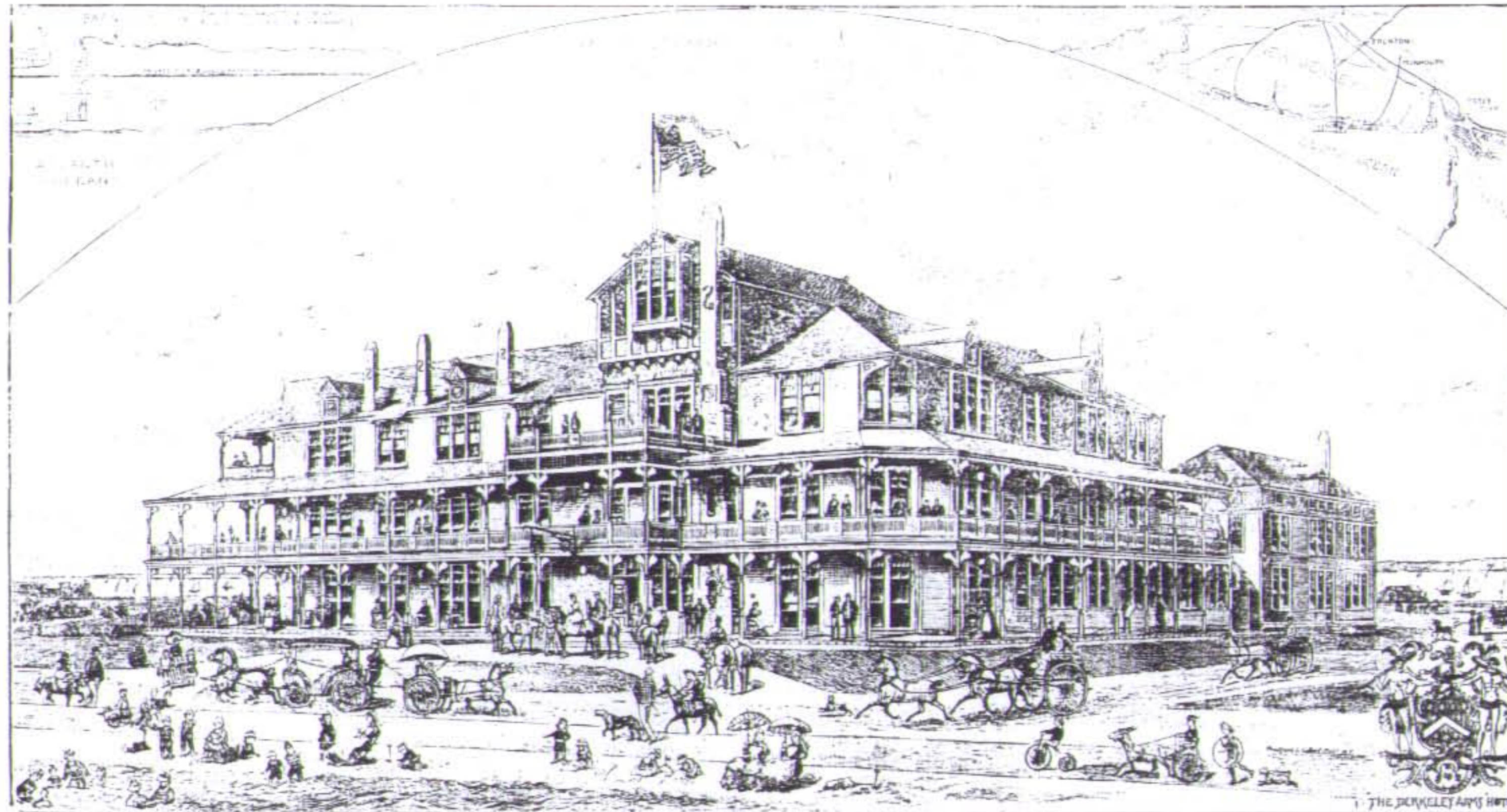
A COUPLE OF HOTELS.

Designed for the Arlington Heights Hotel Co., Fort Worth, Texas.



BRADFORD L. GILBERT ARCHT. 59 BROADWAY, N.Y.

Proposed Construction of Wood. Exterior of Shingles "Creosoted." Size (about): 300 ft. x 50 ft.
End Wings arranged on Angles, to obtain best outlook and prevailing winds.

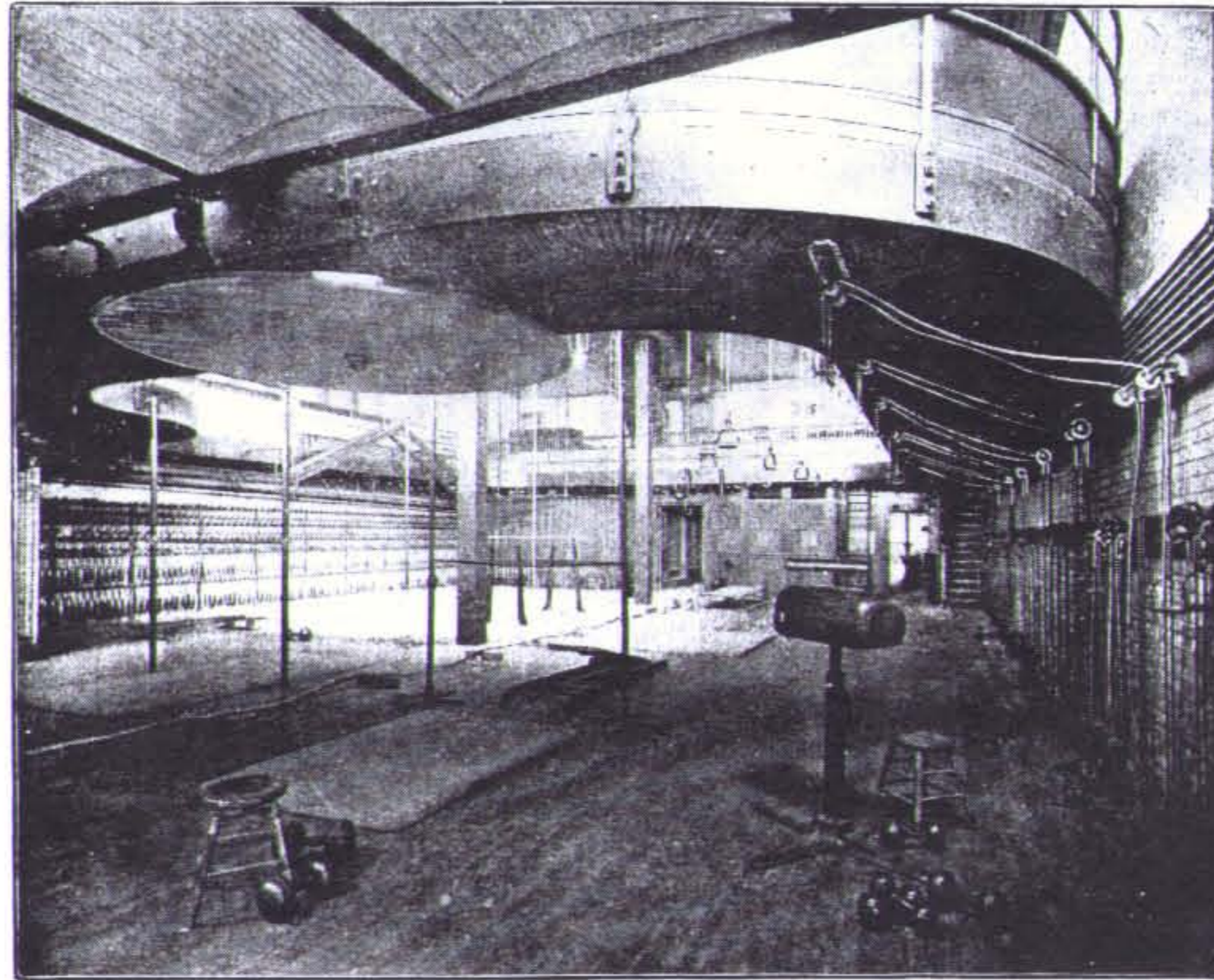


The Berkeley Arms Hotel, on Barnegat Bay and the Ocean.

Construction of Wood. Size (four stories): 250 ft. x 45 ft. Erected during 1883.

INTERIOR VIEWS OF SEVERAL PUBLIC BUILDINGS.

"The Gymnasium is 67 feet long by 46 feet wide and 20 feet high. Eight feet above the floor is the running track, with 31 laps to the mile. The Gymnasium is one of the most complete of its size in the country, and affords accommodation for 600 or 700 young men, etc."—From *The Architectural Era*, December, 1888.



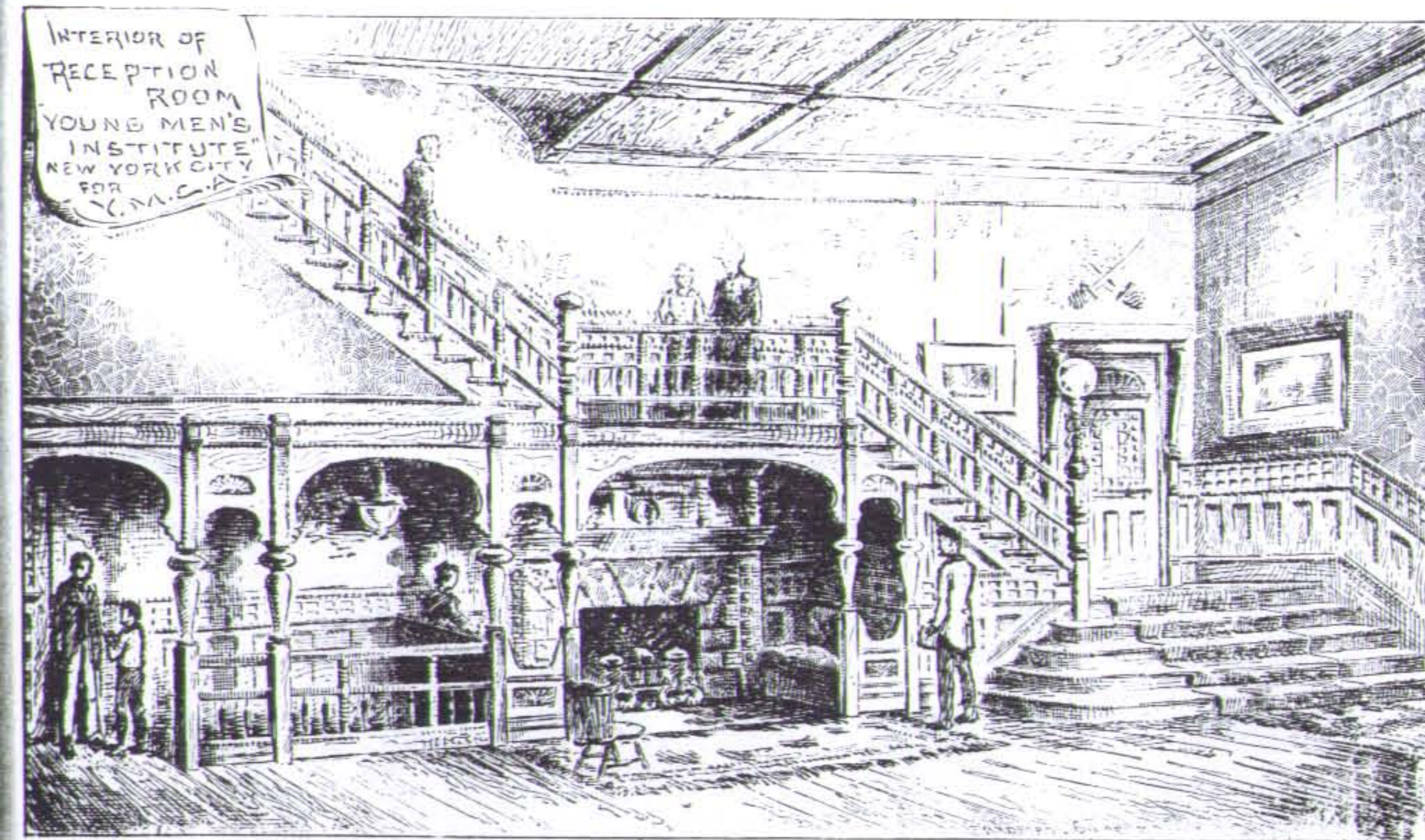
Gymnasium (from Photograph). Y. M. C. A. Harlem Branch Building, New York. Showing Running Track in Clere Story.

Cap of Columns.

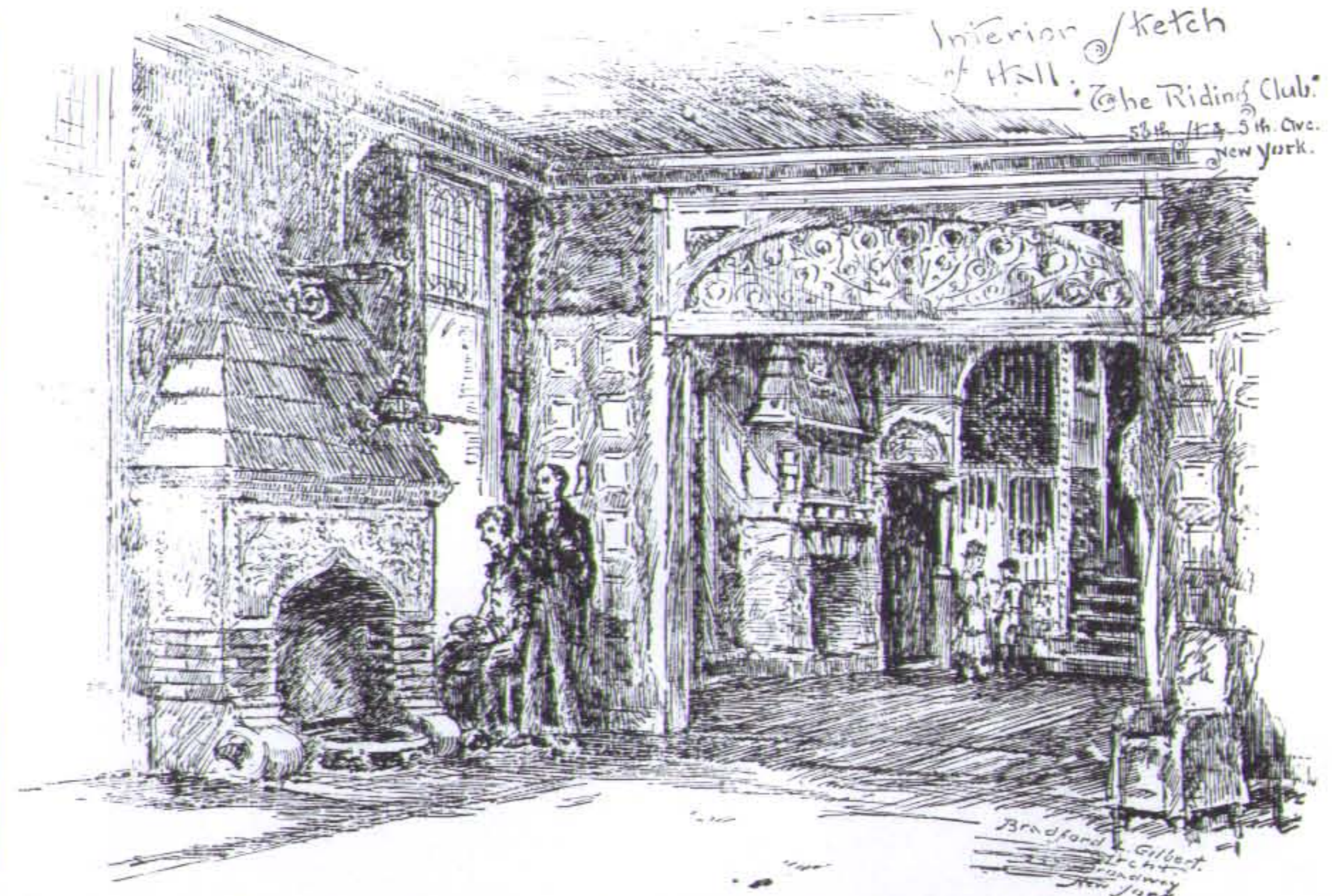
"The stair—a work of art, careful observation of solidly and gentlemen's ing room. This charming tiled



way in itself is well worth vation for its and general air beauty. On the side is the read-too has a fire-place; in fact they are scattered in profusion all through the rooms, and with their pleasing outlines form one of the most charming and cosy features of the Club House, etc."—From *the New York World*, March, 1886.



Interior of Reception Room, Showing Staircase and Fireplace Alcove. Young Men's Institute, New York.



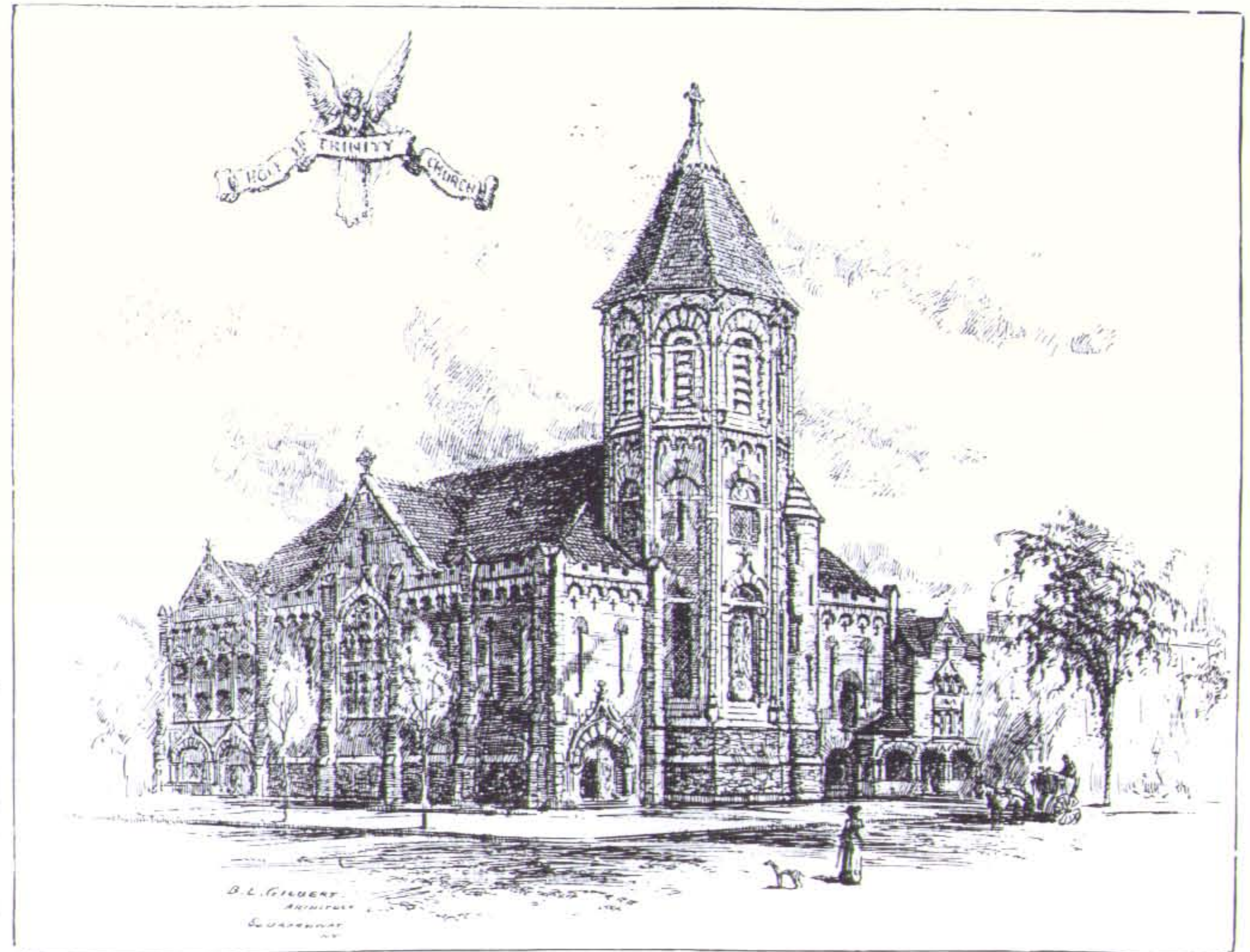
Interior of Reception Room, Showing Entrance Hall. The Riding Club, Fifty-Eighth Street, New York.

A GROUP OF CHURCHES.

Episcopal Chapel, Sewaren, N. J. Erected, 1892-93.

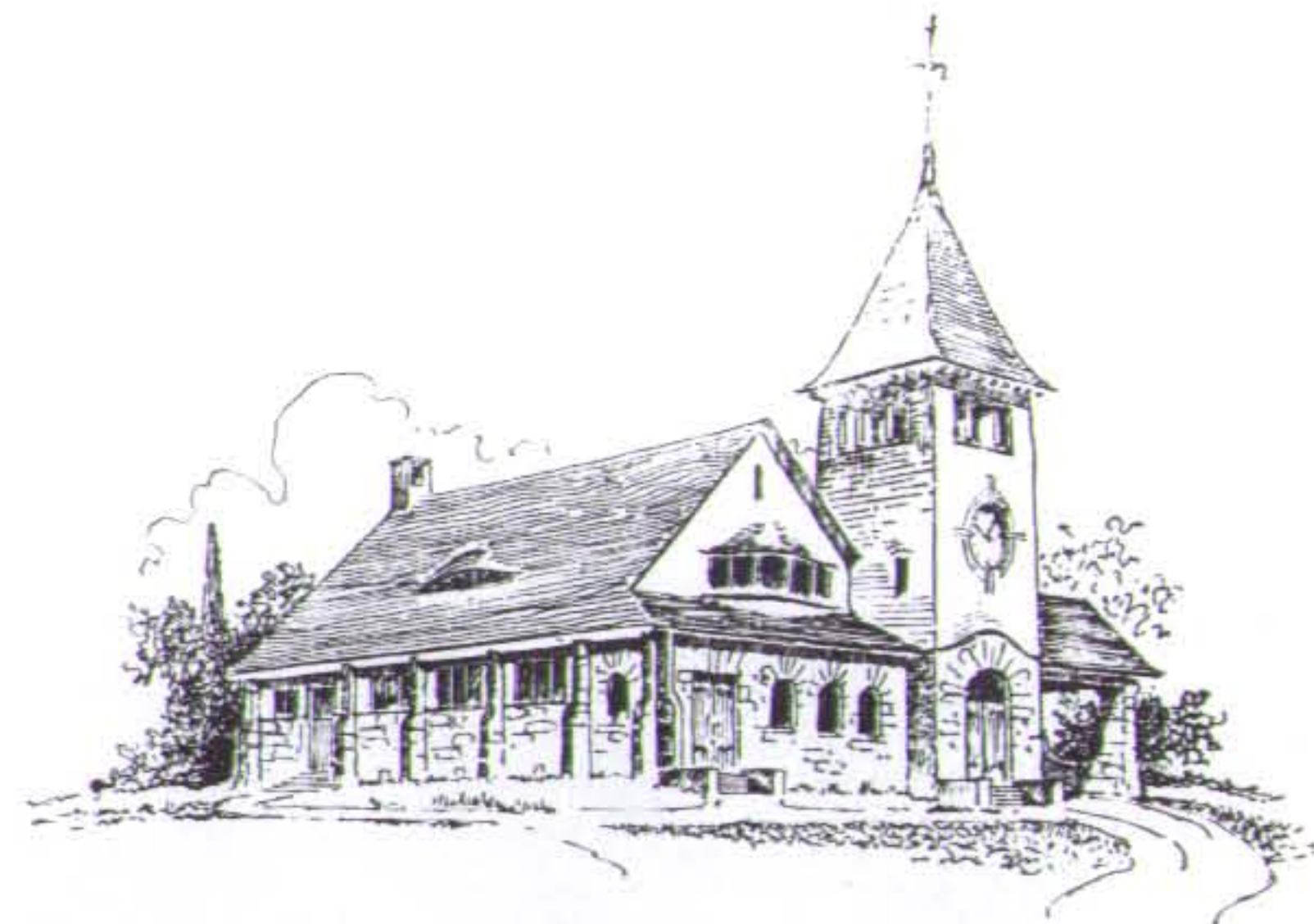


Size: 25 ft. x 60 ft. Construction: Shingles, "Creosoted."

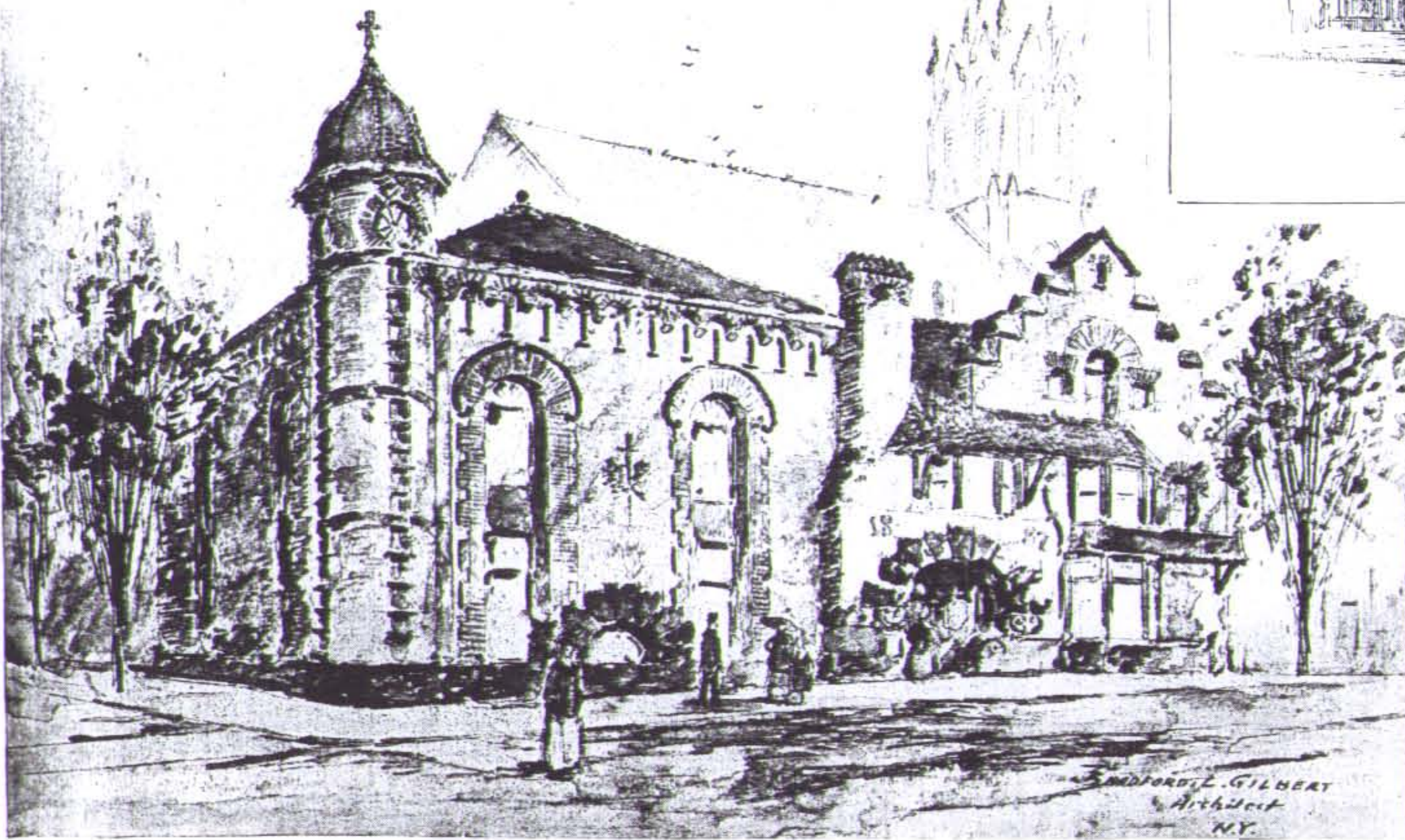


Designed for Holy Trinity Church, Harlem, New York City.

Reformed Church, Rotterdam, N. Y. Erected 1894-95.



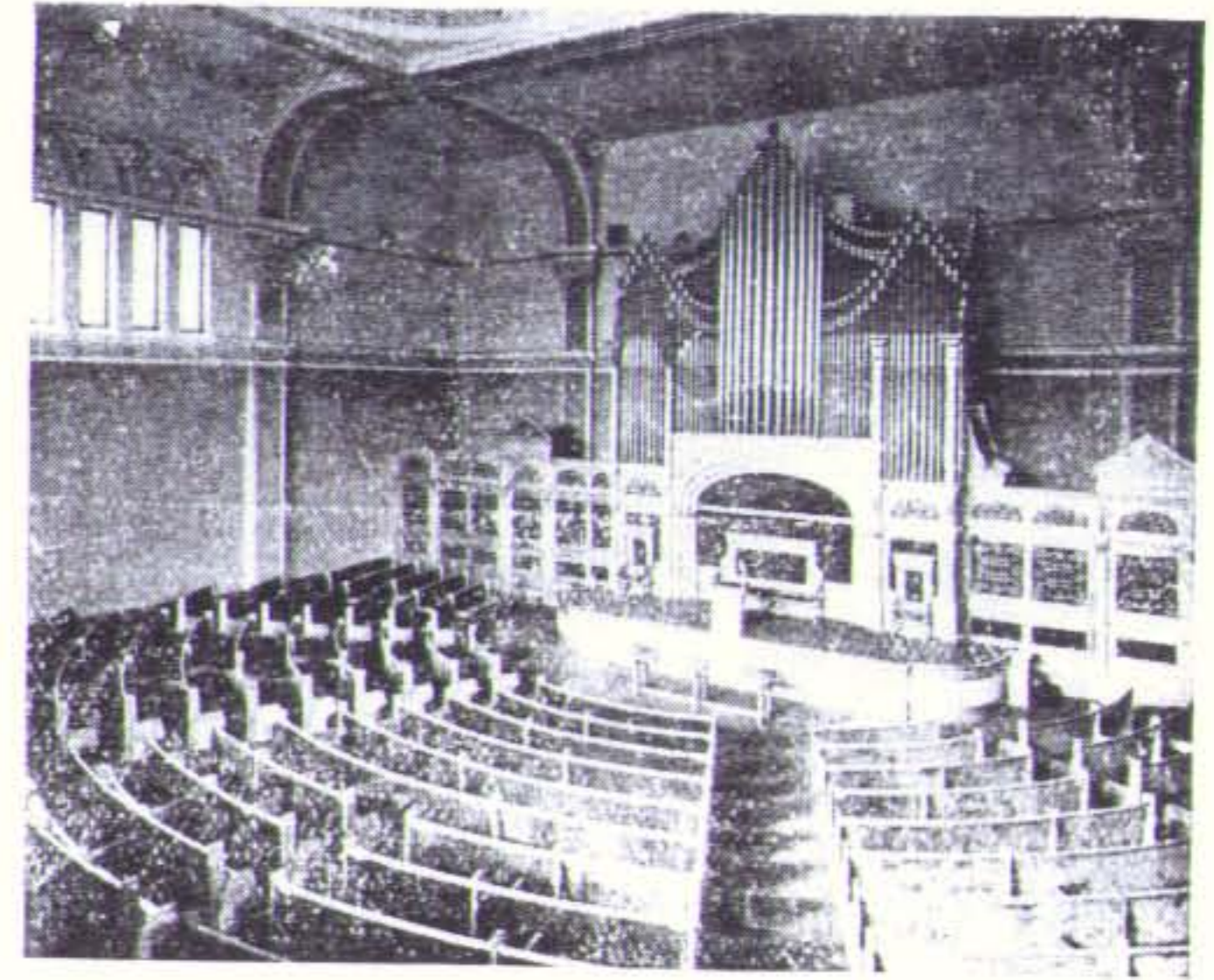
Size: 42 ft. x 70 ft. Construction: Field Stone and Shingles.



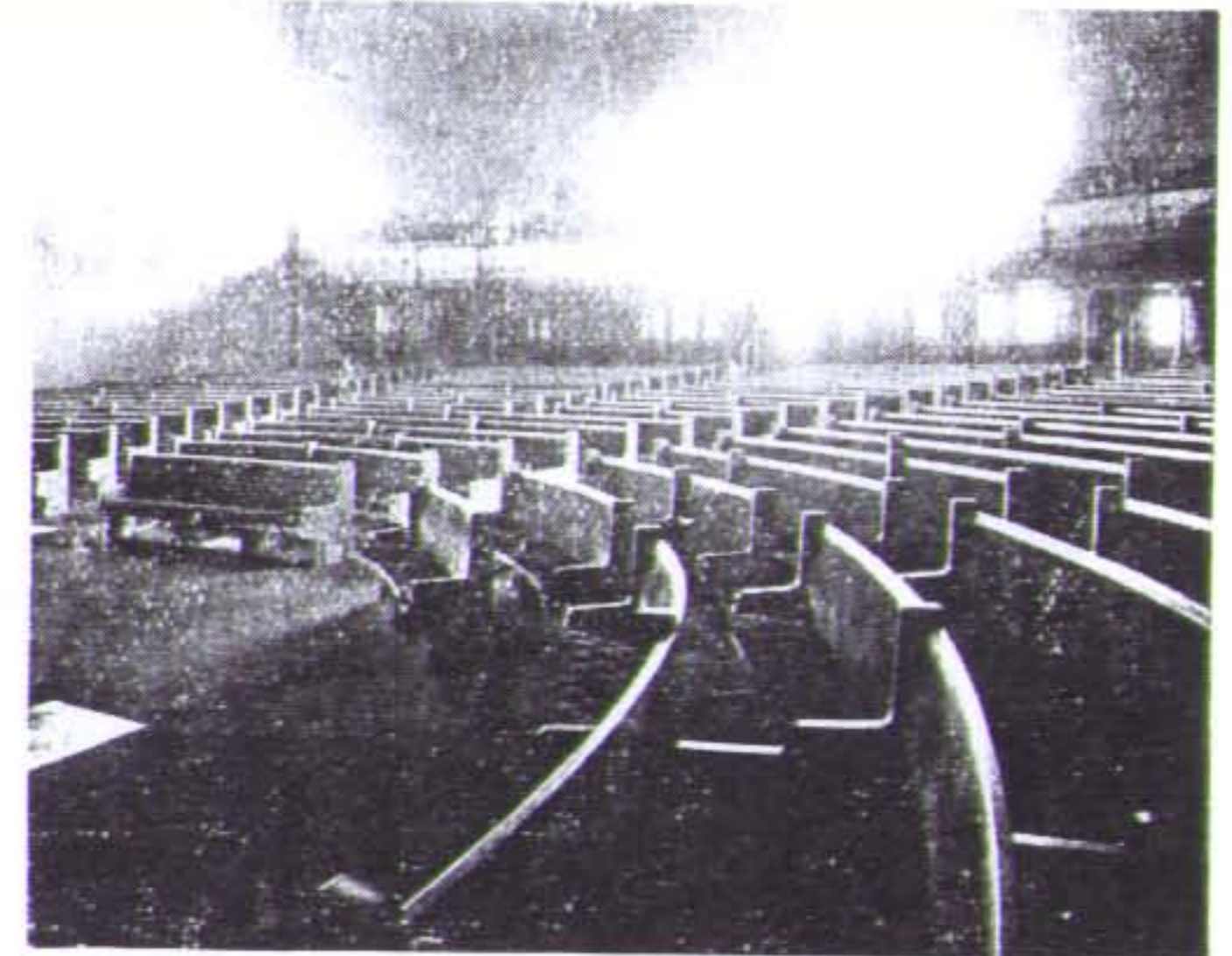
The Newberry Memorial Chapel, Detroit, Mich.
Construction: Of Wood and Masonry. Size (four stories): 100 ft. x 75 ft.
Erected during 1888-89.

"For strength, durability, the lasting character of its material and richness without display, the building is unexcelled by any similar structure in this Country, etc."—From the *Detroit Free Press*, February, 1889.

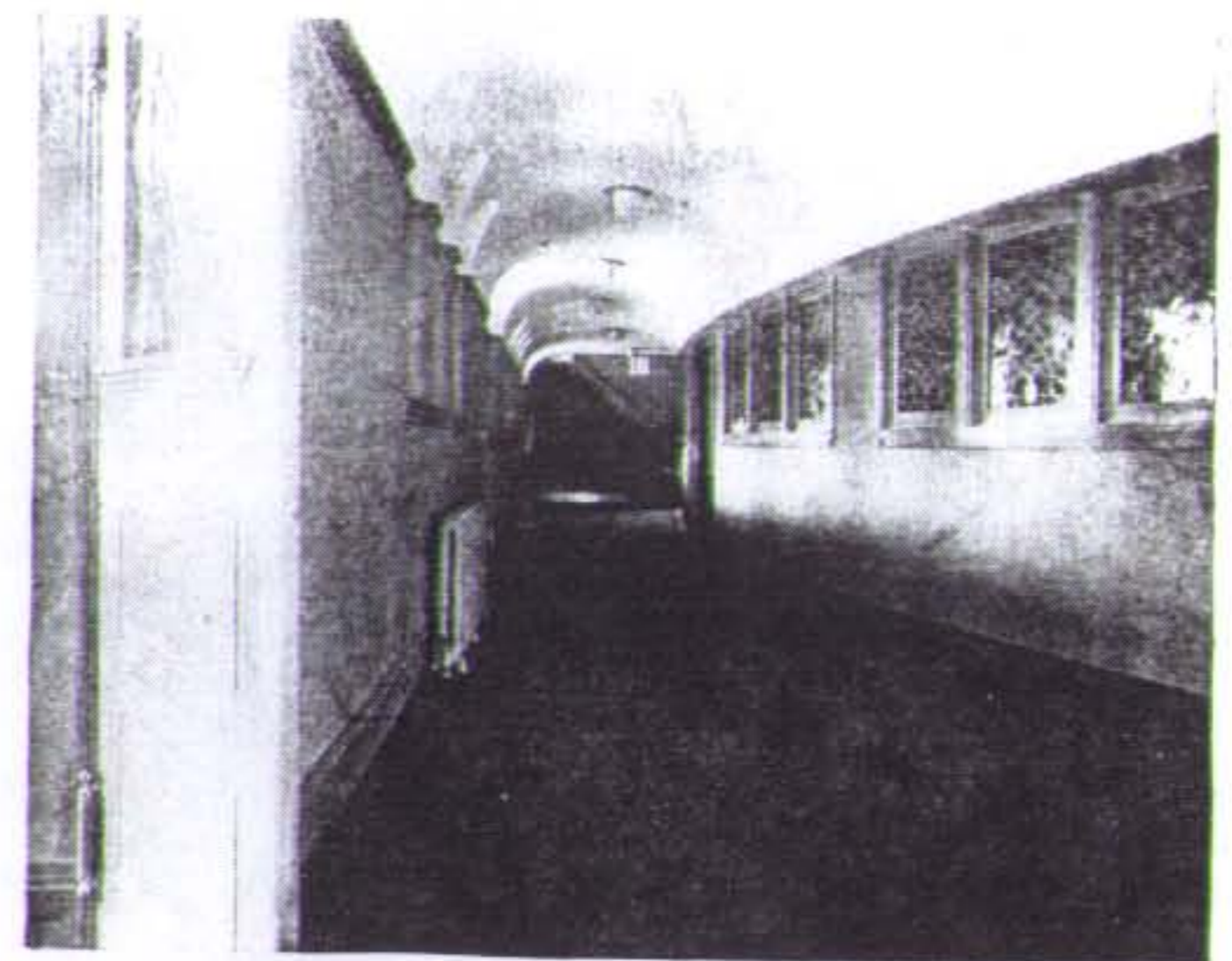
FIRST PRESBYTERIAN CHURCH EDIFICE,
Detroit, Mich.



Looking Toward Pulpit.



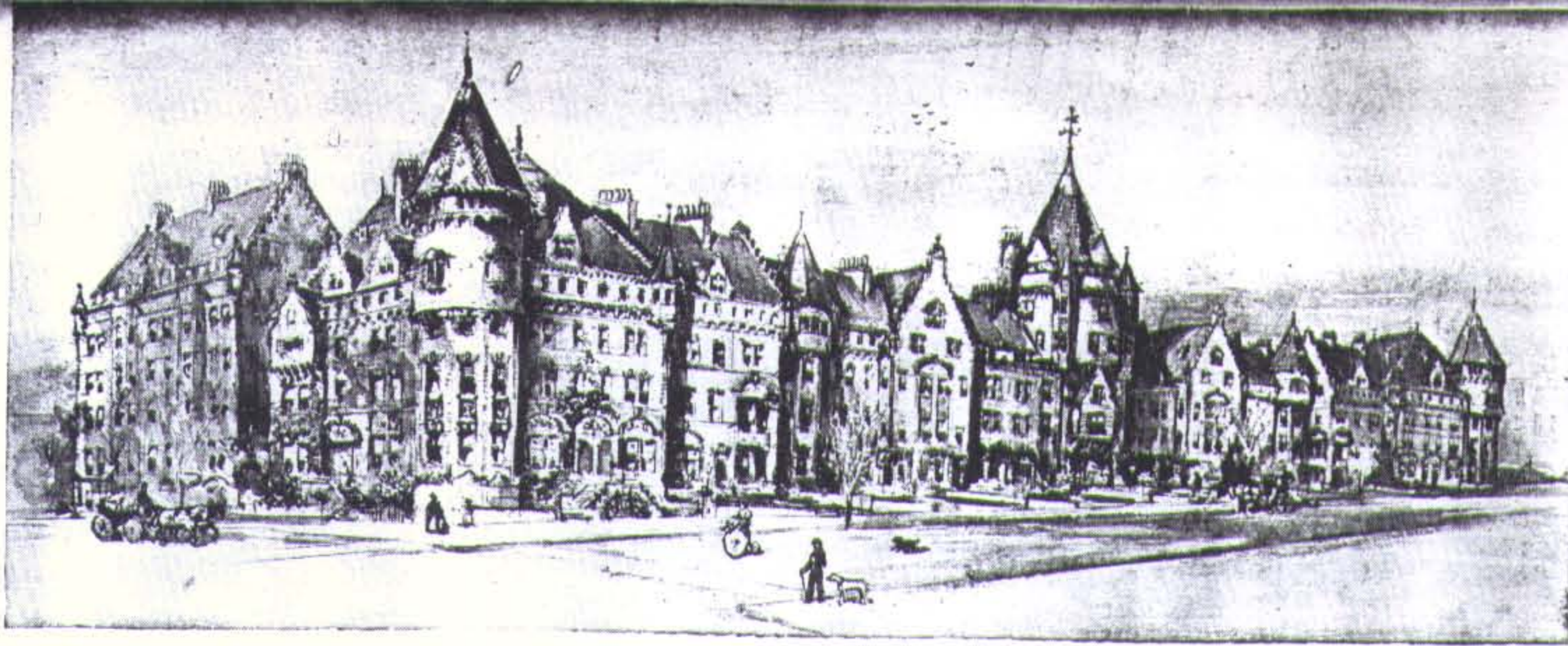
Looking Toward Gallery.



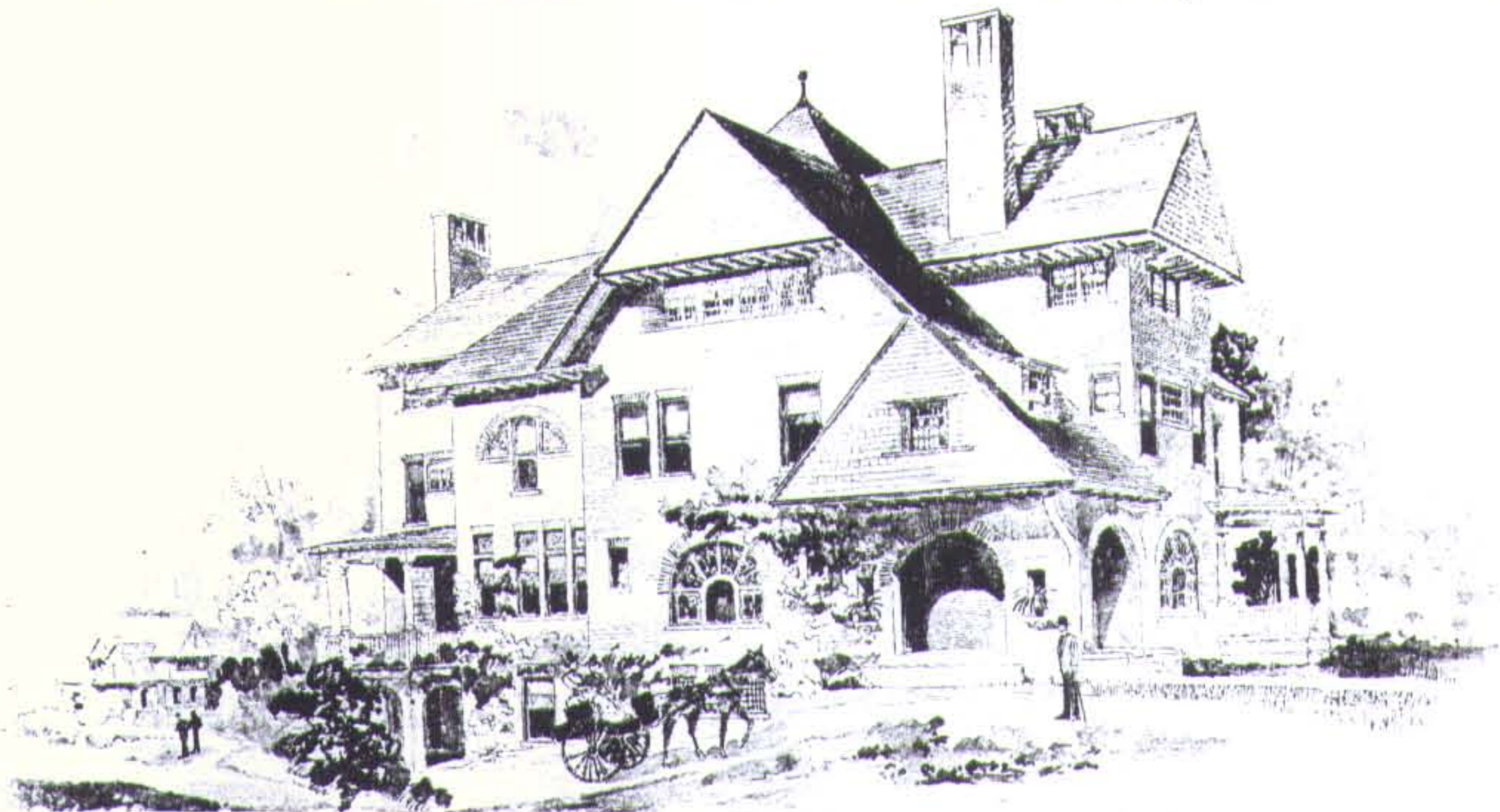
Entrance Loggia.

Exterior Photograph, from Jefferson Avenue. Construction: Brick and Stone. Tile Roof, Interior Finish Yellow Mahogany. Size: 87 ft. x 120 ft. Erected during 1891-93.

"The outside dimensions of the building are 87 ft. x 125 ft., while the audience room is 83 ft. x 84 ft. The height from the top of the dome to the floor is 53 ft., and the church is arranged to seat 1,200 persons. The exterior of the church is erected of red pressed brick and dark red sandstone, while the roofs are covered with dark red glazed Spanish tile. The interlacing of the arches over the groups of windows is a novel and effective feature of the exterior. Directly in front of the main facade, abutting against the tower, the back and front of all the pews, as well as the wall panels, are covered with jute velour, specially imported from Italy for this purpose, shading from a rich russet seal to the lightest tone of yellow. The Architectural treatment has been carried out with a strong Romanesque feeling, in keeping with the whole character of the design. In fact, the building contains many novel and peculiar features designed by the Architect for this special edifice. The church is connected, through the robing room, with the Newberry Memorial Chapel, located on the corner of the street adjoining, and which was designed by Mr. Bradford L. Gilbert several years since, and erected as a memorial to John N. Newberry, and contains one of the most complete chapels, Sabbath school, infant class and classrooms and accessories of any church building in the country."—From the *Detroit Free Press*, December 5, 1892.

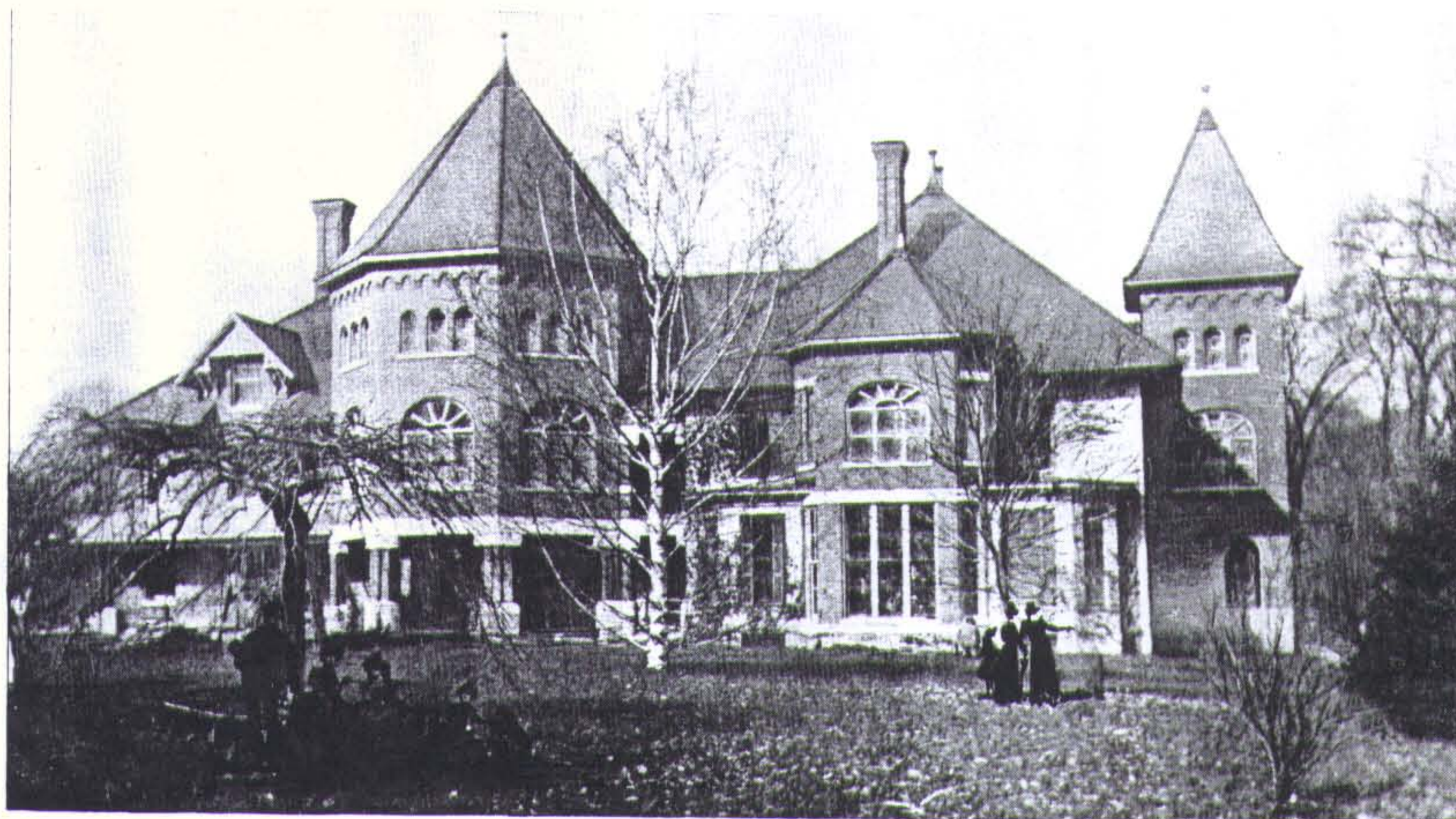


Proposed Improvements. New York City. Covering an Entire Block. Designed for Cornelius Vanderbilt, Esq.



Home of Captain W. G. Raoul. Erected at Atlanta, Ga.

"Mr. Raoul's residence is a fine example of domestic architecture, distinctively new in spirit as regards the South. Strikingly dissimilar from the older houses of any pretension, it shows the vigor and variety of detail prevalent in the older houses of Europe, modified to suit the circumstances of a Southern latitude. The architect, Mr. Bradford L. Gilbert, is one of the leading men in his profession in New York. Examples of his work are to be found in many States. With a large culture he possesses original ideas, and he is prominent among those to whom is attributable the surprising change which has taken place in the architecture of this country in the present generation."—From *The South*, March, 1892.



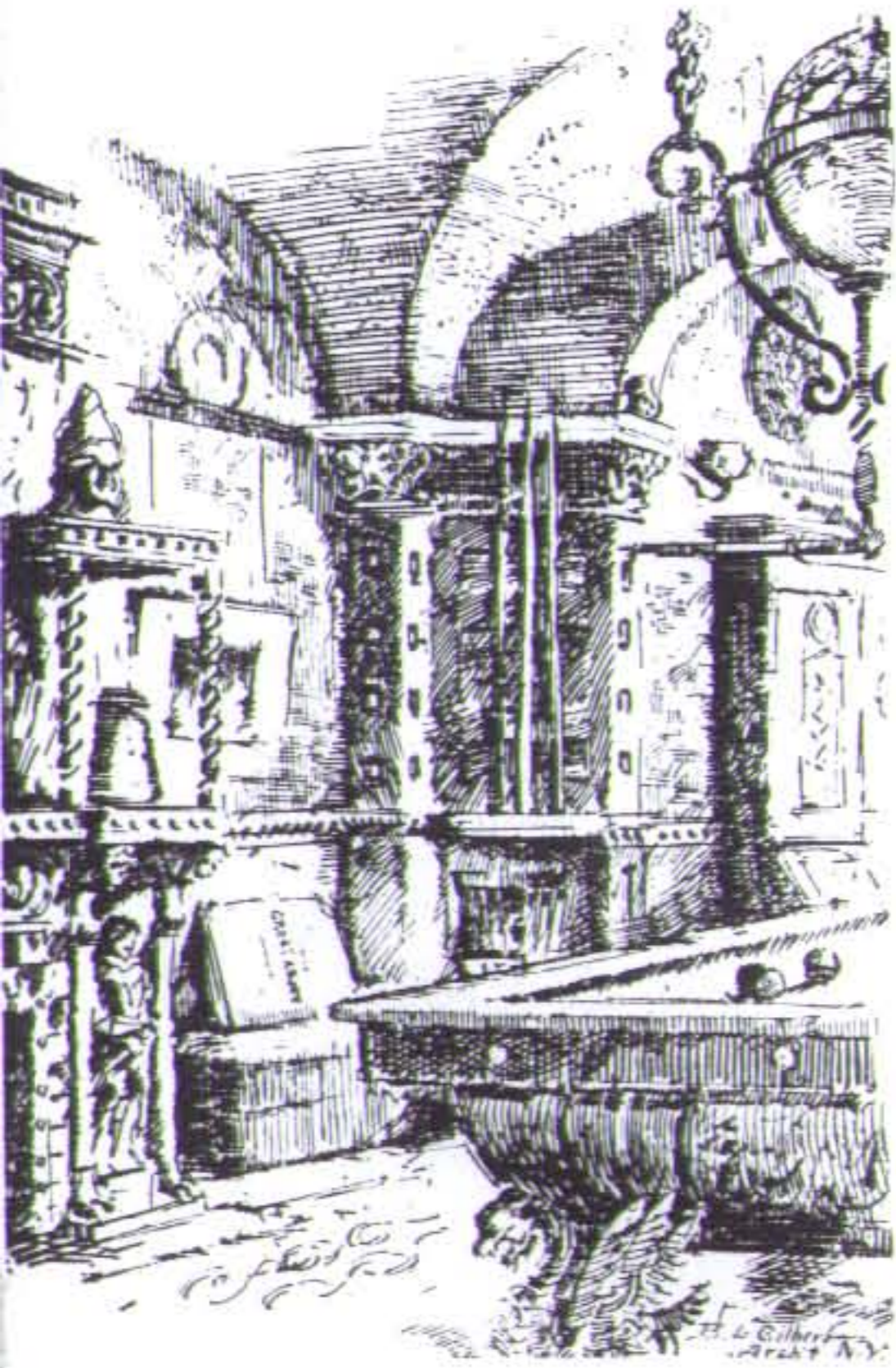
Home of the Hon. B. A. Kimball. Erected at Concord, N. H.

A FEW INTERIOR SKETCHES,

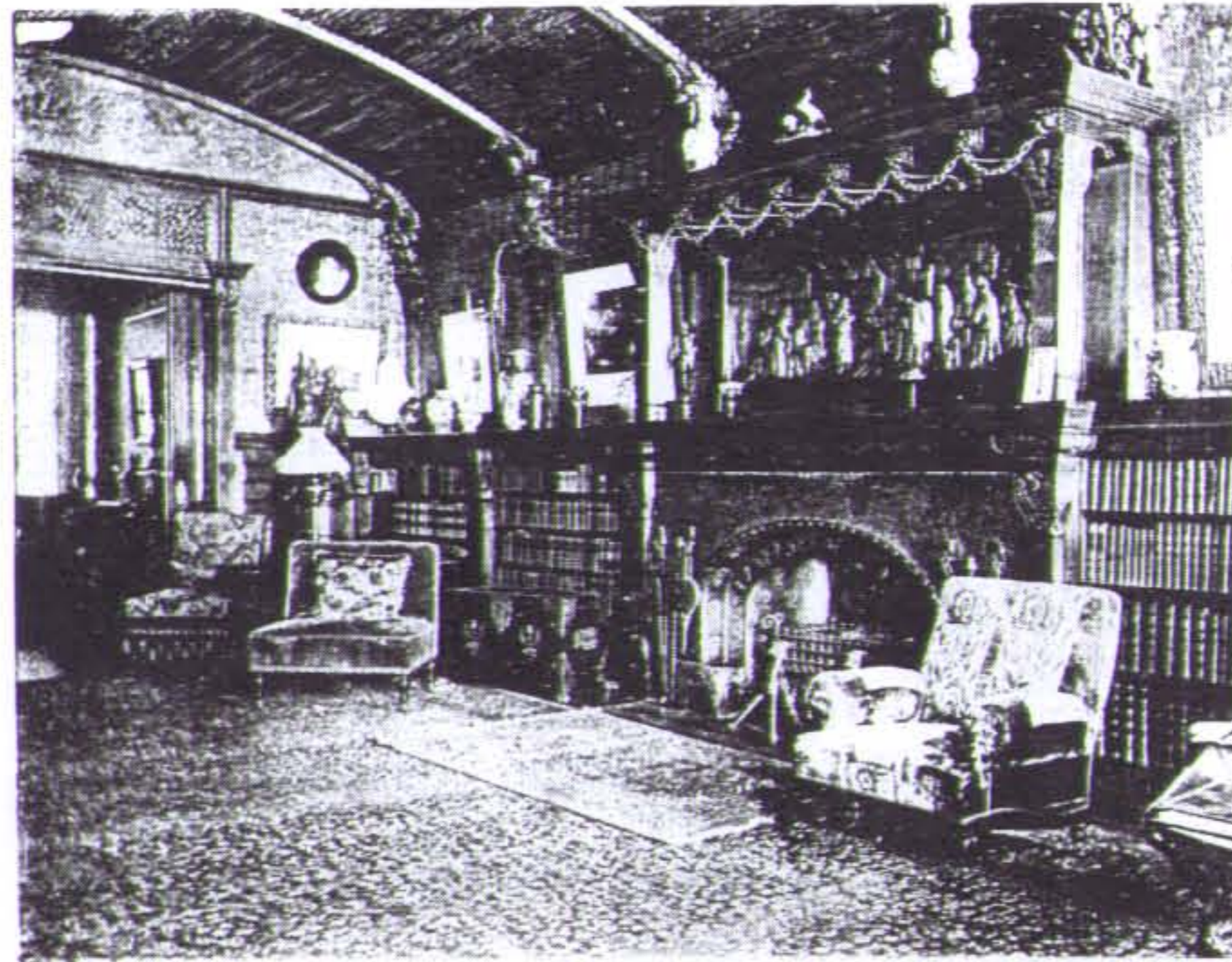
New York City.



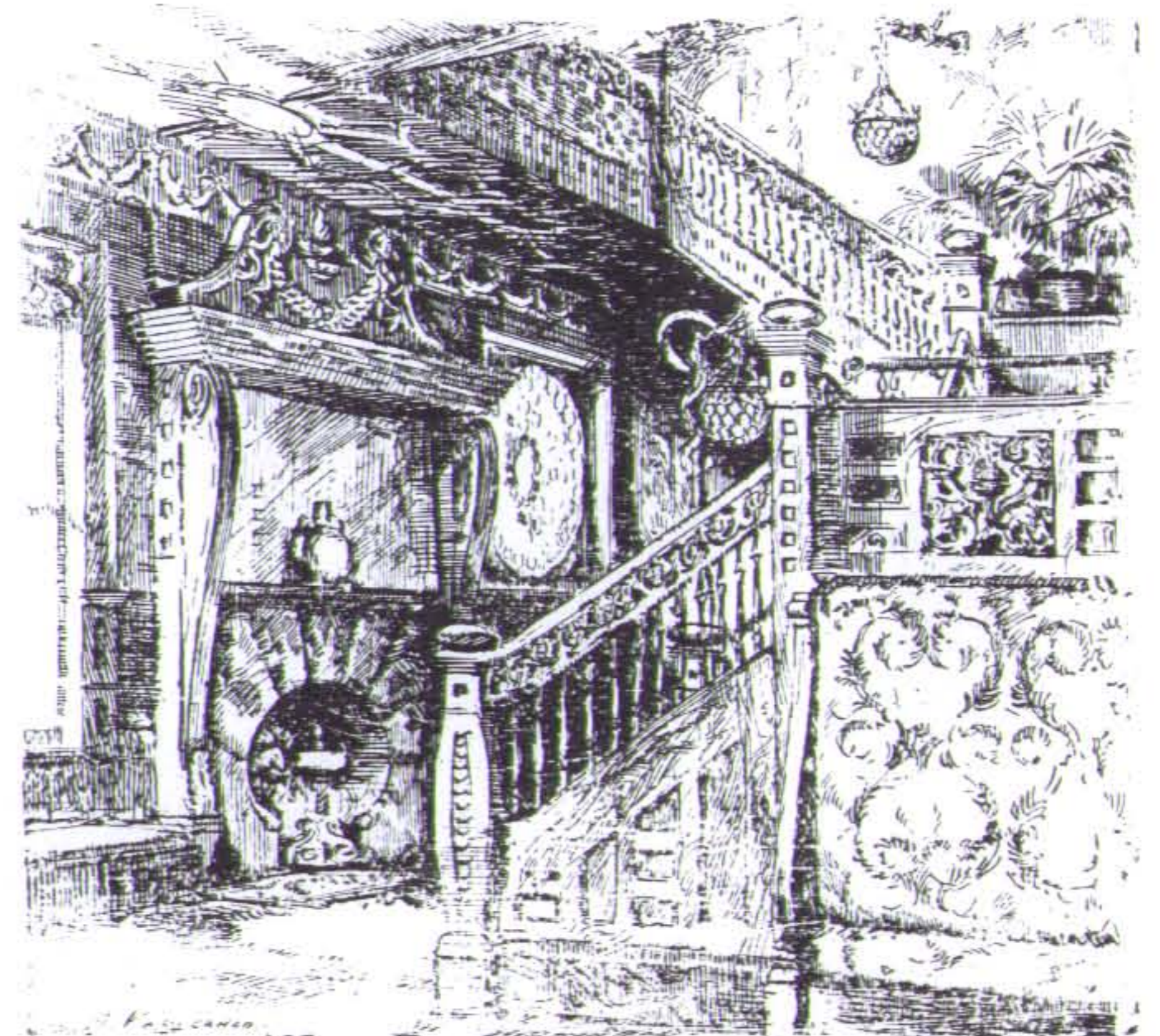
"An original composition by Mr. Gilbert, carved in oak, nearly seven feet in length, and one of the largest carvings of any but a religious subject ever attempted in this city."—*From New York Record & Guide, April, 1890.*



Billiard Room.
Home of Arthur M. Dodge, Esq.

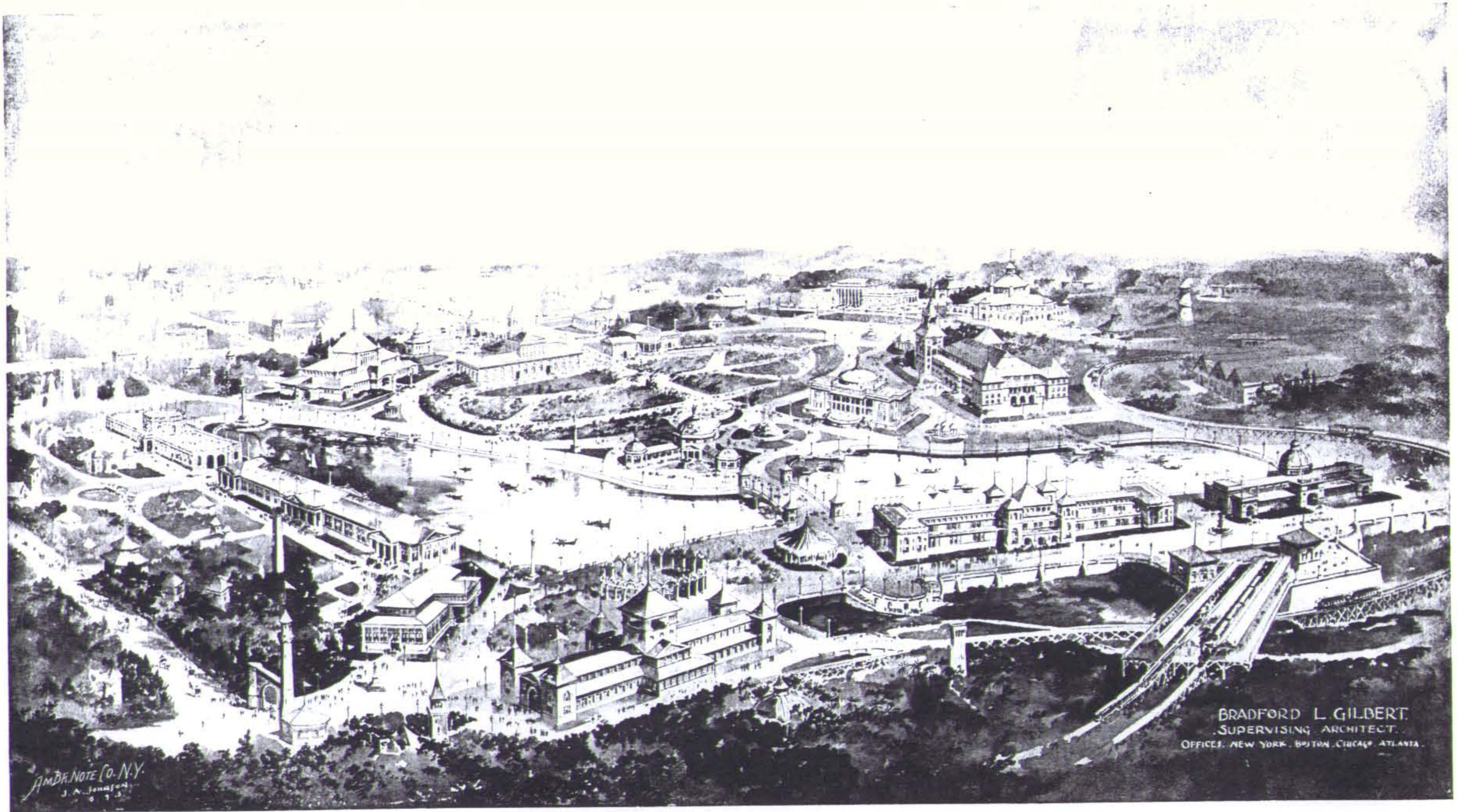


Library and Music Room.
Home of Mr. Edmund Coffin, Jr.



Staircase Hall.
Home of Arthur M. Dodge, Esq.

"The World's Event for 1895."—*Review of Reviews*, February, 1895.
THE COTTON STATES AND INTERNATIONAL EXPOSITION,
 To be Held at Atlanta, Ga., September 18th to December 31st, 1895. Bradford L. Gilbert, Supervising Architect.



General Bird's Eye Perspective View of Grounds, Covering 189 Acres. N. B.—The perspective drawings on the following pages indicate the buildings more in detail.

From Review of Reviews, February, 1895.

"The most conspicuous international attraction of the current year will be the Cotton States and International Exposition, to be held in Atlanta this fall, beginning the middle of September, and continuing until the first of January, 1896. The Exposition Management was enabled to start business with an accredited balance of nearly one million dollars, including the Government and other appropriations and voluntary subscriptions. The press of the whole country has been exceedingly liberal in its dealings with the enterprise.

The Supervising Architect of the Exposition is Mr. Bradford L. Gilbert, well known as one of the most prominent architects of the Country. With the exception of the Women's Building and the Fine Arts Building, Mr. Gilbert's plans have been adopted for the other buildings. Each of these buildings is of liberal dimensions and of tasty architecture. They are now under construction and under bonded contract to be completed by the first of June. All the buildings are ranged around a beautiful artificial lake of thirty acres, supplied by the pipes of the city, from the Chattahoochee river. Nature has done for the grounds what unlimited money could not have done.



Sketch Portfolio—Bradford L. Gilbert, Architect

Atlanta and the Southern States are responsible for an Exposition which promises to mark the beginning of a new era, not only in the business of this section and this country, but in the commercial history of the entire world."

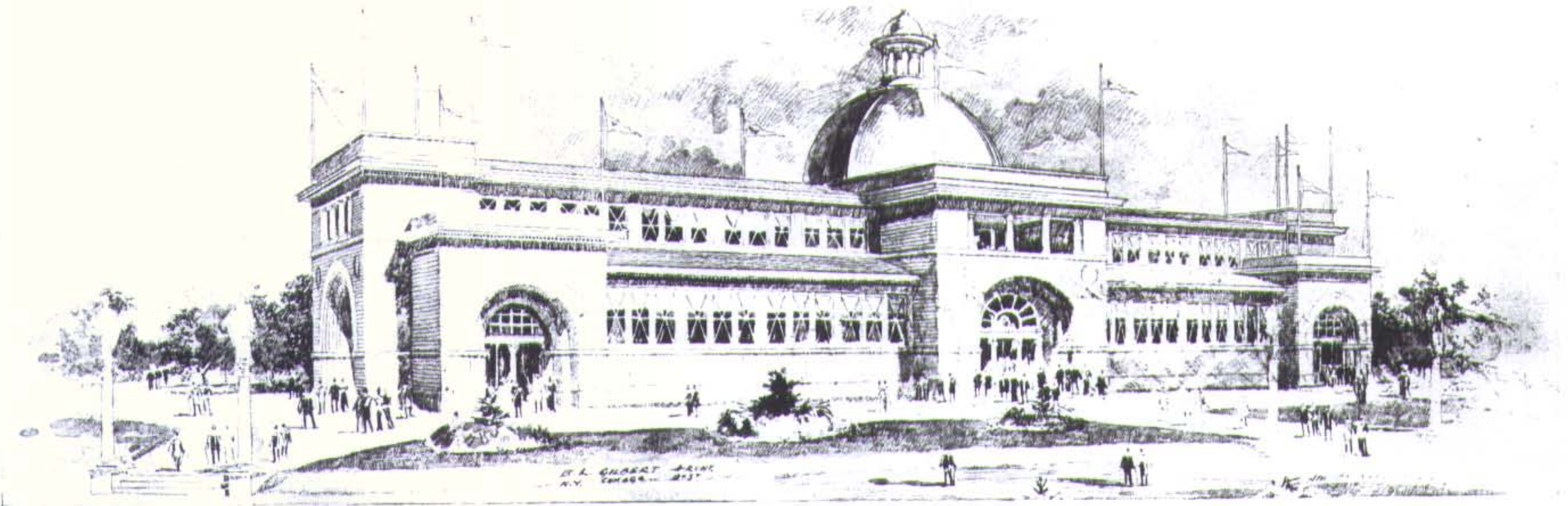
"Cotton States Exposition."—From Mail and Express, April 10, 1895.

"Great interest is shown in Europe and Latin America in the coming Exposition, which will display for the first time the South's resources.

The estimated cost of the Exposition is figured at the round sum of \$2,000,000. This new enterprise was undertaken in order that trade relations between the Cotton States and Central and South American Republics might be fostered and improved.

Thirteen buildings are from accepted designs drawn by Supervising Architect Bradford L. Gilbert.

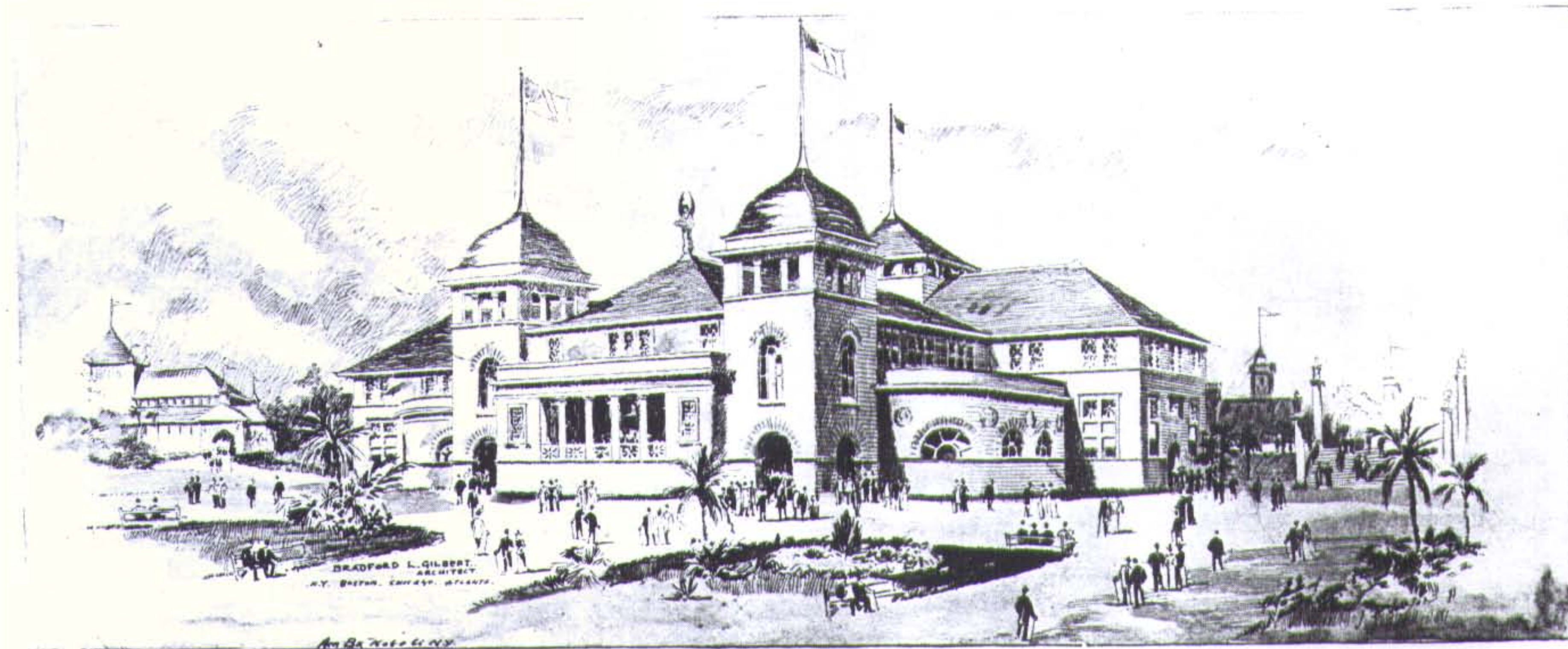
The Architectural idea in all the designs is the Romanesque, and effects are obtained rather from outline and proportion than from ornamentation. Stability and simplicity of construction are the most conspicuous features."



Electricity Building. Size: 85 ft. x 262 ft.

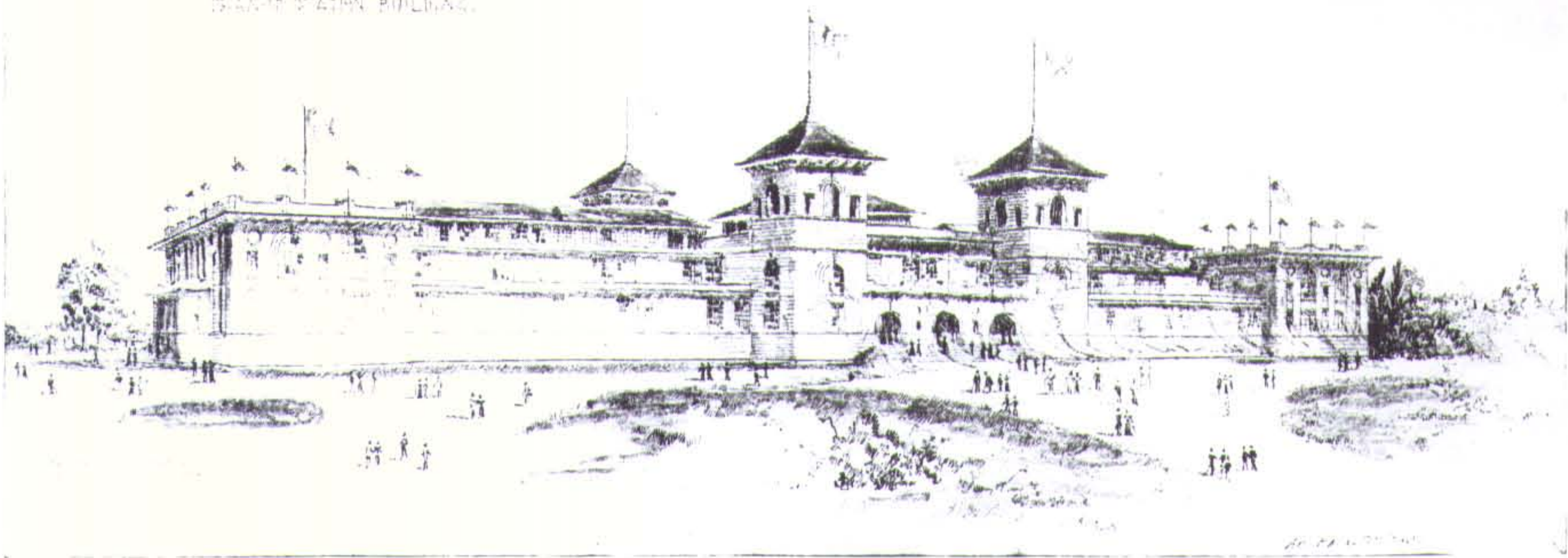


Design for Semi-circular Entrance and Exit Gateway, 80 ft. Diameter.

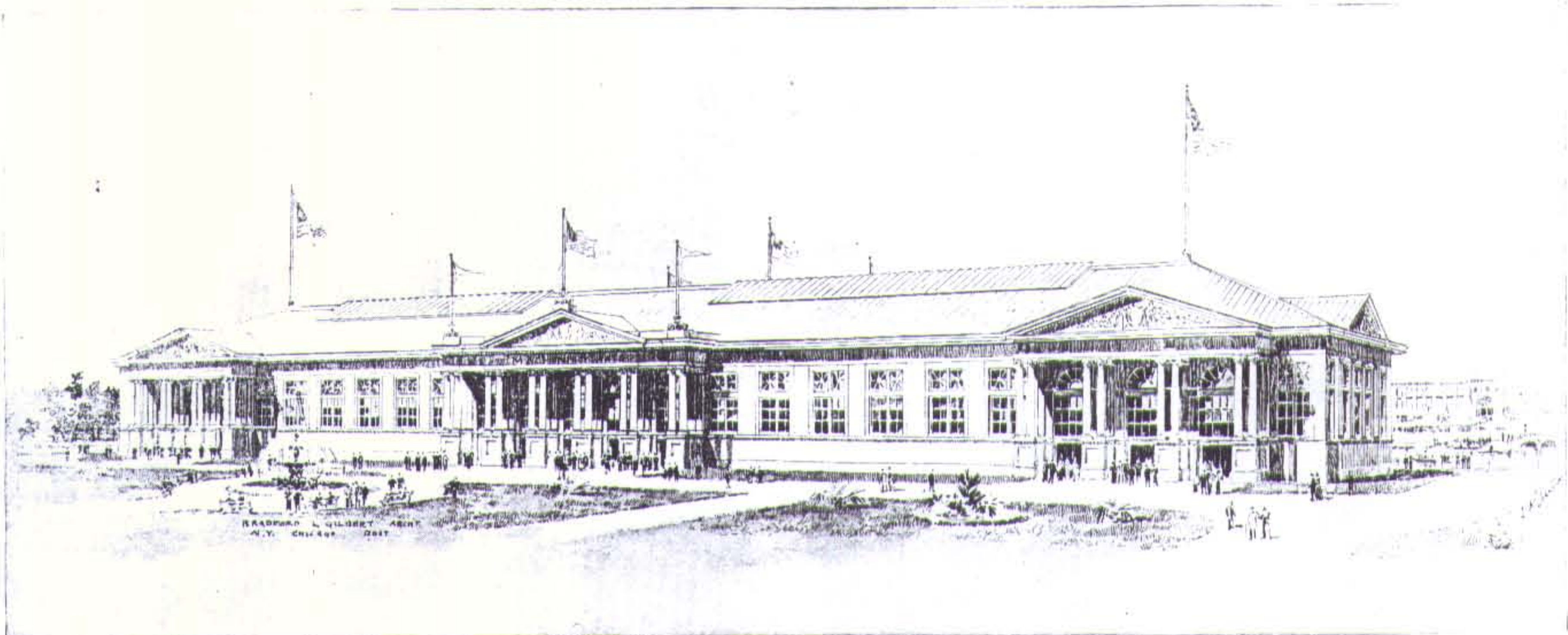


Auditorium.—Seating Capacity about 2,600; Including Police Station and Restaurant. Four Stories in Height. Size: 135 ft. x 200 ft.

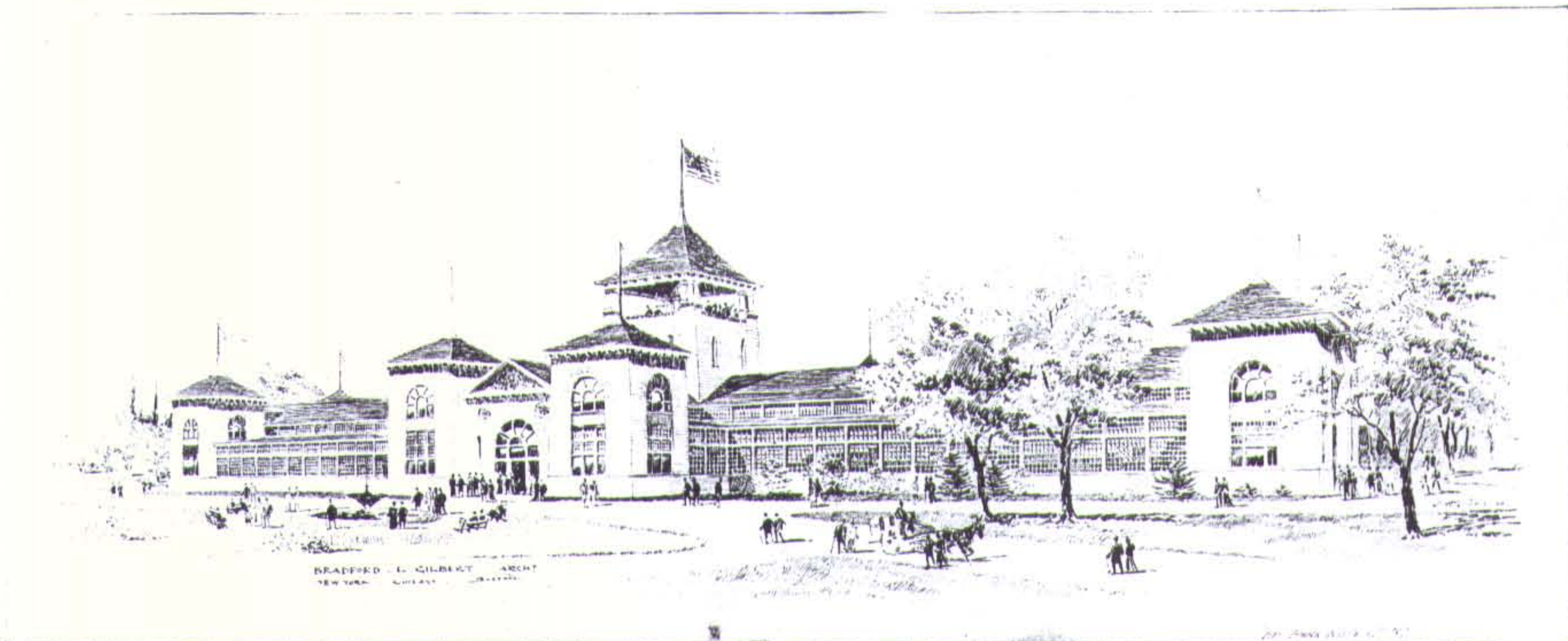
COTTON STATES AND INTERNATIONAL EXPOSITION BUILDINGS,
 Atlanta, Ga.
 In Course of Erection (excepting gateway,) Bradford L. Gilbert, Supervising Architect.



Transportation Building. Size: 150 ft. x 450 ft.



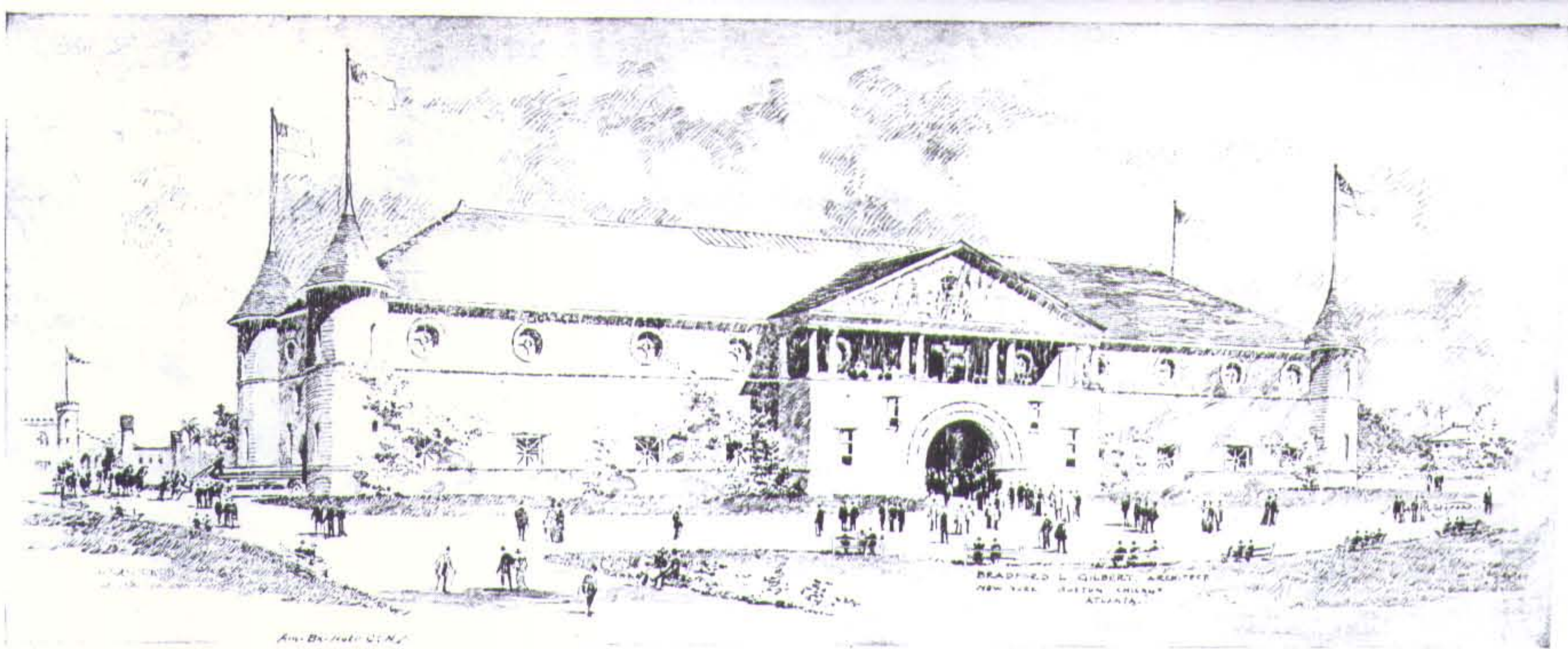
Machinery Hall. Size: 118 ft. (including porticos) x 500 ft.



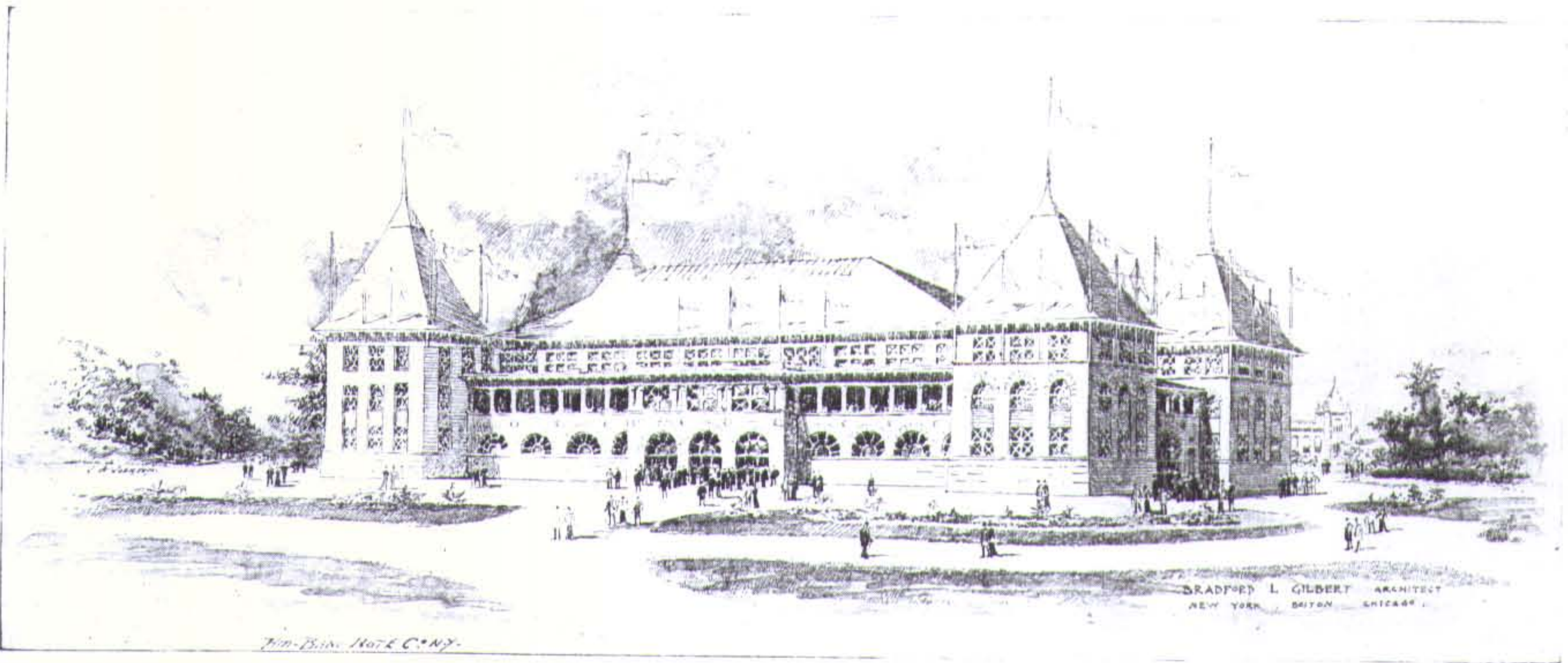
Negro Building ("The first of its kind"). Size: 112 ft. x 276 ft.

COTTON STATES AND INTERNATIONAL EXPOSITION BUILDINGS.
Atlanta, Ga.
In Course of Erection, Bradford L. Gilbert, Supervising Architect.

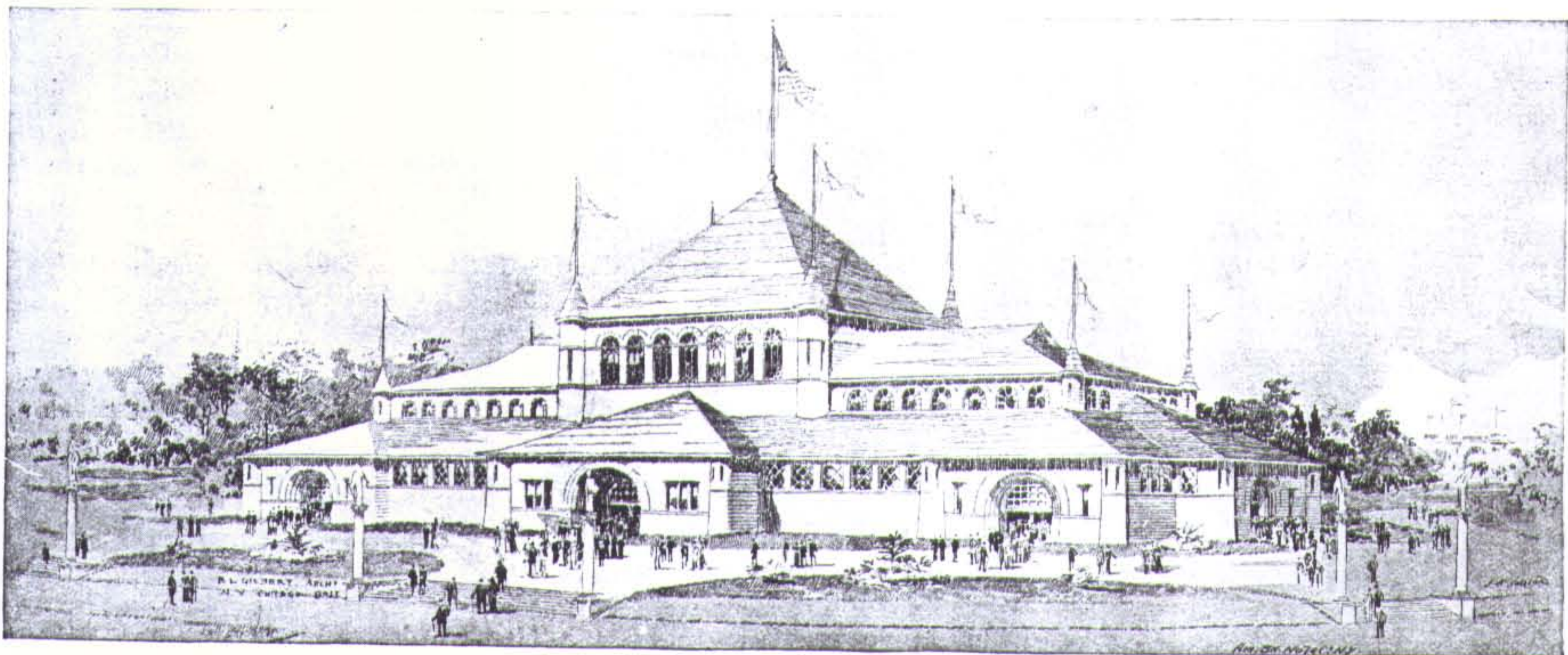
Sketch Portfolio—Bradford L. Gilbert, Architect.



Fire Building, Containing Exhibits. Size: 50 ft. x 205 ft.



Manufacturers and Liberal Arts. Size: 206 ft. x 356 ft.

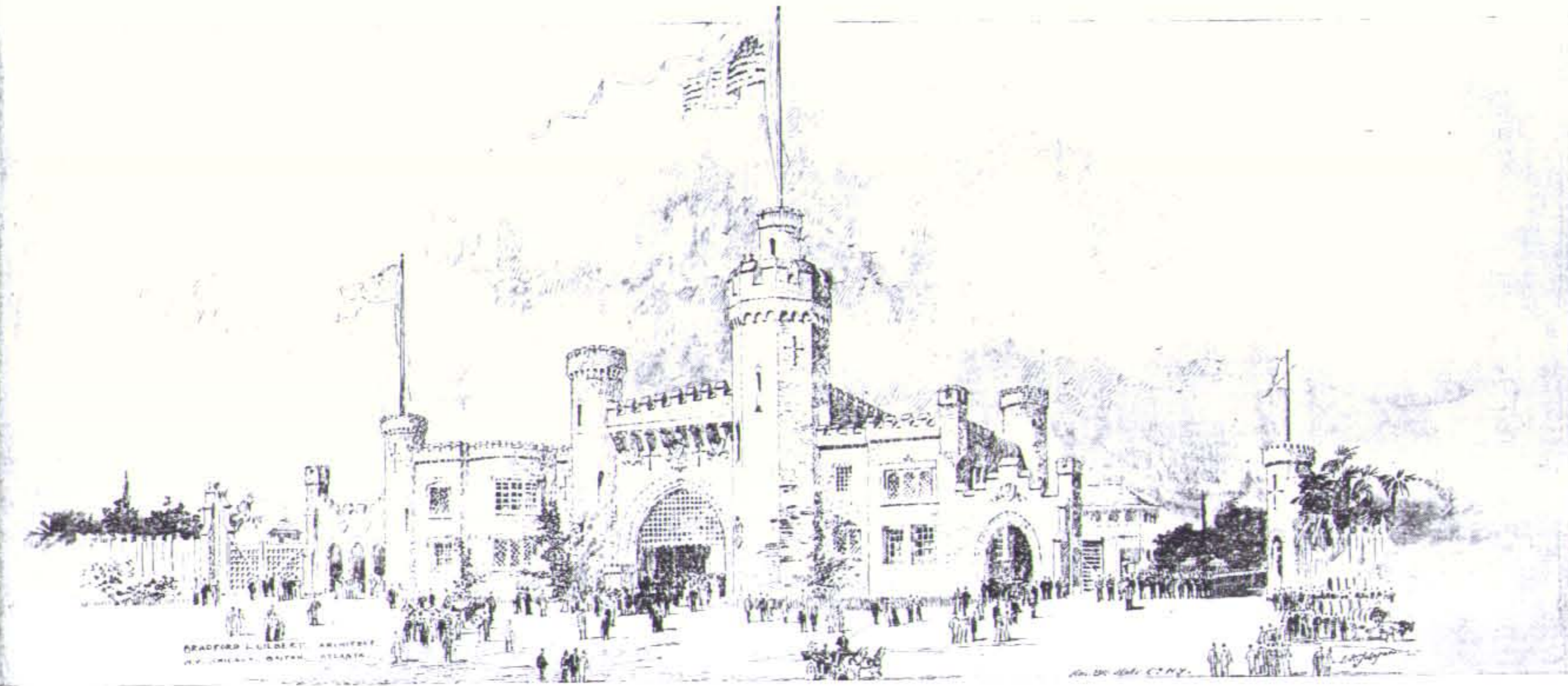


Agricultural Building. Size: 158 ft. x 304 ft.

COTTON STATES AND INTERNATIONAL EXPOSITION BUILDINGS,
 Atlanta, Ga.
 In Course of Erection. Bradford L. Gilbert, Supervising Architect.

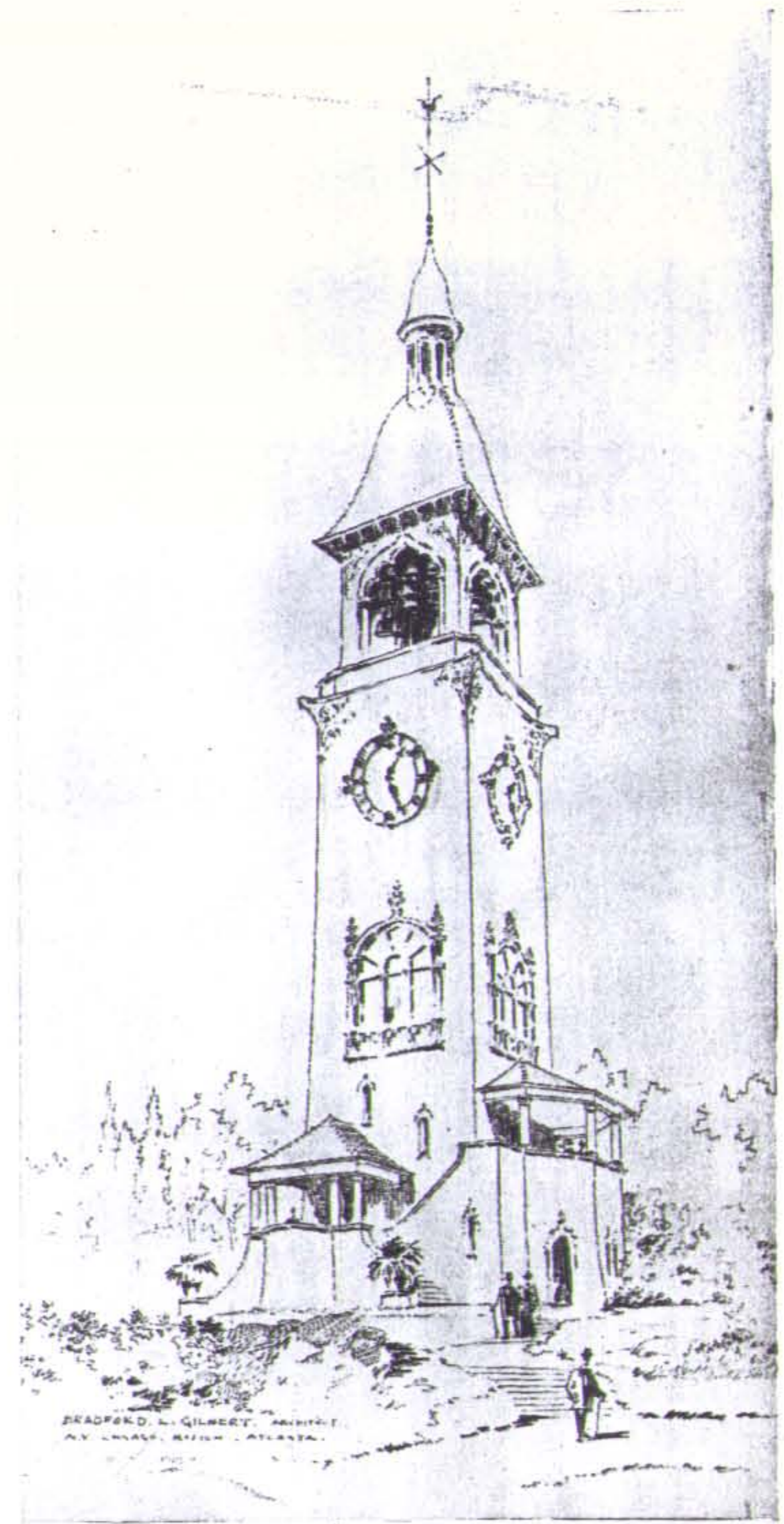
Sketch Portfolio—Bradford L. Gilbert, Architect.

COTTON STATES AND INTERNATIONAL EXPOSITION BUILDINGS,
 Atlanta, Ga.
 In Course of Erection, Bradford L. Gilbert, Supervising Architect.

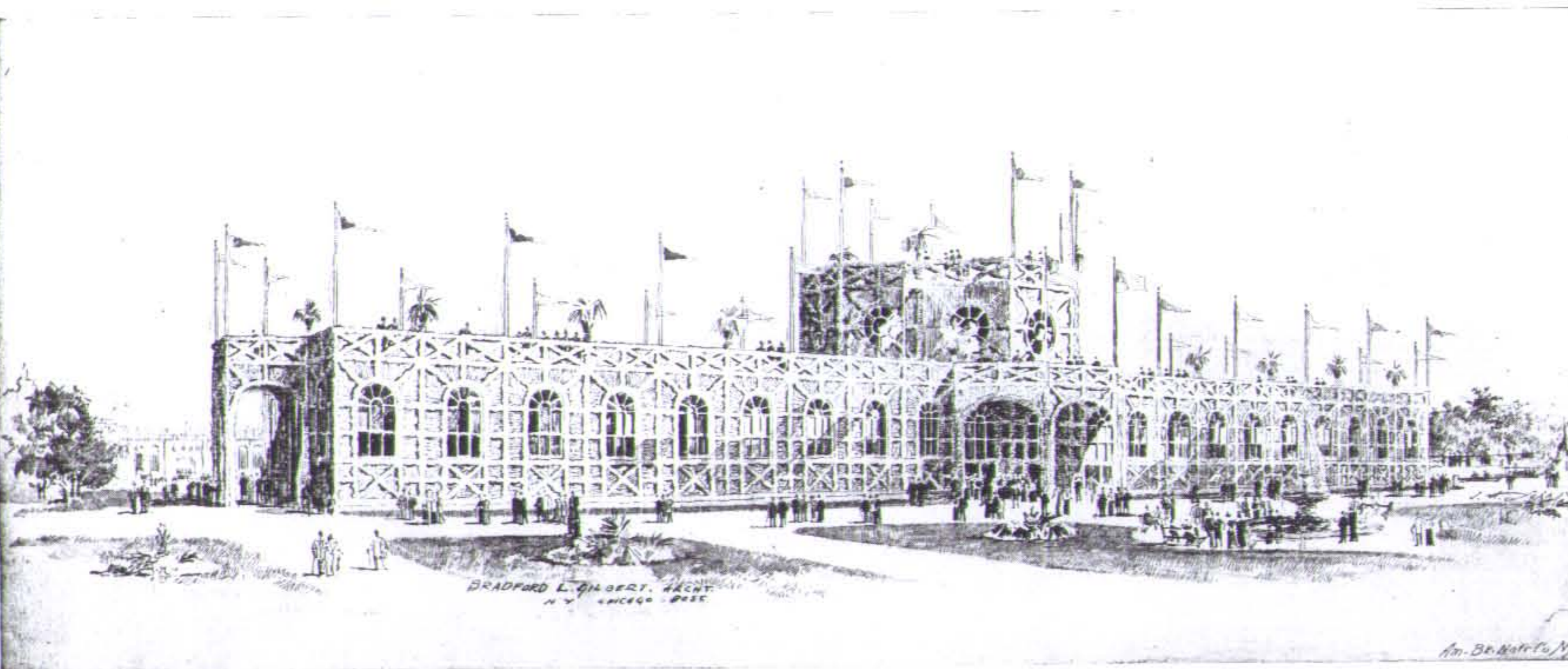


Administration Building, Combining Main Entrance and Exits. Size: 50 ft. x 440 ft.

"The design for the Administration Building and Gateway is one of the handsomest of the entire Exposition. The design, as it will be worked out, as shown by the sketches prepared by Mr. Gilbert, the Supervising Architect, is a composite design of the old baronial castles—those strongholds of our ancestors in the feudal ages. Each window, each door, in fact, the smallest details have been chosen with a view to furthering this idea. A suggestive glimpse here and there of what has already been seen, will recall a multitude of pleasant memories to the traveler, and to the less fortunate the view of these castellated turrets, those embattled ramparts, those ancient moats, the old swinging drawbridges, will prove a source of keen enjoyment and profit."—From the *Atlanta Constitution*, March 13, 1895.



Chime Tower and Band Stand. About 200 ft. in height.



Minerals and Forestry. Built of Natural Southern Woods. Size: 110 ft. x 350 ft.

Sketch Portfolio—Bradford L. Gilbert, Architect.

SUPPLEMENT TO

Sketch Portfolio of Railroad Stations



NEW YORK, CHICAGO, BOSTON, ATLANTA, CHARLESTON AND TORONTO BRANCH OFFICES OF MR. GILBERT,
CONSOLIDATED AT TOWER BUILDING, NEW YORK.

To Railroad Officials and Others Interested.

Some time ago *The Railroad Gazette* published a portfolio of original designs by BRADFORD L. GILBERT, Fellow of the N. Y. Chapter of the American Institute of Architects, showing interior and exterior views of Stations and other Railroad Structures, etc., most of them being of completed work for a large number of representative railroads, and all of them studies to secure economy, convenience and beauty.

This publication received more favorable comment in letters from a larger number of railroad officers than any like publication in recent years; it was unusual. We have now had prepared for us this *Supplement* showing many important and instructive examples of Railroad Station Architecture, since collected, particularly of cement construction.

The Railroad Gazette.

PUBLISHED BY THE RAILROAD GAZETTE, NEW YORK CITY.

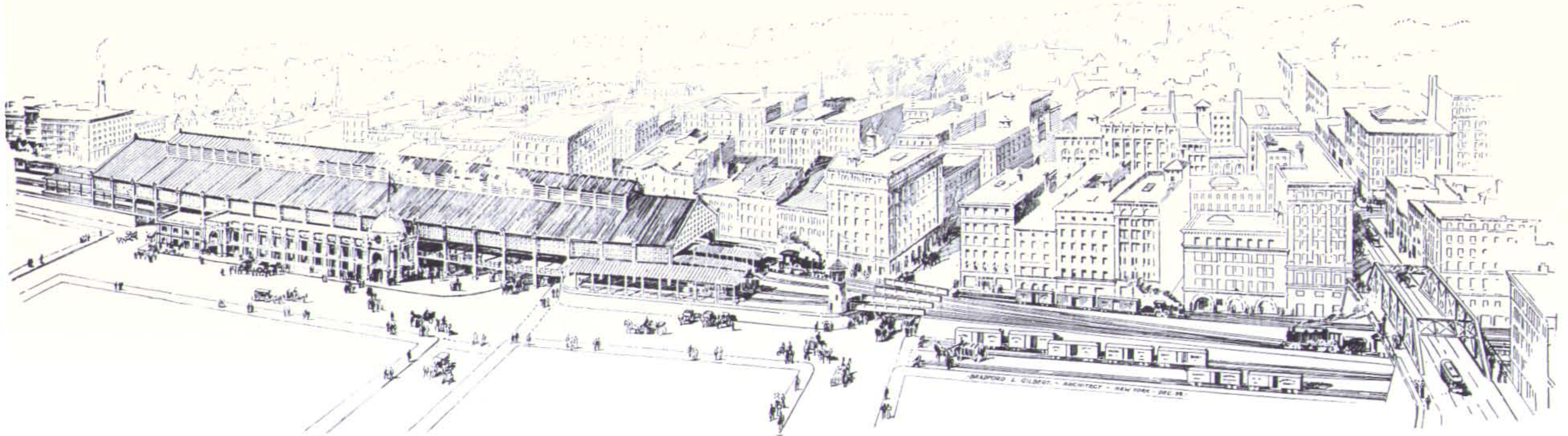
MCMIV.

COPYRIGHTED BY THE RAILROAD GAZETTE, ALL RIGHTS RESERVED.

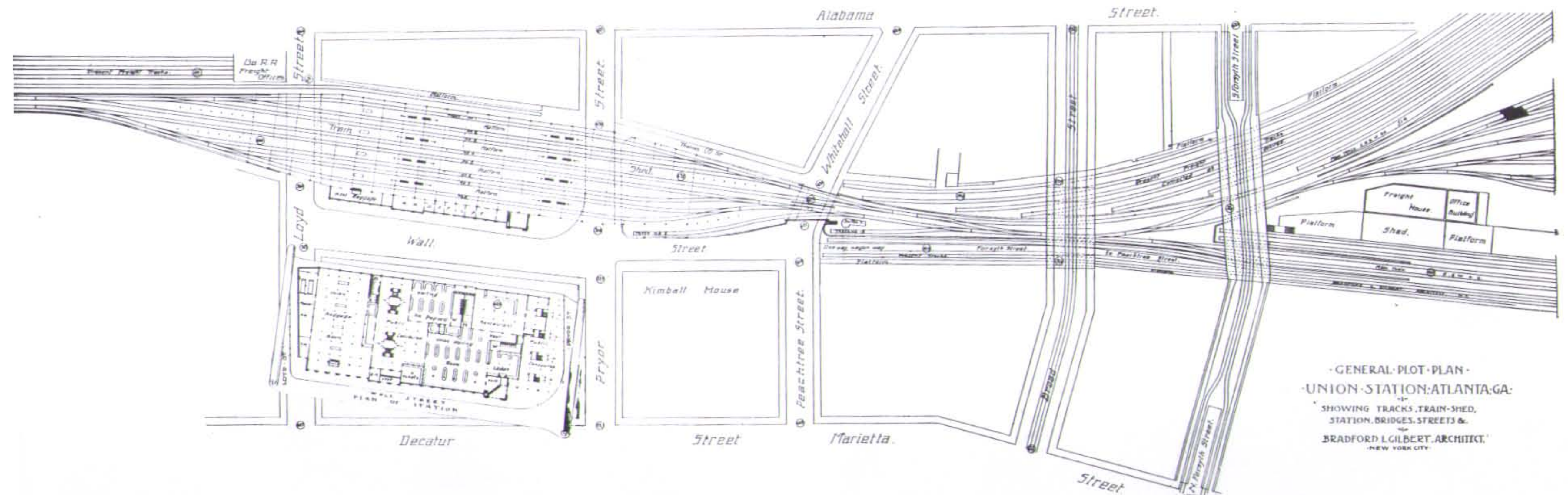
UNION PASSENGER STATION,
Atlanta, Ga.

Preliminary Studies Indicating Proposed Utilization of Present Site (State Property) for Union Passenger Station, upon Sketches Prepared and Worked Out, Under Special Appointment as Consulting Architect and Expert to the Governor and Railroad Commission of the Legislature of Georgia During 1902. Proposed Construction Throughout of Steel, Cement and Fireproof Wood, Rendering Structure Absolutely Fireproof.

Bradford L. Gilbert, Architect.



Bird's-eye Perspective, taken from Kimball House, looking towards State Capitol.

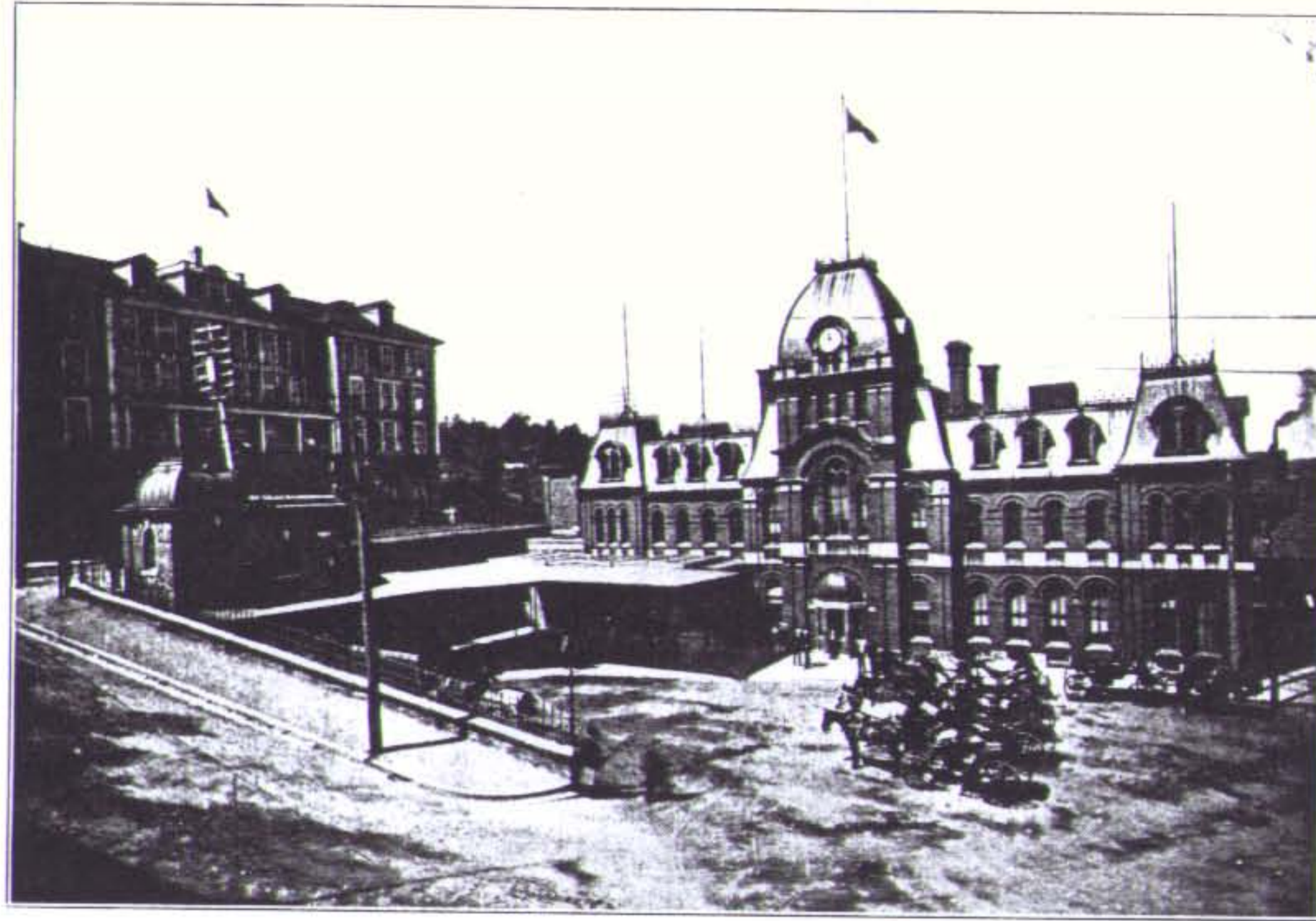


GENERAL PLOT PLAN
UNION STATION, ATLANTA, GA.
SHOWING TRACKS, TRAIN SHED,
STATION, BRIDGES, STREETS &
BRADFORD L. GILBERT, ARCHITECT,
NEW YORK CITY.

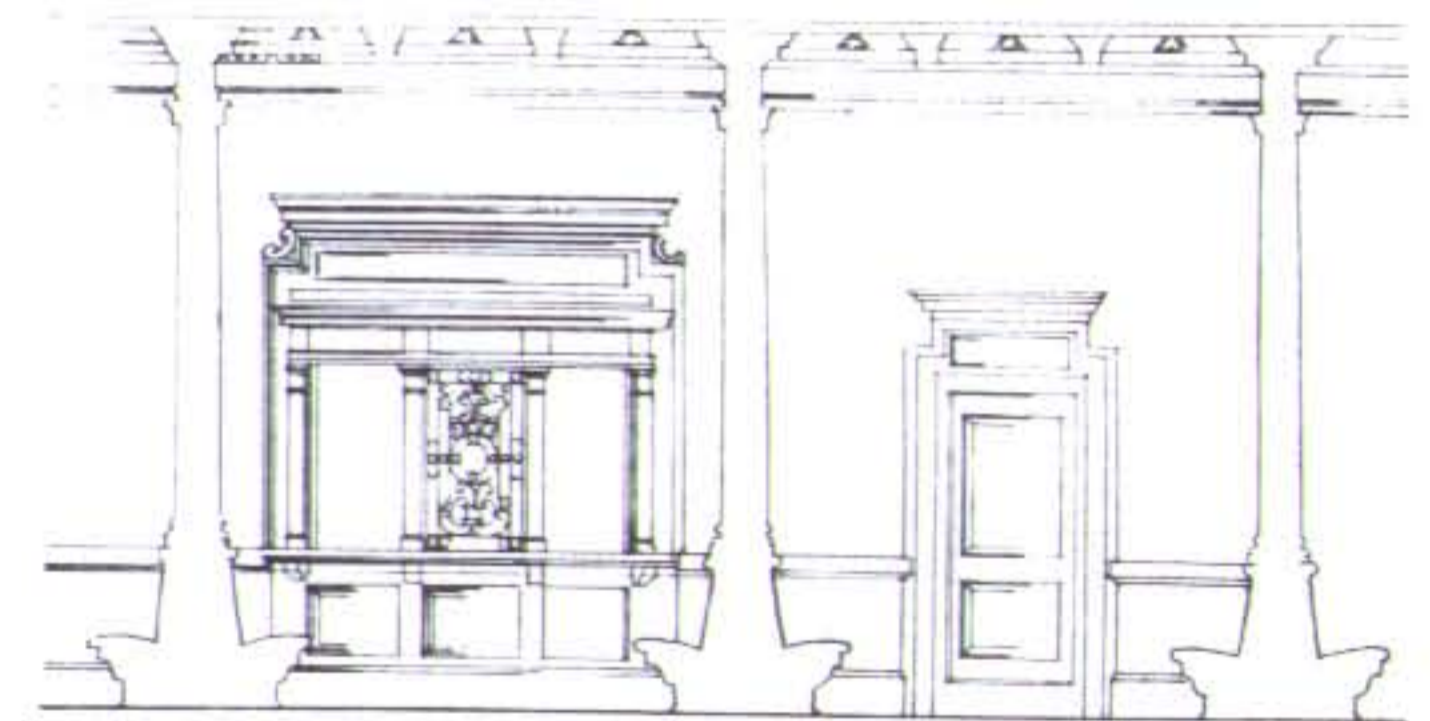
General Ground Plan of Tracks, Layout, Station and Train Shed, etc. (Abutting Property Interests, Streets and Bridges Undisturbed.)

Terminal Passenger Station at Halifax, N. S.
Designed, Remodelled and Completed During 1901-02, Without Interference with Traffic, for the
INTERCOLONIAL RAILWAY OF CANADA.

Bradford L. Gilbert, Architect.
Sproatt & Rolph, of Canada, Associated.

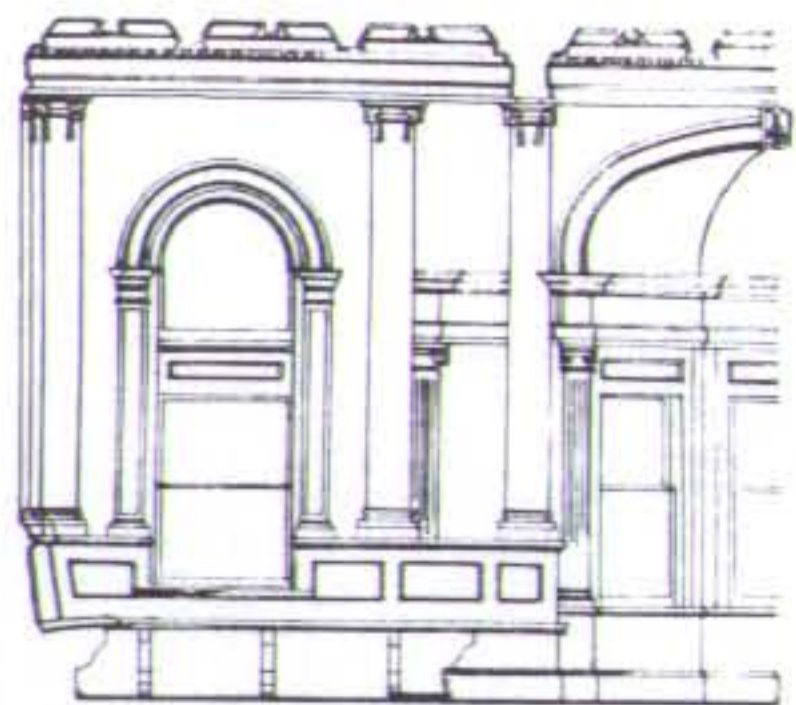


SECTION LOOKING WEST



SECTION LOOKING EAST

INTERIOR ELEVATION



SECTION LOOKING NORTH



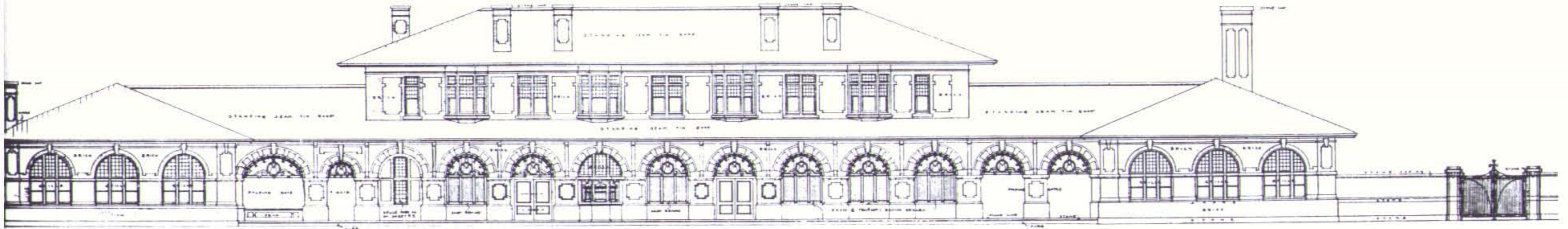
Interior Views of Waiting Rooms, etc. (Reproduced from Architect's Working Drawings.)

Passenger Station, Terminal and Railroad Offices, Monterey, Mexico. Erected During 1903 for the

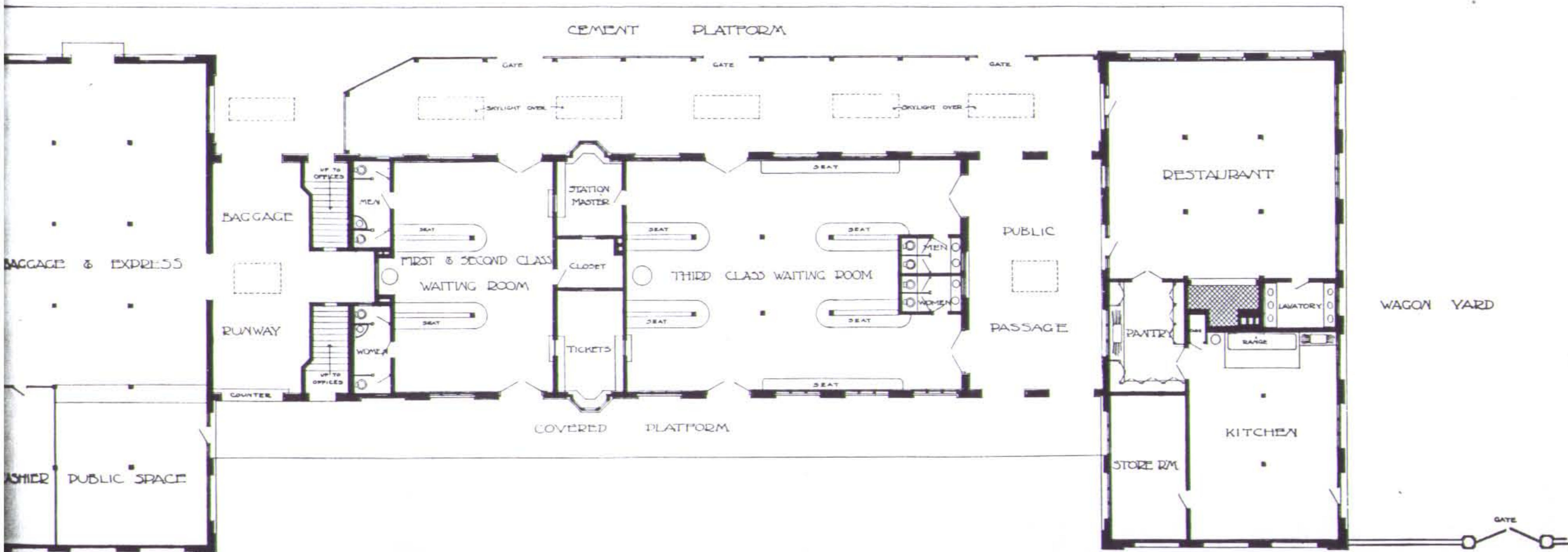
NATIONAL RAILWAY OF MEXICO.

Constructed and Completed of Local Brick, Stone and Cement, Inside and Out.

Bradford L. Gilbert, Architect.



Plaza Elevation.



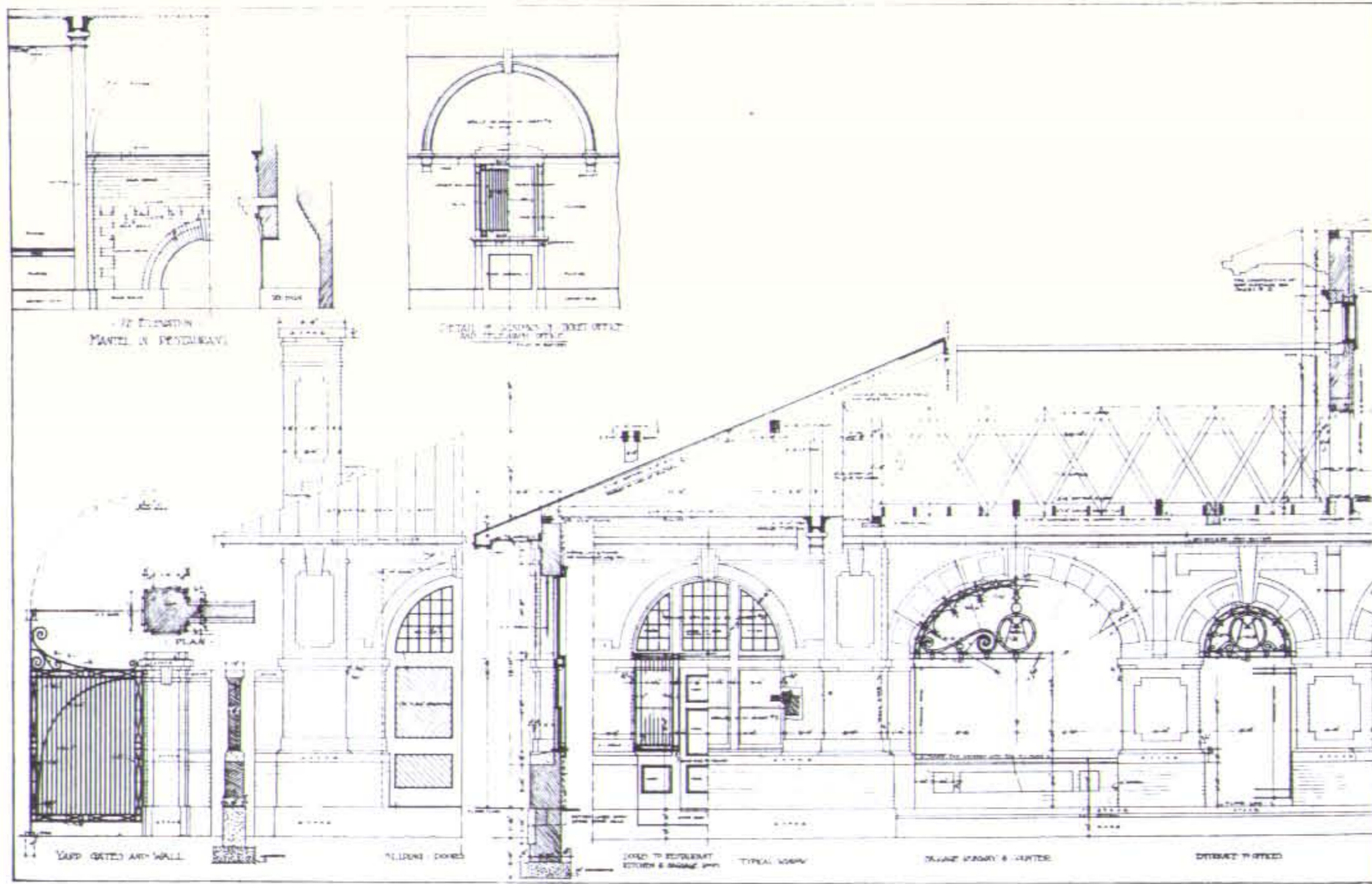
Ground Floor Plans. (Plates Reproduced from Architect's Original Working Drawings).

(Continued.)

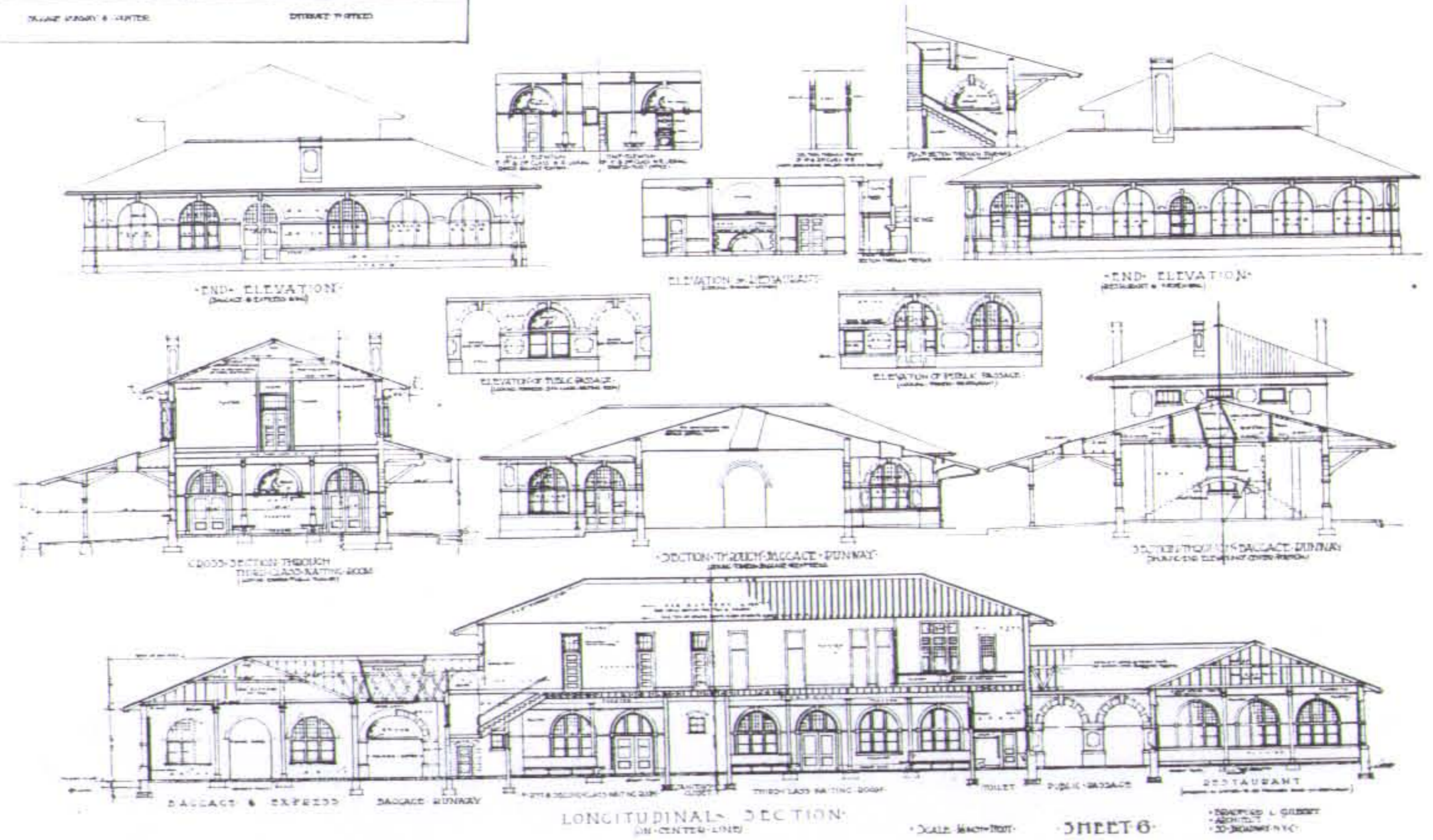
Passenger Station, Terminal and Railroad Offices at Monterey, Mexico, for the
NATIONAL RAILWAY OF MEXICO.

Bradford L. Gilbert, Architect.

Plates Reproduced from Architect's Original Detail Working Drawings.



Exterior Details.



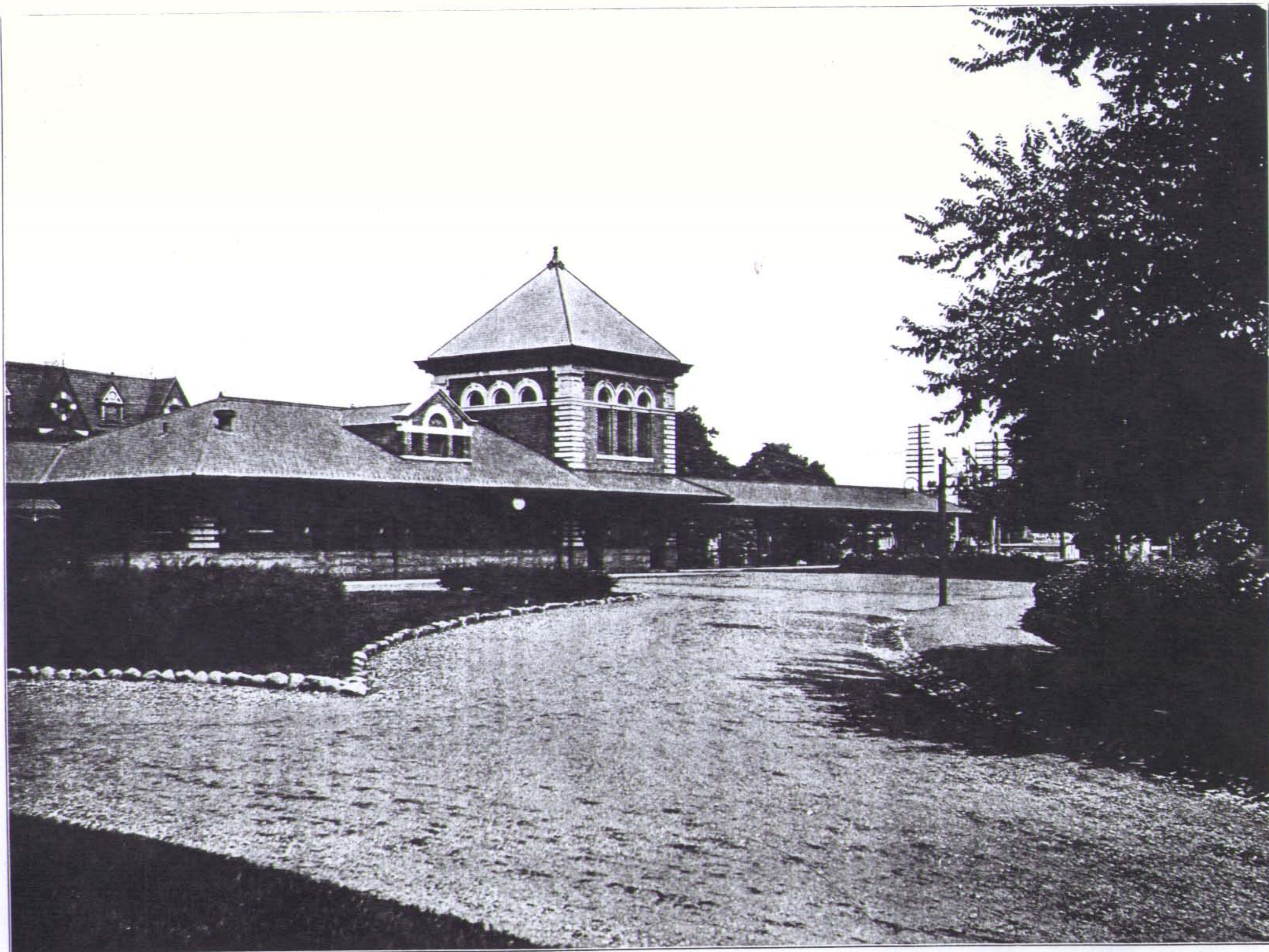
Interior Details.

Twin Passenger Station with Passenger Subway, Plainfield, N. J. Completed During 1901 for the

CENTRAL RAILROAD OF N. J.

Bradford L. Gilbert, Architect.

Construction of Brick, Stone and Subway of Cement.



Passenger Station and Separate "In and Out" Baggage Buildings. Erected during 1902-03, of Oyster-Shell Stucco Construction, at Southampton, L. I., for the LONG ISLAND RAILROAD COMPANY.

Bradford L. Gilbert, Architect.

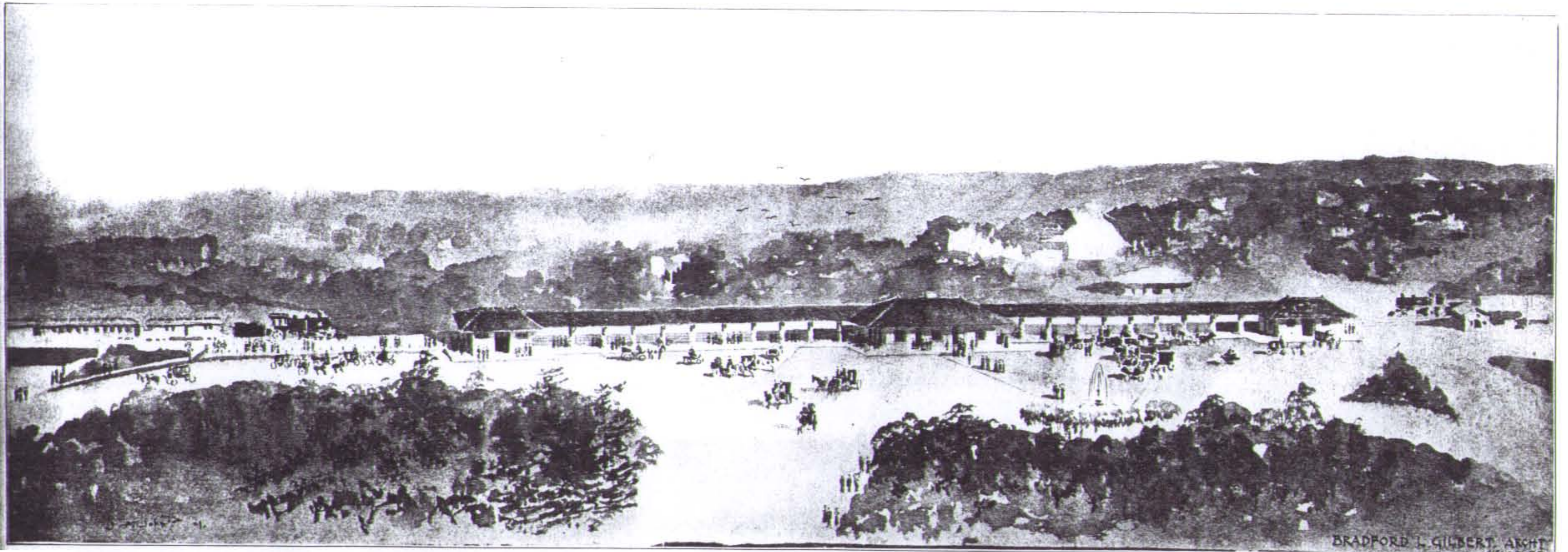


Track Side



Approach Side.

From Photographs.



General Perspective View of Station and Grounds. (From Architect's Original Study).

Passenger Station, Bernardsville, N. J.
Erected of Stone. Interior of Natural Wood, Completed during 1901 for the
DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Bradford L. Gilbert, Architect.

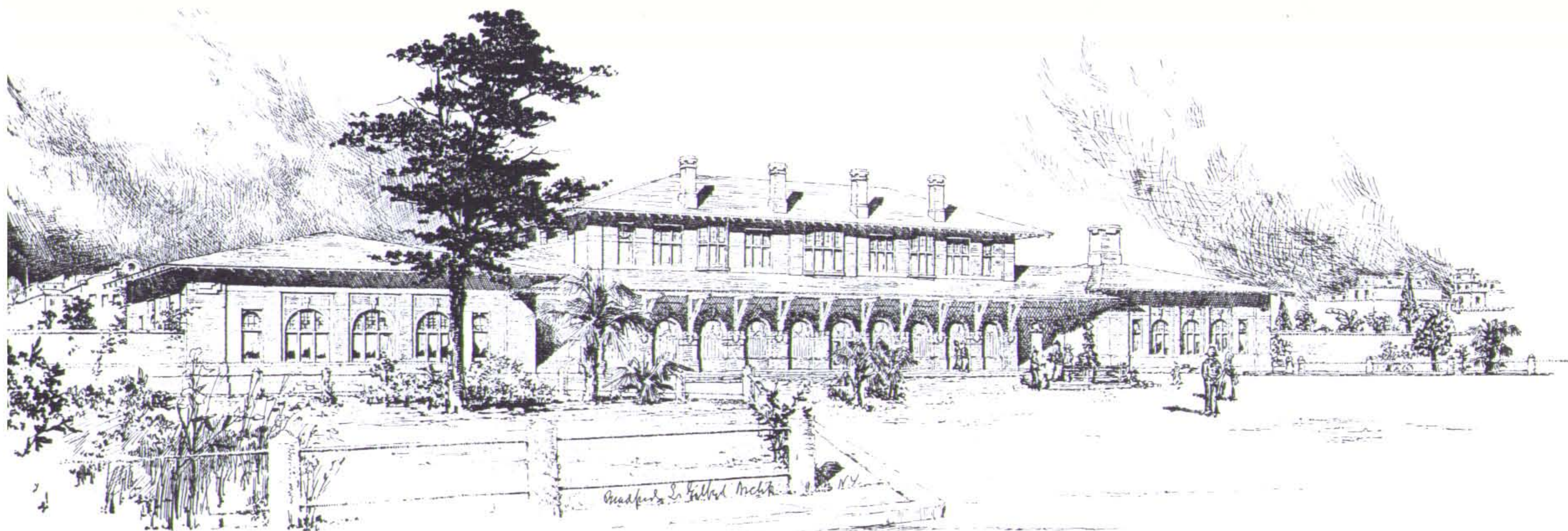


Exterior, Photographed from Approach.

Passenger Station and Railroad Offices at Queretaro, Mexico. Erected during 1903-04 for the
NATIONAL RAILWAY OF MEXICO.

Bradford L. Gilbert, Architect.

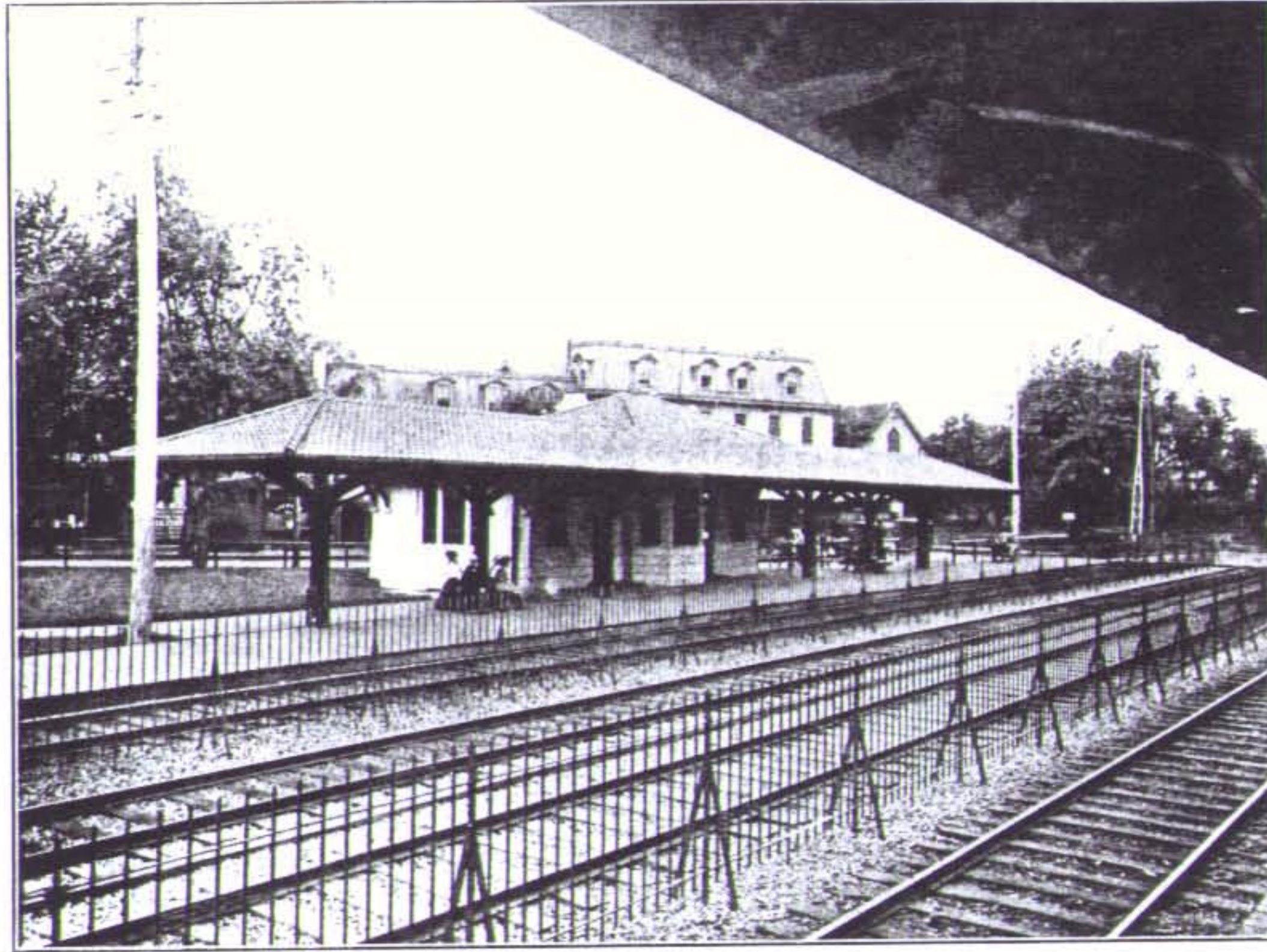
Construction of Local Stone, Brick and Cement.



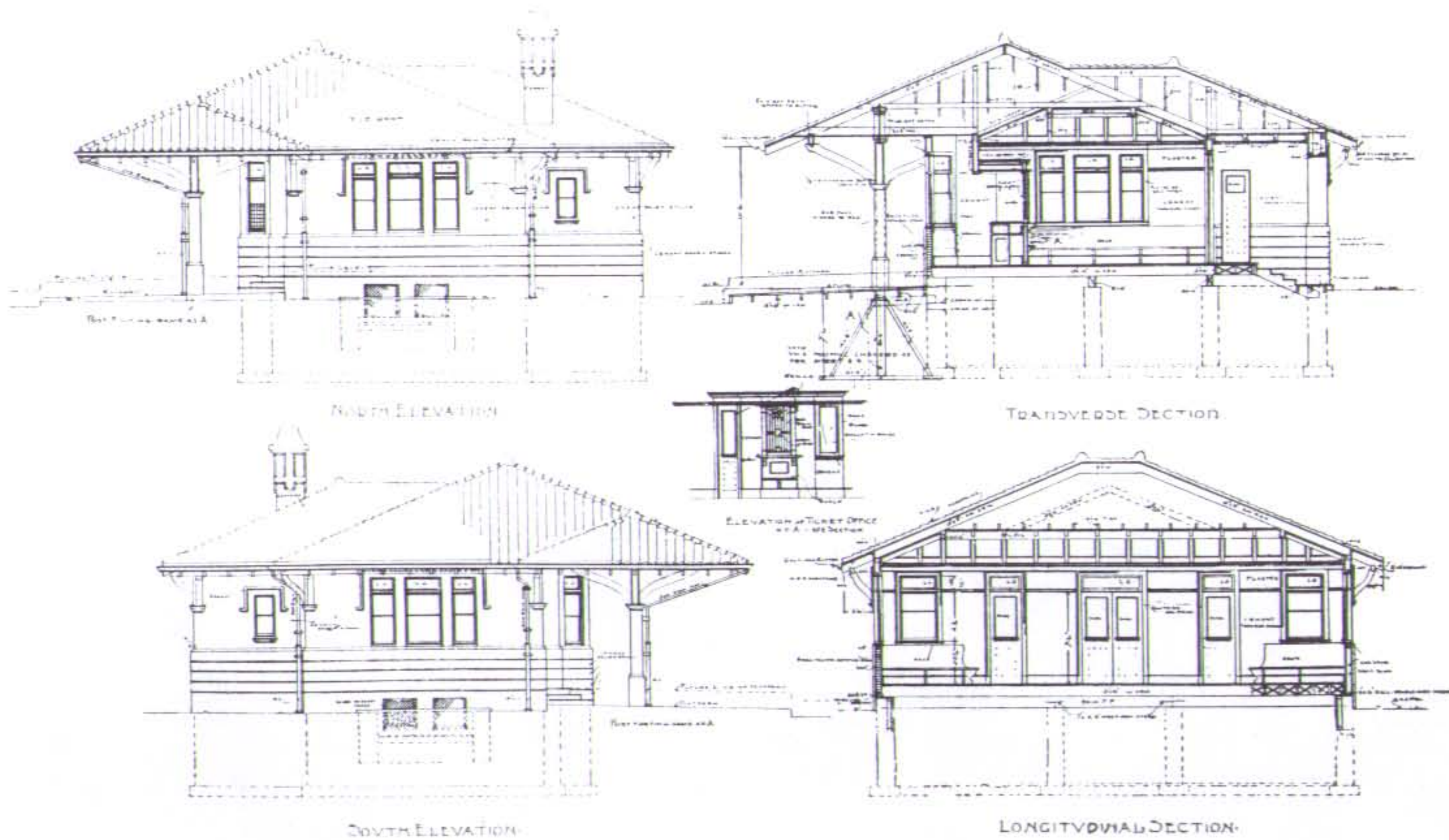
Perspective View of Station from the Plaza.

Passenger Station Erected during 1902-03, at Tioga, Pa., for the
PHILADELPHIA AND READING RAILROAD CO.
Construction of Cement throughout, Including Exterior and Interior.

Bradford L. Gilbert, Architect.



Photograph of Station from Track.

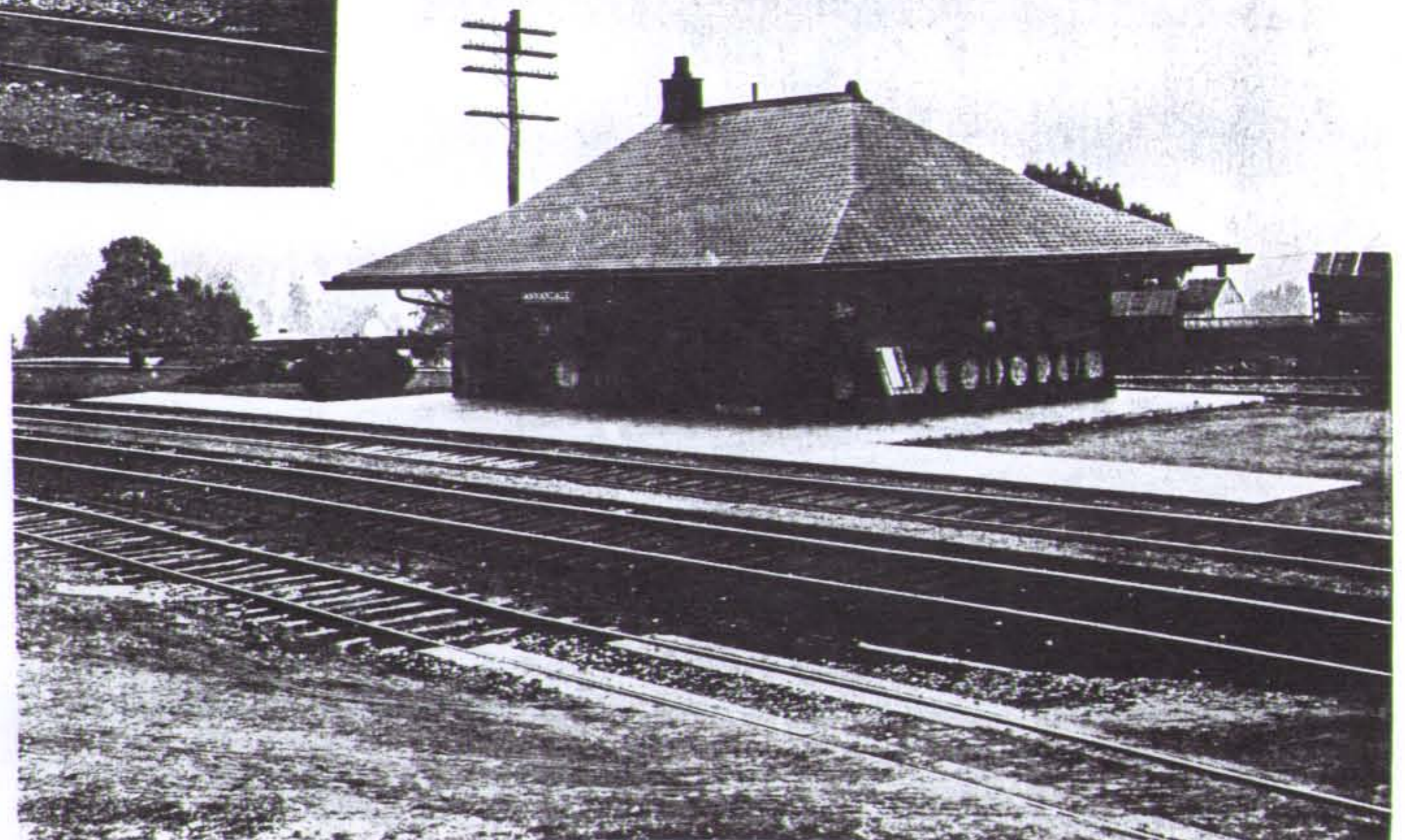
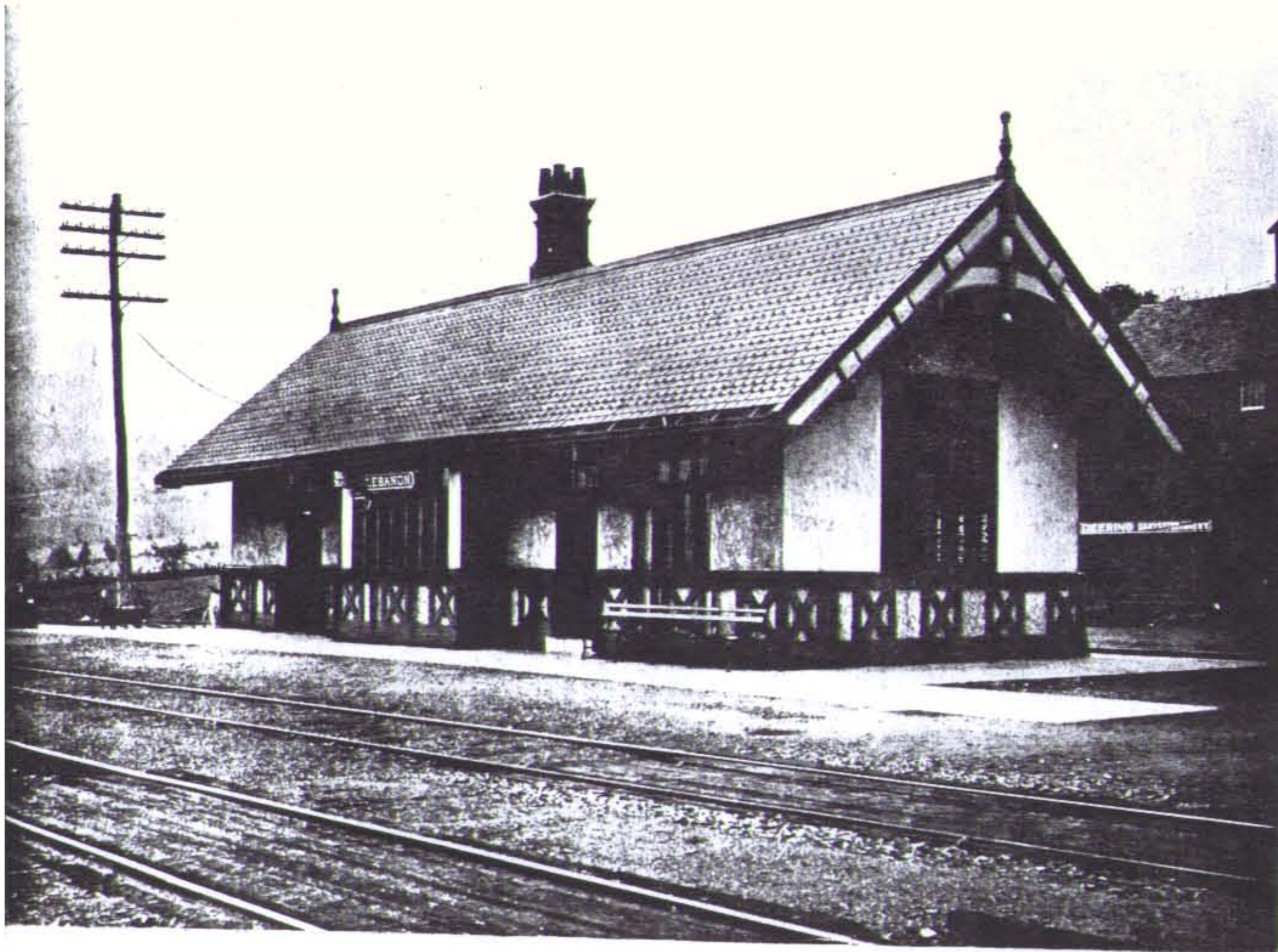


Reproduced from the Architect's Working Drawings.

A Couple of Model and Inexpensive Passenger Stations, Erected at Annandale and Lebanon during 1899-1900, for the
CENTRAL RAILROAD OF N. J.

Construction of Local Stone and Cement. Interior of Wood, Natural Finish. Separate Lighting Plants; Sewerage Disposal and Water Supply.

Bradford L. Gilbert, Architect.



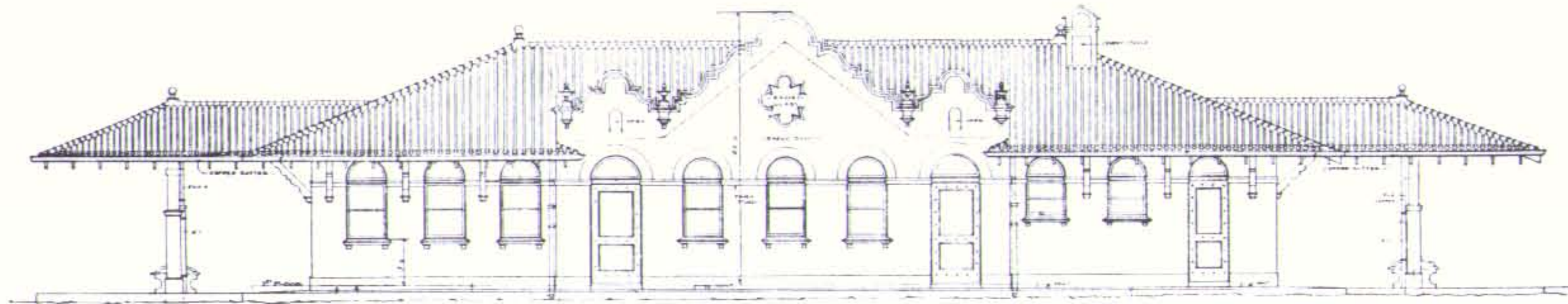
From Photographs.

Twin Passenger Stations and Passenger Subway, Completed during 1902, at Roselle, N. J., for the

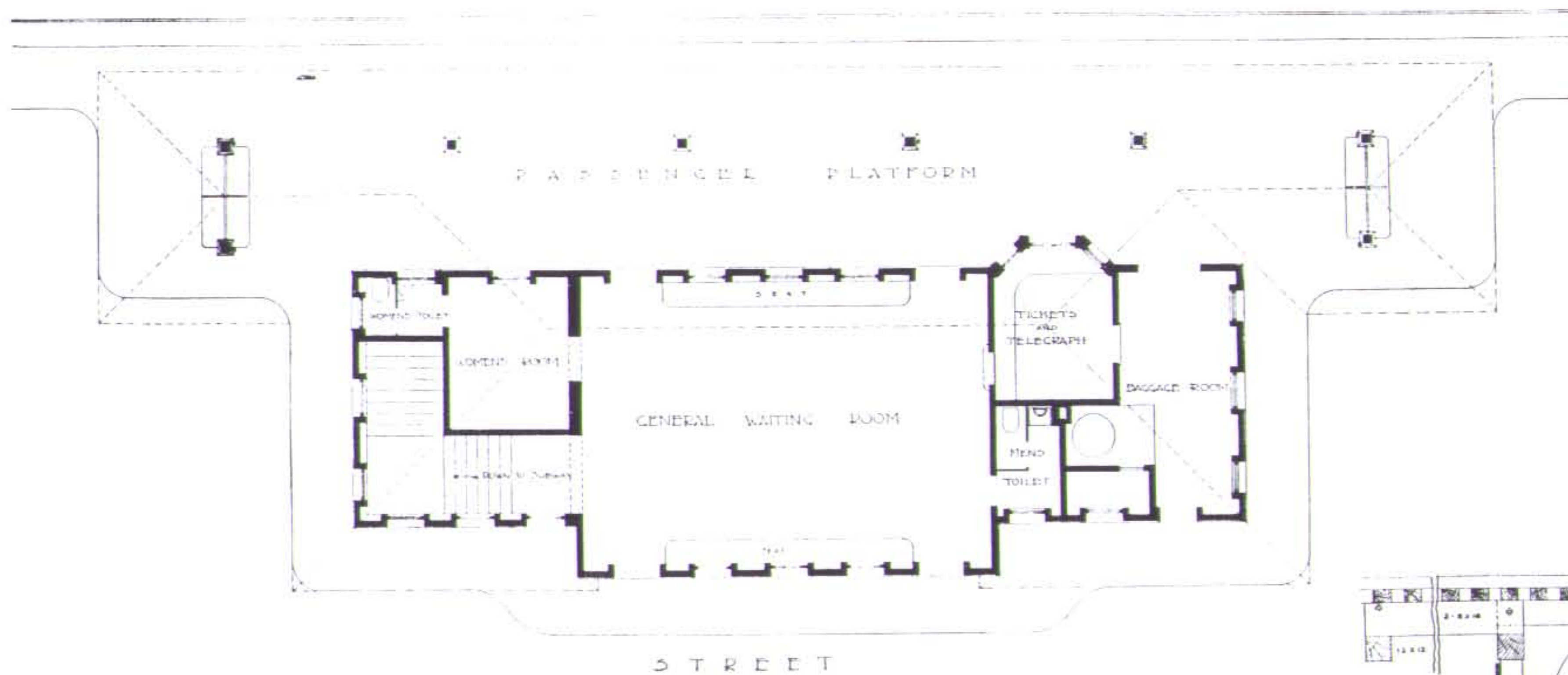
CENTRAL RAILROAD OF N. J.

Construction of Cement Throughout, Including Awning Posts, etc.

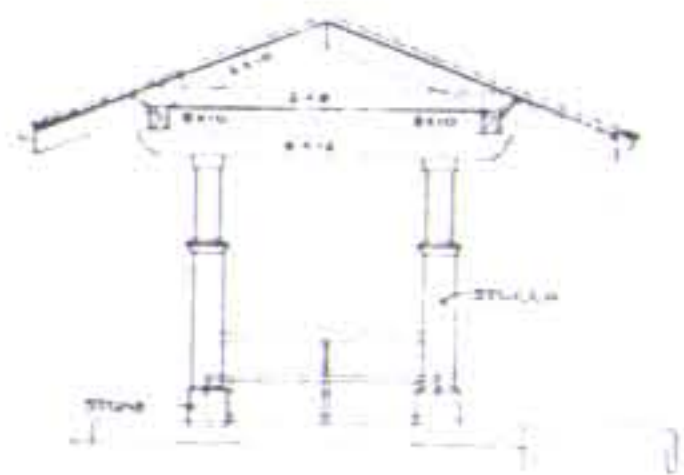
Bradford L. Gilbert, Architect.



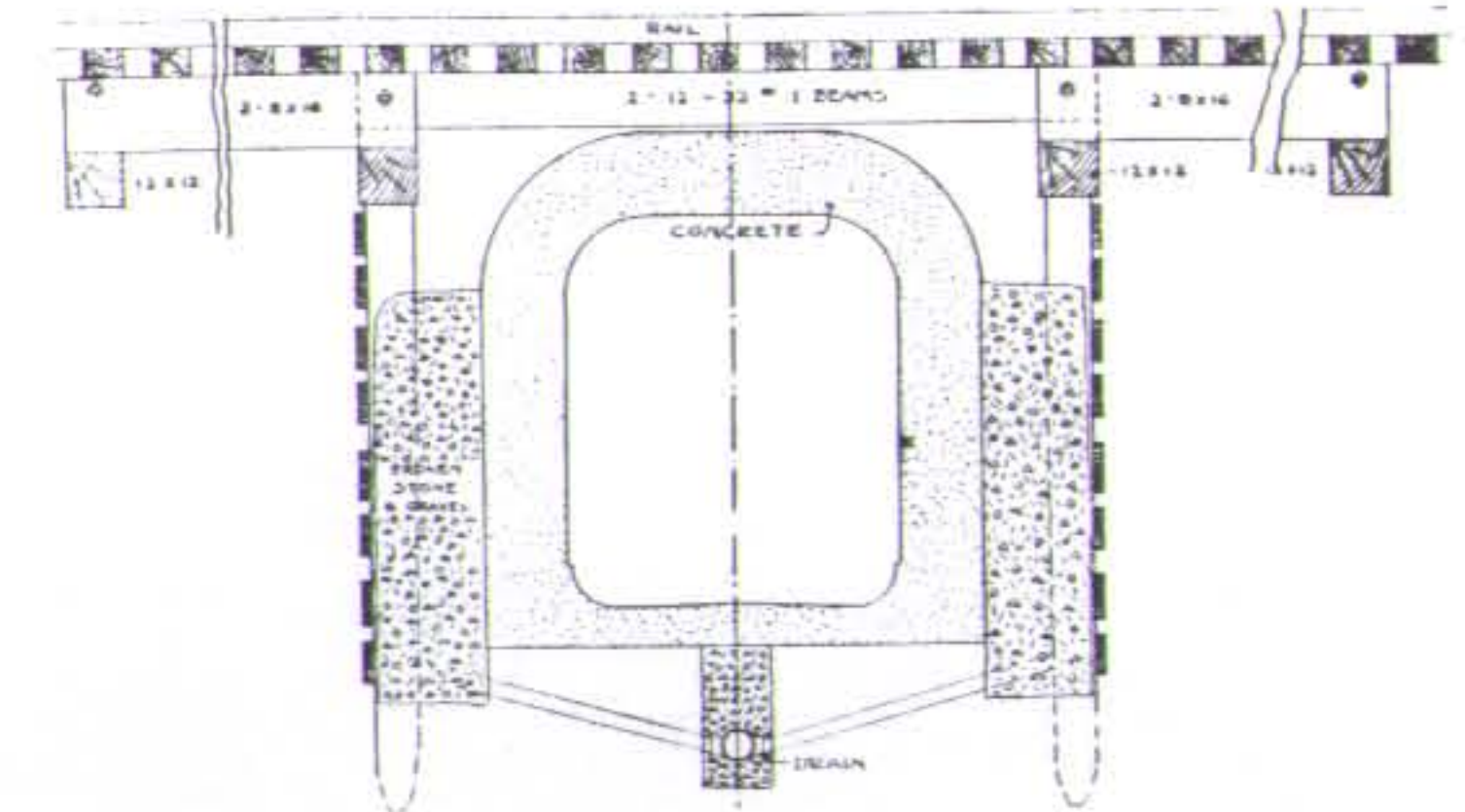
Street Elevation.



Plan of Station, Showing Entrance to Subway Running Under Tracks to Northerly Station.



Detail of Awning Construction.

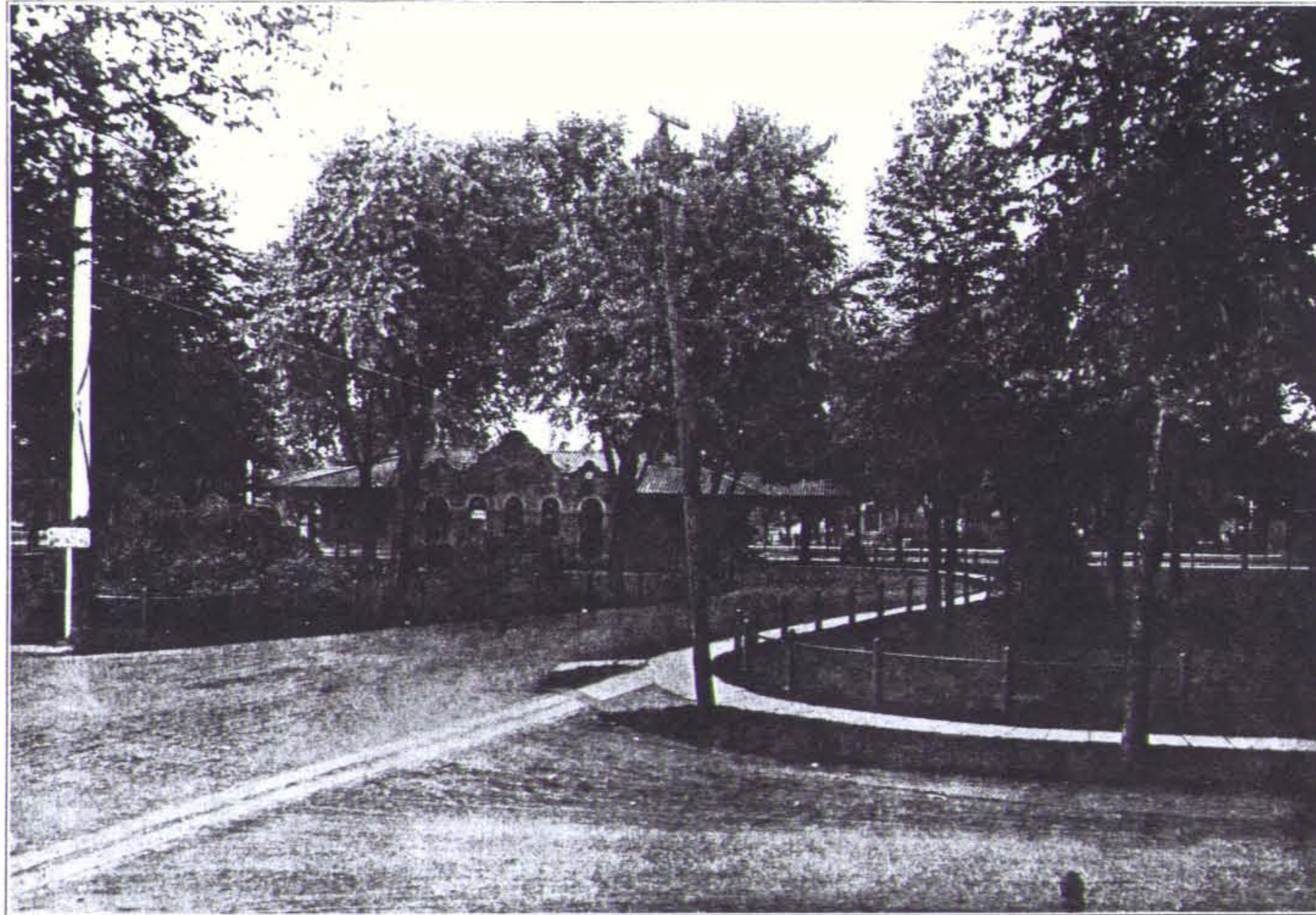


Vertical Section of Subway.

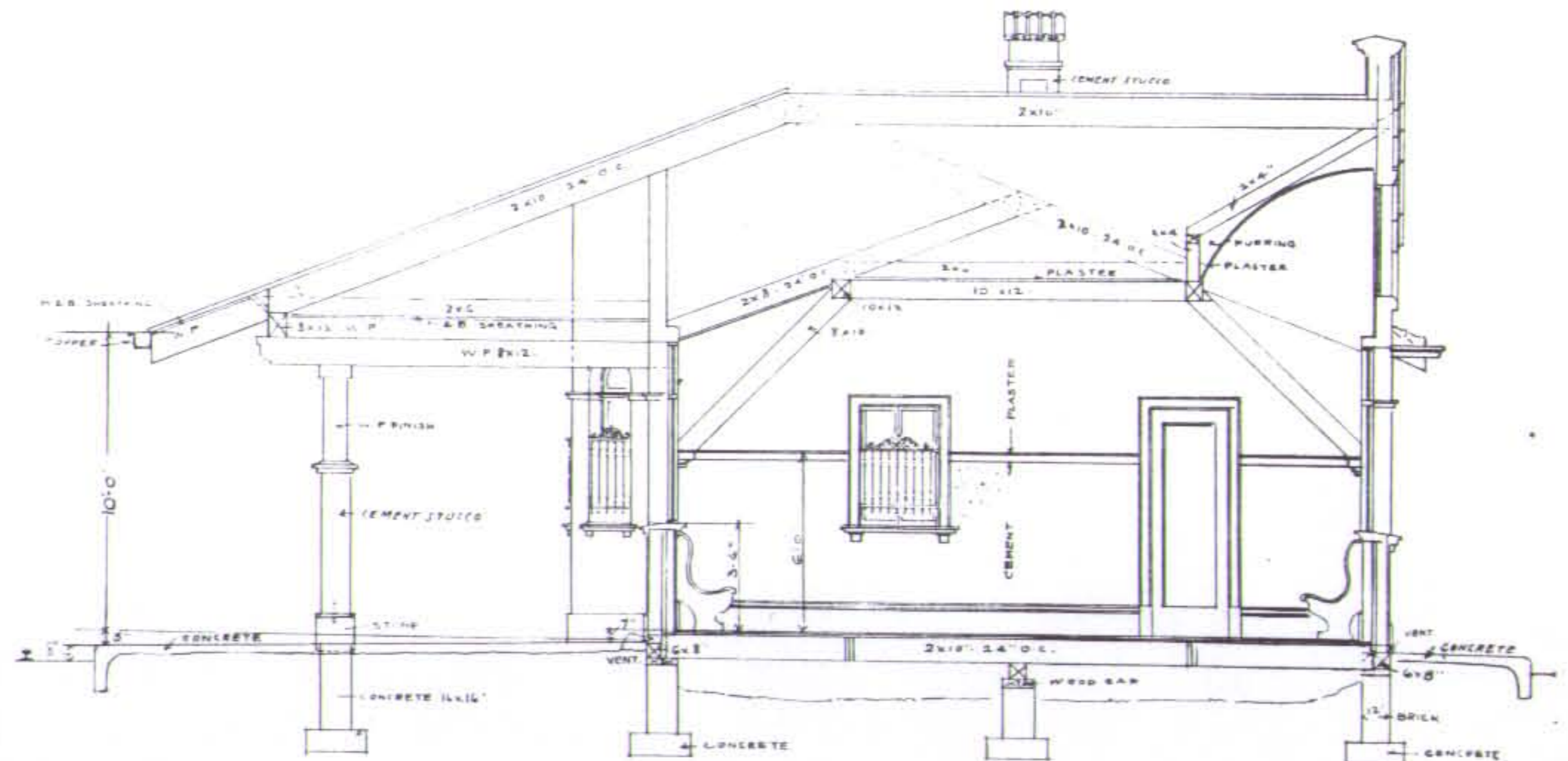
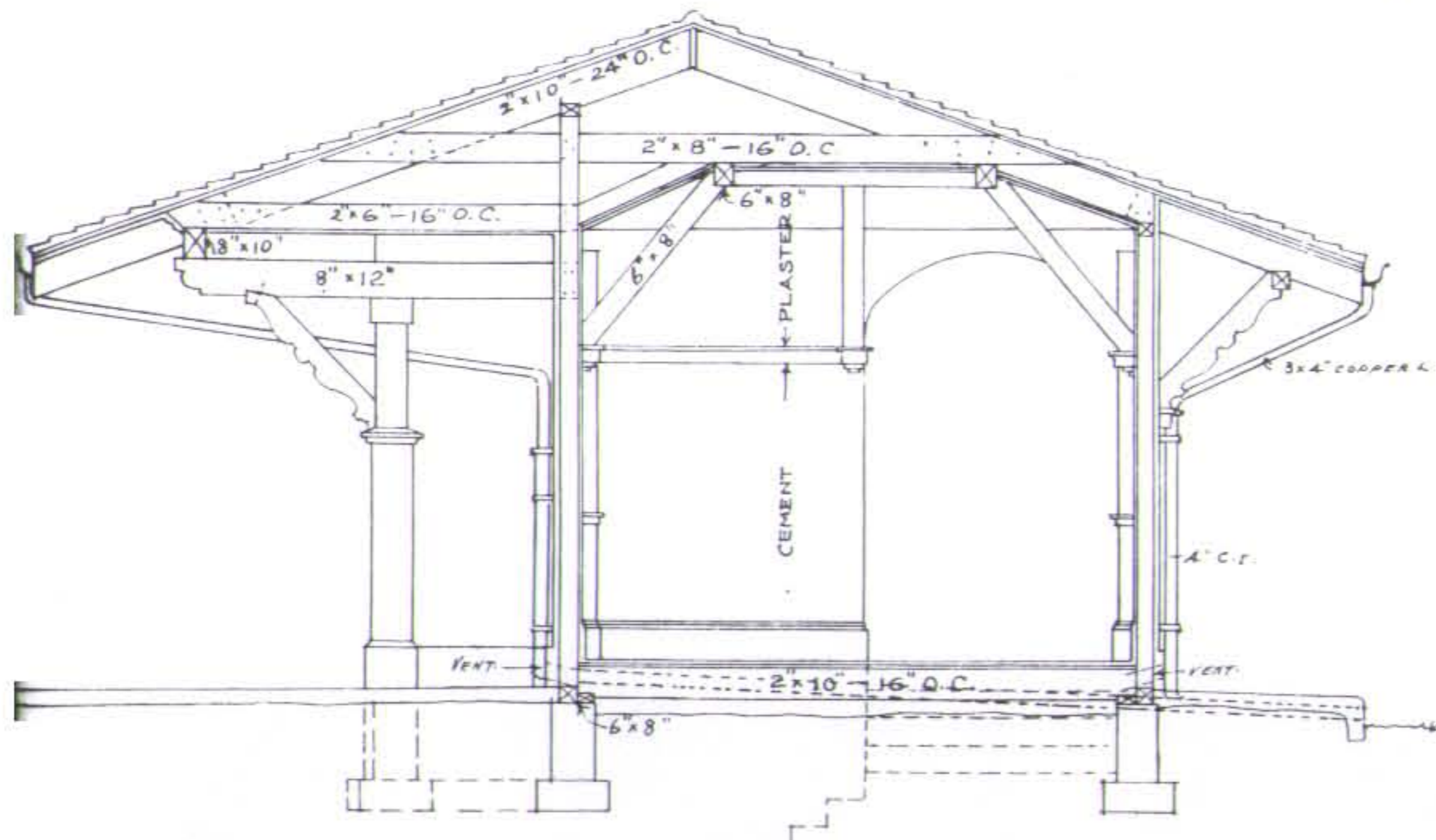
(Continued.)

Twin Passenger Station and Subway at Roselle, N. J. Erected of Cement Construction Throughout, with Tile Roof, for the
CENTRAL RAILROAD OF N. J.

Bradford L. Gilbert, Architect.



Photograph of Station from Parkway.



Sections of Twin Stations. Interior Views, Reproduced from Architect's Working Drawings.

Passenger Station, Erected at Bayport, L. I., during 1903, for the
LONG ISLAND RAILROAD COMPANY.

Entire Construction of Cement, Including Awnings. Erected by Railroad Workmen, not Contracted.

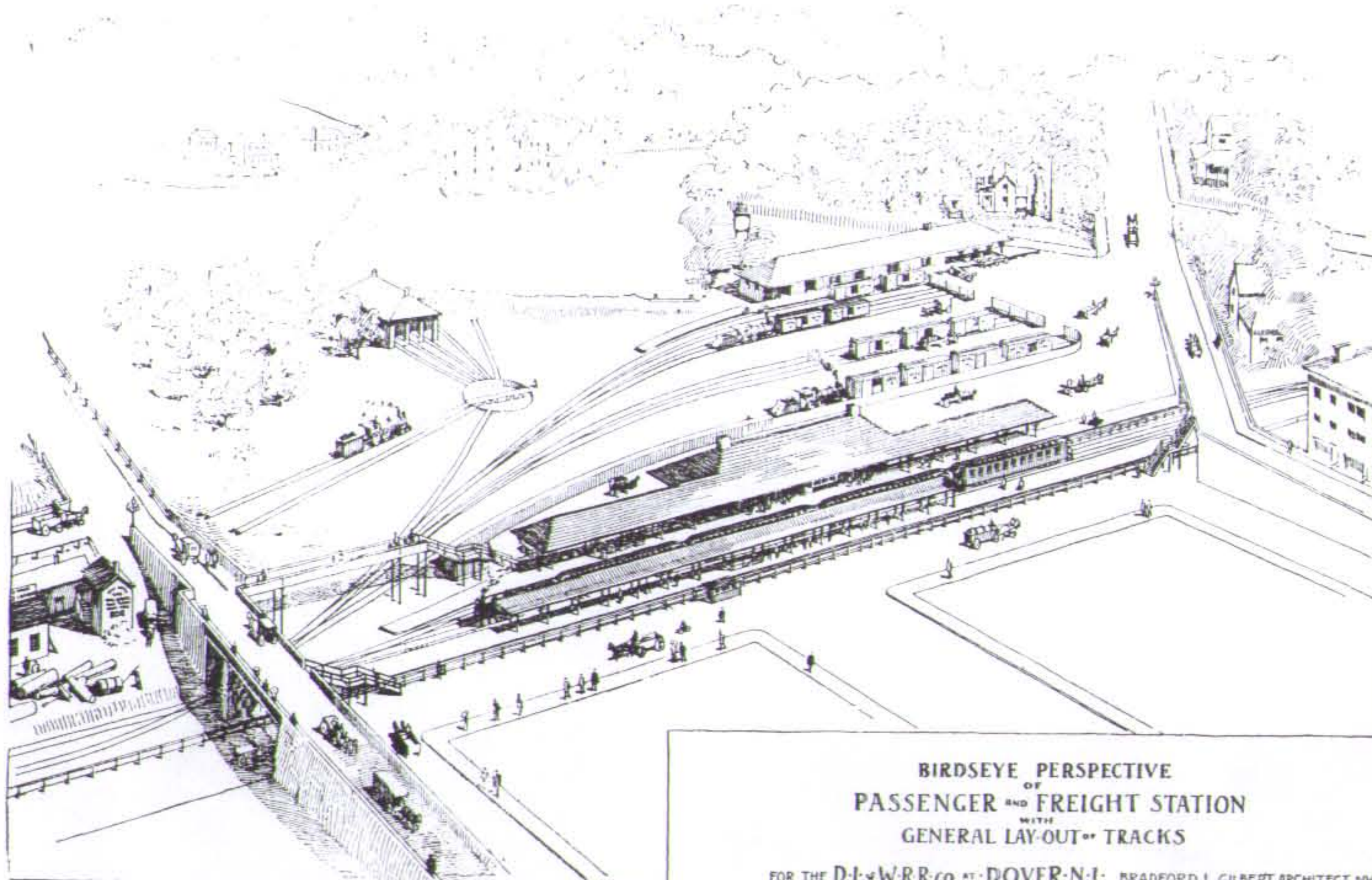
Bradford L. Gilbert, Architect.



Photograph, Looking Down Track.



Looking Up Track.



BIRDSEYE PERSPECTIVE
OF
PASSENGER AND FREIGHT STATION
WITH
GENERAL LAY-OUT OF TRACKS

FOR THE D-E-W R.R. CO. AT DOVER, N.J. BRADFORD L. GILBERT ARCHITECT NYC

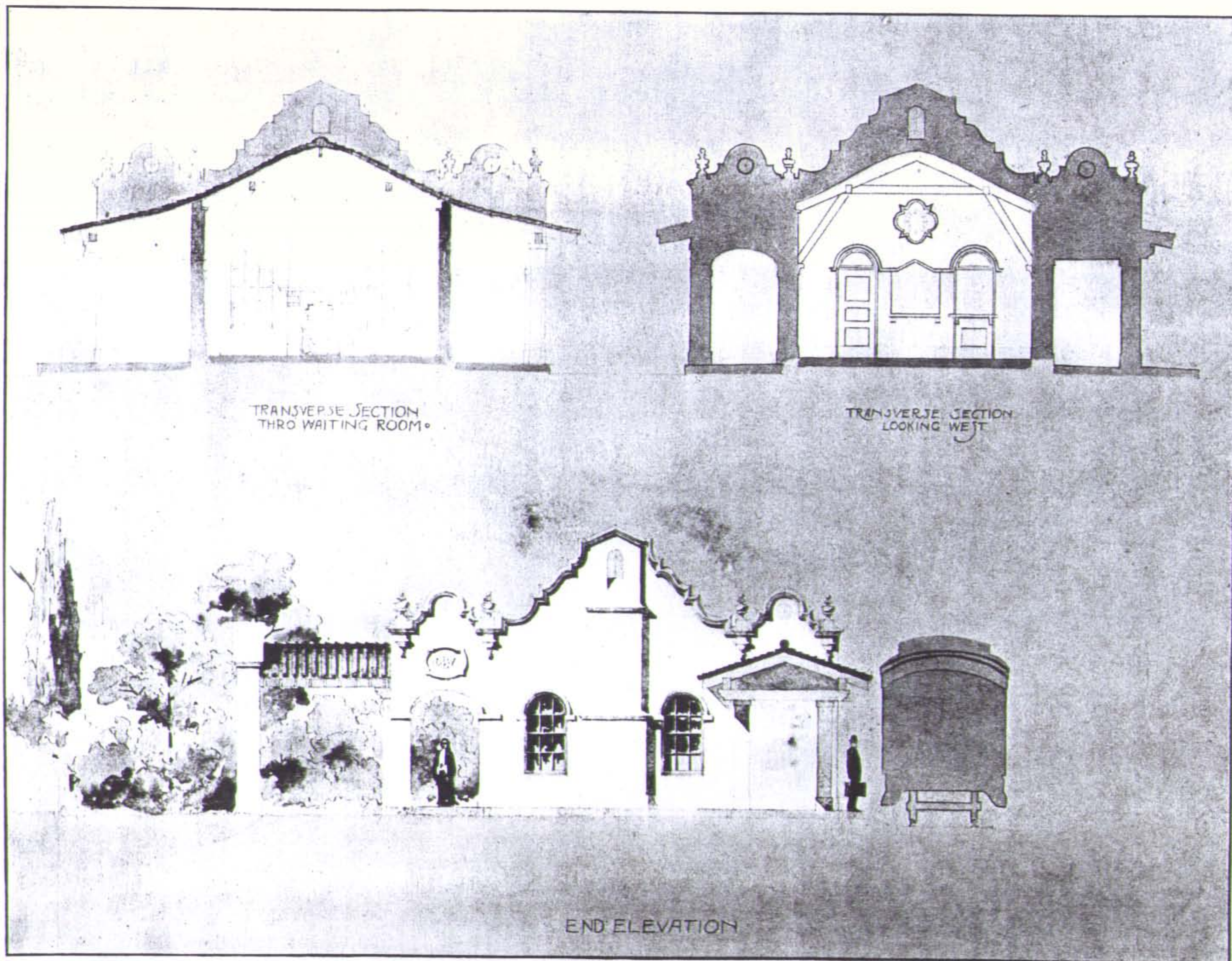
Preliminary Study for Station at Dover, N. J.

Old Mission Type of Passenger Station for Convent, N. J. Designed for the

DELAWARE, LACKAWANNA & WESTERN R. R. CO.

Proposed Construction of Cement Throughout, Exterior and Interior.

Bradford L. Gilbert, Architect.

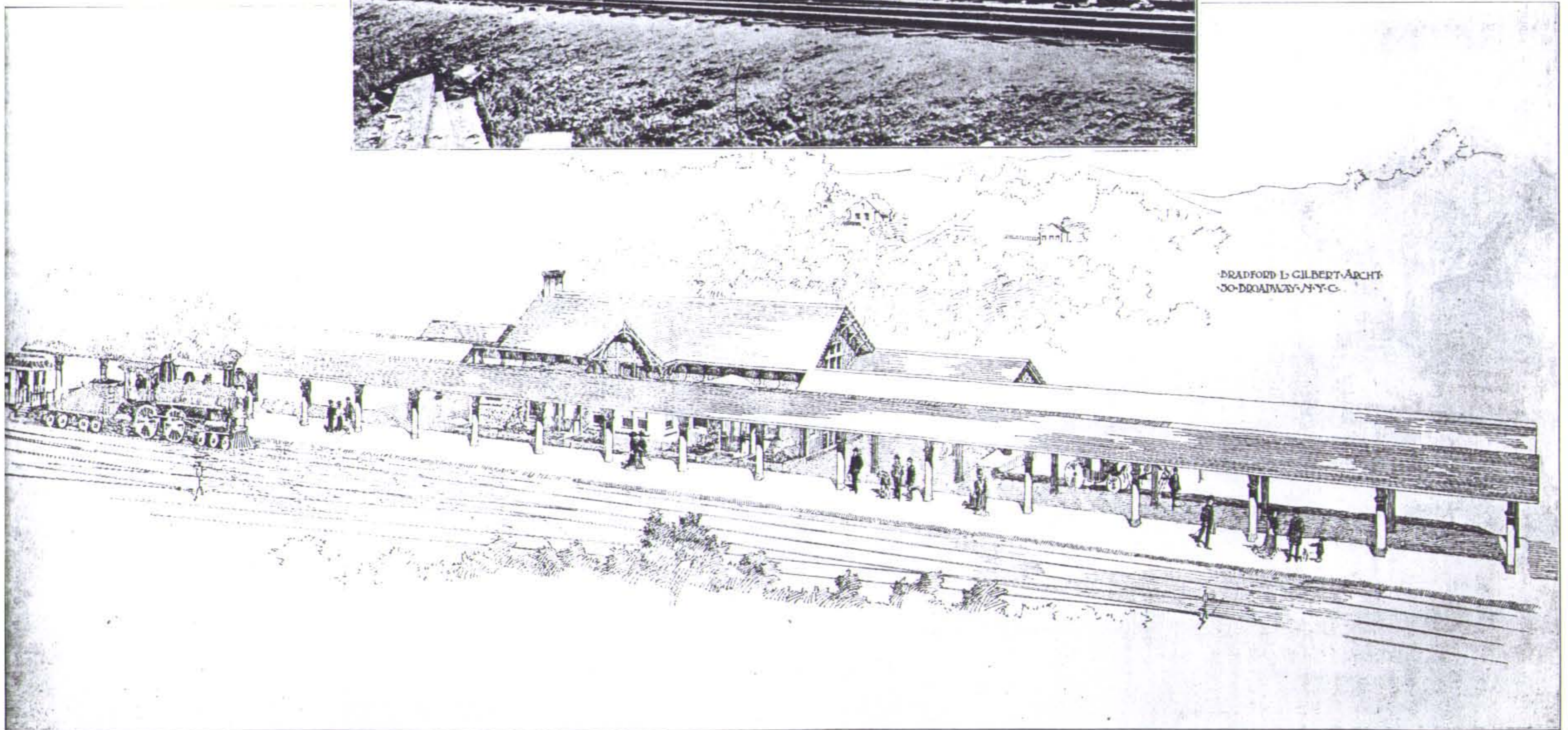
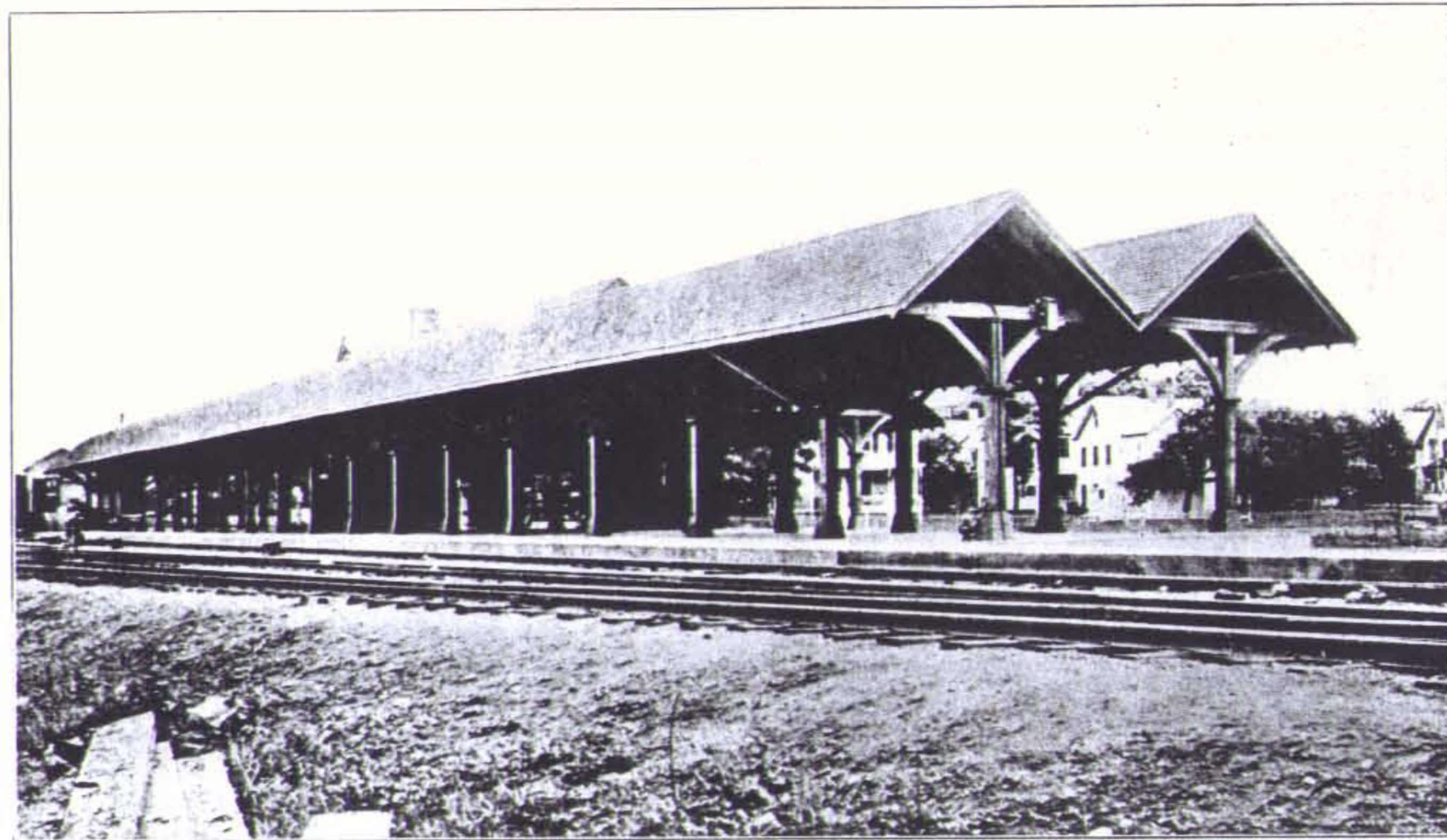


Passenger Station with Double Awnings, Oyster Bay, L. I. (The Home of President Roosevelt.) Old Type Brick Building, Re-designed and Remodelled During 1903 for the

LONG ISLAND RAILROAD CO.

Oyster-Shell Concrete Panels and Gables, Platforms, etc.

Bradford L. Gilbert, Architect.



Bird's-eye View of Station, Platforms, etc.

Passenger Station at Ft. Washington, Pa. Erected during 1903 for the
PHILADELPHIA & READING RAILWAY CO.
Construction of Local Field Stone, Concrete, etc.

Bradford L. Gilbert, Architect.



From Photograph.

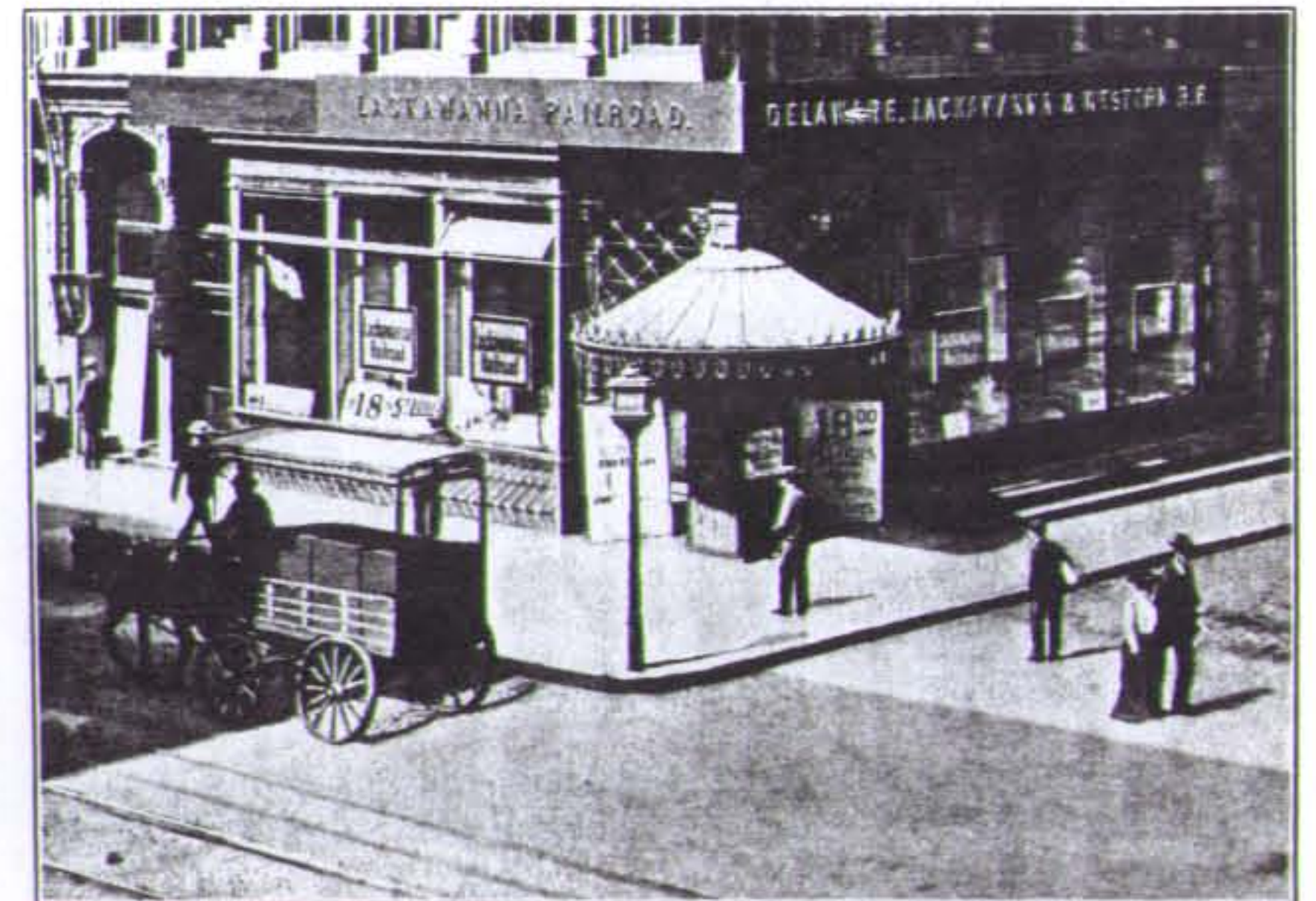


Interior and Exterior Views, from
Photographs, of the General New York
Ticket Office on Broadway, as Designed
and Completed for the

DELAWARE, LACKAWANNA AND
WESTERN R. R. CO.

During 1900.

Bradford L. Gilbert, Architect.

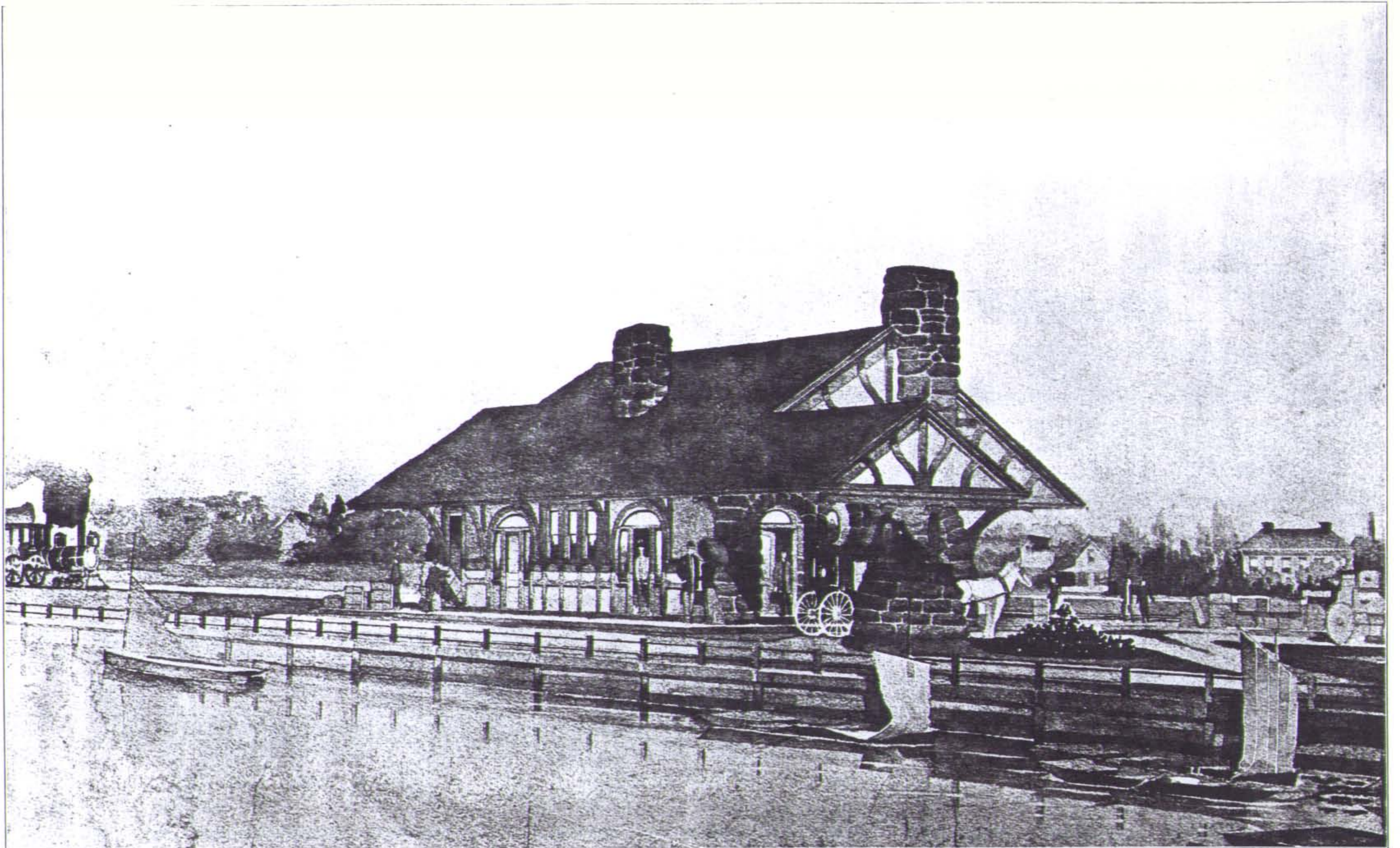


Passenger Station Erected During 1900, at Toms River, N. J., for the

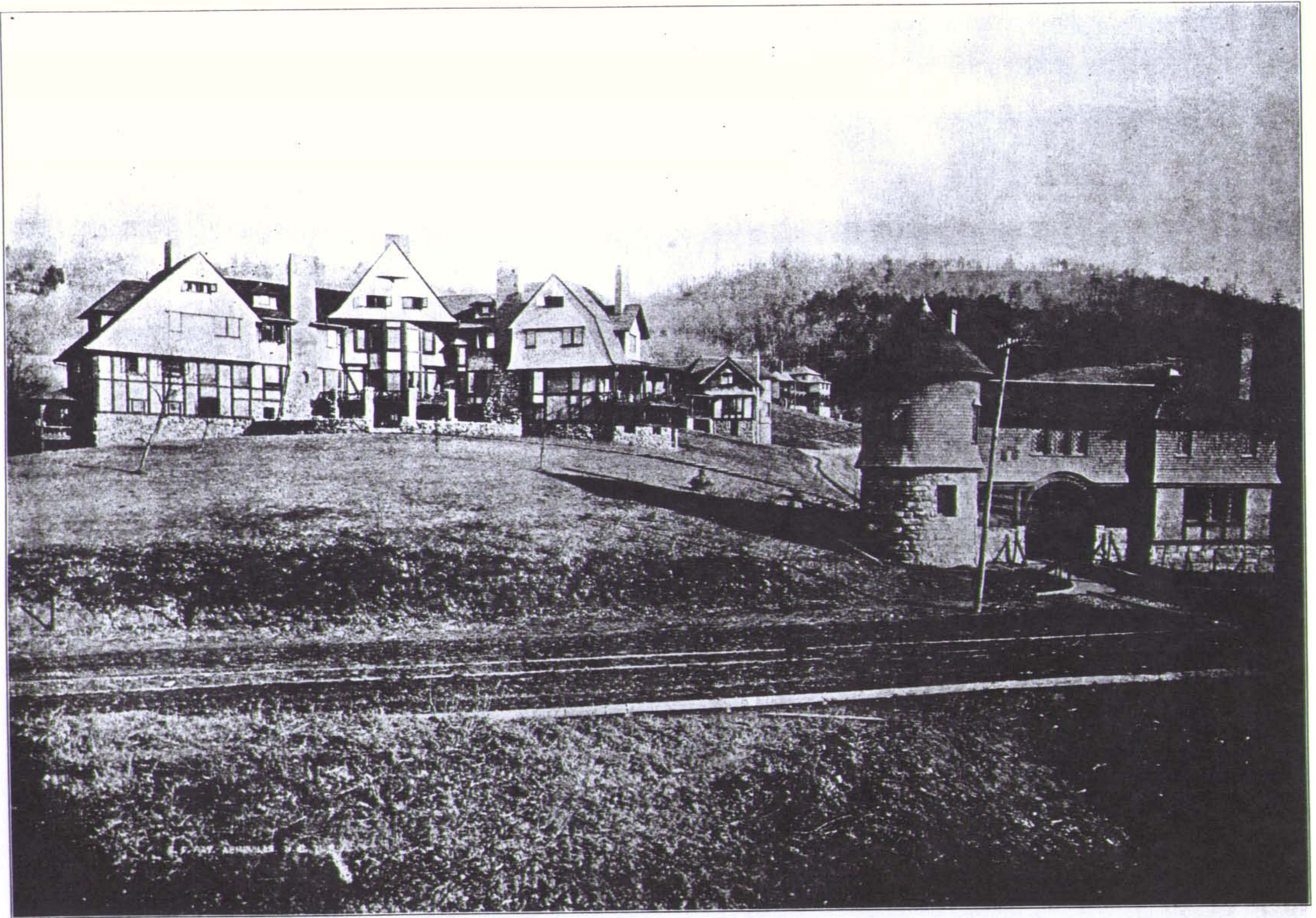
CENTRAL RAILROAD OF N. J.

Constructed and Built of Stone (with Moss and Lichen Undisturbed), Gables of Pebble-Stucco

Bradford L. Gilbert, Architect.



General View of Station, From Town Side.



Albemarle Manor, Inn, Lodge and Cottages.

Erected at Asheville, N. C., during 1900-1904, of Stone, Cement and Wooden Construction for
W. G. Raoul, Esq., President Mexican National Railroad Co.

Bradford L. Gilbert, Architect.

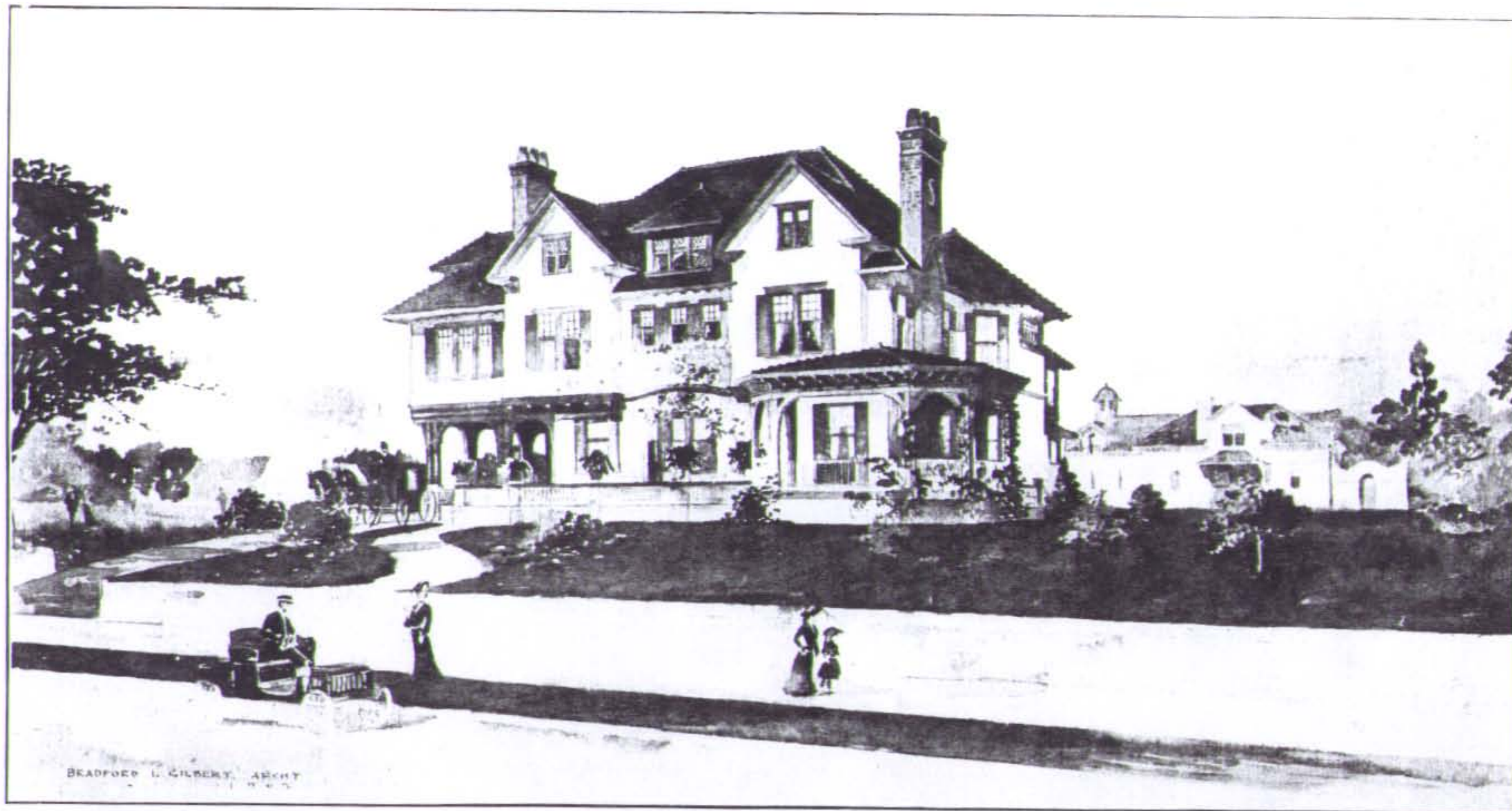
Examples of Cement House Construction, Designed and Recently Completed for Railroad Officials.

Bradford L. Gilbert, Architect.

NOTE.—Cement construction costs about half as much as stone, one third less than brick, not greatly in excess of wood, is permanent, fireproof, dampproof, warm in winter and cool in summer. Architecturally as effective, if rightly designed and properly executed by ordinary first-class workmen.



Home of Mr. W. H. Baldwin, Jr., from Photograph. Construction of Cement on Studs, without Sheathing; Roof, Gutters and Leaders of Cypress.



Home of Alfred Skitt, Esq. Construction: Rainfaced Brick, Cement on Metal, Chestnut Framework.
(Plate by kind permission of *Architects' and Builders' Magazine.*)



Double Apparatus House.
 Erected for New York City During 1903-04. Construction of Granite,
 Limestone, Cement and Brick.



Flatiron, or Triangular Office Building.
 Erected 1896-97, Atlanta, Ga. Fire and Earthquake-proof Construction,
 12 Stories in Height; Narrowest Point, $4\frac{1}{2}$ ft.; Sides about 145 ft., and
 Base about 60 ft. A Special Water Screen is Provided to Prevent Fire
 from Opposite Structures.



The Tower Building, New York.

From "*A History of Real Estate, Building and Architecture in New York City.*"
Published during 1898 by the *Record and Guide.*

"In the Building Department in New York, there was filed on April 17, 1888, by Mr. Bradford L. Gilbert, architect, plans for the erection of an eleven-story building on lot No. 50 Broadway, the building to be 129 feet in height, from the sidewalk to the main roof, with a frontage of 21 feet 6 inches, and a depth in the narrow portion of about 108 feet. This narrow and high building was for the purpose of giving a Broadway connection to a building of much larger area on New Street.

"As the building law did not provide for any such composite construction, the application of the architect for a permit to build was referred to the Board of Examiners in the Building Department, a board empowered by law to grant or reject applications in cases where the provisions of the law do not directly apply or where an equally good or more desirable form of construction is proposed than that required by the law. Finally the Board approved of the application and a permit to build was issued. The records in the Building Department show that the work of building was commenced June 27, 1888, and completed September 27, 1889. The building was named the "Tower" building.

"Had Mr. Gilbert followed the usual method of constructing the Tower Building, the thickness of wall specified by law for a height of eleven stories would have left no room available beyond a hallway on the first story, which would have been a costly way of using an extremely valuable Broadway lot to reach a rear building. Had he used independent side walls of the thickness he would have been required by law to have made them, and then placed cage construction on the inside to support the floors, the interests of the owner of the lot would have been made to suffer nearly as much. He thought out a better method, and to him belongs the credit of being the first in the world to construct a building in which the weight of the walls, as well as the floors is transmitted through girders and columns to the footings, and New York City has the honor of being the birth-place of what is in effect a new method of building. This skeleton construction is being used in all the larger cities of the United States, and is now taking root abroad. In years to come the desire to give proper credit to the man who first conceived the idea of the skeleton building will be greater than at the present time. The popular verdict will be based on broad principals, and the minor steps taken preliminary to the accomplishment of a complete skeleton building will be brushed aside and forgotten in the generous praise that the world will bestow on the individual who first practically worked out the skeleton idea for lofty structures.

"It adds but one more instance to the truth of the old saying that there is nothing new under the sun, and yet, among the thousand things that stir the pride of the American people, the name of Howe is remembered in connection with sewing machines, the name of Morse in connection with telegraphy, and as the name Gilbert will be in connection with skeleton structures, although in each of these cases and in many others the line is scarcely distinguishable between what they really did and what had been done previously by their respective predecessors."

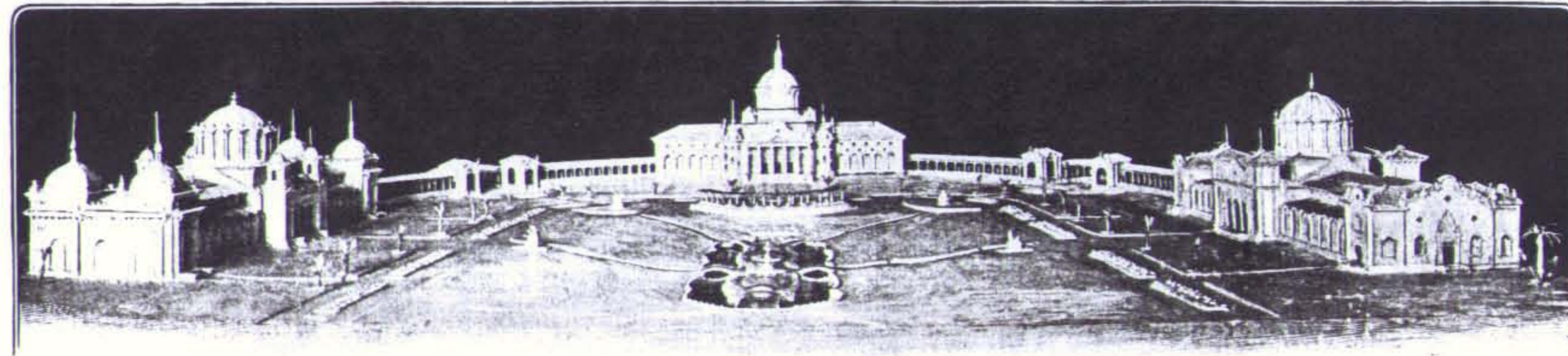


SOUTH CAROLINA, INTERSTATE AND WEST INDIAN EXPOSITION. HELD AT CHARLESTON, S. C., MID-WINTER 1901-02.

Designed and Completed by Bradford Lee Gilbert, Architect-in-Chief and Chief of Construction, Including Structures, Sculpture, Landscaping, Power and Water, Drainage, etc. Construction of Buildings, etc., Yellow Pine, Covered with Palmetto Fibre, and Natural Plaster Staff and Stucco, including Roof Tiles and Statuary.



Aztec Group.



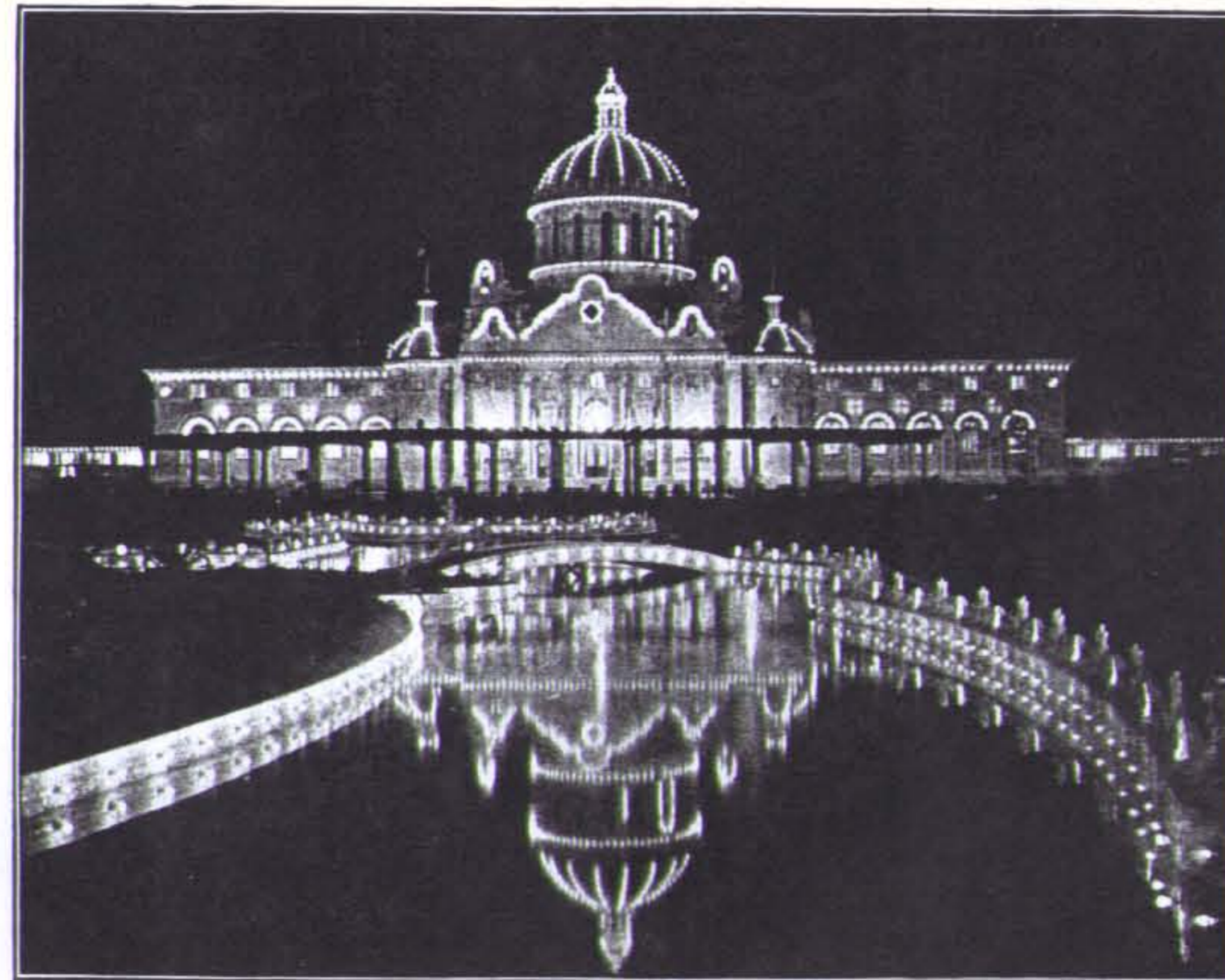
The Architect's Model of the Court of Palaces.



Indian Group.



The Administration Building.



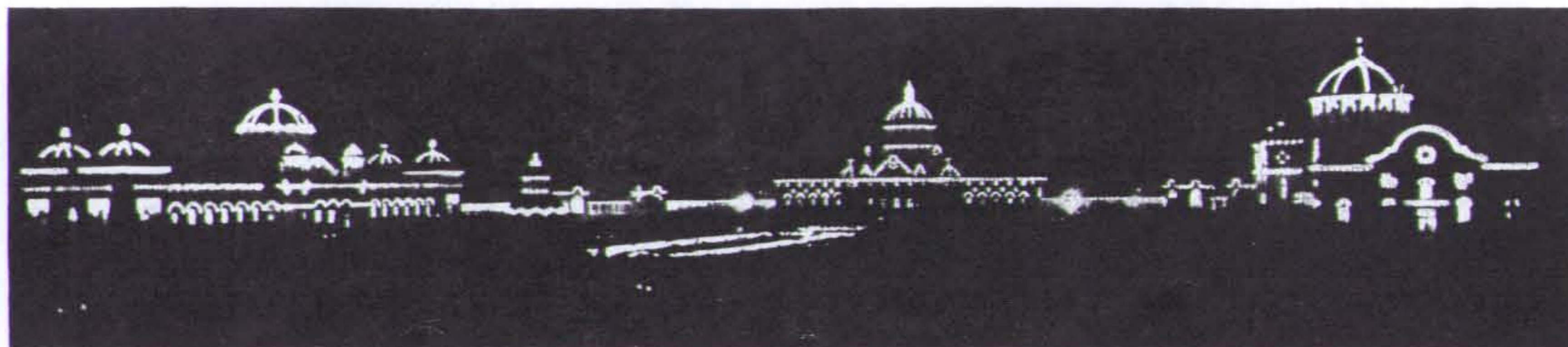
The Cotton Palace at Night.



An Approach to the Auditorium.

The Charleston Exposition unique in that it is the first Winter Exposition held in United States. * * The grand opening on Dec. 1st, the day the Exposition threw open its doors to the public, was twenty thousand—more than that of the American at Buffalo."

—*Cosmopolitan Magazine.*



The Illumination of the Court of Palaces.

Plates from *Cosmopolitan Magazine*, by permission.

"The Charleston Exposition Buildings cost less than the estimate. One man at the head of construction, acting with a small committee, built within the estimate of cost and limit of time."

Oregonian,
Portland, April, 1902.

It is a great tribute to any Architect to say he has done such a great work as he has done at the Exposition within the original estimate. Mr. Gilbert has built the Exposition on the ground he said it could be done for. It is the marvelously constructed series of buildings, and yet it is the cheapest Exposition on record. It is not a cheap Exposition in the sense of shoddy work, of niggardly expenses, but every cent went as far as two or three ordinarily go in construction work. When Mr. Gilbert named figures for the cost of buildings or work, he knew exactly what he was talking about, and the contracts were awarded at the figures he named. It was often a surprise, but it finally went his way. It took time, patience and worry to do all that was to be done. Mr. Gilbert is a man of broad ideas, quick in action and absolutely familiar with every detail of high-class Architect's work.

Mr. Gilbert's work at the South Carolina, Interstate and West Indian Exposition will be a monument to his great ability and capacity, not his first Exposition work, as he was employed both at Chicago and Atlanta."

Charleston News & Courier, Dec. 2, 1901.



The Palace of Commerce.

"The Exposition Buildings are indeed a beautiful realization of the Architect, Bradford Lee Gilbert, the conception of the necessary designs of both buildings and grounds that they might harmonize with the foreign aspect of the old-time City. * * * These buildings are planned and decorated with the richness of detail and color of an elaboration of the Spanish Renaissance for the Art Section and which changes into the Spanish Mission type for the buildings of the Natural Section, and the early Colonial for the State and City buildings."

Frank Leslie's Monthly, March, 1902.



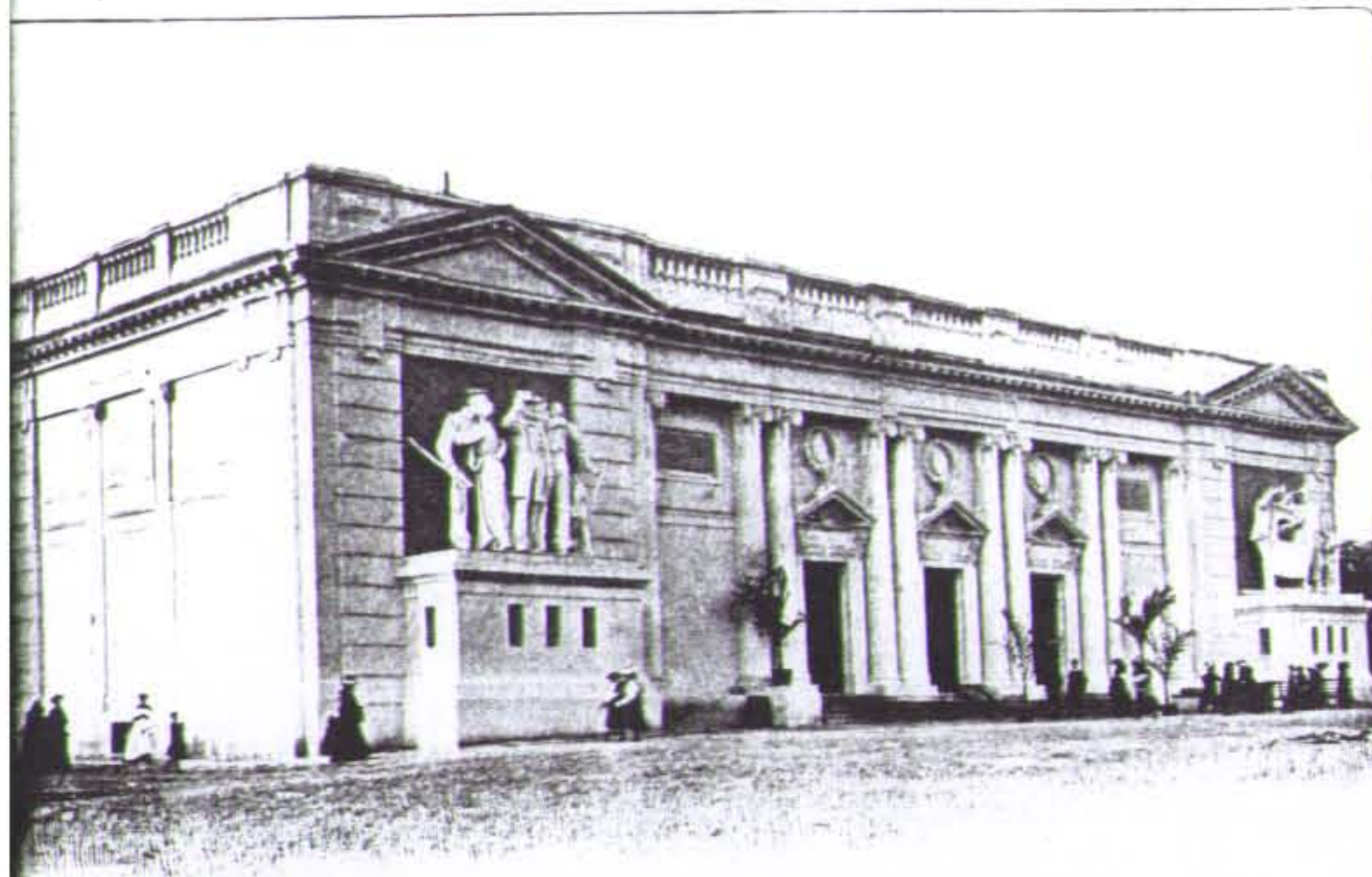
The Sunken Gardens and Conning Tower, etc., from the Pergola.

ADVISORY COMMITTEE,
*Appointed by the Architect-in-Chief
and Commissioned by Exposition
Directors:*

- J. Q. A. Ward.
- John La Farge.
- Stuyvesant Fish.
- Benj. A. Kimball.
- Wm. G. Kaoul.
- Wm. H. Baldwin, Jr.
- S. R. Callaway.
- Wm. H. Boardman.
- Montgomery Schuyler.
- Chas. N. Lamb.
- Clement Cleveland, M. D.
- Sam'l McMillan.
- Frank S. Gannon.
- Samuel Parsons.



The Palace of Agriculture.

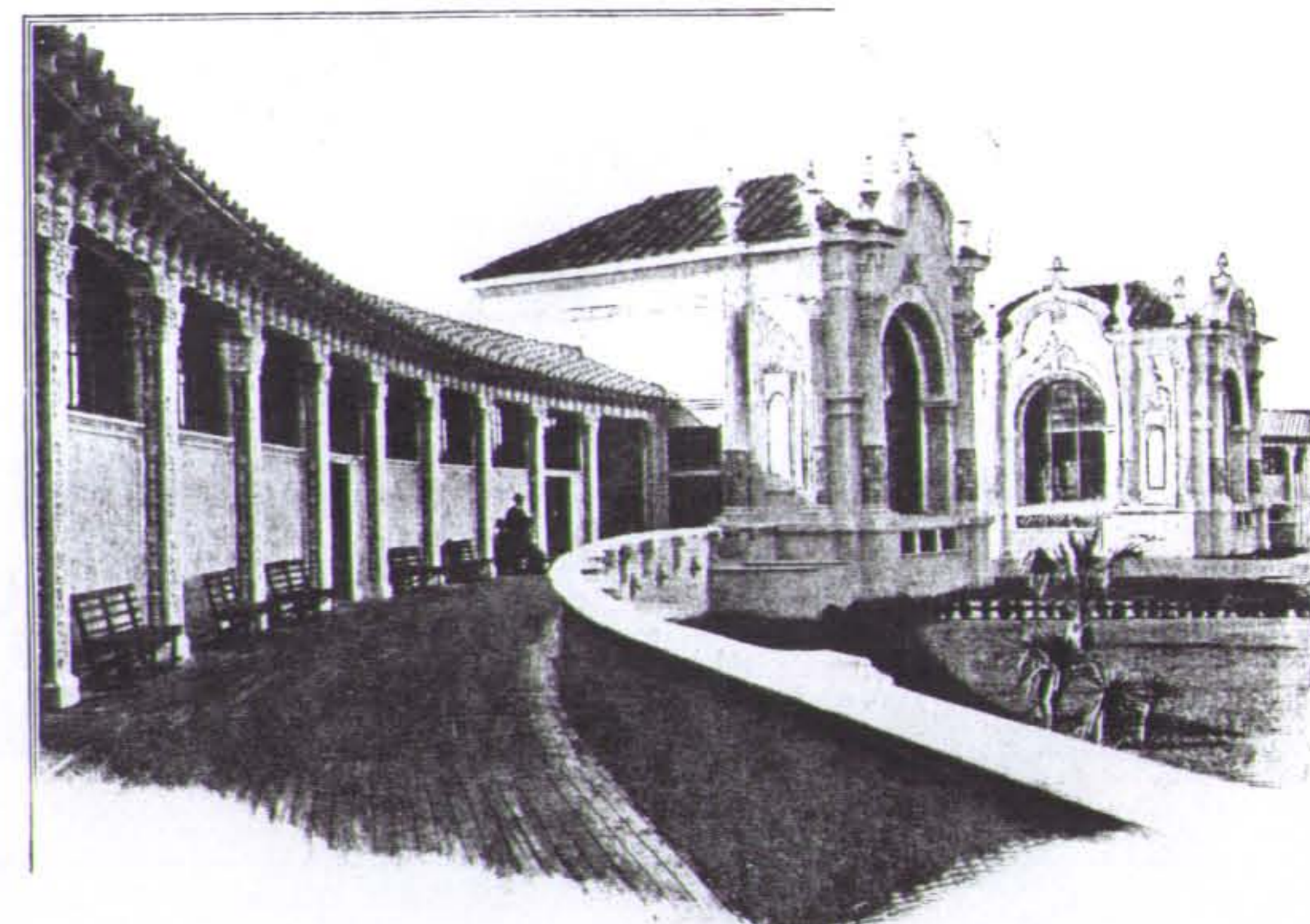


Art Palace, with the Original Groups of Statuary from the Dewey Memorial Arch, Originally Erected in Madison Square, New York.



The Huguenot Group.

Plates from Cosmopolitan Magazine, by permission.



The Exedrae and Colonnades Connecting the Main Palaces.