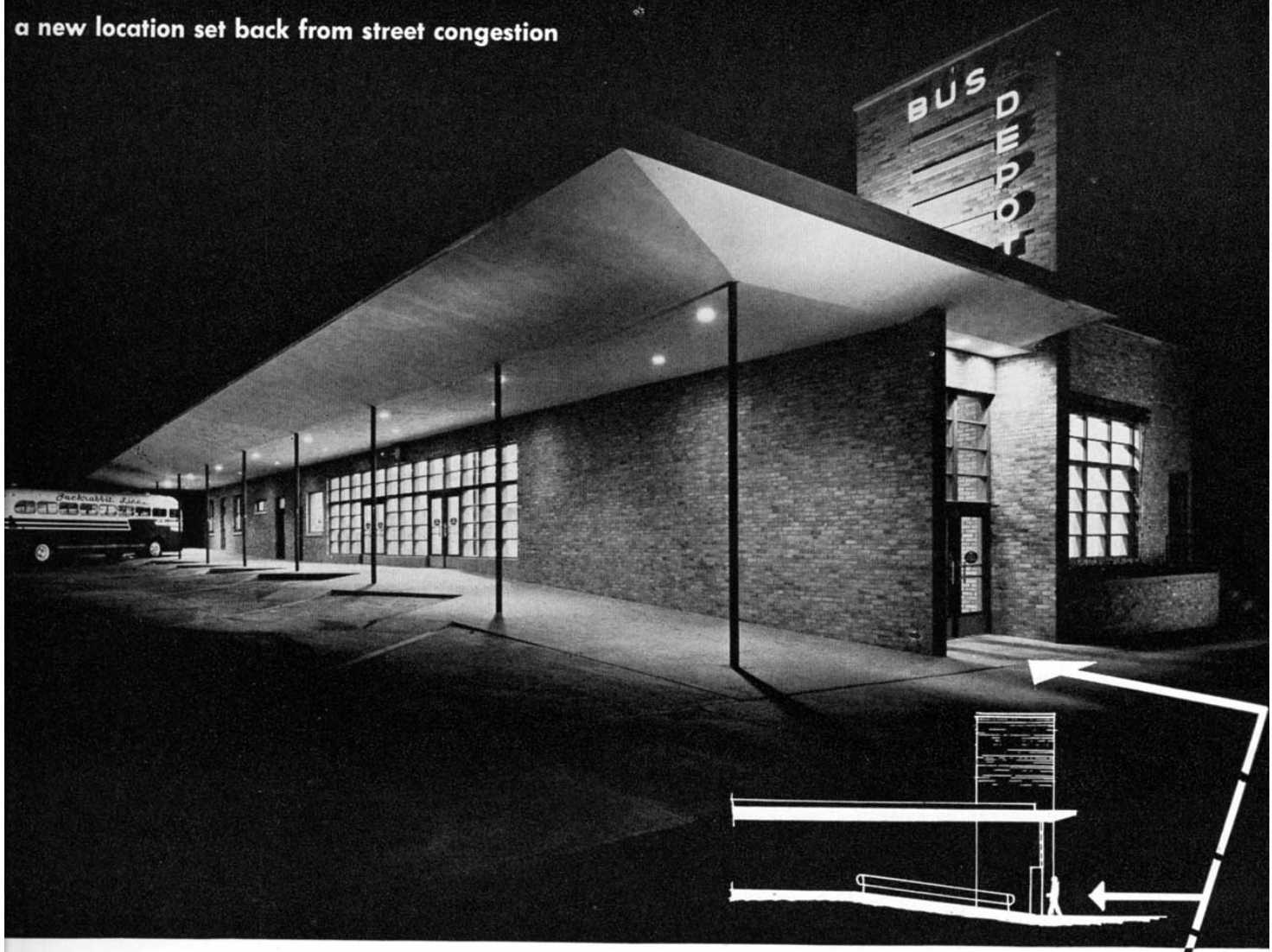
BUS DEPOT

Loading and traffic problems are neatly solved for this Dakota fleet in a new location set back from street congestion



LOCATION: SIOUX FALLS, S. D.

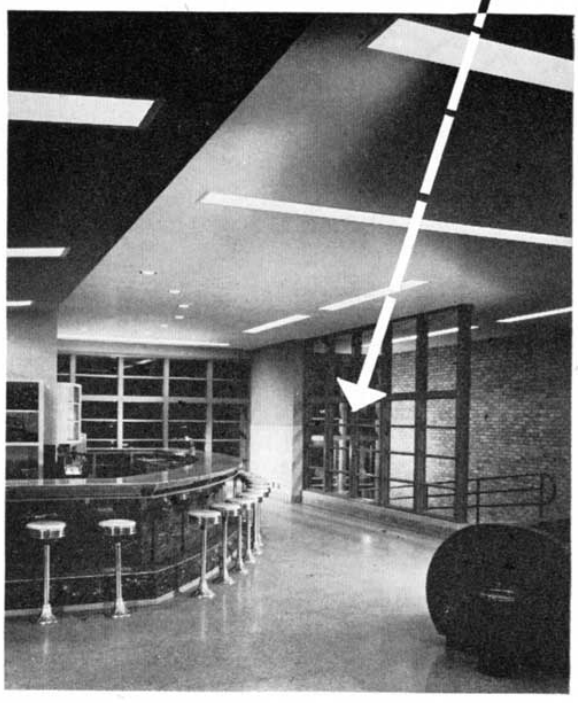
PERKINS & McWAYNE, Architects

CHARLES F. SLOAN and L. EARL McLAUGHLIN, Designers

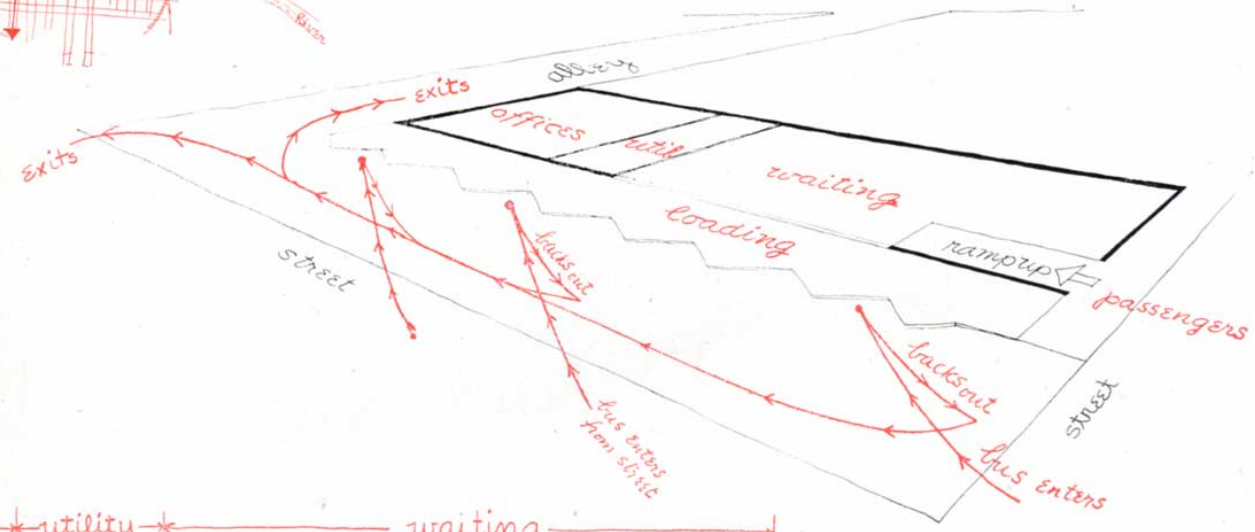
HENRY CARLSON CO., General Contractor

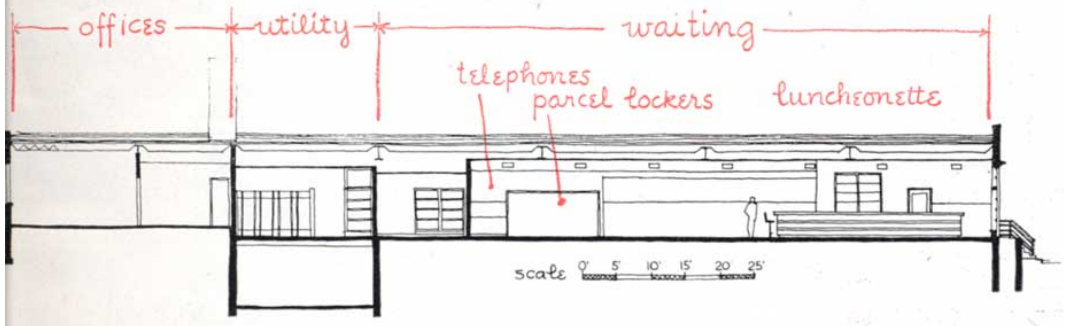
The complicated street traffic problem in this midwest city, typical of many other big and small cities throughout the country, forced these bus companies to seek a new site for their terminal and headquarters. Like so many other street fleets, theirs were creating regular series of honking snarls on the central business artery which their old terminal directly abutted. The old location was in the midtown business section—and their new location also had to be near midtown, for in a city this size preliminary transportation to a bus line is usually not considered justifiable by the potential passengers. After attempts to buy land to make a private loading lot adjoining the old central location had failed, the companies finally located an area of adequate size and good road exposure not too many blocks away, and constructed this commodious building.

A wide canopy and loading strip—which, experience has shown might well be even wider—decided the shape of the building behind it. The long rectangular plan is divided into a large waiting room with lunch counter and administrative offices beyond the ticket counter and service rooms. Simplicity in design makes for an attractive building of easy maintenance with a pervading atmosphere of efficiency. The only purely decorative features of the design are a plant box and pylon on the busier street exposure.



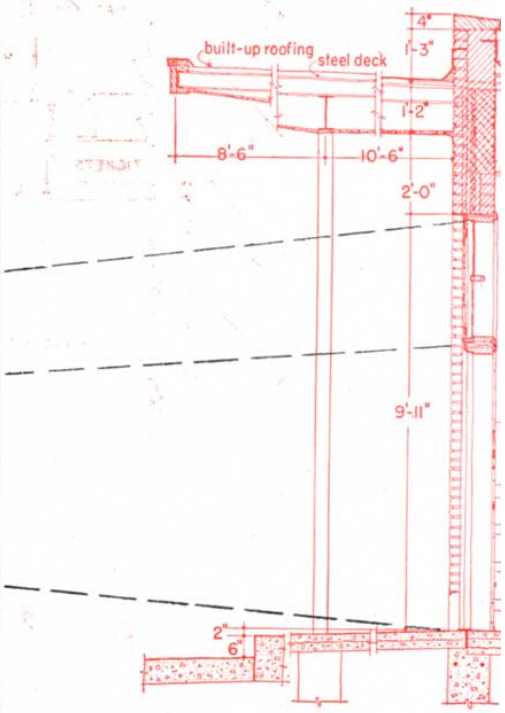
Thirty-two trips are scheduled in and out of this terminal every day, carrying an average total of 650 passengers; so the old, cramped location was the scene of much annoying confusion. But here in the new area farther uptown, the incoming buses merely steer into the right slots, deliver and accept passengers, back out, turn, and go back on the road, via the alley. The avenue at right angles to the entrance ramp is the more important adjacent feeder street. The other, because of a steep hill to the west, is fortunately little used for either pedestrian traffic or vehicular traffic other than the buses.

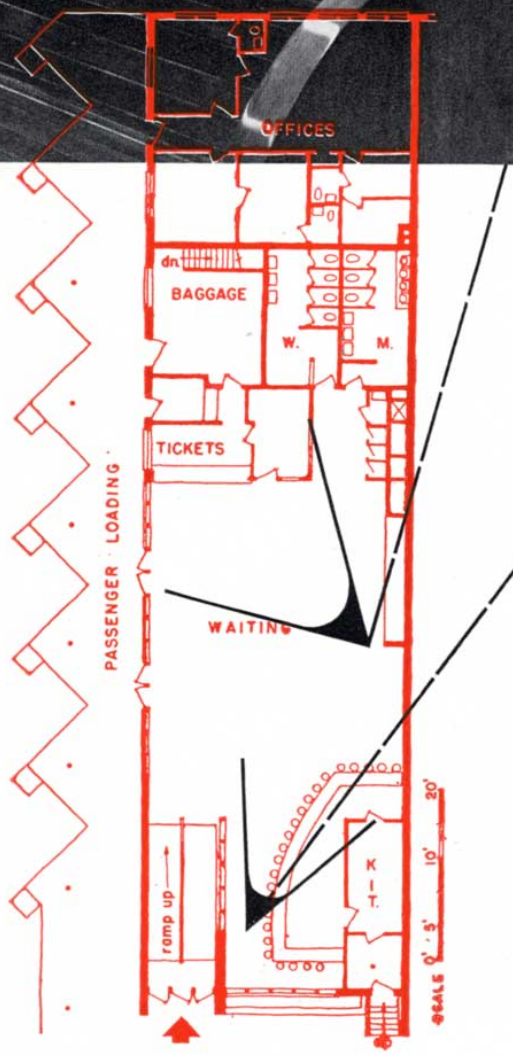




NIGHT VIEW FROM LOADING PLATFORM INTO THE LIGHT, ROOMY WAITING ROOM

Everett Kroeger





TWO VIEWS OF WAITING ROOM INTERIOR

CONSTRUCTION OUTLINE: Foundations—reinforced concrete. Exterior walls—face brick, 8 in. back-up tile, Sioux City Brick & Tile Co.; inside—wood frame, Rocklath, U. S. Gypsum Co., plaster or hollow tile. Columns—Lally Column Co. Structural steel—Carnegie-Illinois Steel Corp. Floors—reinforced concrete. ROOFING—The Barrett Co. Insulation—Nu-Wood, Wood Conversion Co. Bar joist—Sheffield Steel Corp. Deck—steel, Wheeling Steel Corp. SOUND INSULATION—Cushiontone, Armstrong Cork Co. WINDOWS: Sash—Farley Loetscher Co. Glass—Libbey-Owens-Ford Glass Co. FLOOR COVERINGS: Asphalt tile—Armstrong Cork Co. Rubber—Goodyear Tire & Rubber Co. Terrazzo—Venice Art Marble Co. WOOD AND METAL TRIM—Farley Loetscher Co. HARDWARE—Schlage Lock Co., P. & F. Corbin and Brookline Mfg. Co. PAINTS—Devoe & Raynolds Co. ELECTRICAL INSTALLATION—thin wall conduit, Frank Adams Co. Switches—Pass & Seymour. Fixtures—Hub Electric Co. PLUMBING FIXTURES—Crane Co. Soil pipes—cast iron. Waste and vent pipes—steel. Water closet connections—Sloan Valve Co. Water pipes—copper. HEATING—forced air. Depot—Dravo Corp. Offices—Floral City Mfg. Co. Grilles—U. S. Steel Corp. Regulators—Minneapolis-Honeywell Regulator Co. Water heater—Crane Co.