

Canadian Pacific Railway Terminal Improvements at Quebec.

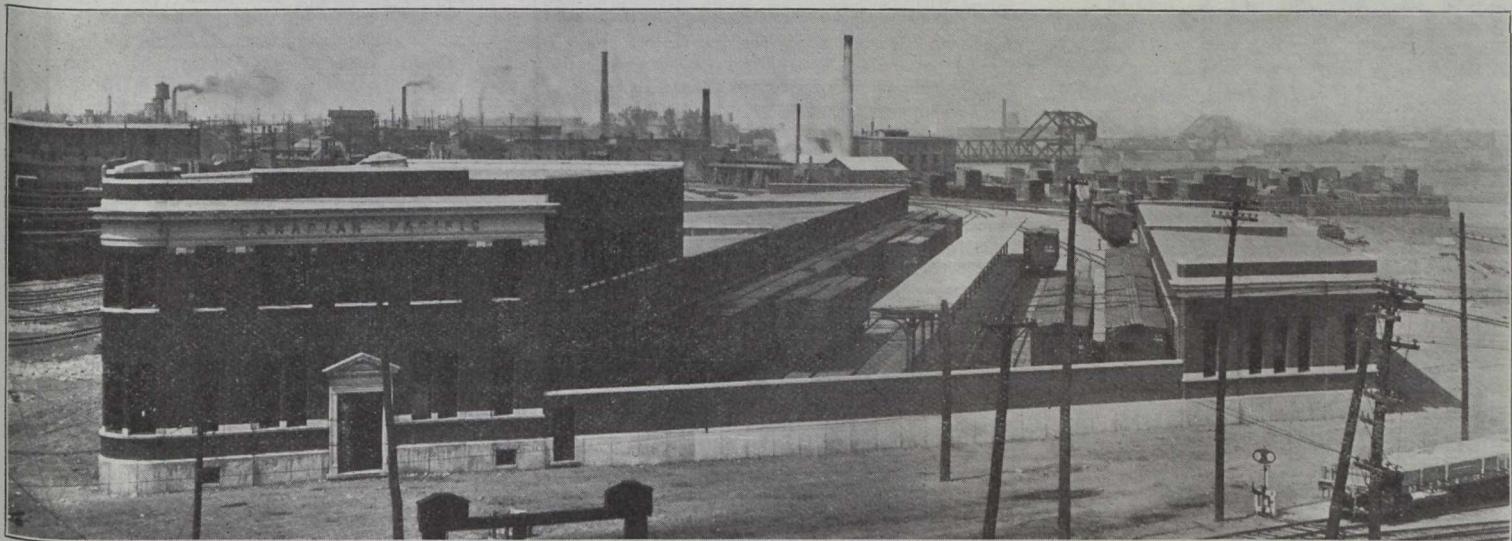
The entire remodelling and extension of the C.P.R. passenger and freight facilities on the Palais grounds at Quebec became necessary some little time ago on account of the normal growth of business, and to their proposed use by both the C.P.R. and the National Transcontinental Ry. as a union terminal. The work which is shown on the accompanying plan was started dur-

and will stub-end toward the extension of Ramsay St. The common working and set off tracks for this yard and the wharf tracks will be built between the two and connect with the main tracks well to the west, in order to reduce to a minimum the interference of freight movements with the throat of the passenger station yard.

The new freight sheds are complete and

baggage, mail and express facilities in the west wing.

The station yard will include for the present eight stub end tracks, varying in capacity from 7 to 10 cars and a locomotive, and three through tracks varying from twelve to fourteen cars and an engine. The through tracks are provided for handling pilgrimage trains which run through to



Canadian Pacific Railway Freight Terminals in the City of Quebec.

The building to the left, at the rear of the office building, is the inbound freight shed; the building to the right is the outbound freight shed.

ing the summer of 1914, and is being carried out in such a manner as to keep all facilities in full service. The construction of the new freight facilities released the old ones; these were demolished to make room for the new passenger station, and when that is completed the existing station will be removed to permit of the construction of the passenger car yard. It is intended to have the work all completed by the summer of 1917.

in service. The outbound shed is 30 ft. wide and 360 ft. long, and the inbound shed proper is 50 ft. wide and 460 ft. long, the balance of its length being given over to a 2-story office building. Each shed is served by three tracks, the outbound having a capacity of 27 cars, and the inbound a capacity of 39 cars, while a trucking platform between the two sets of tracks permits of their ready use for less than car lot transfer purposes. The sheds are so

St. Anne de Beaupre, and for such trains as may at some future time run through to the National Transcontinental Champlain Market Station by this route.

The tracks are arranged in pairs at 13 ft. centres, with 18 ft. combination baggage and passenger platforms between pairs. The southerly track will be reserved for handling car load baggage and express business. Space has been left for future additional tracks between the present stub tracks and



Canadian Pacific Railway Freight Terminals in the City of Quebec.

The building to the left is the inbound freight shed, the office building is in the centre of the illustration, and part of the outbound freight shed is shown at the right.

The track leading to the Louise Embankment and the Empress Wharves is to be re-located some 400 ft. to the north, partly on ground reclaimed from the St. Charles River. This will give a more direct route to the waterfront, and also permit of constructing the new team yard in such a position that teams need not cross the heavy train movement to and from the wharves. This team yard, of about 105 cars capacity, will also be built on the reclaimed ground,

located that they may at any time in the future be increased in length as more capacity is required.

The new passenger station, which is under construction, is located on the site of the old freight sheds. The ticket offices, baggage checking counters, and similar public facilities will be located in the portion of the building fronting on the proposed plaza. The waiting rooms and accessories will be in the north wing, and the

the baggage wing of the station, and between the through tracks and the freight sheds.

The passenger car yard stub ending toward St. Paul St. will have a capacity of 130 cars. Its construction has not yet been started, as it will be on the site of the present station and station yard. The heating of this yard, the station and station yard and the freight sheds will all be handled from a central power house located just