

Canadian Railway and Marine World

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Great Northern Railway Terminals in Vancouver.

In connection with the erection of its terminals at Vancouver, B.C., the Vancouver, Victoria & Eastern Ry., a subsidiary of the Great Northern Ry., U.S.A., has filled in the whole of the area from the southern boundary of the property, which it purchased from the city, to the shore line on the north side of False Creek. This area was previously part of the bed of False Creek. The average depth of the fill required to bring the property up to the approximate level of Main St. was about 12 ft. The company also owns considerable property on the south side of False Creek.

The Passenger Station, which is about completed, is L shaped, the main front facing west. It is about 375 ft. east of Main St. As the whole property is a fill, the building is supported on a pile foundation, cluster piles being driven and cut off below the line of perpetual satura-

tion. There are two principal entrances to the main waiting room from the west, directly opposite to which are two entrances leading to a glass covered concourse, running the full length of the building, which in turn leads to 11 tracks, the platforms being covered by umbrella roofs, 700 ft. long. Off the main waiting room in the south wing are located the smoking room, which has access to the concourse, women's retiring room and lavatories. Provision is also made in the south wing for an immigrants' room and lavatories, but having no connection with the main waiting room. A corridor, 12 ft. wide, runs down the centre of the north wing to a carriage entrance. Off the waiting room in the north wing is the parcels and news office and station master's validating and information offices. Off the corridor leading to the carriage entrance are an exhibition room, a room for sta-

Northern one being next the passenger station and the Northern Pacific farther over. They are both 50 x 600 ft. long, set back 15 ft. from Park Lane, providing a small parking strip in front of the buildings. The Great Northern freight shed is separated from the passenger station at the narrowest point by a 60 ft. driveway. Between the two sheds there are six tracks, and on the north side of the Northern Pacific shed there will be a 60 ft. driveway, and then will come the team tracks. The westerly 66 ft. of both sheds, adjoining Park Lane, are two stories high, containing the office portion, the remainder being simply a one story shed, cut in the middle by a fire wall, the easterly half for bonded goods and the westerly half for free goods. Customs accommodation is also provided in both sheds. The foundations for the freight sheds are similar to the passenger station, above



Passenger Station at Vancouver for Great Northern and Northern Pacific Railways' Joint Use.

tion. Upon these concrete piers were poured, which support reinforced concrete beams, which in turn carry the exterior walls, columns and floors. The skeleton of the building is reinforced concrete, hollow tile, and concrete floors and roof. The exterior has a granite base, carrying up and around all exterior doors terracotta surbase, and red brick above, with terra-cotta trimmings and cornice.

The centre portion, 45 ft. high, and ap-main waiting room, 60 x 100 ft., which runs the full height. Flanked on either side are two wings, about 56 x 65 ft, two stories high. The upper floors of the wings will be used by the Great Northern and Northern Pacific Railways for offices.

The main waiting room will be panelled in Alaska marble, 7 ft. high, and will have marble and terrazzo floors and ornamental plaster ceiling. Provision has been made in the plastering of the end walls for placing oil paintings showing the Glacier and Yellowstone National Parks. The lighting fixtures are of special design, and will be executed in plaster. Alcoves off the main waiting room will be fitted with seats and tables for the public. The ticket office is in the centre of the east wall, opposite the two main

tion officials and a checking lobby which is connected direct to the baggage room.

The leg of the L, or baggage room wing, is a one story building containing the baggage room, bonded baggage, Canadian and United States customs, trainmen's room, lavatory, mail room, Great Northern and Northern Express. The leg of the L is about 228 ft. long by 42 ft.

It is the intention to lay out the ground in front of the passenger station in an attractive manner. The station will be reached by two driveways from Main St., and the remaining portion, not taken up by drives and walks, will be laid out with lawn and trees.

A hundred and fifty feet east of the baggage room wing, and in a direct line, is the power house, 50 ft. x 42 ft., with a brick stack at the east end 90 ft. high. The power house will supply heat to the different buildings through an underground reinforced concrete tunnel, steam to the passenger cars at the stub tracks, and to the passenger car yards. In connection there is a transformer room and a motor driven air compressor. Provision is made in the boiler house for three 125 h.p. return tubular boilers.

There are two freight sheds, the Great

grade a granite base, brick with terracotta trimmings, wooden floors.

Locomotive House.—At the east end of the yard there will be a 15 stall locomotive house, with a machine shop and boiler house in connection. The depth of the locomotive house will be 92 ft., and the machine shop and boiler house will be 50 x 160 ft. The foundations will be similar to the passenger station with brick and wood construction above grade. In close proximity to the locomotive house will be an oil house, 20 x 36 ft., and a store house, 30 x 73 ft., of similar construction to the machine shop, etc.

In connection with the passenger car yards there will be built a commissary building, 100 x 40 ft.; an oil house, 20 x 20 ft.; car repairers' building, 30 x 20 ft.; car foreman's building, 20 x 12 ft.; car cleaners' building, 16 x 20 ft.; carpet cleaning building, 16 x 20 ft., and a coal house, 40 x 20 ft.

Under the direction of A. H. Hogeland, Chief Engineer, G.N.R., the buildings were designed by Fred. L. Townley, architect, Vancouver, in whose office all the drawings were made and under whose supervision the buildings have been erected.