

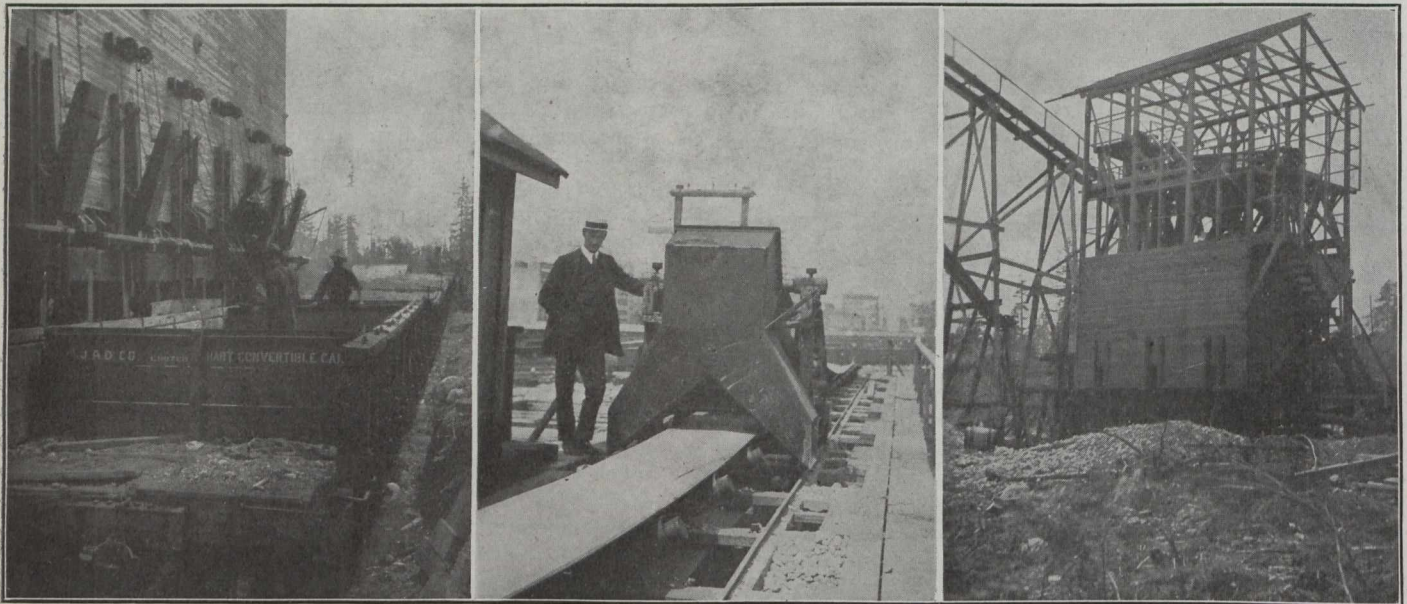
## A GRAVEL SCREENING AND WASHING PLANT.

A gravel screening and washing plant built about a year and a half ago for the J. A. Dewar Company, Limited, in Vancouver, is of considerable interest from the standpoint of economical layout. The pits are located near Coquitlam, seventeen miles east of Vancouver, and the distributing plant is on False Creek in the city of Vancouver.

demand for crushed stone has been in advance of the supply it was decided to crush the big stones.

Fig. 1 shows a plan of the railroad, gravel pit and pipe line from the river. Fig. 2 shows on a larger scale the general arrangement of the washing and crushing plants and their relation to the pit and dumping hopper, also the system of extension. Fig. 3 shows the plant in the city.

The railway gives shipping facilities to Vancouver and



Rock Bin, Westminster Junction, B.C.

Tripper for Distribution to Bins.

Gravel Bin, Westminster Junction, B.C.

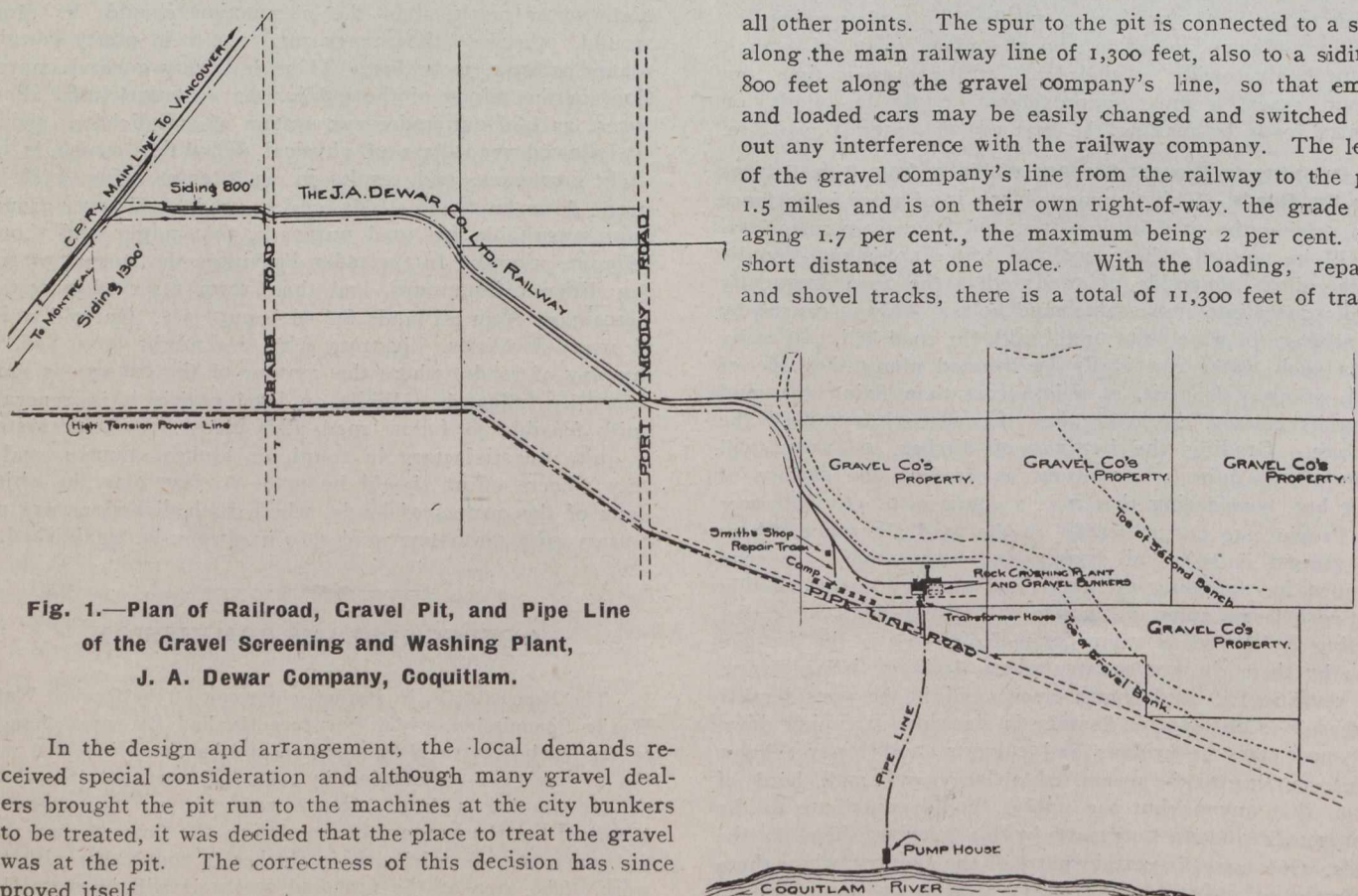


Fig. 1.—Plan of Railroad, Gravel Pit, and Pipe Line of the Gravel Screening and Washing Plant, J. A. Dewar Company, Coquitlam.

In the design and arrangement, the local demands received special consideration and although many gravel dealers brought the pit run to the machines at the city bunkers to be treated, it was decided that the place to treat the gravel was at the pit. The correctness of this decision has since proved itself.

The pit contains some 20 per cent. of stone too large for classification as gravel. It was therefore necessary to devise some means of disposing of it at slight cost or to put in an auxiliary rock crushing plant, and as of late the

all other points. The spur to the pit is connected to a siding along the main railway line of 1,300 feet, also to a siding of 800 feet along the gravel company's line, so that empties and loaded cars may be easily changed and switched without any interference with the railway company. The length of the gravel company's line from the railway to the pit is 1.5 miles and is on their own right-of-way, the grade averaging 1.7 per cent., the maximum being 2 per cent. for a short distance at one place. With the loading, repairing and shovel tracks, there is a total of 11,300 feet of track.

The rolling stock consists of two dinky locomotives, 13 tons and 26 tons respectively, one 1½-yard Bucyrus steam shovel and 60 Hart convertible, centre bottom dump cars with a capacity of 30 yards each.