

# Canadian Railway and Marine World

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Champlain Market Station at Quebec, for the National Transcontinental Railway.

Plans were prepared by N. T. R. engineers in the early part of the year for a station building and platforms in Quebec, and a contract was let to W. J. Gosselin, Levis, Que., for the construction work shown in the accompanying plans. The work is in progress, and is expected to be completed at an early date.

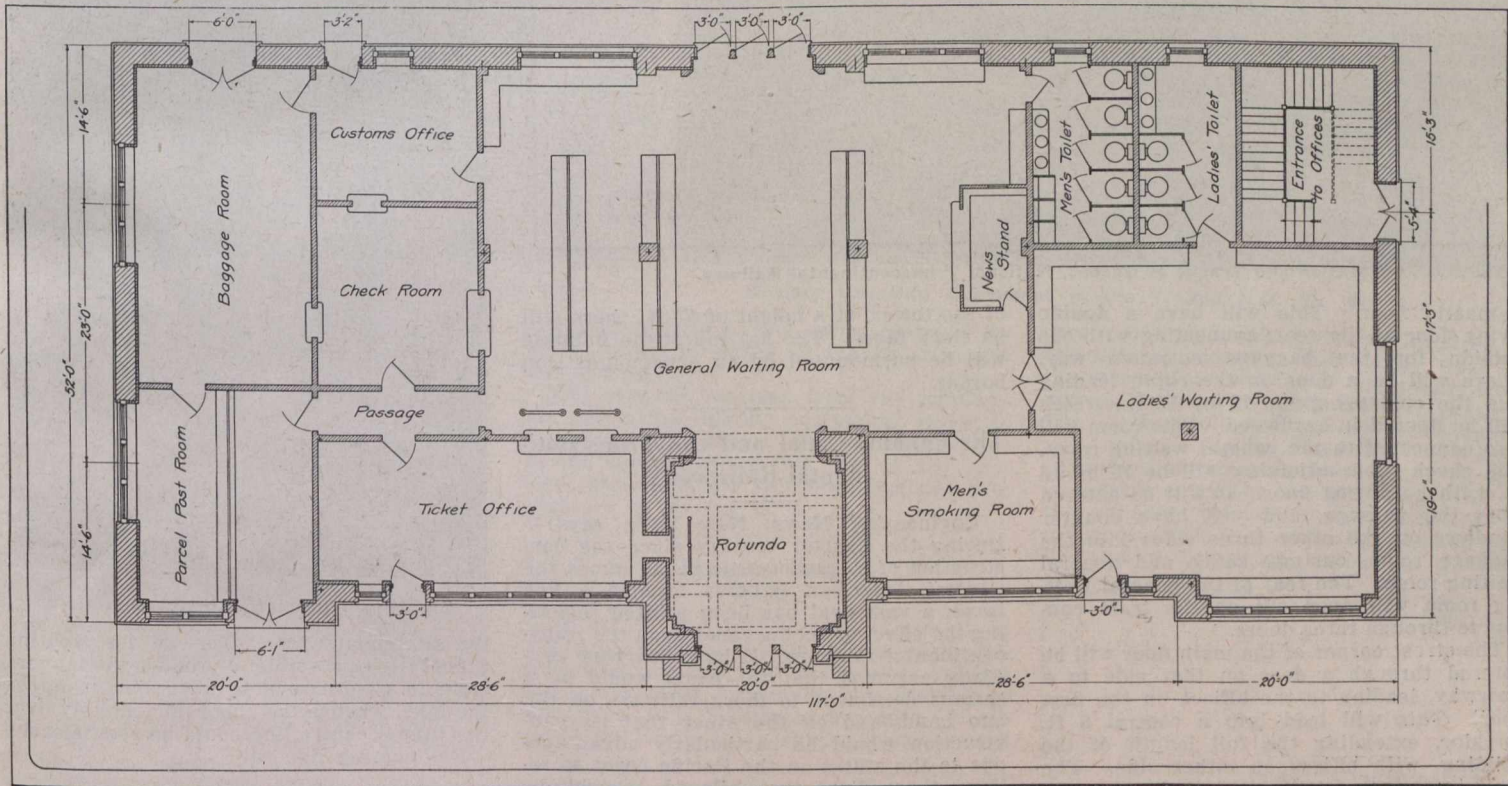
The station is being built on the Champlain Market site, on Champlain St., directly below the Dufferin Terrace, near the Levis ferry, and adjoining King's wharf, and will be reached by a line from the west, which skirts the shore below the cliffs from the Quebec bridge to the station site. It was

of a platform being at 26 ft. 8½ in. centres, with a central distance of 16 ft. between adjoining tracks between platforms. A power house will be located in the north west corner of the site.

The building will be a composite structure of concrete, stone and brick. At each of the corners, at a point midway in each end, at four intermediate points along the back wall, at two points in the front wall, and at the four corners of the rotunda tower, there will be concrete foundation piers, carried down to solid bearing ground. Each of these piers will be 4 ft. thick, varying in length from 6 to 9 ft. The concrete subwall will be

in the front of the building, there will be a chain suspended canopy projecting 8 ft., and 17 ft. wide. It will be of wired glass on a metal frame, with an ornamental iron edging.

The entrance rotunda, 16 ft. square, will lead directly into the general waiting room. Along the left side of the rotunda, there will be a ticket wicket from the ticket office. The general waiting room will be 33 by 50 ft., with a composition floor, and wainscotted to a height of 4 ft. It will contain three double benches, 18 ft. long. To the left of the entrance way in the general waiting room, there will be a double ticket wicket from the



Ground Floor of Station at Quebec, National Transcontinental Railway.

originally intended to build the main station on this site, but it was subsequently decided to utilize the site for the station now being erected, which will be used for local traffic only, and the main freight and passenger terminal will be a joint one with the C. P. R. about the site of the latter's present Palais station.

From the small volume of traffic that it is anticipated will be handled locally through the Champlain Market station, it was not necessary to erect a large building. In consequence, it will measure only 52 by 117 ft., and will be parallel with the river, on the east side of the site, with the front facing the river. Immediately back of the station will be the concourse, with a 40 ft. platform at the rear end of the stub tracks, with four platforms 15½ ft. wide leading off from this back platform, each 250 ft. long. The station will have 7 tracks, 6 of which will come in alongside the platforms, those each side

2 ft. 8 ins. thick, carried by these piers, the wall between the piers being spanned by three 18 in. I beams bedded in the concrete. The concrete wall is to be carried up to the ground level. The principal walls will be built from the top of the concrete foundations to a height of 4 ft. from the ground level, and will be 18 ins. thick. They will be of Beauport, or Chateau Richer, limestone, with headers, and the outer facing of this wall will be Riviere a Pierre granite. Above this line, the walls will be of brick, except for the outside face, which will be of Citadel shale brick. The brick will be entirely kiln run common. All of it will be laid in stretcher courses, with every fifth course a header course. The window sills and caps will be of Deschambault dressed stone. The porch or main entrance, comprising the columns, base blocks and cornice, will also be of Deschambault dressed stone. The inner columns will be false. Over the porch

ticket office, while on the right hand side of the room, there will be a news stand, 6 by 11 ft., entered from the general waiting room. The men's smoking room, entered from the general waiting room, will adjoin the rotunda on the right, and will be 13 by 18 ft. It will have a wall seat extending clear around the room, and will also have a composition floor. The entrance to the women's waiting room will adjoin that of the men's smoking room, which will be approximately 30 ft. square, also with a composition floor, and with a wall seat extending around the room. Back of the women's waiting room, there will be two lavatories for men and women, respectively, each 9 by 16 ft., and tiled with a mosaic floor. The women's will be entered from the women's waiting room, and the men's from the general waiting room.

To the left of the rotunda, will be located the ticket office, 13 by 30 ft., floored in hard-