

The caps, stringers and deck timber ran into many hundreds of thousands of feet and were given a creosote treatment somewhat lighter than the pile treatment, to prevent decay. These timber were barged alongside the dock and lifted into place by a travelling derrick which ran across the dock and which could be moved forward on its own rails, as the work progressed. (See page 4).

Pneumatic equipment for drilling holes, driving drift bolts and doing a variety of miscellaneous work was installed, gaining time and saving money.

The shed structure is of wood with 82 ft. centre trusses which were framed on the ground and then lifted complete into place. The roof is of laminated wood covered with three ply asbestos roofing. A promenade runs around its outer edge. The floor of the shed is of Australian hardwood.

A standard gauge railroad track on one side of the pier permits carload freight to be delivered direct alongside the boats, or to be unloaded direct from boat to car. As a minor problem it was necessary in order to install this track to cut out the existing supports of an entire corner of the pier superstructure and plaza, to crib this up and to substitute a new 75 ft. steel girder for the old support.

A depressed railroad track runs down the centre of the pier shed so that freight can be trucked directly from pier floor into the cars. To minimize fire hazard, no steam locomotive comes on the pier. A small problem was to get freight cars on and off the pier without a locomotive or the use of idlers. An electrically driven car haul does this work.

The equipment required to handle different classes of passengers and freight varies widely. Electric freight elevators running both vertically and also with aprons swinging in and out to reach the ships' side serve the coast boats. Long inclined slips adjustable to any height serve the miscellaneous cargo boats. Trans-Pacific freight is transferred ordinarily by the ships slings. To facilitate direct passage from boat to shed the wall on one side of the pier is made up of a succession of sliding doors overlapping each other and so arranged that any desired opening, both as to width and location, can be made by simply rolling the doors or in fact, the wall out of the way. (See page 6).

Coastwise passengers come and go over a combination of ramps and stairways. Trans-Pacific passengers are served by a three stage moving