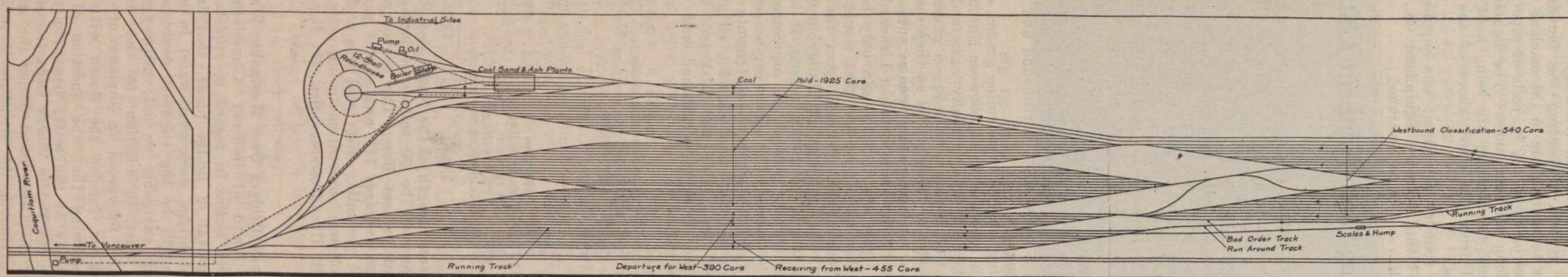
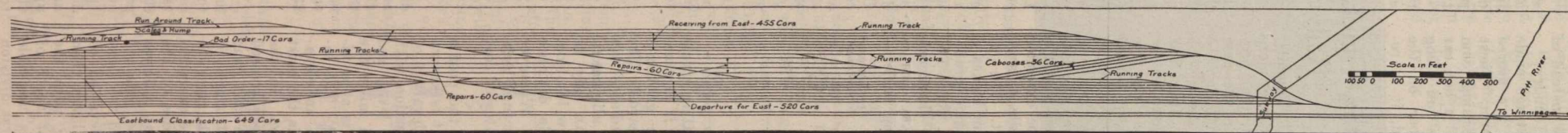


Canadian Pacific Railway Terminal Yards at Coquitlam, B.C.



C.P.R. Terminal Yards at Coquitlam, B.C.—West End of Yards.



C.P.R. Terminal Yards at Coquitlam, B.C.—East End of Yards.

The C.P.R., as noted in previous issues of *Canadian Railway and Marine World*, has under construction at Coquitlam, B.C., a large terminal yard for the handling of freight originating in and directed towards Vancouver. It is of the double hump type, and has a total capacity in excess of 5,000 cars. The general layout of the yards is shown in the accompanying plan.

Coquitlam is to be made the big terminal point on the Pacific coast for the arrangement and distribution of the freight traffic in and out of Vancouver, from which it is distant about 18 miles on the main line. In consequence of the big demand which will undoubtedly be made on it immediately on completion from the constantly increasing traffic, the terminal had of necessity to be made of large proportions. Between the two approaches, the distance is something over two miles, a good estimate of the extent of the project.

The terminal yards may roughly be divided into eight different systems of trackage: Receiving from the east, departure for the east, repair yards, eastbound classification, westbound classification, receiving from the west, departure for the west, and holding yards.

The main line along this section of the C.P.R. is double tracked. From the east, the westbound traffic is diverted to a siding just after crossing the Pitt river, which is having a heavy double track bridge constructed across it as a part of the terminal

scheme. From a ladder track, the incoming traffic from the east is received into the northerly yard at the east end of the terminal, which contains seven tracks 2,900 ft. long, with a capacity of 455 cars.

From this receiving yard, the cars are drawn off through a similar ladder track to that on the other end to the westbound hump, which conforms to the American Railway Association's standard; the hump for traffic in the reverse direction is similar to it. Both humps have a run-around track for solid through trains that have not to be broken up for classification at the hump. The westbound classification yard, into which the cars descend from the hump, has a double ladder approach, and contains 27 tracks 1,000 ft. long, with a capacity of 540 cars.

The bulk of the traffic is westbound, and in consequence, a large storage capacity for Pacific coast freight is required. The westbound classification yard thus has two outlets, the one from the south into the westbound departure yard, and the other into the storage or holding yard. A track leading out at about the centre of the classification yard discharging ladder makes approach for all tracks to the south of that outlet equally open to the westbound departure and the holding yards.

The westbound departure tracks are nine in number, each 2,950 ft. long, with a capacity of 390 cars. The holding yard has 37 tracks, each about 2,200 ft. long, with the

large holding capacity of 1,925 cars. To the latter yard, there are two entry tracks, with double ladders to each, and at the opposite end, there are also two departure tracks, one with a double ladder and the other with a single. These departure tracks converge to a siding on the main line, of sufficient length to hold 65 cars clear of switches, freeing the yard of trains ready to depart but awaiting orders.

The westbound traffic is received into a yard containing seven tracks, each 2,900 ft. long, like the reverse direction yard, with a capacity of 455 cars. From here, the trains are drawn off to the westbound hump, located directly south of the westbound classification yard, which is similar to the reverse direction hump.

The eastbound classification yard contains 20 tracks, with a capacity of 649 cars, the length of the yard being 2,300 ft. overall, approached at either end by a double ladder.

The eastbound departure track holds 520 cars on eight tracks, each 2,950 ft. long, both ends having a single ladder approach, leading off to the siding which runs on to the main line.

The repair track capacity of the terminal is for 120 cars in two yards, each yard containing four tracks, each 850 ft. long. These repair yards are located between the westbound receiving yard and the eastbound departure yard. These yards are approached by freight moving in either direction, for

both of which they are equally convenient. In addition to these two repair yards, there is a bad order track adjoining each of the yards, to which the cars requiring repairs can be shunted awaiting removal to the repair yards.

Four tracks with a total capacity of 36 cars are run from the westerly end of the westbound receiving yard to the running track along the north side of the eastbound departure yard, for the reception of cabooses. These are removed from the trains as they arrive from the west, shunted to these tracks, and are in a position to be as easily shunted to the rear end of the eastbound departure yard, along the running track. No provision for cabooses is made at the west end of the terminal, as the traffic from that point into Vancouver does not require the use of a way car.

At the northwest corner of the terminal yards a 12 stall roundhouse is under construction, to be equipped with the usual divisional shop facilities. Provision is being made for the extension of the roundhouse to 48 stalls, when the demand arises. The coaling station and the ash and sand plants are situated north of the holding yard, directly east of the roundhouse, which is to be approached from the east. Coal cars for the coaling dock are accommodated on the four tracks to the east of the coaling dock.

Incoming locomotives from the east, after dropping their trains in the incoming yard,