

The Canadian Engineer

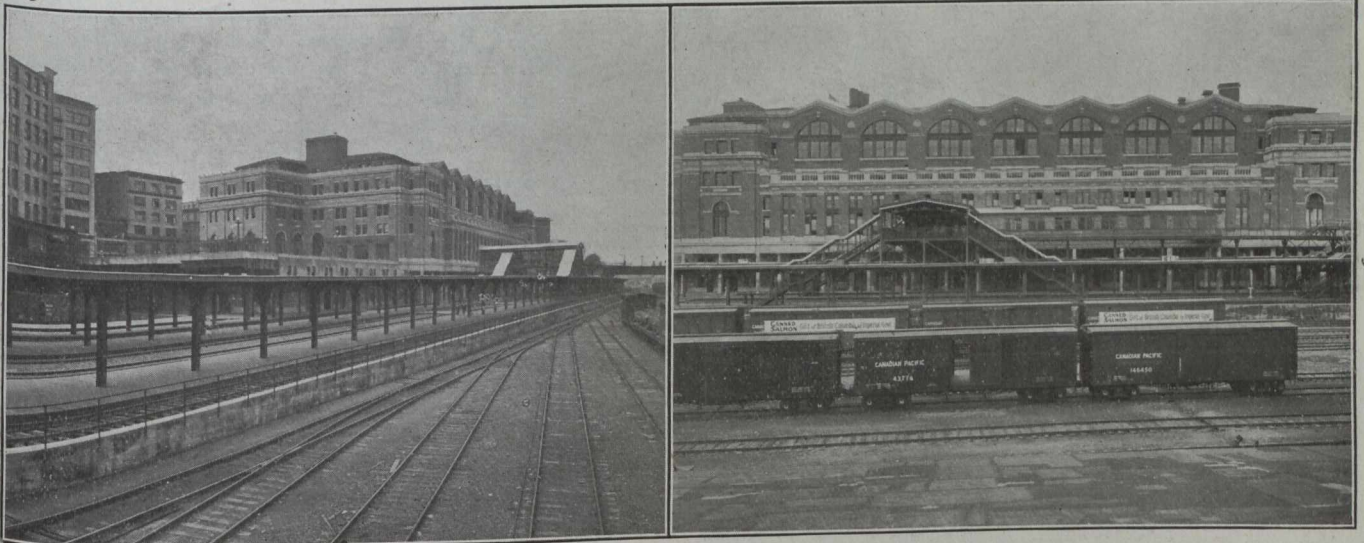
A weekly paper for engineers and engineering-contractors

TERMINAL IMPROVEMENTS AT VANCOUVER

NOTES ON THE NEW CANADIAN PACIFIC RAILWAY STATION, STEAMSHIP PIER AND TRACK LAY-OUT AT VANCOUVER TERMINAL FOR TRANSCONTINENTAL AND TRANS-PACIFIC TRAFFIC.

IN *The Canadian Engineer* for April 23rd, 1914, a brief description was given of the Vancouver terminal improvements then under way for the Canadian Pacific Railway Co. These consisted chiefly of a new passenger station and a pier for coast steamships. The undertaking was practically completed in midsummer of last year, whereupon the new extensions were immediately put into service. The accompanying reproductions

new pier, baggage consigned to which is raised from the track platform in the above manner. The lifts as well as the electric lighting and other services, are provided with alternating current purchased from the public service company, while the building is heated by its own steam plant with a capacity of 450 h.p. The boilers are of the horizontal return tubular type and are designed for the consumption of oil fuel. The same plant supplies the



Views of C.P.R. Station at Vancouver, Showing Covered Bridge and Platforms, and Separation of Freight and Passenger Yards.

illustrate a number of unique engineering features possessed by the new arrangement.

Vancouver is the terminal point of the company's trans-Pacific and coastal steamship traffic, as well as for its transcontinental business. The resulting interchange of traffic between steamship and railway lines had increased to such an extent during recent years as to necessitate vastly increased facilities for handling it.

The old passenger station at the foot of Granville Street was removed and a new brick and stone structure, shown herewith, erected in its stead. This is a 4-story building, of the 2-level station type, with the passenger floor at the level of Granville Street, which is 30 feet above track level. The baggage, express, etc., facilities are on the track-level floor and electrically operated lifts provide communication between the two. These are the more necessary owing to the fact that Granville Street is extended over the passenger and freight tracks to the

steam heating system for the steamship passenger station on the pier.

As the accompanying drawing shows, the layout of the passenger track system provides four through tracks. These are elevated about 5 feet above the old grade and thereby reduce the vertical distance between the track and street levels. Provision is made for additional passenger tracks to the north over the site now occupied by freight track, when increased traffic requires such an extension. The four passenger tracks are in pairs, two for inbound and two for outbound trains, separate platforms being provided. There is also a platform used exclusively for express, baggage, etc.

The viaduct over the tracks is 80 feet in width and joins Granville Street with the upper level of the new steamship pier. There is another viaduct over the tracks at Burrard Street, built to afford access to the steamship pier built in 1908 and used for trans-Pacific traffic. This