

TERMINAL PASSENGER STATIONS: THEIR DESIGN AND OPERATION.

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The definition of a terminal as given by the American Railway Engineering and Maintenance of Way Association, now the American Railway Engineering Association, is "an assemblage of facilities provided by a railway at a terminal or at intermediate points on its line for the purpose of assembling, breaking up and relaying trains," and also the definition of a passenger terminal is given as "the arrangement of terminal facilities for the handling of passenger business." These definitions clearly bringing out the fact that a passenger terminal is not only a station where all trains complete their run by stopping at a number of dead-end tracks, but refers equally well to a station where there

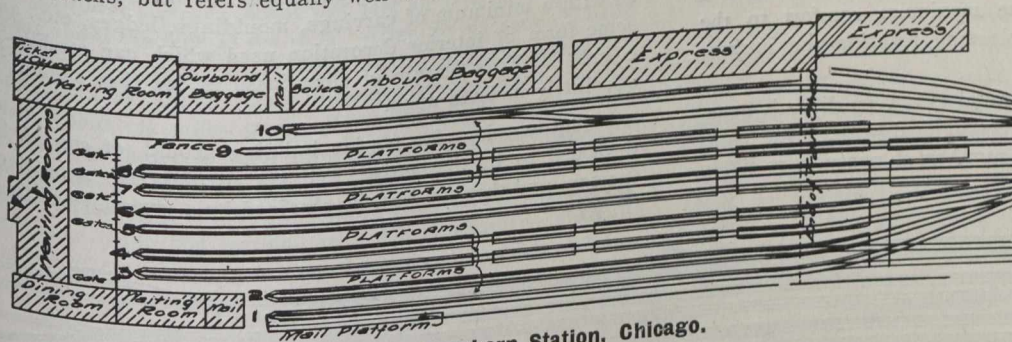


Fig. 1.—Dearborn Station, Chicago.

are a number of through tracks, and where possibly some of the trains pass right through the terminal without any other delay than what is necessary for taking on and setting off passengers and baggage. From this it will be seen that passenger terminals in general can be divided into two classes, viz., terminals of the dead-end type, and those of the through track type.

In a large city or town it rarely happens that a railway company is given very much choice in the selection of a site

Pacific Windsor Street station, with the result that it gets about 75 per cent. or more of the suburban traffic to the Lake Shore where there is competition between the two railways, and on the other hand the C.P.R. station is more conveniently situated with regard to hotels, the residential and shopping districts, and again the Canadian Northern has selected a site right in the heart of the hotel and shopping district, and which is also within easy reach of the business section of the city.

Other factors which have also to be taken into account in the selection of a suitable location are the land available, its general size and shape; it should also be convenient and easy of access, and the question of the relative cost of buying the land and the cost of building have to be given consideration.

There are practically no railways with such unlimited resources that expense is no consideration, so, in selecting site, designs, etc., for a passenger terminal, the different possible projects have to be balanced against each other, and usually some desirable features have to be discarded, and the railway company, taking into consideration its resources available, determines which features are most essential to the welfare of the public and the improvement of the service as a whole.

The primary object of a railway's existence is transportation, consequently the railway's first attention must be given to the necessities of transportation, viz., the railway tracks, cars and motive power. In addition to these, of course, there are many accessories which are almost as important, and among these accessories are the numerous station buildings from the small one-man wayside station to the big city terminal which go to make up a big railway system.

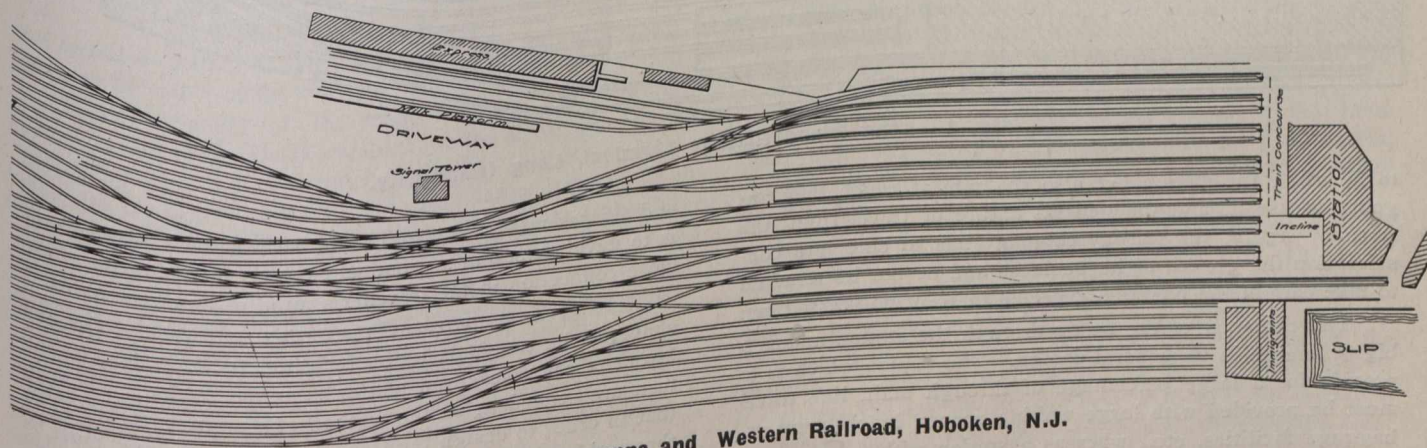


Fig. 2.—Delaware, Lackawanna and Western Railroad, Hoboken, N.J.

for a station, because it is tied down by the location of the railway and other controlling features. But wherever it is possible a terminal should be located as close to the hotel and residential district as possible, unless a very large suburban business is anticipated, when it is advisable to have the terminal closer to the business district. These features are well illustrated in the city of Montreal. The Grand Trunk Railway has its Bonaventure station situated about two minutes closer to the business district than the Canadian

When the architects take over the design of a station building, they have to give consideration to the general character of the neighborhood and community in which the station is to be built. The general public usually require and demand that the station building should not only be up to the general standard of public and private buildings in the community, but that they should also set a higher mark for future developments of the community. To what extent the railway company will be controlled by the wishes of the