

Canadian Northern Railway Terminals at Port Mann.

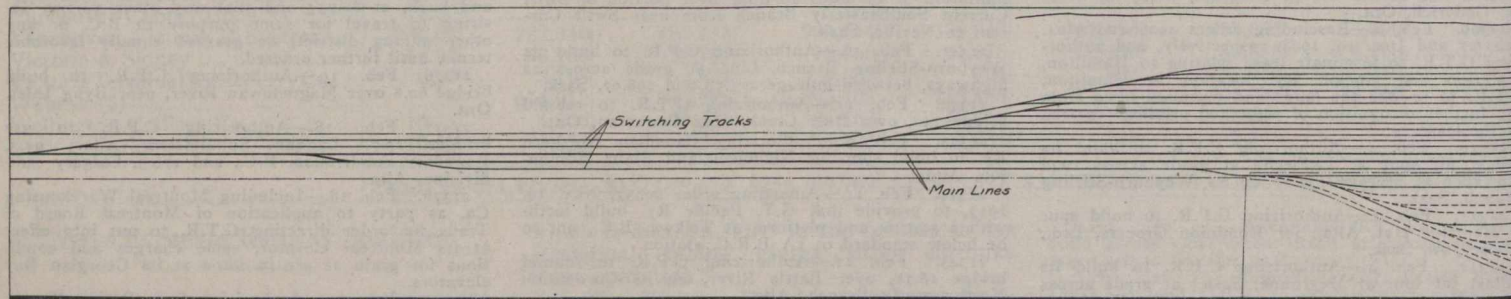
The Canadian Northern Ry. for one of its Pacific Coast terminals of its transcontinental line now nearing completion, has opened up a tract of land on the Fraser River, about 12 miles from Vancouver, where it is constructing extensive terminal facilities. The site has been named Port Mann, after Sir Donald D. Mann, Vice President. As a part of the general scheme, and as a means of financing the work, the property back from the river, along which the railway facilities will be situated, was secured by the railway as a townsite, was subdivided,

tracks, over which the made up trains may be taken from or into the yards. On the north of the east end of the easterly yard, there will be three caboose tracks, between which and the yard, will be a scale track. To the north of this, a large coal storage space has been reserved.

The centre of the projected town will be Bon Accord Square, Centre St. leading directly from the river into it. Stub tracks leading from ladder tracks east and west of this street, will form an extensive system of storage and team tracks; there will

ing of rolling stock repairs on all the company's Pacific Coast lines, has also been planned, only a small portion of which will be completed at present. Provision has been made for the addition of all the buildings required in a complete shop layout, some of which will be built in sections, and extended as required.

The general shop scheme consists of a central midway served by a 60 ft. transfer crane, at right angles to the main line tracks. The locomotive shop will be to the east of the midway, and will ultimately be 150 by 600 ft., with 24 locomotive pits. The initial section now being built, is 250 ft. long, containing 10 pits. This shop will



Canadian Northern Railway Port Mann Terminal Layout (Section 1).

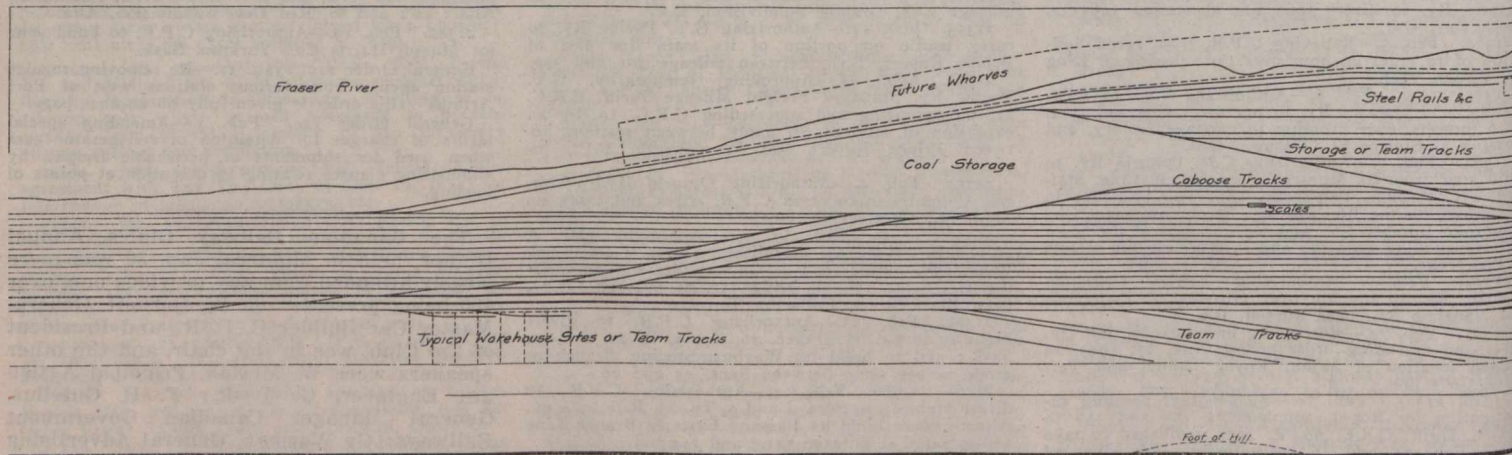
and has been on the market for some time. The town layout is of considerable extent, and it is anticipated that with the extensive railway and shipping facilities which will be provided it will become a point of considerable importance.

The Fraser River is navigable up to this point for large, ocean going vessels, and in consequence, it is expected to become a place of importance for the transshipment of freight for the Orient; a possible traffic in the transshipment of grain, etc., by way of the Panama Canal, is another phase of future development. Considering all these viewpoints, the prospect of the place developing seemed so imminent to the railway management, that a well developed

be 14 of these to the west, and 7 to the east of the street, the latter being the entry thoroughfare to the teamways. Along the south side of the yards, there will be a service track, from which stub team tracks will branch off, terminating at Railway St., 8 tracks to the west and 4 to the east of Centre St. Immediately to the west of Centre St. there will be 4 local freight tracks, with a freight shed, 40 by 200 ft., abutting on the street. Provision has been made for the extension of this shed to double its original size. The southerly two tracks of the team track layout will be spanned by a transfer crane, with a team scale in the roadway nearby.

Ample accommodation is being made for

be served by an 80 ft. transfer table along the east side, extending the full length of the shop. Only the portion corresponding to the part of the shop now being completed, is being built at present. On the east side of the transfer table, there will be a corresponding number of storage tracks, served by the transfer table. The locomotive shop, like all the buildings of the plant, will be of concrete construction, divided into two longitudinal bays by a central row of cast iron columns. It will contain two 10-ton travelling cranes, and a 200 ton electric jack for wheeling locomotives. This building will be the only part of the shop layout to be completed at present, all the other buildings being projected.



Canadian Northern Railway Port Mann Terminal Layout (Section 3).

scheme for extensive facilities has been undertaken, as shown in the accompanying plans.

The yard accommodation will consist of three yards of equal size, each containing 14 body tracks, 2,800 ft. long in the clear, giving a capacity in each of 1,000 cars, or a total capacity of 3,000 cars. These yards are on the north side of the double track main line, along the river bank. To each end of each yard, there will be two ladder tracks, each of these serving 7 tracks. To the intermediate body tracks, there will be cross overs from the main line. From the west, the westerly ladder tracks will be approached by two 1,600 ft. switching

future warehouses on sites 50 by 100 ft., both to the east and to the west of Centre St. The station will adjoin Centre St. At the foot of Centre St., there has been built a 1,000 by 102 ft. wharf, with freight storage shed adjacent. The extension of the wharf to four times its present capacity is contemplated as traffic increases, and the freight storage shed can be increased to three times its present capacity. The water along the frontage is being deepened so that the largest vessels may dock there, and with the double track that has been laid along the rear of the wharf, will make a convenient transshipment arrangement.

A very complete shop layout for the hand-

All the remaining buildings of the plant will be situated to the west of the midway. Abutting the midway will be the pattern shop, 50 ft. square; foundry, 100 by 200 ft.; coal and iron shed, 50 by 200 ft.; blacksmith shop, 100 by 200 ft., and stores, 50 by 150 ft. The latter building will be surrounded by a platform, 75 by 350 ft., for the rough stores. To the rear of the stores will be the scrap bins, with track scales in one of the stores service tracks, and with the oil storage tank nearby. The passenger car shop, 100 by 200 ft., will be directly to the rear of the blacksmith shop. The woodworking department, consisting of the planing mill, 100 by 150 ft.,