

Windsor Street Station and Terminal Yards, Montreal, Canadian Pacific Railway.

The remodelling and extension of the Windsor St. station, Montreal, is now nearing completion, and a portion of the new part has been in service for some months. The trackage arrangements have been completed, the layout at present in use being shown in the accompanying plan of the station and terminal. All the portion of the station and office building south of the division line shown is new. The ground floor is being used for waiting rooms, restaurant, etc., and the other floors for general and local officials' offices. In the old layout, all the portion of the property south of the division line, through the new and old parts of the station, did not belong to the railway, so that all the terminal facilities were to the north of this line. In the former arrangement, there were 6 station tracks, all projecting into the station building about 40 ft. further than in the new arrangement, the latter giving greater concourse accommodation. All the station tracks branched off from the main line just west of Aqueduct St., with none of the station tracks of a greater length than 900 ft.

In the arrangement shown in the plan, and now in use, the number of tracks has been increased from 6 to 11, and their length

south, makes the bridge column heights vary.

The train shed formerly used is being removed, and the newer Bush type used instead. Over the northerly 7 tracks, it will extend to beyond Mountain St., or 1,140 ft., while the shed for the lower four tracks cuts off in pairs 950 and 810 ft. long respectively. The Bush terminal construction calls for a low shed building in spans bridging two tracks, with a longitudinal opening in the roof for the escape of the locomotive gases. This shed is supported on columns between every other track. The longitudinal opening for the escape of gases is encased in concrete, and is in consequence not subject to attack from the fumes.

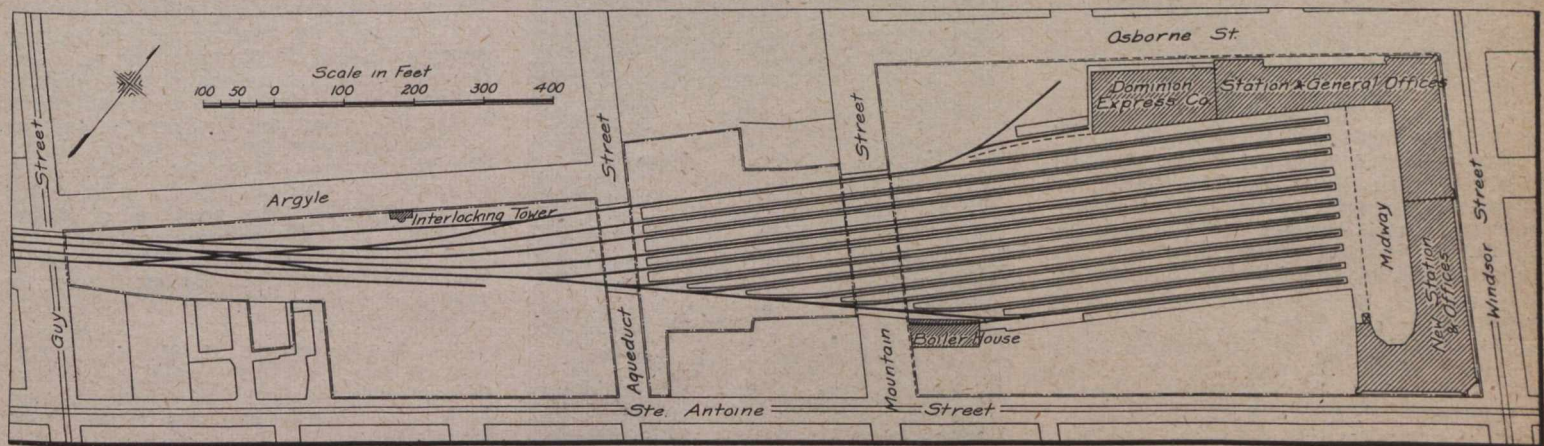
The passenger platforms are 16 ft. wide, and it is along this platform that the train shed columns are placed. The intermediate platform is 10 ft. wide, and is for baggage handling, this arrangement segregating the passengers from the baggage. The platforms are of concrete, and the track ballast of crushed stone, the track being laid with 85 lb. rails.

The whole switching arrangements of the yard are to be controlled from the interlocking tower shown. The initial installa-

Canadian Ticket Agents' Association's Annual Meeting.

The association's 27th annual meeting was held at the Hollenden Hotel, Cleveland, Ohio, Oct. 8, 9 and 10, the members and their guests having travelled from Buffalo, N.Y., on the Cleveland and Buffalo Transit Co.'s s.s. City of Buffalo. At the opening of the meeting addresses of welcome were delivered by the mayor of Cleveland, the President of the Chamber of Commerce and the chairman of the local reception committee. R. W. Wallace, G.P.A., Erie Rd., and C. L. Kimball, A.G.P.A., Pennsylvania Lines, representing the American Association of General Passenger Ticket Agents, and the President and Secretary of the international Association of Ticket Agents, extended fraternal greetings. Among other visitors present were: W. Stitt, G.E.P.A., Canadian Pacific Ry.; W. S. Cookson, A.G.P.A., Grand Trunk Ry; M. G. Murphy, D.P.A., Canadian Pacific Ry., and a number of officials of U. S. lines were also among the visitors, and several of them spoke.

The veteran Secretary-Treasurer and one of the founders of the association, E de la Hooke, presented his annual statement showing the association to be slowly increasing in numbers and the finances to be in a satisfactory position. The President, G. J. Alexander, read an address.



Plan of Canadian Pacific Railway Windsor Street Station and Terminal Trackage and Approaches, Montreal.

increased by the acquisition of the property to the south of the old tracks in the station, and the property to the north of the tracks west of Aqueduct St. The northerly of the station tracks has been straightened out to give a clear length of 1,400 ft. at the point where it strikes the main line. With one lead track leading into all the station tracks, the tracks vary from the maximum mentioned down to about 400 ft., giving a total station capacity, making due allowance for locomotive length, of 120 cars, varying in train length from 5 to 14 cars.

In increasing the size of the yard, it has been necessary to build new retaining walls on the south side of the station grounds. Osborne St., on the north side of the station, is on the crest of a hill, which drops off quite rapidly to the south, so that while the station level is that of Osborne St., on the St. Antoine side there are three stores below that level. In consequence, the southerly portion of the yard had to be reclaimed by retaining walls and filling to the lines shown in the plan.

The station crosses two streets on overhead bridges. That at Aqueduct St. is a 5 span bridge, and at Mountain St. a 9 span bridge, both of steel construction, with steel floor, waterproofed deck. The elevation of the rails above the streets on the north side being considerably less than on the

south, makes the bridge column heights vary.

We are indebted to J. M. R. Fairbairn, M. Can. Soc. C.E., Assistant Engineer, and N. E. Gutelius, Resident Engineer, for the data on which the foregoing article is based.

Prohibiting Riding on Pilots of Locomotives.

The Board of Railway Commissioners passed order 20597, Sept. 22, directing the C.P.R. to cause its Western Lines officials to issue a circular to employees similar in terms to circular 34, issued by its Eastern Lines officials and applying to Eastern Lines.

Circular 34 referred to was issued Mar. 20, 1912, by C. Murphy, then General Superintendent of Transportation, Eastern Lines, and reads as follows: "To all concerned. Accident to employees through riding on pilots of engines. The practice of riding on pilots of engines, except when switching in yards, must be discontinued, under penalty of discipline."

A. J. SHAPTER, engine tester, G. T. R., Montreal, in remitting his renewal subscription writes, "I may say that I am very pleased with Canadian Railway and Marine World."

Two papers were read, one by Dr. Shaw, the association's honorary physician, on precautions to be observed by travellers from the standpoint of health, and the other by P. V. G. Mitchell, Passenger Traffic Manager, White Star-Dominion Line, Montreal, on ocean steamship business. A number of questions submitted to the question box were discussed and committees were appointed to deal with some of the subjects. J. A. Mackenzie, of Woodstock, Ont., exhibited his device for filing tariffs.

The officers, etc., were unanimously re-elected as follows:—President, G. J. Alexander, Richmond, Que.; 1st Vice President, J. Kidd, Goderich; 2nd Vice President, C. B. Jones, Orillia; 3rd Vice President, J. A. Mackenzie, Woodstock; Secretary-Treasurer, E. de la Hooke, London; Auditor, A. M. Hare, Tillsonburg; Honorary Counsel, J. H. Flock, London; Executive Committee, W. Jackson, Clinton; W. McIlroy, Hamilton; F. W. Churchill, Collingwood; J. P. Hanley, Kingston, and W. Fulton, London. All the officers, etc., except the President, are located in Ontario.

Among the entertainments, etc., was a smoker-concert, and a visit to a daily newspaper office for the men, a tally ho drive and theatre party for the ladies, a motor drive through the city and suburbs for the whole party, as well as a dance.