

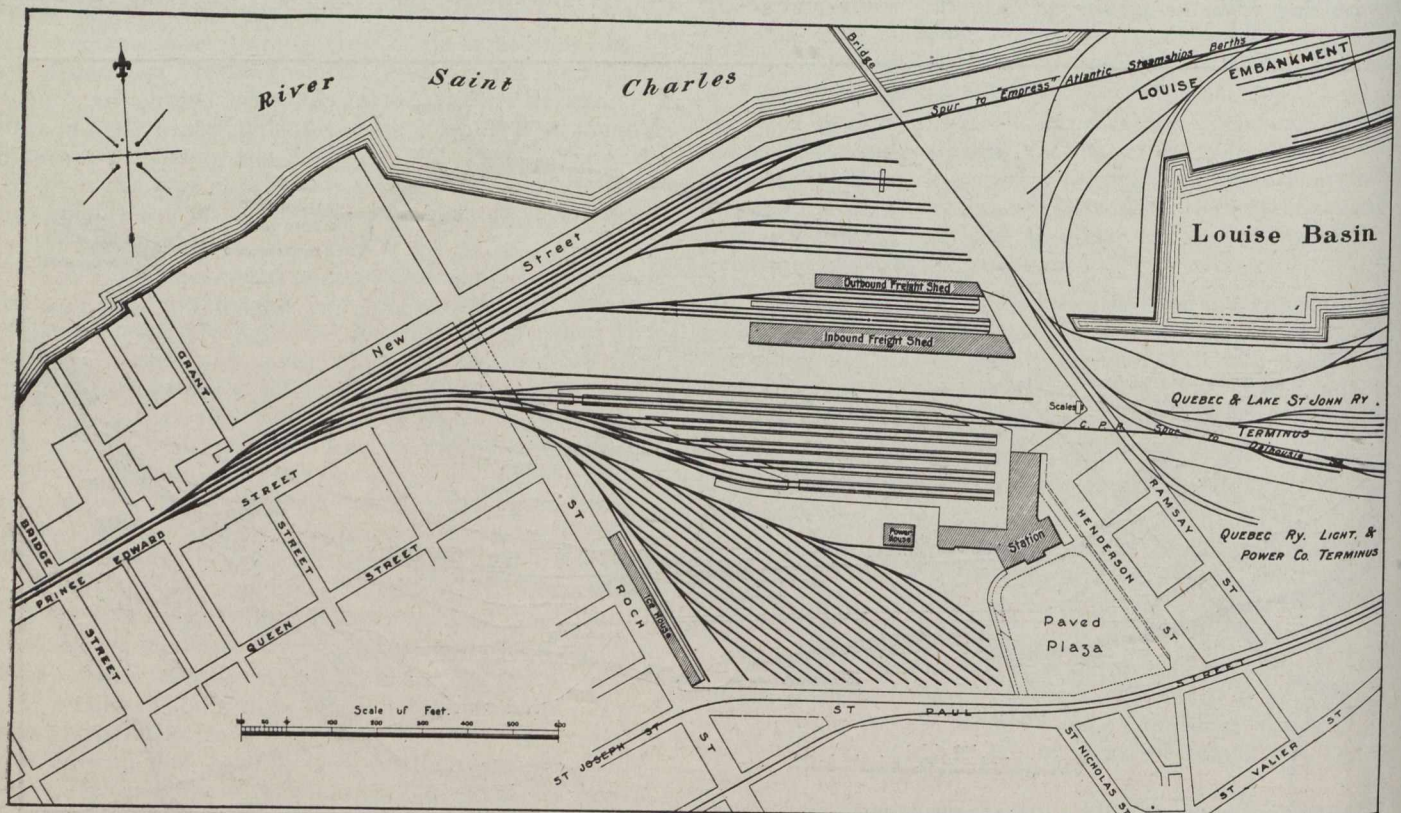
passenger equipment in the one case is handled at Glen Yard, which lies opposite Westmount station. In the other case the passenger engines are handled at Hochelaga yard and the other equipment in the Place Viger station and the adjacent coach yard.

The entire freight business in the Montreal terminals is handled in the three main yards: Outremont to the north, Sortin to the west and Hochelaga to the east. In addition, Sortin is the base yard for the territory between Montreal West and Windsor Street and for the territory on both sides of the Lachine Canal; Outremont yard for the northern and part of the eastern portion of the city and Hochelaga yard for the import and export business at the wharves and the Place Viger local freight terminal.

This local freight terminal is the main point from which both car-load and L.C.L. freight are distributed for the down-town district and is the largest single unit for either class of freight in the Montreal terminals.

became a necessity on account of the growth of business during recent years, and on account also of their proposed use by both the Canadian Pacific Railway and the National Transcontinental Railway as a union terminal. The work, which was started during the summer of 1914, includes the construction of a new passenger station building and yard with the necessary adjoining coach yard, new freight sheds and team tracks, new engine facilities and main yard and a double track main line through the terminals. It is intended to have all this work completed by 1917.

The track leading to the Louise embankment and the Empress wharves is to be relocated further to the north. This permits of constructing a new and enlarged team yard in such a position that teams need not cross the heavy train movement to and from the wharves. This yard of about 105 cars capacity will be built chiefly on ground reclaimed from the St. Charles River.



The New Quebec Terminal of the C.P.R.

Other units are located in the easterly end of the city at Moreau Street, Iberville Street, St. Denis Street, Mile End and Park Avenue. The westerly end of the city is served by units at St. Henry, Westmount and Montréal West and by various yards along the north and south bank of the Lachine Canal which are tributary to what are known as the North and South Bank branches. The city has not yet developed sufficiently along the line between Montréal West and Outremont to warrant the construction of more than very minor local freight facilities through this territory.

The Angus shops lie adjacent to and north of the main line between Place Viger and Mile End.

The Quebec Terminals.

The plan of the terminal arrangements at Quebec, which appears herewith, is the result of an entire re-modelling of both passenger and freight sections. This

The new freight sheds are now complete and in service. The outbound shed is 30 ft. wide and 360 ft. long, while the inbound shed proper is 50 ft. wide and 460 ft. long; the balance of its length being given over to a two-story office building. Each shed is served by three tracks—the outbound having a capacity of 27 cars and the inbound a capacity of 39 cars, while a trucking platform between the two sets of tracks permits of their ready use for L.C.L. transfer purposes. The sheds are so located that they may at any time in the future be increased in length as more capacity is required.

The new passenger station is now under construction, and will be in use early in the new year. The building is a most interesting adaptation of the Chateaus of the Loire in France, and has been specially designed by the architect to meet the requirements of the old and historic city of Quebec in this respect, as well as to amply fulfil the requirements of the present day and far future,