# NATIONAL TRANSCONTINTENTAL RAILWAY

## CHAMPLAIN MARKET STATION,

## QUEBEC CITY, QUEBEC

## Grand Trunk Pacific Railway Construction, Etc.

The G.T. Pacific Ry. began operating trains in and out of the new Union Station at Fort Garry, Winnipeg, Aug.

Tenders were received to Aug. 15 for the erection of the Selkirk Hotel in Winnipeg. Some delay has been experienced in getting titles to all the property required for the hotel, but E. J. Chamberlin, Vice President and General Manager, states that the clearing of the property will be started at once, and that it is hoped to get the foundations in before winter. The excavation for the foundations will necessitate the removal of about 50,000 cubic yards of material.

Regina fair A regular train service is in operation from Melville to Edgeley, and it will be extended to Regina as soon as the ballasting of the line has been completed. Grading has been completed for about 20 miles out of Regina in the direction of Moose Jaw. In connection with this branch there has been deposited with the land titles office at Moose Jaw a plan, profile and book of reference showing the location from the east line of sec. 25, tp. 17, range 24, west of the second meridian, to the west line of sec. 3, tp. 17, range 26, west of the second meridian, mileage 23.32 to 40.01.

In connection with the line under construction southerly from Regina to the International boundary, press reports state that it is proposed to build a branch line, starting, 13 miles south

Grading is reported to have been commenced on a branch from Moose Jaw northwesterly. This projected branch will be 81 miles long and will in time be extended to connect with the main line at Young. From this point a branch is under construction to Prince Albert. Authority has been given by the Board of Railway Commissioners to operate traffic on the branch from Young to mileage 45.5. Track has been laid to Wakaw, near the proposed crossing of the river, and grading has been completed from Prince Albert to the north bank. With the completion of the bridge and the laying of about 25 miles of track the branch will be completed. A start was made Aug. 8 building a roundhouse in Prince Albert, and in laying out a yard.

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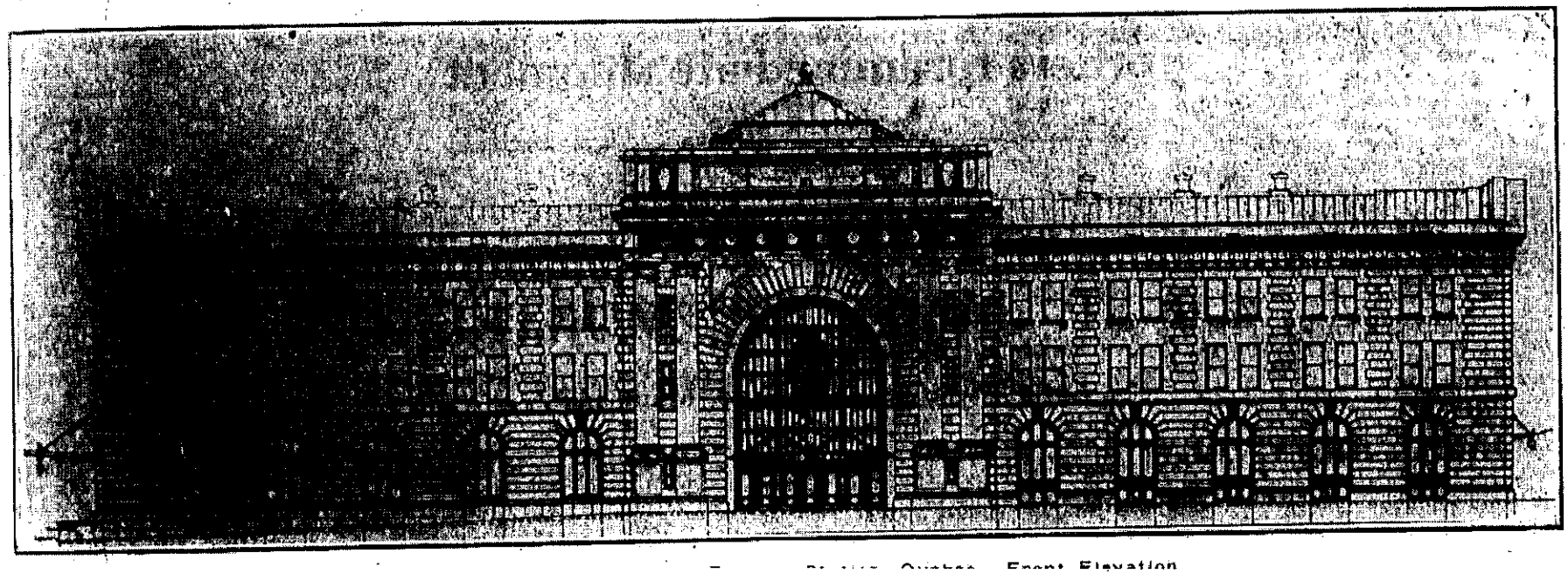

Proposed Quebec Front Elevation

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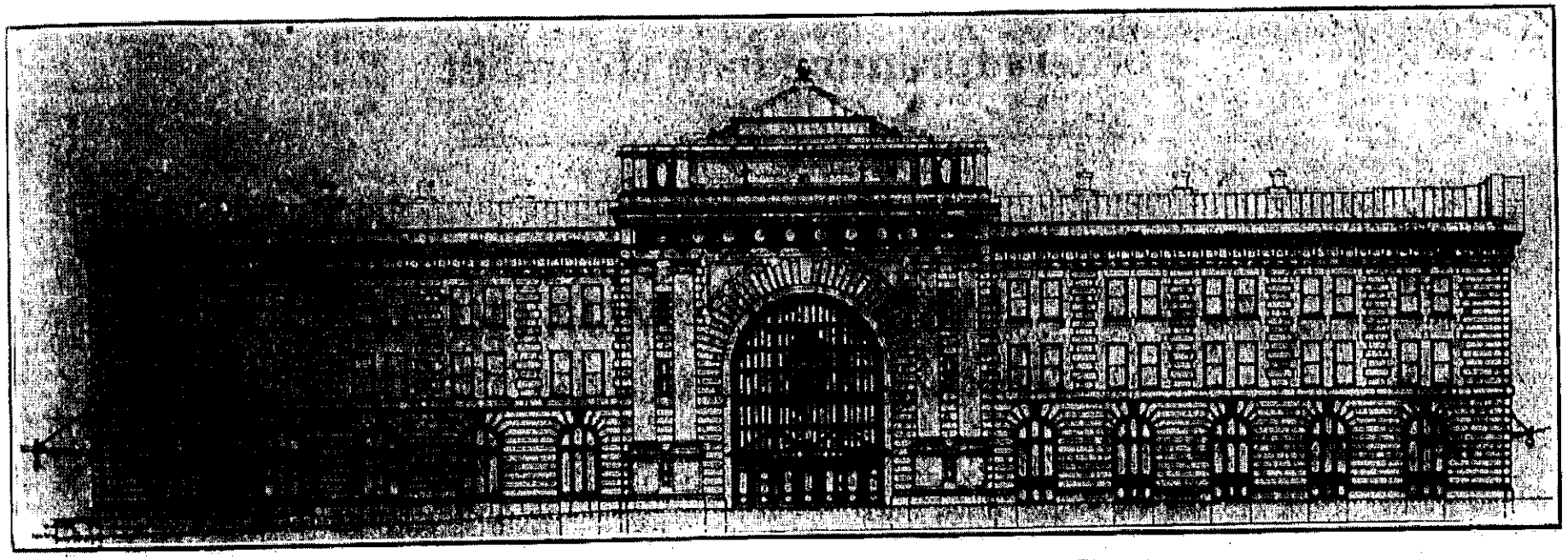

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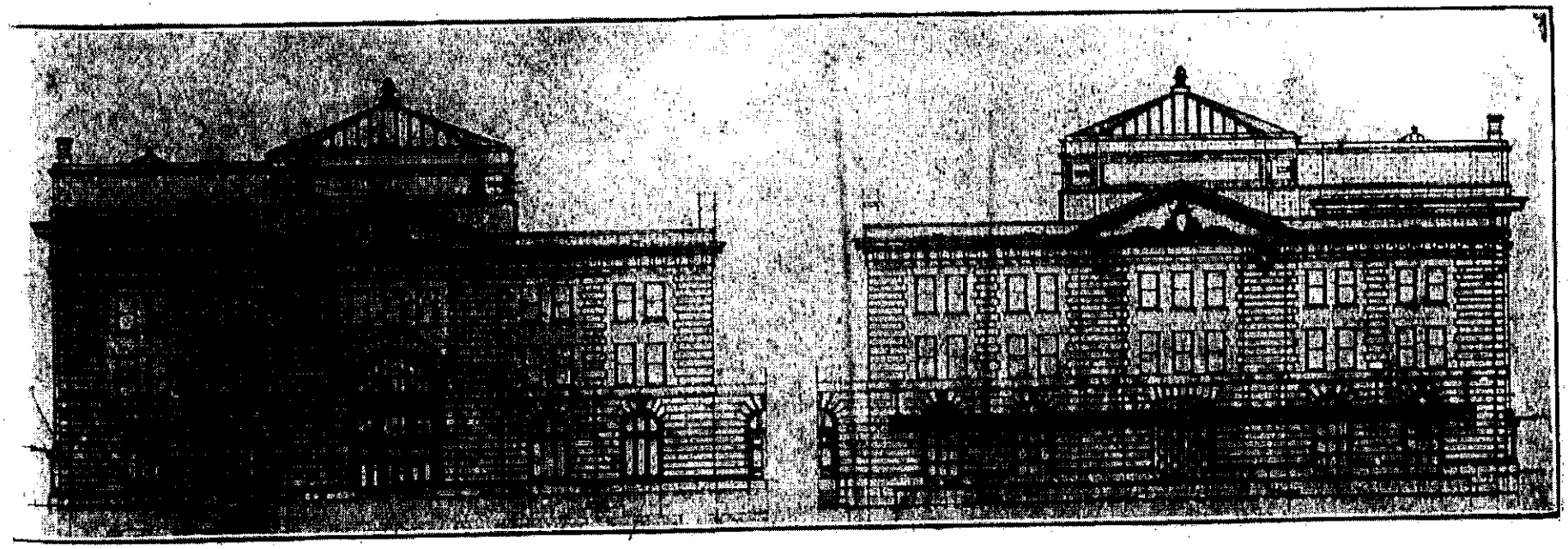

National Transcontinental Railway Station, Quebec. End Elevations.

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The main building is to be of Laurentian white stone. The building is estimated to cost about $720,000, and is expected to be completed by the end of 1912.

## National Transcontinental Railway Construction, Etc.

At a meeting of the Moncton, N.B., city council Aug. 8 the Mayor said the N.T.R. Commissioners had decided that freight yards and machine shops were necessary and that work was to be started at Moncton providing them. The immediate expenditure would be about $500,000. A committee was appointed to meet the engineers and arrange as to the concessions asked for.

Press reports Aug. 11 state that J. H. Corbett of Corbett and Ploesch has arrived at Moncton for the purpose of starting work on the yards, etc., and that the necessary construction plant is on the way to Moncton. The plans are said to include the laying of ten miles of track in the yards.

Tenders are under consideration for the building of tramways homes at the following points: Napadogan and Edmundston, N.B.; Lamour, St. Faye and Hardwicke, Que.; Cochrane, Graham, Fraserdale, Ont., and Transcona, Man. A Moncton, N.B., press report Aug. 14, states that a contract has been let to Dr. Murray and John Leah for the erection of station and other buildings on the line between Moncton and Beaver Brook, N.B., at an estimated cost of $150,000.

A contract is reported to have been let to J. H. Gignon, Quebec, for the erection of station buildings at 25 points on the Quebec section.

Steel is reported to have been laid 150 miles easterly from Cochrane, Ont., of which 50 miles have been laid this season. The contractors, Foley, Welch and Stewart, are installing and finishing up their contract.

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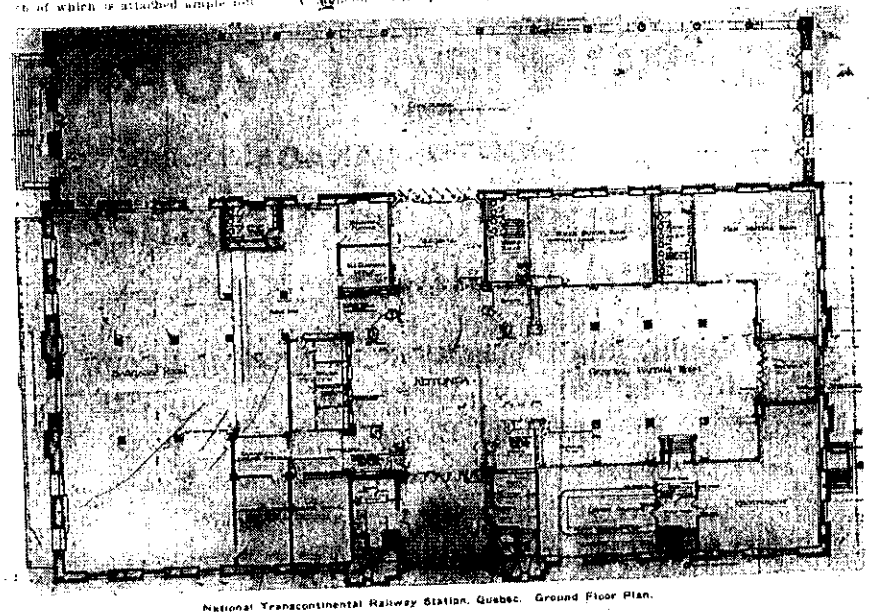
The Commissioners will receive to Sept. 4, tenders for the supply of 2,000 gross tons of 80 lb. steel rails, to be delivered at Moncton, N.B.

The yards at Transcona, Man., are being surfaced and lined up by the contractors, the J. D. McArthur Co. The storage capacity at present completed is for about 1,000 cars and this will be considerably increased when the work is completed.

We are officially advised that a contract has been let to Haney, Quinlan and Robertson for the erection of the car shops at Transcona, Man., described on pg. 741 of our Aug. issue. This firm is completing the erection of the locomotive shops of the same place. (Aug. pg. 747.)



National Transcontinental Railway Station, Quebec. Ground Floor Plan.

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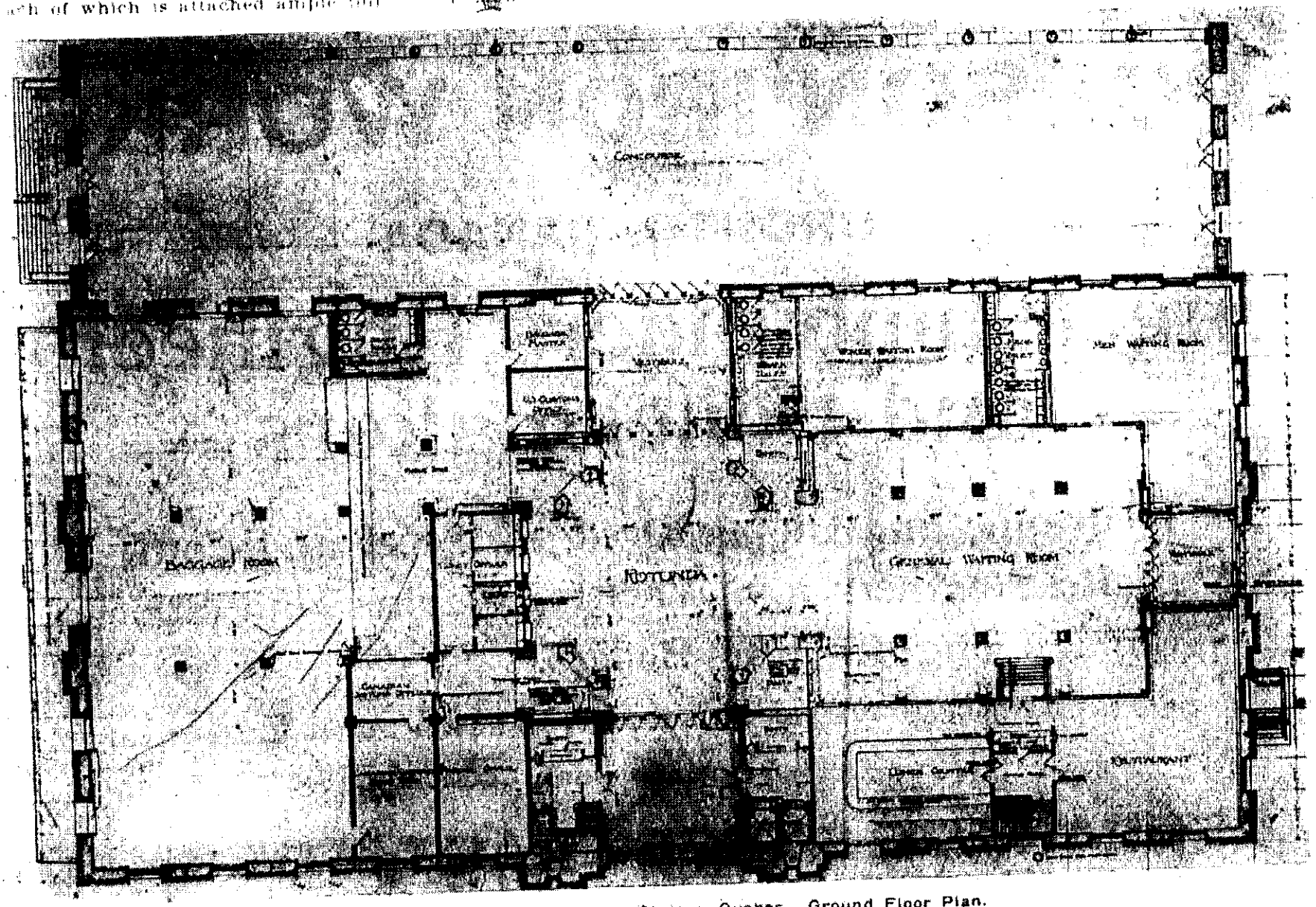


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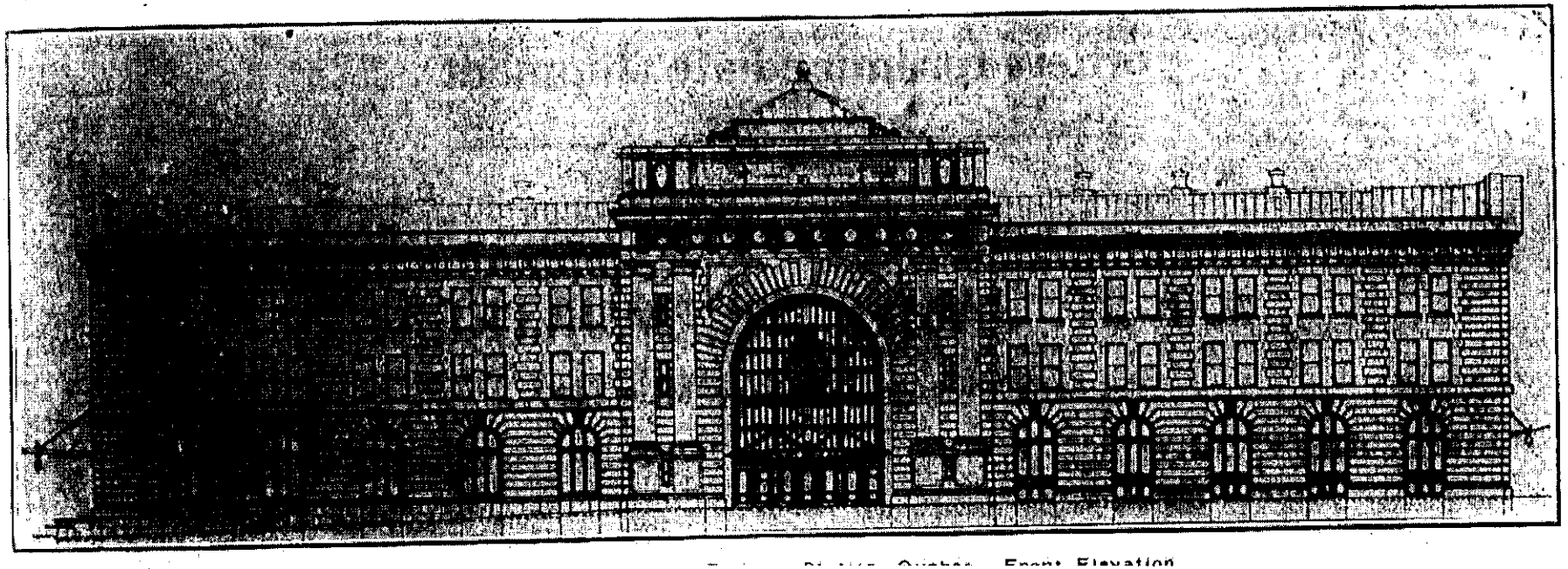

Proposed Quebec Bridge Front Elevation

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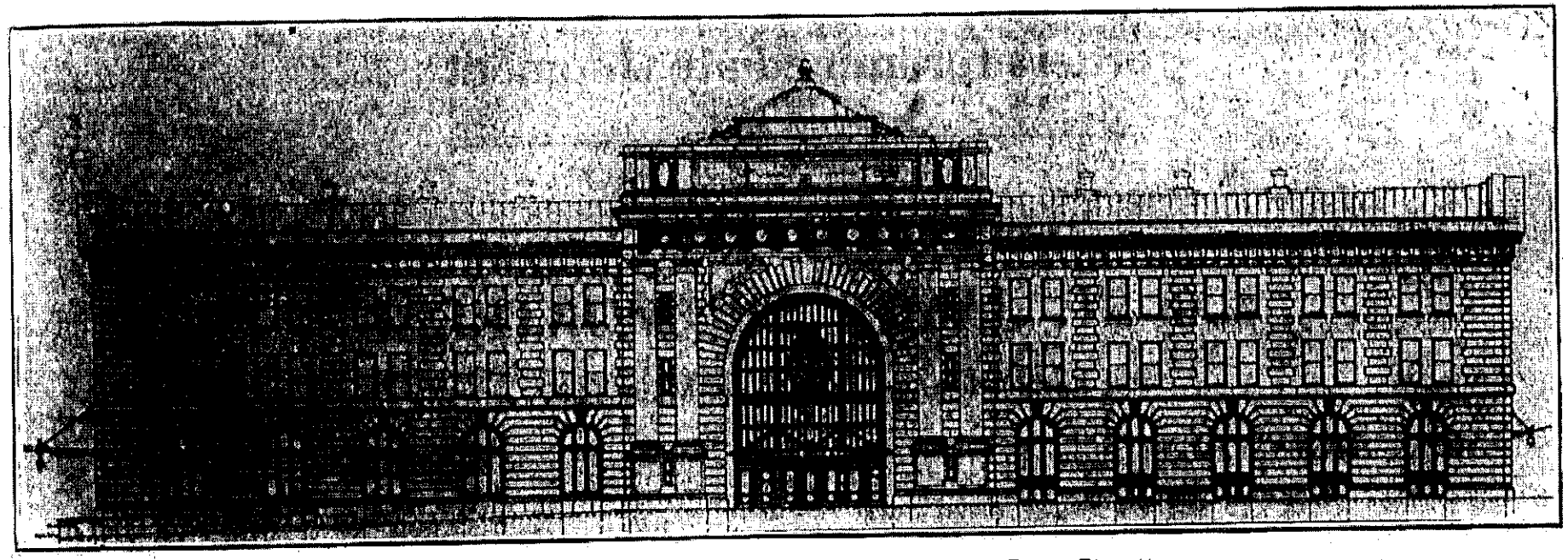

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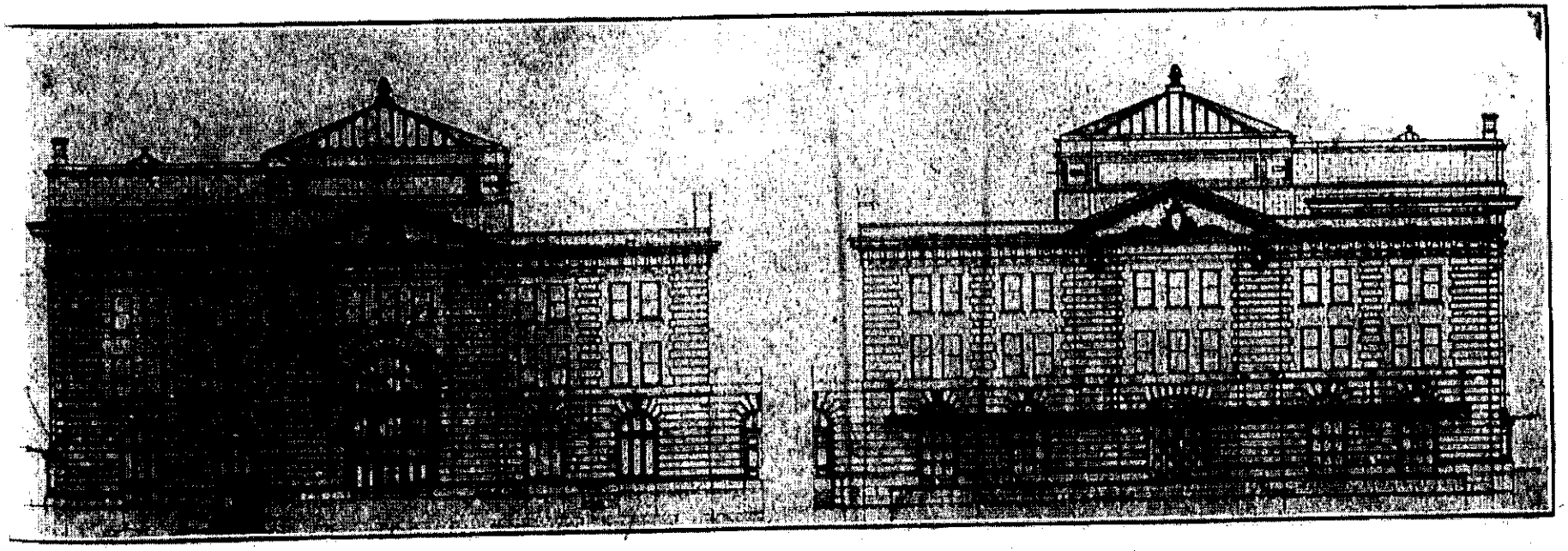

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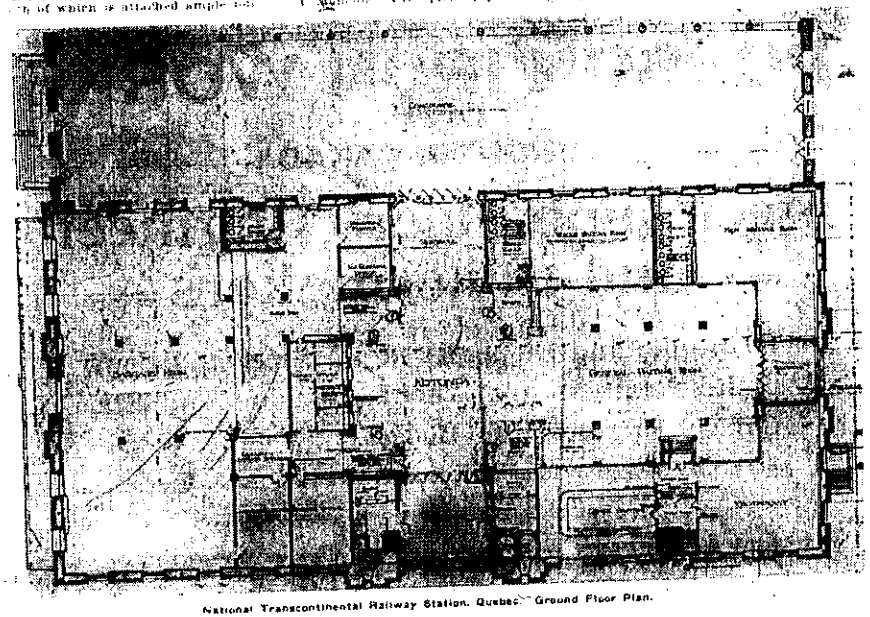
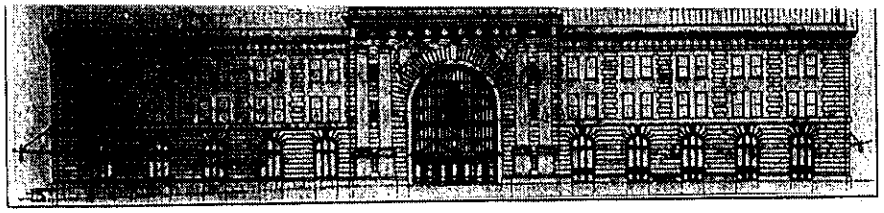


National Transcontinental Railway Station, Quebec—Ground Floor Plan.



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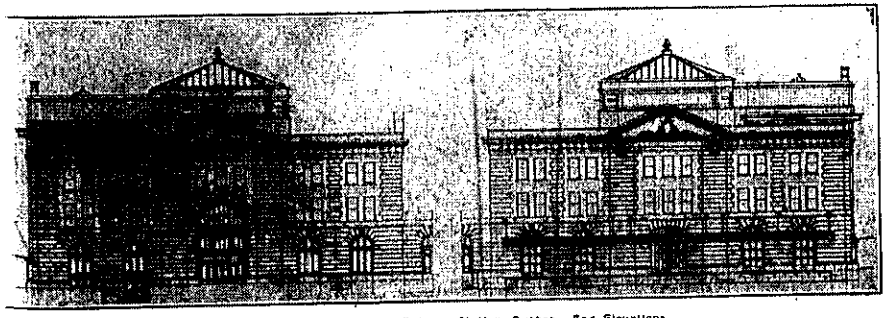
Plans have been sent to the Saskatoon, Sask., city council for a line leaving the main line west of the city, and coming in alongside the Goose Lake Canadian Northern Ry. line and crossing both that line and the C.P.R. about Ave. P and running north to the proposed G.T.P.R. station on 22nd street near the site of A. L. Brown's house Ave. P and 22nd street. From that point the line will strike off northwest to Battleford.

The Board of Railway Commissioners has approved of the location plans of the Calgary branch from Battleford to the west line of sec. 29, tp. 43, range 18 west of the third meridian, mileage 0 to mileage 14.66.

62% of the grading is reported completed, and 11 miles are ready for track laying. The branch starts at Biggar, Sask., and will be about 45 miles long.

On the line being built from Biggar towards Calgary, about 55% of the grading has been done on the 50 miles under contract, and 10 miles are ready for track laying.

On the line from near Tofield, which is also heading for Calgary, track has been laid to the crossing of the Red Deer River, and the Board of Railway Commissioners has authorized the opening of this section for traffic. Five of the seven spans of the bridge have been completed, and it is expected that the other two spans will be finished by Sept. 1. Tracklaying will then be resumed towards Calgary. Some difficulties have been met with in building the line through the C.P.R. irrigated lands, but



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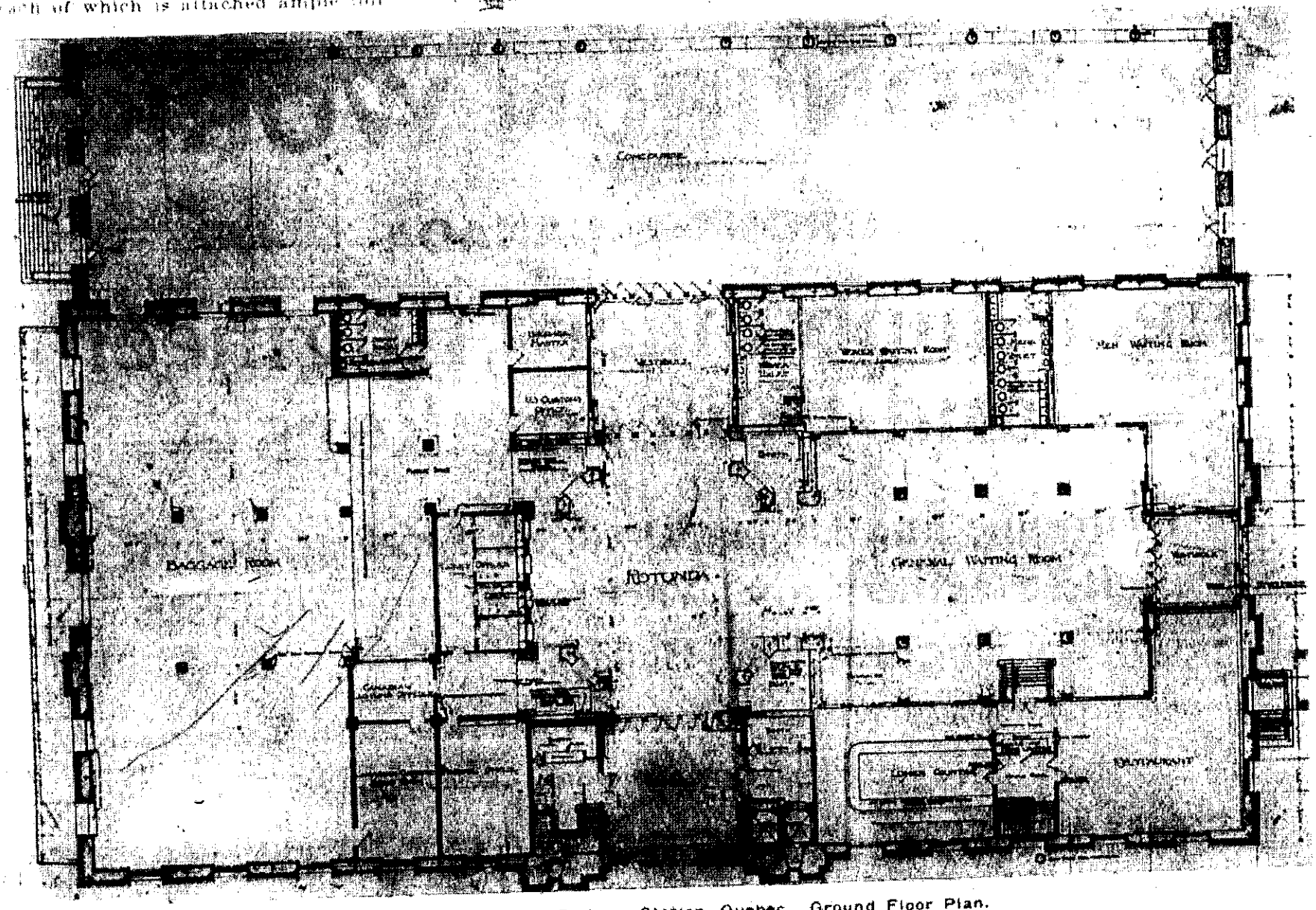
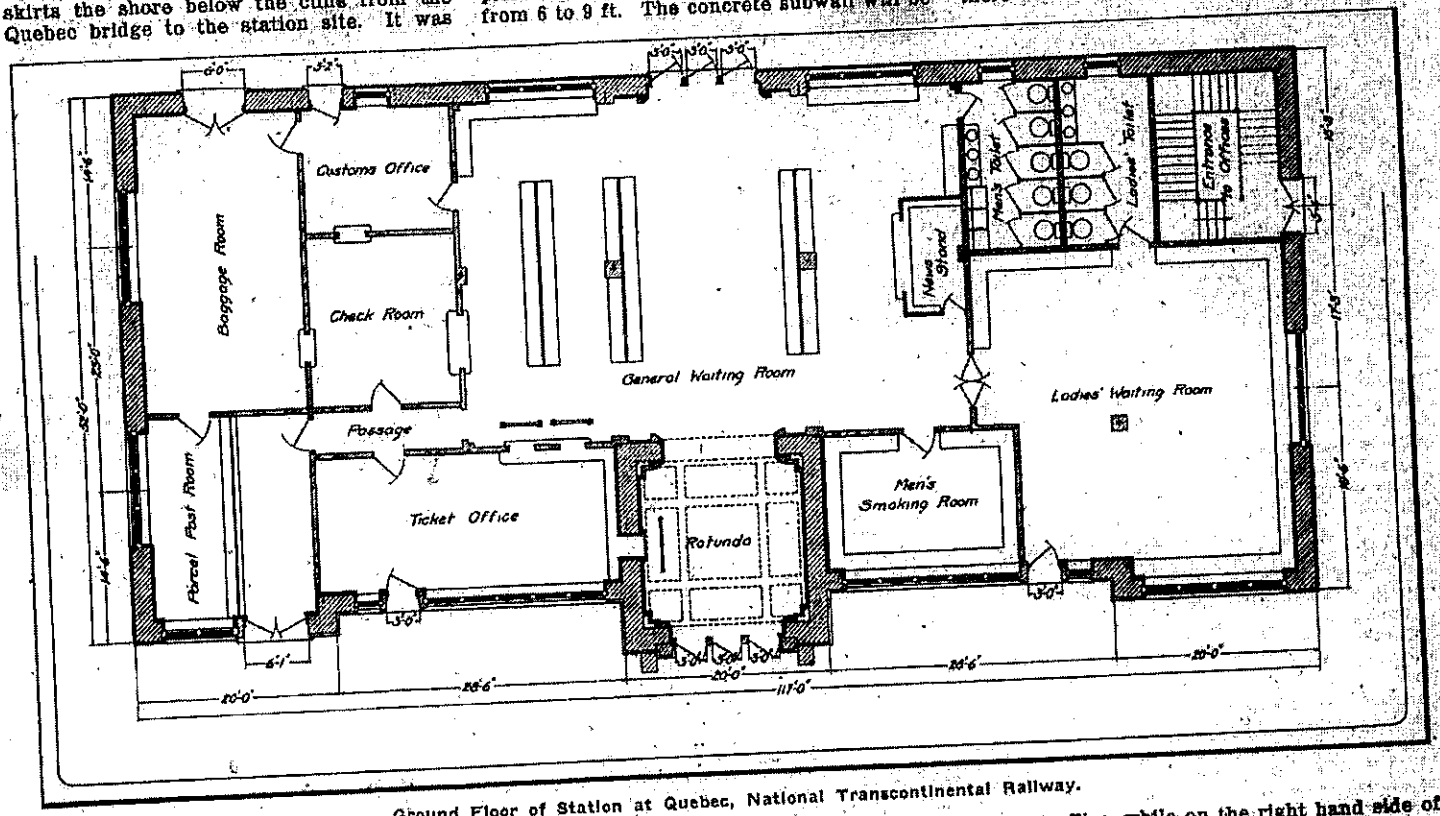



National Transcontinental Railway Station, Quebec. Ground Floor Plan.

low the Dufferin Terrace, ferry, and adjoining King's wharf, and will be reached by a line from the west, which skirts the shore below the cliffs from the Quebec bridge to the station site. It was

will be concrete [illegible] down to solid bearing ground. Each of these piers will be 4 ft. thick, varying in length from 6 to 9 ft. The concrete subwall will be

benches, 18 [illegible] entrance way in the general waiting room, there will be a double ticket wicket from the




Ground Floor of Station at Quebec, National Transcontinental Railway.

originally intended to build the main station on this site, but it was subsequently decided to utilize the site for the station now being erected, which will be used for local traffic only, and the main freight and passenger terminal will be a joint one with the C. P. R. about the site of the latter's present Palais station.

From the small volume of traffic that it is anticipated will be handled locally through the Champlain Market station, it was not necessary to erect a large building. In consequence, it will measure only 52 by 117 ft., and will be parallel with the river, on the east side of the site, with the front facing the river. Immediately back of the station will be the concourse, with a 40 ft. platform at the rear end of the stub tracks, with four platforms 15½ ft. wide leading off from this back platform, each 250 ft. long. The station will have 7 tracks, 6 of which will come in alongside the platforms, those each side

2 ft. 8 ins. thick, carried by these piers, the wall between the piers being spanned by three 18 in. I beams bedded in the concrete. The concrete wall is to be carried up to the ground level. The principal walls will be built from the top of the concrete foundations to a height of 4 ft. from the ground level, and will be 18 ins. thick. They will be of Beauport, or Chateau Richer, limestone, with headers, and the outer facing of this wall will be Rivière à Pierre granite. Above this line, the walls will be of brick, except for the outside face, which will be of Citadel shale brick. The brick will be entirely kiln run common. All of it will be laid in stretcher courses, with every fifth course a header course. The window sills and caps will be of Deschambault dressed stone. The porch or main entrance, comprising the columns, base blocks and cornice, will also be of Deschambault dressed stone. The inner columns will be false. Over the porch

ticket office, while on the right hand side of the room, there will be a news stand, 6 by 11 ft., entered from the general waiting room. The men's smoking room, entered from the general waiting room, will adjoin the rotunda on the right, and will be 18 by 18 ft. It will have a wall seat extending clear around the room, and will also have a composition floor. The entrance to the women's waiting room will adjoin that of the men's smoking room, which will be approximately 30 ft. square, also with a composition floor, and with a wall seat extending around the room. Back of the women's waiting room, there will be two lavatories for men and women, respectively, each 9 by 16 ft., and tiled with a mosaic floor. The women's will be entered from the women's waiting room, and the men's from the general waiting room.

To the left of the rotunda, will be located the ticket office, 13 by 30 ft., floored in hard-

Canadian Railway and Marine World

January, 1915.

# Champlain Market Station at Quebec, for the National Transcontinental Railway.

Plans were prepared by N. T. R. engineers in the early part of the year for a station building and platforms in Quebec, and a contract was let to W. J. Gosselin, Levis, Que., for the construction work shown in the accompanying plans. The work is in progress, and is expected to be completed at an early date.

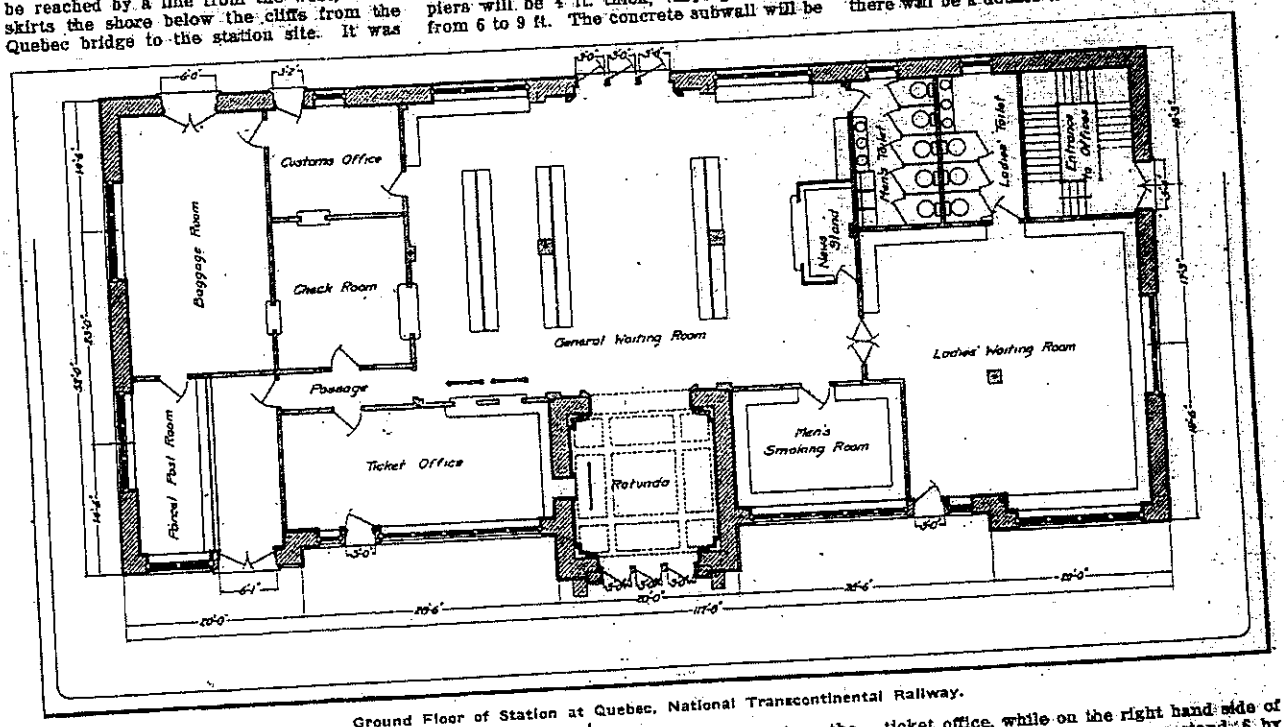
The station is being built on the Champlain Market site, on Champlain St., directly below the Dufferin Terrace, near the Levis ferry, and adjoining King's wharf, and will be reached by a line from the west, which skirts the shore below the cliffs from the Quebec bridge to the station site. It was originally intended to build the main station on this site, but it was subsequently decided to utilize the site for the station now being erected, which will be used for local traffic only, and the main freight and passenger terminal will be a joint one with the C. P. R. about the site of the latter's present Palais station.

From the small volume of traffic that it is anticipated will be handled locally through the Champlain Market station, it was not necessary to erect a large building. In consequence, it will measure only 52 by 117 ft., and will be parallel with the river, on the east side of the site, with the front facing the river. Immediately back of the station will be the concourse, with a 40 ft. platform at the rear end of the stub tracks, with four platforms 15½ ft. wide leading off from this back platform, each 250 ft. long. The station will have 7 tracks, 6 of which will come in alongside the platforms, those each side of a platform being at 26 ft. 8½ in. centres, with a central distance of 16 ft. between adjoining tracks between platforms. A power house will be located in the north west corner of the site.

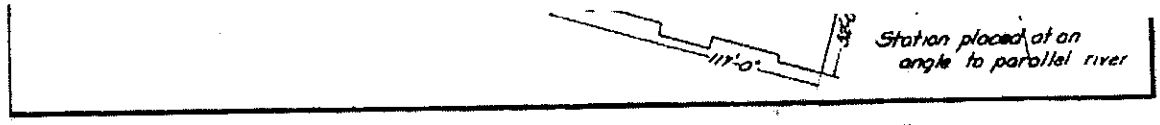
The building will be a composite structure of concrete, stone and brick. At each of the corners, at a point midway in each end, at four intermediate points along the back wall, at two points in the front wall, and at the four corners of the rotunda tower, there will be concrete foundation piers, carried down to solid bearing ground. Each of these piers will be 4 ft. thick, varying in length from 6 to 9 ft. The concrete subwall will be 2 ft. 8 ins. thick, carried by these piers, the wall between the piers being spanned by three 18 in. I beams bedded in the concrete. The concrete wall is to be carried up to the ground level. The principal walls will be built from the top of the concrete foundations to a height of 4 ft. from the ground level, and will be 18 ins. thick. They will be of Beauport, or Chateau Richer, limestone, with headers, and the outer facing of this wall will be Rivière a Pierre granite. Above this line, the walls will be of brick, except for the outside face, which will be of Citadel shale brick. The brick will be entirely kiln run common. All of it will be laid in stretcher courses, with every fifth course a header course. The window sills and caps will be of Deschambault dressed stone. The porch or main entrance, comprising the columns, base blocks and cornice, will also be of Deschambault dressed stone. The inner columns will be false. Over the porch in the front of the building, there will be a chain suspended canopy projecting 8 ft., and 17 ft. wide. It will be of wired glass on a metal frame, with an ornamental iron edging.

The entrance rotunda, 16 ft. square, will lead directly into the general waiting room. Along the left side of the rotunda, there will be a ticket wicket from the ticket office. The general waiting room will be 33 by 50 ft., with a composition floor, and wainscotted to a height of 4 ft. It will contain three double benches, 18 ft. long. To the left of the entrance way in the general waiting room, there will be a double ticket wicket from the ticket office, while on the right hand side of the room, there will be a news stand, 6 by 11 ft., entered from the general waiting room. The men's smoking room, entered from the general waiting room, will adjoin the rotunda on the right, and will be 13 by 13 ft. It will have a wall seat extending clear around the room, and will also have a composition floor. The entrance to the women's waiting room will adjoin that of the men's smoking room, which will be approximately 30 ft. square, also with a composition floor, and with a wall seat extending around the room. Back of the women's waiting room, there will be two lavatories for men and women, respectively, each 9 by 16 ft., and tiled with a mosaic floor. The women's will be entered from the women's waiting room, and the men's from the general waiting room.

To the left of the rotunda, will be located the ticket office, 13 by 30 ft., floored in hard-




Ground Floor of Station at Quebec, National Transcontinental Railway.




Station and Tracks at Quebec, National Transcontinental Railway.

a mastic floor. This will have a double swing door at the rear, connecting with the outside for the baggage entrance way. There will be a door on the right, leading into the customs room, 12 by 15 ft., which will be floored in hardwood. This room will also connect with the general waiting room. The check room adjoining will be 15 by 16 ft., with hardwood floor. It will be entered from the passage, and will have counter windows on the other three sides into the baggage room, customs office and general waiting room. The rear of the general waiting room will open out on the train concourse through three doors.

The street corner of the main floor will be entered through a door on that side to a stairway, leading to the offices on the first floor. This will lead into a central 8 ft. corridor, extending the full length of the building, with offices on either side. The first room on the right will be a lavatory, 11 by 19 ft., tiled in mosaic. Next in order will be an office, 17 by 19 ft. The next room, in the centre of the rear of the building, will be the train dispatcher's office, 19 by 29½ ft., with a counter extending around the doorway, and an operator's desk along a 10 ft. window at the rear. The remainder of that side of the corridor will be divided off into three offices, two 12 by 19 ft. each, and the third, 17 by 19 ft.

Opposite the stairway on the front side of the building there will be a conductors' and trainmen's room, 17 by 21 ft., followed by two offices, 15 by 19 ft. and 14 by 19 ft. respectively. Under the tower there will also be an office, 15½ by 16 ft., the balance of that side containing three more offices, 14 by 19 ft., 15 by 19 ft., and 17 by 21 ft., respectively.

The second, or top, storey will form one large room, the corner stairway leading directly into it. On account of the sloping sides to the roof, it will be 40 by 105 ft., slightly smaller than the other floor areas, of the tower, at a height of 57 ft., there will be clock faces. The flat top of the building will be surmounted by an ornamental iron border.

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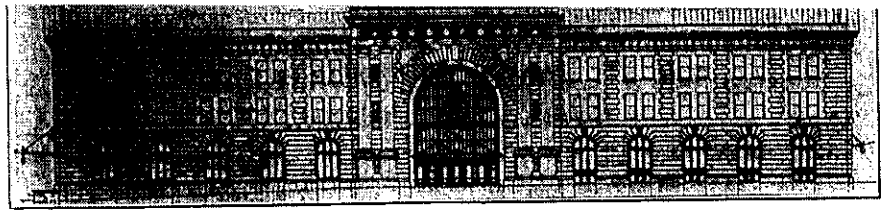


National Transcontinental Railway Station, Quebec. Front Elevation.

Engineers were in Brandon, Man., g 12, looking over the routes sug-sted for the entrance of the com-ay's line into the city. A route map f the line in the city submitted to the inister of Railways July 24 showed at connection would be made with the eat Northern Ry., and that its ation would be used, but from what is ng done by the survey party above ferred to it would look as if the com-ny proposed to lay out its own ter-nals near First and Richmond streets. The Board of Railway Commissioners s authorized the carrying of traffic er the line from Melville, via York-n to Canora, 29.6 miles, at 16 miles an ur.

on the lines southerly from Melville, ains have been run into Regina, the st one being Aug. 9. This train ser-e was only a temporary one for the of Regina, passing through Wayburn, and on to the Montana border, connecting there with a branch of the Great Northern Ry.

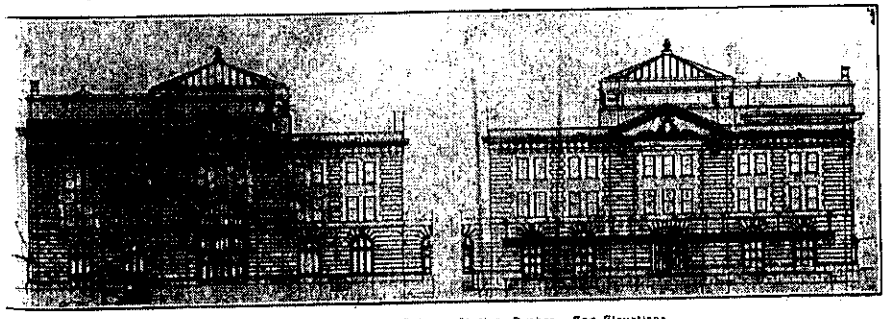
Plans have been sent to the Saskatoon, Sask., city council for a line leaving the main line west of the city, and coming in alongside the Goose Lake Canadian Northern Ry. line and crossing both that line and the C.P.R. about Ave. P and running north to the proposed G.T.P.R. station on 22nd street near the site of A. L. Brown's house Ave. P and 22nd street. From that point the line will strike off northwest to Battleford.

The Board of Railway Commissioners has approved of the location plans of the Calknife branch from Battleford to the west line of sec. 29, tp. 42, range 15 west of the third meridian, mileage 0 to mileage 14.66.

62% of the grading is reported completed, and 11 miles are ready for track laying. The branch starts at Biggar, Sask., and will be about 45 miles long.

On the line being built from Biggar towards Calgary, about 55% of the grading has been done on the 50 miles under contract, and 10 miles are ready for track laying.

On the line from near Tofield, which is also heading for Calgary, track has been laid to the crossing of the Red Deer River, and the Board of Railway Commissioners has authorized the opening of this section for traffic. Five of the seven spans of the bridge have been completed, and it is expected that the other two spans will be finished by Sept. 1. Tracklaying will then be resumed towards Calgary. Some difficulties have been met with in building the line through the C.P.R. irrigated lands, but



National Transcontinental Railway Station, Quebec. End Elevations.

## National Transcontinental Railway Station at Quebec.

ders were received to Aug. 31 by T.R. Commissioners for the erec- omplete of a terminal station in ec, in accordance with plans and ications prepared under the direc- of the Commission, and approved of T. Pacific Ry. officers.

plans and specifications, which prepared by Marchand and Has- architects, provide for a building site of the old Champlain Mar- be used as a passenger station he N.T.R., which is to be operated G.T. Pacific Ry. The plans show ilding facing on the square, the side being 257 ft. wide, with a of 124 ft. for the main building. main front shows a handsome tion, the central portion being car- considerably above the rest of the ing. The feature of this part is a designed arch, flanked by pillars nished with capstone and pedi-

Passing through the main en- doors, a large vestibule is reach- ff which are the elevators, stair- and booths, which will be devoted urposes not yet defined. From the ule entrance is obtained to the ro- which is surrounded by a dome ft in diameter. Off the rotunda arranged ticket offices, parcel of- anadian Express bondroom, Cana- and U.S. customs officers, a large age room, with public area, tele- h office, etc. Another vestibule s from the rotunda to the con- se which extends the whole length the building. Off the rotunda is the ral waiting room in the centre of building, and in the main front is nch counter and restaurant, while the concourse side are the waiting s for men and women respectively ch of which is attached ample toil

et and lavat tibule leads between the train shed. hoors over t be used by t The baggag width of th side. The of which s alongside w ft in lengt train shed ent.

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