

THE LARGEST RAILWAY SHOPS IN CANADA LOCATED AT WINNIPEG

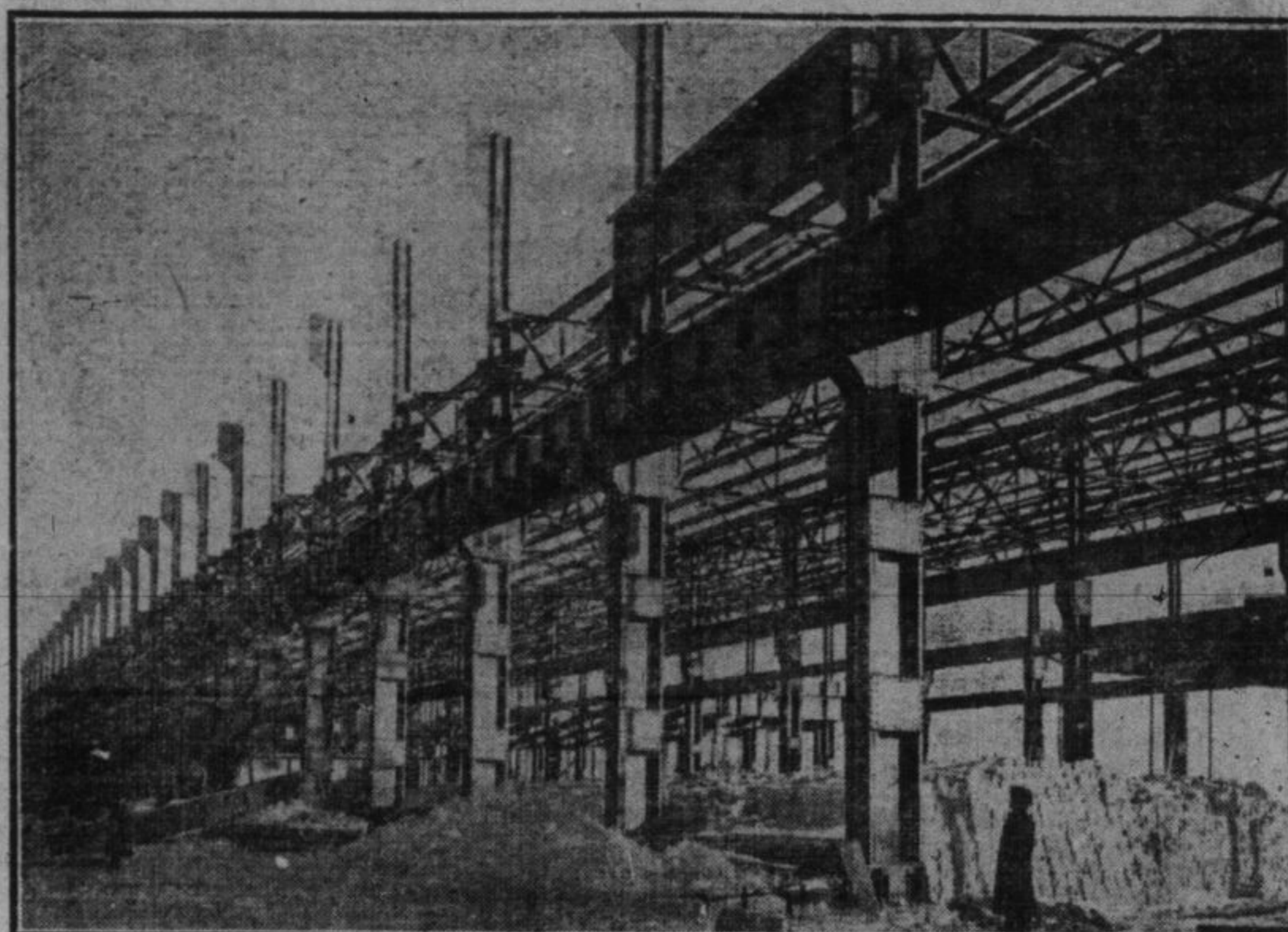
Government Building Big at Winnipeg ---Progressive Policy Gives New Transcontinental Largest Railway Shops in Canada at Chief Divisional Point---Splendid Structures Well Under Way and Will Be Ready For Occupation Within the Year

STORY IN SENTENCES

Largest Railway Shops in Canada. Thirteen Separate Buildings. Eight Buildings of Steel Construction. Five Buildings of Reinforced-Concrete. 5,000 Tons of Steel Required. Largest Construction Steel Contract in Canada in 1909. Winnipeg Firm Awarded Contract. Shops Will Employ 3,000 Men. Employees and Families Will Make a New City. Shops Will Be Ready for Work by January, 1911.

and a half dollars, and Grand Trunk Pacific terminal facilities are being worked out in a generally large and fine way—quite in keeping with the magnitude of the project and the character of the city in which these landmarks of progress are located.

Shops Will Employ an Army. The Grand Trunk Pacific shops alone will employ a small army of men—as many as 5,000 or 6,000 when they are in full operation. As stated, there will be thirteen buildings in all, and these buildings will house the various departments and shops. The main building—the framework for which is nearly all in place—is to be 880 feet long, 180 feet wide,



Side View of Erecting Shop, With First Girder Placed for 120 Ton Travelling Crane—Line of Columns That Weigh Eight Tons Each.

construction in Canada for the year 1909. This contract calls for the use of 5,000 tons of steel. The plans, drawings and building details all have been prepared in the engineering department of the Manitoba Bridge Works, under the direction of Chief Engineer Hugh McKay. All of the structural steel for the contract is fabricated and painted at the city shops of the constructing firm—enlarged last year by the addition of \$200,000 worth of new buildings and machinery—and is taken to the shops' site by the trainload. At the point of construction the work of putting the steel framework in place is under direction of Mr. T. P. Farley, a man of much experience in this line of work.

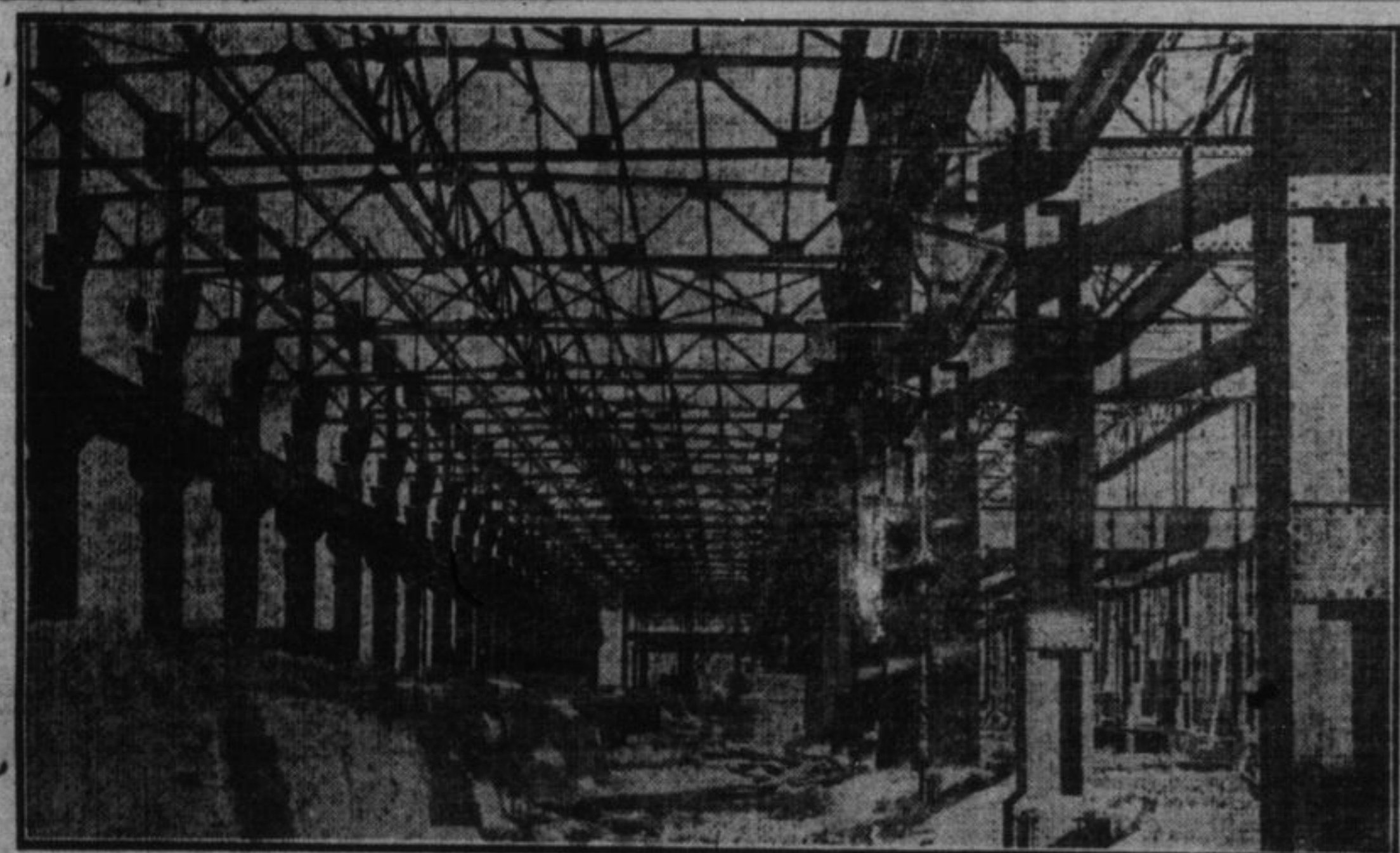
Work Pushed During Winter. Concrete foundations and piers were put in place last fall, and were, therefore, in readiness for the steel superstructure that has been put up this winter. Work on this part of the big shops was begun January 6th, and in the two months that followed no less than 2,500 tons of steel was erected and riveted in place for the brick, stone and cement filling which will follow the steel framework. Already the great shops are taking on a look of near-comple-

ner. Steel, stone, brick and concrete are the materials used, and construction work is being done

that is involved in building the new railway shops, west of Toronto, and—in the matter of

When the plant is ready for work it will be not only a thoroughly equipped part of a great railroad system, but it means the building of a city around the Grand Trunk Pacific shops. At the start there will be from 2,000 to 3,000 men employed at the big shops. With their families, the shop employees will make up a population of 6,000 at least, and the number is sure to be increased rapidly. Growth and expansion of railroads in Western Canada is a thing of speedy development and reasonable expectation will give the new town that is to spring up around the Grand Trunk Pacific shops, a population of from 10,000 to 15,000 within the next three years. Plans have been made for this. A townsite has

The Grand Trunk Pacific rail-



Interior View of Middle Bay of the Locomotive Shop.



Travelling Derricks at Work, Finishing End Span of Boiler and Tank Shop.



Looking Down 800 Feet of Locomotive Shops.

road shops—now in process of construction at Winnipeg—will be the largest railroad shops in Can-

ada. Shops and grounds will cover three hundred acres, and there will be seventeen acres of floor space in the thirteen several buildings that will make up the plant. Details arising out of this general statement make up an interesting story of progress made in this, one of the largest transportation systems in the world—as the Grand Trunk Pacific, with its many branches by land, and lake and ocean steamship lines, will be when completed.

upon strictly scientific lines and according to the latest and best plans for such operations.

material and workmanship lies in the awarding of the contract for building the Grand Trunk Pacific shops to a Winnipeg firm, the Manitoba Iron & Bridge Works. This firm has the biggest and best plant for doing work of the kind

building the Grand Trunk Pacific shops—adds to excellence of equipment, a strong local pride in

tion. Long avenues of steel posts, girders and roofwork stretch into the distance, and show the limits

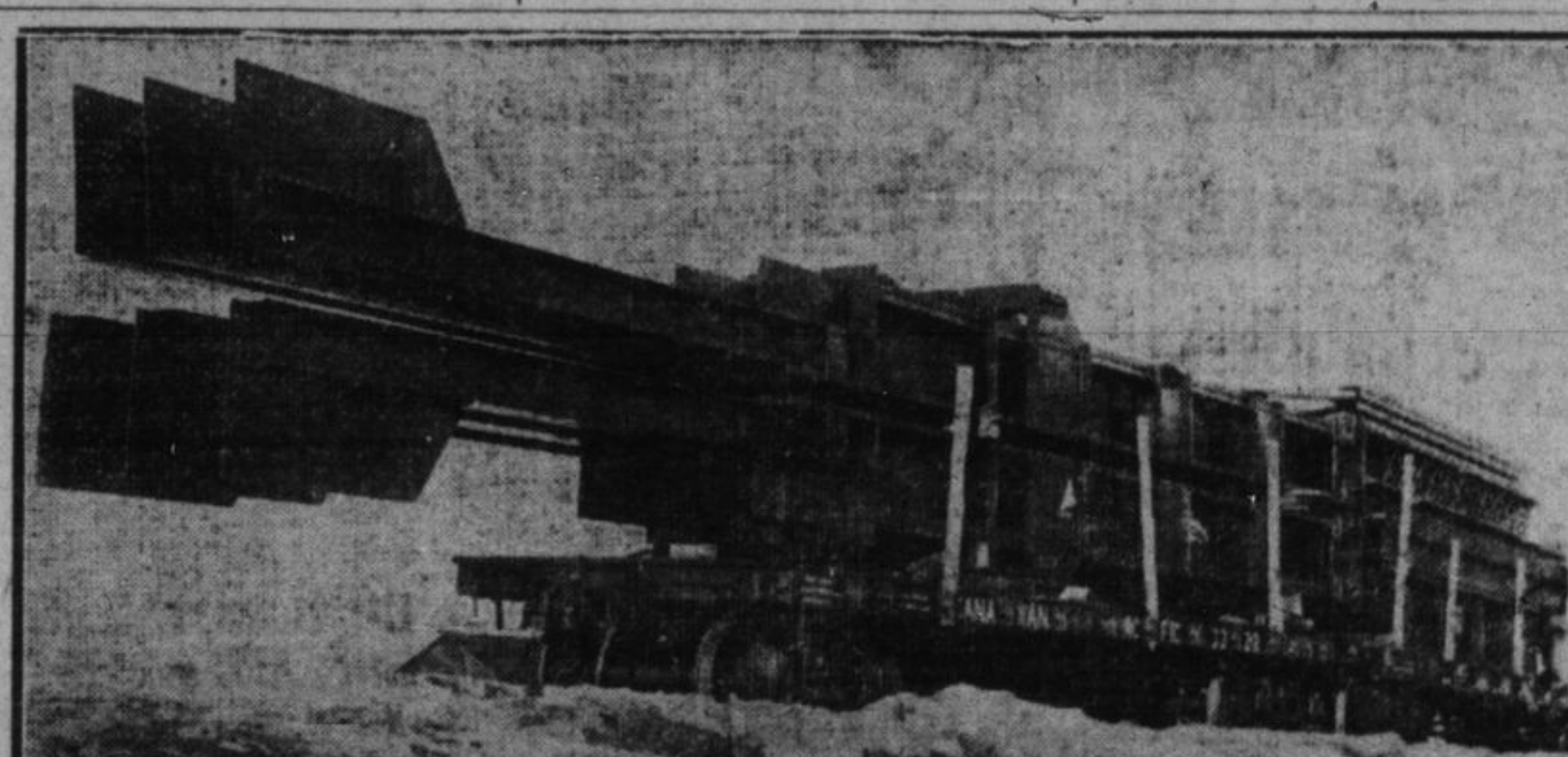
been laid out, and hundreds of lots have been sold, very largely, thus far, for speculative purposes.



North of Locomotive Shops—Concrete Foundation for Columns for the Frog and Track Shop—Car of Steel Ready to Unload.



T. R. DEACON, C. E. President and General Manager Manitoba Bridge & Iron Works, Winnipeg.



Carload of Fabricated Columns of Eight Tons Each, as it Arrived From Shop.

Other buildings will be smaller than the main structure, but each will be ample for the first demands to be made upon it, and the whole plan has been laid out with a view to such increased size and facilities as the road's growth may make necessary. Dimensions of the principal departmental shops are as follows:

- Locomotive Machine and Erecting Shop, 180 by 612 feet, 47 feet high.
- Boiler Tank Shop, 150 by 210 feet, 47 feet high.
- Stores and Scrap Shop, 40 by 220 feet, 47 feet high.
- Forge Shop, 100 by 280 feet, 47 feet high.
- Grey Iron Foundry, 130 by 200 feet, 47 feet high.
- Power House, 110 by 150 feet, 49 feet high.
- Cleaning Room, 48 by 80 feet, 25 feet high.
- Locomotive Carpenter and Pattern Shop, 70 by 130 feet, 43 feet high.
- Cash Shop, 125 by 250 feet.
- Stores, 80 by 300 feet, 19 feet high.
- Oil House, 40 by 60 feet, 15 feet high.
- Wheel Foundry, 32 by 135 feet.
- Engine House, 170 feet radius, 1,083 feet circumference.
- Freight Car Shop, 200 by 600 feet.
- Paint Shop, 100 by 325 feet.
- Coach Shop, 125 by 250 feet.
- Planing Mill, 100 by 300 feet.
- Lumber Shop, 60 by 115 feet.
- Dry Kiln, 40 by 50 feet.

The great shops that are now being built at Winnipeg are, of course, but a part of Grand Trunk Pacific development in that city. Winnipeg is the chief divisional point on the new transcontinental road, west of Quebec, and as such has been made very much a part of the system—has had a big place in all the plans of the new road. Grand Trunk Pacific offices fill a whole floor of one of the largest buildings in Winnipeg, and a new block, twelve storeys high—the tallest in Winnipeg—has been erected for office purposes, already too considerable for the space that was taken for temporary quarters about a year and a half ago. There is a new station that cost a million

Like all other work done by the Grand Trunk Pacific in making the second great transcontinental railway across Canada, the Winnipeg shops are being built in the most substantial and solid man-

Local Firm Got Contract. A fact contributory to securing the best possible results in ma-



Interior View of 23 Steel Roundhouse, Arranged to Extend to 40 Stalls When Necessary.

having been acknowledged worthy of being awarded what was the largest single contract for steel

of the shops that soon are to be most substantially. Huge piles of bricks, carloads of steel, travelling derricks busily worked by skilled mechanics; teams of horses coming with loads of steel from the near-by cars, and going away for more material to keep the builders supplied; forges for heating rivets, and the rattling tattoo of the riveting hammer driven by compressed air, all tell the story of work that is being pushed to the full of reasonable haste and diligent purpose.

Storehouses, blacksmith shops, boarding houses, and such other temporary structures as the nature of the work demands, have been erected, and are in use by the workmen who are engaged in building the big shops. The scene is full of business, and the intention to have the shops ready for occupation by next December seems likely to be forestalled by the speed with which the work is being pushed along.

Roundhouse Nearly Completed.

Outwardly the big roundhouse is practically finished. Workmen are putting the last touches to the roof, and the structure presents a completed appearance. This building has a radius of 170 feet

Solid business ventures have been entered upon, however, and there are already a number of houses and stores put up in Transcona—the name given the new town.

Will Have Good Railway Connections.

Those who live in Transcona will be favored with excellent transportation facilities to the centre of Winnipeg, about four miles distant. The shops are located a short mile from the main line of the G. T. P. railway, and there also will be a street car service as soon as the shops are far enough advanced to warrant extending the line from St. Boniface. Artesian wells afford an excellent water supply, and the Red river an effective system of drainage.

The corporation officials acted with good engineering taste in locating their shops, and also have accommodated themselves to the situation with excellent judgment by going far enough from the centre of Winnipeg to secure plenty of room for expansion and freedom from objectionableness to the people of a densely populated city. At the same time, the Grand Trunk Pacific shops are sufficiently near to Winnipeg to afford the Transcona people all the advantages to be had from residence within easy reach of a large town, and it also will be profitable for those who choose to live, and work at the shops.