

CNR LONDON  
STATION

1936

# Canadian Railway AND MarineWorld

## Canadian National Railways New Station at London, Ont.

Complete details of the station structure, the track arrangement and express and other facilities are given in the following.

The celebration at London, Ont., on Sept. 1, when the Canadian National new station there was formally opened by Sir Percy Vincent, Lord Mayor of London, England, was a memorable one. The effort by the citizens of London to secure a station which would be in accordance with the size and importance of the city extended over many years, and depressed economic conditions were responsible for a great deal of delay in the provision of the new facility. However, with the first dim signs of returning financial stability, the Canadian National management set about performance of its obligations as set forth in the agreement between the railway and city which had been entered into, and the splendid new

### The Agreement Providing for Grade Separation and Station Construction

In 1930, the Canadian National and the City of London entered into an agreement providing for separation of railway and street grades and the construction of a passenger station to replace the old one on York Street, between Clarence and Richmond Streets. It provided for the construction of subways to carry Ridout, Richmond, Wellington, Maitland, Adelaide and Rectory Streets under the tracks; for the construction of a bridge to carry Egerton Street over the tracks, and for closing of portions of Talbot, Clarence, Waterloo, Colbourne, Burwell and William Streets. The agreement provided that the railway should remove

concourse, was commenced, and on its completion in August, 1935, work on the superstructure started, to be followed in May, 1936, by the final unit, the subway to the London and Port Stanley Railway, and by the landscaping, roadways and approaches.

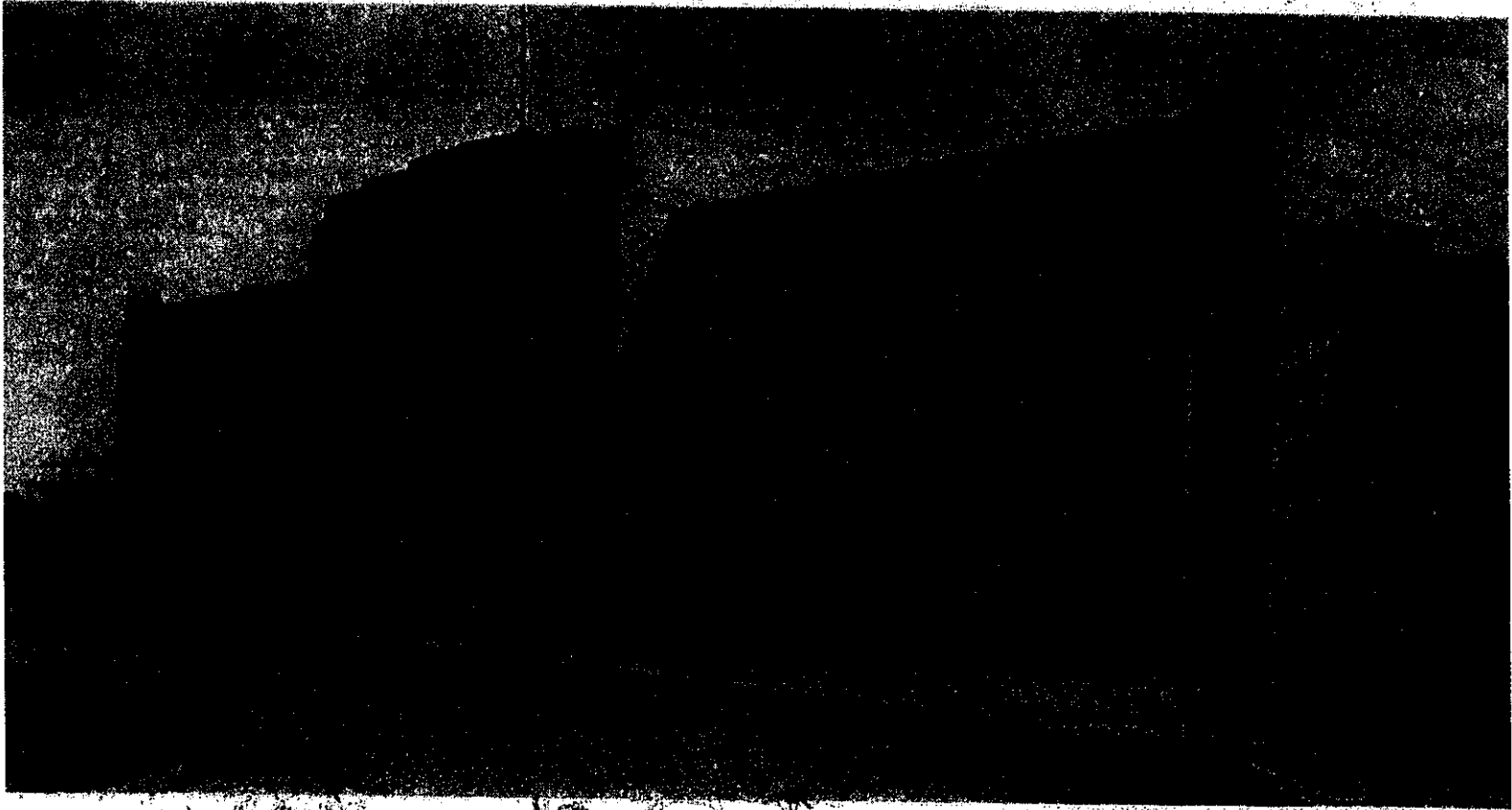
The new station occupies approximately the same site as the old one, and the land covered is bounded on the east by Clarence Street, on the north by York Street, on the west by Richmond Street, and on the south by the tracks. The main or entrance front faces on York Street and is set about 74 ft. back from the street line. In the new development the tracks were raised about 7 ft. above the York Street level. The building was



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Point View, Canadian National Railways' New Station, London, Ont.

building which has just gone into service stands as a monument not only to the ability of the C.N.R. architectural staff, but also to the willingness and desire of the railway management to carry out its undertakings and to provide improved facilities for the public just as quickly as finances permit. It was fitting that the celebration should have been marked by the presence of one of the recently introduced streamlined passenger locomotives, and it was equally fitting that Sir Percy Vincent should have stood at the front and on one running board, while W. A. Kingsland, Vice President, Central Region, Canadian National Rys. occupied a position at the front end of the other running board, while posing for their photographs. The opening of the station was one of the last official acts of Sir Percy in Canada before he and Lady Vincent began their homeward journey.

the existing station and construct a modern station in lieu of it at or near the site of the existing station, the new station to be reasonably fit for the needs of the inhabitants of the city and the travelling public. Most of the grade separation work has been completed for some considerable time, as also have the subways at Richmond and Wellington Streets, and the completion of the new station brings the project nearer conclusion.

#### The Station and Other Facilities Described

A reference to the accompanying plan will show that the new station consists of three distinct units and it was so constructed, viz.:—(a) Underground passenger concourse; (b) the superstructure or station proper; (c) subway to London and Port Stanley Railway station.

In the autumn of 1984 construction of the first unit, the underground passenger

so planned that the entrance, business lobby and office facilities are at the street level, and an easy ramp leads down to the passenger concourse under the tracks, from which stairs lead up to the passenger track platforms. Extending from the south end of the concourse, in a southerly direction, is a subway giving access to the London and Port Stanley Ry. (electric line) station. Directly over the concourse run five tracks and there are an additional five south of it. The tracks are numbered from north to south, no. 1 being at the north end of the concourse and adjoining the station, and there are passenger platforms between tracks 1 and 2, 3 and 4, and 5 and 6. The tracks, as the foregoing would indicate, run east and west. The subway to the London and Port Stanley Ry. crosses under the five east and west tracks, nos. 6, 7, 8, 9 and 10, the latter four being freight tracks. On

portion of the superstructure over the men's and women's anterooms and toilets, and houses record rooms, fan room and minor offices.

The basement occupies only a portion of the substructure, and contains boiler room, electrical equipment, switchboard, pipe ducts, etc., the balance being unexcavated.

This, generally, is the layout which has been developed after much study, and it appears to be eminently suitable to the type and volume of business transacted at London.

Structurally, there are certain features worthy of more than passing notice. The underground concourse, for instance, is a fixed frame arched reinforced concrete structure, poured in four sections with expansion joints between each section. The side walls average 3 ft. 6 in. thick and the arch is 2 ft. 6 in. thick at the crown. All concrete used on this unit was vibrated. The subway to the London and Port Stanley Ry. is of similar construction to the concourse.

The substructure of the station, to approximately grade level, is of reinforced concrete, and above grade level is a steel frame with reinforced concrete floors and roof slabs. The exterior walls are of brick and stone, with inner lining of terra cotta. Roofs are felt, pitch and gravel type, laid on insulating material.

In point of architectural design, both exterior and interior follow modern, restrained classic lines, and the station makes a decided addition to London's many fine public buildings. The straight entrance archway is flanked by two pylons, each terminating in a finely sculptured figure symbolizing on one side "Commerce" and on the other "Engineering". This carries a testimony to the modern taste and appears to flow out of the stone work.

The exterior walls are of Canadian limestone, and the brick is contrasting dark brown color. It is also Canadian-made. Wood sash has been used throughout, with the exception of the large window in the entrance archway which is of metal, with metal grilles. The main entrance doors are of white metal. The

Waiting Room and Entrance to Train Concourse.

the east end of the station building is the express warehouse and on the west end the baggage warehouse, both at platform level. Reference to the block plan will indicate that the northwest corner of the site is occupied by an existing building, the former London Shoe Co. premises, which were acquired by the Canadian National and have been remodelled to house divisional offices.

The station grounds are laid out and landscaped in a spacious and pleasing manner. A wide semi-circular driveway fronts the entire facade and is flanked on either side with stone wing walls, shrubbery and grassed areas, and in the central area opposite the main entrance there is a wide expanse of grass relieved with flowering shrubs. Teaming yards adjoin the baggage and express warehouses, and at the east end of the

located in the basement. The elevation of the lunch room floor is 5 1/2 ft. below the business lobby floor and 2 ft. 3 in. above concourse floor. It is thus centrally located in the layout, as patronage is equally divided between business passengers and nearby business people. Kitchen facilities adjoin the lunch room, with a service entrance direct to the platform above.

The underground passenger concourse is 117 ft. long and 35 ft. wide, with a ceiling height of 19 ft. 2 in. There are no columns and practically all the seating accommodation for waiting passengers is in this room, as experience has taught that the passenger waiting board trains prefer to wait as near to the tracks as possible. The subway to the London and Port Stanley Ry. is 100 ft. wide and 10 ft. long.

The rear of the station building occupies the rear

on either side with stone wing walls, shrubby and grassed areas, and in the central area opposite the main entrance here is a wide expanse of grass relieved with flowering shrubs. Teaming yards adjoin the baggage and express warehouses, and at the east end of the property there is a large parking area for taxis and private cars. The frontage of the building along York Street is about 200 ft.

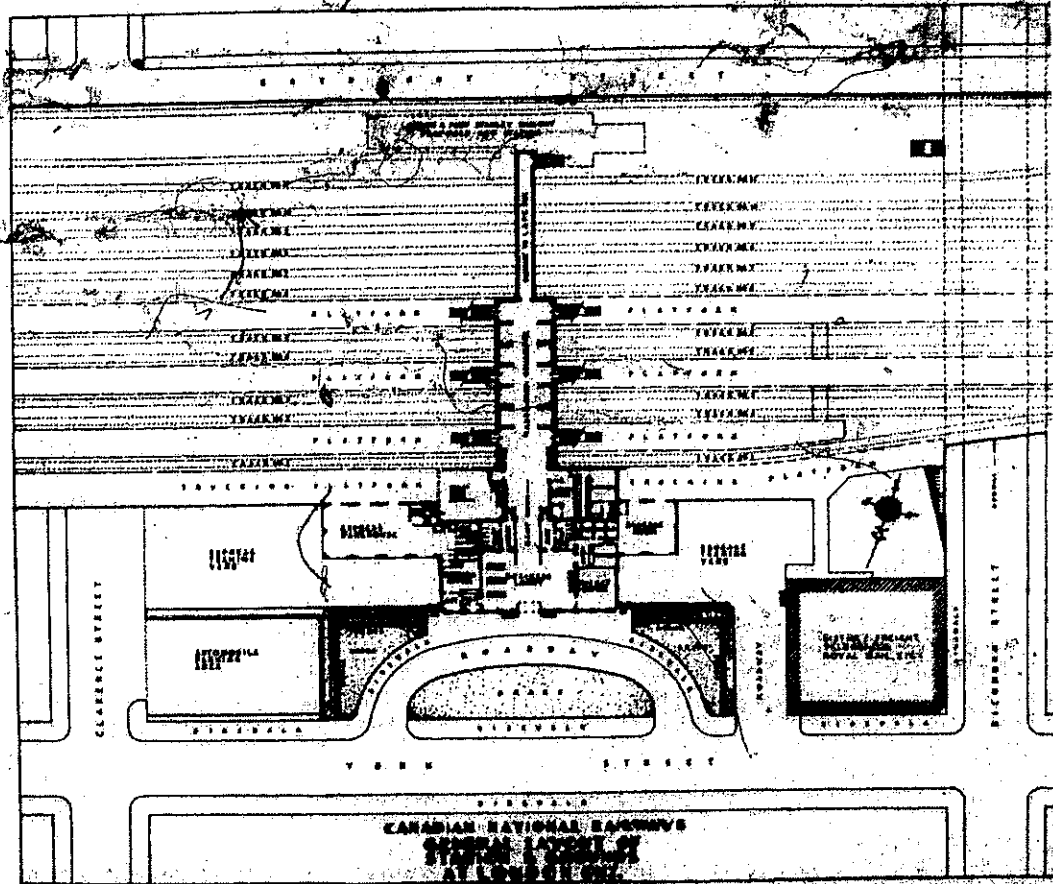
As the divisional offices are located in the remodelled adjoining building, the superstructure of the station is only one story high, except for a mezzanine in the rear portion, but the fact that it contains the business lobby is sufficient to maintain proper proportion and dignity in the exterior.

In the planning of the station, the main entrance is placed centrally off the York Street front and through a large vestibule opens on to the business lobby, 4 ft. long by 40 ft. wide by 20 ft. high. In the west side of the lobby is the ticket office, and, adjoining, the parcel and baggage checking facilities, connected to the baggage warehouse. On the opposite side of the lobby is the Canadian National Express public office, connected to the express warehouse; the latter contains all express facilities, such as value room, on hand room, depot office, etc. Directly opposite the main entrance is a wide archway leading to the ramp down to the passenger concourse. Flanking this ramp on either side are the men's and women's ante-rooms and toilet rooms, with entrances from both lobby and concourse ramp. The length of the ramp from lobby to concourse is 80 ft., and midway on the ramp on one side is the entrance to the lunch room and news stand, and on the other side are public telephones and entrance to stair to mechanical facilities

ing accommodation for passengers is in this room, as experience has taught that the public waiting to board trains prefer to walk as near to the tracks as possible. The subway to the London and Port Hope Railway station is 30 ft. wide and 100 ft. long.

A mezzanine floor occupies the rear

limestone, and the brick of the vestibule dark brown color. It is also Canadian-made Wood sash has been used throughout with the exception of the large windows in the entrance archway, which is metal, with metal grilles. The main entrance doors are of white metal. The



The Layout of London's Canadian National Railways Station, Tracks, Platforms and Other Facilities

track side of the building is treated in similar materials to the street front, and the concrete platforms are covered by steel frame canopies with wood deck and felt roofs. The canopies erected have a total length of some 1,500 ft.

The business lobby interior is of strikingly fine proportion, and the architectural treatment is satisfactory both from the utilitarian point of view, which one must acknowledge in a station, and also as regards appearance. This has been achieved in a careful selection of materials and colors. The floor is of terrazzo, the pattern of which recalls the design of the room. The walls, to a height of seven feet, are lined with a vitreous granite tile in varying shades of tans and browns. Pilasters of the same tile run up to the ceiling, which is 20 ft. high. The tile work is relieved by various other colored tile bands in greens and reds. The walls above the tile work are of plaster, decorated to blend with the color of the lower walls, and an ornamental cornice is treated in polychrome. The plaster ceiling is very simply panelled, with ornamental accents at the ceiling electric fixtures. Ornamental plaster plaques, depicting modes of transportation, adorn the east and west walls. The entrance vestibule and doors are carried out in white metal with yellow bronze ornamental bands. Woodwork throughout is of Canadian birch.

The same tile wall treatment is carried down the ramp and into the concourse. The concourse has a lower tile dado of the same general color as the business lobby, and the fine line of the segmental arch concrete ceiling is preserved in plaster with moulded and ornamented arched ribs. On the plaster walls above the tile work are a series of ornamental plaques which tell the story of the development of motive power. The floor of the concourse is laid in terrazzo of pleasing color and design, and the doors leading to stairs to tracks are of white metal. The electric fixtures throughout are of white metal and follow the trend of the general interior design. The lunch room follows modern ideas of esthetic design and equipment rather

The Lord Mayor of London, England, Sir Percy Vincent (left), Officially Inaugurating the Station in the Presence of W. A. Kingsland, Vice President, Central Region, Canadian National (right).

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A feature of the whole interior is the aluminum that has been used to the detail of equipment. Parcel lockers are built into the wall at convenient locations. Display cases for attractive posters have not been overlooked and are also built in to form part of the wall decoration. Train indicators, bulletin boards, etc., are also built-in features and all appear to be part of the general decorative scheme.

The interior walls of the express and baggage warehouses are lined with a red face brick and floors are of asphalt. The equipment in these warehouses, such as office partitions, billing booths, etc., are all of steel. Express office, ticket office and the offices on the mezzanine floor are all trimmed in Canadian birch and have built-up insoleum floors.

The women's and men's anterooms have wood dados of birch, and the terrazzo floors and the adjoining toilets are finished in gray vitreous granite tiles seven ft. high, relieved by brightly colored tile caps. Toilet partitions are all of steel, finished to match the tile walls.

The station and concourses are heated

The Lord Mayor of London, England, Sir Percy Vincent (left), Officially Declaring the Station Open, in the Presence of W. A. Kingsland, Vice President, Central Region, Canadian National Railway (right).

by steam supplied by two 100 h.p. water tube boilers fired with rotary oil burners. The boiler and engine room is located under the platform adjoining the station and has been so arranged that coal can be used in lieu of oil if found desirable. The provision has been made for coal crushers and ash removal apparatus. Steam boilers also supply the necessary steam for heating the coaches and nearby office buildings. The steam is measured before leaving the boiler room. Compressed air for coach cleaning purposes and testing is supplied by an electric driven air compressor located in the engine room.

The main lobby and offices are heated by direct radiation, the express and baggage rooms by thermostatically controlled unit heaters, and the concourse and lunch room by thermostatically controlled heaters and fans located in the engine room, air from these fans being carried by means of underground ducts to grille work at the rear of the settees in concourse and the ornamental wall grilles in the lunch room.

The exhaust fans which ventilate the concourse and lunch room are located in the engine room and those ventilating the toilet rooms are located on the mezzanine floor above, with separate discharge outlets. Hot water for the toilet rooms is supplied from a central reservoir in the engine room; it is heated by exhaust steam during the heating season, and by electric immersion heaters during the summer.

All piping from the boiler room is carried to its respective destination through a concrete tunnel, well propor-

tioned and lighted to provide for accessibility and repairs to toilet room fixtures are of china, chrome plated trimmings of latest design.

The electric service is taken in underground from the London Public Utilities low tension, four-wire, three-phase, 200-volt, 25-cycle network. The switch board, which is of the totally enclosed dead front type, is located in the basement of the engine room, and is used to distribute light and power to the platform and distributing panels throughout the building. Two feeders from the switchboard are also carried underground to supply light and power to the general office building.

Lighting feeders are four-wire, 3-phase, and power feeders are three-wire, 3-phase, and terminate in panels of the dead front safety type. All wiring is in rigid iron conduit and ample capacity and outlets are provided for future needs. Standard types of lighting fixtures are used wherever possible, special fixtures being used only in the lobby, concourse and restaurant.

A system of electric clocks of the half-minute impulse type is operated from a master clock located in the railway telegraph office, where it can be checked by the daily railway time signals. Battery capacity is provided capable of operating the clocks for a period of several days should an interruption occur in the electric service.

Telephone wiring and wiring for office bells and buzzers is also run in conduit, to avoid exposed wiring of any description. The platform lighting circuits can