

tracks to provide a wagon concourse for team delivery to the baggage room; a loading platform, 10 ft. wide and 3 ft. above the roadway, connects with the baggage room through eight doorways, each 8 ft. wide by 7½ ft. high, equipped with vertical bi-folding doors. Three baggage weighing scales are located just inside the room between doorways. The eight electric lifts, each with a capacity of 6,000 lbs., and a car 5 x 15 ft. handle the baggage and mail between the baggage room and the track level. Four of them are located in the rear of the baggage room and serve the easterly ends of the platforms above; the other four serve the westerly ends of the platforms, and are connected, by a trucking subway, with the baggage room. An unclaimed baggage room has been provided in the basement of the station, under the general waiting room, and a reversible wood apron conveyor handles baggage between it and the baggage room. This conveyor also carries packages of stationery between the baggage room and the company's general stationery stores, which adjoin the unclaimed baggage room. Outbound baggage is classified, as received, and arranged in groups on the south side of the baggage room; these groups are numbered to correspond with train numbers. The north side of the room is used for incoming baggage, which is classified in 10 groups, numbered 0 to 9, the next to the last figure in the check number determining the group. This arrangement of grouping incoming baggage facilitates locating pieces by check number, and in cases where one person checks more than one piece,

depression under the viaduct; the C.P.R. also furnished the fill to raise the street grade. As a consideration, the city gave the company the privilege of placing two temporary freight tracks across Main St. and on Point Douglas Ave., an unused street, on condition that the railway company would remove them as soon as it had completed raising the permanent tracks. The new viaduct is of structural steel, with ornamental concrete covering, and the street level underneath has been raised 5½ ft., but in order to provide for probable future extension of the trackage, the grade on the approaches has not been changed.

As the station track facilities were already overtaxed, the work of raising the tracks had to be carried on without reducing the number of passenger tracks in service and in a way that would permit traffic to continue uninterruptedly. This was accomplished by replacing the two freight tracks with the two previously mentioned temporary tracks, which were placed at the new high level, on a pile and timber trestle, on Point Douglas Ave., just north of the old tracks and connecting into them several hundred feet beyond the terminal area. The construction work was divided into six stages; each, except the last stage, comprising one track, the first and alternate stages including a platform. The removal of the two freight tracks made room for the first stage work, comprising the northerly track and platform, without disturbing any of the passenger tracks. The second stage work was commenced when the first stage was completed and its track put in service; the remaining stages

The addition to the Royal Alexandra Hotel was completed about a year ago and having already been described in a previous issue of Canadian Railway and Marine World, the following brief outline will suffice. It adjoins the old hotel on east and north sides, covering about 20,000 sq. ft. of ground. On the east side it has a frontage of 100 ft., facing south on Higgins Ave., and on the north, or track side, extending from the west wing of the old hotel to the west end of the connecting office building, a distance of 240 ft. The addition is of the same height as the old hotel, and provides 185 additional bedrooms, also a ball room 46 x 96 ft., a banquet room about the same size, a grill room 38 x 46 ft., and 11 private dining rooms. The old kitchen has been newly equipped and more than doubled in size by extending it into the addition. In order to have a rear entrance for the use of the hotel servants and for receiving hotel supplies, a new subway has been provided under the tracks, connecting Point Douglas Ave. with an entrance to the hotel basement; this subway has a 17 ft. driveway, with a 15 ft. sidewalk at the side, which also serves as a trucking way to the baggage lifts previously mentioned.

The work was designed and executed by Westinghouse, Church, Kerr & Co., engineers and constructors of New York and Montreal, in co-operation with and under the direction of J. G. Sullivan, Chief Engineer, and Frank Lee, Principal Assistant Engineer, Western Lines, Canadian Pacific Ry. Construction work on the addition to the hotel was started in June, 1913; and the track elevation work and



Canadian Pacific Railway Station and Part of General Offices, Winnipeg, from the South.

they will be found in one or, at most, two adjoining groups. More than 1,200,000 pieces of baggage are handled at this station in a year.

At the west end of the station area, the former eight tracks and platforms were carried over Main St. on a reinforced concrete arch viaduct of five spans. This structure was removed and replaced by the C.P.R. at an expense of over \$100,000, in order that the city might reduce the street

were carried on in the same order until the sixth, or final stage, when all three stub end tracks were abandoned and replaced by three new tracks. For handling passengers and baggage across the stage under construction, between the old and the new high level platforms, temporary ramps and stairways were provided, which were relocated and re-arranged as each new track was completed, and the work was carried on with scarcely any inconvenience to the public.

station improvements in Aug., 1913.

An illustration of the interior of the waiting room is given on pg. 416.

Employees of the Grand Trunk Motive Power Department, Point Charles, Montreal, sent a cheque, Oct. 7, for \$1,388.40 to the Canadian Overseas Red Cross Fund to provide comforts for men at the front, and a cheque for a smaller amount to the Christmas Gift Fund for Soldiers.