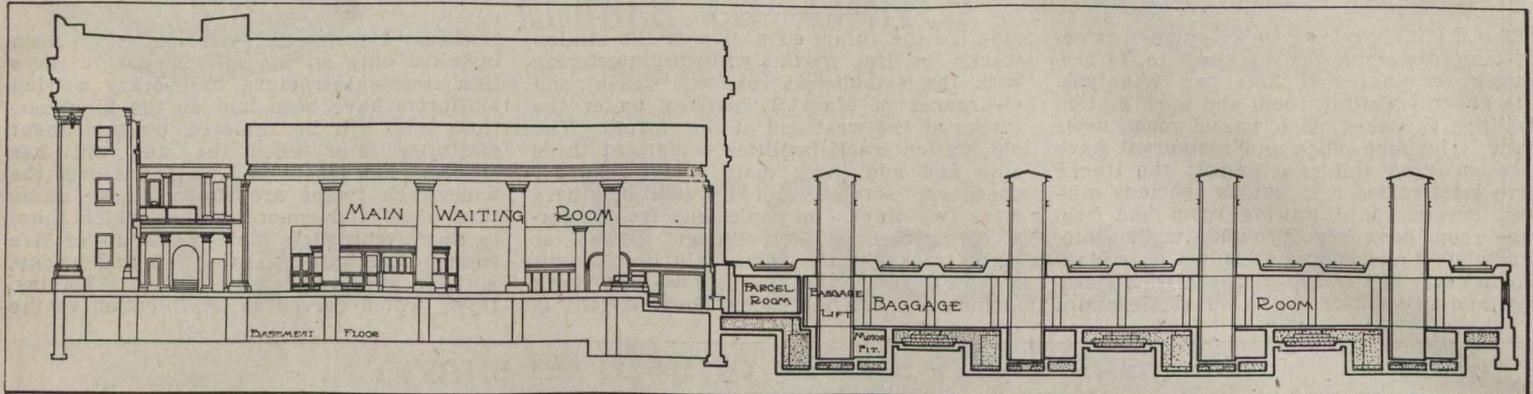


ticket office, having 10 ticket booths, is located on the east, or his right hand side, and he faces the baggage and parcel checking rooms and offices of Canadian and U.S. Customs, which are under the tracks between the waiting room and the baggage room. The waiting room in front of these facilities is depressed about 4 ft. to the level of the floor in these rooms and the midway; a broad stairway near the entrance

room of much congestion. Passengers who have secured their tickets in advance will find this a convenient entrance.

The old station restaurant and lunch room, located on the east side of the general waiting room, was abandoned to make room for the new ticket office, and is replaced by a new restaurant and lunch room, entered from the west side of the waiting room, and which occupies the space in

three 9 ft. doorways, equipped with sliding bronze doors, connect the waiting room with the midway under the tracks. Normally, outgoing passengers are held at this point until their train is ready. The midway, 48 ft. wide, extends under all four platforms and is finished with white glazed tile walls and white chip terrazzo floor. Two stairways are provided to each of the four platforms above.



Canadian Pacific Railway Station, Winnipeg. Section through main waiting room and baggage room.

to the midway, and three smaller stairways opposite the checking facilities, connect the two levels. On the Maple St. side a new entrance to the station has been provided, near the baggage room receiving platform, for the convenience of passengers bringing or taking away baggage in a conveyance with them.

A new street exit is located west of the

connecting office building which was formerly the baggage room. This new restaurant and lunch room has a U shaped counter with 57 stools, and tables are arranged along the outside wall. The new lunch room is operated in conjunction with the Royal Alexandra Hotel; the food is prepared in the hotel kitchen and delivered in bulk through a private passage way to a

A large second class waiting room is conveniently located on the west, or left hand side, of the midway. On this side are also rooms for Station Master, Dispatcher, conductors, trainmen, Advertising Agent, C.P.R. police, and the caretaker. Ventilation in these rooms is provided by motor driven supply and exhaust fans, with the necessary distributing ducts, and provides



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

broad stairway and directly in front of the midway. The sidewalk at this point is sheltered by a marquee 50 ft. long, overhanging the curb about 4 ft., permitting passengers to enter a conveyance in rainy weather without exposure. This exit also serves as an entrance for special excursion crowds, which are permitted to pass directly to the trains, purchasing their tickets at a portable ticket booth on the way, thus relieving the general waiting

room which adjoins the lunch room on the west end.

A corridor has been provided connecting the station with the Royal Alexandra Hotel. This corridor, from its entrance at the west side of the waiting room, ramps down through the connecting office building and continues level through the basement to the hotel elevators, and a new stairway to the hotel rotunda.

Directly opposite the new street exit,

a complete change of air in each room every 10 minutes.

The new baggage room, 160 x 130 ft., occupies the space on the east, between the midway and the Maple St. concourse. At the end adjoining the midway are rooms for bonded baggage, company mail service, lavatories and lockers; of these, the mail room only has access from the midway. At the east end of the station Maple St. has been depressed and extended under the