

# Canadian Railway and Marine World

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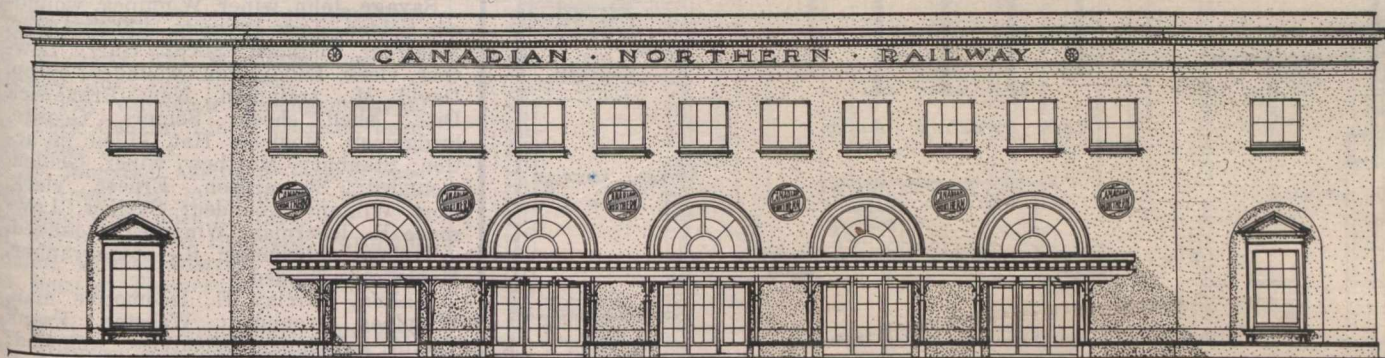
## The Canadian Northern Railway's Station in Montreal.

As previously stated in Canadian Railway & Marine World, a temporary station for the Mount Royal Tunnel & Terminal Co., Ltd., a subsidiary of the Canadian Northern Ry. Co., is being built at the corner of LaGauchetiere and St. Monique Sts., Montreal. It will be a reinforced concrete structure, with two stories above grade and one below. The exterior walls will be lined with 6 in. terra cotta blocks, with an air space between the concrete outer wall and the lining. The main facade will face LaGauchetiere St. The building will be of classic design, the passenger entrances being five large arched openings, above which will be medallions containing the C.N.R. Co.'s insignia. A dignified entablature in

for telegraph office and news stand. The arrangement of the entrance vestibule has been made with the idea of saving the traveller as many unnecessary steps as possible; he may transact all his business here, check his baggage, purchase his tickets, obtain his newspaper, check parcels and proceed directly to his train without traversing the main waiting room. If he arrives well ahead of train time and wishes to sit down for a while, he may cross the entrance vestibule to the main waiting room, which will be immediately behind it, and will be 50 x 80 ft. The beamed ceiling of this latter room will be supported by two reeded columns of novel design, the beams of the ceiling radiating from the column

will be good sized compartments, with seats arranged around the walls, the radiators being concealed in recesses behind the seats. There will be drinking fountains in the main waiting room, women's waiting room and the men's smoking room, to supply iced water.

From the men's smoking room will be doors leading to the entrance vestibule and to the staircase hall. This hall, at the right hand end of the entrance vestibule, will contain broad concrete stairs, leading to the train level, and a narrower staircase to the offices on the second floor. Descending the staircase, the passenger will arrive in the lower staircase hall, which in turn will open to the concourse. The concourse will contain



Canadian Northern Railway Temporary Station, Montreal, LaGauchetiere Street Elevation.

ment will surmount the building on all facades. Over the passenger entrances on LaGauchetiere St. will be a marquise, protecting the sidewalk from rain and snow. To the right of the building will be a court, formed on its outer side by a retaining wall 18 ft. high, which will run back for 50 ft. The court will be 33 ft. wide and will be paved with brick. It will serve as a wagon approach to the incoming baggage room, which will have two wide doors opening directly on the court.

A passenger entering the building from LaGauchetiere St. will go immediately into the entrance vestibule, which will be about 30 x 80 ft. It will be the heart of the building, from which all its activities will radiate. It will also be used, in some degree, as a waiting room for those who have not the time or inclination to go back to the main waiting room, which will immediately adjoin it at the rear. Upon this entrance vestibule, on the side opposite the entrance, will open four windows of the ticket office. At its end, to the left, will be the baggage counter and parcel room. At its right will descend a broad staircase, leading directly to the trains. There will also be an entrance to the men's smoking room from the entrance vestibule and it will contain space

heads, forming a diamond pattern. Between the main waiting room and the entrance vestibule will be ticket offices, enclosed with terra cotta walls and ornamented with marble slabs and bronze grilles. In the main waiting room the seats will be of oak and of the latest model, and will be placed back to back, with a radiator between each pair. This will give an efficient heating system and at the same time all the radiators will be concealed. Along the tops of the seats will be lines of electric lights with reflectors.

At the left of the main waiting room will be the incoming baggage room, with an area of 2,100 sq. ft. As before stated, this room will have two large doors opening out on the wagon court, and at the extreme rear there will be a freight elevator, large enough to receive trucks, which will descend to the outgoing baggage room, immediately below, at the train level. There will be a staircase in the incoming baggage room, which will also lead down to the train level.

Opposite the incoming baggage room, at the right of the main waiting room, will be the men's smoking room and the women's waiting room, with lavatories between. Both of these rooms will have windows facing on St. Monique St. They

approximately 3,500 sq. ft., and will be separated from the train room by iron railings, immediately inside of which will be the baggage runway, connecting to the outgoing baggage room at the left. The outgoing baggage room will be immediately below the incoming baggage room on the first floor, and will be of the same dimensions, and as previously stated, will be connected with it by a staircase and large freight elevator.

There are five tracks contemplated in the present construction. From the baggage runway, ramps with a grade of 5% will descend to the platform level.

To the right of the baggage runway will be the machinery and storage rooms, and here are to be installed the apparatus for heating the water supply to the lavatories and cooling the drinking water. The heating plant for the building is to be installed in a separate structure behind the outgoing baggage room.

Along the LaGauchetiere St. front, on the second floor level, will be approximately 4,000 sq. ft. of office space, which is to be subdivided later when its uses are determined. On this floor will be lavatories and other facilities required for the offices.

Additional illustrations are given on pages 258 and 259.