

## REPORT OF C. W. MOBERLY, ESQ., C. E.

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TORONTO, 31st December, 1879.

F. W. CUMBERLAND, ESQ.,

General Manager,

Northern Railway of Canada.

SIR,—In compliance with your request, I submit my written opinion, on the proposed location of the Credit Valley Railway within the City limits, from Parkdale to the Credit Valley Railway water lot near Simcoe Street.

I have carefully examined the several plans in your Engineer's office which bear upon this subject, and I am thoroughly acquainted with the relative positions of the existing railways along the City front.

There are no obstacles of any importance to prevent the Credit Valley Railway from running their line from Parkdale eastwards, keeping to the south of the Grand Trunk and Northern tracks, and crossing the Northern and Great Western tracks near the present diamond crossing of these two lines, to the west of Bathurst Street. The present watchmen and semaphores would be available for the additional crossings.

Thence the line could follow to the north of, and parallel to the Northern Railway to Brock Street. The Grand Trunk Railway and the Great Western Railway main tracks would require to be moved a few feet to the north.

This could be accomplished at small cost, and without interfering with the alignment; in fact the curvature at Bathurst Street would be improved by such a change.

From Brock Street to the Credit Valley Railway water lot a very good approach can be obtained by curving round the eastern Grand Trunk Railway engine house, and passing through the old Water-Works lot on John Street. A very slight change would have to be made in the Grand Trunk Railway and Great Western Railway tracks, between Brock Street and the engine house, involving slight expense, and making no material difference in the alignment or working of the lines.

Practically, the line which I have thus described is almost identical with the location proposed by Mr. Frank Shanly, and which, as I understand, was approved by the Railway Committee of the Privy Council.

The proposed location of the Credit Valley Railway, through the Northern yard, is preposterous. No practical railway man would select such a location, unless every other approach proved impracticable. In other words, I am of opinion