

desirable to excavate to a depth of a few feet below the solid surface before placing the footings.

The caissons were carried to shale at an average elevation of -3.6, the datum used being mean Lake Ontario level. The caissons were from 4 ft. to 6½ ft. square.



Fig. No. 2—Station Site on January 1st, 1916

The sub-basement was carried to elevation -2. Seepage was overcome by Barrett Specification waterproofing. The foundation walls are concrete, carried up to grade at elevation 8.6. The column footings and piers are cir-

building. The rapid progress made subsequently is evidenced by Fig. No. 3, a similar view one year later.

The building is practically a steel skeleton structure. The outer walls are faced with Indiana limestone, backed by wire-cut brick supplied by the National Brick Co. The design follows the Greek style of architecture. Geo. Oakley & Sons, Ltd., of Toronto, have the sub-contract for the cut stone work.

The structural steel, which was fabricated and erected by the Canadian Bridge Co., Ltd., of Walkerville, Ont., weighs nearly six thousand tons. The columns are broad flange H-sections, spaced at 26 ft. centres east and west and 22 ft. centres north and south. They are wrapped with expanded metal, and fireproofed by means of poured concrete.

A sub-contract for the fire-proofing was let to the Crescent Concrete Paving Co., Ltd., of Toronto, and included the guniting of the roof trusses, erected by the

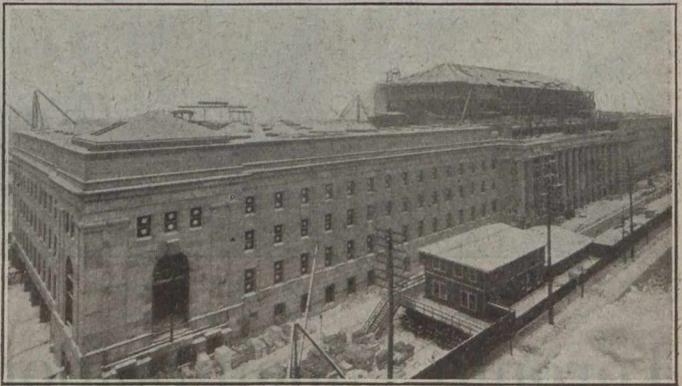


Fig. No. 4—Progress by January 1st, 1918

Macfarlane, Douglas Co., Ltd., of Ottawa. The Carmichael Waterproofing Co., Ltd., Toronto, have the roofing and waterproofing contract. The roof was built according to the Barrett Specification. The interior partitions are mostly hollow tile, furnished by the Dominion Fireproofing Co., Ltd., of Winnipeg.

The construction of the building is divided into two contracts, the eastern wing (about one-third of the total area) being devoted to post-office requirements, the remainder forming the railway, or station, contract.

Fig. No. 4 shows the progress made during 1917. Fig. 6 is a closer view of the main entrance, the dignity and impressiveness of which is enhanced by twenty-two large stone pillars. Each of these pillars is built in three sections. Each section weighs nearly nineteen tons and was turned from a stone weighing about 30 tons. They

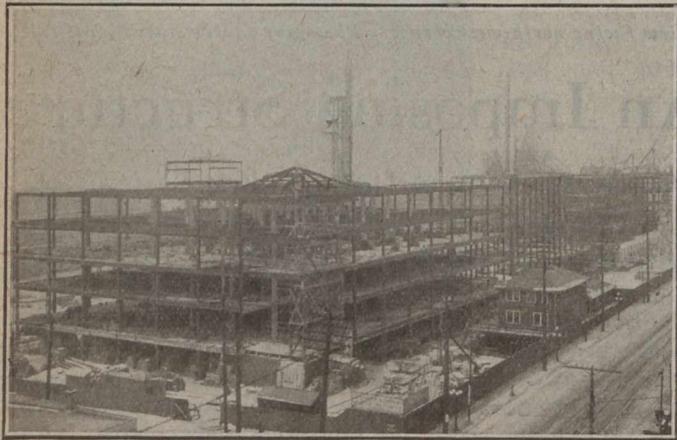


Fig. No. 3—Steelwork on January 1st, 1917

cular, and vary from 4 ft. to 6½ ft. in diameter. The lowest footing was carried to elevation -16.5.

Fig. No. 2 shows the appearance on January 1st, 1916, of the site of the new station. The photograph was taken from a point facing the north-east corner of the

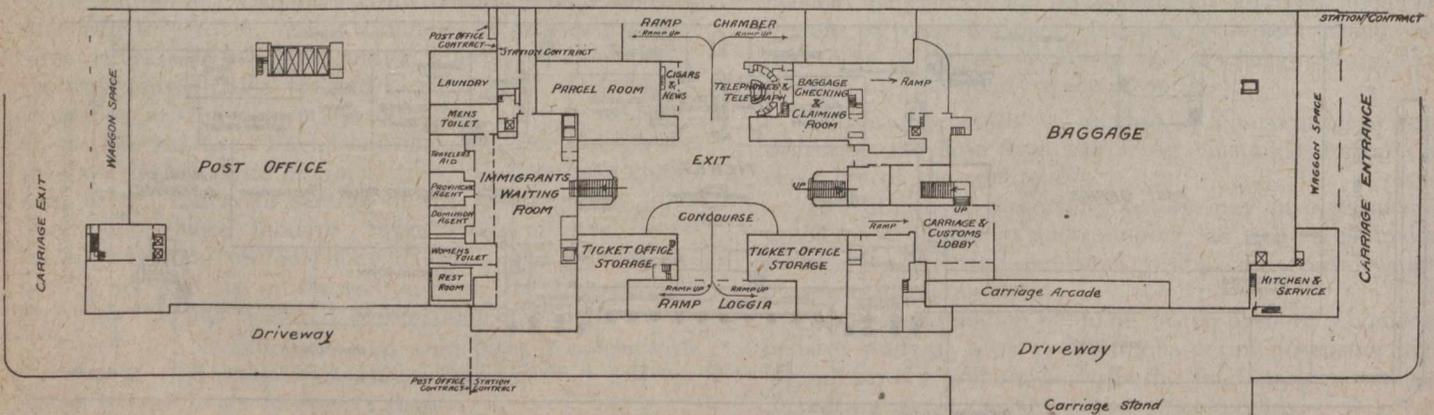


Fig. No. 5—Plan of Lower Level, New Union Station, Toronto