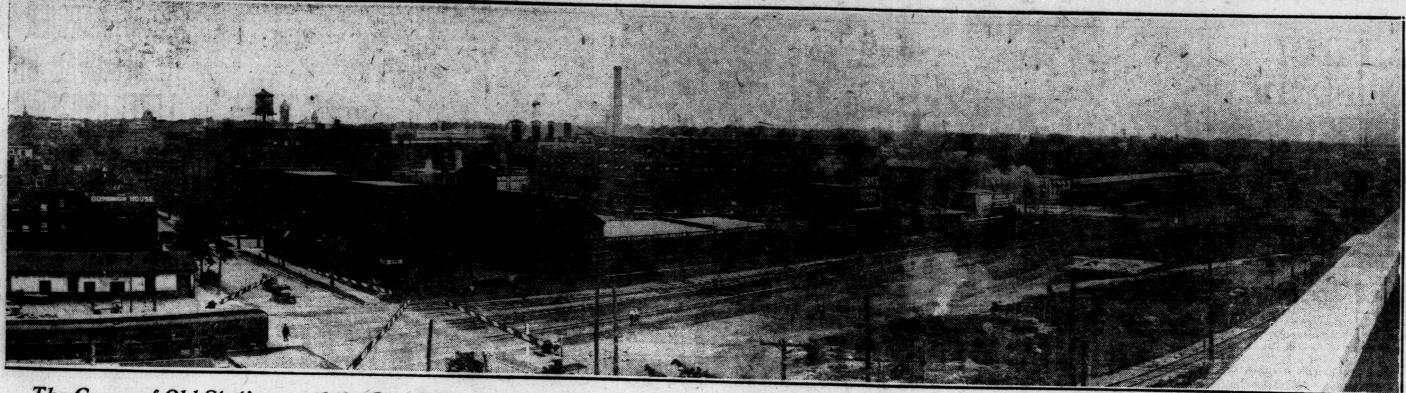
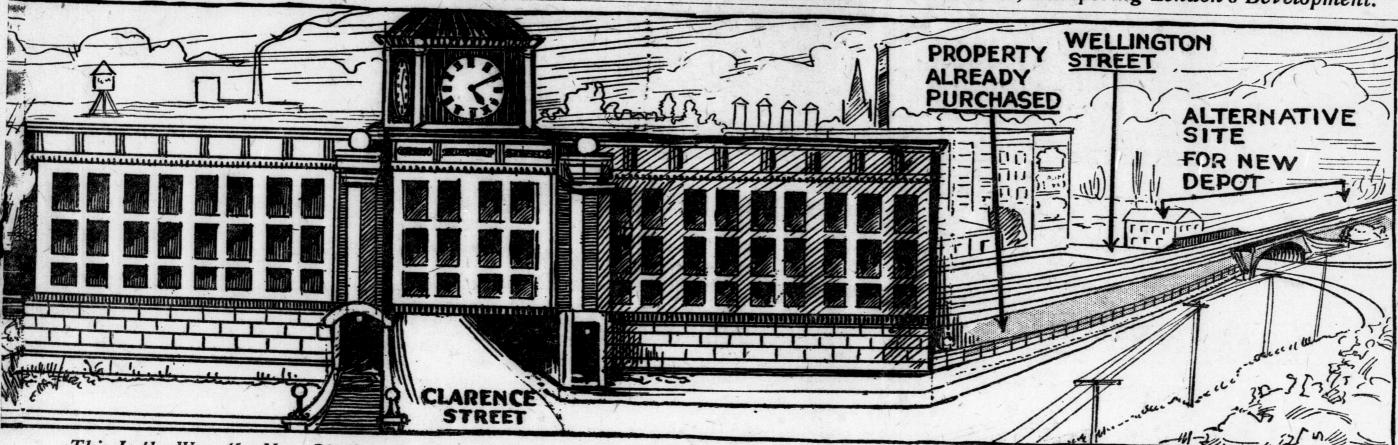
HOW LONDON HAS TRIED TO MEET ITS URGENT NEED



The Group of Old Stations and the City-Wide Series of Level Crossings Shown Above Are Twin Evils, Hampering London's Development.



This Is the Way the New Station, Built Over Clarence Street Subway, Would Look-A Real Railway Terminal for a Progressive City.

London's Track Elevation Problem Began In 1853 When Veteran Engineers of Old Great Western Ry. Encountered Long Grade at Sifton Farm, Hyde Park

Negotiations For Track Elevation street, which would have necessitated narrowing the viaduct to 30 Ridout street was to be between 22 and 23 feet; at Talbot street, 21 feet want of maintaining of the pillars. Wellington street 30 feet inches at Richmond street 20 feet Commenced In 1906; Long Earth Embankment West of City, Reduced Gradients; City Lost Whip Hand Later But It Is Time Now to Make Start on Elimination of Level Crossings

The engineers of the old Great feats of Western Ontario railroading.

Vestern Railway, which entered In the meantime, in 1906 Mayor ondon with its first trains in 1853.

p a barrier that meant a grade that odern locomotives could scarcely all. Equipped only with shovels nd an occasional horse scraper, the

dy the situation and prepared plans hat provided for deepening the Sifarth embankment across the flats of the city. By this means he planned to lift the dip down to the cove Bridge and to reduce the hump of the Park. The work was under the the city was under the cove Bridge and to reduce the hump of the cover the c Hyde Park. The work was underf more than 500 men, and repre-

andon with its first trains in 1853.

d pressed on for a westward exnsion to Detroit in the following

Garratt, entered into negotiations

regotiate and that the old wood burn-the remainder an earth embankment. rs of those days could not ascend The embankment was to carry four main lines for through freight and passenger trains, but in the vicinity of the depot would widen out, carry-ing six tracks across Richmond, ask of reducing the grade, but the work went no further than the minimum requirement. For fifty years onstruction gangs were put to the onstruction gangs of the ground that their holds gangs of the ground that the

were to secure the subways which were crected, as they now stand, when the larger scheme fell through.

The following subways were to be constructed on similar lines:
Ridout street, 66 feet wide with 35-foot roadway, and walks on each side
If feet 6 inches wide.
Talbot street.

with 56-foot road for vehicles.
Colborne street—same as Waterloo.
Burwell street—41-foot viaduct
with 27-foot road.

Maitland street—66-foot viaduct 6 feet, and Adelaide street, 2 feet 6 with 38-foot road, and sidewalks 11 inches.

two sidewalks 7 feet 6 inches wide, but no accommodation for vehicles. Alternative proposal was to have no viaduct but to provide footpaths over the tracks protected by watchman and gates.

from the Wharncliffe road to College the street without depressing the street level, but at Burwell street and Maitland street the headway was insufficient without lowering the approaches in a moderate degree.

This plan of lowering the street at

the company providing for:

1. Elevation of main lines from the west limits of the city to Adelaide street, the section between the River Thames and the west side of Richmond street to be a steel trestle and the company providing for:

1. Elevation of main lines from the then one of the most dangerous in the city. The Rectory street car line was to have been diverted to Egerton street bridge if the street railway would pay its share of the accommodation required on the new Egerton street structure. ton street structure.

4-The company was to build a new depot to cost "not less than \$100,000,"

Wellington street—90-foot viaduct 6 inches; at Richmond street, 20 feet with 60-foot roadway and 15-foot 6 inches; at Clarence street, 19 feet; Wellington street, 18 feet; Waterloo

As stated, the new track level fol-

William street-30 feet wide with

To Build New Depot.

ment; fence its right-of-way and leave the job in first-class condi-

Viaducts were feasible from the Wharncliffe road to Col-

Adelaide street—Elevation there was to taper off to only 2 feet 6 inches above street level and grade crossing was not to be changed.

Rectory street—The company

This plan of lowering the street at william street to accommodate vehicular traffic could not be carried out, because at that point the two surface tracks to accommodate the shippers came down off the slope at any time

the council at length agreed after the company had declared that insistence would kill the whole undertaking.

The Crisis. Then came the crisis of the nego-

tiations. It was believed possible that some of the property owners in the vicinity of the railway might enter action to recover "abuttal dam-

pedestals or concrete foundations or ments would have been brought about

reason of any damage or injurious affection to or of any lands thereby. or for or by reason of the exercise by the company of their powers, or

the neglect of the company in the execution of their works or any of problem largely solved. them, or by reason of the narrowing (if any) of the said streets, or for or

visions of this indenture it is their duty to do or perform, or for or by reason of any default or omission of the company hereunder, and should the corporation incur or be put to any such loss, damage, costs, charges or expenses, the company shall immediately upon demand repay the same to the corporation."

The company held out, but even that obstacle might have been sur-

as follows:

"That the company further covenant with the corporation that the company will indemnify and save harmless the corporation at all times from all manner of actions, claims, demands. loss damages, costs, the company would have meant that the company would have meant that the company would have meant that the company would be subject to a dollars and would have meant that the company would be subject to a taxable assessment of at least \$800, on the company a fixed assessment of the company a fixed assessment of \$500,000 on all of its properties in the corporation may at any time incur, be put to or have to pay, for or by reason of the construction of the said works, or any works increased and the company appears of the company after the would have paid the company appears of the company promising to resume.

That the company further coveraging improvements contemplated by the company under the agreement ary lines.

West London had been flooded the partly because an ice jam occurred against the center abutment of the old Grand Trunk bridge at the Coves. The company held out an offer to put in a new structure at a higher level, with a 300-foot clear span and the scheme appealed as a protection to West London that the company appears the co

any of them, or any part thereof in at the time; the amount of taxation

the agreement for adoption by the city council. The agreement in several of its the company would have been paying any of them, or for or by reason of taxes on all of its holdings and the city would have its level crossing

Agreement Not Approved.

But at the last minute, when the streets, or for or by reason of the abuttal damages clause had introimproper or imperfect execution of duced a degree of bitterness, the concommittee of the city council under the chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is first trains in 1853. The chairmanship of Ald. Joshua car, furnished the beginning of Lonsing track elevation problem when it is an activated to the carried out, because at that point the two down off the slope at a level that would cut across the face of the viaduct and block it.

The parley commenced early in the subvey of the last straw. The company to do means the city was getting a good bar a level that would cut across the face of the viaduct and block it.

The year and by March the actual plans at once for a subvey.

The parley commenced early in the city was getting a good bar and the city was problem to the city was the mode of the city was the company to do not be carried int the company's works, or any of them, or for or by reason of the said works tribution by fixed assessment proved

that obstacle might have been surmounted of itself.

There are ugly stolles among the
who reminisce around the city hall
today, of human greed for spoils, and
of the company's refusal to award

TO FINANCE COST Seventeen Years Ago Ingenious Project Was Proposed To Meet Costs. DEPOT AND TRACKS

LIKELY THE BEST

JUDGE JUDD PLAN

Fixed Assessment to Company For Ten Years Would Return Money Spent.

LOSS TO CITY

No Reduction of Present Revenue, Yet Improvements Would Be Gained.

rack elevation and a new depot, when the time arrives, has been a point for deep consideration in municipal circles for more than a decade.

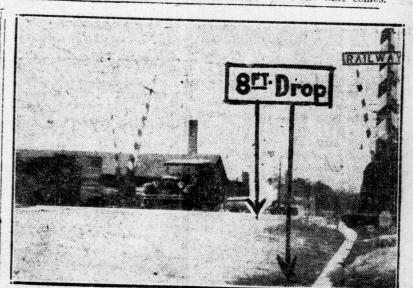
Indications are that the best soution of the problem will be adoption of the ingenious plan developed by County Judge Judd, when, as mayor, he negotiated the agreement of 1906.

The Grand Trunk then agreed to elevate its tracks, build viaducts and overhead bridges, and to erect a depot worth "not less than \$100,000." The whole work, according to estimates secured by this city at the time, would raise the company's aslessment for taxation purposes about

Such a depot would probably cost five times as much today. One plan was to build it over Clarence street crossing, but the preferred scheme is which the company expressed its willingness to acquiesce would have put it where the freight sheds stand on York street, between Waterloo and Wellington streets, and thus placed it closer to London's center of popu-

The company was willing to agree on a municipal contribution of about \$300,000. The city was unprepared to make a cash grant of that amount or to issue debentures for the purpose. It was then that Mayor Judd evolved the idea of granting the company a ten-year fixed assessment, which amounted to a remission of taxes on a sufficient part of the new work to pay off the company in ten or fifteen years. The company in ten or fifteen years. The company was given no concessions on the taxes which it had hitherto paid and so the city stood to lose nothing in revenue, but to gain the improvements and all that

they meant to London. That will, doubtless, be the means by which London will finance a new agreement when the time comes



THE EIGHT-FOOT "HUMP."

It was at this point, west of Ridout street, that the company was allowed to end its "tapering off" process. There is a "hump" here of eight feet which an overhead crossing and proper levels would remove. The extent of the "hump" here may be gauged by the position of the automobile on the crossing with that of the other car just approaching it, and the top

Wortley road to a point a little west of Ridout street.

Time For a Start.

Toronto job is attended to."

Next came the war; nothing could be done by the railway in those un-

There was a definite moral obligato the question of grade separation in the city, but the city appears to have relinquished the whip-hand by permitting the construction between Ridout street and the Wharncliffe road. The city, it is true, has had the convenience and safety of the South London visions in the convenience and the convenience convenience and safety of the South London viaducts in the years which followed, but the remainder of the city has been left without relief.

Mr. McGuigan left the Grand Trunk to go to another system a year or so later, and new officials had not the

when the problem of the moment was surmounted, asked for and was granted by the city the right to taper off a grade from the new embankment through South London over viaducts at Wharncliffe road and Wortley road to a point a little west Toronto job is attended to."

certain times. There was a definite moral obligation on the company to come back Grand Trunk proved the next excuse,

Today the war is over; Toronto has



to lift the dip down to the ridge and to reduce the hump at any and the reduce the hump are Park. The work was under the than 500 men, and represented the major engineering one of the construction of the said works, or any works into time incur, be put to or have to pay, to or the venture of the provisions.

7. The company and the scheme approve time in the construction of the said works, or any works in or any or the major engineering one of the construction of the said works, or any works in or any or the said works, or any works in or any or the construction of the said works, or any wo LONDON HAS WAITED A GENERATION FOR A PROPER RAILWAY DEPOT—DO IT NOW!