



Yonge looking north from Albert, showing side-wall, floor and ceiling slabs completely poured and centre steel in place.

Photo—
Canada Pictures
(Toronto)

to take both lines. At the present time you go down from street level through a small door-like trap, and descend a steep staircase; later of course, modern, wide, safe entrances will be constructed. Far below men can be seen working. Power shovels loading trucks are dwarfed in the canyon-like abyss, while overhead on the temporary road the rumble of traffic gives one the feeling of being trapped in a large bass drum which is being "rolled" by some unseen giant.

To the north could be seen a partly completed dual tunnel, one for each direction; to the south similar tunnels were in the process of being poured. My guide escorted me across a series of catwalks and into the completed portion of the tunnel where the roar of the overhead traffic became muted, and which on completion of the project will be imperceptible. The portion in which we were now standing proved to be the Queen St. Station. It was explained that the station platforms—which are car floor level, never higher—will be 500 feet long to provide for ultimate operation of trains of ten 48-foot cars. Platforms at all stations—there will be 12 of them on the Yonge line—except terminals will be located at the side of the station

and will be 11 feet ten inches wide. Mezzanine floors are being constructed in most locations where the excavation permits sufficient depth. At this level will be located all ticket selling and taking departments, so that when the passengers reach the loading platforms they will be unhampered in entering the "train". Facilities have been provided in the plans so that at transfer points passengers can leave the train and board the particular surface car of their choice without having to cross through surface traffic or be required to present a transfer in the surface system vehicle. This in itself will be quite an innovation. Fares for the subway will be regular surface system fare with the same general transfer privileges.

The actual pouring of the concrete in the tunnel was interesting to watch. The subway is divided into sections approximately 40 feet long, with a joint through the bottom slab, outside walls, roof and the centre wall of the structure. These joints are male and female type and load transfer from one section to the other is made by this concrete keyway. Reinforcing steel does not extend through the joint so that each section is entirely separated from adjacent sections. This