

## North Toronto Station, Canadian Pacific Railway.

A short preliminary description of the station which the C.P.R. is building in the north end of Toronto for joint use with the Canadian Northern Ry., appeared in Canadian Railway and Marine World for July. For some time work has been progressing on track elevation across the north end of the city, the new station forming a part of the whole general scheme, which involves the raising of the tracks for about 3 miles, with the elimination of all grade crossings. This line has been used by the C.P.R. principally as a freight cut off between Leaside Jct. and West Toronto, from which points the main line runs down to the union station in the lower part of the city. Origin-

work has been started, the excavations and foundations being nearly completed. This station has been designed on a larger scale than would be required for C.P.R. traffic alone, as the Canadian Northern in planning a permanent entrance into Toronto decided on the northerly entrance, arrangements being made with the C.P.R. to build the station, the C.N.R. to use it jointly as tenants. It is the Canadian Northern's intention to use this station for most, if not all, of its Toronto passenger service, but the C.P.R. will retain its connection with the present union station near the waterfront, only using the North Toronto station for certain trains.

by two lower sections containing the station facilities. On the Yonge St. side there will be a 140 ft. clock tower, the 30 ft. spire of which will be of terra cotta. The station building will be 114 x 76 ft., the broader side facing south, with the tracks on the north side passing it at an angle of about 15 degrees. The central or high section of the station will be the main waiting room, 70 x 51 ft., with a centrally located entrance from the driveway on the south side. Flanking this waiting room on the west will be the ticket offices and telegraph offices. Flanking the east side of the waiting room will be the women's room, smoking room, lavatory facilities, and telephone booths. Adjoining the waiting room in the north-east corner will be the news stand and staff lavatory. Directly opposite the main

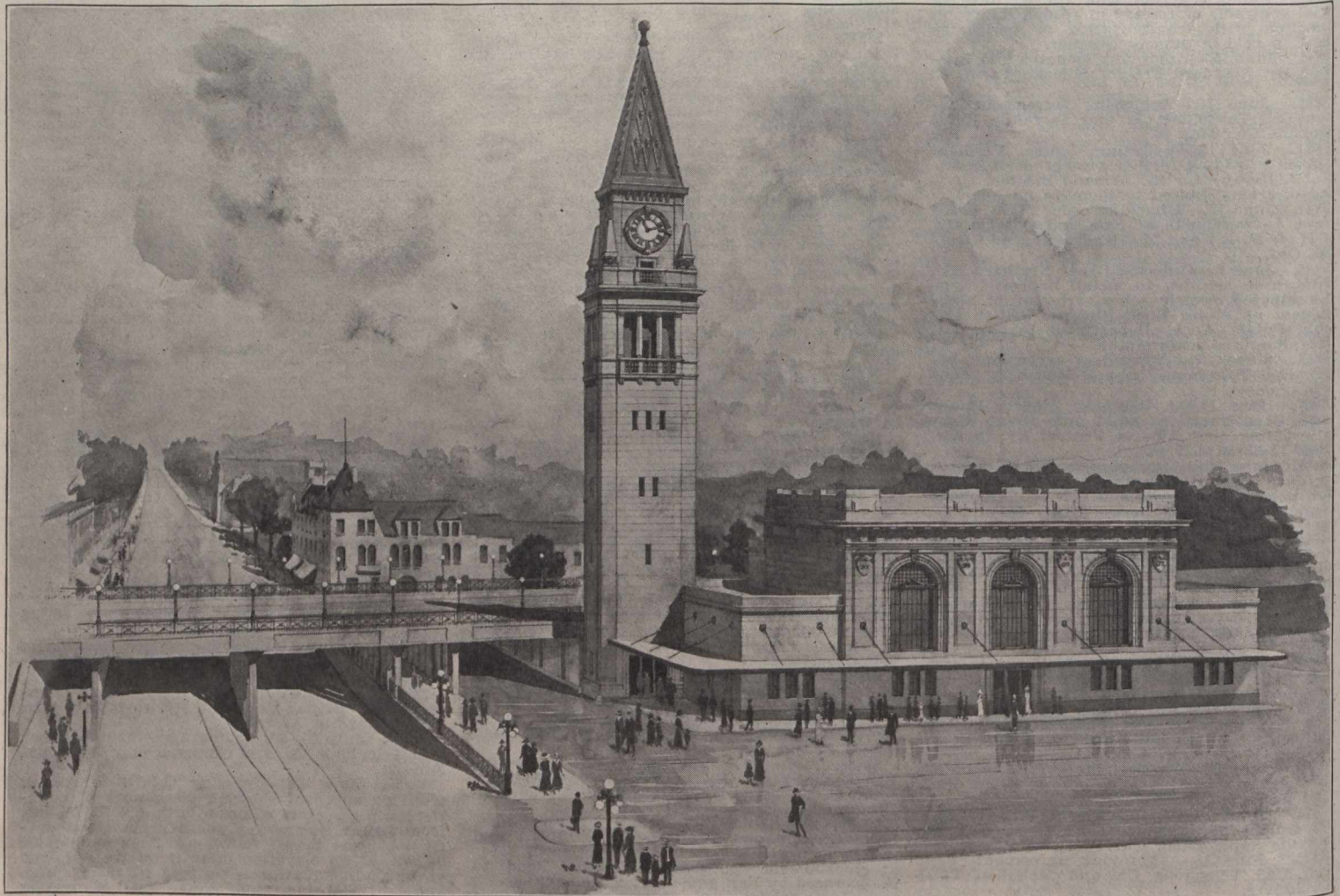


Fig. 1.—New North Toronto Station for Joint Use of Canadian Pacific and Canadian Northern Railways.

ally the Leaside-West Toronto line was the only entrance into Toronto of the Ontario and Quebec Ry., which was absorbed by the C.P.R. in its early days, and subsequently a connection was built from Leaside Jct. to connect with the union station, and all passenger trains from the east were run over it. For several years a connecting stub line service was operated both ways between Leaside Jct. and West Toronto, and about three years ago the C.P.R. decided to make use of the line from North Toronto to Leaside Jct. for passenger traffic, starting therefrom one of its Toronto-Montreal night trains, and running one of the Montreal-Toronto night trains into it. This proved such a success that a further development of the northern entrance was decided on. The smallness of the existing station made necessary further accommodation, the result of which is the new station on which

A perspective of the new station is shown in fig. 1; a ground floor plan in fig. 2; and the trackage arrangement in the station vicinity, with its relation to the city transportation conveniences, in fig. 3. The station is being built on the east side of Yonge St., at the present end of the Toronto Ry.'s Yonge St. line, which passes down through the centre of the city. With this convenient and through street car line, the new station will be very easily reached from the business centre of the city. The rapid growth of the city northward makes the North Toronto location particularly available for that section of the city, the new location being more centrally located with regard to the centre of population than the present downtown union station.

The new station will be a single storey brick and stone structure, the central section of which will have a high roof, flanked

entrance will be the entrance to the midway under the tracks. The vestibule under the tower will lead into the concourse along the north side of the west end of the waiting room, connecting at its east end with the midway. The south and west sides of the station will have a sidewalk, so that passengers may either alight at the main entrance centrally on the south side, or at the tower vestibule, the expectation being that the latter entrance will be used by the majority of passengers who have already secured their tickets, and only require to pass directly to the trains, relieving the main waiting room of much of the congestion that might otherwise occur. Along the west side of the station there will be a 28 ft. driveway, so that vehicles may drive up to either station entrance, and pass through under the tracks through this driveway and out on Yonge St. to the north of the station.