

REPORT OF MR. FRANK SHANLY,

PREPARED BY ORDER OF THE RAILWAY COMMITTEE OF THE PRIVY COUNCIL,
AND THE DECISION OF THE RAILWAY COMMITTEE THEREON.

TORONTO, 28th June, 1879.

To the Chairman and Members of Railway Committee,

Privy Council, Ottawa.

GENTLEMEN,

Credit Valley Railway, Toronto.

In accordance with instructions received from your Committee on the 24th inst., I have made a personal examination of the proposed alignment for the entrance of this line into the city, and of the several crossings of the existing lines rendered necessary for carrying it from Queen Street to Brock Street within the 100 feet limit reserved for such purposes.

I have also held a consultation with the officers of the several railways interested, when representatives from each were present, stated their views, and produced plans illustrative of them.

Having thoroughly, as I believe, exhausted the question and the different schemes proposed, I beg leave to report as having arrived at the following conclusions, the question resolving itself into not more than three schemes, which I shall call Nos. 1, 2 and 3.

No. 1 commences at Queen Street and crosses the line of the Toronto, Grey & Bruce Railway, a short distance south from there, where it branches to the Queen's Wharf, with three lines of rails, which, however, without interfering with existing arrangements, may be reduced to one. This crossing made, the 100 feet reserve will be entered upon, and the Credit Valley, "taking the southerly portion of it, will continue in that position till it reaches a point about 150" west of the Great Western Railway, where it and the Northern Railway cross each other. Here I propose that the "Credit Valley" should cross the "Northern" present single and proposed double tracks, and from thence, keeping north of the "Great Western" and south of the "Grand Trunk" tracks, reach Bathurst