

We believe that a "head-on" station is not the best type of station for Toronto for the above and following reasons:

1st. Delay in through traffic:

2nd. The passing of all trains, some of them loaded with passengers, across a complicated system of crossings and frogs, and at times passing such trains in reverse direction;

3rd. Placing an absolute limit upon any increase in the size of the station, as no additional tracks could be added to the station unless the abutting streets on the east and the west of the terminal grounds were acquired;

4th. Great expense, both in the construction and the acquisition of land and the displacement or re-arrangement, with attending cost, of the existing freight delivery and other yards of the Grand Trunk and Canadian Pacific Railways.

Reverting to the plans of the Grand Trunk Railway Company, as submitted to the Commission, we would recommend that, while approving the location and general type of the building as proposed, instead of having all the tracks connected through the station, the seven tracks next to Front Street should be cut in the centre of the station and for a distance sufficient to give a wide and commodious passageway. There would then be seven head-on or terminal tracks from both the east and west, or fourteen such tracks in all, with three through tracks on the southerly side. A passenger going from the station to the trains, or vice versa, would then pass on a level without the inconvenience either of ascending or descending steps to any of the local tracks or to the first of the through tracks, or without crossing any track.

From the northerly side of the first of the through tracks there could then be constructed a short subway beneath such track leading to the platform between the second and third of the through tracks; such subway to be used only at the time when the first of the through tracks was occupied by a standing train, which condition would rarely occur.

If this modification of the Grand Trunk's plans was adopted, Toronto would have all the advantages claimed for a head-on station, namely, a terminus for local trains, direct access to platforms, and simplicity of working. In fact there could really be two head-on stations separating east and west bound traffic, with a third or through train station in connection, and in which passengers would proceed directly from the station to their trains, and with practically no longer walk than would be had with the head-on station, as above described. In