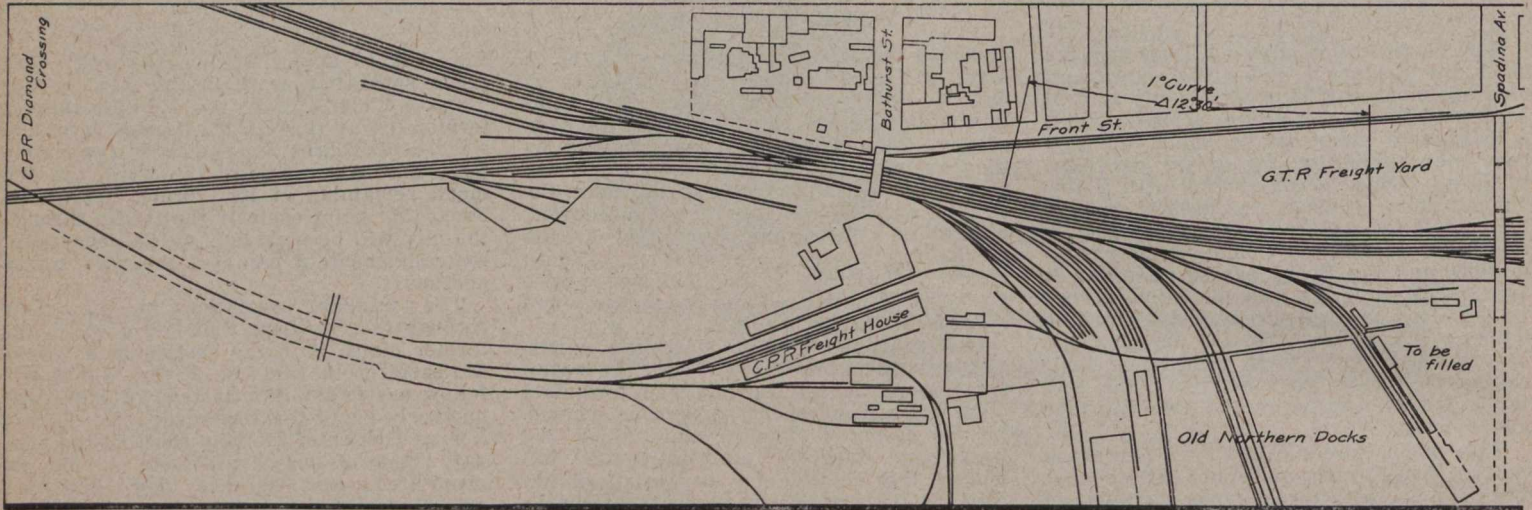


tangent. From the point of curvature at Bathurst St., the line will commence to ascend to the viaduct on a 0.4% grade, reaching elevation 26.5 at York St., from which point easterly to the Don River the line will be level at an elevation of 18 ft. above the present base of rail.

From Strachan Ave. to Bathurst St. there are four tracks, but just west of Bathurst St., the G.T.R. old main line and the C.P.R. main line join from the west, there being 7 tracks under the bridge. East of this the lines will diverge to the different yards and

width of the tracks, eliminating the steep ramp from the south side of the bridge to the grade over the through tracks. This new arrangement will call for a complete change at this point, as the old arrangement of crossing the tracks at grade was necessitated by the slip at the foot of the street coming right up to the tracks, making impossible an overhead bridge approach at that end under existing conditions. The new bridge will be about 770 ft. long, leading off from the higher ground to the north at practically the same level, and descend-

doubtedly more convenient for making up the trains, with no ramps to negotiate, but the principal reason lay in the disposing of York St., which will be carried under the tracks in a long subway. Under this scheme, all the tracks at York St. will be carried over the street. Were the yards on the level, all the tracks leading into the yard from the east would be crossed at grade, reducing the effectiveness of the whole grade crossing elimination project. The shunting of cars in the making up of trains would be a constant source of danger,



Plan of Viaduct Scheme from C.P.R. Diamond Crossing to Spadina Avenue. (Section 1.)

sidings, requiring long highway bridges to carry Spadina Ave. and John St. over the tracks. The present G.T.R. freight yard and shop arrangement to the north of the tracks between Bathurst and John Sts. will require rearrangement, the plans for which have not yet been drawn. To the immediate north of the tracks between Spadina Ave. and York St. the new scheme calls for an elevated passenger car yard for the G.T.R., consisting of 12 tracks, approached by a ladder track from each end. From Bathurst St., along the south side of the viaduct, there will be a surface track leading to the old Northern Ry. docks and the different industries located along the harbor front.

Under the existing arrangement, the Spadina Ave. bridge, which is 700 ft. long, only crosses the yard tracks to the north

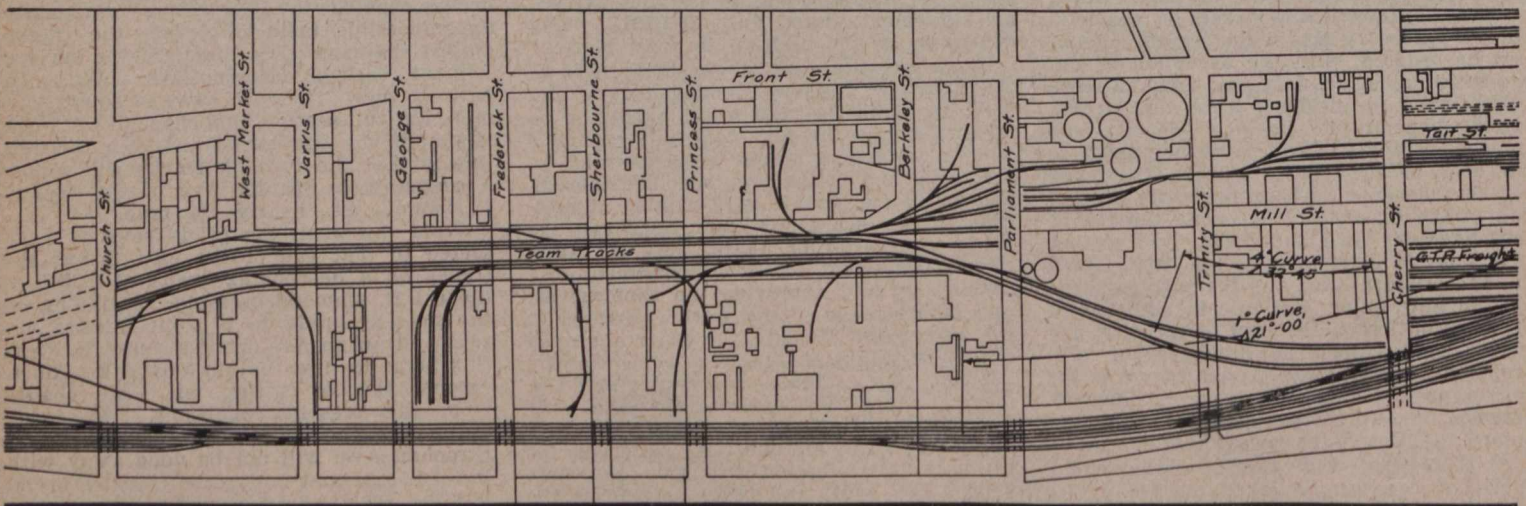
ing on the south on a light ramp, filling in the slip of the city wharf to the south. This extended roadway will connect with the Lake St. extension, which the city proposes to put through in conjunction with the scheme. The John St. bridge will not require to be extended, but as the viaduct level is to be 11 ft. above the present level at that point, the bridge will be raised that distance, the approaches from the south connecting to the Lake St. extension.

At John St., between the through tracks and the G.T.R. passenger car yard, the station tracks will lead off in a double ladder, the plans calling for 10 passenger and 2 freight tracks through the station. At John St. also the leads to the C.P.R. freight and passenger car yards will branch off to the south. This yard will be on the same level as the viaduct. The plans for the elevation

and from the railway standpoint, the yard accommodation would be materially reduced by the breaking up of trains at the crossing.

The double ladder leading into the station will be approached from the through tracks by crossovers to the west of the ladder approach. To the south of the station there will be 4 through tracks. The Canadian Express Co.'s present building on the north side of the station tracks at the foot of York St. will be approached by a ramp along the north side of the G.T.R. passenger car yard, requiring a concrete retaining wall along that side, as the building is on the ground level.

Bay St. will be carried under the easterly end of the station tracks and the through tracks, in a subway, the tracks for the C.P.R. freight and passenger car yards branching off on the viaduct at this point.



Plan of Viaduct Scheme from Between Scott and Church Streets to Don Freight Yards. (Section 3.)

of the through tracks, which, as in the new scheme, pass along the south side of the yards. The ascending grade of the viaduct will necessitate the raising of this bridge 5 ft., and it will be extended to span the full

and rearrangement are not yet outlined, but can be cared for apart from the general scheme. Various considerations entered into the reasons for elevating this yard. In the first place, such an arrangement is un-

From Bay St., the station tracks will converge through double ladders to the northerly of the through tracks at Church St., east of which there will be crossovers. The only portion of the entire viaduct to be built