

shorter than Bay St, from the convergence of the tracks. The subways from this point on, are all 66 ft. wide. At Scott St., the tracks have converged to six, which continues to Church St., where they come down again to four. Near Yonge St., there are two steel trestles leading off from the viaduct to fruit warehouses, the double track one on the

tries will have access thereto. Along this street, there are to be three surface tracks, two on the north and one on the south side of the street to be operated by the C.P.R. for handling the traffic from the industries along the street, various spurs running into the factories. Similarly, on the north side of the viaduct, along the Esplanade, there are

tracks. Likewise, the distance between Berkeley and Parliament Sts., is so short that a retained viaduct would be more costly.

From the east end of the steel viaduct, the G.T.R. four tracks sweep southerly and loop northward, forming a small elevated yard at the curve. The north side of the viaduct, from the point where it

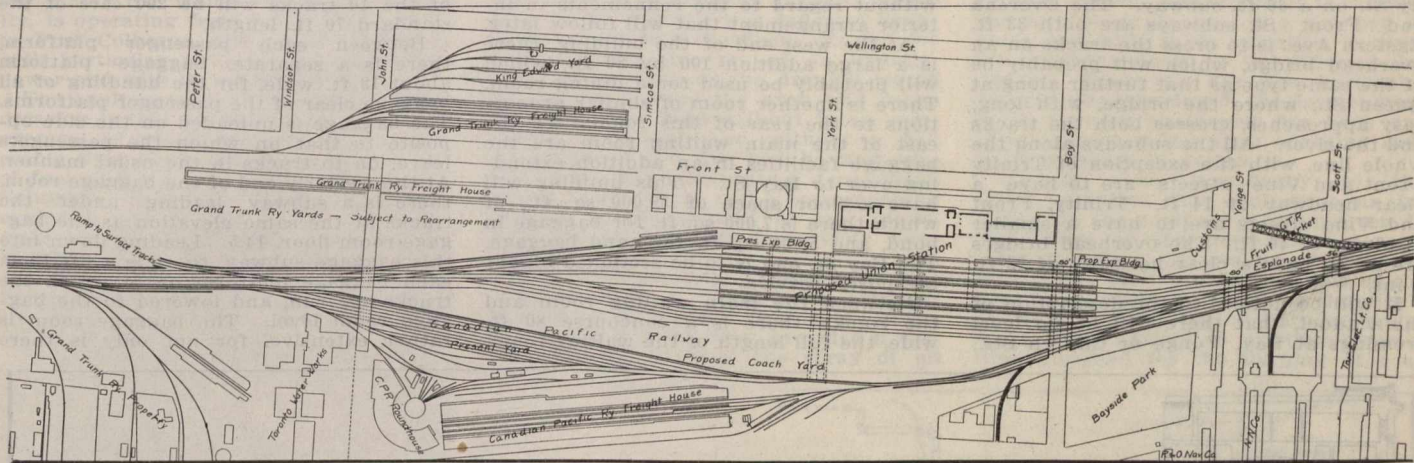


Fig. 3. Sec. 2. Plan of Viaduct Scheme from Spadina Ave. to between Scott and Church Sts.

north side leads into the G.T.R. fruit warehouse, and the single track one on the south into the fruit warehouse on the wharf.

The four track viaduct, with concrete retaining walls, continues to within 300 ft. of Parliament St., crossing West Market, Jarvis, George, Frederick, Sherbourne and Princess Sts. on 66 ft. subways. Along this portion of the line, there are at present individual crossings leading into each of the various indus-

three surface tracks, one on the north side and the other two on the south side of the street for the industries along the street, these lines being operated by the G.T.R. From the point 300 ft. west of Parliament St., where the concrete viaduct ends, the G.T.R. and C.P.R. separate, the G.T.R. diverging south on four tracks, and the C.P.R. diverging towards the north on two tracks, these six tracks being carried on two steel viaducts to the east side of Parliament St., where the

leaves the steel work to the Don River bridge, is retained by concrete walls, while the south side is merely embanked. Trinity and Cherry Sts., both pass under the tracks in subways. From a central point on the north side, there are two ramps, one in each direction, leading down to the surface tracks. The east end ladder track on the south side also leads down a ramp along the edge of the earth embankment. The surface tracks on both the north, where the freight sheds are

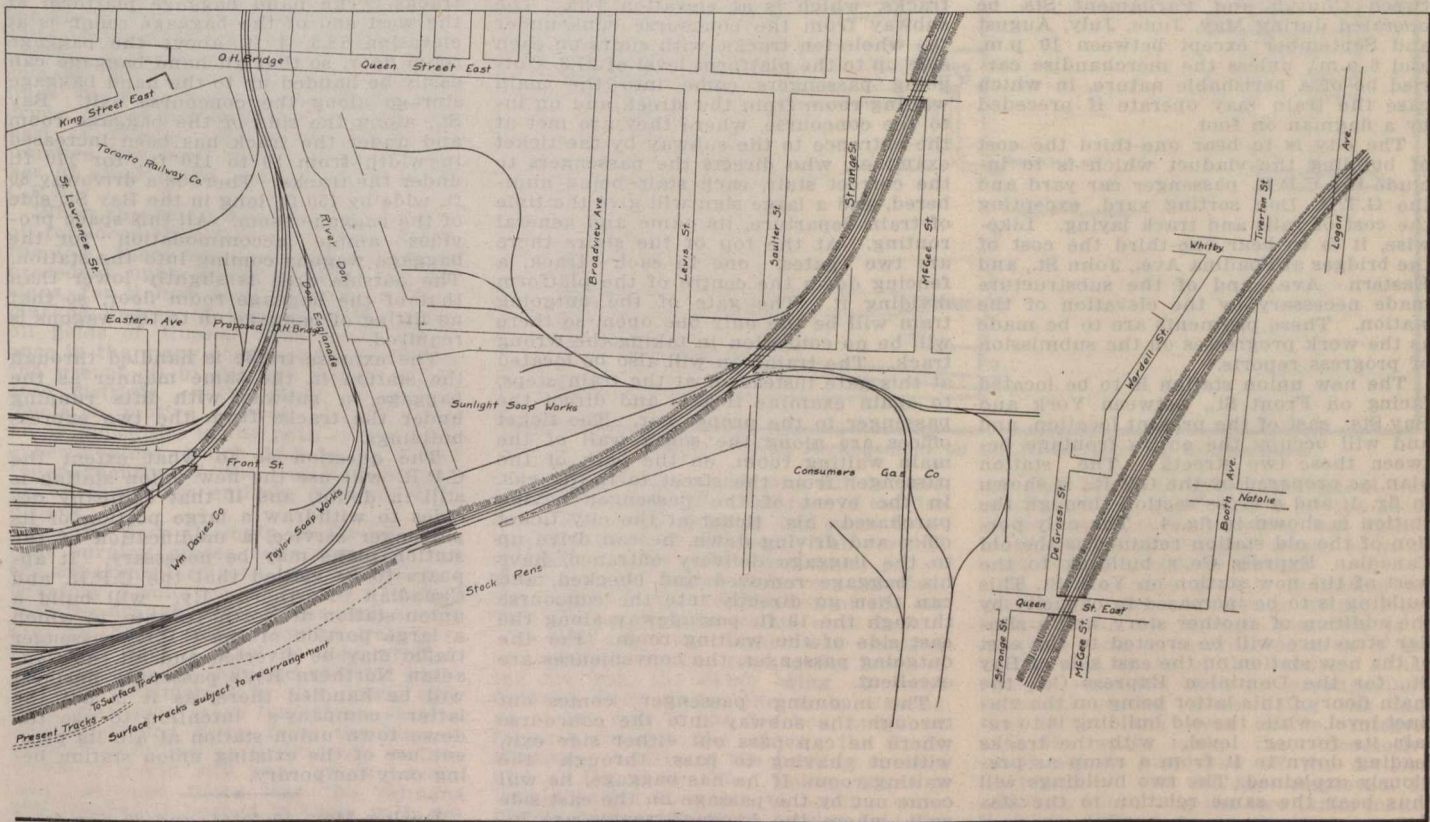


Fig. 3. Sec. 4. Plan of Viaduct Scheme from Don Freight Yards to Logan Ave.

tries located along the bay front. This viaduct scheme would cut off most of them from communication with the Esplanade, so this difficulty is to be remedied by the city putting through a new street, called Harbour St., just south of the viaduct, so that each of the indus-

viaduct continues as before. The prime reason for the carrying of this short stretch of the viaduct on steel lies in the fact that it is at this point that the surface tracks on the north and south sides of the viaduct up to this point cross over to the ramps leading up to the elevated

located, and on the south sides, are subject to re-arrangement on the completion of the viaduct scheme. From the Don easterly, there is a four-track viaduct on an earth embankment, crossing Eastern Ave. and Queen Sts. on 66 ft. subways. The grade up to Queen St., is 0.4% com-