## Rolling Stock:

The car proposed as suitable for use on the subway is shown in Figure 18 and has the following general dimensions:

Length over ali
Width outside 8 ft. 11 in.
Height, top of rail to roof
Centre to centre of trucks
Diameter of wheels
Wheel base, motor end 6 ft. 6 in.
Wheel base, trailer end 5 ft. 6 in.
Senting capacity
Standing capacity (comfortable)
fotal capacity
Approximate weight

These cars have a steel body, cement floor, and three doors on each side, giving rapid loading and unloading Further they may be designed for use with the overhead trolley system on surface lines extending into the suburbs.

## Track;

We have carefully considered the track question as it relates to the provision of new means of transportation which may be provided.

We regret to see the track gauge in use in and around the City is not uniform, and we see that at present conditions are as follows:

Gauge. 1. Toronto Railway (i.e., all lines within the City) 4 ft. 11 in.

2. The Toronto and York Radials.

<ul> <li>(a) Metropolitan Division</li> <li>(b) Scarborough Division</li> <li>(c) Mimico Division</li> </ul>	4 4 4	ft. £t. ft.	8½ i: 10% i: 10% i:	n. n. n.
3. Toronto Suburban Railway	4	ft.	10% in	n.
. The Grand Trunk Raiiway	4	ft.	8½ ii	n.
Canadian Pacific Railway	4	ft	814 jr	n

We believe that this complication of gauges is inimical to the proper future growth of traffic facilities and that some uniform gauge should be adopted, so that the rolling stock of one system should be able to pass over any line of tracks. In doing so we are looking forward to the time when all rapid transit facilities of the district and City will be under one government and with as much inter-transfer as possible between the now different systems. It therefore becomes a somewhat serious question as to what